

Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC)**
Date/time: Friday, July 9, 2021 | 9:30 a.m. to 12:00 noon
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Karen Buehrig
Allison Boyd
Lynda David
Eric Hesse
Dayna Webb
Jay Higgins
Don Odermott
Jeff Owen
Chris Ford
Laurie Lebowsky
Karen Williams
Lewis Lem
Jessica Stetson

Affiliate

Metro
Clackamas County
Multnomah 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
Washington State Department of Transportation
Oregon Department of Environmental Quality
Port of Portland
Community Representative

Alternates Attending

Jamie Stasny
Erin Wardell
Jaimie Huff
Julia Hajduk
Jon Makler

Affiliate

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

Members Excused

Chris Deffebach
Donovan Smith
Idris Ibrahim
Wilson Munoz
Yousif Ibrahim
Rachael Tupica
Katherine Kelly
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Rich Doenges

Affiliate

Washington County
Community Representative
Community Representative
Community Representative
Community Representative
Federal Highway Administration
City of Vancouver, WA
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Mike Foley

Affiliate

Guests Attending

Jean Senechal Biggs
Delia Mosier
Mandy Putney
Seth Brumley
Bob Kellett
Steve Koper
Chris Smith
Aaron Brown
Adah Crandall
Adriana Antelo
Isabella (Last name unknown)
Jill Hryck
Joe K. Meyer
Paxton Rothwell
Rachael Dawson
Don Arambula
Cassie Wilson
Anthony L.
Two phone listeners

Affiliate

City of Beaverton
Oregon Department of Transportation
Oregon Department of Transportation
Oregon Department of Transportation
Portland Bureau of Transportation
City of Tualatin

Metro Staff Attending

| | |
|---|---|
| Ken Lobeck, Funding Programs Lead | Kim Ellis, Principal Transportation Planner |
| Lake McTighe, Senior Transportation Planner | Grace Cho, Senior Transportation Planner |
| Caleb Winter, Senior Transportation Planner | Matthew Hampton, Sr. Transportation Planner |
| Elizabeth Mros-O'Hara, Investment Areas | Alex Oreschak, Investment Areas |
| Tim Collins, Senior Transportation Planner | Malu Wilkinson, Investment Manager |
| Bill Stein, Research & Modeler Planner | John Mermin, Senior Transportation Planner |
| Summer Blackhorse, Program Assistant | 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. Introductions were made. A quorum of members present was declared. Guests, public 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 the meeting.
- **Updates from committee members and around the Region** (Chairman Kloster and all) (Chris Ford) ODOT R1 update - you may have heard from Regional Manager Windsheimer about ODOT's interest in a proposal related to a focus on safety in the RFFA project criteria / allocation. Because a proposal was not submitted to TPAC and included in its action, the ODOT safety proposal will likely come forward at JPACT as a proposed amendment to the TPAC recommendation. I understand Metro staff may be able to circulate that proposal to JPACT

#2 Key #18841 Lead Agency: ODOT
Project Name: OR217: OR10 - OR99W Change Reason: Limits Updates
Note: Updating technical corrections to project limits in prep for construction.

#3 Key #20363 Lead Agency: ODOT
Project Name: I-84: Corbett Interchange - Multnomah Falls Change Reason: Add new project
Note: Limits expanded into Metropolitan Planning Area (MPA) Add project to 2021-24 MTIP. Project will repair and replace culverts on I-84.

Staff Recommendation: Provide an approval recommendation to JPACT for Resolution 21-5188 and the 3 projects under MTIP Amendment JL21-12-JUL.

Comments from the committee:

- Eric Hesse noted the comments shared in public testimony and in chat at the meeting. It was noted the importance of policy makers hearing this input as part of conversations leading to funding and pricing decisions in the region.

MOTION: TPAC provides an approval recommendation to JPACT for Resolution 21-5188 and the 3 projects under MTIP Amendment JL21-12-JUL.

Moved: Karen Buehrig Seconded: Jay Higgins

ACTION: Motion passed unanimously with no abstentions.

6. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-5191

(Ken Lobeck) The MTIP formal amendment 21-5191 was presented. The lead agency on this project is TriMet. The project name is the Division Transit Project. This formal amendment:

- The formal amendment adds the latest grant award to the project.
- The \$12,973,076 is from the American Rescue Plan (ARP) Act of 2021.
- Latest grant award to the project which has an estimated total project cost of \$175 million.
- Grant award funding will be added as FTA Section 5309

Staff Recommendation: TPAC to provide an approval recommendation to JPACT for Resolution 21-5191 consisting of TriMet's new American Rescue Plan Act of 2021 FTA grant award for their Division Transit Project under MTIP Amendment JL21-13-JUL2.

Comments from the committee:

- Karen Buehrig asked for clarification on two different funding and if a second MTIP amendment would be coming. Jeff Owen noted that with this fund award it adds to the project already under construction. Due to extra funding from the American Rescue Plan, the Red Line Project is also part of the grant award. Ken Lobeck added the second amendment would be made administratively and noted in the full project list when done so.

MOTION: TPAC provides an approval recommendation to JPACT for Resolution 21-5191 consisting of TriMet's new American Rescue Plan Act of 2021 FTA grant award for their Division Transit Project under MTIP Amendment JL21-13-JUL2.

Moved: Laurie Lebowsky Seconded: Chris Ford

ACTION: Motion passed with one abstention: Jessica Stetson.

7. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-5192

(Ken Lobeck) The MTIP form amendment 21-5192 was presented. Key 22467 is the construction phase of the project. The project name is **I-205 Improvements 1A - OR43 to OR213** with ODOT the lead agency. The formal amendment:

- Add the new child project to the I-205 improvement project
- Preliminary Engineering (PE) and Right-of-Way (ROW) were completed as part of Key 19786.
- This amendment adds the Construction phase with \$375 million from HB3055
- Requires Oregon Transportation Commission (OTC) approval as well which is anticipated to occur on July 15, 2021

Staff recommendation: Provide an approval recommendation to JPACT for Resolution 21-5192 consisting of ODOT's I-205 Improvements 1A - OR43 to OR213 construction phase under MTIP Amendment JL21-14-JUL3.

Comments from the committee:

- Karen Buehrig appreciated the public comments provided on this agenda item as we look for supportive ways at how transportation funding is spent. It was asked for more elements of this project to be described, and how legislative and OTC decisions review these technical elements.
- Mandy Putney answered on how ODOT looks at adjacent areas with the project. The I-205 North/South designated corridor is to improve and upgrade the Abernethy Bridge for earthquake ready over the Willamette River, to improve interchange access with a roundabout to simplify ease of one/off ramps, with more improvements planned to eight other river crossings. The Oregon Transportation Commission (OTC) has identified this section in the region as a bottleneck with I-205 a statewide priority. Funding from recent legislation allows for this construction in the 1A phase.
- Don Odermott appreciated the testimony received earlier in the meeting. It was stressed that we have a need to make smart transportation and land use decisions and promote less reliance on vehicle travel when possible. It was noted how challenging it was to create change from interstate freeway travel to transit. We have strategic investment corridors in the region that need addressing. It is important we make smart decisions that keep the big picture in mind for modes of travel, locations, readily available, safe and smart investment wise with a growing population and economy.

MOTION: TPAC provides an approval recommendation to JPACT for Resolution 21-5192 consisting of ODOT's I-205 Improvements 1A - OR43 to OR213 construction phase under MTIP Amendment JL21-14-JUL3.

Moved: Don Odermott

Seconded: Karen Buehrig

ACTION: Motion passed with two no votes: Jessica Stetson and Karen Buehrig.

- ## 8. Regional Congestion Pricing Study, Final Report – Resolution 21-5179
- (Elizabeth Mros-O'Hara) The Regional Congestion Pricing Study, Final Report and proposed Resolution 21-5179 were presented. The Draft Report and Recommendations reflect two years of modeling, analysis, and input from technical staff, subject-matter experts and policy makers. TPAC provided important technical input on a regular basis to shape the findings, and JPACT and the Metro Council provided policy direction and other considerations to shape the study.

Regional Congestion Pricing Study Final Report July 2021 includes a new executive summary and some minor revisions based on TPAC and stakeholder comments. Comments on the recommended considerations were focused on ensuring coordination with other pricing efforts and across different geographic scales, combining considerations that applied to both policy makers and future owners and operators; and making the recommendations more action oriented and succinct. Metro staff has adjusted the recommendations as follows:

List of changes made as a result of feedback:

- Adjusted recommended considerations to have generalized considerations as well as considerations specific to policy makers or future project owners/operators.
- Added reference to other projects in the region
- Adjusted bullet about conversations related to pricing to include the state level when applicable.
- Added language to reflect that various pricing programs in the region should be coordinated.
- Added additional reference to impacts on low-income travelers.
- Modified wording to reflect suggestions from TPAC members.

Recommended Considerations

- Congestion pricing can be used to improve mobility and reduce emissions. This study demonstrated how these tools could work with the region's land use and transportation system.
- Define clear goals and outcomes from the beginning of a pricing program. The program priorities such as mobility, revenues, or equity should inform the program design and implementation strategies. Optimizing for one priority over another can lead to different outcomes.
- Recognize that benefits and impacts of pricing programs will vary across geographies. These variations should inform decisions about where a program should target investments and affordability strategies and in depth outreach.
- Carefully consider how the benefits and costs of congestion pricing impact different geographic and demographic groups. In particular, projects and programs need to conduct detailed analysis to show how to:
 - maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety), and
 - address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues).

Congestion pricing can benefit communities that have been harmed in the past, providing meaningful equity benefits to the region. However, if not done thoughtfully, congestion pricing could harm BIPOC and low-income communities, compounding past injustices. Conversations around congestion pricing costs, revenues, and reinvestment decisions should happen at the local, regional, and when appropriate the state scale, depending on the distribution of benefits and impacts for the specific policy, project, or program being implemented.

Specifically For Policy Makers

- Congestion pricing has a strong potential to help the greater Portland region meet the priorities outlined in its 2018 Regional Transportation Plan, specifically addressing congestion and mobility; climate; equity; and safety.
 - Technical analysis showed that all four types of pricing analyzed improved performance in these categories;

- Best practices research and input from experts showed there are tools for maximizing performance and addressing unintended consequences.
- Given the importance of pricing as a tool for the region’s transportation system, policy makers should include pricing policy development and refinement as part of the next update of the Regional Transportation Plan in 2023, including consideration of other pricing programs being implemented in the region.

Specifically For Future Project Owners/Operators

- The success of a specific project or program is largely based on *how* it is developed and implemented requiring detailed analysis, outreach, monitoring, and incorporation of best practices.
- Coordinate with other pricing programs, including analysis of cumulative impacts and consideration of shared payment technologies, to reduce user confusion and ensure success of a program.
- Conduct meaningful engagement and an extensive outreach campaign, including with those who would be most impacted by congestion pricing, to develop a project that works and will gain public and political acceptance.
- Build equity, safety, and affordability into the project definition so a holistic project that meets the need of the community is developed rather than adding “mitigations” later.
- Establish a process for ongoing monitoring of performance, in order to adjust and optimize a program once implemented.

TPAC was reminded the purpose of the study was to educate and inform on the issue for future development considerations with projects, but not recommend or propose specific projects at this time. TPAC is being asked by staff for approval of Resolution 21-5179 and to accept the final report with the discussed revisions and recommended considerations.

Comments from the committee:

- Laurie Lebowsky asked if there was mention in the report of coordination with existing projects that could have potential impacts from this study. Ms. Mros-O’Hara confirmed recommended consideration language is included for coordinating projects both current and future, within the region.
- Jamie Stasny noted her elected representatives have concerns on the timing of the resolution, with staff having not enough time to review the materials and findings, with lack of clarity on language/specifics from the study leading to policy and how incorporated into the RTP. Karen Buehrig added that the report notes considerations say more work is need to be done.

Ms. Mros-O’Hara noted the findings were not included in the high level resolution so that the report would only include the current data and recommendations. The recommendations from findings are intended to be used to help us reach our goals and inform the 2023 RTP process.

- Chris Ford asked for clarification in the resolution on language concerning the findings from the study; “by accepting the report, the Metro Council hereby recognizes the value in using the findings to inform planning, policy, investment priorities and ongoing efforts to manage congestion, advance equity, improve safety and reduce greenhouse gas emissions...” and “directs staff to build upon existing policy in the RTP by incorporating the findings and recommendations from the study in the 2023 RTP...”

Ms. Mros-O'Hara noted the report is intended to inform RTP considerations with investments, with the study creating a foundational level with higher analysis for pricing. It was noted that once the RTP was adopted, new updates could be made.

- Lewis Lem asked for more information on the expert review panel and where this material could be found. Ms. Mros-O'Hara noted the APPENDIX B: SUMMARY OF THE EXPERT REVIEW PANEL EFFORT pages from the report for this information, with a link shared in chat: <https://www.oregonmetro.gov/regional-congestion-pricing-study>

Mr. Lewis added in chat "Thank you for information as shared on the Expert Review Panel. Just a brief comment that these topics are not without potential controversy, especially as they move toward wider public and stakeholder discussion. In the case of the San Francisco congestion pricing study, for example, there was some political controversy that I recall between San Francisco County and San Mateo County, as related to who might bear the burden of increased costs (as v. benefits) geographically."

MOTION: To approve adoption of the findings and recommendations in the Regional Congestion Pricing Study Final Report, and recommend approval of Resolution 21-5179.

Moved: Eric Hesse

Seconded: Jeff Owen

Discussion on the motion:

- Don Odermott noted that as we take this added tool forward, engagement hasn't been done well outreaching into the business communities. It was hoped that we include significant consumers of mobility further as we move forward with the RTP.
- Eric Hesse noted comments on concerns expressed with the timing of this resolution. It was noted the study was called for in the last RTP, which would bring lessons learned and further information leading toward policy actions.
- Lynda David acknowledged that SW WA Regional Transportation Council met to review the study and confirmed the importance of having the study to educate and inform so that policies can be put in place from the RTP.
- Karen Buehrig acknowledged the study provides good information. However, under current draft she could not support the resolution due to specific language contained in it. Concerns expressed included not sufficient time to review and move forward to JPACT in a weeks' time. Noting that staff have mentioned similar projects, such as the Emergency Transportation Routes and Jurisdictional Transfer projects with strong foundation in the RTP, her understanding that pricing is under the TSMO policy, with concerns for types of edits that might be made. The investment priorities listed in the resolution are not a part of consideration to policy makers. Suggested language was provided in chat.

Be it resolved 2. The Metro Council hereby directs staff to use the findings and considerations from the study to inform policy development and to return to JPACT and Metro Council for further direction prior to updating the 2023 RTP.

- Chris Ford noted that ODOT is appreciative of the study and acknowledged the comments and concerns from the committee. With future amendments and edits it was suggested this might not be the right time for approval of this resolution.
- Erin Wardell acknowledged that Washington County appreciated the information from the study but didn't feel the need to approve this now. More time on the language could be helpful with perhaps action taken in September.

- Ms. Mros-O’Hara acknowledged the comments and compared the two drafts provided from first presented and Ms. Buehrig’s *Be it resolved 2*. Discussion was held on the timing of the resolution, how the study aligns with the 2023 discussions and considerations and specific edits. Asked why there was an urgency on this resolution with the study, Ms. Mros-O’Hara noted there was not a certain deadline, but the study findings were completed and were prepared to move forward with the resolution at this time.

Eric Hesse withdrew his motion. Jeff Owen withdrew his second to the motion.

MOTION: To approve adoption of the findings and recommendations in the Regional Congestion Pricing Study Final Report, and recommend approval of Resolution 21-5179 with amended wording on page 3, BE IT RESOLVED THAT 2. The Metro Council hereby direct staff to build upon existing policy in the RTP by incorporating the findings and recommendations from the study in the 2023 RTP and to use them to inform the 2023 RTP Update.

Moved: Eric Hesse

Seconded: Jeff Owen

ACTION: Motion passed with three abstentions: Chris Ford, Karen Buehrig and Lewis Lem.

9. **Regional Mobility Policy Update: Draft Elements & Measures to Test** (Kim Ellis, Metro/ Lidwien Rahman, ODOT) Information on the Regional Mobility Policy Update: Draft Elements and Measures to Test was presented by Ms. Ellis. The project purpose was reviewed and the focus of the efforts related to State, Regional and Local decisions. It was noted the updated mobility policy must advance 2040 plan and these overarching RTP priorities; equity, safety, climate and congestion. The Oregon Transportation Commission Strategic Action plan also calls out the priorities of safety, accessibility, mobility and climate change, and congestion relief.

The Stakeholders Engagement Report, provided in the meeting packet, provided feedback on shaping the mobility policy elements:

Equity and climate should be explicit in the updated mobility policy

Many aspects of access are important to mobility:

- Access to places
- Access to travel options
- Affordability is key to access

Efficient use of the transportation system is important to mobility

Quality connections between travel options are important to mobility

Heard on shaping the mobility measures:

Ensure that all elements are reflected across the measures

Ensure measures are focused on people and places, many seem vehicle-focused

Avoid redundancy in the measures

Ensure flexibility to allow for different measures in different contexts (land use and transportation functions), without being overly complex

A selected case study map to test mobility measures was shown. It was noted not all measures would be tested in every location. The criteria for evaluating the measures was shown. Limiting the number of recommended measures will be challenging but significant effort is finding consensus and purpose. The projected schedule for the next 9 months was provided:

July 2021 – Seek JPACT and Metro Council direction to move forward with testing measures through case studies

Summer to Fall 2021 – Test mobility policy measures through case studies and report findings for further input

Late 2021 to Early 2022 – Seek input on recommended mobility policy (and measures)

Spring 2022 – Seek JPACT and Metro Council direction to carry recommended mobility policy forward to 2023 RTP

Staff recommends a motion to Recommend that Metro and ODOT staff:

- move forward to the next phase of research for the project
- test the potential mobility policy measures in Attachment 1 through case studies, and
- report the research findings this Fall

Comments from the committee:

- Eric Hesse asked for more information on the case studies and how the measures might be used outside jurisdictions and locally. Ms. Ellis noted the consultant team is looking at these now. Regional and National work has been done on similar measures which are being reviewed. The formation of best practices to be applied which can be manageable, create significant impacts, and provide option to policy makers is being pursued.

MOTION: TPAC recommends that Metro and ODOT Staff move forward to the next phase of research for the project, test the potential mobility policy measures in Attachment 1 through case studies, and report the research findings this fall.

Moved: Karen Williams

Seconded: Eric Hesse

ACTION: Motion passed unanimously with no abstentions.

- 10. Regional Freight Delay & Commodities Movement Study** (Tim Collins) Tim Collins presented an informational presentation on the Regional Freight Delay & Commodities Movement Study. Reasons for the study were noted: Developed as part of the 2018 Regional Freight Strategy, Regional Freight Strategy is part of the 2018 RTP, Top priority in Regional Freight Strategy Action Plan, and the new Regional Freight Model has the capability to look at Commodity Movement in our region. It was noted this is a federally funded study and the first Metro study to be ODOT certified.

The main study objectives are:

- Identify which mobility corridors are carrying the highest volumes and highest tonnage values of commodities
- Explore how increases in e-commerce are impacting the transportation system and regional economy
- Examine how congestion and unreliability on the regional transportation system impacts commodity movement
- Make recommendations for future regional policy and planning efforts to improve commodity movement; while addressing equity, safety and climate when applicable

Mr. Collins presented the tasks in the scope of work:

- **Task 1** Select a Project Management Team (PMT) and define their roles and responsibilities. PMT consists of representatives from ODOT, PBOT, the 3 counties, Port of Portland, SWRTC and Port of Vancouver.
- **Task 2** Select a Stakeholder Advisory Committee with representatives from trucking and rail industries, marine and air freight operations, electronics, manufacturing, e-commerce and delivery

services, and community members that would represent environmental, equity and safety concerns.

- **Task 3** Policy Framework
- **Task 4** Regional Freight Modeling Work and Measures
- **Task 5** Growth Trends in E-commerce and Delivery Services (includes logistics solutions and Covid-19 impacts on ecommerce and delivery services)
- **Task 6** Policy Findings and Recommendations
- **Task 7** Final Report and Presentations

The next steps in the study will include signing the consultant contract, completing the Local Certification Program Agreement with ODOT, complete the refinement of the Regional Freight Model, and kick of the 20-22 month long study with regular updates provided to TPAC.

Comments from the committee:

- Don Odermott expressed interest in helping populate the Stakeholder Advisory Committee group with Sunset Corridor business interests. Laurie Lebowski also expressed interest in having a member of Washington State DOT serve on the committee. Mr. Collins agreed and will follow up with both members.
- Karen Buehrig asked if the study is aligned with the update for the 2023 RTP. Mr. Collins agreed, with the recommendations coming from the results of the study being in time to include in the 2023 RTP.
- Don Odermott showed the Regional Freight Map in the 2018 RTP, which is dated for the 2015 model. It was recommended to incorporate and utilize smart tools with current data that provide valuable data that backups cause with diversions and delays. It was noted that not all freight commodities come from large trucks/tonnage but have small deliveries made from businesses. Mr. Collins noted the new model will be using travel time data to look at reliability in this system.
- Jeff Owen noted that lots of changes have occurred in freight movement regarding size of vehicles and emerging trends to deliveries. Mr. Collins noted the start of this work will come from the Project Management Team and TPAC informational presentations/workshops to get a better understanding of the model.
- Eric Hesse noted the work done on the City of Portland's 2040 Freight Study which can be shared. The importance of supporting connections for significant benefit to regional economy and other elements in transportation was encouraged.

11. Committee comments on creating a safe space at TPAC (Chairman Kloster) none received.

12. Adjournment

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

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, July 9, 2021

| Item | DOCUMENT TYPE | DOCUMENT DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|------|---------------------------------|---------------|--|--------------|
| 1 | Agenda | 7/9/2021 | 7/9/2021 TPAC Agenda | 070921T-01 |
| 2 | TPAC Work Program | 7/2/2021 | TPAC Work Program as of 7/2/2021 | 070921T-02 |
| 3 | Memo | 7/1/2021 | TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments | 070921T-03 |
| 4 | Memo | 7/1/2021 | TO: TPAC and interested parties From: Lake McTighe, Regional Planner RE: Monthly fatal crash update for 2021 | 070921T-04 |
| 5 | Draft Minutes | 6/4/2021 | Draft TPAC minutes from June 4, 2021 | 070821T-05 |
| 6 | RESOLUTION NO. 21-5188 | 7/9/2021 | Resolution 21- 5188 FOR THE PURPOSE OF AMENDING THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO AMEND OR ADD THREE PROJECTS IMPACTING GRESHAM AND ODOT ENSURING REQUIRED FEDERAL APPROVALS AND PHASE OBLIGATIONS CAN OCCUR BEFORE THE END OF THE FEDERAL FISCAL YEAR (JL21-12-JUL) | 070921T-06 |
| 7 | Exhibit A to Resolution 21-5188 | 7/9/2021 | Exhibit A to Resolution 21-5188 2021-24 Metropolitan Transportation Improvement Program | 070921T-07 |
| 8 | Staff Report | 6/25/2021 | Staff Report to Resolution 21-5188 | 070921T-08 |
| 9 | RESOLUTION NO. 21-5191 | 7/9/2021 | Resolution 21-5191 FOR THE PURPOSE OF AMENDING THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD TRIMET'S DIVISION TRANSIT PROJECT WHICH WAS AWARDED \$12,963,076 FROM THE AMERICAN RESCUE PLAN ACT OF 2021 (JL21-13-JUL2) | 070921T-09 |
| 10 | Exhibit A to Resolution 21-5191 | 7/9/2021 | Exhibit A to Resolution 21-5191 2021-24 Metropolitan Transportation Improvement Program | 070921T-010 |
| 11 | Staff Report | 6/28/2021 | Staff Report to Resolution 21-5191 | 070921T-11 |
| 12 | RESOLUTION NO. 21-5192 | 7/9/2021 | Resolution 21-5192 FOR THE PURPOSE OF AMENDING THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD ODOT'S INTERSTATE 205 – ABERNETHY BRIDGE IMPROVEMENT SEGEMENT WHICH INCLUDES \$375 MILLION OF CONSTRUCTION PHASE FUNDING (JL21-14-JUL3) | 070921T-12 |

| Item | DOCUMENT TYPE | DOCUMENT DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|------|---------------------------------|---------------|--|--------------|
| 13 | Exhibit A to Resolution 21-5192 | 7/9/2021 | Exhibit A to Resolution 21-5192 2021-24 Metropolitan Transportation Improvement Program | 070921T-13 |
| 14 | Staff Report | 6/30/2021 | Staff Report to Resolution 21-5192 | 070921T-14 |
| 15 | Attachment 1 | June 2021 | I-205 Improvements Flyer | 070921T-15 |
| 16 | Attachment 2 | July 15, 2021 | ODOT July 15, 2021 OTC Draft Staff Report | 070921T-16 |
| 17 | Memo | 7/9/2021 | TO: TPAC and interested parties From: Elizabeth Mros-O'Hara, RCPS Project Manager RE: Regional Congestion Pricing Study –Discussion of final Regional Congestion Pricing Study Report and Resolution to Accept the Report Findings and Recommendations | 070921T-17 |
| 18 | Attachment 1 | July 2021 | Regional Congestion Pricing Study Final Report July 2021 | 070921T-18 |
| 19 | Attachment 2 | 7/9/2021 | Resolution 21-5179 For the Purpose of Adopting the Findings and Recommendations in the Regional Congestion Pricing Study | 070921T-19 |
| 20 | Attachment 3 | 7/1/2021 | Resolution 21-5179 Staff Report | 070921T-20 |
| 21 | Memo | 6/30/2021 | TO: TPAC and interested parties From: Kim Ellis, Metro Project Manager Lidwien Rahman, ODOT Project Manager RE: Regional Mobility Policy Update: Recommendation to Test Potential Mobility Policy Measures Through Case Studies - RECOMMENDATION TO JPACT | 070921T-21 |
| 22 | Attachment 1 | 6/16/2021 | Mobility Policy Elements and Potential Measures Recommended for Testing | 070921T-22 |
| 23 | Attachment 2 | 6/30/2021 | Definitions of Potential Mobility Measures | 070921T-23 |
| 24 | Attachment 3 | N/A | Criteria for Evaluating Potential Mobility Measures in Case Studies | 070921T-24 |
| 25 | Attachment 4 | N/A | Case Study Locations to Test Potential Mobility Measures | 070921T-25 |
| 26 | Report | June 2021 | REGIONAL MOBILITY POLICY UPDATE Stakeholder Engagement Report | 070921T-26 |
| 27 | Presentation | 7/9/2021 | Regional Freight Delay and Commodities Movement Study | 070921T-27 |
| 28 | Slide | 7/9/2021 | June 2021 traffic deaths in Clackamas, Multnomah and Washington Counties | 070921T-28 |

| Item | DOCUMENT TYPE | DOCUMENT DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|-------------|----------------------|----------------------|--|---------------------|
| 29 | Presentation | 7/9/2021 | July 2021 Formal Amendments Summary Resolution 21-5188, 21-5191, and 21-5192 | 070921T-29 |
| 30 | Presentation | 7/9/2021 | Regional Congestion Pricing Study | 070921T-30 |
| 31 | Presentation | 7/9/2021 | Regional mobility policy update | 070921T-31 |