



Meeting minutes

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

Date/time: Friday, January 10, 2020 | 9:30 a.m. to 12 noon

Place: Metro Regional Center, Council chamber

Members Attending

Tom Kloster, Chair
Karen Buehrig
Jessica Berry
Chris Deffebach
Eric Hesse
Dayna Webb
Katherine Kelly
Don Odermott
Jeff Owen
Laurie Lebowsky
Glenn Koehrsen
Donovan Smith
Idris Ibrahim
Yousif Ibrahim

Affiliate

Metro
Clackamas County
Multnomah County
Washington County
City of Portland
City of Oregon City and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
TriMet
Washington State Department of Transportation
Community Representative
Community Representative
Community Representative
Community Representative

Alternates Attending

Jaimie Huff
Garet Prior
Glen Bolen
Karen Williams
Mike Coleman
Taren Evans

Affiliate

City of Happy Valley and Cities of Clackamas County
City of Tualatin and Cities of Washington County
Oregon Department of Transportation
Oregon Department of Environmental Quality
Port of Portland
Community Representative

Members Excused

Lynda David
Mandy Putney
Cory Ann Wind
Tom Bouillion
Tyler Bullen
Jessica Stetson
Gladys Alvarado
Wilson Munoz
Rachael Tupica
Jennifer Campos
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Cullen Stephenson

Affiliate

SW Washington Regional Transportation Council
Oregon Department of Transportation
Oregon Department of Environmental Quality
Port of Portland
Community Representative
Community Representative
Community Representative
Community Representative
Federal Highway Administration
City of Vancouver, Washington
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Justin Bernt
Michael Foley
Kari Schlosshauer
John Whitman
Rick Nunno
Bibiana McHugh

Affiliate

Oregon Department of Transportation
Aging Services
Safe Routes to Schools National Partnership
Ride Connection
Sierra Club
TriMet

Metro Staff Attending

Ken Lobeck, Funding Programs Lead	Dan Kaempff, Principal Transportation Planner
Tim Collins, Senior Transportation Planner	Ted Leybold, Planning & Development Resource Mgr.
Caleb Winter, Senior Transportation Planner	John Mermin, Senior Transportation Planner
Grace Cho, Senior Transportation Planner	Lake McTighe, Senior Transportation Planner
Kim Ellis, Principal Transportation Planner	Marie Miller, TPAC Recorder

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

Chairman Tom Kloster called the meeting to order at 9:30 a.m. A quorum was declared of members present. Introductions were made including new community members.

2. Comments From the Chair and Committee Members

- **TPAC Equity Strategy Update** (Chairman Kloster)
Chairman Kloster reported that the process to hire a new contractor to help develop equity strategy for the committee is underway. As part of the Diversity Equity Inclusion Department in the Council office, the new contractor will work with TPAC on upcoming workshops and equity strategies over this calendar year. More information on these plans will be provided as they become known.
- **Announce TSMO Sub-allocation for FYY 19-21** (Caleb Winter)
Caleb Winter presented information on the Transportation System Management and Operations (TSMO) project recommendations from the TSMO Project Solicitation 2019-21 MTIP. Transport, a subcommittee of TPAC has recommended projects for funding that total \$4.7 million in Federal funds.

Transport recommends projects in two categories. The first involves upgrading the hardware equipment at many signalized intersections across the region with Advanced Traffic Controllers (ACTs). The second category primarily serves region-wide needs. All projects were listed in the memo in the packet.

Comments from the committee:

- Laurie Lebowsky asked if there was a similar program that included Washington State, specifically I-5 and I-205 areas. Mr. Winter acknowledged data and program coordination through SW Washington Regional Council staff and frequent communications for the region planning.
 - Glenn Koehrsen suggested that memo authors include their program without acronyms used to better clarify programs.
- **Report on JPACT Action regarding RFFA** (Dan Kaempff)

Dan Kaempff reported on the approval from the Joint Policy Advisory Committee on Transportation (JPACT) from recommendations by TPAC for the Regional Flexible Funds Allocation 2022-2024 cycle. The project list of investments was included in the packet as an additional handout. Metro Council is expected to approve the list at their meeting next week.

As part of the allocation process it was recommended to provide more time discussing and developing policy process. Toward this, staff is asking for input from TPAC and partners involved in the RFFA allocation process that can be discussed for the next cycle. Mr. Kaempff is working with the communication team on a survey that will be given to TPAC, JPACT and everyone involved in the past process for their ideas and involvement. For any questions on the survey or RFFA allocation process you are encouraged to contact Mr. Kaempff.

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

Ken Lobeck provided information on the monthly submitted Metropolitan Transportation Improvement Program (MTIP) formal amendments and Administrative Modification project lists. Formal/full amendments require Federal Highway Administrative approval before they can be included in the MTIP. Projects with small changes are accomplished through Administrative Modification. The December 2019 amendments and Administrative Modifications project list details were included in the memo. For any questions on the list or process contact Mr. Lobeck.

3. Public & Committee Communications on Agenda Items

- Katherine Kelly commented on the recent fatality in Gresham this week where a child was killed in a crosswalk. This incident has spurred discussion with engineering designs and safe routes programs, but is being encouraged to look beyond one incident to address these happenings across the region. More focus on education and road enforcement can help. Changing human behavior will be challenging, but needs to be addressed for better safety improvements and significant changes. It was suggested that a future agenda item be planned for further discussion. Chairman Kloster will ask Lake McTighe to reach out to Safe Routes to School and others for input and planned agenda discussion.
- Karen Williams announced that the Department of Environmental Quality (DEQ) received a petition requesting DEQ commissioners adopt regulation on indirect sources of pollution. This was defined as some land use activities and utility pollutions. The commission is asked to recommend reductions of these pollution sources. A 90-day public notice has been posted, with a 30-day public comment period opened next week. Public comment can also be provided at the commission Jan. 24 meeting, with more information on the DEQ website. Updates on the comments and adoption process will be given to TPAC at future meetings.
- Laurie Lebowsky commented on the unfortunate fatality and how the need to address human behavior and awareness is needed for changes. It was mentioned that past collaboration with public work programs and saturation of law enforcement in Washington County helped provide some solutions. Noting the increase of fatalities and safety risks, shared resources and reaffirming safety priority across the region is needed.
- Eric Hesse agreed on more discussion from DEQ commission adoption of not of the regulation of indirect sources of pollution. Because of the significance to be informed at both TPAC and MTAC with implications of omissions to programs, it was recommended to add this to the Feb.

7 TPAC agenda with a report on the basis for recommendations by the commission and implications to programs. MTAC will be informed of this discussion as well.

- Donovan Smith commented on the high crash citations and how this interacts with enforcement and effects on communities. It was suggested to have further discussion on how citations affect or help develop better safety in equity zones. Chairman Kloster noted zero vision planning with the City of Portland and holding more discussion on these policies.

4. Consideration of TPAC Minutes from December 6, 2019

Correction noted: Jessica Berry noted on page 7 that the table presented showed 223rd not CMAQ eligible, but she believed it was. Confirmation on the table will be made.

MOTION: To approve the minutes from December 6, 2019, with correction made.

Moved: Glenn Koehrsen

Seconded: Katherine Kelly

ACTION: Motion passed unanimously.

5. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5068

(Ken Lobeck, Metro)

Ken Lobeck provided information on the request for approval to Resolution 20-5068 that would add two projects to the 2018-21 Metropolitan Transportation Improvement Program (MTIP) involving Ride Connection in support of senior and disabled person's needs and ODOT in support of the Columbia bottomlands Conservation Project.

The Ride Connection project implements the mobility management services focused at two Providence hospitals for senior and disabled persons, offering individual travel options, counseling and clinic support to integrate transportation referrals.

The Columbia bottomlands mitigation/conservation project would develop a long term mitigation/conservation bank in the lower Willamette watershed that generates credit for aquatic resources to be used by the greatest number of Endangered Species Act (ESA) listed fish species. ODOT has identified a need in the Lower Willamette watershed area for a compensatory mitigation bank to generate conservation credits that compensate for future ODOT project impacts to aquatic resources and ESA listed fish species. Glen Bolen further explained the mitigation process after first approaching issues through avoids, or minimizing effects with actions before the mitigation approach.

MOTION: Approve recommendation to JPACT for Resolution 20-5068 under MTIP Amendment JA20-07-JAN allowing the MTIP to add Ride Connections's Providence Health and Services Mobility Resource Desk new project and ODOT's Columbia bottomlands Mitigation/Conservation new project.

Moved: Chris Deffebach

Seconded: Jeff Owen

ACTION: Motion passed unanimously.

It was suggested to add Ride Connection programs update and report to a future TPAC agenda. The ridership needs and programs provided should be explained to be appreciated and understood with the funding allocated toward these programs.

6. Proposed Unified Planning Work Program (UPWP) Amendment: Regional Mobility Policy Update 20-5062 (John Mermin, Metro)

John Mermin presented a proposed UPWP amendment on Regional Mobility Policy Update, Resolution 20-5062. This legislation amend the project description and objectives to reflect the work plan and the stakeholder engagement plan approved by JPACT and Metro Council in fall 2019 and increases the amount of funds anticipated to be available for consultation services. The amendment presented is for information only at this meeting, and will be asked for approval to recommend to JPACT at the next TPAC meeting.

Comments from the committee:

- Karen Buehrig asked where the money came from that would pay for additional project funds to this project. It was noted that past UPWP project descriptions varied in length and scope, and when changes were proposed at different times of the year it caused confusion to levels of details to projects with required changes.
- Chairman Kloster explained the project will rely on a combination of Metro's federal transportation planning grants and additional anticipated funds identified by ODOT and Metro. Regarding level of detail, in the upcoming 2020-21 UPWP the narratives and descriptions are more concise, per FHWA direction. This amendment includes more detail since it is amending the 2019-20 UPWP.

7. TriMet's Regional Mobility as a Service (MaaS) Platform (Bibiana McHugh)

Bibiana McHugh presented information on TriMet's Regional Mobility as a Service (MaaS) platform.

Shared regional mobility objectives for initiatives were:

1. Reduce CO2 emissions
2. Limit congestion, esp. during peak travel periods
3. Reduce car ownership, usage and vehicles on roads
4. Enable better traffic and capacity management
5. Use existing infrastructure more effectively
6. Cater to all travelers (age, disadvantaged, low-income)
7. Create model that supports funding of infrastructure
8. Lessen overall environmental impact of transportation
9. Work in driver-controlled & autonomous environment

With Federal Transit Administration advocating transit travel beyond bus and trains, the role with MaaS Platform is of integrator and leverage for lifestyles, services, technology, driverless vehicles and more.

Marketability to retain and attract customers will involve:

- Mobility-as-a-Service (MaaS)
- Personalized Customer Information Sharing & Services
- Public Private Partnerships
- Technology, Data, Innovation
- Speed, Availability and Reliability
- Affordability and Safety
- Integration of Services
- Equity and Lifestyle

What started a year ago, TriMet has incorporated this direction for a broader eco-system for customer connections for seamless mobility options. Cultural changes within the agency, with partner agencies and with customers are shaping mobility initiatives now in programs:

TRAVELER CONNECTIVITY AND RELIABILITY IMPROVEMENTS

- Transit Signal Priority
- On-Time Performance Improvement Program
- Faster and More Reliable Bus Service

TRANSIT PLANNING AND DEVELOPMENT PROJECTS

- Division Transit Project, Southwest Corridor Light Rail

CLEANER AIR

- Bus Fleet Conversion

EXPANDING PARATRANSIT SERVICE

- TNCs to supplement ADA Paratransit Service

POLICY AND DATA STANDARDS

STRATEGIC PLANS

- TriMet New Mobility Study Strategic Business Review, Nelson, Nygaard
- Bike Plan, Pedestrian Plan
- AV Framework
- Strategic Framework for City-TriMet Partnership

The parts of mobility management were described as MaaS, Multimodal Trip planning, Public and Private service providers partnerships, integrated payment, and customer information (open data, software, standards, real-time information, third-party apps). From a FTA MOD Sandbox Grant, TriMet received funding that developed further data and trip planning capabilities through its existing open source trip planner, integrating all private service providers to show lower cost and saving time.

Next steps with mobility initiatives planned is incorporating this on the TriMet website, and extending the platform via tech applications for full payment integration. TriMet and partners have applied for a IMI Grant to extend the platform, improve data management and provide benchmarks for improvements, enhance customer information, ease and incentives, and develop ability to expand payment options and access.

This month TriMet released a Request for Proposal (RFP) for the development of a Mobility Strategic Plan that provides identification of priorities, resources and budget. Key challenges moving forward are losing the participation with Lyft from the last initiative. The company has chosen not to continue to be included in the app with other competitors. This limits customer choices, but helps develops other options with data sharing.

Comments from the committee:

- Karen Buehrig asked how shuttles, both existing and emerging, were being integrated into the system, especially regarding last mile service after existing TriMet lines end. How were areas in Clackamas County with several service providers being incorporated together? Ms. McHugh reported much of this coordination depends on the data. There are shuttles on demand and shuttles as part of scheduled trips. Access to real-time data is crucial and having standards to the data is important in scheduling on-demand service.
- Glenn Koehrsen asked if the system was sensitive to individuals with limited physical capabilities, expectations for payments, and technical connections. Ms. McHugh reported on the importance of updating customer information in the system and creating more functionality with the data. Current studies and pilot programs are exploring integrating services with different travel modes, which is also in the TriMet Strategic Plan. As they pull more information into the system, outreach programs have gathered important information outside mainstream areas which is making the capability for selecting travel services from

several modes of travel. Asked about subsidized payments, Ms. McHugh reported data is being incorporated and integrated into the system from this data now and will continue to be processed.

- Laurie Lebowsky asked about the next steps in the mobility plan and if TriMet is reaching out to C-Tran. Ms. McHugh reported they have worked with C-Tran with extending service areas with this program. The technology aspect of the program is the easy part; legal aspects with IGAs are more challenging. Regarding the question of proprietary issues such as Lyft showing a lack of cooperation with participation, Ms. McHugh reported these are new issues that face the biggest disruption in service for decades, which take time addressing standards and policy to implement. Support from Federal partners has been invaluable with a broad-range plan.
- Idris Ibrahim agreed that the concept of combining different modes of transportation was a good idea. For youth and those of low-income, transportation choices were challenging. Uber could be expensive. Since Lyft is not currently participating with the program what plans are being developed to regain their participation? Ms. McHugh reported they are continuing to reach out to Lyft. Long term affects with the company not participating may result in them rejoining.

Asked how this is different from what the region now has, Ms. McHugh reported we are forming new demographics between service providers that can lower costs and make travel time shorter. While Uber can be costly by itself, the advantages of combining modes together provides more advantages for the transit rider. Government and transit agencies address equity and accessibility, not the business focus of profit. They can enhance existing infrastructure to create mobility hubs with greater capability for customer service choices.

- Donovan Smith asked what the projected impact on drivers with Uber and Lyft will be, who depend on these jobs for second incomes. Ms. McHugh reported that potentially more vehicles would be placed on the road if demand for their services are requested, but short trips vs. long trips would be more economical. More vehicles add to congestion and can take away from the service business. The companies are working with TriMet providing data, addressing safety issue and helping find solutions that provide advantages to riders.
- Katherine Kelly asked how sharing the data with jurisdictions might be coordinated with a pilot program, and perhaps show ratio of different modes of travel vs. stand-alone mobility provider service. Ms. McHugh reported that there are policy and privacy matter issues with this with the data coming from users of the application. They are restricted from sharing the data and currently studying how users are actually paying for service or just looking at services. This is just the beginning to studies with potentially more involving the region.
- Mike Coleman commended TriMet for its work with all the service providers in this effort. It was asked how the cost of continuing the program was planned, such as expected revenue or advertising. Ms. McHugh reported that the Strategic Plan will lay the groundwork for this, with much left to be determined. It was noted that internationally transportation integration was much more developed, and lessons and best practices could be taken from them.
- Eric Hesse noted the importance of TriMet taking the public agency lead with these efforts. The integration model is not just TriMet but fits into the regional market as a whole. Uber and Lyft are increasing their business footprint in the Metro region, with the addition of Lyft managing bike service operations with expanding service of Biketown in the region. The opportunity to learn business models and what policy requirements companies are to be shared with new standards being developed will help build transit capacity. Ms. McHugh added that mobility as a service and application are just one small part of the regional aspect

being planned. Legislation, policy, jurisdictional right of ways, planning and partnerships are forming the standards and policy as a whole.

- Taren Evan mentioned the sometimes prohibitive cost of Uber if the only choice available for service. What discussions are taking place regarding TriMet fares integration into the program? Ms. McHugh noted they are exploring aspects of this into the IMI grant and further pilot studies. Mr. Hesse added the City of Portland studying affordable housing units' trade outs with transportation credits. Ms. McHugh noted that TriMet is also working on loyalty and reward programs to help lower the cost of fares with more incentives.
- Chris Deffebach noted not seeing Washington County on the list of partners with the grant. The county is plugged in with the program and various services and transportation modes across the region, including shuttle service from services. They are interested in participating in the RFP for the development of a mobility management strategic plan, and opportunity to participate with the development and growth of this project. Ms. McHugh noted the partnerships from the jurisdictions to this point, with more meetings and workshops where they will be participating.
- Idris Ibrahim noted this benefits communities and customers, but how does it financially benefit the transportation agencies? Ms. McHugh noted it may increase ridership, but supports increased access for low-income and those with disabilities. Shared data could financially benefit all service providers with improved customer service experience that comes with more seamless travel modes, economic methods, safer and faster service.

8. Metropolitan Transportation Improvement Program (MTIP) & Project Delivery Updates (Ted Leybold/Ken Lobeck, Metro)

Ted Leybold presented information on the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) Development, Evaluation and Local Project Delivery. The committee was reminded that all Federal funding allocation process in the region is included through the MTIP with partners ODOT, TriMet, SMART, RFFA, and regionally significant local investments.

With adoption of the MTIP in July 2020, work that will be done this year includes:

- Programming of funds to project phases
- Demonstrating financial constraint
- Evaluating performance
- Documenting changes from previous MTIP
- Public comments and Agency & Tribal consultations
- Adopting and incorporation into the STIP

Since July 2019, Metro staff has collected project data from jurisdictions, coordinated with key MTIP partner agencies (e.g. ODOT, TriMet, and SMART) and worked on refining the scope and schedule for developing the overall 2021-2024 MTIP. During the autumn and early winter 2019, several key decisions related to the development of the overall 2021-2024 MTIP will influence the approach and evaluation of the 2021-2024 MTIP. To accommodate these decisions, Metro staff will use the following approaches to the analysis.

Six-Year Programming

Due to the Portland metropolitan region being subject to obligation targets Metro will employ a six-year MTIP for the purposes of programming projects and developing a realistic timeframe for project delivery.⁵ The decision to move to a six-year MTIP is to help encourage partners to develop realistic

project delivery schedules as well as better manage the financial constraint of the 2021-2024 MTIP.

Locally Funded Projects

As part of Metro's request to local jurisdictions for developing the 2021-2024 MTIP modeling networks, many local jurisdictions submitted roadway and bicycle network projects which are fully funded locally, but completing gaps, creative connectivity, or upgrading the regional roadway or bicycle network.

While these locally funded projects do not need to be programmed formally in the MTIP, the projects help provide a comprehensive picture of the upcoming capital investments to be made. Recognizing the role of these locally funded projects, as appropriate and based on the date of when the project is open for service, the project will be included in the no-build and/or build networks for the modeling analysis of the 2021-2024 MTIP. These projects will be identified as locally-funded projects and a total dollar amount of all locally-funded projects will be provided in order to express the magnitude of fully local investment relative to federal funds. The analysis of the 2021-2024 MTIP evaluation results will qualitatively discuss the effects of these locally funded investments relative to the federal capital investments identified in the 2021-2024 MTIP.

Sub-regional Analysis Geographies and Equity Focus Areas

The sub-regional analysis is in response for region-wide system analyses to report on performance at a more localized scale. While individual projects will not be evaluate, the package of investments in the 2021-2024 MTIP will look at how projects perform in the following sub-regions in addition to the entire region. Finally, a slight update and modified version of the Equity Focus Areas will be used as a sub-regional geography for the 2021-2024 MTIP evaluation.

Obligation targets were described:

- Obligation is federal approval of project spending
- States must use (obligate) or lose federal fund capacity each year
- New ODOT program to promote timely obligations by local agencies
- Metro and ODOT staff updating management practices to meet targets
- Each large MPO must obligate 80% of programmed funds
- Calculated on 3-year rolling average
- 80% target phased in by 2024
- Rewards and penalties:
 - Reward is portion of redistribution funds for that year
 - Penalty is portion of unobligated programming for that year
 - Appeal process available

Management updates for improving obligation rates include realistic scheduling where the lead agency must demonstrate capacity and we change to a 6-year cycle (in the past this has been 4-year cycle). An earlier start on project agreements will provide for funding for development of agreements and development check list. Local agency participation in project meetings is planned. In addition, development of process improvements and management tools, and more active monitoring and reporting of progress toward obligation targets will provide improvements.

Comments from the committee:

- Karen Buehrig mentioned the Sub-regional analysis geographies and equity focus areas in the memo by Grace Cho, page 3. It mentions a modified version of the Equity Focus Areas to be used as a sub-regional geography for the 2021-24 MTIP evaluation. It was asked if this would

tie in with the work TPAC is doing with our Equity Strategy. It would help to see the scheduling of changes to the Equity Focus Areas.

- Jessica Berry noted the information was helpful, especially changing from a 4-year cycle to 6-year cycle. It's beneficial to start thinking of the next RFFA round now with projects in the new timeframe known.

9. Committee Feedback on Creating a Safe Space at TPAC

Chairman Kloster read the comments from the committee on feedback and suggestions for safe space at TPAC meetings.

- To help enhance a common understanding, the first slide of a presentation should have a one sentence purpose statement of the document (ea. MTIP, UPWP, etc.). Images help engage and explain; please encourage use of these in presentations, even if the following page includes heavy text used to detail message.

10. Adjourn

There being no further business, meeting was adjourned by Chairman Kloster at 12:00 noon.

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, January 10, 2020

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	01/10/2020	01/10/2020 TPAC Agenda	011020T-01
2	TPAC Work Program	01/03/2020	TPAC Work Program, as of 01/03/2020	011020T-02
3	Memo	01/02/2020	TO: TPAC and interested parties From: Caleb Winter, TSMO Program Manager RE: TSMO Sub-allocation for FFY 19-21	011020T-03
4	Memo	12/30/19	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: December 2019 MTIP Monthly Submitted Amendments	011020T-04
5	Minutes	12/06/19	Draft minutes from TPAC December 6, 2019 meeting	011020T-05
6	Resolution 20-5068	01/10/2020	Resolution 20-5068 for the purpose of adding two new projects to the 2018-22 MTIP involving Ride Connection in support of senior and disabled person needs and ODOT in support of the Columbia Bottomlands Conservation Project	011020T-06
7	Exhibit A to Resolution 20-5068	01/10/2020	Exhibit A to Resolution 20-5068, MTIP Amendment	011020T-07
8	Staff Report	12/31/2019	Staff Report to Resolution 20-5068, MTIP Amendment	011020T-08
9	Resolution 20-5062	01/10/2020	Resolution 20-5062 for the purpose of amending FY 2019-20 Unified Planning Work Program (UPWP) to add funding for the Regional Mobility Policy Update	011020T-09
10	Exhibit A to Resolution 20-5062	01/10/2020	Exhibit A to Resolution 20-5062, UPWP Amendment	011020T-10
11	Staff Report	Dec. 17, 2019	Staff Report to Resolution 20-5062, UPWP Amendment	011020T-11
12	Memo	1/3/2020	TO: TPAC and interested parties From: Ted Leybold, Ken Lobeck, Grace Cho RE: 2021-2024 MTIP and RFFA Project Implementation update	011020T-12
13	Memo	1/10/2020	TO: TPAC and interested parties From: Grace Cho and Ted Leybold RE: Development of the 2021-2024 MTIP	011020T-13
14	Memo	1/10/2020	TO: TPAC and interested parties From: Grace Cho and Ted Leybold RE: Evaluation Approach to the 2021-2024 MTIP	011020T-14

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
15	Memo	1/02/2020	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: MTIP and Project Delivery Updates	011020T-15
16	Handout	N/A	2022-2024 Regional Flexible Funds Allocation Resolution 20-5063, Exhibit A RFFA Investments	011020T-16
17	Presentation	1/10/2020	January 2020 MTIP Formal Amendment Summary	011020T-17
18	Presentation	1/10/2020	TriMet's Regional Mobility as a Service (MaaS) Platform	011020T-18
19	Presentation	1/10/2020	2021-24 MTIP Delivery, Evaluation and Local Project Delivery	011020T-19