



# Meeting minutes

Meeting: **Transportation Policy Alternatives Committee (TPAC)**

Date/time: Friday, November 6, 2020 | 9:30 a.m. to 12:00 noon

Place: Virtual online meeting via Web/Conference call (Zoom)

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## **Members Attending**

Tom, Kloster, Chair  
Karen Buehrig  
Chris Deffebach  
Lynda David  
Eric Hesse  
Dayna Webb  
Katherine Kelly  
Don Odermott  
Jeff Owen  
Jon Makler  
Karen Williams  
Laurie Lebowsky  
Lewis Lem  
Tyler Bullen  
Glenn Koehrsen  
Jessica Stetson  
Idris Ibrahim  
Jennifer Campos

## **Affiliate**

Metro  
Clackamas County  
Washington County  
SW Washington Regional Transportation Council  
City of Portland  
City of Oregon City and Cities of Clackamas County  
City of Gresham and Cities of Multnomah County  
City of Hillsboro and Cities of Washington County  
TriMet  
Oregon Department of Transportation  
Oregon Department of Environmental Quality  
Washington State Department of Transportation  
Port of Portland  
Community Representative  
Community Representative  
Community Representative  
Community Representative  
City of Vancouver, WA

## **Alternates Attending**

Allison Boyd  
Jaimie Huff  
Garet Prior  
Glen Bolen

## **Affiliate**

Multnomah County  
City of Happy Valley and Cities of Clackamas County  
City of Tualatin and Cities of Washington County  
Oregon Department of Transportation

## **Members Excused**

Jessica Berry  
Donovan Smith  
Gladys Alvarado  
Taren Evans  
Yousif Ibrahim  
Wilson Munoz  
Rachael Tupica  
Rob Klug  
Shawn M. Donaghy  
Jeremy Borrego  
Cullen Stephenson

## **Affiliate**

Multnomah County  
Community Representative  
Community Representative  
Community Representative  
Community Representative  
Community Representative  
Federal Highway Administration  
Clark County  
C-Tran System  
Federal Transit Administration  
Washington Department of Ecology

### **Guests Attending**

Will Farley  
Andrew Campbell  
Mike Mason

### **Affiliate**

City of Lake Oswego  
Multnomah County Health  
Oregon Department of Transportation

### **Metro Staff Attending**

Ken Lobeck, Funding Programs Lead	Dan Kaempff, Principal Transportation Planner
Lake McTighe, Senior Transportation Planner	Kim Ellis, Principal Transportation Planner
John Mermin, Senior Transportation Planner	Grace Cho, Senior Transportation Planner
Ted Leybold, Resource Manager	Eliot Rose, Emerging Technology
Chris Ford, Principal Regional Planner	Chris Johnson, Research Manager
Matthew Hampton, Senior Transportation Planner	
Lakeeyscia Griffin, Associate Public Affairs	Marie Miller, TPAC Recorder

## **1. Call to Order, Declaration of a Quorum and Introductions**

Chairman Kloster called the meeting to order at 9:30 a.m. A quorum of members and alternate members present was declared. Guests, public members and staff were noted as attending. Reminders where Zoom features were found online was reviewed.

## **2. Comments From the Chair and Committee Members**

- **Committee input form on creating a Safe Space at TPAC** (Chairman Kloster) The link to adding comments and input for creating a safe space at TPAC was noted in the chat area of the meeting, which members are welcome to use at any time during the meeting. Comments will be collected and shared at the end of each meeting.
- **COVID-19, racial equity and other updates from Metro and Region** (Chairman Kloster and all) It was announced that Metro's transportation measure on the ballot this week did not pass. Information on the website of Metro's next steps moving forward can be read as plans are developed. Zoolights at the Oregon Zoo are planned for the upcoming holiday season in a COVID approved format. Metro is in the second major furlough period of the year, with several staff layoffs occurring. Ally Holmqvist is now working at WSP. The emerging technology program is being phased out, with Eliot Rose transferring to projects in the regional transportation planning unit.

Jeff Owen noted the work currently being done with Reimagining Public Safety and Security on Transit that is scheduled for reporting at the January TPAC meeting. If it fits for schedules to be reported earlier than January this could be arranged. The website for more information is [trimet.org/publicsafety](http://trimet.org/publicsafety).

Don Odermott announced that the City of Hillsboro partnered with Intel for a safety transportation project, with Intel funding and Hillsboro building, that resulted in 22-23 Rapidly Flashing Beacons (RFBs) for pedestrian and cyclist safety on campus.

- **Monthly Metropolitan Transportation Improvement Program (MTIP) Amendments Update** (Ken Lobeck) Mr. Lobeck noted in the meeting packet the monthly submitted MTIP formal amendment and administrative modification project lists through late October 2020 timeframe. For questions on the memo you are encouraged to contact Mr. Lobeck.

- **Fatal crashes update** (Lake McTighe) Ms. McTighe noted the memo in the packet with total fatal traffic crashes, with two more additional traffic deaths since the memo was posted. The updated total of 17 traffic deaths for a month (Oct. 2020) is the highest number in the past previous three years. The latest fatalities from the 3-counties was provided.

Katherine Kelly noted these reports and discussions are helping us move toward solutions. Regarding implementation for lowering these numbers, work toward the next RTP update could be used. More focus on potential safety designs and policy factors can also be utilized. Continuing to present this information to JPACT is also encouraged. It was suggested that when looking at the policy framework in plans such as RTP and MTIP, we look at less corridor but more spot area in the region; more system-wide approach.

Eric Hesse noted that lessons learned from this data could provide opportunities for creating subcommittees or ad hoc committees. The City of Portland Vision Zero team has offered to present at TPAC their experience with shared information and best practices between the agencies. More policy levers to push for traffic fatalities prevention was noted.

Ms. McTighe thanked the committee for the input and ideas. Workshops with safety issues including this discussion are being planned. A data driven approach to mitigate crashes, preventive strategies, and specific planning and funding factors will be developed. The safety work plan will be shared with TPAC soon, and continue to further develop.

Karen Williams asked how we might approach safety in our work places. The near misses or injury reports that were not resulting in fatalities, are these factored in with the data? Ms. McTighe noted the injuries are factored in with the data, usually available later. The near misses data is harder to acquire, but provides good information and understanding of risks in traffic patterns and planning.

- **Jurisdictional Transfer public comment update** (John Mermin) Mr. Mermin reported that the public comment period provided seven comment letters, 40 comments from the online survey and several updates with comments during county coordinating committee meetings. The full report on the Jurisdictional Transfer project will be presented at the Dec. 4 TPAC meeting.
- **UPWP administrative amendment for SW Corridor Transit project** (John Mermin) Metro was recently awarded a grant from the Federal Transit Administration to complete Phase II of the Southwest Corridor Equitable Development Strategy, with a focus on mitigating the effects of displacement on businesses and employees, while examining ways to increase workforce development that aligns with the transit project. The project narrative which describes (in tracked changes) the work to be completed this fiscal year with the FTA grant was included in the packet.

Chris Deffebach asked for clarification why this planning study was included in the MTIP. Mr. Lobeck noted that it received Federal Funds which places it in the MTIP. Asked why this was separate from other amendments on the agenda, Mr. Mermin noted the funding change earlier established for projects created small changes for administrative amendments, but new projects or those with greater funding planned would need more formal amendments.

Karen Buehrig asked for confirmation of the total grant received for this project was \$1.2 million for at least over a 3-year period. This was confirmed. It was suggested that future UPWP documents indicate the total project cost with past investments included for context, when reporting on multi-year projects.

- **2024-2027 STIP Letter to OTC update** (Grace Cho) Ms. Cho noted the letter to the Oregon Transportation Commission (OTC) that was included in the packet that developed from input with TPAC and JPACT members. Metro Councilor Craddick testified at the OTC meeting in October and will present more information the JPACT meeting in November.
- **Federal Review meeting scheduled in December** (Chair Kloster) It was announced that Metro and RTC SW will be holding Federal Certification Reviews with Federal Highway Administration and our state Department of Transportation partners the first full week of December. These two Metropolitan Planning Organizations will meet as such; Metro Dec. 7 & 8, RTC SW Dec. 9 & 10. TPAC members are invited to attend the online sessions with Metro with more information on this soon.
- Lewis Lem asked who the MPO staff persons were for Federal Highway Administration (FHWA) and ODOT for this review. Chairman Kloster noted that Rachael Tupica was our lead planner at FHWA, Erik Having was the Deputy Administrator in planning for ODOT, and Glen Bolen representing Region 1 at ODOT that would all be participating at the review.

Mr. Lem announced the Port of Portland is in the process of updating their annual Port Transportation Improvement Plan (PTIP) and will have a website soon where this document will be found. While the document is not a federally required document, the Port Commission will make formal approval including a public period comment in advance of approval.

**3. Public Communications on Agenda Items (none)**

**4. Consideration of TPAC Minutes from September 4, 2020 (action required)**

**Consideration of TPAC Minutes from October 2, 2020 (action required)**

**TPAC Minutes review of October 7, 2020 workshop (no action required)**

Jaimie Huff noted the correct spelling of her name on page 7 of the Oct. 2, 2020 minutes. It was noted to change "Jamie Stasny to Jaimie Huff" on page 4 of the Oct. 7, 2020 minutes. In addition, Ms. Huff acknowledged comments from Donovan Smith and added that consideration of Metro's model provided a broader scope area of transit with number of trips and locations where disproportionate number of people of color and disparities in populations are affected.

**MOTION: To approve minutes from September 4, 2020 and October 2, 2020 and October 7, 2020 workshop with edits included.**

Moved: Jeff Owen

Seconded: Laurie Lebowsky

**ACTION: Motion passed unanimously.**

- 5. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5144** (Ken Lobeck) Mr. Lobeck provided information on the November 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 20-5144 and being processed under MTIP Amendment NV21-04-NOV.

Project #1 Lead agency: Hillsboro

Project Name: NE Huffman St Improvement Project (City of Hillsboro)

**ADD NEW PROJECT:** The formal amendment adds the smaller capacity enhancing project (1 though lane in each direction) from NE Starr Blvd west to 30<sup>th</sup> Ave plus 650 feet of intersection construction at 30th Ave. ODOT awarded the City of Hillsboro a \$1 million dollar state Immediate Opportunity Fund (IOF) award with the City providing \$1 million in matching funds. The funding is all being programmed for construction needs.

Project #2 Lead agency: TriMet

Project Name: Risk Ranking & Data Validation for Grade Crossing

**ADD NEW PROJECT:** The formal amendment adds the new FTA section 5312 discretionary grant award to TriMet to the 2021-24 MTIP.

Project #3 Lead agency: Washington County

Project Name: Durham Rd/Upper Boones Ferry Rd. OR99W - I-5

**COST INCREASE:** The formal amendment changes the lead agency from Tigard to be Washington County to deliver the construction phase. The total project cost increases from \$1,504,286 to \$1,865,015 (increase of \$360,729 = 23.9%) and represent a cost increase above the 20% threshold requiring a formal amendment.

Mr. Lobeck reminded TPAC that as of the start of FY 2021 (October 1, 2020), Metro is now under annual Obligation Targets. The program applies to the three MPO Transportation Management Agencies (TMA) which includes Metro. The requirements only affects Metro federal formula funds including Congestion Mitigation Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) funds. ODOT funded programs, Transit federal funds, and discretionary federal grant awards, are not subject to the Obligation Targets Program requirements. During TPAC's January 2021 meeting, members will receive an updated summary briefing about the Obligation Targets program and impacts on MTIP and STIP programming, plus project delivery procedures.

Comments from the committee:

- Don Odermott noted the Hillsboro grant was used in partnership with businesses for access into industrial lands, making ability to leverage funds for bike lanes and improved pedestrian infrastructure, and stretch dollars for economic development.
- Karen Buehrig asked for clarification on two different funding amounts listed in Attachment 1 of the resolution; a letter from Rian Windsheimer, Region 1 Manager to Kristopher W. Strickler, OTC Director. **SUBJECT: Agenda/Consent XX** - Request to approve \$1,000,000 of Type A Immediate Opportunity Funds (IOF) to the City of Hillsboro for the extension of Northeast Huffman Street and Northeast 30th Avenue in the Hillsboro Technology Park.

STIP Amendment Funding Summary

Project	Current Funding	Proposed Funding
Northeast Huffman Street Improvement Project (City of Hillsboro)	\$0	\$2,000,000
Type A Immediate Opportunity Funds (IOF) (KN 19992)	\$1,724,748	\$724,748
City of Hillsboro contribution	\$1,000,000	\$0
<b>TOTAL</b>	<b>\$2,724,748</b>	<b>\$2,724,748</b>

Mr. Lobeck noted he would double check the amounts. Mr. Odermott added that the IOF (Immediate Opportunity Funds) grant was one piece of the funding package. Other funds were added beyond the required match of the grant to make this project improvement.

- Glenn Koehrsen noted the correct date of 2021 to be changed from 2020 on the ODOT and USDOT approval date shown in the presentation. Mr. Lobeck will correct that.
- Chris Deffebach acknowledged TriMet for taking a comprehensive look at the design of a risk ranking evaluation tool for rail crossing safety improvements, including upgrading cameras to document risks and incidents at grade crossings on its MAX light rail system. It will be anticipated to learn more from TriMet on their work with this project. Jeff Owen agreed the committee will receive updates on the project.

**MOTION: TPAC to provide an approval recommendation for the 3 projects to JPACT for Resolution 20-5144 under MTIP Amendment NV21-04-NOV**

Moved: Jeff Owen

Seconded: Chris Deffebach

**ACTION: Motion passed unanimously.**

**6. 2024-2027 Metropolitan Transportation Improvement Program (MTIP) Plan (Grace Cho)**

Ms. Cho provided an overview of the 2024-2027 MTIP development work plan. The MTIP is the four-year, near-term capital improvement plan-strategy for the metropolitan region.<sup>1</sup> Within the MTIP document are:

- lists of the transportation investment priorities for the upcoming federal fiscal years;
- descriptions of the prioritization processes to allocate available funds to transportation projects and programs, and compliance of those processes with regional guidance and federal laws;
- measurements of the performance of those investments and progress toward federal performance targets and regional goals;
- demonstration of compliance with federal TIP-related regulations; and
- monitoring measures and procedures for administering the MTIP

The 2024-2027 MTIP is an implementation instrument for the region's policy goals for the transportation system. The 2024-2027 MTIP will take approximately three years to develop, starting in summer/autumn 2020 and wrapping up in summer 2023 in order to submit the 2024-2027 MTIP to the Governor for inclusion in the 2024-2027 STIP and to federal partners (Federal Highway Administration – FHWA, Federal Transit Administration – FTA). The 2024-2027 MTIP can be divided into three thematic phases of work, which are:

- Financial forecasting and policy development for revenue allocations
- Allocating transportation revenues to individual projects and programs for fiscal years 2024-2027
- Compiling the final 2024-2027 MTIP document and conducting the necessary analysis and demonstrations to prepare for final submission.

Metro staff seeks feedback from TPAC on the 2024-2027 MTIP work plan. With TPAC feedback, Metro will convene ODOT, TriMet and SMART staff to discuss coordination and cooperative development of the MTIP and to populate the TPAC work program with activities for calendar year 2021.

Comments from the committee:

- Gareth Prior noted that work with affordable housing could be connected and intersected with transportation funding. More consideration of seeing these together was suggested. Regarding tolling and congestion pricing projects, seeing the planning and possible funding opportunities as more needs in communities develop was a consideration. Due to COVID, racial awareness and climate change issues being at the forefront of issues in 2020, taking an evaluation check with investments that not only look at current conditions but incorporating new projects as meaningfully needed in the future was noted.
- Karen Buehrig appreciated reading this item in the packet with TPAC role in the development. It was suggested that deeper evaluation in phase 1 to set policy direction be given full consideration given changes in the region. Ms. Buehrig noted that TPAC work program has a RFFA update scheduled in February 2021. With a timeline to complete defining and discussing preliminary funding allocations with RFFA in summer 2021, it was felt not enough time had been designed for this part of the program. Ms. Cho and Mr. Leybold noted that RFFA process and policy discussions will be coming to TPAC soon, and further workshops specifically on RFFA discussions could be planned. More clarity on how RFFA fits into MTIP was suggested.
- Chris Deffebach noted the time last cycle with phase 3 that was needed for technical input and discussion. Adjustments on the timeline could be perhaps be extended for this. There was discussion on Special Transportation Funds (STF) and STIF funds, and where partner fund requirements may have changed. Metro will work with agencies on this.
- Katherine Kelly noted that the memo might be broken out more clearly to show definitions/distinctions between TIP and RFFA. It was suggested to extend the RFFA timeline from July 2021 to perhaps January 2022. The 2018 RTP policy priorities mentioned in the memo are important and may be more emphasized as priorities when making funding decisions.
- Eric Hesse acknowledged the good start of the process and comments raised by the committee. It was agreed that ample time be given to discuss the funding allocations, and suggested detailed criteria be provided to match timelines that align with RTP priorities, STIP and MTIP requirements.
- Karen Buehrig commented on the materials that showed graphics for both the timeline and work plan which appeared to have different dates. Having similar dates in deadlines and work programs would be helpful. Asked if this material would be presented to JPACT, Ms. Cho reported it could if TPAC felt it was useful. Ms. Buehrig noted the timeline and work program for RFFA and the role of the MPO with this program would be useful. Mr. Hesse agreed that JPACT involvement was beneficial, especially in the process and policy direction with RFFA.

Chairman Kloster noted the many acronyms with the programs and discussions not always being inclusive with various audiences. The committee and public is always welcome to reach out to Metro staff including himself for further explanation and discussion on these programs. Ms. Cho appreciated the feedback from the committee on RFFA and placed in context of MTIP and STIP. The coordination with partners on these programs will continue to be developed, with additional feedback and input always welcome.

**7. Proposed UPWP amendments for new planning projects from ODOT, TriMet and Metro (John Mermin, Glen Bolen, Mike Mason, Jeff Owen, Chris Ford)**

Mr. Mermin began the presentation by providing an overview of what the Unified Planning Work Program (UPWP) does, and the reason for the proposed amendments with new planning projects from ODOT, TriMet and Metro.

Mike Mason provided information on ODOT to complete a Metropolitan Value Pricing study for I-5 and I-205. This project will advance the results of a feasibility analysis completed in December 2018. The Value Pricing Feasibility Analysis was conducted using state funding from House Bill 2017; no federal funds were spent (except for \$43 in June by administrative staff activating the account).

The Oregon Transportation Commission has made multiple obligations since project outset, now totaling \$19.5 million. Most recently, in September 2020, the Oregon Transportation Commission allocated an additional \$4.4 million to continue planning for I-5 and implementation activities for I-205. This funding furthers the work of environmental planning and public engagement under the National Environmental Policy Act for tolling of the I-205 corridor and pre-NEPA planning for tolling of the I-5 corridor, traffic and revenue tolling studies, and planning for the tolling's back office and roadside technology systems.

The project began with a \$3 Million financial obligation in the 2019-20 UPWP. The final project budget is expected to be from \$35 to \$50 million. In August 2019, the Oregon Transportation Commission allocated, and JPACT approved \$2.1 million using redistribution funds for the purpose of continued planning in preparation for the National Environmental Policy Act (NEPA) process. Some specific efforts included analysis of traffic, diversion and community benefits and impacts, concept refinement and stakeholder engagement. In April \$10 million was obligated to continue the NEPA preliminary work for I-5 and the NEPA process for I-205, and the procurement of a General Tolling Consultant bringing the project total to \$15.1 million.

The current phase is advancing two tolling locations – one each on I-5 and I-205 – for further refined analysis and review under federal environmental and tolling requirements and brings the total project budget to \$19.5 million. The planning/environmental analysis phase is expected to continue into 2023.

Comments from the committee:

- Eric Hesse appreciated the update on expected timelines with the projects. It was asked how implications from tolling might affect other parts of the transportation system in the region. Mr. Mason noted this was a key comment from others from the public comment period and agreed this would be studied and evaluated as the whole system knowing of relationships between I-5 and I-205.
- Karen Buehrig asked if the resources noted were a grant or Federal revenues. Mr. Mason noted the funds were federalized into the project. They are not grant funds, but allocations from the state. In answer to a question on specific funding over a period of time, Mr. Bolen directed the committee to the staff report that detailed obligations and additions since the start of the project.

Jeff Owen reported that in June 2020 TriMet was awarded a \$700,000 grant from the Federal Transit Administration (FTA) to complete planning for transit oriented development along the proposed 7.8-mile, 10-station west extension of the existing MAX Red Line light rail project and the east portion of the same Red Line corridor. This project will seek to activate under-developed station areas along the west extension of the MAX Red Line and the east portion of the Red Line corridor where increased reliability of MAX service resulting from the proposed Small Starts capital investments provides additional incentive for private and public investments. The MAX Red Line corridor forms the backbone of the regional light rail network. While this corridor represents an early investment in fixed guide way



service, new investments in the corridor present an opportunity to respond to present-day regional growth and development patterns.

Chris Ford presented information on the Tualatin Valley (TV) Highway transit and development project new program commencing in the second half of fiscal year 2020-21. The project's first major task is to establish a steering committee that includes elected officials and community-based organizations (CBOs) that represent communities of color and other marginalized communities within the study area. This group is responsible for developing an equitable development strategy (EDS) and a locally preferred alternative (LPA) for a transit project. The committee's work is informed by input gathered through public engagement efforts that include targeted outreach to communities of concern.

The EDS identifies actions for minimizing and mitigating displacement pressures within the corridor, particularly in high poverty census tracts where public investments may most affect property values. This effort includes identification of existing conditions, businesses owned by marginalized community members and opportunities for workforce development. The EDS strategy may identify additional housing needs, workforce development gaps and opportunities for residents, regulatory issues to be addressed particularly around land use and development, additional public investments, community led development initiatives, and leadership training and education for residents. For the transit LPA, the project will advance conceptual designs enough to apply for entry to federal project development, undertake a travel time and reliability analysis, and evaluate the feasibility of using articulated electric buses.

Comments from the committee:

- Don Odermott noted that on the census map shown, the large white areas contain populations of equity, and with work on the TSP update the areas are not communities' of non-DEI. With small populations over large areas, the percentages and identifications can sometimes be misleading.

Mr. Mermin noted that this bundle of projects for the UPWP amendment proposed would come to TPAC at the December meeting for action.

**8. Committee comments on creating a safe space at TPAC (Chairman Kloster) (none)**

**9. Adjourn**

There being no further business, meeting was adjourned by Chairman Kloster at 12:00 noon.  
Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, November 6, 2020

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	11/06/2020	11/06/2020 TPAC Agenda	110620T-01
2	TPAC Work Program	10/30/2020	TPAC Work Program, as of 10/30/2020	110620T-02
3	TPAC/MTAC Workshop Work Programs	10/28/2020	TPAC/MTAC Workshop Work Program, as of 10/28/2020	110620T-03
4	Memo	10/28/2020	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments	110620T-04
5	Memo	10/29/2020	TO: TPAC and interested parties From: Lake McTighe, Regional Transportation Planner RE: Monthly fatal crash update	110620T-05
6	Memo	10/30/2020	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Administrative amendment to the 2020-21 Unified Planning Work Program (UPWP)	110620T-06
7	Letter	10/20/2020	TO: Oregon Transportation Commission RE: 2024-2027 State Transportation Improvement Program (STIP)	110620T-07
8	Draft Minutes	09/24/2020	Draft TPAC minutes from 09/24/2020 meeting	110620T-08
9	Draft Minutes	10/02/2020	Draft TPAC minutes from 10/02/2020 meeting	110620T-09
10	Draft Minutes	10/07/2020	Draft TPAC minutes from 10/07 workshop meeting	110620T-10
11	Resolution 20-5144	11/06/2020	Resolution 20-5144 FFOR THE PURPOSE OF AMENDING ONE EXISTING AND ADDING TWO NEW PROJECTS TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) IMPACTING HILLSBORO, TRIMET, AND WASHINGTON COUNTY (NV21-04-NOV)	110620T-11
12	Exhibit A to Resolution 20-5144	11/06/2020	Exhibit A to Resolution 20-5144	110620T-12
13	Staff Report	10/22/2020	Staff Report to Resolution 20-5144 with attachments	110620T-13
14	Memo	10/30/2020	To: TPAC and interested parties From: Grace Cho, Senior Transportation Planner RE: 2024-2027 MTIP – Work Plan	110620T-14

<b>Item</b>	<b>DOCUMENT TYPE</b>	<b>DOCUMENT DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
15	Memo	10/30/2020	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Bundle of legislative amendments to the 2020-21 Unified Planning Work Program (UPWP)	110620T-15
16	Resolution 20-5141	11/06/2020	Resolution 20-5141 FOR THE PURPOSE OF AMENDING THE FY 2020-21 UNIFIED PLANNING WORK PROGRAM (UPWP) TO INCLUDE THREE ADDITIONAL PLANNING PROJECTS FUNDED SINCE THE UPWP WAS ADOPTED	110620T-16
17	Exhibit A to Resolution 20-5141	11/06/2020	Narratives to the UPWP projects in Resolution 20-5141	110620T-17
18	Staff Report	10/30/2020	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: IN CONSIDERATION OF RESOLUTION NO. 20-5141 FOR THE PURPOSE OF AMENDING THE FY 2020-21 UNIFIED PLANNING WORK PROGRAM (UPWP) TO INCLUDE THREE ADDITIONAL PLANNING PROJECTS FUNDED SINCE THE UPWP WAS ADOPTED	110620T-18
19	Presentation	11/06/2020	Oct. 2020 traffic deaths in Clackamas, Multnomah and Washington Counties	110620T-19
20	Presentation	11/06/2020	November 2020 Formal Amendment Summary Resolution 20-5144 Amendment # NV21-04-NOV	110620T-20
21	Presentation	11/06/2020	2024 – 2027 Metropolitan Transportation Improvement Program	110620T-21
22	Presentation	11/06/2020	2020-21 Unified Planning Work Program Amendments	110620T-22