

# Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC)**  
Date/time: Friday April 7, 2023 | 9:00 a.m. to 12:00 p.m.  
Place: Virtual online meeting via Web/Conference call (Zoom)

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**Members Attending**

Tom Kloster, Chair  
Karen Buehrig  
Allison Boyd  
Chris Deffebach  
Lynda David  
Eric Hesse  
Jaimie Lorenzini  
Jay Higgins  
Mike McCarthy  
Tara O'Brien  
Chris Ford  
Laurie Lebowsky-Young  
Lewis Lem  
Bill Beamer  
Ellie Gluhosky  
Andre Lightsey-Walker  
Danielle Maillard  
Indi Namkoong  
Katherine Kelly

**Affiliate**

Metro  
Clackamas County  
Multnomah County  
Washington County  
SW Washington Regional Transportation Council  
City of Portland  
City of Happy Valley and Cities of Clackamas County  
City of Gresham and Cities of Multnomah County  
City of Tualatin and Cities of Washington County  
TriMet  
Oregon Department of Transportation  
Washington State Department of Transportation  
Port of Portland  
Community member at large  
OPAL Environmental Justice Oregon  
The Steet Trust  
Oregon Walks  
Verde  
City of Vancouver

**Alternates Attending**

Jamie Stasny  
Sarah Paulus  
Dayna Webb  
Gregg Snyder  
John Serra  
Neelam Dorman  
Glen Bolen  
Danielle Casey

**Affiliate**

Clackamas County  
Multnomah County  
City of Oregon City and Cities of Clackamas County  
City of Hillsboro and Cities of Washington County  
TriMet  
Oregon Department of Transportation  
Oregon Department of Transportation  
Federal Transit Administration (FTA)

**Members Excused**

Karen Williams  
Jasia Mosley  
Jasmine Harris  
Rob Klug  
Shawn M. Donaghy  
Ned Conroy

**Affiliate**

Oregon Department of Environmental Quality  
Community member at large  
Federal Highway Administration  
Clark County  
C-Tran System  
Federal Transit Administration

Rian Sallee

Washington Department of Ecology

**Guests Attending**

Amanda Howell  
Ann Ober  
Bryan Graveline  
Camilla Dartnell  
Chris Smith  
Dave Roth  
Jean Senechal Biggs  
Jessica Engelmann  
Jessica Pelz  
Jonathan Maus  
Laura Terway  
Matthew Hall  
Max Nonnamaker  
Nick Fortey  
Rye Baerg  
Will Farley  
Zoie Wesenberg

**Affiliate**

Oregon Department of Transportation  
City of Milwaukie  
Portland Bureau of Transportation  
Kittelson & Associates  
  
City of Tigard  
City of Beaverton  
City of Beaverton  
Washington County  
Bike Portland  
City of Happy Valley  
WSP  
Multnomah County  
Federal Highway Administration  
Oregon Department of Transportation  
City of Lake Oswego  
WSP

**Metro Staff Attending**

Alex Oreschak, Andrea Pastor, Caleb Winter, Clint Chiavarini, Connor Ayers, Dan Kaempff, Daniel Audelo, Eliot Rose, Grace Cho, Grace Stainback, Jodie Kotrlik, John Mermin, Kate Hawkins, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Matthew Hampton, Molly Cooney-Mesker, Noel Mickelberry, Ted Leybold, Thaya Patton

**Call to Order, Declaration of a Quorum and Introductions**

Chair Kloster called the meeting to order at 9:00 a.m. Introductions were made. A quorum of members present was declared. Reminders where Zoom features were found online was reviewed. A reminder was given to let us know if, as alternate member attending in place of a member to be placed as a panelist. Input was encouraged for providing safe space for everyone at the meeting via the link in chat. Comments would be shared at the end of the meeting.

**Comments from the Chair and Committee Members**

- **Announcement of Chris Deffebach (Washington County), TPAC & MTAC member retirement** (Chair Kloster) Chair Kloster announced that Chris Deffebach, TPAC member from Washington County, was retiring at the end of April. Photos from Metro work years were shared. Members of TPAC and staff acknowledged the project work and regional efforts that were provided with best wishes for retirement. Ms. Deffebach thanked everyone for their comments.
  
- **Updates from committee members around the region** (Chair Kloster)
  - Chris Ford noted a letter sent from ODOT that was to be included in the April 19 MTAC/TPAC workshop packet. This addresses further suggested changes, edits and input on the RTP Chapter 3. The committee was encouraged to read the letter and add comment at the workshop meeting.

- Neelam Dorman announced the Institute of Transportation Engineers (ITE) Annual Meeting Conference in Portland, held at the Oregon Convention Center August 13-16. The theme for the conference is Connecting People and Communities. Information on registration, the conference program and membership was shared with links in chat: ITE conference: <https://www.iteannualmeeting.org/>  
ITE Planner 2023 Free Membership: <https://www.ite.org/membership/transportation-planning-professionals/>
- Tara O'Brien announced the Better Red Project is underway. MAX service disruption will be happening between Lloyd and Gateway due to construction. Information on this can be found via this link shared: Upcoming MAX service disruptions to be aware of starting April 16th: <https://trimet.org/alerts/apr2023/index.htm> The TriMet budget proposes to restore some service closer to pre-pandemic levels. More hours of service will begin in summer and fall.
- Eliot Rose announced information on the Climate Pollution Reduction Grants program from the Environmental Protection Agency. This two-staged grant program provides funding of \$250 million for noncompetitive planning grants, with \$3 million allocated to Oregon and \$1 million to Metropolitan Statistical Area (not quite aligned to Metro's boundaries). Through recent listening sessions with EPA, Metro staff and partners have gained information on the eligibility, grant requirements and timelines to work on coordination for aligning resources in which to apply. The link for information was shared in chat: <https://www.epa.gov/inflation-reduction-act/climate-pollution-reduction-grants> The committee is encouraged to contact Mr. Rose for further information.
- **Monthly MTIP Amendments Update** (Ken Lobeck) Chair Kloster referred to the memo in the packet on the monthly submitted MTIP formal amendments submitted from the end of February 2023 through March 2023. Questions on the memo can be directed to Mr. Lobeck.
- **Fatal crashes update** (Lake McTighe) The monthly fatal crash report for Clackamas, Multnomah and Washington Counties was provided. There have been 16 fatalities since the last report to TPAC; 32 traffic fatalities in 2023 in Clackamas, Multnomah and Washington Counties. Nearly half pedestrians (15), 1 motorcycle, no bicycle crashes. 13% Clackamas, 50% Multnomah, 34% Washington. Statewide - 117 traffic fatalities: 74% vehicle occupants, 22% pedestrians. 2 bicycle, 3 motorcycle. A podcast link from BikePortland was shared on why reading names of crash victims matter: <https://bikeportland.org/2023/03/23/why-reading-names-of-crash-victims-matters-371804>

**Public Communications on Agenda Items** – none received

**Consideration of TPAC Minutes from March 3, 2023**

Minutes from TPAC March 3, 2023 were approved by majority vote of the committee.

Abstaining: Chris Ford and Jaimie Lorenzini

**Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 23-5325** (Ken Lobeck, Metro) As presented, the April FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle contains three projects. All three are new projects being added to the 2021-24 MTIP. The Clackamas County Kellogg Dam Restoration project involves

adding the Preliminary Engineering phase to the 2021-24 MTIP based on a \$15 million National Oceanic and Atmospheric Administration (NOAA) fish passage restoration grant which includes bridge structure/replacement work to OR99E/SE Mcloughlin Blvd over Kellogg dam. The two remaining projects represent 2024-27 STIP projects being advanced to FFY 2023 to add the PE. This will allow both to initiate the PE phase early. These projects are the US26: Safety Enhancements at Stone Road (Clackamas County) and Inner Powell Safety Enhancements.

**MOTION: To provide JPACT an approval recommendation of Resolution 23-5325 to add the three new projects to the 2021- 24 MTIP.**

Moved: Jaimie Lorenzini

Seconded: Chris Ford

**ACTION: Motion passed unanimously.**

**2023-24 Unified Planning Work Program (UPWP) Resolution 23-5317** (John Mermin, Metro) The presentation of the proposed 2023-24 Unified Planning Work Program (UPWP) included highlights of changes from TPAC input and 3/6 Interagency Consultation.

- Added new project narratives for Washington County’s Council Creek Trail and Portland’s I-5 Rose Quarter Reconnecting Communities Grant
- Clarified TriMet is planning for service upgrades for both bus and MAX as part of Forward Together 2.0
- Clarified status of SW Corridor to “positioning project for federal funds” and that FTA grant for Equity Development Strategy is source of funding in FY23-24
- Pushed back expected starting date of First & Last Mile study, reduced budget to be spent in FY2023-24, and clarified that focus is “suburban” not “rural” and the work will build on local plans
- Safe Streets For All (SS4A) Grant milestones added and corrected, with project IGAs and kick-off moved from Q4 to Q1
- Clarified that Better Bus program will conduct systemwide analysis to consider integration of future FX corridors into the transit system
- Moved map of region from appendix to Metro Overview section
- Clarified discussion of regional boundaries
- Clarified that Regional Transportation Functional Plan will be updated in response to CFEC and 2023 RTP in Transportation Planning narrative
- Specified specific pollutants being tracked and provided hyperlink to SIP (State Implementation Plan) in Air Quality Program narrative.
- Changed "personal" to "personnel" services in budget tables for ODOT and locally led projects
- Updated budgets in Metro led projects to reflect approved budget
- Clarified how much of the Sunrise Gateway visioning project budget expected to go to consultants

Comments from the committee:

- Karen Buehrig recommended that from page 14 of the description of different boundary maps followed by the map page that urbanized area boundaries was hard to find. It was recommended to check that all areas described are shown on the map with names that match.
- Chris Ford and Chris Deffebach acknowledged the incorporation of input from jurisdictions and agencies, the adequate time for review, and formatting of the document easier to read.
- Lynda David noted the Southwest Washington Regional Transportation Council will make its recommendation of their UPWP to their Board at the April meeting, with adoption passed at their May 2 Board meeting.

**MOTION: Approve Resolution No. 23-5317 adopting a UPWP for the Fiscal Year 2023-24 and certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements.**

Moved: Chris Deffebach

Seconded: Tara O'Brien

**ACTION: Motion passed unanimously.**

**Carbon Reduction Program – Introduce Allocation Proposals** (Ted Leybold & Grace Cho, Metro) Mr. Leybold provided background information on where investment funds from the Bipartisan Infrastructure Law (BIL) were formulated and allocated, with Federal objectives and requirements. Carbon Reduction Program (CRP) Funds allocated statewide for Oregon total \$29.8M. Currently we are in the development of allocation period, coordinating with the State, evaluating options to policy direction and selecting priority investments.

For the CRP in the Portland region the opportunity to implement the Climate Smart Strategy could provide an estimated \$18.8 million (5-year total) funding investment to carbon reduction projects and implementation. CRP proposed investment areas are strategies for transit, active transportation, and system management and operations.

Draft options were developed considering federal policy and administrative direction, Climate Smart investment priorities and stakeholder input.

Package A: Transit Corridors and Electric Bike

82nd Avenue Bus Rapid Transit development (\$5M)

TV Highway Bus Rapid Transit development (\$5M)

Line 33 McLoughlin Transit Signal Priority (\$4M)

Electric Bike program (\$3M)

Package B: Transit Corridors and Safe Routes to Schools

82nd Avenue Bus Rapid Transit development (\$5M)

TV Highway Bus Rapid Transit development (\$5M)

Line 33 McLoughlin Transit Signal Priority (\$4M)

Safe Routes to Schools (\$3M)

Package C: Transit Corridors and Active Transportation

82nd Avenue Bus Rapid Transit development (\$5M)

TV Highway Bus Rapid Transit development (\$5M)

Line 33 McLoughlin Transit Signal Priority (\$4M)

Active Transportation (\$3M)

Package D: RFFA – next rated projects

MLK Jr. Blvd (\$5.33M)

Tigard to Lake Oswego Trail (\$.245M)

7th Avenue (\$10.69M)

Fanno Creek Trail (\$.5M)

Allen Blvd (\$.22M)

Next steps were outlined toward Carbon Reduction Program Funds Allocation recommendation and Metro Council adoption.

Comments from the committee:

- Indi Namkoong asked where investments land for Safe Routes to Schools vs Active Transportation in packages B & C. It was noted that programs are not just about cost but infrastructure. Safety issues for cyclists and pedestrians was noted.
- Danielle Maillard noted support for active transportation rather than Safe Routes to School because of feedback received from families with the program. More active transportation programs provide safer ways for students to get to school. The larger investment with active transportation would help reduce dependency on vehicle modes.
- Mike McCarthy asked about the Active Transportation and SRTS budgets, if these were federal dollars with full federal requirements and processes or include local dollars to help get projects done. Mr. Leybold noted they are federal dollars because of the size of the funding buckets. We can look at opportunities to include local programming but can't promise that at this point.
- Chris Deffebach asked for a small amendment to the TV Highway description that if the TV Highway project has not been approved to enter FTA Small Starts Project Development by the time the funds need to be obligated in 2024, the funds will be repurposed to support safety and transit along TV Hwy.

It was asked to hear more about the overhead and policy costs needed with the ebike program with further information on what's involved with the program. More information is needed with the fund exchange for small projects as noted by Mr. McCarthy. Another option for consideration is allocating funds to TransPort (a TPAC subcommittee) to help develop grants and funding. Their main focus of work is on ITS programs that support Active Transportation and transit to help on safety issues. They also have programs that reflect jurisdictional coordination with technology.

- Jay Higgins agreed on the focus to transit support that were identified from climate smart strategies. There is concern about directing ITS funds from money that should be to carbon reduction and reducing VMT. It was asked what the \$1.8 million meant regarding implementation and communications. Mr. Leybold noted there are requirements from the program that need resources to support implementation of the Climate Smart Strategy. This includes elements such as development of emission forecasting tools, analysis and reporting on progress in reducing emissions, and technical support to local agencies for development of planning and policy at the local level.
- Jaimie Lorenzini noted concern about line 33 <https://trimet.org/schedules/r033.htm> that refers to transit signal priority, where some are called out in the tolling environmental assessment funds for proposed mitigation. It was felt our region should not be setting a precedent for funding that could potentially be funded through ODOT condition of tolling before we head into the large RMPP. It was noted TriMet has submitted a conditional spending request for funding on line 33. There is concern about duplicating funding if that earmark is awarded. Was it possible to expand the one item regarding line 33 restricted to transit signal priority or flexibility to do complimentary amendments.

Mr. Leybold noted line 33 emerged as trying to be responsive with several policy directives received in the past few months. It was emphasized in terms of having system operations priority to reduce carbon emission. Past implementation of the transit signal system on Division Rapid Transit project has shown the opportunity to expand this systemwide working on further corridors. Metro is aware TriMet is working to potentially get an earmark funding in this

corridor but unknown if any or partial funding will happen. The description explains where additional funds available for further expansions could be applied.

Ms. Lorenzini noted concern about offering to fund what has been identified as potential I-205 tolling mitigation and having our region set a precedent with conditions of tolling when ODOT should be responsible for that. If the precedent is set now how would this play out in the larger Mobility Pricing Project? With TriMet asking for funding to deliver the project from possible Federal investment, it was suggested to keep possible extra funds flexible for the time being and constrained line 33 project. The description is vague on specific lines and corridors if re-allocating funds if available.

- Chris Ford shared a link in chat for small urban and rural areas funding from Carbon Reduction Program. Doesn't apply within the MPO area, but please share with your networks where that may apply: <https://www.oregon.gov/odot/climate/Pages/CarbonReductionProgram.aspx> The climate smart implementation discussion was good. It was expected JPACT would request more details about funds and allocations with more specific funding levels. The proposal to have Transport make recommendations of funds available on technical priorities and investments is supported. It was suggested to have language from TV Highway on safety improvements as priorities included in the 82<sup>nd</sup> Avenue and McLoughlin projects.
- Tara O'Brien noted that programs direct actions to reduce carbon emissions and focus on projects we know will reduce carbon emissions and VMT. TriMet supports programs that focus on transit access and transit safety with these actions. Referring to discussion on line 33 and McLoughlin, TriMet could support about this that really focused on access to transit and transit priority improvements in the description. It was suggested swapping out in packet C some active transportation elements shown elsewhere for funding with access to transit or TransPort programs as discussed. More information on what the \$1.8 million to Metro meant regarding implementation and communications was asked.
- Karen Buehrig noted heard from the committee and materials the transformative investments. It was noted these transformative investments look differently in each county and it's important to recognize this. It was agreed that edits can be made to the descriptions of the McLoughlin Corridor project because it's important to invest in different areas of the county and to be clear these investments are for that corridor.

On page 5 of the memo under "Line 33 - McLoughlin Corridor Transit Signal Priority", the last sentence was suggested to read "Any remaining funds may also be used on small capital stop amenities or safe access elements in the corridor and access to transit." This would better show the amount of funding that goes to the corridor.

Clackamas County supports packages A, B, and C but not package D failing to show ability to invest across the region. There is support of the High Capacity Transit and work being done with this on the 82<sup>nd</sup> Avenue project but there is still work to be done to fill the gap in the description of TV Highway and 82<sup>nd</sup> Avenue. It was noted the description says \$5 million of what will be needed of \$20 million. This gap funding has yet to be found and committed to the project.

Instead of projects with active transportation and Safe Routes to Schools with small amounts from Federal dollars, it was suggested to use extra funding for technology when broader transit signal systems were needed and be implemented through Transport. The County is interested

in ways to support electrification systems and infrastructure needed with electric buses and vehicles when done comprehensively and throughout the region.

- Ellie Gluhosky appreciated the focus on transit in discussions as one of the proven methods to reduce carbon emissions. It was noted TriMet lacked funds from fares and is actively trying to increase fares now. One of the ways we use transit as a tool to reduce emissions is also by ensuring transit is broadly acceptable and affordable in our communities. People will not be able to experience benefits if fares are being increased. There needs to be more dedicated funding to operations in general, specifically in subsidizing fares so community members can reap the benefits of expanding corridors.

It was asked how impactful the idea of fare subsidy would be for youth specifically. Ms. Gluhosky noted I think ensuring that all youth in our area (not just Portland Public school students) have access to free transit is so essential since they are a huge demographic of transit-dependent people in our community. The fact that youth fare is also set to be increased in the current proposal at TriMet is unacceptable.

- Chris Deffebach noted a transport/TSMO oriented allocation could pick up the language from McLoughlin "used on systemic TSP development needs or development of additional TSP corridors with high emission reduction potential" along with safety /access.
- Eric Hesse appreciated the options presented. The City of Portland agrees on the preferred A-C packages. The trade offs between Federal dollars in projects will need further discussion. Safety and access to transit investments are supported. The E-bike program included with investments was appreciated. The link to the state bill where e-bike incentives is included was provided to the committee in chat:  
<https://olis.oregonlegislature.gov/liz/2023R1/Downloads/MeasureDocument/HB2571/A-Engrossed>
- Tara O'Brien noted investing in transit priorities is one the best ways we can increase our transit ridership potential and why this is such an important priority with these funds. It was acknowledged that the TV Highway and 82<sup>nd</sup> Avenue projects had a gap of funds needed to complete. TriMet is actively looking for other funds for project development to advance these projects and committed to advance them in their entirety. A brief description of the requirements and limitations with operating funds was provided and why challenging to be used for certain programs such as community funds.
- Jaimie Lorenzini suggested that language be included in regard to line 33 improvement funding to exclude mitigation proposed to be funding through the I-205 toll project environmental assessment. It was requested to staff to provide high level takeaways from this discussion.

### **2024-2027 Metropolitan Transportation Improvement Program (MTIP) – Performance Evaluation**

**Results and Public Comment** (Grace Cho, Metro) An overview of the results and draft findings for the 2024-2027 Metropolitan Transportation Improvement Program (MTIP) evaluation was provided. The requirements and implementations of the MTIP was reviewed. The performance evaluation was reviewed. The performance evaluation of the 2024-2027 MTIP provides information about how the near-term investment program is consistent and makes progress towards goals and outcomes identified in the RTP.

A brief summary of the 2024-2027 MTIP performance evaluation results are provided in Tables 2-7 (Page 89 of the packet) and organized by analysis approach. Note, the draft 2024-2027 MTIP



investment profile evaluated and summarized in the following sections represents the draft 2024-2027 MTIP as of January 2023 and does not reflect additions and changes reflected in the 2024-2027 MTIP public review draft. The 2024-2027 MTIP investment package evaluated represents approximately \$1.4 billion of transportation projects over the next four years across 108 transportation projects and programs.

The 2024-2027 MTIP makes very minimal progress towards the 2018 RTP priorities of equity, safety, climate, and mobility. In some individual areas, the 2024-2027 MTIP investment package performs slightly better, but generally, the limited number of capital investments primarily focused on community-oriented projects constrains the ability to have region-wide impacts across the transportation system.

Highlights from the draft findings included:

- The 2024-2027 MTIP invests more into preservation and maintenance than compared to previous cycles and ultimately working towards addressing federal asset management performance targets.
- Overall, progress towards the region's transportation priorities is hard to make without large scale regional capital investments. Those larger capital investments are necessary and to have region-wide impacts. In addition, the usual assortment of complimentary smaller scale, community-oriented capital projects to the large scale capital investments combine to contribute to greater performance and progress.
- Despite a limited capital investment profile, the transportation projects and programs focused those limited dollars in serving marginalized communities.
- The 2024-2027 MTIP invests less in safety as compared to the 2021-2024 MTIP. This lesser investment speaks to numerous competing priorities for the transportation system, but is not a positive sign as region's crash rates continues to move in the opposite direction of the Vision Zero target.
- While the 2024-2027 MTIP investments contribute to a marginal reduction in greenhouse gas emissions, the level is not nearly enough to mitigate the trajectory of the current climate crisis.

The public comment period for the 2024-2027 MTIP is from Wednesday April 5th to Friday May 5th, 2023. The committee will be briefed on results at the May meeting.

Comments from the committee:

- Lewis Lem noted that without a major capital investment project the needle doesn't seem to move a huge amount. It was noted that network connections from smaller lines connected to major networks could be leveraged for investments. Ms. Cho noted the projects mentioned such as package deliveries on network systems were not the focus with the MTIP projects and evaluations. Regional scale investments are necessary to make greater gains towards RTP goals and federal performance targets. Looming large scale capital investments are coming in the near-term which will work toward network connections.
- Tara O'Brien noted for confirmation that the Better Red project for transit is a major capital investment and in the MTIP with construction through 2024. This would be included in the analysis, correct? Ms. Cho and Thaya Patton noted they are in both scenarios (build and no build).
- Eric Hesse appreciated the challenges of evaluating performances and outcomes. It was noted the MTIP is focused on capital investments and how this might play out with other investments

and regional strategies for expected results. It was noted the challenge of a 4-year package working with 20-year goals. It was suggested interim targets could help. It was noted that smaller projects could be included in the modeling and incorporated with larger projects from RTP and other advancing projects being developed. Ms. Cho added comparisons and matching cycles between the RTP and MTIP are being planned for better tracking and analysis.

- Karen Buehrig noted the short period of time to review, with looking at the analysis and how this can be improved during this time. Investments made across time is difficult. Within this investment period there are types of investments that existed in the last cycle. It was noted that building transportation projects takes time and challenging to show investments made across time reflected in analysis adequately.
- Tara O'Brien noted the impacts to transit and transit service in the build and no build scenarios was confusing in how it was presented. The 2027 build and capital investments being made now will show significant change with progress. It was noted that edits to TriMet asset management reported in the packet might be suggested. Follow up on this will be made directly to Ms. Cho.

**2023 Regional Transportation Plan (RTP): Call for Projects Submissions Status, Draft RTP Project List and Next Steps** (Kim Ellis, Metro)

An update on the status of 2023 Regional Transportation Plan (RTP) Call for Projects submissions was provided. Staff completed the initial RTP Call for Projects, working with the counties, cities, TriMet, ODOT and other agencies to update the region's project priorities based on direction provided by the Metro Council and JPACT.

Information was presented on investments by category for a total of \$73.3 billion in year of expenditures dollars. Capital project cost by investment category – draft constrained list was shown. The investments were presented by project categories, capital spending by location, and by map. It was noted a public survey has been launched for public comments through May 1.

<https://metroquestsurvey.com/ly48e>

A brief overview of the High-Level Project List Assessment was provided. It was noted this would be presented with the more detail at the April 19 MTAC/TPAC workshop. Ms. Ellis highlighted May 24 when letters of endorsement from governing bodies and project list refinements are due.

Comments from the committee:

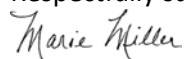
- Eric Hesse appreciated all the materials and how the I-5 Interstate Bridge Replacement Program and I-5 Rose Quarter Project were presented as separate capital investments because of the size of the projects. Some project investments may be presented with different percentages than shown. Ms. Ellis noted the information can be shown in multiple ways. The initial materials are being developed further. From current engagement and survey results, information will be given to the committee at the May 5 meeting and May 10 workshop.

**Committee comments on creating a safe space at TPAC** (Chair Kloster) – none received

**Adjournment**

There being no further business, meeting was adjourned by Chair Kloster at 12:02 p.m.

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, April 7, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	4/7/2023	4/7/2023 TPAC Agenda	040723T-01
2	2023 TPAC Work Program	3/30/2023	2023 TPAC Work Program as of 3/30/2023	040723T-02
3	Memo	3/29/2023	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (from the end of February 2023 through March 2023)	040723T-03
4	Draft Minutes	3/3/2023	Draft minutes from March 3, 2023 TPAC meeting	040723T-04
5	RESOLUTION NO. 23-5325	N/A	Resolution No. 23-5325 FOR THE PURPOSE OF AMENDING THE 2021-24 MTIP TO ADD THREE NEW PROJECTS TO THE MTIP ALLOWING THEM TO INITIATE PRELIMINARY ENGINEERING AND MEET FUTURE FEDERAL DELIVERY REQUIREMENTS	040723T-05
6	Exhibit A to Resolution 23-5325	N/A	Exhibit A to Resolution 23-5325	040723T-06
7	Staff Report to Resolution 23-5325	03/29/2023	TO: TPAC and interested parties From: Ken Lobeck, Funding Program Lead RE: April FFY 2023 MTIP Formal Amendment & Resolution 23-5325 Approval Request	040723T-07
8	RESOLUTION NO. 23-5317	N/A	Resolution No. 23-5317 FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2023-24 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS	040723T-08
9	Exhibit A to Resolution 23-5317	N/A	Exhibit A to Resolution 23-5317/ 2023-24 Draft Unified Planning Work Program (UPWP)	040723T-09
10	Staff Report to Resolution 23-5317	3/31/2023	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Draft 2023-24 Unified Planning Work Program (UPWP)	040723T-10
11	Presentation	4/7/2023	2023-24 Unified Planning Work Program	040723T-11
12	Memo	3/31/2023	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner - Metro Ted Leybold, Resource Development Manager – Metro RE: Carbon Reduction Program – Proposal Package Options for Allocation - Overview	040723T-12

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
13	Memo	3/31/2023	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner RE: 2024-2027 MTIP – Performance Evaluation Results Summary and Public Comment Period	040723T-13
14	Memo	3/31/2023	TO: TPAC and interested parties From: Kim Ellis, Principal Transportation Planner RE: 2023 RTP Call for Projects: Submissions Status and Next Steps	040723T-14
15	Memo	3/31/2023	TO: TPAC and interested parties From: Kim Ellis, RTP Project Manager RE: 2023 RTP Update: Status Report and Next Steps	040723T-15
16	Attachment 1	3/30/2023	Project Timeline and Schedule of Engagement and Metro Council and Regional Advisory Committees’ Discussions and Actions for 2023	040723T-16
17	Attachment 2	3/31/2023	DRAFT 2023-2045 PROJECT LIST 2023 RTP Constrained Project List	040723T-17
18	Attachment 3	3/31/2023	2023 RTP High-level Assessment Methodology	040723T-18
19	Attachment 4a	3/23/2023	Draft Constrained Project List - 2023-2030	040723T-19
20	Attachment 4b	3/23/2023	Draft Constrained Project List - 2031-2045	040723T-20
21	Attachment 4c	3/23/2023	Draft Strategic Project List - 2031-2045	040723T-21
22	Memo	3/31/2023	TO: TPAC and interested parties From: John Mermin, Metro RE: 2023 Regional Transportation Plan (RTP) – Summary of edits to the RTP network Maps	040723T-22
23	Slide	4/7/2023	Monthly fatal traffic crash report for Clackamas, Multnomah and Washington counties	040723T-23
24	Presentation	4/7/2023	April 2023 Formal MTIP Amendment Resolution 23-5325	040723T-24
25	Presentation	4/7/2023	UPDATED: 2023-24 Unified Planning Work Program	040723T-25
26	Presentation	4/7/2023	Carbon Reduction Program – Investment Options Review	040723T-26
27	Presentation	4/7/2023	2024-2027 MTIP Performance Evaluation Results & Draft Findings	040723T-27
28	Presentation	4/7/2023	2023 Regional Transportation Plan RTP Call for Projects: Project List Update	040723T-28

