

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

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

Date/time: Friday, October 7, 2022 | 9:00 a.m. to 12:00 p.m.

Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Ted Leybold, Vice Chair
Karen Buehrig
Allison Boyd
Chris Deffebach
Lynda David
Eric Hesse
Jaimie Lorenzini
Jay Higgins
Tara O'Brien
Chris Ford
Laurie Lebowsky-Young
Lewis Lem
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
TriMet
Oregon Department of Transportation
Washington State Department of Transportation
Port of Portland
City of Vancouver

Alternates Attending

Jamie Stasny
Peter Hurley
Dayna Webb
Mike McCarthy
Neelam Dorman
Glen Bolen

Affiliate

Clackamas County
City of Portland
City of Oregon City and Cities of Clackamas County
City of Tualatin and Cities of Washington County
Oregon Department of Transportation
Oregon Department of Transportation

Members Excused

Don Odermott
Karen Williams
Idris Ibrahim
Jasmine Harris
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Rich Doenges

Affiliate

City of Hillsboro & Cities of Washington County
Oregon Department of Environmental Quality
Community Member
Federal Highway Administration
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Bryan Graveline
Chris Smith
Cody Field

Affiliate

City of Tualatin

Guests attending, (continued)

Cody Meyer	DLCD
Francesca Jones	Portland Bureau of Transportation
Jessica Pelz	Washington County
Lucia Ramirez	Oregon Department of Transportation
Matchu Williams	
Michael Weston	City of King City
Nick Fortey	FTA
Sara Wright	Oregon Environmental Council
Steve Kelley	Washington County
Steve Koper	City of Tualatin
Susie Wright	Kittelson & Associates
Theresa Conley	Oregon Department of Transportation
Will Farley	City of Lake Oswego

Metro Staff Attending

Ally Holmqvist, Clint Chiavarini, Connor Ayers, Eliot Rose, Grace Cho, Grace Stainback, Jessica Martin, John Mermin, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Matthew Flodin, Molly Cooney-Mesker, Noel Mickelberry, Shannon Stock, Thaya Patton

Call to Order, Declaration of a Quorum and Introductions

Vice Chair Leybold 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. 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. VC Leybold noted the responses from previous Wufoo feedback scheduled to be discussed at this meeting by Chair Kloser would be re-scheduled in November.

Comments from the Chair and Committee Members

- **Updates from committee members and around the Region** – none received
- **Monthly MTIP Amendments Update** (Ken Lobeck) VC Leybold referred to the memo in the packet on the monthly submitted MTIP formal amendments submitted during September 2022. Questions on the monthly MTIP amendment projects can be directed to Ken Lobeck.
- **Fatal crashes update** (Lake McTighe) It was noted there was no memo in the meeting packet this month. Ms. McTighe reported that in the three counties 19 people have died in traffic crashes since the last report to the committee; 8 in Multnomah County, 7 in Clackamas and 4 in Washington County. This equates to 7 walking, 7 driving, 4 riding a motorcycle and 1 person bicycling. At least 92 people have been killed in traffic crashes this year in the three counties. It was announced that eight grants were submitted for Federal Safe Streets for All safety grant initiatives showing strong support in the region.
- **2024-2026 Regional Travel Options grant program and timeline** (Grace Stainback) The next 3-year grant cycle was announced to kick off in January 2023. The RTO program funds and supports transportation demand management strategies to increase use of travel options, reduce pollution, and improve mobility. Travel options include anything besides driving alone – carpooling, vanpooling, riding transit, bicycling, walking, and telecommuting. This 2024-26 cycle

will total roughly \$9.14 million through RFFA funds over the 3-year cycle. An upcoming information session is planned Nov. 9. Partner agencies and communities are encouraged to attend to learn more about the application process.

Public Communications on Agenda Items – none received

Consideration of TPAC Minutes from September 2, 2022

MOTION: To approve minutes from September 2, 2022.

Moved: Eric Hesse

Seconded: Jay Higgins

ACTION: Motion passed with two abstentions; Tara O'Brien and Allison Boyd.

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 22-5289 (Ken Lobeck, Metro) The October FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment 22-5289 regular bundle was presented, that continues the effort to add required new projects, position projects for fall obligations, and complete necessary updates enabling the next federal approval step to occur. The bundle contains a total of seven project amendments. They include:

- Combining two Transportation Demand Management outreach projects (Keys TDM-2026 and 21593) for Portland. This action will streamline the project's obligation through FTA's flex transfer and TrAMS grant approval process enabling the final obligation and expenditure process for Metro and Portland to move forward faster.
- Adjusting Keys 22435 and 22432 which are ODOT ADA curb and ramp improvement projects that have a significant construction phase funding shortfall. Through OTC action, the amendment is adding the required extra funds.
- Amending Keys 21614 and 21638 which include scope changes plus adjusted milepost limits and cost adjustments.
- Adding TriMet's new FTA Section 5339b discretionary grant to renovate the Beaverton Transit Center.

MOTION: To provide JPACT an approval recommendation of Resolution 22-5289 consisting of additions and changes or new projects which are required to be added to the MTIP enabling federal reviews and fund obligations to then occur in fall of 2022.

Moved: Chris Deffebach

Seconded: Eric Hesse

ACTION: Motion passed unanimously.

Regional Mobility Policy Update: Draft Policy and Action Plan (Kim Ellis, Metro/Glen Bolen, ODOT/Susie Wright, Kittelson & Associates) The presentation began with a reminder of the project purpose to update the mobility policy and how we define and measure mobility for the Portland area transportation system, and to prepare for recommend amendments to the RTP and Oregon Highway Plan Policy 1F for the Portland area. Discussion planned was to seek input on the revised draft mobility policy (reliability measure and targets, implementation plan, and overall policy and measures), and prepare for recommendation to JPACT on Nov. 4 TPAC meeting.

Ms. Wright noted major changes since mid-August to address feedback. These included added travel speed-based reliability targets for the region's throughways based on additional analysis and discussions with ODOT and Metro staff, further clarified the process for applying the measures in system planning and plan amendments (VMT/capita the primary measure, define the system that

achieves the targets through planning, informed by the reliability targets, local agencies and Metro tasked with determining the complete system through transportation system planning processes balancing multiple policies in addition to the RMP, and updated actions and flowcharts showing the system planning and plan amendment processes).

Additional changes have included adding a 6th policy about using the mobility performance measures and targets, adding information on TSMO and TDM system completeness that reflects ongoing Metro work through the Regional TSMO and Regional Travel Options programs, expanding the draft implementation action plan to include more specificity on future actions needed to implement the policy, identified lead agency and timeline for each action, and clarification that further testing and refinement will occur through the 2023 RTP process.

The added new sixth policy added reads “Use mobility performance measures and targets for system planning and evaluating the impacts of plan amendments including Vehicle Miles Travelled (VMT) per capita for homebased trips and VMT/employee for commute trips to/from work, hours of congestion on the throughways, and system completeness.”

Information on Hours of Congestion (based on average travel speed) was presented. INRIX data found the speed data to be useful in identifying location and duration of reliability issues. 30-35 mph is a clear threshold where conditions tend to be better or worse rather quickly on Interstates and unsignalized throughways. Travel Demand Models showed clear equivalencies in segment Hours of Congestion based on speed versus based on v/c, locations of congestion also very similar between the two thresholds at the equivalent segment Hours of Congestion on Interstates and unsignalized Throughways, and more research needed on thresholds for signalized Throughways.

Draft planning actions for average travel speed targets shall be used to assess performance of throughways within the system planning study area for safe, efficient, and reliable speeds.

- Targets will include a **target minimum average travel speed that shall be maintained for a specific number of hours per day**, recognizing that the target is not likely to be met during a number of peak hours.
- These targets shall inform identification of transportation needs and consideration of system and demand management strategies and other strategies but **shall not be used as standards at the expense of nonmotorized modes and achieving system completeness for other modes** consistent with regional modal or design classifications or achieving the VMT/capita target for the region or jurisdiction.
- Analysis segmentation of facilities within the study area will be determined based on the analysis software or modeling tool utilized.
- Projections of VMT/capita must incorporate the best available science on latent and induced travel of additional roadway capacity.

Comments from the committee:

- Eric Hesse appreciated the additional information shared since the last meeting. This was important to know as we plan the implementation of the policy changes. It was noted the comparisons with v/c to speed with thresholds. There is a significant policy shift to address congestion with need for further definition for system planning. It was suggested to look at speed and understand how segments are defined and occurring and what this means regarding overall travel periods. Maps are helpful, but it was suggested to see more comparisons with hours of congestion to linked miles and locations. The travel models being 1-2 years out should be sooner for better forecasting.

Ms. Ellis appreciated the comments and acknowledged more work is needed to be done. It was agreed travel modeling needs to be done sooner. Ms. Wright added that the intent on draft targets of 35-40mph was to think about portions of the road segments with times of day that will have impact on reducing congestion. Further research on linked segments is planned.

- Mike McCarthy noted the balance of allowing our transportation travels to match our climate strategy goals in the place we want to see them. The public wants to see the freeways moving and improve the system. It was felt the 35mph threshold is a good speed. It was suggested that diversion of some sort measure be used to evaluate freeway function but caution this with safety on arterials. In terms of number of hours, less hours than 4 was suggested, with 2 hours rush hour time.

Ms. Ellis noted the number of hours in the current policy represents 2 hours rush time and 2 hours beyond that to measure peak time. The public doesn't expect to have free flow traffic during peak hours, but the policy is attempting to address congestion with several variables.

- Karen Buehrig noted it would be helpful to have time to talk through how this would impact certain areas so TPAC can better explain this to others. It was noted the importance of freeways that are signalized and that more research it to be done. There was concern about totally moving forward until we understand what the implications will be.
- Chris Deffebach noted the challenges of identifying what this means to us in terms of implications in diversion from the existing system and targets planned to keep congestion down while moving traffic flowing. Ms. Ellis noted this is just one measure. The goal is providing options for other modes of travel, with a comprehensive approach to reducing congestion on freeways while offering smart strategies for safe arterial traffic. Glen Bolen added the maps showing the needs from the public for regional mobility differ from possible solutions. A range of project can be funded, but having the entire system addressed is difficult.

Ms. Wright continued the presentation describing the system planning process and plan amendment process utilizing the mobility policy measures. Ms. Ellis outlined the Implementation Action Plan over the next several years. In **2023 actions** include:

- Test and refine the draft Regional Mobility Policy through 2023 Regional Transportation Plan update
- Establish baseline VMT/capita for home-based trips and VMT/employee for commute trips to/from work for TBD geographies (e.g., by 2040 type, by subarea of the region) in the 2023 RTP
- Report draft mobility performance in needs analysis and system analysis
- Further define and map TSMO "Key Corridors" for inclusion in 2023 RTP
- Develop implementation guidance for TDM/TSMO to support the Regional Mobility Policy
- Further operationalize policy in RTP congestion management process and corridor refinement planning policies
- Adopt the final Regional Mobility Policy in the 2023 Regional Transportation Plan
- Update Multimodal System Inventories (ODOT)

2024 Actions:

- Request consideration of the updated Mobility Policy for the Portland metropolitan area in the updated Oregon Highway Plan
- Amend Regional Transportation Functional Plan, Title 3, Transportation Project Development, to reflect the Regional Mobility Policy
- Develop a VMT-based spreadsheet tool to support evaluation of plan amendments
- Develop hours of congestion and travel speed forecasting guidance
- Update Regional Transportation Functional Plan to encompass additional relevant TSMO and TDM system planning guidance

- Update ODOT’s Analysis Procedures Manual, development review procedures, and TSP guidelines to reference the updated Regional Mobility Policy
- Determine remaining needs for updates to the Oregon Highway Design Manual to acknowledge the adopted Portland Metro area mobility policy
- Develop model codes and guidance to support local implementation

2025 and beyond Actions:

- Implement Regional Mobility Policy through local TSP and comprehensive plan updates
- Incorporate regional mobility policy implementation guidance for TDM into Metro’s Regional Travel Options (RTO) Strategy Update
- Update Transportation Analysis Zones (TAZs) to support local and regional planning needs
- Expand the region’s Dynamic Traffic Assignment capabilities
- State and Regional Modeling Collaboration

Comments from the committee:

- Karen Buehrig commented on the implementation plan. Because there are so many far out dates for the implementation plan makes it challenging to reflect on the outcomes with the complexities. Noting the crucial element of updates to TSPs, to be able to have project solutions that reflect this mobility policy in the next RTP adoption is difficult. The importance of having the resources available in the near term so that local jurisdictions can update their TSPs in a timely way and input their projects into the RTP, time is needed for planning and engagement for projects.

Seeing VMT work scheduled to be done in 25-26 years makes it a concern about the abilities to identify and implement things that will be adopted in 2024. All the tools that are needed to implement the plan should be available at the time the plan is adopted. Timing is important. Further discussion was held on timelines with plans and how the needs assessment and feedback on implementations can be absorbed before the draft recommendation to JPACT. Ms. Ellis agreed to work on meeting arrangements and schedules to address these requests.

- Chris Deffebach noted the draft recommendation proposed to JPACT and Metro Council with the correct approach but knowing more work needed to be done before the plan can be implemented. It would be beneficial to have a clarified timeline with system completeness including projects for the RTP. Known funding could be included with draft funding added.

2023 Regional Transportation Plan (RTP) Schedule and Process Update (Kim Ellis) Ms. Ellis provided the committee a brief update on progress and next steps in the development of the 2023 update to the Regional Transportation Plan (RTP). The memo and attachment in the meeting packet were noted, Project Timeline and Schedule of Engagement Activities. It was noted feedback from the committee and from JPACTY on the vision and goals have strong support, with more people focus suggested with the refinements. Several RTP workshops were highlighted. It was noted there would be an online RTP Hub Training for agency staff responsible for submitting new and updated project information as part of the Call for Projects in January 2023. These training sessions will take place Dec. 6 & 7.

Comments from the committee:

- Karen Buehrig asked what the acronym REMTEC stood for. Ms. Ellis noted this was the technical committee for Regional Emergency Management Transportation Routes that is tracking progress of the RTP update.

- Tara O'Brien asked, that in terms of developing the costs for all the projects, is this a post draft revenue forecast, but does need to be included in at least planning level costs in the Call for Projects? Does this fit within the costs constrained or the follow up to Call for Projects? Ms. Ellis noted as part of the Call for Projects we expect these projects are priorities in the RTP and ask agencies to update their cost plans. The 2023 dollar estimates can be prepared with cost of increase adjustments made for inflation changes. Agencies should look at these estimates carefully. It was confirmed that when submitting projects we are starting from the initial 2023 cost estimates with correction to prior projects and additions noted.

Ms. O'Brien noted from her understanding some changes to the goals in terms of what needs to be entered, but in terms of the bucket RTP investment categories as we are starting to identify agency buckets, do we know exactly what these are yet or still in development in terms of different types of projects? Ms. McTighe noted there are still some refinements to the buckets with the categories to help add clarity. Metro is working on preparing this information with more shared at the November meeting with Call for Projects. Metro is developing an in-depth guide for updating projects.

Ms. O'Brien noted the new letter of support from governing bodies being circulated currently. It was ask if it needed to be an endorsement from the detailed project list. In order to have a full endorsement TriMet needs to have the costs known before the Call for Projects opens. What is required for the letter and what flexibility might there be? Ms. Ellis noted it's important for your policy makers to know what you are submitting to the RTP. Metro will help work on specifics with agencies.

- Karen Buehrig noted that Clackamas County is sometimes viewed as one organization, but also with different jurisdictions. Across time we've had different responsibilities with coordination. Do the counties or any of the agencies/organizations have the specific responsibility above just their own jurisdiction for parts of this process? Ms. Ellis noted it's up to the counties to decide how the responsibilities should be identified. Each should be staying within the financially restrained targets that each jurisdiction in Call for Projects will be following. It was noted that ODOT, TriMet and SMART are asked to work with coordinating committees as part of the submission of projects.
- Chris Deffebach noted that Washington County coordinated with the cities in the county so it's in the budget and understood with the cities. It was noted the timelines with the RTP schedule was tight. Regarding the letter of support it was confirmed that each city with projects should submit their letter of support, in addition to the County letter of support.
- Chris Ford asked for clarification with the letter of support. Ms. Ellis noted the intent is for local elected and agency leaders to know what projects are being submitted in the RTP with transparency and agreement. VC Leybold added this helps correct past cycles with RTP/MTIP coordination when elected were not aware of projects being submitted.
- Eric Hesse appreciated the information with Councils and elected providing their letter of support, but in an election year with new members being seated it makes it challenging with the tight timeline. Time of prioritizing projects from the beginning of the process to the final draft to Call for Projects is challenging, attempting to have agreement on the project list in this timeframe.
- Jaimie Lorenzini noted that some grants with the RFFA cycle asked questions on how agencies are responsible for parts of the application. It was asked if the letter of support for our RTP project lists would satisfy the grant requirements. Could one endorsement submission cover

the projects? Ms. Ellis noted each grant has its own requirements and did not know that one endorsement would be allowed for each submission requirement.

2023 Regional Transportation Plan (RTP) Revenue Forecast Next Steps (Ted Leybold, Metro) A brief update on progress and next steps in the development of the revenue forecast for the 2023 update to the Regional Transportation Plan was provided. The forecast will include revenues raised at the federal, state, regional and local levels for transportation projects and programs to be included or accounted for in the 2023 RTP.

There is an open-format workshop prior to the upcoming TPAC meeting on October 4 for local agency staff developing the forecast of revenues generated by their agencies for inclusion in the RTP forecast. The purpose of the workshop is to provide an opportunity to coordinate on the development of the forecast of local agency revenues and answer any questions about potential methods and timelines. Separate coordination meetings are being scheduled with transit agency and ODOT staff regarding revenues administered by those agencies.

Regional Transportation Plan (RTP) Equitable Funding Research Next Steps (Lake McTighe, Metro) An update on anticipated next steps to finalize and share the Equitable Transportation Funding Research Report and integrate findings from the research into the 2023 Regional Transportation Plan (RTP) Financial Plan was provided. A draft of the research report was presented on and discussed with members of TPAC at the September 14, TPAC workshop. TPAC provided initial comments at the workshop. Staff from TriMet and Clackamas, Multnomah and Washington counties followed up with written comments. Metro staff and Nelson Nygaard are reviewing the comments received and determining how to address them in the report. Metro staff will offer to meet with the agencies that submitted comments to discuss how they will be addressed.

Next steps planned:

October - Address and incorporate comments in the Equitable Transportation Funding Research Report. Meetings with agency staff to discuss comments. Make findings available to community leaders.

November – Share final report and present findings from report at Metro Council work session, with invitation to JPACT and TPAC members to attend (November 15 requested, TBA).

Early 2023- Develop draft of RTP Financial Plan of Chapter 5, incorporating findings from report.

Comments from the committee:

- Tara O'Brien would like to know what the final recommendations are especially in terms of revenue forecasts and implications with programs planned, since this is not going back to JPACT.
- Karen Buehrig noted mention of input into Chapter 5 and potentially Chapter 8. Will this influence the revenue forecast? VC Leybold said no, the revenue forecasts are based on current sources with no speculative ones part of the realistic forecast.
- Chris Deffebach asked if we still have a strategic budget where we put our longer-term projects in. Will there be more thought later on financial constrained projects from the strategic budget? Will known future revenue forecast include tolls by the December 7 deadline? VC Leybold noted future revenue discussions are happening now with ODOT. Accepted revenues will be in the financial constrained. Ms. Ellis noted the modeling of the strategic system is not planned until the 2023 RTP is adopted.

JPACT/Metro Council Safe and Healthy Urban Arterials Workshop Recap (John Mermin & Lake McTighe, Metro) A preliminary summary of policy feedback received at the September 29 JPACT – Metro Council Workshop on Creating Safe and Healthy Urban Arterials was provided. Participants shared themes from discussions at the workshop:

- Agreement on the frame of the issue, that these corridors are very important and there is a need to improve safety, equity and improve transit along them
- Listening to community members, especially those that live and work along the corridors, is important.
- The corridors should not be thought of as a burden, they are important resources for communities.
- Funding investments in these corridors is a priority, including funding completion of corridor plans.
- Acknowledged the tension between comprehensive vision planning and chasing the hotspots with limited resources. We have good visions but live in a limited resource environment and it takes time to deliver projects.
- The network on the map is a good starting point, (RTP major arterials) but there are other streets that that have a similar traffic burden, safety and equity issues that could also be considered.
- There's a need for more resources and capacity at smaller municipalities to address issues along urban arterials in their communities.
- Land use plans and visions and should guide transportation decisions on these corridors.
- It is important to have an openness to innovation and new ideas that can help accelerate progress and be cost-effective.
- Allowing flexibility in design to respond to local context and balance needs to move freight and longer distance trips with the needs of people living and working along the corridors.
- Continuing to coordinate local and regional plans and priorities.

Metro staff is developing an approach to the 2023 RTP Call for Projects which will reflect and be consistent with the policy input and direction provided by the Metro Council, policy and technical advisory committees and public engagement over the past year and half, as described in the 2023 RTP Work Plan, including the policy feedback provided at the September 29 workshop. The draft approach to the Call for Projects will be discussed with TPAC at the November 4 TPAC meeting.

Comments from the committee:

- Mike McCarthy asked how opposite feedback is being handled at these meetings. Mr. Mermin noted they are attempting to balance high-level feedback as best as possible.
- Eric Hesse noted the link to Call for Projects in the presentation and thinking of this meeting discussions. The coordination around various priorities can provide opportunities for facilities and programs to define with mutual investments for our region. It was noted the application open for TPAC community members with engagement from their visions and input starting in the new year. VC Leybold added an update on this recruitment can be presented by Chair Kloster at the Nov. meeting.

Committee comments on creating a safe space at TPAC (VC Leybold) – None received

Adjournment

There being no further business, meeting was adjourned by VC Leybold at 12:00 p.m.

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, October 7, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	10/7/2022	10/7/2022 TPAC Agenda	100722T-01
2	TPAC Work Program	9/30/2022	TPAC Work Program as of 9/30/2022	100722T-02
3	Memo	9/28/2022	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (during September 2022)	100722T-03
4	Draft minutes	9/2/2022	Draft minutes from September 2, 2022 TPAC meeting	100722T-04
5	Resolution 22-5289	N/A	Resolution 22-5289 FOR THE PURPOSE OF ADDING NEW OR AMENDING EXISTING PROJECTS IN THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO MEET REQUIRED FALL OBLIGATION TARGETS OR FEDERAL APPROVAL STEPS (OC23-02-OCT)	100722T-05
6	Exhibit A to Resolution 22-5289	N/A	Exhibit A to Resolution 22-5289	100722T-06
7	Staff Report	9/28/2022	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: October FFY 2023 MTIP Formal Amendment & Resolution 22-5289 Approval Request	100722T-07
8	Attachment 1	N/A	Attachment 1: OTC ADA program update	100722T-08
9	Memo	9/30/2022	TO: 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: Draft Policy, Measures and Action Plan for the 2023 Regional Transportation Plan	100722T-09
10	Attachment 1	9/30/2022	Task 8.2: Draft Regional Mobility Policy for the 2023 Regional Transportation Plan	100722T-10
11	Attachment 2	August 2022	REGIONAL MOBILITY POLICY UPDATE AUGUST 2022 MTAC/TPAC WORKSHOP SUMMARY	100722T-11
12	Attachment 3	9/29/2022	Regional Mobility Policy Hours of Congestion Analysis	100722T-12
13	Attachment 4	N/A	Draft 2023 RTP Regional Mobility Policy (RMP) Overview	100722T-13
14	Attachment 5	N/A	RMP Where are we Headed?	100722T-14

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15	Memo	9/30/2022	TO: TPAC and interested parties From: Kim Ellis, AICP, RTP Project Manager RE: 2023 RTP Schedule and Process Update	100722T-15
16	Memo	9/30/2022	TO: TPAC and interested parties From: Ted Leybold & Ken Lobeck, Metro RE: RTP Revenue Forecast Update	100722T-16
17	Memo	9/30/2022	TO: TPAC and interested parties From: Lake McTighe, Principal Planner RE: Next steps to finalize and share the Equitable Transportation Funding Research Report	100722T-17
18	Handout	9/26/2022	TriMet comments Metro Equitable Revenue Report	100722T-18
19	Handout	9/19/2022	Clackamas County comments Equitable Transportation Funding Research	100722T-19
20	Handout	9/27/2022	Multnomah County comments Equitable Transportation Funding Research Report	100722T-20
21	Handout	9/27/2022	Washington County Comments on the Equitable Transportation Funding Report	100722T-21
22	Memo	9/30/2022	TO: TPAC and interested parties From: John Mermin & Lake McTighe, Metro RE: 2023 Regional Transportation Plan (RTP) – Preliminary summary of 9/29 JPACT-Metro Council Workshop on Creating Safe and Healthy Urban Arterials	100722T-22
23	Slide	10/7/2022	Monthly fatal traffic crash report for Clackamas, Multnomah and Washington counties	100722T-23
24	Presentation	10/7/2022	October FFY 2023 Formal MTIP Amendment Resolution 22-5289	100722T-24
25	Presentation	10/7/2022	Regional mobility policy update	100722T-25
26	Presentation	10/7/2022	Preliminary summary of 9/29 JPACT-Metro Council RTP workshop on Creating Safe and Healthy Urban Arterials	100722T-26