

Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC)**
Date/time: Friday, January 7, 2022 | 9:00 a.m. to 11:30 a.m.
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Karen Buehrig
Allison Boyd
Chris Deffebach
Lynda David
Eric Hesse
Dayna Webb
Jay Higgins
Don Odermott
Chris Ford
Karen Williams
Laurie Lebowsky
Lewis Lem
Idris Ibrahim

Affiliate

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

Alternates Attending

Jamie Stasny
Jaimie Lorenzini
Julia Hajduk
Jamie Snook
Glen Bolen
Gerik Kransky

Affiliate

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

Members Excused

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

Affiliate

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

Guests Attending

Alice Bibler
Jean Senechal Biggs
Cody Field
Brad Choi
Bob Kellett
Garet Prior
Vanessa Vissar
Jeff Owen
Mike Foley
Kat Hawkins
Talena Adams
Cindy Dauer

Affiliate

Oregon Department of Transportation
City of Beaverton
City of Tualatin

Portland Bureau of Transportation
Oregon Department of Transportation
Oregon Department of Transportation

Oregon Department of Transportation
Oregon Department of Transportation

Metro Staff Attending

Ted Leybold, Resource & Dev. Manager	John Mermin, Senior Transportation Planner
Kim Ellis, Principal Transportation Planner	Caleb Winter, Senior Transportation Planner
Ken Lobeck, Senior Transportation Planner	Lake McTighe, Senior Transportation Planner
Dan Kaempff, Principal Transportation Planner	Grace Cho, Senior Transportation Planner
Eliot Rose, Transportation Tech & Analyst	Chris Johnson, Research Manager
Al Mowbray, Sr. GIS Specialist	Andrea Pastor, Senior Regional Planner
Marne Duke, Senior Regional Planner	Marie Miller, TPAC Recorder

Call to Order, Declaration of a Quorum and Introductions

Chair Kloster called the meeting to order at 9:00 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.

Comments from the Chair and Committee Members

- **Committee input form on creating a Safe Space at TPAC** (Chair 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** (Chair Kloster and all) Jamie Snook announced her new position at TriMet; Director, Major Projects. Tara O'Brien begins her position soon and may be named the TriMet TPAC member.
- Glen Bolen noted ODOT is hosting an online open house for the Oregon Transportation Plan - : <https://odotopenhouse.org/oregon-transportation-plan-update>. ODOT will be accepting applications for Safe Routes to School grants in March. There is a webinar for those interested in applying on January 13th from 2:00 to 3:30. You can find more info here: <https://www.oregon.gov/odot/Programs/Documents/A-Workshops-SRTS-2022-1.pdf>.
- **Monthly MTIP Amendments Update** (Ken Lobeck) Chair Kloster referred to the memo in the packet provided by Ken Lobeck on the monthly submitted MTIP formal amendments during December 2021. As noted in the memo, formal/full amendments and administrative approval processes were described. For any questions on the monthly MTIP amendment projects you may contact Mr. Lobeck directly.

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-5241

(Ken Lobeck, Metro) The January 2022 formal amendment bundle contains several Metro planning project grouping buckets (PGB) currently programmed in FFY 2025 forward to the current federal fiscal year of 2022. The projects and/or funding is being committed to the development of the SFY 23 UPWP. The programming advancements represent a preliminary budget action to establish the possible availability of the type and amounts of federal funds for the UPWP. The final developed SFY 2023 UPWP will determine the actual approved projects and funding levels.

The remaining four projects in the bundle are new project submissions. Two projects originate from the Oregon Parks and Recreation Department's Recreational Trails Program (RTP) discretionary funding program. The projects are active transportation projects which normally would not be programmed in the MTIP and STIP. However, the awarded funds are federal and FHWA requires both projects to complete their federal funds obligation process through FHWA Financial Management Information System (FMIS) process. So, MTIP and STIP programming now becomes mandatory. A detailed overview of each project amendment in the bundle is included in the packet.

MOTION: Provide JPACT an approval recommendation of Resolution 22-5241 consisting of twelve projects which will support development of the SFY 2023 UPWP and ensure required federal process and obligation approvals can occur for four new projects being added to the MTIP through this amendment.

Moved: Chris Deffebach

Seconded: Eric Hesse

ACTION: Motion passed unanimously with no abstentions.

Resolution 21-5211, amending FY 2021-22 Unified Planning Work Program (UPWP) to add Sunrise Community Visioning Project funded since UPWP adopted

(John Mermin, Metro) Mr. Mermin provided an overview of the Unified Planning Work Program (UPWP) resolutions that TPAC is being asked to recommend to JPACT. The legislative materials, exhibits and staff reports on each resolution were mentioned in the meeting packet.

Approval of Resolution 21-5211 will result in the Sunrise Gateway Corridor Community Visioning Project begin added to the UPWP, which will allow Clackamas County to initiate planning work in the current fiscal year (prior to June 30, 2022). This project was funded by the Oregon legislature during the 2021 session. House Bill 5006 contributed \$4 million to the project. Clackamas County and the City of Happy Valley will be contributing another \$1.5 million for the project through staff time. The project will be getting underway once the funds becoming available in early 2022 and is scheduled to be completed over an 18 – 24 month timeframe.

Comments from the committee:

- Eric Hesse asked if shifts in timelines with scopes of projects and budgets would necessitate additional amendments to the UPWP. Mr. Mermin noted there is a threshold for budget changes that would trigger amendments needed, which are monitored in project planning.
- Karen Buehrig noted the overlay of documents (UPWP, MTIP, RTP), and asked what appropriate activities relate to the UPWP. From the Boone Bridge project description, this project would “analysis study the effects of bridge widening on travel patterns to complete the Planning Phase, further refine a cost estimate range, update traffic analysis with tolling assumptions, advance seismic design, determine bicycle and pedestrian access, evaluate land

use, conduct environmental analysis, and complete other pre- NEPA activities.” It was asked what makes this design pre-NEPA, and then moves to the preliminary engineering stage.

- Chris Ford noted ODOT has the same questions on scope of projects, and works with FHWA on their definitions of each phase. Garett Prior noted they receive direction from Federal on planning linkage phases before shortening the NEPA activities with help on definitions between planning and PE phases. Glen Bolen and Chair Kloster proved links on the issue:

<https://www.law.cornell.edu/cfr/text/23/450.318>

<https://secure.sos.state.or.us/oard/displayDivisionRules.action?selectedDivision=3062>

Ted Leybold added funding references on projects and how they coordinate with UPWP between ODOT and Federal planning, and when it moves into PE phases and MTIP. Several other factors make alignment between documents challenging, such as MTA guidance with transit projects, time of funding sources spent between the documents, and tracking Federal funding.

- Karen Buehrig asked for clarification in the Regional Mobility Pricing Project UPWP narrative that seems to need ‘no’ added, which would read: “It has advanced out of the planning phase into the preliminary engineering and environmental review phase and is **NO** longer included within the Unified Planning Work Plan.

In this same project narrative timeline, the 4th quarter of the UPWP (ending by June 30, 2023), project deliverables read “Finalize purpose and need; identify alternatives for environmental study”. It was asked if this was planned to be completed by July 1, 2023, therefore not included in the next UPWP. Garett Prior noted they plan to transition into the NEPA phase at that point but will know more specifically as the project develops.

- Lewis Lem noted that when he worked at NDOT, managing the UPWP program administration, working with all the state’s MPOs. If I had a question or uncertainty about how the UPWP program should be administered, often I would just ask the FHWA state Division office for some written guidance or guidelines. This provided better understanding on definitions and requirements.

MOTION: To approve and recommend to JPACT Resolution 21-5211 amending FY 2021-22 Unified Planning Work Program (UPWP) to add Sunrise Gateway Corridor Community Visioning Project funded since the UPWP was adopted.

Moved: Karen Buehrig

Seconded: Chris Ford

ACTION: Motion passed unanimously with no abstentions.

Resolution 21-5215 amending FY 2021-22 Unified Planning Work Program (UPWP) to amend funding and add detail to existing I-5 Boone Bridge Planning Project (John Mermin, Metro) Mr. Mermin noted that approval of resolution 21-5215 will result in funds added to the existing I-5 Boone Bridge Project, which will allow ODOT to initiate planning work in the current fiscal year (prior to June 30, 2022). The Planning Phase is estimated to be completed in Fiscal Year 2023 and will further refine a cost estimate range, update traffic analysis with tolling assumptions, advance seismic design, determine bicycle and pedestrian access, evaluate land use, conduct environmental analysis, and complete other pre-NEPA activities.

MOTION: To approve and recommend to JPACT Resolution 21-5215 amending FY 2021-22 Unified Planning Work Program (UPWP) to amend funding and add detail to existing I-5 Boone Bridge Planning Project.

Moved: Chris Ford

Seconded: Chris Deffebach

ACTION: Motion passed unanimously with no abstentions.

Resolution 21-5216 amending FY 2021-22 Unified Planning Work Program (UPWP) to add Regional Mobility Pricing Project funded since UPWP adopted (John Mermin, Metro) Mr. Mermin noted that approval of resolution 21-5216 will result in adding the Regional Mobility Pricing Project to the UPWP, which will allow ODOT to initiate planning work in the current fiscal year (prior to June 30, 2022). ODOT initiated a federal Planning and Environmental Linkage (PEL) process in 2021 for the Regional Mobility Pricing Project. The goal is to identify -- through outreach with agency partners and the public -- the project purpose, needs, and area of impact, and initial concepts that will be evaluated for environmental impacts under the federal National Environmental Policy Act. This initial planning phase for the Regional Mobility Pricing Project is expected to be completed in 2022.

Comments from the Committee:

- Karen Buehrig noted language in the narrative and staff report of the I-205 segment of Interstate 205 in Clackamas County (OR213 to Stafford Road), that is now pulled out from this part of the Regional Mobility Pricing Project (RMPP) because of it moving forward. It was asked how this segment would be analyzed in the RMPP? Garett Prior noted The I-205 Toll Project has advanced out of the planning phase into the preliminary engineering and environmental review phase and is longer included within the Unified Planning Work Plan. Information from the I-205 section will be used to develop different scenarios and analysis for larger areas of the tolling project.

Ms. Buehrig noted it was hoped the RMPP would look at the I-205 segment as a complete segment, not just what we learned from the I-205 project. Implications from the whole system may range differently when assumptions are made from only one segment. Mr. Prior noted they will be looking at what could work best in this area long-term within the regional context. Several factors will allow better analysis; time between the draft and final environmental assessment, community feedback, updated scenarios, and time before tolling on I-205 (later 2023) with more comprehensive understanding of congestion pricing at the regional level.

- Chris Deffebach asked if language should be included concerning I-205 toll rates. Is one toll rate plan for the whole region in the planning phase the intent to catch up with other rates, or is this the wrong assumption? Mr. Prior noted funding sources are not yet known, so variable rates in the system that includes Interstate Bridge, I-205 and other areas on I-5 and I-205 are still be planned where they fit for different times of day and sections.
- Karen Buehrig asked if it was relevant to keep the language in the description of as the project for past planning phases on the I-205 project. ODOT members noted this wording in the amendment was for transparency, but was not necessary for current description. It was agreed the two sentences in the amendment narrative could be removed with the motion to approve.

MOTION: To approve and recommend to JPACT Resolution 21-5216 amending FY 2021-22 Unified Planning Work Program (UPWP) to add Regional Mobility Pricing Project funded since UPWP adopted, with the following edit:

Remove 2 sentences in Exhibit A to Resolution 21-5216 that read “The I-205 Toll Project is ODOT’s other active toll project. It has advanced out of the planning phase into the preliminary engineering and environmental review phase and is longer included within the Unified Planning Work Plan.”

Moved: Karen Buehrig

Seconded: Chris Ford

ACTION: Motion passed unanimously with edit.

2023 Regional Transportation Plan (RTP) Vision and Priority Outcomes (Kim Ellis, Metro) Ms. Ellis provided an update on scoping engagement activities since Oct. 2021. Since October, staff continued to seek input from local, regional and state partners, community and business leaders and the public. The engagement activities have focused on identifying transportation trends and challenges affecting the quality of life in the region, priorities for the update to address, and ways to engage local, regional and state public officials and staff, community and business leaders and members of the public in shaping the updated plan.

Scoping engagement activities will continue in early 2022 to seek feedback on the vision and priorities for the future transportation system, topics to be the focus of the technical work and policy discussions and ideas for how best to engage public officials, community and business leaders and the public in shaping the updated plan. The central themes and topics identified through these different engagement activities will be summarized in a scoping engagement report. The topics identified during the scoping phase in combination with recommendations from the 2018 Regional Transportation Plan and more recently completed studies, and new federal and state requirements will inform the draft work plan and engagement plan developed to guide the plan update.

Next steps to finalizing the work plan and engagement plan:

- **January and February** Metro Council, regional advisory committees discuss values, priorities and desired outcomes, on-line public survey, consultation with Tribes and federal and state agencies
- **February and March** Metro Council and regional advisory committees consider stakeholder input and discuss draft work plan and engagement strategy
- **March 17** JPACT considers approval of work plan and engagement plan
- **March 23** MPAC recommendation to Metro Council on work plan and engagement plan
- **March 31** Metro Council considers approval of work plan and engagement plan

Ms. Ellis provided discussion questions and asked for feedback from the committee.

Comments from the committee:

- Don Odermott noted the lack of support with businesses in the last transportation measure, and how important it was to gain better engagement with businesses across the region. It was suggested to provide outreach to them for help attracting and keeping employees with access to transit. Ms. Ellis noted several stakeholder interviews on this subject and planned business industry forums and discussions for business leaders across the region.
- Jamie Snook noted the timing with projects, such as TV Highway and 82nd Avenue, and coordination with RTP planning. It was suggested that with investment development strategies the projects align with RTP planning development. It was asked what type of timeline for

project development was planned, Ms. Ellis noted the project list update would be developed for review this fall, followed by evaluation and feedback winter through spring 2023.

- Chris Ford noted the Vision Statement was aspirational, and suggested defining equity with more emphasis on transportation and housing goals. With the current housing crisis it is important to find transportation service to additional housing developments, not just in Portland but across the region. The 2040 Growth Plan should be reflected in the RTP that include outlying areas where transportation is harder to reach.

It was noted the RTP is a balanced document, aiming to reach a range of projects and investments with outcomes and goals that not all polices can achieve. There are stakeholders outside the region that need to be reached and engaged with the RTP, following federal direction. It was suggested to gain real-time input and ideas at workshops with live polling.

- Eric Hesse suggested the Vision Statement reflect key values highlighted that have developed from the Mobility Policy update and other relevant projects. Regarding climate vision, more clarity for better understanding and purpose would be advantageous. Possible moving the top 11 goals to 4 may be needed at some time. Performance based plans that recognize gaps in expected outcomes and policy expectations will help deliver the goals.
- Chris Deffebach recommended no need for change with the Vision Statement. Regarding the 4 top priorities, it was suggested to look at all 11 to find interaction and interrelated connections among projects for better support and coordination. It was felt the congestion pricing policy was narrowly written that excludes any capacity projects in the system, which is important to achieve the reliability vision and affects with more congestion on arterial roads happening now.

The safety analysis being prepared by Lake McTighe is looked forward to receiving, as diversion on roads has increased safety issues in the region. Washington County is working on their County-wide transit system plan with identified access to transit locations, and highlighting the importance to coordination among projects when updating systems. Regarding project priorities, a discussion on who decides these with different needs and goals is suggested.

- Karen Buehrig noted the good work ODOT has done with their interactive approach to outreach and engage the public, which is hoped would be taken with the RTP work. Regarding the 4 top priorities, it was suggested to show what was already laid out when asked if others have priorities so the full extent is covered in the RTP. The Vision Statement appears solid with only a minor refreshment to climate change for relevancy.
- Don Odermott noted that with new JPACT members and other elected in the region understanding the top 4 priorities better articulation between these issues was suggested. Current thought on congestion was mostly all vehicular, but other modes of travel in the region are planned, forming an urbanized multimodal transit system. It was noted not all resources of funding for transportation prioritizations comes from Federal funding. The region differs where populations and access to transit are, which should be respected and understood developing funding and policy issues. Ms. Ellis noted capacity and demand models would be formed strategically, and key policy discussions in the RTP would include congestion pricing and how this is related.
- Karen Williams suggested that, if not already done, outreach with businesses/employers that ODOT has engaged with their Get There Program on employer commute programs. Marne

Duke, contact for Get There program in the region, shared her email:
Marne.duke@oregonmetro.gov.

For the 4th top priority, congestion, it was suggested advocate expanding, and renaming to mobility. This makes the connection between getting people to work, land use issues, and limited housing options hear employment a strong connection.

Ms. Ellis appreciated the thoughtful feedback and insights from TPAC. For any further comments or submission of the worksheet she can be reached at Kim.Ellis@oregonmetro.gov. Depending on availability of materials with the process, updates will be provided at the Feb. 4 TPAC meeting and Feb. 16 workshop with MTAC.

2024-27 Oregon Department of Transportation (ODOT) Administered Funding Program – Infrastructure Investment and Jobs Act (IIJA) (Chris Ford, ODOT) Mr. Ford provided an overview of the Infrastructure Investment and Jobs Act (IIJA) with implications to funds and program allocations in Oregon. The \$1.2 billion funding over the next 5 years was shown by percentage estimates, including Flexible funds 32%, Bridge 21%, Transit 14%, Resilience 7%, Safety 4%, and several climate friendly programs (carbon reduction 5%, EV charging 4%, and active transportation 3%).

Local programs breakdown were estimated as:

Statewide Programs

- ARTS: \$20m
- Local Bridge: \$34m
- Community Paths: \$20m
- CMAQ: \$8m
- MPO planning: \$6m
- STBG fund share with cities/counties/small MPOs: \$32m

Transportation Management Areas

- Surface Transportation Block Grants: \$30m
- Transportation Alternatives: \$11m
- Carbon Reduction: \$27m

Several links were shared to follow updates and provide feedback to the IIJA:

<https://www.oregon.gov/odot/Pages/IIJA.aspx>

<https://www.oregon.gov/odot/Documents/IIJA-FAQ.pdf>

<https://www.fhwa.dot.gov/bipartisan-infrastructure-law>

Ways to provide feedback to the Oregon Transportation Commission:

- Submit comments and letters through OTC website at www.oregon.gov/odot/Get-Involved/Pages/OTC-Comments.aspx
- Watch for online open house in February
- Provide public comment at OTC meetings January 20, February 17 (special meeting on IIJA), March 10, March 30 (special meeting on IIJA).

Questions for stakeholders to inform development of funding scenarios for the OTC were suggested:

- Given the investments already made in the STIP and the federal infrastructure bill, how should the OTC allocate flexible funding to best advance the OTC/ODOT Strategic Action Plan and the state’s transportation goals?
- Do the priorities expressed in 2020– particularly strong support for public and active transportation and Fix-It– remain? Or have these priorities changed in some ways?
- What are the specific priorities for investment of funds in public and active transportation?

Comments from the committee:

- Grace Cho asked what major trends or priorities has been heard or emerging from these presentations in the region. Mr. Ford noted nothing specific from the OTC office, but regionally topics included availability for vehicles and trucks to travel further, climate change issues, the transit system, bridges in the region and a mix of operational help for resiliency & climate.
- Lewis Lem asked how ODOT might be thinking about the bridge program in terms of funding eligibility. It was heard that prior IGA bridge programs had limited funds. Would ODOT funds be re-prioritized with more funding in the program? Mr. Ford noted the local and statewide bridge programs based on technical analysis of each, but at this time had no specifics on project plans with the program.
- Eric Hesse acknowledged a good summary presented with possible considerations noted for ongoing programs such as Flexible Funds. Adding to the bridges discussion, there is the “Protect Program” that addresses resiliency, a key new program that is important to bridges in our region. It was suggested that with adoption of the resiliency plan we aim to get higher Federal funds match under the Protect Program.
- Lewis Lem noted the Port is starting to evaluate competitive grant programs and is eager to hear more. There are the bigger bridge funds which would be applied for the I-5 bridge replacement project, and the formula grants program where eligibility and criteria is being sought. The Port would be interested in working with other agencies to coordinate together on funding opportunities.

*An additional slide was presented “Major IJJA Discretionary Grant Programs” that was added to the packet following the meeting.

Committee comments on creating a safe space at TPAC (Chair Kloster) The following was received unanimously: “While challenges to meaningful engagement experienced by our community reps are exacerbated by Zoom, feels like it might be time to take a step back and consider if a different approach is merited for how/where they participate in what types of decisions.”

Adjournment

There being no further business, meeting was adjourned by Chair Kloster at 11:35 a.m.

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, January 7, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	1/7/2022	1/7/2022 TPAC Agenda	010722T-01
2	TPAC Work Program	12/30/2021	TPAC Work Program as of 12/30/2021	010722T-02
3	Memo	12/28/2021	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments for November and December 2021 (Formal Amendments) and December 2021 for Administrative Modifications	010722T-03
4	Memo	12/7/21	TO: TPAC and interested parties From: Marie Miller RE: 2022 Transportation Policy Alternatives Committee (TPAC) Meeting Schedule	010722T-04
5	Draft Minutes	12/03/2021	Draft TPAC minutes from December 3, 2021	010722T-05
6	Resolution	N/A	Resolution 21-5241 FOR THE PURPOSE OF AMENDING THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADVANCE EIGHT METRO UNIFIED PLANNING WORK PROGRAM (UPWP) PROJECTS INTO THE CONSTRAINED MTIP TO ASSIST IN THE DEVELOPMENT OF THE SFY 2023 UPWP, PLUS ADD FOUR NEW PROJECTS TO THE MTIP (JA22-07-JAN2)	010722T-06
7	Exhibit A	N/A	Exhibit A to Resolution 21-5241	010722T-07
8	Staff Report	12/29/2021	TO: TPAC and interested parties From: Ken Lobeck, Funding Program Lead RE: January 2022 MTIP Formal Amendment & Resolution 21-5241 Approval Request (Regular Bundle)	010722T-08
9	Legislative Package for Resolution 21-5211	N/A	Resolution 21-5211 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD THE SUNRISE GATEWAY CORRIDOR COMMUNITY VISIONING PROJECT THAT WAS FUNDED SINCE THE UPWP WAS ADOPTED Exhibit A to Resolution 21-5211 Staff Report to Resolution 21-5211	010722T-09
10	Legislative Package for Resolution 21-5215	N/A	Resolution 21-5215 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO AMEND THE FUNDING AND ADD DETAIL TO THE I-5 BOONE BRIDGE PLANNING PROJECT Exhibit A to Resolution 21-5215 Staff Report to Resolution 21-5215	010722T-10

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
11	Legislative Package for Resolution 21-5216	N/A	Resolution 21-5216 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD THE REGIONAL MOBILITY PRICING PROJECT THAT WAS FUNDED SINCE THE UPWP WAS ADOPTED Exhibit A to Resolution 21-5216 Staff Report to Resolution 21-5216	010722T-11
12	Memo	12/30/2021	TO: TPAC and interested parties From: Kim Ellis, Principal Transportation Planner RE: 2023 Regional Transportation Plan (RTP) Update – Vision and Priority Outcomes	010722T-12
13	Memo	1/6/2022	TO: TPAC and interested parties From: Lake McTighe, Regional Planner RE: December 2021 fatal crash update	010722T-13
14	Slide	01/07/2022	Dec 2021 fatal crash report Clackamas, Multnomah and Washington Counties	010722T-14
15	Letter	01/05/2022	TO: TPAC and Interested Parties From: Chris Smith, No More Freeways RE: Comments on January 7th TPAC agenda items	010722T-15
16	Letter	09/29/2021	TO: Oregon Toll Program (ODOT) From: Aaron Brown, No More Freeways Chris Smith, No More Freeways Joe Cortright, No More Freeways Mary Peveto, Neighbors for Clean Air Paxton Rothwell, Sunrise PDX RE: Comments on Regional Mobility Pricing Project draft Purpose and Need	010722T-16
17	Presentation	01/07/2022	January 2022 Formal MTIP Amendment Summary Resolution 22-5241	010722T-17
18	Presentation	01/07/2022	2021-22 Unified Planning Work Program Amendments	010722T-18
19	Presentation	01/07/2022	2023 Regional Transportation Plan update	010722T-19
20	Presentation	01/07/2022	Infrastructure Investment and Jobs Act Implications for Oregon	010722T-20
21	Slide	N/A	Major IJA Discretionary Grant Programs	010722T-21