

# Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC)**  
Date/time: Friday, February 3, 2023 | 9:00 a.m. to 12:00 p.m.  
Place: Virtual online meeting via Web/Conference call (Zoom)

---

**Members Attending**

Ted Leybold, Vice Chair  
Karen Buehrig  
Allison Boyd  
Chris Deffebach  
Lynda David  
Eric Hesse  
Jaimie Lorenzini  
Jay Higgins  
Mike McCarthy  
Tara O'Brien  
Chris Ford  
Karen Williams  
Laurie Lebowsky-Young  
Lewis Lem  
Katherine Kelly

**Alternates Attending**

Jamie Stasny  
Sarah Paulus  
Jennifer Campos  
Mark Lear  
Dayna Webb  
Jean Senechal Biggs  
Dave Roth  
John Serra  
Neelam Dorman  
Glen Bolen  
Gerik Kransky

**Members Excused**

Jasmine Harris  
Rob Klug  
Shawn M. Donaghy  
Ned Conroy  
Rian Sallee

**Affiliate**

Metro  
Clackamas County  
Multnomah County  
Washington County  
SW Washington Regional Transportation Council  
City of Portland  
City of Happy Valley and Cities of Clackamas County  
City of Gresham and Cities of Multnomah County  
City of Tualatin and Cities of Washington County  
TriMet  
Oregon Department of Transportation  
Oregon Department of Environmental Quality  
Washington State Department of Transportation  
Port of Portland  
City of Vancouver

**Affiliate**

Clackamas County  
Multnomah County  
SW Washington Regional Transportation Council  
City of Portland  
City of Oregon City and Cities of Clackamas County  
City of Beaverton and Cities of Washington County  
City of Tigard and Cities of Washington County  
TriMet  
Oregon Department of Transportation  
Oregon Department of Transportation  
Oregon Department of Environmental Quality

**Affiliate**

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

### **Guests Attending**

Adam Fiss  
Bryan Graveline  
Camilla Dartnell  
Cody Field  
Cora Potter  
Jasia Mosley  
Jeff Owen  
Jessica Pelz  
Laura Terway  
Will Farley  
2 unidentified phone callers

### **Affiliate**

SW Washington Regional Transportation Council  
Portland Bureau of Transportation  
Kittelson & Associates  
City of Tualatin  
TriMet  
  
Washington County  
City of Happy Valley  
City of Lake Oswego

### **Metro Staff Attending**

Alex Oreschak, Ally Holmqvist, Cindy Pederson, Connor Ayers, Daniel Audelo, Eliot Rose, Grace Cho, Grace Stainback, Kate Hawkins, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Matthew Hampton, Molly Cooney-Mesker, Shannon Stock, Thaya Patton

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

Vice Chair Leybold called the meeting to order at 9:00 a.m. Introductions were made. A quorum of members present was declared. Reminders where Zoom features were found online was reviewed. Input was encouraged for providing safe space for everyone at the meeting via the link in chat. Comments would be shared at the end of the meeting.

### **Comments from the Chair and Committee Members**

- **Updates from committee members around the region** (Vice Chair Leybold)
  - Eric Hesse announced that PBOT Director Chris Warner has been appointed Deputy Director Chief of Staff in Governor Kotek's office. Tara Wasiak has been named Interim Director while a national recruitment search for permanent Bureau Director is happening.
  - Lake McTighe announced Metro with partners receiving a Safe Streets for all Roads (SS4A) grant. Total amount of the grant is \$2.4 million. Metro will receive \$1 million toward Metro led activities for regional safety efforts, and \$1.4 million to our regional partners on safety projects. [www.transportation.gov/grants/ss4a/2022-awards](http://www.transportation.gov/grants/ss4a/2022-awards)

Just a note that this is the first round of awards for this grant. I would say that now is the time to start coordinating for the next round, and to bring more funds for capital safety projects, especially for people walking!

- Eric Hesse added the Portland Bureau of Transportation (PBOT) was awarded a \$20 million grant by the US Department of Transportation for a critical 5.5-mile stretch of 122nd Avenue from SE Foster Road to NE Sandy Boulevard. The busy, five-lane arterial street is one of the most dangerous in the city and serves some of Portland's most racially and ethnically diverse neighborhoods. PBOT will provide \$5 million in matching funds to support the project, leveraging funds already allocated from [Fixing Our Streets](#) for paving SE 122nd Avenue between SE Foster Road and SE Holgate Boulevard.
- Chris Deffebach thanked Metro and partners for their work on the grant. This resource will help the County Safety Action Plan be updated and be Federally eligible for further funding.

- Allison Boyd noted the funding from this grant will help the Multi-Jurisdictional Safety Action Plan begin strategies.
- Lewis Lem announced a recent grant featuring Terminal 6 at the Port of Portland. Terminal 6 is a multipurpose, 419 acre facility that features 5 ship berths and an on-dock rail yard. Autos, containers and breakbulk cargoes are handled at T-6.
- Tara O'Brien announced TriMet's green venue buses were back on Division following a National recall to address the issue. There are two public comment periods with open houses regarding proposed fare increases and the 2023-24 service changes. Info about TriMet open houses, public comment periods here: <https://trimet.org/ridernews/> Applications were being accepted to serve on the Transit Equity Advisory Committee.
- Karen Williams announced that finalists for the DEQ Director position were being interviewed publicly this coming Thursday, Feb. 9 at 9:30 a.m. You can find the link to that meeting here: <https://www.oregon.gov/deq/about-us/eqc/Pages/020923.aspx>
- Ken Lobeck congratulated the grant recipients. It was encouraged to work with your agency liaisons with the terms of the grants, obligation requirements and other information moving forward.
- Chris Ford that the Great Streets Project Review team will include 4 community members as part of this team. Applications to apply for the review team are due Feb. 17: <https://www.cognitofirms.com/ODOT2/GreatStreetsProjectReviewTeam2023>

OTC has postponed the acceptance of the draft 2024-27 STIP until public comments are received with consideration. The public comments are expected from March – April.

On Monday Feb. 6 the Region 1 Area Commission on Transportation (R1 ACT) will meet. Included on the agenda: National Electric Vehicle Infrastructure (NEVI) program: Overview and First Year Corridors, and Carbon Reduction Program Call for Projects.

A study on ridership with ebikes and micro mobility was announced. The link for information: <https://content.govdelivery.com/accounts/ORDOT/bulletins/345e950>

Karen Buehrig asked about the state doing a carbon reduction program and how this differs from Metro's. Mr. Ford noted this is part of the IJA bill with different funding buckets for carbon reduction programs. Some goes to the TMAs where TPAC and MTAC will be working to identify how these funds will be spent. Another bucket of funding is directed for population areas between 5,000 to 50,000. Counties and very small populations under 5,000 also have a set amount of funding. ODOT itself will have money to spend for carbon reduction strategies. Vice Chair Leybold noted this statewide program would be a good topic on the agenda for better understanding and knowing how to participate in this process.

- **Monthly MTIP Amendments Update** (Ken Lobeck) Mr. Lobeck referred to the memo in the packet on the monthly submitted MTIP formal amendments submitted during late December 2022 through late January 2023. Questions on the memo can be directed to Mr. Lobeck.
- **Metro FFY 2023 Annual Obligation Targets Summary** (Ken Lobeck) The memo in the packet was referenced. Questions on this information can be directed to Mr. Lobeck.
- **Fatal crashes update** (Lake McTighe) The update was provided with the names of people killed in fatal crashes within the three counties of the region over the previous time period.

Metro will be providing a Safety Performance update to JPACT at the end of the year, likely in Dec. In addition to reporting on regional safety targets, we will be updating analysis on contributing factors to crashes, and reaching out to partners to provide an update on partner efforts and activities to advance safety, following up on the 2021 progress report.

<https://www.oregonmetro.gov/sites/default/files/2021/08/03/RTSS-progress-report-20210603.pdf>

- **Climate Friendly Equitable Communities Rules – Metro Implementation** (Kim Ellis) The letter to the Department of Land Conservation and Development regarding Metro’s proposal for alternative dates to meet the requirements of OAR 660-012-0012(3) was noted. The means by which Metro will comply with the CFEC rules: update to Metro’s Regional Transportation Plan, Urban Growth Management Functional Plan, and Regional Transportation Functional Plan, with proposed deadline dates was presented. A summary to provide clarity on the applicability of the Statewide Transportation Planning Rules to transportation system planning in the Portland region was included with the letter.

Karen Buehrig appreciated the summary table in the packet which shows cities and counties with a lot of work ahead. Communications with cities and counties to show the interplay between Metro and DLCD is asked for planning with the updates. Clackamas County submitted an alternative date proposal regarding one the performance measures. Better alignment with combined proposed dates was suggested.

- Chris Deffebach asked for clarification on the proposed dates, whether asking for an extension was for less or more time. Ms. Ellis noted the provisions of the functional plan are the original deadlines and have no proposed extensions. Metro is showing what our approach is to comply with the CFEC rules. The RTP has many deadlines for local governments, so we are trying to be clear on the RTP deadlines before working on the functional plan to follow.
- Eric Hesse noted in the Transportation Planning Rule Section 0400-450: Parking Management – These rules apply directly to cities and counties in metropolitan areas. Local governments may apply the state rules directly or update their local codes to remove or reduce parking mandates in specified areas. Since Metro does not plan to require different parking management from what is identified in these rules, it would be helpful to have more discussion on parking plans now being developed, in addition to performance standards and the implications from TSP pipelines from plan changes.
- **Draft 2023-24 Unified Planning Work Program (UPWP) review** (Vice Chair Leybold) It was announced the draft 2023-24 UPWP had been sent electronically via a link to the committee. They will be invited to attend the review of the document with Federal, State and local partners at the March 6 UPWP Consultation meeting.

**Public Communications on Agenda Items** – none received

**Consideration of TPAC Minutes from January 6, 2023**

**MOTION: To approve minutes from January 6, 2023.**

Moved: Jay Higgins

Seconded: Eric Hesse

**ACTION: Motion passed with one abstention; Karen Williams**

**Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 23-5315** (Ken Lobeck, Metro) Mr. Lobeck presented information on the February FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle which is primarily a re-positioning amendment supporting the development of the State fiscal Year (SFY) Unified Planning Work Program (UPWP). The summary of changes includes the following:

- Key 22158, the FFY 23 Regional Travel Options (RTO) project is being advanced from FFY 2025 to FFY 2023.
- Key 22161, the FFY 23 Safe Routes to School (SRTS) project is being advanced from FFY 25 to FFY 2023.
- To meet the preliminary funding estimate for the Next Corridor Study project UPWP area:
  - \$295,924 of STBG plus match is being split from Key 22154 and combined into Key 22598.
  - Key 22154 is reduced and left in FFY 2025.

Comments from the committee:

- Jaimie Lorenzini asked for clarification on the programs in corridor planning. Mr. Lobeck noted Metro's Regional Flexible Fund Allocation, Step 1 allocation tables help determine annual program needs where STBG will be the primary funding source for the UPWP program area. Overall, the UPWP budget development is complicated, fluid, changes, often evolves, and must react to constantly changing funding levels. The UPWP lists corridor planning projects in the budget summary section of the document. However, naming the corridors in this description of the MTIP may not allow corridor planning projects to cover final amounts of funding, and must go under the Master Agreement Key.

Ms. Lorenzini understood that approving a bucket of money for projects already identified, but unclear which corridor projects are being considered for possible changes. It was suggested to include specifically what corridors are included in the motion. Mr. Lobeck agreed to send Ms. Lorenzini the budget of the UPWP that lists the corridor projects.

- Chris Ford noted that as with ODOT, this is all very standard process with paperwork that can be complex. It was important the MTIP be voted on and move it forward to get funds obligated for the FY 2023.
- Karen Buehrig agreed on having more information with corridors discussed so this could be articulated well to others.
- Lewis Lem suggested more information shared with a high-level overview or summary overview provided periodically on progress with the complex procedural processes.
- Mr. Lobeck noted the committee is being asked to approve moving money into FY 2023 to support the final UPWP list of projects. The goal to help ensure a sufficient amount of approved STBG, PL, 5303, local, and any applicable discretionary grant funding is in the current federal fiscal year to support the UPWP. Approved projects then can move forward to obligate their federal funds normally in June.
- Chris Ford agreed it was hard to interpret all the paperwork required in limited time periods and suggested forming a method to show publicly what is happening as changes are proposed and made. MPO staff can be tasked with developing informational funding communications.

**MOTION: To provide JPACT an approval recommendation of Resolution 23-5315 consisting of the four amended projects in support of the SFY 2024 UPWP development.**

Moved: Chris Ford

Seconded: Lewis Lem

**ACTION: Motion passed with two abstentions; Jaimie Lorenzini and Karen Buehrig**

**2023 Regional Transportation Plan – Schedule, Engagement and Call for Projects** (Kim Ellis, Metro/ Tara O'Brien, TriMet/ Chris Ford, ODOT) The presentation began with an update on the schedule and planned engagement activities to support development of the 2023 Regional Transportation Plan (RTP). A key step in the process of developing the 2023 RTP is updating the near-term and long-term investment priorities for greater Portland to support regional goals for equity, safety, climate, mobility and a thriving economy.

The project timeline and schedule of planned engagement, and Metro Council and Regional Advisory Committees' discussions and actions for the 2023 RTP was shared. Two additional documents mentioned in the presentation were noted to be sent to the committee following this meeting: the Draft RTP project list cost targets for capital projects, and Draft Local Agency Revenue Estimates for Capital Needs for 2024 to 2045.

Comments from the committee:

- Lewis Lem asked what the goal of VMT reduction targets were by what year. Lake McTighe provided this answer in chat: Target: Achieve reductions required by OAR 660 Division 44 (GHG Reduction Rule): 20% by 2035, 25% by 2040, 30% by 2045 and 35% by 2050. <https://www.oregonmetro.gov/sites/default/files/2022/11/02/Regional-mobility-policy-fact-sheet-Fall-2022.pdf>
- Karen Buehrig asked for clarification on where in the schedule the regional mobility policy is. It was previously noted this was being tested as part of the RTP, and would be reported on with discussion for improvement, with results of this pertaining to the policy. VMT reduction element was previously reported to be shared by subareas in the region. It was suggested to start seeing some of these results. It was asked to share information on the RMPP project with the travel model and how this was being influenced with the data.

Ms. Ellis noted the RMP has multiple discussion points planned. In March the policy draft will be presented. Work is starting on the needs assessment analysis where the regional mobility policy will be evaluated. Speed target evaluations coming to TPAC soon. The system analysis will be provided once the project lists are known, including VMT data. ODOT is bringing the RMPP into the RTP. Metro is working with them on revenue forecasts and data analysis.

- Eric Hesse agreed that more clarification around the RMP would be helpful. For the TPAC May meeting and workshop meeting was it anticipated more of an update on the RMP and system analysis was planned? The May 24 date in the timeline for project sponsors to submit letters of endorsement from governing bodies and final project list changes/information due in the Project Hub seems tight, given agencies and jurisdictions need time to prepare their documents for councils and commissions. It was noted the June 2 date JPACT recommendation to releasing the public draft might be tweaked. The timeline for further discussions around Chapter 8 was also suggested.

Ms. Ellis noted the focus of the process currently is moving the project draft list forward, and prepare for public review with this list starting in July. As the full RPT draft will be released for review it is being prepared by sections, including the policy chapter. Other chapters planned were reviewed by Ms. Ellis. Chapter 8 is the implementation of projects planned from adoption in 2023 to the next RTP update.

- Chris Deffebach agreed on concern with the May 16 deadline for gaining their board recommendation. It was asked if economy was left off the system analysis. Ms. Ellis noted it was included as part of the 5 goals in the transportation analysis. It was asked if early results could be shared or available for review. Ms. Ellis noted that in late April/early May advance information will be shared prior to the TPAC May meetings. Evaluation using the travel model takes time but is important for full data be included for results.

It was noted the concern of a quick turnaround providing comments by the May 24 deadline. How would change requests be handled? Ms. Ellis noted the system analysis changes are not being done immediately. It was asked when information or input on Chapter 8 was needed, as this is hard to do in advance of performance results. Ms. Ellis noted there is no deadline but input is welcome.

It was noted the work on the RMMP reached was good, but much work remains. It was asked how or where the climate strategy fits in with the RTP process and timeline. Regarding the project priorities list that is being developed, what is hoped to get from this? It was noted tolling prices, if included in the RTP, will be difficult to include if not known in advance. Ms. Ellis noted the Climate Strategy work is being done now, and is part of the RTP charged with monitoring results to reach targets. The direction of investments in the RTP will allow us to start laying out plans and identify gaps, included with evaluation of project lists for analysis.

- Lewis Lem asked regarding the system analysis if it would show impacts of tolling and pricing or are we saying we don't have enough information yet. Ms. Ellis noted pricing will be included on I-205, and Metro is still working with ODOT on the pricing with the RMPP.
- Mike McCarthy agreed with concerns about tolling not being included in the modeling and premature for this process with planning. Concern on where the direction of the RTP is going was noted. Concern was noted on the goals of greenhouse gas emission reduction related to VMT with home-based and commute trips. It was felt consequences from these strategies will push us backwards on reaching goals of reducing GHG. While downtown travel may be reduced, travel into suburban areas are increasing and not being measured or included in modeling or data.

Ms. Ellis note the VMT is what we are required to look at for a performance measurement and target. Travel options with the data are being included as well as housing affordability in the region. The performance evaluations will tell us if we are moving in the right direction and what our policy makers have directed us with investments. Mr. McCarthy added that even with increased bike and walking for travel options the performance targets are not being met.

Additional comments and links were shared from Eliot Rose in chat:

We will be diving into how our GHG targets work and why they focus on VMT in much more depth in the upcoming workshop on 2/15.

The "spaghetti chart" on p. 29 of the draft Needs Assessment, which we shared with TPAC in Summer 2022, shows the proportion of commutes between counties within and surrounding the Metro area. According to the chart, there are a fair number of people who commute into/out of the region, but the vast majority of commute trips occur within/between Multnomah, Washington, and Clackamas Counties.

<https://www.oregonmetro.gov/sites/default/files/2023/01/12/2023-RTP-Needs-Assessment-memo-nov-2022.pdf>



Tara O'Brien presented information on 2023 RTP TriMet projects. Types of TriMet projects were described as Capital Projects such as HCT, Zero emission bus projects or fleet, Operations, transit service costs, Maintenance and Asset Management and Region-wide capital and operations buckets. TriMet's constrained revenue forecast and constrained cost targets was presented.

RTP constrained capital projects include:

- High Capacity Transit (HCT) projects
  - 82nd Ave, TV Highway, Montgomery Park Streetcar, Better Red
  - HCT Portland to Vancouver now part of IBR, not on TriMet list
- ETC Transit priority corridors and bucket for improvements (Total of \$27.5M through 2030)
  - Bucket of funds to be programmed later
  - Existing ETC corridors that are not Tier 1 HCT and outside Central City
- Project Development for future HCT
  - SW Corridor (\$2M short term, more long term, still not enough)
  - Steel Bridge Transit Bottleneck/MAX Tunnel (after 2031)
  - Project Development for up to 3 future corridors (after 2031)
- Bus Facilities and Zero Emission Bus projects
  - Columbia – design and construction
  - Merlo (Phase 1 in short term, Phase 2 after 2030)
  - Powell (Phase 1 in short term, Phase 2 after 2030)
  - Center (after 2031)
- Fleet replacement (MAX, bus, LIFT)
- Federal earmark and grant projects
  - Beaverton Transit Center, Willamette Shore Line, MAX Blue Line Station Rehabilitation, Oregon City Transit Center
- \$2-5M buckets of capital projects:
  - Transit centers and layovers (NEW)
  - Transit Oriented Development (NEW)
  - Bus stop and access to transit improvements
  - Park and Ride, Bike and Ride improvements

TriMet strategic projects (through 2045) and operations projects were described. It was noted that other transit projects are listed with others, and project lists could change with Investment strategy for future HCT corridors, Better Bus Plan beginning Spring 2023, RMPP Public Transportation Strategy, and Future studies.

Comments from the committee:

- Karen Buehrig asked to confirm that within the Federal earmark/grant bucket for constrained near-term list, the Park Avenue garage was included. Ms. O'Brien confirmed this.
- Eric Hesse appreciated the work pulling all this together for TriMet and coordination with Metro for the RTP update.

Chris Ford presenting information on the ODOT 2023 RTP Project List. RTP project types were defined as capital projects, corridor wide projects, and region wide projects. Each of the categories were shown by project location on maps with project development in their timeline.

Comments from the committee:

- Karen Buehrig understood how the challenges with RMPP are handled with the RTP process. It was suggested that if the RMPP was in the RTP the models should reflect how travel due to the



RMPP, and noted for near-term and long-term. It is important for us to articulate the different projects in the RTP and how tolling reflects in the functions with the model. It was noted less concern about the expense of revenue but more concern on how the tolling impacts the system. Mr. Ford noted the intent of including this information in the model. The RMPP is now going through the NEPA analysis process of the project, and the modeling for the RTP. Final decisions will be more known following the NEPA process.

- Chris Deffebach noted concern with the RTP and NEPA showing possible different results in modeling due to methodology and timelines different, but good to have the effects shown on the system. With projected revenue from RMPP a long way out yet, when would this information be brought in? Later amendments? And how would this be reflected regionally? Mr. Ford noted the challenge with the timeline process for modeling with NEPA and RTP. All the details haven't been worked out yet. The approach of working with what we know currently and continuing the dialogue as more become known is best.
- Eric Hesse asked what the 4 operational project elements were involving strategic and constrained. Mr. Ford defined the projects (I-5 freight operational improvements, I-405 operational improvements, US 26 operational improvements, and I-84 operational improvements) with project descriptions.
- Mike McCarthy expressed concern over the loss of project when money may disappear and suggested a placeholder to account for projects under construction. Ms. Ellis noted these listed on the project list are for that reason, with ODOT required to follow with specific rules and guidance.
- Eric Hesse asked for clarification on grant funds coming in now and how they would be programmed regarding RFFA cycles, future or committed project target years. Vice Chair Leybold noted where the costs are placed. Lake McTighe added that a short memo on these questions were being posted on the hub webpage with additional information.

**Committee comments on creating a safe space at TPAC** (Vice Chair Leybold) – none received

### **Adjournment**

There being no further business, meeting was adjourned by Vice Chair Leybold at 11:23 a.m.

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, February 3, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	2/3/2023	2/3/2023 TPAC Agenda	020323T-01
2	2023 TPAC Work Program	1/27/2023	2023 TPAC Work Program as of 1/27/2023	020323T-02
3	Memo	1/23/2023	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (during late December 2022 through late January 2023)	020323T-03
4	Memo	1/16/2023	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: Metro FFY 2023 Annual Obligation Targets Summary	020323T-04
5	Letter with Attachment	1/25/2023	TO: Director Brenda Bateman Department of Land Conservation and Development From: Margi Bradway, Deputy Director, Planning, Research, and Development RE: Metro Proposal for Alternative Dates on CFEC rules	020323T-05
6	Draft Minutes	1/6/2023	Draft minutes from Jan. 6, 2023 TPAC meeting	020323T-06
7	RESOLUTION NO. 23-5315	N/A	Resolution 23-5315 FOR THE PURPOSE OF AMENDING THE 2021-24 MTIP TO ENSURE PREVIOUSLY APPROVED FUNDING IS AVAILABLE TO SUPPORT PLANNING ACTIVITIES IN THE SFY 2024 UNIFIED PLANNING WORK PROGRAM (UPWP)	020323T-07
8	Exhibit A to Resolution 23-5315	N/A	Exhibit A to Resolution 23-5315	020323T-08
9	Staff Report to Resolution 23-5315	1/25/2023	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: February FFY 2023 MTIP Formal Amendment & Resolution 23-5315 Approval Request	020323T-09
10	Memo	1/27/2023	TO: TPAC and interested parties From: Kim Ellis, AICP, RTP Project Manager RE: 2023 Regional Transportation Plan – Phase 4 Schedule, Engagement and the Call for Projects	020323T-10
11	Attachment 1	1/19/2023	Attachment 1: 2023 RTP Project Timeline and Schedule for 2023	020323T-11
12	Attachment 2	1/23/2023	Attachment 2. 2023 RTP Phase Four Public Engagement	020323T-12
13	Handout	2/2/2023	Draft Project List Cost Targets for agencies and jurisdictions for the call for projects	020323T-13
14	Handout	2/2/2023	Draft Local Agency Revenue Estimates for Capital Needs for 2024 to 2045	020323T-14

<b>Item</b>	<b>DOCUMENT TYPE</b>	<b>DOCUMENT DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
15	Handout	N/A	TriMet 2023 RTP Project List.	020323T-15
16	Slide	2/3/2023	Monthly fatal traffic crash report for Clackamas, Multnomah and Washington counties	020323T-16
17	Presentation	2/3/2023	February 2023 Formal MTIP Amendment Resolution 23-5315	020323T-17
18	Presentation	2/3/2023	2023 Regional Transportation Plan Phase 4 Schedule, Call for Projects and Engagement	020323T-18
19	Presentation	2/3/2023	2023 RTP TriMet projects briefing	020323T-19
20	Presentation	2/3/2023	ODOT 2023 RTP Project List	020323T-20