

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **Transportation Policy Alternatives Committee (TPAC)**
Date/time: Friday May 5, 2023 | 9:00 a.m. to 12:00 p.m.
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Karen Buehrig
Allison Boyd
Dyami Valentine
Lynda David
Eric Hesse
Jaimie Lorenzini
Jay Higgins
Mike McCarthy
Chris Ford
Gerik Kransky
Laurie Lebowsky-Young
Lewis Lem
Bill Beamer
Ellie Gluhosky
Sarah Iannarone
Danielle Maillard
Jasia Mosley
Indi Namkoong

Alternates Attending

Jamie Stasny
Sarah Paulus
Gregg Snyder
John Serra
Neelam Dorman

Members Excused

Tara O'Brien
Jasmine Harris
Katherine Kelly
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
Oregon Department of Transportation
Oregon Department of Environmental Quality
Washington State Department of Transportation
Port of Portland
Community member at large
OPAL Environmental Justice Oregon
The Steet Trust
Oregon Walks
Community member at large
Verde

Affiliate

Clackamas County
Multnomah County
City of Hillsboro and Cities of Washington County
TriMet
Oregon Department of Transportation

Affiliate

TriMet
Federal Highway Administration
City of Vancouver
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

A.J. O'Connor
Brian Hurley
Camilla Dartnell
Chris Smith
Cody Field
Cody Meyer
Jeff Owen
Jonathan Maus
Jonathan Slason
Kate Freitag
Kate Selin
Phil Longenecker
Rye Baerg
Sara Wright
Steve Gallup
Steve Kelley
Whitney Dorer

Affiliate

TriMet
Oregon Department of Transportation
Kittelson & Associates

City of Tualatin
Department of Land Conservation and Development
HRD
Bike Portland
RSG
Oregon Department of Transportation
Alta Planning & Design
Alta Planning & Design
Oregon Department of Transportation

Clark County
Washington County
Oregon Department of Environmental Quality

Metro Staff Attending

Ally Holmqvist, Caleb Winter, Cindy Pederson, Clint Chiavarini, Dan Kaempff, Daniel Audelo, Eliot Rose, Grace Cho, Grace Stainback, John Mermin, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Matt Bihn, Matthew Hampton, Shannon Stock, Ted Leybold, Thaya Patton

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. Reminders where Zoom features were found online was reviewed. A reminder was given to let us know if, as alternate member attending in place of a member to be placed as a panelist. 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

- **Announcement of Lynda David (SW Washington Regional Transportation Council), TPAC member retirement** (Chair Kloster) Chair Kloster announced that Lynda David, TPAC member from SW Washington Regional Transportation Council, was retiring at the end of May. A tribute from photos and messages by members of TPAC and staff acknowledged the project work and regional efforts that were provided with best wishes for retirement. Ms. David thanked everyone for their comments.
- **Updates from committee members around the region** (Chair Kloster)
(Eric Hesse) Recent federal grant awards have been provided to the City of Portland, among them \$14 million dollar award for the Hawthorne Bridge improvements and bike paths, and a grant through the SMART program with several partners.

(Allison Boyd) It was announced that Multnomah County was hiring for a new Transportation Planning and Development Manager. The link for this was shared in chat:

https://multco.wd1.myworkdayjobs.com/en-US/Multco_Jobs/job/Transportation-Planning-and-Development-Manager_R-11173

(Chris Ford) It was announced that the ODOT Region 1 Project Delivery Manager has been promoted to Assistant of Delivery Operations Division, responsible for statewide strategies and planning. It was noted letters to Metro from ODOT were included in the April 19 workshop packet with comments to address. It was suggested that with the RTP process now happening, JPACT and Metro Council have the opportunity to look at the 2040 Growth Concept with a refresh. Opportunities and solutions can be found from changes in land development in the region to support transportation modes and travel. As a reminder, May 12 is the deadline to comment on the Oregon Transportation Plan Update. The link for this was shared in chat: <https://www.oregon.gov/odot/planning/pages/oregon-transportation-plan-update.aspx>

- **Monthly MTIP Amendments Update** (Ken Lobeck) Chair Kloster referred to the memo in the packet on the monthly submitted MTIP formal amendments submitted from through April 2023. Questions on the memo can be directed to Mr. Lobeck.
- **Fatal crashes update** (Eliot Rose on behalf of Lake McTighe) The monthly fatal crash report for Clackamas, Multnomah and Washington Counties was provided. There have been eight fatalities reported in the last month, bringing the number of fatal crashes in the tri-county area to 42 since the start of the year.
- **2024-27 MTIP – Public Comment Report** (Grace Cho) A reminder was made on this being the last day to accept public comment on the 2024-27 MTIP. The link for this was shared in chat: <https://www.oregonmetro.gov/public-projects/2024-27-metropolitan-transportation-improvement-program> A preview of the adoption draft of this document will be shared with TPAC in June, and submitted for action at the July meeting.
- **Congressionally Directed Spending (earmarks)** (Ted Leybold) Mr. Leybold noted that if agencies intend to request Congressionally Directed Spending (earmarks), or if you intend to apply for federal discretionary funding for a project located with Metropolitan Planning Area, please coordinate with Metro staff as you are putting together your request or application to ensure the project is included in the current 2018 Regional Transportation Plan and the upcoming 2023 Regional Transportation Plan financially constrained system and can be identified as such.

Projects awards cannot be programmed in the Metropolitan Transportation Improvement Program (MTIP), and you will not be able to access the awarded funds, until MPO staff can confirm inclusion of the project in the RTPs financially constrained system. Many of the discretionary funding programs specifically request this information in the application materials and Metro staff will be happy to provide written confirmation of this if helpful.

Public Communications on Agenda Items – none received

Consideration of TPAC Minutes from April 7, 2023

Minutes from TPAC April 7, 2023 were approved by majority vote of the committee.
Abstaining: Sarah Iannarone, Dyami Valentine and Lewis Lem.

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 23-53XX (Ken Lobeck, Metro) The May FFY 2023 Formal Metropolitan Transportation Improvement Program

(MTIP) Formal/Full Amendment bundle was presented. All six projects are Congressional Directed Spending projects, or otherwise referred to as Congressional Earmarks. Two are ODOT managed earmarks with the remaining four belonging to TriMet. They are being added now to the 2021-24 MTIP to enable Federal Highway Administration (FHWA) Financial Management Information System (FMIS) and Federal Transit Administration Transit Awards Management System (TrAMS) obligations to occur before the end of FFY 2023 (September 30, 2023). This will enable ODOT and TriMet to initiate Preliminary Engineering activities for their projects this federal fiscal year, and help accelerate overall project delivery.

I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta

Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access.

OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock Street

The project will provide two enhanced pedestrian crossings along Hall to improve the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area.

TriMet Merlo Bus Garage Zero Emission Retrofit

This project includes sitework, garage and utility upgrades and installation of charging stations for articulated buses at Merlo Garage.

TriMet 82nd Ave MAX Station Improvement Project

The project includes design, permitting, and construction for refurbishment of the light rail platform, existing shelters and lighting, and new safety upgrades at the 82nd Avenue MAX Station for added passenger safety.

TriMet Oregon City Transit Center

This project includes acquisition of property, design and planning, sitework, construction and renovation of facilities at the Oregon City Transit Center for improved transit operations.

Willamette Shore Line Rail & Trestle Repair

The WSL improvements will upgrade the South Miles Street crossing, replace Jones trestle, conduct mitigation associated with geotech exploration and miscellaneous trestle and track improvements along with routine maintenance.

Comments from the committee:

- Lewis Lem asked about the process to add new projects listed as Congressionally Directed Spending (earmarks) into the MTIP and RTP. It was noted that if the project could not be linked to the constrained RTP list it could not be moved forward as an amendment. There are differing situations that have occurred in the past which will need further clarification.

MOTION: To provide JPACT an approval recommendation of Resolution 23-53XX to add the six new projects to the 2021-24 MTIP.

Moved: Chris Ford

Seconded: Eric Hesse

ACTION: Motion passed with two abstentions: Sarah Iannarone and Ellie Gluhosky

Carbon Reduction Program – Funding Allocation (Ted Leybold & Grace Cho, Metro) The presentation began with a background review of the program. The Carbon Reduction Program is a new funding program established by the BIL and administered through the Federal Highway Administration (FHWA). Oregon is to receive an estimated \$82.5 million total in Carbon Reduction Program funding. The Oregon Department of Transportation (ODOT) ODOT will administered approximately \$53.9 million, \$26.8 million of which will be targeted to smaller cities and rural areas and \$29.8 million of which will be allocated across the entire state, including the Metro area. Metro’s portion of the Carbon Reduction Program funding is approximately \$18.8 million total for the five federal fiscal years of BIL.

Due to requirements outlined in BIL, the allocation of Carbon Reduction Program funds must be completed and submitted to FHWA no later than November 2023. Due to this compressed timeline Metro will award all five years of funding in one allocation process. Metro staff developed several draft allocation packages of projects informed by the Climate Smart Strategy and initial TPAC, JPACT and Metro Council member input for consideration. TPAC and JPACT provided feedback on the draft package options, with TPAC recommending an additional package option. Input received for development of the package options and on the draft package options was summarized.

Based on the input received from TPAC and JPACT members regarding draft investment package options, Metro staff is proposing TPAC consider two package options: the Transit Corridors and Active Transportation option (Package C) and the Transit Corridors and System Management & Operations option (Package E) and make a recommendation to JPACT.

Comments from the committee:

- Jay Higgins noted the challenges with active transportation projects that can be small if they become federalized. It was asked if there are exchanges of funding identified for smaller projects. Mr. Leybold noted Metro has requested TriMet investigate the ability to do a fund exchange with the Federal requirements. Because of the structure requirements it is hard to do small projects. TriMet is checking on the possibilities and we expect to hear from them on this in two weeks. It was noted the project funding would not be available until 2025 if this happens.
- Danielle Maillard supported projects for active transportation and Safe Routes for Schools and was interested to know where the locations for these projects were in the region. There is concern about balancing building infrastructure that can increase traffic in areas in equity focus areas that would not reduce carbon (such as freight traffic around industrial areas).

Mr. Leybold noted during prioritization of the transit corridor projects all were selected considering the need for infrastructure and service location relative to equity focus areas and trying to address some of these major needs and reduction of carbon potential associated with them. The \$3 million investment in either System Management & Operations types of improvements, and active transportation improvements would identify locations of projects.

- Indi Namkoong asked how carbon reductions would be achieved from system management and operations tools and what types of projects related to reducing gas emissions. Mr. Leybold noted transit signals on the McLoughlin project as an example. Projects using

technology in how we operate the transportation system in ways that reduce carbon emissions are projects we are looking for. There could be investments in safety elements if they show they can reduce carbon. TransPort would investigate and come to TPAC with recommendations on these investments.

- Karen Buehrig asked about the \$1.8 million climate smart strategies mentioned. EV fuels and infrastructure are not mentioned in local Metro areas. Is additional planning work or EV infrastructure planned to come from this funding, or would TPAC have additional input on this scope of work? Mr. Leybold noted in terms of who we are looking at coordinating state investments the state has taken the lead with EV fuel planning. Statewide strategy has ODOT in the lead role with less on transit and active transportation at the local and regional level.

We have not identified local areas around EV infrastructure planning work, but if there is interest we can consider putting it into that tool box. In terms of providing further direction, the programming will all come back when we are starting to lay out these elements as part of the Unified Planning Work Program. Ms. Buehrig noted Clackamas County is reviewing the funding via ODOT that focuses on rural cities, and while there is money in that bucket for EV infrastructure in rural cities, it's difficult to understand this in the Metro area.

- John Serra noted TriMet is supportive of making less impacts with transit service and easier in areas of equity focus areas. With the active transportation funding they would encourage we are not creating a really detailed time process evaluation for just the \$3 million allocation.
- Indi Namkoong noted I'd tend to agree—some sort of equity/existing burden overlay for active transportation project locations could be useful in generating co-benefits to carbon reductions (air pollutants, safety, etc.).
- Jaimie Lorenzini suggested including language in conditions of approval for the projects selected for the \$3 million funding bucket and that the selecting body will consider investing throughout the entire region and will contemplate areas at a higher climate risk. We need to consider communities adversely affected by climate and pollution and not leave parts of the region behind. There is not enough quantitative analysis on the impacts of pollution. An example to consider was provided in the chat: National Air Toxics Assessment Tab: <https://enviroatlas.epa.gov/enviroatlas/interactivemap/>
- Indi Namkoong added without deprioritizing carbon reductions, we should absolutely be looking to maximize co-benefits of shifting trips to transit/active transportation.
- Mr. Leybold agreed these were consistent with recent RFFA allocation to spend active transportation project funds across the region. Ms. Cho noted there is a lot of overlapping inconsistency with analysis in terms of reducing carbon and air pollutants. We are open to looking at co-benefits around the active transportation package. It was noted these funds are focused on carbon reduction with first consideration of this.
- Jaimie Lorenzini added she did not want to change the focus of this program but rephrase reducing carbon in places where there is a higher risk in certain population areas because of a higher concentration of emissions. How do we strategically reduce carbon in these communities that are more impacted than others? More written into investment plans across the region should be considered.
- Chris Ford noted in chat the call for carbon deduction projects in Small Urban and Rural

Areas, \$13M total, submissions due by May 31:

<https://www.oregon.gov/odot/climate/Pages/CarbonReductionProgram.aspx#:~:text=The%20Carbon%20Reduction%20Program%20is,greenhouse%20gas%20emissions%20from%20transportation.>

Projects identified in the statewide program have a Nov. deadline. Information on these will be provided to TPAC this year. It was noted that part of the legislative materials on this item was suggested to include a timeframe to meet program obligations for allocating funds. ODOT supports capital projects that include completing bike and ped systems.

- Eric Hesse noted the challenges and implications of small funding available that are federalized to meet many needs. Even more complex are small subsets leveraged with larger investments could be used strategically as part of this conversation. Efforts by TriMet were appreciated to investigate a process of fund exchanges that de-federalize funds to make smaller projects possible. It was asked what TransPort ideas were on how some of these funds can be invested in the region to benefit carbon reduction.

Caleb Winter, Transport Program Manager, noted his presentation later at this meeting would provide information on proposed projects planned around the region. We do not yet have a regionwide rollout that identifies project strategies and plans to achieve carbon reduction goals per project location. But coming closer to this, along with safety, bike/ped transit offerings and travel information in real time with data to assist in carbon reduction.

Mr. Hesse noted the state is working with communities on corridors designs to address the carbon reduction goals. A link was shared in chat on *Applications for First Round of \$2.5 Billion Program to Build EV Charging in Communities & Neighborhoods Nationwide*:

<https://highways.dot.gov/newsroom/biden-harris-administration-opens-applications-first-round-25-billion-program-build-ev> With the deadline to apply this round is May 30, it might be beneficial to identify priorities and be prepared to apply in the next round for funding. It was asked if there is a possibility of allocating these funds next year not necessarily tied to federal requirements, or combined/substituted for project funding with need to complete/move forward on projects.

Mr. Leybold noted we will put the investment package endorsed to JPACT and Metro Council and start the programming for that. If we do run into a situation where we need to stop a project and re-allocate to something else, we would do this in a normal TIP amendment. We can refer back to what our internal directions said in terms of what we would re-allocate it to, and ensure we were doing this in a timely way, carbon reduction based, and eligible for funds, then take it through the regular MPO process.

- Jaimie Lorenzini acknowledged the work from Mr. Leybold and Ms. Cho on capturing all the feedback from TPAC and creating these scenarios for consideration. It was asked if TPAC could make a recommendation contingent on different scenarios if the full financial outlook is not known at the time of this motion. Chair Kloster recommended a transmittal comment to JPACT attached to the recommendation that would highlights comments by TPAC for policymakers. A summary of these discussion points from the meeting was given by the Chair.
- Dyami Valentine noted Washington County generally supported packet E. There is concern

of the cost of delivery on transportation projects that do not go far meeting the needs. It was encouraged to have the TSMO package move forward with the considerations noted.

- Allison Boyd noted that Transport would do the project analysis needed. Does TransPort make the final recommendation on projects or come back to TPAC? Mr. Leybold noted TransPort selects the projects and informs the committees and Metro Council, with feedback encouraged. Eventual programming is required for enclosure in the TIP. This is the same process as RFFA funds. It was asked with package E with the small amount of funds, so no need to attempt to de-federalize these funds? Mr. Leybold noted TransPort will work through the federal process, and if deciding better to have these funds de-federalized for some purpose more discussion with TriMet can be made.

MOTION: To approve package E, as presented, and to direct staff to incorporate these considerations with the TPAC recommendation to JPACT:

- **Establish a timeframe for determining whether the small starts projects are expected to proceed.**
- **Include funding consideration for places across the region that experience both climate and other air pollution impacts.**
- **Include funding consideration for projects that have transit co-benefits for safe access to transit and schools.**

Moved: Dyami Valentine

Seconded: Karen Buehrig

ACTION: Motion passed with the following voting:

Yes: Karen Buehrig, Allison Boyd, Dyami Valentine, Lynda David, Jaimie Lorenzini, Mike McCarthy, John Serra, Chris Ford, Gerik Kransky, Laurie Lebowsky-Young, Bill Beamer (11)

No: Jay Higgins, Indigo Namkoong, Jasia Mosley, Ellie Gluhosky, Danielle Maillard (5)

Abstain: Eric Hesse, Sarah Iannarone, Lewis Lem (3)

2023 Regional Transportation Plan (RTP): Initial system analysis results and policymaker/public input (Kim Ellis & Eliot Rose, Metro) Because of the limited time for presentations, Ms. Ellis noted her slides on the 2023 RTP update would be added to the packet. It was noted that the JPACT/Metro Council workshop May 11 agenda has been posted. Materials for this are being developed and will be available soon. May 24 is the deadline for letters of endorsement from governing bodies and project list refinements.

Eliot Rose presented draft results from the 2023 Regional Transportation Plan (RTP) system analysis. The analysis helps to understand and demonstrate the RTP's impact on meeting regional goals related to mobility, safety, equity, climate and economy. The system analysis focuses on how the RTP advances the region toward meeting its transportation goals.

Highlights noted from the presentation included:

- The region is forecasted to grow significantly between now and 2045
- The motor vehicle network is much more extensive than other networks
- The RTP does not meet the region's targets to triple transit, walking and bicycling mode share.
- Driving currently offers much better access to jobs than transit does, and the RTP does not change this.
- The region has historically prioritized completing pedestrian and bicycle facilities near transit, and the RTP upholds this priority
- The region is not on track to meet its target of reducing fatal and serious injury crashes to zero by 2035.

- The RTP achieves mixed results on equity – it invests equitably, but these investments do not lead to more equitable outcomes, nor do they undo longstanding transportation inequities in safety and access to jobs.

Information on draft climate results were noted. The RTP may or may not meet regional climate targets depending on what state-led pricing and transportation funding sources are assumed in the analysis. The State is working to identify new revenue sources to replace or supplement the gas tax. The ODOT Urban Mobility Office and ODOT Climate Office both provide relevant information. We have prepared scenarios to illustrate how these assumptions affect greenhouse gas emissions. Increased transit service, parking pricing and other Climate Smart strategies can also help meet targets.

Presented were Greenhouse Gas Emissions and Vehicle Miles per Traveled performance results for three scenarios that represent the range of potential GHG and VMT reductions achievable through the RTP and compared these results to regional climate targets. All other assumptions are consistent across all of these scenarios, including assumptions about transit service, teleworking, parking pricing, and other key drivers of GHG/VMT emissions, so that the results only reflect changes to how travel in the region is priced.

Comments from the committee:

- Chris Ford noted clearly, without the pricing, we as a region will not come close to our revenue targets. In the next RTP, what would be the consequences of this?
- Karen Buehrig noted the importance of the role of land use to achieve climate goals. Interest was given to more information on the impact on tolling performance; is this reflected in the travel model? Next discussion interest was given on how the pricing is currently impact the travel model and sharing this information.
- Mike McCarthy was interested in seeing comparisons in terms of pricing or funding mechanisms between functions specific, such as tolls (pricing this way) and regionwide pricing like the gas tax functions or vehicle mile fee. How they compare to climate goals and also our safety goals were asked for.
- Sarah Iannarone asked for better understanding ODOT’s pricing projects and climate analysis assumptions with conversation levers across scenarios in modeling. Will these be decided legislatively or from OTC? It’s critical for understanding where the assumptions play out in the RTP with more detail requested from the flow chart in the presentation *State-provided cost-of-driving assumptions in the RTP*.
- Gerik Kransky noted a question for follow up, Oregon DEQ would like to understand the anticipated future impacts, based on Metro's climate modeling, of our Employee Commute Options regulations requiring employers to provide alternatives to driving alone. This was discussed briefly during the recent RTP Consultation, and we'd love to dig in deeper on this element.
- Eric Hesse suggested further unpacking the STS pricing assumptions to understand what we should consider assuming + connected to system performance and confirming the climate goal we're talking about making or not is the same of the CFEC-based VMT/capita reduction that the RTP must meet. Ms. Ellis agreed this is correct.

Recommended Projects for Implementing the 2021 Transportation System Management and Operations Plan (TSMO) Strategy (Caleb Winter, Metro/ Kate Freitag, ODOT/ A.J. O’Connor, TriMet)

Information shared with the committee by TransPort was the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). Staff sent TransPort and Interested Parties the Reviewer Teams recommendation in advance. At the TransPort April 12 meeting, staff touched on the 2021 TSMO Strategy goals and the development of criteria to implement the actions called for in the strategy.

After some discussion of the Reviewer Recommendation, TransPort took action to unanimously approve project recommendations that include follow-up activities. The action is detailed in 2 parts:

- Part 1 – Approve recommendation of full funding for seven (7) project applications receiving the highest Reviewer Team scores.
- Part 2a - Investigate the calculation on PSU/TREC’s PORTAL application and provide additional clarification on the Total Project cost and TSMO Program funding requested.
- Part 2b – Hold a meeting of applicants and TSMO staff, followed by coming back to TransPort with a recommendation on budgeting funds across three (3) project applications. These applications had similarities and nearly tied scores, but together would cost more than the remaining TSMO funds.

The recommended projects to implement the 2021 TSMO Strategy in cities, counties and region-wide were described. Further growing capabilities as a result of TSMO investments were described. In summary: Investments in Safety, Equity, Climate and Congestion Relief

- 300+ improved signalized intersections improving over 30 miles of arterials
- 5 years of data lake management, analysis and computer science
- 1 New Signal Data Network, 11 ITS Network Switches
- 2 TSMO regional planning-related projects

Comments from the committee:

- Jaimie Lorenzini noted the sidewalk data sounds really interesting! Will it include crosswalks? Mr. Winter confirmed this would be part of the project.
- Eric Hesse asked if the timing of this process would coordinate around the timing of the CFEC projects, with a recommendation to fully fund from Transport. Mr. Leybold noted we would need to have TransPort re-evaluate this through the lens of the carbon reduction intention and direction TPAC provided. If one of these projects is responsive and performs well, it could be an option. The criteria TransPort has for the RFFA evaluation is a bit different.

Committee comments on creating a safe space at TPAC (Chair Kloster) Comment was read to the committee: *Could we please start programming a 10-minute break in the meeting so that staff can take required breaks without missing content? I would be willing to meet 30 minutes earlier to accommodate, if needed. Thanks!* Following the meeting staff discussed options for this request. It was determined to have a break during TPAC and MTAC meetings at roughly halfway through the meeting for either 5 or 10 minutes, during the agenda at the discretion of the chair.

Adjournment

There being no further business, meeting was adjourned by Chair Kloster at 12:01 p.m.

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, May 5, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	5/5/2023	5/5/2023 TPAC Agenda	050523T-01
2	2023 TPAC Work Program	4/21/2023	2023 TPAC Work Program as of 4/21/2023	050523T-02
3	Memo	4/27/2023	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (through April 2023)	050523T-03
4	Draft Minutes	4/7/2023	Draft minutes from April 7, 2023 TPAC meeting	050523T-04
5	RESOLUTION NO. 23-53XX	N/A	Resolution No. 23-53XX FOR THE PURPOSE OF ADDING SIX NEW CONGRESSIONAL DIRECTED SPENDING PROJECTS TO THE 2021-24 MTIP ALLOWING PRELIMINARY ENGINEERING ACTIVITIES TO BE INITIATED	050523T-05
6	Exhibit A to Resolution 23-53XX	N/A	Exhibit A to Resolution 23-53XX	050523T-06
7	Staff Report to Resolution 23-53XX	4/27/2023	TO: TPAC and interested parties From: Ken Lobeck, Funding Program Lead RE: May FFY 2023 MTIP Formal Amendment & Resolution 23-53XX Approval Request	050523T-07
8	Memo	4/27/2023	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner - Metro Ted Leybold, Resource Development Manager – Metro RE: Carbon Reduction Program – TPAC Recommendation of Draft Allocation Package	050523T-08
9	Attachment 1	N/A	Draft RESOLUTION NO. 23-5337 Allocation Carbon Reductions Funds Program	050523T-09
10	Attachment 2	May 2023	Staff Report to Resolution No. 23-5337 FOR THE PURPOSE OF ALLOCATING \$18.8 MILLION OF CARBON REDUCTION PROGRAM TRANSPORTATION FUNDING, PENDING INCORPORATION INTO THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM	050523T-10
11	Exhibit B	N/A	Exhibit B to Staff Report of Resolution 23-5337 Policy and Program Factors to Inform Carbon Reduction Program Investment Proposals	050523T-11
12	Exhibit C	N/A	Exhibit C to Staff Report of Resolution 23-5337 Conditions of Approval to Allocation of Carbon Reduction Program Funds	050523T-12

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
13	Memo	4/28/2023	TO: TPAC and interested parties From: Kim Ellis, RTP Project Manager RE: 2023 RTP Update: Status Report and Next Steps	050523T-13
14	Attachment 1	4/28/2023	Project Timeline and Schedule of Engagement and Metro Council and Regional Advisory Committees' Discussions and Actions for 2023	050523T-14
15	Attachment 2	April 2023	2023 Regional Transportation Plan Draft project list overview	050523T-15
16	Attachment 2a	N/A	2023 Regional Transportation Plan Draft project list summaries by category	050523T-16
17	Attachment 2b	N/A	2023 Regional Transportation Plan Draft project list high level assessment	050523T-17
18	Memo	5/5/2023	TO: TPAC and interested parties From: Eliot Rose, Senior Transportation Planner RE: Draft 2023 Regional Transportation Plan system analysis results	050523T-18
19	Memo	4/28/2023	TO: TPAC and interested parties From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer A.J. O'Connor, TransPort Vice Chair, TriMet Intelligent Transportation Systems Director Caleb Winter, TSMO Program Manager, Metro Senior Transportation RE: 2021 TSMO Strategy Solicitation - Project Recommendations	050523T-19
20	Slide	5/05/2023	Monthly fatal traffic crash report for Clackamas, Multnomah and Washington counties	050523T-20
21	Presentation	5/05/2023	May 2023 Formal MTIP Amendment Resolution 23-53XX	050523T-21
22	Presentation	5/05/2023	Carbon Reduction Program – Recommended Allocation	050523T-22
23	Presentation	5/5/2023	2023 Regional Transportation Plan Update	050523T-23
24	Presentation	5/5/2023	2023 draft RTP system analysis results	050523T-24
25	Presentation	5/5/2023	Recommended Projects for Implementing the 2021 Transportation System Management and Operations Strategy	050523T-25

