

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

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

Date/time: Friday, October 6, 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
Judith Perez
Eric Hesse
Jaimie Lorenzini
Jay Higgins
Mike McCarthy
Tara O'Brien
Chris Ford
Gerik Kransky
Laurie Lebowsky-Young
Lewis Lem
Bill Beamer
Sarah Iannarone
Danielle Maillard
Jasia Mosley
Indi Namkoong
Katherine Kelly

Affiliate

Metro
Clackamas County
Multnomah 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
Community member at large
The Steet Trust
Oregon Walks
Community member at large
Verde
City of Vancouver

Alternates Attending

Jamie Stasny
Sarah Paulus
Jessica Pelz
Dayna Webb
Will Farley
Gregg Snyder
Neelam Dorman
Glen Bolen

Affiliate

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

Members Excused

Dyami Valentine
Ellie Gluhosky
Jasmine Harris
Steve Gallup
Shawn M. Donaghy
Ned Conroy

Affiliate

Washington County
OPAL Environmental Justice Oregon
Federal Highway Administration
Clark County
C-Tran System
Federal Transit Administration

Guests Attending

Cody Meyer
Faun Hosey
Gary Albrecht
Jean Senechal Biggs
Jeff Owen
Jesse Stemmler
Jonathan Maus
Josh Channell
Laura Terway
Mat Dolata
Matthew Hall
Max Nonnamaker
Nick Fortey
Sara Wright
Tom Armstrong

Affiliate

DLCD
MTAC Washington County citizen alternate
MTAC Clark County member
MTAC Washington County cities, Beaverton
HRD
TriMet
BikePortland
WSP
City of Happy Valley
City of Hillsboro
WSP
Multnomah County Health Department
FHWA
City of Portland
MTAC, City of Portland member

Metro Staff Attending

Ally Holmqvist, Caleb Winter, Cindy Pederson, Eliot Rose, Elizabeth Mros-O’Hara, Grace Cho, Grace Stainback, Isaiah Jackman, Jaye Cromwell, John Mermin, Kate Hawkins, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Matt Bihn, Matthew Hampton, Melissa Ashbaugh, Michaela Barton, Monica Krueger, Noel Mickelberry, Tanja Olson, Ted Leybold, Thaya Patton, Tim Collins, Tom Kloster.

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. 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 (all)

- Tara O’Brien noted TriMet outreach engagements as they continue to implement the Forward Together service changes. A link was shared on open houses and opportunities to share public comments for service plan updates/changes. <https://trimet.org/betterbus/servicechanges-fy25proposed.htm#more>
- Eric Hesse noted some federal activity that could be of interest to the committee. An informational session was presented on the launch of a new ARPA (Advanced Research Projects Agency) where transformational technology have the potential to revolutionize America’s transportation infrastructure systems. A link was shared on the ARPA-I (Infrastructure) program: <https://www.transportation.gov/arpa-i/about> Participation was noted in the Intersection Safety Challenge with a link shared for information: <https://its.dot.gov/isc/>
- Sarah Iannarone announced support with the pilot program Ride2own (ride2own.org) Community Powered eBike Ownership program that distributes e-bikes at no cost to low-income people around the Metro region. In the first week of the program 185 trips have been recorded. Began in early October the program will expand to more Metro neighborhoods.

- **Monthly MTIP Amendments Update** (Ken Lobeck) Reference to the memo in the packet was made on the monthly submitted MTIP formal amendments submitted during September 2023. Questions on the memo can be directed to Mr. Lobeck.
- **Fatal crashes update** (Lake McTighe) The monthly fatal traffic crash report for Clackamas, Multnomah and Washington Counties was given. In the three counties, there have been at least 11 traffic fatalities in September. There have been over 111 traffic fatalities in the three counties since the start of the year. A reminder was noted on the upcoming November TPAC workshop where safety trends and issues will be discussed more in-depth.
- **Reminder of upcoming FY 2024-25 Unified Planning Work Program (UPWP) kickoff and request to share new projects** (John Mermin) A reminder was given on the annual development of the UPWP which will kick off with an email to project managers in mid-October. It was asked to contact Mr. Mermin about new federally funded / regionally significant planning projects that are planned to be underway between 7/1/24-6/30/25. Any new projects planned with lead person for the kickoff email was requested.

Public Communications on Agenda Items – none received

Consideration of TPAC Minutes from September 1, 2023

Minutes from September 1, 2023 were approved unanimously with no abstentions.

Metro Transportation Improvement Program (MTIP) Formal Amendment Resolution 23-5358

Recommendation to JPACT (Ken Lobeck, Metro) The October Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle represents the first amendment to the new 2024-27 MTIP. The amendment bundle contains eleven projects. Nine are new projects being added or readded to the MTIP. Two are existing projects that require significant adjustments in support of one of the new projects.

The 11 projects in the bundle:

Name: Beaverton School District EV Chargers Action: Re-add new project

Name: 181st Ave Safety Upgrades: SE Stark St to E Burnside St Action: Add new CDS grant award

Name: Transportation System Mgmt Operations/ITS 2020 Action: Combine funds into new TSMO PORTAL project

Name: Transportation System Mgmt Operations/ITS (2021) Action: Split/combine \$1.1 million of federal STBG into the new TSMO PORTAL project

Name: TSMO PORTAL Regional Archived Data Service 2023 Action: Add new Metro TSMO awarded project

Name: OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St Action: Re-add new project to the 2024-27 MTIP

Name: I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta Action: Re-add new project to the 2024-27 MTIP

Name: Oregon City Quiet Zone Action: Add new 2022 CDS grant award to the 2024-27 MTIP

Name: Burgard Bridge Resiliency and Multimodal Enhancements Project Action: Add new Bridge Investment Program (BIP) project grant award to the 2024-27 MTIP

Name: 122nd Ave Safety Upgrades: Sandy Blvd to Foster Rd Action: Add new Safe Streets For All (SS4A) project grant award to the 2024-27 MTIP

Name: TriMet Transit Center EV Chargers (Powell Bus Garage) Action: Re-add new project to the 2024-27 MTIP

MOTION: To provide JPACT an approval recommendation of Resolution 23-5358 to add or amend the eleven projects to the 2024-27 MTIP.

Moved: Jaimie Lorenzini

Seconded: Jay Higgins

ACTION: Motion passed unanimously with no abstentions.

Update on 2027-30 STIP distribution of revenues to 2027-30 ODOT funding programs (Ted Leybold and Grace Cho, Metro/ Chris Ford, ODOT) Grace Cho presented an overview of MTIP and STIP coordination of programs. Began earlier in the year, the 2027-30 forecasting process is underway with discussions on revenue forecasting, defining allocations and funding programs, and documentation and amendments to programming.

The STIP revenue forecast and allocation to programs was described. It was noted the '27-'30 STIP will be limited in purchasing power due to rapidly increasing construction costs, Federal infrastructure bill expires in 2026, State Highway Fund revenues flat, transfer of funds to operations and maintenance, and ADA funds commitment. The presentation included the STIP funding comparison breakdown with lower allocations of funding to programs in the 2027-30 cycle. \$70M available unallocated funds are projected through 2030 statewide. ODOT is recommending these funds be leveraged toward safety, climate and equity goals.

In the meeting packet, an attachment titled "Draft Comments Themes to the Oregon Transportation Commission 2027-2030 STIP Revenue Distribution" was included. Metro staff will refine the comment messages into a draft letter for consideration by JPACT at their October meeting. If JPACT approves the submission of the comment letter, Metro staff will finalize and submit it to the Oregon Transportation Commission. The OTC is expected to finalize its revenue distribution decision at the November 2023 meeting.

Comments from the committee:

- Chris Ford noted that as an ODOT representative answering to OTC he will abstain from action on this item, but suggested the approach in the comment letter is probably the most effective and beneficial direction.
- Sarah Iannarone asked about the rationale of having the Great Streets program going away. It was asked how Metro is thinking about the alignment on KPI's (Key Performance Indicators) in the RTP update. These are significant measures we need to make progress on and it was suggested to seem them elaborated on the JPACT sends to OTC. Clear directions on the KPI's should be provided and note there is Metro funding in them.

The Oregon Transportation Plan highlighted these KPI's:

Reducing roadway fatalities

Reducing household transportation costs for low-income people

Reducing racial disparities in transportation access

Reducing VMT per capita by 20% by 2050

Reducing CO2 per mile by 77% by 2050

Chris Ford noted he believed the Great Streets Program was not funded through the proposed 27-30 STIP funding levels. Funds for the Great Streets were given as part of regional flexible funds as a pilot program. Ms. Iannarone noted the program has been significantly invested looking at this through an equity lens with advantages and benefits beyond a pilot program. It was noted ODOT spending needs to align with the approved OTP

values, priorities, and performance metrics. Ms. Cho noted these comments would be included in the proposed comment letter to JPACT.

- Jaimie Lorenzini supported the engagement with local stakeholders in the allocation of the \$70 million available to projects and planning on future strategic investments if further revenues are available. It was suggested to clarify “leverage” with safety, climate and equity goals in the comment letter to reflect potential changes in priorities and investments from revenues. Ms. Cho noted did not think our comment letter is taking a position in support or not with the approach that ODOT is proposing.
- Eric Hesse noted the investment strategies in the OTP update:
 - Top tier:
 - Address fatalities and serious injuries.
 - Maintain and preserve critical assets, key corridors, and critical lifeline routes.
 - Add critical bikeway and walkway connections in “high need locations” (e.g., transportation-disadvantaged areas and surrounding schools, shopping, employment centers, medical services, connections to transit, and downtowns).
 - Preserve current public transportation service levels and maintain a state of good repair for vehicles and facilities.

Regarding the Great Street Program, these strategies are linked to the program and part of the critical needs we have from investments. Urban arterials were noted for safety needs and should be part of a strong message to communicate this in the letter.

- Chair Kloster asked if there was a timeline for additional comments to be considered for the letter. Ted Leybold noted this is a tight turnaround for JPACT review of materials and encouraged additional comments be provided within the next few days.
- Tara O’Brien noted the importance of the second point, *use the OTP as the policy direction to prioritize and select investments*. It would be helpful to communicate our wanting to work with the Commission on these strategies to find the best investment strategies with limited funds.

Ordinance 23-1496 on 2023 Regional Transportation Plan (RTP) and Appendices (Kim Ellis, Metro)

The presentation provided an overview of the updated legislation for adoption of the 2023 Regional Transportation Plan (RTP) and summarized process for finalizing the committee's recommendation to the Joint Policy Advisory Committee on Transportation (JPACT) on adoption of the RTP. Staff recommendations have responded to previous engagement and public comment on the Draft RTP and HCT Strategy this summer/fall.

- **Part 1 - Key policy topics to consider individually** – focus of final discussions (*Exhibit C – Part 1*)
- **Part 2 - Consent items to consider in a bundle** – corrections and adjustments to be considered for approval by Consent, without discussion (*Exhibit C – Part 2*)

Key Policy Topics to Address for the 2023 RTP and Beyond – *aka Key Policy Topics for Discussion* – These Metro staff recommendations, and the public comments they respond to, raise important policy considerations that warrant further policy discussion by MPAC, JPACT and the Metro Council. The five discussion topics identified by Metro staff are:

1. Investment emphasis – project mix and timing
2. Pricing policy implementation
3. Regional transportation funding
4. Climate tools and analysis
5. **Mobility policy implementation**

Summary of Comments Received and Recommended Actions for Consideration on a “consent basis” – *aka Consent Items for Consideration* – These Metro staff recommendations address technical edits, fine-tuning, clarifications and substantive comments identified through the public review process for consideration on a “consent basis” without further discussion.

Comments from the committee:

- Jaimie Lorenzini noted the part 2 consent agenda item list was quite large. It was asked if providing this as an excel spreadsheet was possible to help filter through the comments. Ms. Ellis agreed, and the document would be sent out in excel format to member and alternates.
- Indi Namkoong appreciated the topic 1 unbundling of safety projects. It was noted there are many recommendations proposed in item 4 of topic 1 with activities and tools anticipated. In terms of oversight, alignment and participation in bringing those into the safety bundles with our safety goals and policies, it was asked how these would be included in projects.

Ms. Ellis noted that in terms of the unbundling of safety projects, in this RTP we stay focused on the near-term bucket of investments. The process recommendations around item 4 are aimed at the next process in the next RTP update where further details need to be planned. We have recommended more JPACT oversight with input from TPAC. Engagement throughout the process needs to be ongoing. The recommendations around the review of metrics and tools could be a working group with policy oversight, happening well in advance of the next RTP update.

- Jessica Pelz appreciated the work, noting a lot was in Chapter 8 as a way to hold space for those topics needing more work, encouraging work to be started sooner rather than later.
- Eric Hesse asked how we were prioritizing all this. More clarity and understanding of where the gaps were, alignment with existing rules and upcoming regional plans, and roles where policymakers are involved in the process with timing to actions.

Chair Kloster noted suggestions to having the RTP work program starting in 2024 introduced into JPACT each year. Policymakers have asked JPACT to do more such as forming subcommittees. There are challenges for staff time with projects given competitive grants for projects, local transportation plan updates in our region, the new OTP update with a new State Highway plan, and new DLCD rules on climate. Not all is known for prioritization at this time, but a good budget review of projects with Federal funding is the UPWP. Ms. Ellis added that on the call for projects we are trying to create the list, not change the projects. A longer review time in the refinement period was noted. This RTP gave policy guidance that went beyond what was typically done. It was recommended some form of action accompany the project list, and local transportation plans be highlighted with details for JPACT.

- Tara O’Brien noted the same questions given by Mr. Hesse. There was concern about the capacity of Metro staff to prioritize within the 5 areas given the amount of work to be done. Potential changes to Chapter 8 were provided following public review draft presented and now appears more possible changes could add to the work program. Support was given on policy area 3 to see a JPACT subcommittee that focuses on the need for additional investment and coordination and continuing coordination on climate goals. The pricing piece needs more discussion and should be an absolute Chapter 8 area. It was agreed more time be given for Call to Projects refinement to better access this and answer what problems we are trying to solve.

- Karen Buehrig noted three policy items where more discussion was asked for with detailed conversation at the workshop the next week. These are policy items 1,2 and 5. It was noted that in policy 1 even in the materials being presented to JPACT there should be more highlighted and called out with importance of the local transportation system plans in identifying priorities and the engagement done as part of these projects. The RTP may provide us with a guide, but funding decisions are made in the MTIP and STIP. The MTIP policy shows where the RFFA funds go which is absent from showing the importance in our region. Pricing policies need to show the language put into Chapter 8. Our ideas have been provided but seeing what it actually looks like is needed.
- Chris Ford acknowledged the work in collaboration with Metro staff. Concerns were heard and further discussions are addressing them. Frustration was shared with how Metro is portraying a lot of transportation projects as not focused on multi-modal transportation while many are, especially in Chapter 6. The chunk of the pushback on ODOT with mobility projects is not seeing this portrayed in the draft RTP, while all agencies are advancing many of the goals.

ODOT appreciates the collaborative discussion on pricing. Most of the proposed action related to pricing are consistent with discussions but some are overly descriptive with ODOT a state agency with legislative authority. ODOT's main concern is action 1a that designates the tolling and state facilities to the state transportation authority for revenue. Current language as written assigns the role ODOT cannot assume. New language should be drafted for the workshop.

Concerns on 1c and 1e are expressed about diversion and local data which are overly descriptive and do not reflect the environmental process that's in place by Federal law. NEPA requirements should be included in the language and not cause conflict. Action 1f proposes a new process to a programming action. There is confusion about the MTIP/STIP dialogue going on about roles of plans. All processes should be consistent with all projects. ODOT plans to submit proposed language for the draft.

- Jaimie Lorenzini agreed with the concerns of not enough time to hold discussions ahead of the workshop. Looking toward the workshop it was asked if there would be an option for committee members to submit questions or comments in advance. It's thought we'll run into the same issues of limited time on policy discussions for consideration. Chair Kloster noted it was possible an additional TPAC meeting could be scheduled if needed before the Nov. meeting. It was encouraged to have as much specific language drafted for changes proposed as possible, and option to prioritize the order of discussions at the workshop to help the process stay on track for the Nov. meeting.

A 5-minute break was taken in the meeting

2023 High Capacity Transit Strategy (Resolution No. 23-5348) Discussion (Ally Holmqvist, Metro)

It was noted the 2023 High Capacity Transit (HCT) Strategy Update reached its final milestone in May with a report outlining methods, processes and actions creating a roadmap for putting the corridor pipeline to use in implementing the high capacity transit vision. The presentation provided an opportunity to further discuss the proposed adoption legislation in preparation for TPAC to make a recommendation to JPACT on November 3. Feedback provided by Metro's advisory committees and during public review earlier this summer with summarized recommendations for changes to the final document was described.

Based on this feedback on the draft report this summer, the following changes were made to the public review draft document:

- Updates to reflect additional community engagement events and summary information
- Technical edits to clarify sources, qualify data and standardize titles and organization
- Additional language supporting anti-displacement activities and opportunities for supporting community stability with rapid bus (compared to light rail)
 - A new call-out box describing the business case for investment in high capacity transit
 - Updates to the project development lifecycle graphic and recommended actions to provide more detail, information and clarity
- Addition of an appendix with more detailed background and planning context for each corridor, including key points of information identified by partners during outreach

On July 10, 2023 Metro released the draft HCT Strategy for public review and comment. Based on the feedback received, the following changes are recommended by staff to create the final HCT Strategy document:

- Addition of language reflecting that high capacity transit is one critical tool, but not the only tool in the toolbox for providing transit service and building out the network vision and noting future work identified in Chapter 8 of the 2023 RTP for these other tools
- Technical edits to standardize terms with Federal Transit Administration bus rapid transit definitions, further clarify graphics illustrating the difference between rapid and Better Bus, better highlight context-sensitivity in implementation, reflect updated current practice, and other minor edits and updates for consistency and/or clarity
- Addition of language around consideration of improved accessibility of trains and buses (including articulated buses) aligned with TriMet's Coordinated Plan for People with Disabilities (planned for an update in 2024)
- A new call-out box providing more detail on future work in the rapid bus implementation plan that builds from the HCT Strategy to set the stage for a regional discussion of the opportunities, challenges, benefits and trade-offs in considering a more nimble, flexible approach to implementing the network
- Direction for Chapter 8 of the 2023 RTP to move language for the rapid bus implementation plan to a new section "8.2.3.14 Frequent Express Strategic Implementation Plan" and make minor additions to provide more information
- Addition of additional engagement summary documents to Appendix A to provide additional detail regarding community survey results
- Addition of corridor IDs to titles in Appendix F for standardization, locations of existing and planned transit priority lanes on vision corridors and specific design considerations for corridors received in public comment
- Updates to graphics and/or document links for clarity and other minor technical or editorial changes as needed and identified in future final review

Due to the technical nature of these comments, they have all been identified as consent topics. Dates were given for upcoming committee meetings when these will be considered toward the HCT Strategy adoption.

Comments from the committee:

- Tara O'Brien all the consent items were changes that helped articulate the needs along many of the HCT corridors and how transit projects really can't cover all the needs. We'll continue to work with jurisdictional partners to help make access to transit easier for

investments. More will be developed in the implementation process moving forward.

82nd Avenue Transit Project Update (Elizabeth Mros-O'Hara, Metro) The presentation included an overview of the project why now, partnerships and steering committee, project goals and needs, and details on the Locally Preferred Alternative (LPA). The reason why this project is a top priority now is that it is recognized in many plans and projects as a major focus for transit improvements. This is an unprecedented opportunity to coordinate transit improvements with over \$185 million in local, state, and federal investments planned for 82nd Avenue with a focus on safety and multimodal needs.

The purpose of the 82nd Avenue Transit Project is to improve transit speed, reliability, capacity, safety, comfort, and access along 82nd Avenue from Clackamas Town Center to Portland's Roseway and Sumner neighborhoods. The project seeks to address the needs of people who live, work, learn, shop, and travel within the corridor both today and in the future – in particular, BIPOC and low-income individuals – through context-sensitive transit improvements in a constrained corridor.

The mode of travel on the corridor has been selected with Bus Rapid Transit (BRT), which brings improved transit service, safer pedestrian crossings, accessibility improvements, station platforms and amenities, better lighting and wayfinding, and multimodal connectivity. Transit planning and analysis is underway to find terminus evaluation and alignment with general station locations with community engagement. The next steps in the project were provided with the recommended LPA scheduled to be adopted by Metro Council in Fall 2024.

Overview of Updated Federal Planning Boundaries for the Metro Region (Chair Kloster and Ally Holmqvist, Metro) An overview of Federal planning boundaries was presented. The 2020 Census triggers updates to Metropolitan Planning Areas for all metropolitan planning organizations (MPOs). Some changes will be incorporated into the 2023 Regional Transportation Plan. The Metropolitan Planning Boundary (MPA) was described as based on contiguous urbanized areas determined by the U.S. Census Bureau. The MPO recommends an updated boundary, approved by the Governor for Oregon's eight MPOs. New Census methodology has brought a narrow strip of land in Marion County into the MPA in 2020.

Metro is proposing the following areas for federal planning purposes as part of the 2023 RTP:

- Metro Urban Growth Boundary
- 2010 Census Urbanized Areas
- 2020 Census Urbanized Areas

The Federal Aid Urban Boundary (FAUB) establishes eligibility for urban federal transportation funds and generally follow the MPA. Metro will propose the MPA and FAUB being the same as part of the 2023 RTP update. ODOT has proposed a 2020 FAUB for cities and counties to review and comment on. Metro can help cities and counties navigate the mapping tool and submit any comments on the FAUB. <https://experience.arcgis.com/experience/a7c266e96058473d9e8423c7789f66e7/>

More information on FAUB can be found from these links shared in chat:

https://www.oregon.gov/odot/Planning/Documents/FAUB-FFC_Webinar_2023-06-28.pdf

<https://www.oregon.gov/odot/planning/pages/faub-ffc-update.aspx>

While the FAUB brings eligibility, federal status also brings federal design requirements that can increase project costs. Metro is suggesting that comments from cities and counties be submitted to ODOT by December 15, 2023.

Once the FAUB has been designated, all major streets within the FAUB must have a federal functional classification. Most streets will already have this designation, but new areas added to the FAUB will require a designation. ODOT and Metro will convene cities and counties in early 2024 to complete the federal functional class review. The updated federal functional class will become effective later in 2024.

Comments from the committee:

- Karen Buehrig appreciated this coming forward to learn about as it impacts Clackamas County. The impacts for Federal funding are not just every 10 years with the census but federal funding of programs throughout the years. It would be helpful to have coordinations on these different elements to understand that there is knowledge on what actually happens and we need to be involved in the conversation.

It was asked do these boundaries change or impact funding in the way that funding flows from ODOT into state and MPOs with federal funding amount shifts by any boundaries noted. It was unclear from the maps shown what the extension was south of the Willamette River. More conversation and discussion is needed.

Chair Kloster noted that part of the census MPOs are working through are planning with an element of populations. It doesn't change the funding for Metro's MPO, but is more tied to eligibility with planning boundaries. We won't apply this planning boundary until the next RTP update, it's simply an eligibility step. As noted, Metro will propose the MPA and FAUB being the same as part of the 2023 RTP update with no change in our Urban Boundary status.

Committee comments on creating a safe space at TPAC (Chair Kloster) *submitted but not shared at meeting*

- We need to consider an in-person meeting in the upcoming future. TPAC seems to be moving away from a focus on collaborative solutions. Interpersonal relationships are critical to finding common ground, especially connection between community and agency reps.

Adjournment

There being no further business, meeting was adjourned by Chair Kloster at 12:03 p.m.

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, October 6, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	10/6/2023	10/6/2023 TPAC Agenda	100623T-01
2	2023 TPAC Work Program	9/29/2023	2023 TPAC Work Program as of 9/29/2023	100623T-02
3	Memo	9/28/2023	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments during September 2023	100623T-03
4	Draft Minutes	9/1/2023	Draft minutes from TPAC September 1, 2023 meeting	100623T-04
5	RESOLUTION NO. 23-5358	N/A	Resolution 23-5358 FOR THE PURPOSE OF COMPLETING REQUIRED TRANSITION ACTIONS TO THE NEW 2024-27 MTIP INCLUDING ADDING NINE NEW PROJECTS AND UPDATING TWO EXISTING PROJECTS TO ENABLE FUTURE FEDERAL FUND OBLIGATIONS TO OCCUR	100623T-05
6	Exhibit A to Resolution 23-5358	N/A	Exhibit A to Resolution 23-5358	100623T-06
7	Staff Report to Resolution 23-5358	9/25/2023	Staff Report: October FFY 2024 MTIP Formal Amendment & Resolution 23-5358 Approval Request	100623T-07
8	Memo	9/29/2023	To: TPAC and interested parties From: Grace Cho, Senior Transportation Planner Ted Leybold, Resource Development Manager RE: 2027-2030 STIP Update – Portland region comment letter on the distribution of revenues	100623T-08
9	Attachment 1	N/A	Attachment – Draft Comments Themes to the Oregon Transportation Commission 2027-2030 STIP Revenue Distribution	100623T-09
10	Memo	9/29/2023	TO: TPAC and interested parties From: Kim Ellis, AICP, RTP Project Manager RE: Adoption Legislation and Next Steps for Finalizing the 2023 Regional Transportation Plan (RTP) for Adoption	100623T-10
11	ORDINANCE NO. 23-1496	N/A	Ordinance No. 23-1496 FOR THE PURPOSE OF AMENDING THE 2018 REGIONAL TRANSPORTATION PLAN (RTP) TO COMPLY WITH FEDERAL AND STATE LAW AND AMENDING THE REGIONAL FRAMEWORK PLAN	100623T-11

12	Exhibit A to Ordinance No. 23-1496	7/10/2023	Exhibit A to Ordinance No. 23-1496: PUBLIC REVIEW DRAFT 2023 Regional Transportation Plan	100623T-12
13	Part 1 to Exhibit C to Ordinance No. 23-1496	9/29/2023	Part 1 to Exhibit C to Ordinance No. 23-1496	100623T-13
14	Attachment 1 to Part 1 of Exhibit C to Ordinance No. 23-1496	9/25/2023	Attachment 1 to Part 1 of Exhibit C to Ordinance No. 23-1496	100623T-14
15	Attachment 2 to Part 1 to Exhibit C to Ordinance No. 23-1496	9/29/2023	Attachment 2 to Part 1 to Exhibit C to Ordinance No. 23-1496	100623T-15
16	Exhibit C to Ordinance No. 23-1496: Part 2	9/29/2023	Exhibit C to Ordinance No. 23-1496: Part 2	100623T-16
17	Handout	9/29/2023	2023 REGIONAL TRANSPORTATION PLAN UPDATE Key Dates for Finalizing the 2023 Regional Transportation Plan and 2023 High Capacity Transit Strategy for Adoption	100623T-17
18	Memo	9/29/2023	TO: TPAC and interested parties From: Ally Holmqvist, Senior Transportation Planner RE: 2023 High Capacity Transit Strategy Adoption: Recommendations and Legislation	100623T-18
19	RESOLUTION NO. 23-5348	N/A	RESOLUTION NO. 23-5348 FOR THE PURPOSE OF ADOPTING THE 2023 HIGH CAPACITY TRANSIT STRATEGY	100623T-19
20	Exhibit A to Resolution No. 23-5348	July 10, 2023	Exhibit A to Resolution No. 23-5348	100623T-20
21	Exhibit B to Resolution No. 23-5348	9/29/2023	Exhibit B to Resolution No. 23-5348	100623T-21
22	STAFF REPORT to Resolution 23-5348	9/27/2023	STAFF REPORT: IN CONSIDERATION OF RESOLUTION NO. 23-5348 ADOPTING THE 2023 HIGH CAPACITY TRANSIT STRATEGY	100623T-23
23	Handout	N/A	82nd Avenue Transit Project	100623T-23
24	Project Map	N/A	82 nd Avenue Transit Project Area Map	100623T-24
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25	Handout	N/A	82 nd Avenue Critical Fixes	100623T-25
26	Slide	10/6/2023	September fatal traffic crash report for Clackamas, Multnomah and Washington counties	100623T-26
27	Presentation	10/6/2023	October FFY 2024 Formal MTIP Amendment Resolution 23-5358	100623T-27
28	Presentation	10/6/2023	2027-2030 State Transportation Improvement Program (STIP) – Comment Letter	100623T-28
29	Presentation	10/6/2023	2023 Regional Transportation Plan Shaping TPAC’s Recommendation to JPACT	100623T-29
30	Presentation	10/06/2023	HCT Strategy Recommendations	100623T-30
31	Presentation	10/06/2023	82nd Avenue Transit Project Overview	100623T-31
32	Presentation	10/06/2023	2023 Regional Transportation Plan Federal Boundary Updates	100623T-32