



Meeting minutes

Meeting: **Metro Technical Advisory Committee (MTAC) and Transportation Policy Alternatives Committee (TPAC) workshop meeting**

Date/time: Wednesday, June 15, 2022 | 9:00 a.m. to noon

Place: Virtual conference meeting held via Zoom

Members, Alternates Attending

Ted Leybold, Vice Chair
Jamie Stasny
Steve Williams
Allison Boyd
Jessica Berry
Chris Deffebach
Erin Wardell
Lynda David
Eric Hesse
Peter Hurley
Jaimie Lorenzini
Jay Higgins
Don Odermott
Tara O'Brien
Glen Bolen
Laurie Lebowsky
Carol Chesarek
Laura Terway
Chris Damgen
Steve Koper
Gary Albrecht
Oliver Orjiako
Seth Brumley
Manuel Contreas, Jr.
Heather Koch
Darci Rudzinski
Scott Bruun
Brett Morgan
Sara Wright
Aaron Golub
Rachel Loftin
Ryan Makinster
Andrea Hamberg
Brendon Haggerty

Affiliate

Metro
Clackamas County
Clackamas County
Multnomah County
Multnomah County
Washington County
Washington County
Southwest Washington Reg. Transportation Council
City of Portland
City of Portland
City of Happy Valley and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
TriMet
Oregon Department of Transportation
Washington State Department of Transportation
Multnomah County Citizen
Clackamas County: Other Cities, City of Happy Valley
Mult. County: Other Cities, City of Troutdale
Wash. County: Other Cities, City of Tualatin
Clark County
Clark County
Oregon Department of Transportation
Clackamas County Water Environmental Services
North Clackamas Park & Recreation District
Private Economic Development Organizations
Oregon Business Industry
1000 Friends of Oregon
Oregon Environmental Council
Portland State University
Community Partners for Affordable Housing
Home Builders Association of Metropolitan Portland
Mult. County Public Health & Urban Forum
Mult. County Public Health & Urban Forum

Guests Attending

Cody Field
Susie Wright
Molly McCormick
Vanessa Vissar
Lidwien Rahman

Affiliate

City of Tualatin
Kittelson & Associates
Kittelson & Associates
Oregon Department of Transportation
Oregon Department of Transportation

Lucia Ramirez
Will Farley
Briana Calhoun
Chris Smith
Cindy Dauer
Garth Appanatis
Mel Krnjaic Hogg
Sarah Iannarone
Three phone callers - unidentified

Oregon Department of Transportation
City of Lake Oswego
Fehr & Peers
No More Freeways
Tualatin Hills Park & Recreation District
DKS
Portland Bureau of Transportation
The Street Trust

Metro Staff Attending

Tim Collins, Principal Transportation Planner	Kim Ellis, Senior Transportation Planner
John Mermin, Senior Transportation Planner	Grace Cho, Senior Transportation Planner
Grace Stainback, Assoc. Transportation Planner	Tim Collins, Principal Transportation Planner
Eliot Rose, Tech Strategist & Planner	Matthew Hampton, Senior Transportation Planner
Caleb Winter, Senior Transportation Planner	Thaya Patton, Senior Researcher & Modeler
Ally Holmqvist, Senior Transportation Planner	Marne Duke, Senior Transportation Planner
Al Mowbray, Senior GIS Specialist	Andrea Pastor, Senior Regional Planner
Chris Johnson, Research Manager	Cindy Pederson, Research Manager
Joe Broach, Senior Research & Modeler	Daniel Audelo, Resource Development Intern
Marie Miller, TPAC & MTAC Recorder	

Call meeting to order, introductions and committee updates (Vice Chair Leybold)

Vice Chair Ted Leybold called the workshop meeting to order at 9:00 a.m. Introductions were made. The meeting format held in Zoom with chat area for shared links and comments, screen name editing, mute/unmute, and hands raised for being called on for questions/comments were among the logistics reviewed. Workshops will be held openly for all onscreen for full participation. A welcome was made to new MTAC members and alternates attending. No committee updates were reported.

Public /Committee Communications on Agenda Items – none provided

Consideration of MTAC/TPAC workshop summary of April 20 2022 – no edits or corrections

Regional Mobility Policy Update: Draft Framework, Measures and Action Plan - Discussion (Kim Ellis, Metro/ Glen Bolen & Lidwien Rahman, ODOT/ Susan Wright, Kittelson & Associates) The presentation began with a reminder of the project purpose: Update the mobility policy and how we define and measure mobility for the Portland area transportation system, and recommend amendments to the RTP and Oregon Highway Plan Policy 1F for the Portland area. The project team encouraged feedback on the updated draft mobility policy presented by June 24.

Draft mobility policies were presented:

Mobility Policy 1 Ensure that the public’s land use decisions and investments in the transportation system enhance efficiency in how people and goods travel to where they need to go.

Mobility Policy 2 Provide people and businesses a variety of seamless and well-connected travel modes and services that increase connectivity, increase choices and access to low carbon transportation options so that people and businesses can conveniently and affordably reach the goods, services, places and opportunities they need to thrive.

Mobility Policy 3 Create a reliable transportation system, one that people and businesses can count on to reach destinations in a predictable and reasonable amount of time.

Mobility Policy 4 Prioritize the safety and comfort of travelers in all modes when planning and implementing mobility solutions.

Mobility Policy 5 Prioritize investments that ensure that Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other historically marginalized and underserved communities experience equitable mobility.

It was noted the mobility policies apply to the state highway system within the Portland metropolitan area for identifying state highway mobility performance expectations for planning and plan implementation; and evaluating the impacts on state highways of amendments to transportation system plans, acknowledged comprehensive plans and land use regulations pursuant to the Transportation Planning Rule (OAR 660-12-0060). It also applies to throughways and regional arterials designated in the Regional Transportation Plan, which include state and local jurisdiction facilities, for identifying mobility performance expectations for planning and plan implementation.

Also noted, the Oregon Highway Plan volume-to-capacity ratio targets still guide operations decisions such as managing access and traffic control systems and can be used to identify intersection improvements that would help reduce delay and improve the corridor average travel speed. Local jurisdiction standards for their facilities still apply for evaluating impacts of amendments to transportation system plans, acknowledged comprehensive plans and land use regulations pursuant to the Transportation Planning Rule (OAR 660-12-0060) and guiding operations decisions.

Mobility Performance Measures and Targets were reviewed. Mobility Policy actions were described. The system planning process and plan amendment process utilizing the mobility policy measures was shown. Proportional Share Calculations – When Meeting Travel Speed Thresholds, When they Do Not Meet Travel Speed Thresholds (Vehicle System Incomplete) and When they Do Not Meet Travel Speed Thresholds (Vehicle System Complete) were compared.

Policy Implementation Actions:

- Fully integrate the Regional Mobility Policy in the 2023 Regional Transportation Plan
- Fully integrate the Regional Mobility Policy for the Portland metropolitan area in the updated Oregon Highway Plan
- Work with local jurisdictions to update policies that adopt the Regional Mobility Policy as their standards for RTP arterials
- Update Regional Transportation Functional Plan Title 3, Transportation Project Development, to reflect the Regional Mobility Policy

Near-term Data and Guidance Actions:

- Develop Districts within the regional modeling tools that establish baseline VMT/capita for home-based trips and VMT/employee for commute trips to/from work
- Refine TAZ boundaries or establish additional TAZs to better align with jurisdictional and urban growth boundary
- Develop guidance on calculating travel speed based on the model used:
 - If using output from the regional travel demand model, ensure a consistent approach to segment lengths, model hour(s) reviewed, and any calibration needed
 - If using a deterministic model such as Synchro, ensure a consistent approach to signal timing assumptions and segment lengths

Long-term Data and Analysis Tool Actions:

- Expand the region’s Dynamic Traffic Assignment model(s) to calculate travel speeds and other reliability measure output within a capacity constrained model
 - Develop guidance to consistently calculate travel speed using DTA model
 - Determine if thresholds should be adjusted if analysis is adjusted to use the DTA model
- Establish a consistent process for transportation options planning or create a regional transportation options plan. A regional plan can be referenced when determining the “planned system” for system completeness baselines.
- Create a high-level tool for quick VMT/capita calculations; PBOT is working on a tool already that could be a starting point
- Modify or create new regional modeling tools to better account for light duty commercial travel

Questions the project team is still working on include what characteristics should be used to group TAZ groupings into VMT/Capita “Districts”, should average travel speed methodology include off model tools at the system planning and plan amendment levels, and what are the major considerations for implementation, including the needs from local jurisdictions and partners, Metro, and ODOT. It was noted there would be a fourth practitioners forum scheduled in July, and expert panel with policymakers scheduled in September, and during the Fall recommended policy, measures and action plan to apply in 2023 RTP update and forward to the OTC for consideration.

Comments from the committee:

- Chris Smith noted that looking at this through a climate lens, we are not maximizing the true input with congestion with green house contribution with vehicles running at low speeds. When those speeds are increased with VMT more gas emissions occur. Has a balance to see the positives and negatives with emissions been made for this adjustment? Ms. Wright noted the targeted speed goal of 30-35mph results in lower GH emissions balanced with stop and go traffic and focus on off-peak hours. Ms. Ellis added we have a VMT reduction target and are trying to work this down in smaller scale.
- Eric Hesse noted the more actionable discussion to have travel speed accessed rather than travel time, while hearing about policy framework around liability tied to travel time. It was suggested to compare these elements in trying to understand the impacts and knowing the challenges with target consistency to travel speed. Ms. Wright added the design of travel speed and design of facility are variable including differences between the city core and outside areas where speeds are generally set higher.
- Don Odermott noted that with modeling tools they differ on results between core City and outside the core regarding TAZ (traffic analysis zones). For planning amendments and using these tools how can we interpret the mobility criteria you are seeking when the network is only the freeways and arterials? The entire system needs to be included with vehicular radius, and speed criteria with intersections. Missing in system completeness is transit that reflects multimodal choice.

It was noted of conflicts with development planning and transportation system planning, given by example with walk and bike into areas and street sections with legal issues being tested. Gaps in sidewalks as part of the walkable completeness network will differ on development criteria in projects now and in the future. It was suggested to test these approaches for their implement ability.

- Andrea Hamberg spoke on behalf of the public health perspective that not only thinking about liability but survivability, safety and reliability when families make public transit choices. It was noted that just 20 mph is the survival mode for pedestrians.
- Erin Wardell noted the challenges of this work regarding implementation impacts, and is interested in having the opportunity to discuss further. When these discussions take place it was suggested to have Metro modeling staff present as local jurisdictions may not have the ability to do this work internally with lesser tools and resources.

Regarding the speed matrix it was thought we are not quite there yet. Puzzling why this was preferred over travel time. It is understood its intended for the planning amendment phase but it could impact further development reviews. It was noted that local governments have limited control over what they manage and can implement themselves with outcomes planned. Transit service is one example. It was noted further discussions are welcomed.

- Sara Wright agreed on the importance of including safety with reliability. Travel speed implies only to vehicles in a major system that includes a lot of ways to travel. Is there any kind of measure of travel speed reliability per pedestrian/bike travel that is being incorporated in these policies? Ms. Wright noted there was no specific metric for this measure in the policies. Walk/bike is included in the network process noted in the complete system, but there is not enough money to place these speed targets where local control of roadway ownerships varies in the region.
- Eric Hesse appreciated the comments on the safety pieces. It was noted that delays are tied to crashes and knowing we have other safety measures to look at the full system completeness. Appreciation was noted for the equity policy language and encouraged to look at how we operationalize and prioritize this in the system completeness. The transit speed measure could be enhanced by a regional focus on transit with bus stops regulated for travel time analysis.
- Peter Hurley noted that our request is not only to answer the many outstanding travel speed questions, but to go deeper on how we would potentially use travel time as the primary reliability metric. There are compelling reasons to focus on travel time, e.g. it's more understandable by almost everyone, it's more comprehensive, i.e. can capture the full trip (which is what people experience), not just a small segment, and its multimodal.

Ms. Ellis thanked the committee for the feedback noting additional comments are welcome. A final date will be set soon for the Practitioners Forum. Small discussions on travel speed will be planned; the committee can reach out to her and Glen Bolen for interest in participating.

Emerging Transportation Trends Study Recommendations (Eliot Rose, Metro) The presentation began with a reminder of the study purpose with scope of work to study major transportation trends due to the pandemic and other recent disruptions. Goals with the study include developing common understanding of changes that we've all been experiencing individually, understanding potential risks of "business as usual", and identifying potential changes to policy and analysis to consider during the 2023 RTP update.

Based on feedback from technical and policy committees, the study will focus on the following trends:

- **Declining transit service and ridership**
- **Increasing remote work / work from home**
- **Increasing online shopping**

- More affordable and efficient electric vehicles
- Increasing concerns about personal safety
- Increasingly unsafe streets
- Increasing recreational cycling

It was noted that for trends shown in **bold**, there is enough data and research to forecast their impacts on travel and on our regional goals.

The project team identified three follow-up tasks to complete the project:

1. A scenario analysis that estimates the range of impacts of the trends included in this study could have on vehicle travel and transit ridership.
2. An analysis of arterial traffic data that examines in more detail how travel behavior on some of the region’s key mobility corridors changed during the past several years.
3. Guidance how Metro and its agency partners can address emerging trends during the 2023 Regional Transportation Plan update.

Scenario analysis

This scenario analysis estimates how vehicle miles traveled (VMT) and transit ridership – which are two key indicators that we use to measure progress on climate, travel choices, safety and other regional goals – could vary depending upon how emerging trends unfold. It also estimates changes in morning peak congestion since congestion is a consideration for many transportation projects in the region, and research suggests that teleworking and other trends have impacts on peak travel.

Arterial traffic analysis

Throughout the Emerging Transportation Trends Study we have shared data about how highway traffic volumes and transit ridership have been changing. These data are consistently collected and reported by ODOT, TriMet, SMART and other agency partners. However, we have not had access to the same high quality of data on how arterial traffic volumes are changing. Metro’s agency partners often conduct arterial counts at key points in the planning process, but rarely do so regularly and consistently in a way that would allow us to monitor how traffic is changing over time.

Stakeholders have noted the absence of this arterial data and its importance in understanding how travel patterns are changing in the region. Arterial data can be more representative of how people in the region are traveling than highway data, because highways carry a higher proportion of people and goods that are passing through the region on route to other destinations. Arterials are also a key area of focus for the RTP since they are the streets where most transit runs, where most crashes occur, and where many jobs and other destinations are located.

Draft RTP guidance

Based on the draft findings from the Emerging Trends Study and their knowledge of how regional agencies are responding to these trends, the consultant team has identified opportunities to respond to these trends for Metro and its partners to pursue during the development of the RTP.

- Prioritize transit ridership recovery.
- Confirm that previously planned high-priority/cost projects meet changing travel demand patterns.
- Provide more diverse travel options to support diversifying travel patterns.
- Maximize opportunities to reduce VMT through teleworking.
- Prioritize safe access to transit.

- Plan for the changing role of freight.
- Accelerate the adoption of electric bicycles, scooters, and shared vehicles.
- Consider digital approaches to providing equitable access to opportunities.

Mr. Rose directed the committee to the full packet information provided and encouraged comments and feedback to him for further input.

Comments from the committee:

- Chris Deffebach noted the changes in arterials and highway volumes provides a method to find how much diversion to other roads we are seeing with impact to travel trends. It was asked if rural roads were included in the study since more diversion from congestion traffic would be noted there also. It was asked how this will be used in the RTP, and use this instead of the regional travel forecast and modeling tools now used.

Mr. Rose noted the model remains the best tool for analyzing travel behavior. The scenarios are exercises to show impacts. Asked when asked to prioritize electric scooters and bikes, where did that fit with current project lists? How would these recommendations be operationalized in the course of the RTP? Mr. Rose noted the technical report provides more specific details on actions with each recommendation.

- Vanessa Vissar asked a similar question in chat: Can you clarify what is meant by the guidance to “prioritize transit ridership recovery” and "prioritize safe access to transit"? What would they be prioritized over? Mr. Rose noted further work would be done with suggested recommendations as the RTP is developed.
- It was noted that TV Highway on the map was misnamed as Farmington Road.
- Brett Morgan noted it would be interesting to see an analysis segment done more to the west of Hillsboro including Forest Grove, Cornelius, and Hillsboro.
- Carol Chesarek asked if that TV Hwy location near some pretty extensive new development in South Hillsboro and Witch Hazel could be adding trips.
- Tara O'Brien noted that Line 57 on TV Highway has remained one of TriMet's highest ridership routes throughout the pandemic. TriMet's own existing conditions analysis on ridership trends are available now on our Forward Together website: <https://trimet.org/forward/> - Particularly Page 44 of Existing Conditions Report or page 4 of Exec summary. It was noted recommendations in the RTP are currently being done by TriMet to reassess transit demand and refocus service operations that go beyond transit recovery but include safety and corridor analysis.
- Heather Koch shared comments in chat: Re: "providing more diverse travel options", I would like to understand if there is explicit guidance for supporting trail planning and development. That will be fundamental to expanding options and supporting electric bikes and scooters in particular because the road and sidewalk networks do not adequately support those modes. Also, with hybrid schedules, I also wonder based on anecdotal reports if, when people need to commute less often, that means they rely more on SOVs or are more open to exploring travel options since they don't have to potentially commute every day. E.g. will people bike (manual or electric) more or less? And what are new incentives that can be used in this circumstance to encourage folks to use new options. With so much in technical report on e-bikes and scooters I just want to underscore how critical the recommendations for funding and completing trails networks is.

Mr. Rose noted that he'd look for an opportunity to add a focus on trails to the bike- and scooter-related recommendations. We do map the trail network and identify gaps in the trail system during the RTP update, so this is relevant to the RTP.

- Don Odermott noted the disruption caused by COVID that pushed employers to change workspace structures. It was noted that hybrid/telework and on site work locations be worked into this plan, while noting the importance with the travel model the different employee classifications between service sector required at locations vs remote/telework capabilities and their impact on the travel model planning.

Mr. Odermott noted that ODOT and all jurisdictions I've ever worked with design facilities for vehicular travel demand on Tuesdays, Wednesdays, and Thursdays recognizing Mondays and Fridays tend to be measurably lower (higher on Fridays for routes to beach, recreation, etc.). It would be beneficial to screen your data to compare pre and post Covid for only Tuesday, Wednesday, and Thursdays. I also note that employers I have spoken with are requiring teams to be together one to two days per week, which I am hearing always fall in the Tue - Thursday days.

- Glen Bolen noted that recommendations with the transportation plan should incorporate land use elements, using an example with scooters and E-bikes with driveways and roads in design standards. Cities now using land use standards for this could help develop policy language. It was noted the work from home includes breaks for errands and meals, the "20 minute neighborhood" which becomes important with potential changes to travel patterns and impacts on traffic. Mr. Rose added the emerging trends work is expanding work to include land use impacts and will be making follow ups to these recommendations.
- Sarah Iannarone appreciated the valuable work done on this study. It was noted the connection between this study and the previous agenda item on Regional Mobility Policy and the importance to be explicit with the lens in which we apply these analysis. It was suggested that regional use of broadband planning could provide access to high speed internet in future analysis, and possible to put into policy recommendations. It was noted differences in workplace commutes that include onsite/off-site hours and specific employee travel hours. More fine ranged may be needed to study as the data is collected.
- Jaimie Lorenzini asked if you could address the starting assumption that 0% avoided transit in 2019 due to safety and service concerns. That data is listed a few times in packet material. Mr. Eliot noted the variable there is actually "% of former riders" (i.e., who stopped using transit during the pandemic) who do not return due to health/safety concerns). The 2019 value was 0% because there weren't any "former riders" then - not because people weren't concerned about health and safety in 2019.
- Peter Hurley found the scenarios helpful and expected to see changes in the telework trends. It was noted we should attempt to incorporate as much of this into the RTP. It was asked if the correlation between increases in fatalities and serious injury crashes with increases in speed was being studied or planned to do so. Mr. Rose noted the challenge of having crash data lag behind other data to make this correlation. Mr. Hurley added the importance to this with safety issues and encouraged use of date with prioritization with the data we have.
- Carol Chesarek noted the increase in traffic with diversion onto arterial roads near trails. It will be helpful to see the traffic count comparisons before and after the pandemic on this issue.

Regional Freight Delay & Commodities Movement Study (Tim Collins, Metro/ Garth Appanaitis, DKS Associates) The presentation began with reasons for the study and why now. Study findings and policy recommendations will support the 2023 RTP and update the Regional Freight Strategy. The main study objectives were noted. Project Management Team (PMT) and Stakeholder Advisory Committee (SAC) members and organizations were noted.

Policy questions that the study will address:

- What are emerging trends in the freight sector that have certain types of impacts on the transportation system?
- When and how should the public sector play a role in addressing the growth impacts that e-commerce and goods delivery is having?
- Are there new ways to address goods movement performance and what is relevant to know about freight and goods movement?
- What are ways in which the freight sector can reduce greenhouse gas emissions?

Recent major milestones for the Commodities Movement Study have included mapping of 2019 travel data including: daily truck volumes, truck volumes as a % of traffic, average speed and travel times during midday and PM peak. These were shown on regional maps.

The commodities are grouped into 10 categories that include: Agriculture; Chemicals and Fertilizers; Coal, Oil, Waste, etc.; Electronics (including computer microchips); Food; Gravel, Sand, etc.; Machinery; Misc. manufactured goods; Motor Vehicles, etc.; and Wood, Paper, etc. The model looks at commodities moved by trucks on the regional freight network. It was noted the memo in the packet showed a table of 2020 model outputs for the locations on the freight system with the highest daily values (in dollars), and the highest daily tonnage for all 10 categories of goods.

The presentation concluded with next steps in the study:

- Updates to PMT, SAC, and MTAC/TPAC throughout the 22 – 23 month long study
- Prepare future year regional freight modeling outputs for the study to use in Task 4
- Prepare mapping for more data (truck volumes, speeds, travel times) in 19 regional mobility corridors

Comments from the committee:

- Don Odermott asked what the source of the freight data was, and were you able to access shipments of electronic components between locations. Mr. Collins noted the data for the volumes came from the National data, and the travel speeds data from the RIS. They will continue to use supplemental data from ODOT. It was noted the work done to update the Regional Freight Model with much more sophistication modeling capabilities including higher calibration for more accuracy.

Chris Johnson added the data from the National commodity flow data source that is updated every 3-4 years. When asked specifically on data sensors for electronic shipments in freight movement, it was confirmed the National database should be tracking this in their data.

- Gary Albrecht asked if the freight study look at first/last mile connections. Mr. Collins noted they will include the first/last mile connections, but these are limited to distribution centers, not residential deliveries. The level of this connections does not cover e-commerce trips.

- Eric Hesse asked if there was awareness of data sets that could get us to the e-commerce trips information. It was noted the consultants with the study are researching this but it's not planned to be put into the model at this time. Coordination with the emerging trends study with this data will be done.

Mr. Collins noted more analysis on the data and trends tracking will be provided to the committees in the fall.

Adjournment (Vice Chair Leybold)

There being no further business, workshop meeting was adjourned by Vice Chair Leybold at 11:58 a.m.

Respectfully submitted,



Marie Miller, MTAC and TPAC Recorder

Attachments to the Public Record, MTAC and TPAC workshop meeting, June 15, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	06/15/2022	06/15/2022 MTAC and TPAC workshop meeting agenda	061522M-01
2	Work Program	6/8/2022	TPAC work program as of 6/8/2022	061522M-02
3	Work Program	6/8/2022	MTAC work program as of 6/8/2022	061522M-03
4	Draft minutes	04/20/2022	Draft minutes from MTAC/TPAC April 20, 2022 workshop	061522M-04
5	Memo	6/8/2022	TO: MTAC, TPAC and Interested parties From: Kim Ellis, Metro Project Manager, Lidwien Rahman, ODOT Project Manager, Glen Bolen, ODOT Region 1 RE: Regional Mobility Policy Update: Revised Draft Policy, Measures, Targets and Action Plan	061522M-05
6	Attachment 1	6/8/2022	MEMO TO: TPAC, MTAC and interested parties From: Susan Wright, PE, Kittelson & Associates, Inc. Darci Rudzinski, MIG APG RE: Task 8.1: Updated "Discussion Draft" Mobility Policy	061522M-06
7	Attachment 2	N/A	Attachment 2 - VMT/Capita Reduction Target Example	061522M-07
8	Attachment 3	April 2022	REGIONAL MOBILITY POLICY UPDATE Practitioners Forum 3 Summary Report	061522M-08
9	Attachment 4	6/7/2022	REGIONAL MOBILITY POLICY UPDATE PROJECT TIMELINE AND 2022 ENGAGEMENT SCHEDULE	061522M-09
10	Memo	6/7/2022	TO: MTAC, TPAC and Interested Parties From: Eliot Rose, Senior Transportation Planner RE: Emerging Transportation Trends draft final report: technical memo	061522M-10
11	Report	N/A	Emerging Trends Study Draft Executive Summary	061522M-11
12	Memo	06/08/2022	TO: MTAC, TPAC and Interested Parties From: Tim Collins, Senior Transportation Planner (Regional Freight Planner) RE: Commodities Movement Study - Materials for the June 15th MTAC/TPAC workshop	061522M-12
13	Presentation	06/15/2022	Regional mobility policy update	061522M-13
14	Presentation	06/15/2022	Emerging transportation trends: draft final results	061522M-14
15	Presentation	06/15/2022	Regional Freight Delay and Commodities Movement Study	061522M-15