



# Meeting minutes

Meeting: **Metro Technical Advisory Committee (MTAC) meeting**

Date/time: Wednesday January 19, 2022 | 9:30 a.m. to 12:00 p.m.

Place: Virtual video conference call meeting via Zoom

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## **Members Attending**

Tom Kloster, Chair  
Raymond Eck  
Scot Siegel  
Colin Cooper  
Aquilla Hurd-Ravich  
Katherine Kelly  
Jamie Stasny  
Adam Barber  
Chris Deffebach  
Glen Bolen  
Laura Kelly  
Cindy Detchon  
Nina Carlson  
Brittany Bagent  
Brett Morgan  
Ramsay Weit  
Ryan Makinster  
Andrea Hamberg

## **Affiliate**

Metro  
Washington County Citizen Representative  
Largest City in Clackamas County: Lake Oswego  
Largest City in Washington County: Hillsboro  
Second Largest City in Clackamas County: Oregon City  
City of Vancouver  
Clackamas County  
Multnomah County  
Washington County  
Oregon Department of Transportation  
Department Land Conservation and Development  
North Clackamas School District  
Service Providers: Private Utilities, NW Natural  
Public Economic Dev. Org: Greater Portland, Inc.  
Land Use Advocacy Organization: 1000 Friends of OR  
Housing Affordability Organization  
Home Builders Association of Metropolitan Portland  
Public Health & Urban Forum: Multnomah County

## **Alternate Members Attending**

Terra Wilcoxson  
Laura Terway  
Chris Damgen  
Kevin Cook  
Theresa Cherniak  
Anne Debbaut  
Brendon Haggerty

## **Affiliate**

Largest City in Multnomah County: Troutdale  
Clackamas County: Other Cities, Happy Valley  
Multnomah County: Other Cities, Troutdale  
Multnomah County  
Washington County  
Department of Land Conservation and Development  
Public Health & Urban Forum: Multnomah County

## **Guests Attending**

Barbara Fryer  
Schuyler Warren  
Mike Weston  
Mandy Putney  
Garet Prior  
MJ Jackson  
Brooke Jordon  
Heather Willis  
Chelsey  
Cody Field

## **Affiliate**

City of Cornelius  
City of Tigard  
City of King City  
Oregon Department of Transportation  
Oregon Department of Transportation  
WSP  
WSP  
WSP  
Metland Group  
City of Tualatin

Mike Mason  
Ted Laubbe

Oregon Department of Transportation  
UGI

### **Metro Staff Attending**

Kim Ellis, Principal Transportation Planner  
Ted Reid, Principal Transportation Planner  
Christine Rutan, Senior GIS Specialist  
Thaya Patton, Senior Researcher & Modeler  
Joe Broach, Senior Researcher & Modeler  
Marne Duke, Senior Regional Planner

Tim O'Brien, Principal Transportation Planner  
Matthew Hampton, Sr. Transportation Planner  
Al Mowbray, Senior GIS Specialist  
Clint Chiavarini, Senior GIS Specialist  
John Mermin, Senior Transportation Planner  
Marie Miller, TPAC & MTAC Recorder

### **Call to Order, Quorum Declaration and Introductions**

Chair Tom Kloster called the meeting to order at 9:30 a.m. Introductions were made. A quorum was declared. Zoom logistics and meeting features were reviewed for online raised hands, finding attendees and participants, and chat area for messaging and sharing links.

### **Comments from the Chair and Committee Members**

- **Committee member updates from Metro and Region (all)**  
Glen Bolen noted the current Safe Routes to School (SRTS) application funding with the link in chat: <https://www.oregonsaferoutes.org/find-funding/> ODOT has planners on contract in the region that can help identify projects and find funding resources, which is especially important now with travel changes on roads during school times.

It was announced the Oregon Transportation Commission was meeting the next day to discuss Infrastructure Investment and Jobs Act (IIJA) funding scenarios. They were scheduled to discuss funding categories similar to STIP allocations and ways funding can be leveraged, including climate planning. For interest in attending and providing testimony registration is required on the OTC website.

Ramsay Weit asked we could have an update on the I-5 expansion project and school funding issue related to this. It was suggested to contact Megan Channell, Rose Quarter Project Director to provide the update at a future committee meeting. Staff will follow up on this.

- **Fatal crashes update (John Mermin)** The December 2021 fatal crashes update was provided by John Mermin on behalf of Lake McTighe. As of the 12/28/21 ODOT fatal crash report and available police notices, 131 people have died in car crashes (an average of 11 people a month) in the three counties. Statewide, 581 people have died in traffic crashes (an average of 48 people a month). Chair Kloster added an updated Safety Report would be presented by Ms. McTighe soon addressing recommended action.
- **Update on Climate Friendly Equitable Rulemaking (Kim Ellis)** Ms. Ellis reviewed the upcoming summary of remaining activities in the Climate-Friendly and Equitable Communities Rulemaking, including activities of the Rulemaking Advisory Committee (RAC) and the Land Conservation and Development Commission (LCDC). New requirements have been added to the last draft rules which Metro is reviewing for how this applies to the region. Ted Reid shared the climate rulemaking packet link in chat:  
[https://www.oregon.gov/lcd/LAR/Pages/CFEC.aspx?utm\\_medium=email&utm\\_source=govdeli](https://www.oregon.gov/lcd/LAR/Pages/CFEC.aspx?utm_medium=email&utm_source=govdeli)  
[very](#)

Colin Cooper noted the region is still reviewing the draft rules and asked for clarification on the 'delegated authority' pertaining to the new requirements. Ms. Ellis noted one of the new provisions now provide Metro and local governments with a required work program, with the DLCD Commission approval deadline the end of this year, explaining how development work would be conducted in the region. A second provision be for at least one element of the work program activity to be completed by Dec. 31, 2023, which would be addressed at the same time as the RTP update adoption date. The development of the work program requires coordination between Metro and local governments, which is still unclear on details and specifics.

Scot Siegel noted that League of Oregon Cities offered to pool together and host briefings for elected officials on the CFEC rulemaking ahead of the DLCD hearings.

- **Oregon Transportation Plan online open house** (Glen Bolen, ODOT) It was announced that ODOT was holding an online open house with the development of the Oregon Transportation Plan currently underway. Adoption of the plan will be approved in roughly one year. The link to the open house was shared in chat: <https://odotopenhouse.org/oregon-transportation-plan-update>
- **2022 MTAC overview of meetings/workshops** (Chair Kloster) The MTAC 2022 work program and list of committee meetings was noted in the meeting packet. Chair Kloster noted that if members would like to learn of other subjects or topics not currently listed on the work program they are welcome to contact himself or Marie Miller with these requests. Because of the amount of work for committee review and input this year, MTAC meetings may start at 9:30 rather than 10:00 a.m. Notice of any changes will be given ahead of scheduled meetings.

**Public Communications on Agenda Items** - none

**Consideration of MTAC minutes November 17, 2021 meeting**

**MOTION: To approve minutes from November 17, 2021 meeting**

Moved: Nina Carlson

Seconded: Colin Cooper

**ACTION: Motion passed with one abstention: Laura Kelly.**

**2018 Regional Transportation Plan (RTP) Amendment 21-1467; I-205 Tolling Project (Preliminary Engineering) – Discussion and Feedback to MPAC** (Kim Ellis, Metro/ Mandy Putney and Garet Prior, ODOT) Kim Ellis provided background information on the amendment. Because of committee meeting schedules, feedback will be asked at the MPAC meeting next week, with MTAC feedback and considerations provided by MTAC from today's meeting. It was noted the latest draft of the amendment has been revised from input provided by jurisdictions and public comments, provided in the current meeting packet.

Comments from the committee:

- Aquilla Hurd-Ravich asked for clarification on MPAC not being asked to take formal action at the meeting next week. Ms. Ellis confirmed MPAC would be a discussion only. MPAC will be asked to consider action on the amendment at the MPAC February meeting.

- Chris Deffebach asked for clarification on providing MPAC land use input without recommendation. Chair Kloster noted that recommendations were preferred but not required. MTAC may provide MPAC their input with concerns and considerations on the amendment.

Mandy Putney noted that adjusted amendment language based on feedback by Clackamas and Multnomah County during the 45-day comment period have been added to provide clarity with the amendment. The request for one-month schedule adjustment on how to use discretionary funds as part of the infrastructure package was answered by the Oregon Transportation Commission decision, that program funds can move parallel with amendment program process and in the future projects would be able to use program funds if available. The request for funds for the NEPA analysis is funding allocated last March by OTC. MTIP programming must follow RTP amendment approval first. Following questions received at MPAC and county committees, a preview of some preliminary analysis has been included in today's presentation.

Garet Prior began the presentation with public engagement opportunities for the project. It was noted what the amendment funded:

- Continue planning for tolling implementation in Oregon
- Conduct inclusive, equitable community engagement
- Further analysis on diversion and potential mitigation for impacts
- Develop potential multimodal strategies
- Develop low-income toll rate strategies
- Complete Environmental Assessment with partner agency and public input and engagement
- Develop the tolling gantries preliminary design for I-205
- Conduct traffic and revenue study to understand funding potential and schedule for construction of I-205 improvements

Questions had been raised on why the I-205 Tolling Project was advancing before the Regional Mobility Pricing Project. Reasons were given as construction of the I-205 Improvements Project begins this year and toll revenue is needed to complete the full project, Federal approval for the I-205 Toll Project is needed to keep the I-205 Improvements Project on schedule, and the I-205 Toll Environmental Assessment is already underway; RMPP requires additional analysis and planning before starting NEPA and additional time for the final US DOT decision.

Asked what happens if we delay the I-205 tolling project, answers were given as the inability to reduce congestion, or improve reliability and safety because I-205 Improvements Project will not be implemented, and I-205 Improvement costs increase, likely resulting in a higher toll. Information on various I-205 toll project environmental assessment elements were described.

Rationales for tolling and invest, as opposed to doing nothing were given:

- Diversion: majority of rerouting occurring during off peak commute hours
- Improved freight reliability saves \$3.9 million (discounted) annually
- Hours of congestion: reduced from over half the day to about two hours
- Over 50% decrease in PM northbound travel time and about 25% decrease in AM southbound travel time on I-205; about 40% decrease in average freight travel time

RTP priority policy outcomes with tolling and invest, as opposed to doing nothing were given:

**Equity:** Increased accessibility to jobs, community places and medical facilities for Equity Framework communities and impacts to low-income drivers mitigated via income-based toll policy and transportation options

**Safety:** Decreased crashes at 27 intersections, and fewer crashes on most corridors.

**Climate:** VMT decreases by 129,500 vehicle miles, decreased GHG emissions by 19,300 metric tons/year, and decreased energy consumption by 200,200 mmBtu/year.

**Congestion:** Decreased travel times for I-205 and some arterial corridors, travel time variability for I-205 reduced from 12 minutes to 4 minutes for NB PM peak, improving reliability of trip time by 133%, and annual freight cost savings of \$3.9 million (discounted) due to improved reliability.

Next steps were outlined.

- Coordinating with people who are most impacted, the Equity and Mobility Advisory Committee, and transit service and transportation option providers to identify mitigation measures to offset potential impacts
- Mitigation measures and the full analysis is published for public comments as a draft Environmental Assessment in June-July 2022
- Income based toll setting draft report available for review summer 2022

Comments from the committee:

- Jamie Stasny noted the difficulty with this issue and acknowledged ODOT's work with Clackamas County on answering questions and concerns. It was noted that in the current proposal regional alignment is challenging given only 2 opportunities for JPACT to add input in the process. Without formal agreement with local jurisdictions in the engagement process it makes it hard to move forward.

Given the precedent process with the PE phase and environmental assessment with timing of RTP amendment and the RMMP, more certainties from ODOT were requested around key policy decisions. It was noted many regional coordination work happening that are working toward consensus. While Clackamas County supports congestion pricing approach with funding decisions that are sustainable with future projects, this amendment however provides uncertainty on future tolling affects and impacts to be implemented. Asked to clarify on regional coordination, Ms. Stasny noted the engagement and input from Counties and Cities from Metro have been provided to OTC and other policy makers for their consideration.

- Scot Siegel noted that Lake Oswego and others in Clackamas County affected by the project had concerns about tolling, and separate from tolling the rebuilding of the Abernathy Bridge project. It was felt tolling on I-205 was premature, and a regional analysis should be done first. ODOT's preclusion to this amendment involves having modeling results showing diversion with drivers taking other roads that impact residents, neighborhoods and businesses. It was suggested the modeling should be known before the NEPA analysis with alternate routes, transit, capital investments and other elements. Looking at this issue in a systematic way and not just I-205 corridor was suggested.

It was noted of the strong public opposition to the project, given the lack of understanding. Mr. Siegel noted ODOT's mention of "lack of understanding is one of the largest threat to the project". The absence of alternative routes, and lack of infrastructure needed to shift trips to pedestrian and transit routes was noted. Diversion will affect those populations with the greatest need to transportation. Mr. Siegel added his City Council adopted a resolution the day before aligned with the C4 calling for completion of Regional Mobility Pricing Project for a decision on the I-205 and construction of the Abernathy Bridge with other funds.

Chair Kloster proposed recommendation concerns and policy considerations presented to MPAC from this discussion. Comments given were reviewed. It was encouraged to have members provide comments to JPACT as well.

- Mandy Putney appreciated the feedback. Noting that not all information was known yet, but ODOT was keeping track of the questions and have a process to find answers to provide them. It was noted of the budget issue with the project if not able to do the work on the project. Ms. Putney noted this project following usual planning that jurisdictions follow to transportation planning and environmental analysis, where program funding is planned accordingly.

It was noted that tolling/pricing is new to the region, and know it is the future and coming. Several agency and jurisdictional coordination work has been done. Communications, public relations and community engagements continue to inform the public on the project. It was noted that three more years are needed before the I-205 tolling starts; we have time to do the analysis and build off that to build the tolling policies before we get to the implementation.

All the policies to be developed by the state and OTC will be done as part of public participation. They will be transparent and clear on expectations, plans and timelines. The full amount of the project is \$700 million; that money does not exist in its' entirety at this point. ODOT will continue to pursue Federal grants and other funding options. A clear legislative and OTC direction to ODOT makes it imperative to move the project forward.

- Several comments were shared in chat:  
From Mandy Putney: We are starting to share diversion information this month, starting with the C4 diversion subcommittee meeting today at noon. We'll have webinars, videos, online information over the next month's so folks can understand the data and start thinking about mitigation options for the intersections that will need it.

Detailed revenue analysis for the I-205 Toll project will occur after NEPA is complete. We need that analysis before determining how much revenue will be available, but we already know that funding the improvements on 205 is the priority. We will work to be clearer about next steps.

From Scot Siegel: Please put diversion and absence of information concern first.

- Jamie Stasny wanted to have two more policy considerations added to the list. One, Diversion; what is the definition and process for this, what part do local jurisdiction have in the process

and commitment with local decisions are identified, and having ongoing monitoring in the system as population changes, planning updates are made, revenue changes and funding decisions are made. Two, Transparency; with so many planning documents and updates, having transparency around the whole financial process is needed.

- Colin Cooper noted Hillsboro's partnership with ODOT and support of finding long-term mobility solutions, and with support of the I-205 Bridge widening project, with congestion management with revenues /tolling funding for the future. Hillsboro City Council directed staff to write a letter to OTC recommending finding ways to adjust budgets that keep the PE phase of the project moving forward, while looking for a more democratic approach to diversion issues.
- Aquilla Hurd-Ravich echoed Jamie Stasny comments. It was noted that in order for Oregon City elected to support tolling in all sections of I-205 they need to understand the need with the whole system, not just one section of the project. Understanding timing when we discuss diversion, when we get to comment on that, and what our decision making roles are is important. Funding that will help make improvements with these decisions is needed.
- Chris Deffebach appreciated the discussion and information provided. There is a need for more understanding on implications from delaying the project regarding funding planned. New funding coming to the region with the Infrastructure bill, with five years since HB 2017 was passed and several studies happening on multiple projects is a concern if prior funding commitments are diverted. It was noted that the RMPP project and NEPA analysis have different purposes that may differ on process and need for coordination. Looking beyond NEPA we are setting structure standards moving forward and need guidance and direction. Having information on how tolling authorities work is needed.
- Colin Cooper noted for ODOT and Metro modeling staff to map diversion beyond proximity data with future presentations and reports.

Chair Kloster reviewed input and comments shared from MTAC. With confirmations from members, it was proposed to have the following sent to MPAC by staff for their Jan. 26, 2022 meeting as additional slides presented by ODOT, which provided feedback from MTAC on the 2018 Regional Transportation Plan (RTP) Amendment 21-1467; I-205 Tolling Project (Preliminary Engineering) discussion. Further comments and feedback to MPAC, JPACT and ODOT can be sent to their staff/members directly.

### **Slide 1 - MTAC Recommendation**

- Metro staff has recommended approval for this amendment based on a review of consistency with RTP policy
- MTAC has reviewed the proposal and due to calendar constraints was not able to make a formal recommendation to MPAC
- In lieu of a formal recommendation, MTAC has identified six policy concerns for MPAC to consider

### **Slide 2 - MTAC Policy Considerations**

- Future opportunity for local input and ability to influence the project
- Importance of "getting this right" as the region's first effort to implement congestion pricing
- Understanding the broader significance of tolling as a new revenue source in the region
- Risk of the larger RMPP project not moving forward to complement this project

- Data on the performance and implications of the project is just beginning to be available
- More clarity will be needed on how diversion to local streets will be addressed

*Note: Order of agenda changed from agenda posted.*

**Title 11 Concept or Comprehensive Planning project update – Introduction** (Tim O'Brien, Metro)

Tim O'Brien provided an overview of the concept and/or comprehensive planning in urban areas that cities are required to have either before adding to the urban growth boundary area, or once added to the UGB, depending on the specific plan. Following this third presentation in a series to MTAC, King City is presenting their comprehensive plan with the King City Kingston Terrace project.

**King City Kingston Terrace Comprehensive Planning** (Michael Weston, City of King City) Mr. Weston began the presentation with an overview of the project and timeline of the master plan. From many outreach and community engagement presentations, visions and goals were identified.

The Kingston Terrace Master Plan Vision includes:

- A vibrant, walkable, and complete community where every day needs are easily accessible
- Housing choice and affordability for all current and future residents
- Safe, efficient, convenient, and reliable transportation choices to enhance connectivity and minimize automobile dependency
- Protection of environmentally sensitive lands and retention of healthy ecosystems
- The efficient and equitable provision of infrastructure and associated costs

Natural System goals include:

- Connect the KTMP area physically and figuratively to the Tualatin River and Wildlife Refuge, creating accessibility for all residents.
- Maintain and integrate wildlife migration corridors and make accommodations for sensitive species in the KTMP area.
- Work with partner organizations to conserve and restore watershed health.
- Create parks, green spaces, and recreation choices in each neighborhood, with a connected trail system.
- Mitigate impacts or restrict development on environmentally sensitive areas, including wetlands and creeks.

Land Use goals include:

- Create a mixed-use area with neighborhood-serving commercial.
- Provide a mix of housing for a wide range of household types, incomes, and needs, prioritizing affordability.
- Incorporate civic amenities, parks, and natural areas within the KTMP area.
- Draw on agricultural tradition to encourage new programs, community activities, and events.
- Focus on communities of concern, especially the senior community.
- Concentrate growth near existing commercial nodes and protect environmentally sensitive areas.

Mobility goals include:

- Prioritize a connected, safe, and accessible active transportation network throughout the KTMP area.
- Connect the transportation network to existing King City neighborhoods and surrounding jurisdictions.
- Create an east-west connector for local traffic.
- Support an innovative and adaptable transportation network for the future.

Public Utilities and Service goals include:

- New transportation and utilities infrastructure should be smart, green, and coordinated both locally and regionally.
- Plan for two phases of infrastructure development with more immediate development in the west and more incremental development in the eastern portion of the KTMP area.
- Integrate stormwater management and use best practices for stormwater management and mitigation.
- Reduce runoff and heal erosion.
- Allocate infrastructure costs equitably.

Preliminary design concepts were shown with main street/town center intersection and parks and open spaces. The study purpose would identify and evaluate the future street network for the KTMP area, conduct a more detailed assessment of a range of alignment alternatives for east/west multimodal connectivity, identify the preferred course of action which may include more than one alignment alternative to provide options for both vehicular and active transportation users, with options that may be combined or mutually exclusive.

The map shown identified 180 acres along the Tualatin River that could provide parks and access to nature areas. Currently planning is being completed on the Transportation Network Alternatives plan with the Master Plan adoption process expected to be completed this summer of 2022.

**2023 Regional Transportation Plan (RTP) Update Vision and Priority Outcomes - Discussion** Kim Ellis, Metro) Kim Ellis provided an update on the scoping process and sought feedback on the 2018 RTP vision and priority outcomes. From September 2021 to early 2022 the project team is developing the work plan and engagement plan that will guide the update for consideration by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. The work plan and engagement plan will be shaped by technical work and input from regional and local decision makers, business and community leaders, and members of the public as part of the scoping phase that began in October 2021.

Early research and engagement activities have focused on identifying transportation trends and challenges affecting the quality of life in the region, priorities for the update to address, and ways to engage local, regional and state public officials and staff, community and business leaders and members of the public in shaping the updated plan. Scoping engagement activities will continue in early 2022 to seek feedback on the vision and priorities for the future transportation system, topics to

be the focus of the technical work and policy discussions and ideas for how best to engage public officials, community and business leaders and the public in shaping the updated plan.

A schedule of the scoping engagement activities and Metro Council and regional advisory committee discussions was outlined. More information will be presented in February at the MTAC/TPAC workshop, and MTAC will be asked to make recommendation to MPAC on the work plan and engagement plan in March.

Comments from the committee:

- Andrea Hamberg expressed interest in safety goals, noting of the increase in traffic fatalities in Multnomah County the past two years. Interest in support of active transportation policies and strategies to reach greenhouse reduction goals with carbon emission reductions was noted. It was hoped this new RTP cycle would provide additional project level support with priority selections with the goals identified.
- Glen Bolen noted with upcoming meetings online they are a 2-way street with conversations, and looked forward to more interactions from tools such as polling and new/emerging online tools with the meetings.

**Adjournment**

There being no further business, meeting was adjourned by Chair Kloster at 11:54 a.m.

Respectfully submitted,



Marie Miller, MTAC Recorder

Attachments to the Public Record, MTAC meeting January 19, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	1/19/2022	1/19/2022 MTAC Meeting Agenda	011922M-01
2	Memo	12/7/2021	TO: MTAC members and interested parties From: Marie Miller, staff RE: 2022 Metro Technical Advisory Committee (MTAC) Meeting Schedule	011922M-02
3	MTAC Work Program	1/12/2022	MTAC Work Program	011922M-03
4	Memo	01/06/2022	TO: MTAC members and interested parties From: Lake McTighe, Regional Planner RE: December 2021 fatal crash update	011922M-04
5	Slide	01/19/2022	Dec 2021 fatal crash report Clackamas, Multnomah and Washington Counties*	011922M-05
6	Handout	01/11/2022	Climate-Friendly and Equitable Communities Rulemaking Advisory Committee MEETING 11	011922M-06
7	Meeting Minutes	11/17/2021	Meeting minutes from MTAC Nov. 17, 2021	011922M-07
8	Ordinance 21-1467	N/A	Ordinance 21-1467 FOR THE PURPOSE OF AMENDING THE 2018 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE PRELIMINARY ENGINEERING PHASE OF THE I-205 TOLL PROJECT, AND TO CLARIFY THE FINANCIAL CONNECTION OF THE I-205 TOLL PROJECT TO THE I-205 IMPROVEMENT PROJECT	011922M-08
9	Exhibit A to Ordinance 21-1467	N/A	Exhibit A to Ordinance No. 21-1467 2018 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT	011922M-09
10	Exhibit B to Ordinance 21-1467	N/A	Exhibit B to Ordinance No. 21-1467 Summary of Comments Received and Recommended Actions	011922M-10
11	Staff Report to Ordinance 21-1467	N/A	Staff Report to Ordinance 21-1467	011922M-11
12	Attachment 1	1/4/2022	Coordinated Timeline for Proposed I-205 Toll Project Amendments	011922M-12
13	Attachment 2	Sept. 22, 2021	Attachment 2 to Staff Report to Ordinance No. 21-1467, Supporting Information	011922M-13
14	Attachment 3	11/23/2021	Attachment 3 to Ordinance No. 21-1467, Public Comment Report	011922M-14
15	Memo	1/12/2022	TO: MTAC members and interested parties From: Kim Ellis, Principal Transportation Planner RE: 2023 Regional Transportation Plan (RTP) – Vision and Priority Outcomes	011922M-15

<b>Item</b>	<b>DOCUMENT TYPE</b>	<b>DOCUMENT DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
16	Attachment 1	N/A	Attachment 1 - 2018 Regional Transportation Plan (RTP) Vision and Priority Outcomes	011922M-16
17	Attachment 2	N/A	Attachment 2 – Scoping Schedule	011922M-17
18	Presentation	01/19/2022	I-205 Toll Project: Regional Transportation Plan (RTP) Amendment	011922M-18
19	Memo	1/19/2022	TO: MTAC members and interested parties From: Tom Kloster, MTAC Chair RE: Takeaways from 2018 Regional Transportation Plan (RTP) Amendment 21-1467; I-205 Tolling Project (Preliminary Engineering) Discussion and Feedback to MPAC	011922M-19
21	Presentation	1/19/2022	2023 Regional Transportation Plan update	011922M-21
22	Presentation	1/19/2022	KINGSTON TERRACE MASTER PLAN	011922M-22