



Meeting minutes

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

Date/time: Friday, July 12, 2019 | 9:00 a.m. to 12 p.m.

Place: Metro Regional Center, Council chamber

Members Attending

Tom Kloster, Chair
Karen Buehrig
Chris Deffebach
Lynda David
Eric Hesse
Dayna Webb
Jeff Owen
Laurie Lebowsky
Tyler Bullen
Glenn Koehrsen
Jessica Stetson

Affiliate

Metro
Clackamas County
Washington County
SW Washington Regional Transportation Council
City of Portland
City of Oregon City and Cities of Clackamas County
TriMet
Washington State Department of Transportation
Community Representative
Community Representative
Community Representative

Alternates Attending

Jessica Berry
Chris Strong
Garet Prior
Tom Mills
Glen Bolen
Melanie Ware
Karen Williams

Affiliate

Multnomah 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 Transportation
Oregon Department of Environmental Quality

Members Excused

Joanna Valencia
Katherine Kelly
Don Odermott
Mandy Putney
Cory Ann Wind
Tom Bouillion
Rachael Tupica
Jennifer Campos
Maria Hernandez-Segoviano
Emily Lai
Beverly Drottar

Affiliate

Multnomah County
City of Gresham and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
Oregon Department of Transportation
Oregon Department of Environmental Quality
Port of Portland
Federal Highway Administration
City of Vancouver
Community Representative
Community Representative
Community Representative

Guests Attending

Kate Freitag
Jean Senechal Biggs
Tova Peltz

Affiliate

Oregon Department of Transportation
City of Beaverton
Oregon Department of Transportation

Kayla Marr
Charlie Keziah
Talena Adams
Gabriela Garcia
Doug Allen

Metro
Metro
Oregon Department of Transportation
Oregon Department of Transportation
AORTA

Metro Staff Attending

Ted Leybold, Fund Resource & Dev. Mgr.	Ken Lobeck, Funding Programs Lead
Dan Kaempff, Principal Transportation Planner	Grace Cho, Senior Transportation Planner
Tim Collins, Senior Transportation Planner	Jamie Snook, Principal Transportation Planner
Caleb Winter, Senior Transportation Planner	Jodie Kotrlik, Senior Management Analyst
Clifford Higgins, Communications Program Mgr.	Elizabeth Mros O'Hara, Investment Areas Project Mgr.
Marie Miller, TPAC Recorder	

1. Call to Order, Declaration of a Quorum and Introductions

Chairman Tom Kloster called the meeting to order at 9:00 a.m. A quorum was delayed being called until members making this requirement could attend. The quorum was declared with the approval of past meeting minutes further into the meeting. Introductions were made.

2. Comments From the Chair and Committee Members

- **Monthly MTIP Amendments Update** (Ken Lobeck)

Mr. Lobeck noted that the memo in the packet addressing the May/June 2019 Metropolitan Transportation Improvement Program (MTIP) monthly submitted amendments included information on the projects, descriptions and reasons for the changes. For questions on any of the material members can contact Mr. Lobeck directly.

- **Regional Travel Options (RTO) Grants Update** (Dan Kaempff)

Mr. Kaempff brought attention to his handout; a memo on 2019-22 Regional Travel Options Grant Outcomes. The 2018 RTO strategy identified refinements and updates to the programs grant categories. These new and updated categories are aimed at improving the program's overall performance and expanding its reach, particularly to communities of color and other underserved communities.

Mr. Kaempff noted that not all grants have been awarded funding yet. Infrastructure/innovation grants will open for applications in January. Sponsorships and Marketing applications will open during the next two years. An additional memo on the Safe Routes to School program was also included with this material.

- **Regional Flexible Funds Allocation (RFFA) Process** (Dan Kaempff)

Mr. Kaempff provided a list of the 23 RFFA applications in the categories of Active Transportation & Complete Streets, Freight Mobility & Economic Development, and two projects that applied for consideration in both categories. Next steps in the process include the technical analysis through the end of August, the risk assessment, and public comments in September. TPAC will be provided these reports at the October meeting.

It was asked how the jurisdictions were being presented with the risk assessments. Mr. Kaempff reported that clarifications on risk assessments and technical analysis, if needed, were

being discussed with applicants. Jurisdictions and the public will have full disclosure on the material for comments. It was asked how funding worked when both categories were in consideration. Mr. Kaempff stated this was still being discussed and would be reported in a follow-up update.

- **June 19 TPAC/MTAC Workshop Mobility Policy Table Notes** (Kim Ellis)
Chairman Kloster brought attention to the memo from Kim Ellis and Lidwien Rahman on the Regional Mobility Policy Update with the June 19 Workshop notes and questionnaire responses. A summary of these comments and update on the work plan for this project will be brought to the August 21 TPAC/MTAC workshop. JPACT is also being updated, and will be asked to approve the work plan in November/December this year.
- **Comments from TPAC members on Better Utilizing Investments to Leverage Development (BUILD) applications** (Chair Kloster)
Chairman Kloster asked the members for reports on their BUILD grants they are currently applying for:
 - Chris Deffebach reported that Washington County is applying for funds to complete a section of parkway road that has been planned over 15 years between Sherwood, Wilsonville and Tualatin.
 - Karen Buehrig reported that Clackamas County is applying for funds with a project outside the Metro MPO boundary. This project is to replace the Bull Run Bridge, a 126-year old bridge that is vital to access to Portland's water supply.
 - Eric Hesse reported that the City of Portland and TriMet have applied for funds to implement next generation transit priority and build upon current work plans for improved transit capacity.
- **Oregon Metropolitan Planning Organization Consortium (OMPOC) Quarterly meeting in Portland July 29** (Chair Kloster)
Chairman Kloster announced that the quarterly meeting of the Oregon Metropolitan Planning Organization Consortium (OMPOC) was being held at Metro on July 29. The agenda for this meeting was noted in the packet. TPAC members are welcome to attend, and if lunch requested they can register for this online.
- **Retirements/Position Changes Announcements** (Chair Kloster)
It was announced that Phil Healy with the Port of Portland has taken retirement, but staying on with the Port to work part time. His replacement for TPAC member will be Tom Bouillion, and alternate member is Mike Coleman.

Jamie Snook announced that she just turned in her 2-week notice at Metro, and will begin her position at TriMet soon as the new Capital Projects Planning Manager. Ms. Snook thanked TPAC members for their support with her projects at Metro, and looked forward to seeing them again at further upcoming meetings with her new position.

3. Public Communications on Agenda Items - none

4. Consideration of TPAC Minutes from May 3, 2019

MOTION: To approve the minutes from May 3, 2019 as presented.

Moved: Tyler Bullen

Seconded: Eric Hesse

ACTION: Motion passed unanimously.

5. Equity Retreat Follow-up and Next Steps

The committee held a discussion on the past two TPAC equity retreats. Appreciation was given to those able to attend for their time and participation. Additional training on equity with the committee members and alternates is being planned for September and in early 2020. A doodle poll for the Sept. dates will be sent out shortly.

Topics for future training were given as micro aggressions and methods to address these, why Metro is framing strategies leading by race/equity, bystander intervention, and gender identification. Feedback on the proposed TPAC nameplates and rosters with gender preferred pronouns was asked for information on this topic. Members will receive guidelines on this in further communications.

Chairman Kloster provided a handout with draft TPAC purpose statement on creating a safe space, which will be tried at each meeting to gather feedback and input. A question on public record with this information will be determined. Several members commented on the need to balance their individual perspectives with their work perspectives representing agencies and jurisdictions. More discussion needs to occur to plan how the TPAC equity strategies can provide measurements and outcomes to tactical strategies with transportation and land use funding and policy in this committee.

The community member recruitment and retention is another of the strategies that TPAC will incorporate and lead by equity. Chairman Kloster reported he is drafting some specific goals and performance evaluation outcomes for TPAC which will be brought to the September meeting. However, input and ideas are welcome from the committee as this is the TPAC equity strategy work plan with membership ownership. Other advisory committees at Metro may follow this lead.

6. Statewide Transportation Improvement Program (STIP) Rebalancing Amendment Discussion

Ken Lobeck began the update concerning the 2018-21 STIP Re-balancing/Re-calibration Amending and impacts upon the MTIP and fiscal constraint. One key requirement both the STIP and MTIP must demonstrate is fiscal constraint. Fiscal constraint simply means that we award and commit funds to projects based on the agreed concept of the funds being reasonably available to support the projects, and that commitment does not exceed the available funds total. If the STIP and MTIP are found to program funds beyond what is expected to be available, then a fiscal constraint violation has occurred. When this occurs, the MPO and State DOT must re-balance the projects and committed funding in both the MTIP and STIP to re-establish the fiscal constraint finding.

During March 2019, ODOT's ongoing review of their projects identified several projects were not properly scoped and/or did not reflect accurate cost estimates especially for the construction phase. The issue is not limited to ODOT projects, but Metro funded project as well.

The project reviews evaluated several programming elements to answer the following questions:

- *Current Project Funding:* Was the existing funding programmed sufficient, or were the

existing cost estimates incorrect requiring new phase cost estimates? How many projects did this affect?

- *Assessing Inflation on the Project:* Did the project funding include sufficient contingency funding to address the “hot economy” resulting in short term costs inflation to the project?
- *Correct Project Scopes:* Did the project contain all required scope elements that were used in estimating the project cost? Were there any projects with missing scope elements? If so, how were they overlooked?
- *Adequate Project Delivery Schedule:* Were the project schedules accurate to ensure phase obligations would occur in their programmed year, or were updated project delivery schedules required, and for how many projects?
- *Opportunities to Re-leverage, Combine, or Delay Projects as Needed:* Were there opportunities overlooked previously to combine projects to maximize economies of scale? Had the priority to deliver some projects been over emphasized and changed resulting that some now be delayed without serious impacts to safety or system performance?

RESULTS OF THE 2018-21 STIP RE-BALANCING/CALIBRATION EFFORT

Summary: Per the OTC staff report, out of the total project items reviewed in the 2018-21 STIP 149 project amendments are required now. A total of 36 projects are recommended to be cancelled from the current STIP. Twenty-one projects are recommended to be slipped to the 2021- 24 STIP. Finally, approximately, \$128 million in future funds from the 2021-24 STIP will need to be advanced. Out of the \$128 million, \$42.6 million will be needed for the Region 1 OR 217 NB Lane project in Key 21179.

The Metro MPO Region in Detail:

Seventy-one projects in the Metro MPO region were identified as requiring cost increases, scope adjustments, schedule changes, phase slips, and/or cancellation from the 2018-21 MTIP and STIP. Out of the total 71 projects, 57 are considered “roadway/highway” type improvements representing about 80% of the total projects. The remaining 14 projects are transit projects and equal 20%. The starting fund programming totals are \$412,555,369.

Tova Peltz, ODOT Region 1 Project Delivery Manager presented the 2019 STIP Calibration Overview background information and steps moving forward. Following the amendment audit with recommendations, ODOT has been implementing project delivery improvements with a complete review of the current 2018-2021 STIP.

Highlighted Impacts 2021-2024 STIP:

- \$126M of projects slipping into next STIP
 - Impacts how many new projects will be funded next STIP
- \$128M of funding being advanced into 2020-2021
 - \$40.8M ADA Curb Ramp Projects
 - \$42.6M OR217 NB Auxiliary Lane Project
 - \$44.7M Safety and Pavement Projects

A graphic on future efforts with STIP Amendment Categories of Change was shown. Ms. Peltz reported that planning for the 2024-27 STIP will begin earlier; next summer. A more collaborative effort with regional partners and attention to detail on projected costs for projects will be part of this continuing effort.

Each track has a proposed approach as they each serve different purposes for the development and demonstration of federal compliance for the 2021-2024 MTIP.

The approach to evaluating the 2021-2024 MTIP will primarily use the four 2018 RTP policy priorities as the framework for demonstrating progress towards advancing the goals and outcomes identified in the Plan. To determine the analysis methodology for the 2021-2024 MTIP, a set of measures must be determined for the four 2018 RTP priorities. These measures will assess the performance of the package of investments in the 2021-2024 MTIP as a means of understanding investment progress in implementing the 2018 RTP and possibly inform future areas of focus for investments in the 2024-2027 MTIP. In efforts to remain consistent and guided by the 2018 RTP, Metro staff proposes using the performance measures and Plan targets associated with the 2018 RTP priorities, as appropriate.

Table 1. Crosswalk between 2018 RTP Priorities and 2021-2024 MTIP Performance Measures

2018 RTP Priority	Outcome Being Measured	Performance Measure Proposed for 2021-2024 MTIP	2018 RTP Performance Target
Equity	Accessibility Affordability (as a pilot, if possible)	Access to jobs (emphasis on middle-wage) Access to community places System completeness of active transportation network in equity focus areas Housing and transportation cost expenditure and cost burden	No
Safety	Safety investment level Investment on high injury corridors	Level of investment to address fatalities and serious injuries Level of safety investment on high injury corridors	Yes/No
Address Climate Change	Emissions reduction Active transportation system completion	Percent reduction of greenhouse gases per capita System completeness of active transportation network	Yes
Traffic Congestion	Multimodal travel times	Evaluates mid-day and pm peak travel time between regional origin-destination pairs by mode of travel (e.g. transit, bicycle)	No

A total of three scenarios will be evaluated as part of the 2021-2024 MTIP. These scenarios include:

- Base Year (2015)
 - Same as the 2018 RTP

- No Build (2024)
 - Includes projects built since 2015 and projects expected to be open by end of 2021
- Build (2024)
 - Includes all capital projects in the 2021-2024 MTIP

TPAC is asked to provide project information to inform the no-build scenario, and feedback on the assessment approach. Later, the committee will be asked to provide project information for build scenario and provide input on assessment results and findings. October 31, 2019 is the submission deadline for project information on no-build scenario and feedback on the assessment approach.

Comments from the committee:

- Karen Buehrig asked for clarification on page 3 of the memo with traffic congestion as a priority, and outcome being measured multimodal travel times. Did this include automobiles? Ms. Cho confirmed this was included in the outcome measurements.

On page 8 of the memo, sub-regional geographies, it states “The selection of the sub-regional geographies will likely be based on the performance measure, but may include city/county or mobility corridors. Results will be provided for the region in a technical appendix if a sub-regional geography is selected for the purposes of reporting.” When asked to elaborate on this, Ms. Cho reported that capital investments from a four-year investment program may not show significant progress in regional performance measures, but may have significant effects at a sub-regional scale. Investments affecting sub-regional geography may provide better analysis for regional investment purposes. Input and feedback is encouraged on this subject as part of the planning with the assessment.

- Chris Deffebach asked what is being asked for the MTIP as compared to RTP, in regard to the no-build scenario. Ms. Cho clarified that they are gathering information on all projects regional system, including those locally funded. This would be included in the no-build scenario. Asked what the results are trying to show, Ms. Cho stated the performance assessment primarily focuses on the performance of the TIP investments. Ms. Cho also noted the information provided for the no build scenario will support the development of the 2020 base year used in the next RTP and other analyses. Ms. Deffebach expressed concern the limited purview of the MTIP performance assessment may not capture contributions by the locally funded projects and demonstrate the progress of investment in the regional system holistically.
- Karen Williams asked about the MAP-21 performance based programming regarding congestion mitigation and air quality. How was this evaluated and what factors were used? Ms. Cho reported that federal requirements on reporting these performance measurements are strictly set. They outline a prescriptive methodology for each performance measurement. In the memo it noted “Metro completed its transportation conformity obligations on October 2, 21017. Based on this date and not receiving another non-attainment designation, the region is no longer subject sections of this MAP-21 performance measure.” Based on the adoption schedule, MTIP performance assessment will only report on the MAP-21 performance target for congestion mitigation and air quality related to total emission reductions for applicable criteria pollutants.

9. Regional Congestion Pricing Study

Elizabeth Mros-O'Hara provided an overview of the Regional Congestion Pricing Technical Study. Congestion pricing is a tool that can lead to the more efficient use of existing transportation infrastructure to better move traffic and reduce greenhouse gas emissions. While the tool has been identified in our regional plans for many years, the Regional Congestion Pricing Technical Study will be the region's first effort to model and analyze different concepts. Congestion pricing is the use of a price mechanism (i.e. tolls, parking fees) to make drivers aware of the costs they impose upon one another and transportation infrastructure when making trips. Pricing can lead travelers to change their behavior (i.e. shifting trip times from peak periods, traveling less often, changing travel modes, and carpooling) which can result in less congestion.

Metro, working in partnership with the Portland Bureau of Transportation (PBOT), TriMet, and in coordination with ODOT, is leading an exploratory technical study of congestion pricing approaches. The Regional Congestion Pricing Technical Study will look at different applications of pricing to understand the outcomes and effects of different pricing policies and programs as applied in our region. The Regional Congestion Pricing Technical Study's goal is to better understand how the region could use congestion pricing to manage traffic demand and meet climate goals in a manner that doesn't adversely impact safety of equity.

The Regional Congestion Pricing Technical Study will test the efficacy and performance of different pricing concepts through testing a series of modeling scenarios, research, technical papers, and feedback from experts in the field. The study will evaluate congestion pricing as a tool to accomplish the four primary transportation regional priorities identified in the 2018 Regional Transportation Plan: addressing climate, managing congestion, getting to Vision Zero (safety), and reducing disparities (equity).

The study will primarily focus on evaluating three to four scenarios that apply different pricing concepts as well as mitigation options to address equity and safety issues that may emerge or potentially be exacerbated by pricing. Pricing concepts likely to be assessed are:

- Cordon: vehicles pay to enter/travel in a congested area
- Vehicle Miles Traveled/Road User Charge: a charge based on how many miles are traveled
- Roadway: a direct charge to use a specific roadway or specific roadways
- Parking: charges to park in specific areas

The Regional Congestion Pricing Technical Study Draft Timeline & Milestones (handout) was provided. As further details of pricing concepts and the study scope are defined, Metro staff will return to TPAC for input and feedback.

Comments from the committee:

- Glenn Koehrsen commented on the lack of seeing either affordable housing or land use in the study information or discussion. With people in our region moving further away from urban areas to find affordable housing, and yet needs to reach their jobs and other livability daily factors rising for their transportation costs and challenging to access, these factors need to be included in the study.
- Melanie Ware asked for clarification on roles with TPAC and JPACT with the study to intention to inform, educate and create policy. At what level is this meant to inform policy, or create policy? Ms. Mros-O'Hara reported that we have goals in our region that, with the study, will be

developed to create a base understanding from which policy direction will be formed. When asked to explain what decision-makers for the project (page 3 of the memo) would Metro Council adopt, fees or the study, Ms. Mros-O'Hara stated Metro would be asked to adopt the findings of the study. The project would provide a foundational understanding of congestion pricing tools to educate and inform policies and proposed projects.

- Garet Prior appreciated the information presented with the opportunity to learn more about the issue. Interest in three areas of impact was suggested to be included in the study. One, the opportunity for local roads not in the current model that will be impacted. Two, areas in the non-MPO regional model and how to supplement the model showing impacts. Three, measuring mitigations and impacts with transit access now, which would have direct impacts on revenue gains and investment decisions.
- Chris Deffebach appreciated Metro taking on this study, following ODOT initiating the Value Pricing Project. It was suggested that while downtown Portland does have congestion because of cross mobility flows through the region, the impacts on all the regional transportation plans should be considered. It was suggested to include questions on equity in the region as to affects with traffic diversion. Budget and revenue limitations may affect the study and further projects. Other considerations are possible legislative changes, and how to make tools effective to mitigate and maximize these tools to the best benefit.
- Jessica Stetson commented on secondary streets affected by congestion pricing, and how studies over long periods of time need to be updated with this information that effect the entire region.
- Eric Hesse commented on the work of the study and how it complements the City of Portland with their work. It was acknowledged that system assessments in the region were challenging, but valuable for their findings and further investments. It was appreciated the study was framed around mitigation, and the opportunities from the findings could provide us with opportunities to advance our goals and priorities from the RTP. It was agreed that secondary areas from the counties be included in the modeling scenarios with the study.
- Karen Buehrig appreciated the chance to provide feedback on the study. It was encouraged that public and local jurisdictions engagement be part of this process, not only with technical input, but through understandable common language and in public forums. Encouragement was given this study to help build the foundation between jurisdictional partners, as it relates to the entire region. Implications for decision makers in the future will impact how our regional system is planned. Other suggestions to include in the study are the implication challenges in different scenarios, importance of changing technology in transportation, and revenue collection.

10. Committee Feedback on Creating a Safe Space at TPAC

Handouts with draft TPAC purpose statement on creating a safe space were collected. The committee shared their feedback from the meeting:

- More time is needed with agenda items with discussions to include everyone.
- Not all agenda items feed directly to JPACT, and TPAC should be given the opportunity to develop full discussion and input on issues that impact concerns and decisions.
- Eryn Keye was referred to for her use facilitating support or levels of non-support with issues. A scale of 5 to 1, with varying levels of support to decisions, was an optional method of taking votes in meetings. Majority votes don't always provide diversity or equity outcomes and lack inclusivity approach in decision making.

- The Democratic Rules of Order was offered for committee members to have purchased, and discussed in more detail at another meeting.
- Ensure that presenters are given the first opportunity to respond to committee questions.
- Avoid using metaphors and analogies that use medical or health comparisons (cancer, schizophrenic)

11. Adjourn

There being no further business, meeting was adjourned by Chairman Kloster at 12:20 p.m.

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, July 12, 2019

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	07/12/2019	07/12/2019 TPAC Agenda	071219T-01
2	TPAC Work Program	7/3/2019	TPAC Work Program, as of 7/3/2019	071219T-02
3	Memo	June 24, 2019	TO: TPAC and Interested parties From: Ken Lobeck, Funding Programs Lead RE: May/June 2019 Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments	071219T-03
4	Memo	July 2, 2019	TO: TPAC and MTAC Committees and interested parties From: Kim Ellis, Metro Project Manager and Lidwien Rahman, ODOT Project Manager RE: Regional Mobility Policy Update – 6/19/19 Workshop Notes and Questionnaire Responses	071219T-04
5	Handout	July 29, 2019	OMPOC Board meeting agenda for July 29, 2019	071219T-05
6	Minutes	May 3, 2019	Draft minutes from TPAC May 3, 2019 meeting	071219T-06
7	Memo	June 25, 2019	TO: TPAC and Interested parties From: ken Lobeck, Funding Programs Lead RE: Statewide Transportation Improvement Program (STIP) Re-balancing/Re-calibration Amendment Update	071219T-07
8	Handout	6/20/2019	Attachment 1 2018-21 STIP Re-balancing Amendment; Metro's summary review from ODOT's final recommended changes and as submitted to OTC on June 14, 2019	071219T-08
9	Letter	June 11, 2019	Attachment 2 TO: Oregon Transportation Commission From: Matthew Garrett, Director RE: Update on the HB 2017 Projects and Amend the 2018-21 STIP as a result of the 2019 STIP calibration	071219T-09
10	Handout	June 24, 2019	Attachment 3 ODOT bulletin; STIP Amendments for Public Review	071219T-10
11	Handout	6/11/2019	Attachment 4 OTC Support Materials, STIP Rebalance Financial Comparison	071219T-11
12	Handout	6/11/2019	Attachment 5 STIP Rebalance Projects Cancelled	071219T-12
13	Handout	6/11/2019	Attachment 6 STIP Rebalance Projects Slipping to 2021-2024 STIP	071219T-13

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
14	Memo	July 5, 2019	TO: TPAC and Interested parties From: Caleb Winter, Senior Transportation Planner RE: Transportation System Management and Operations (TSMO) Strategy Update Kick-off	071219T-14
15	Handout	N/A	2020 Transportation System Management and Operations Strategy Work Plan	071219T-15
16	Memo	July 12, 2019	TO: TPAC and Interested parties From: Grace Cho, Senior Transportation Planner Ted Leybold, Project and Resource Development Manager RE: 2021-2024 MTIP – Proposed Performance Assessment Approach and Methods	071219T-16
17	Memo	July 12, 2019	TO: TPAC and Interested parties From: Grace Cho, Senior Transportation Planner RE: Request for Agency Review of 2015 Base Year Network for 2021-2024 MTIP Performance Assessment	071219T-17
18	Memo	July 3, 2019	TO: TPAC and interested parties From: Elizabeth Mros-O’Hara, Investment Areas Project Manager and Grace Cho, Senior Transportation Planner RE: Regional Congestion Pricing Technical Study	071219T-18
19	Memo	July 12, 2019	TO: TPAC and Interested parties From: Dan Kaempff, Principal Transportation Planner RE: 2019-22 Regional Travel Options Grant Outcomes	071219T-19
20	Handout	July 12, 2019	2022-2024 Regional Flexible Funds Allocation, Step 2 Applications Received	071219T-20
21	Handout	N/A	Regional Congestion Pricing Technical Study, Draft Timeline & Milestones	071219T-21
22	Presentation	July 12, 2019	July 2019 STIP Re-balancing Amendment Summary	071219T-22
23	Presentation	July 12, 2019	2020 TSMO Strategy Update Kick-off	071219T-23
24	Presentation	July 12, 2019	2021-2024 MTIP Performance Assessment Approach	071219T-24
25	Presentation	July 12, 2019	Regional Congestion Pricing Technical Study	071219T-25