



Meeting minutes

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

Date/time: Friday, September 6, 2019 | 9:30 a.m. to 12 p.m.

Place: Metro Regional Center, Council chamber

Members Attending

Ted Leybold, Vice Chair
Karen Buehrig
Lynda David
Eric Hesse
Dayna Webb
Katherine Kelly
Don Odermott
Jeff Owen
Tom Bouillion
Tyler Bullen
Glenn Koehrsen
Maria Hernandez-Segoviano
Jennifer Campos

Affiliate

Metro
Clackamas County
SW Washington Regional Transportation Council
City of Portland
City of Oregon City and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
TriMet
Port of Portland
Community Representative
Community Representative
Community Representative
City of Vancouver

Alternates Attending

Mike Bezner
Erin Wardell
Jaimie Huff
Garet Prior
Melanie Ware

Affiliate

Clackamas County
Washington County
City of Happy Valley and Cities of Clackamas County
City of Tualatin and Cities of Washington County
Oregon Department of Transportation

Members Excused

Jessica Berry
Chris Deffebach
Mandy Putney
Cory Ann Wind
Laurie Lebowsky
Rachael Tupica
Jessica Stetson
Emily Lai
Beverly Drottar

Affiliate

Multnomah County
Washington County
Oregon Department of Transportation
Oregon Department of Environmental Quality
Washington State Department of Transportation
Federal Highway Administration
Community Representative
Community Representative
Community Representative

Guests Attending

Mike Bomar
Jim Hagar
Kate McQuillian
Lidwien Rahman
Scott Turnoy

Affiliate

Port of Vancouver
Port of Vancouver
City of Beaverton
Oregon Department of Transportation
Oregon Department of Transportation

Metro Staff Attending

Kim Ellis, Principal Transportation Planner	Ken Lobeck, Funding Programs Lead
Dan Kaempff, Principal Transportation Planner	Eliot Rose, Senior Tech & Transportation Planner
Tim Collins, Senior Transportation Planner	Patrick McLaughlin, TOD Development Project Mgr.
Caleb Winter, Senior Transportation Planner	Marne Duke, Senior Public Affairs Specialist
Clifford Higgins, Communications Program Mgr.	Cindy Pederson, Research Center Manager II
Noel Mickelberry, Associate Transportation Planner	Marie Miller, TPAC Recorder

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

Vice Chairman Ted Leybold called the meeting to order at 9:30 a.m. A quorum was declared of members present. Introductions were made.

2. Comments From the Chair and Committee Members

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

Ken Lobeck provided an update on the UPWP regionally significant projects currently in process of moving toward completion or toward close-out, and programming under obligation from the state of Oregon with required target dates progress tracking. A memo in the packet explains the UPWP regionally significant projects identified requiring reporting process, with note of key close-out requirements on projects. For further information on the process or questions with requirements, agencies are encouraged to contact Mr. Lobeck.

- **Regional Flexible Funds Allocation (RFFA) public comment period** (Dan Kaempff)

Dan Kaempff provided a handout memo to the committee that gave details on the upcoming steps in the 2022-2024 Regional Flexible Funds Allocation (RFFA) process. The public comment process begins today and is available on our website. In the handout memo, it was noted:

There are four components that comprise the information TPAC and JPACT will consider.

1. Technical evaluation – measuring the project outcomes and alignment with RTP policy priorities
2. Risk assessment – evaluation of projects for their level of preparedness and risks to project delivery
3. Public comment – a 30 public comment period is scheduled for September 6 to October 7. Metro Council will hold a public hearing on September 26, with JPACT members invited and encouraged to attend to hear public testimony.
4. Priority identification – county coordinating committees and the City of Portland will have the opportunity to identify which projects they consider to be their priorities.

TPAC and JPACT will use this information in their discussions of the RFFA projects throughout the fall of 2019, leading to a scheduled adoption of a final project package by Metro Council in January 2020. Page 6 of the memo notes the final public comment period ending Oct. 7, with the report expected Oct. 15 in time for input from county coordinating committees, TPAC and JPACT before final recommendation is prepared.

Comments from the committee:

- Karen Buehrig asked when the full spreadsheet referred to in the memo would be available to the committee. Mr. Kaempff reported this would be sent out to the committee today.
- Katherine Kelly noted that the technical and risk assessments section of the evaluation was expected before public comment began but that jurisdictions should have received this prior. Mr. Kaempff reported this was a timeline issue and that the technical and risk analysis was not included in the public comments information. Applicants are now currently receiving this information, asking for more information and clarification on their projects. Responses to these questions will be used in developing a final technical and risk assessment report, scheduled to be completed in early October, prior to county coordinating committee priority identification processes.
- Gareth Prior acknowledged the challenge with the timelines and confirmed that cities and applicants would receive clarification on details with the public comment and evaluation. It was also confirmed that project readiness and risk assessment were the same.
- Eric Hesse asked for clarification on the spreadsheet; a ranking of projects, financial capabilities? Mr. Kaempff reported there were no ranking or financial capabilities in the spreadsheet. The information was created to provide evaluations on policy priorities in the RTP that could be developed for policy outcomes.
- Maria Hernandez-Segoviano asked how it could be shown these projects are aligning with priorities in the RTP. Mr. Kaempff reported that all 23 projects submitted for evaluation are in the RTP, and that part of the evaluation is reviewing the policy objectives identified in the RTP priorities, and including risk assessments. When asked if all the projects could be shown with this information, Mr. Kaempff confirmed it would and reported at the next month meeting. He encouraged the committee to contact him for any further questions or clarifications on the projects and process.
- **2021-2024 MTIP Network Review and No Build Reminder** (Ted Leybold)
Vice Chair Leybold reminded the committee of the memo in the packet from Grace Cho. Information in the memo reminds local governments and regional partners to identify all roadway and bicycle facility projects completed since 2015 and those projects expected to be completed by end of 2020 to submit documentation for the regional roadway network by October 31. Contact Metro staff Thaya Patton or Grace Cho for questions or more details.

3. Public Communications on Agenda Items - none

4. Consideration of TPAC Minutes from July 12, 2019

MOTION: To approve the minutes from July 12, 2019 as presented.

Moved: Glenn Koehrsen

Seconded: Jeff Owen

ACTION: Motion passed unanimously with one abstention; Katherine Kelly.

5. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 19-5018

Ken Lobeck presented information on resolution 19-5018, Sept. 2019 Formal MTIP Amendment that:

Recommend JPACT approval of Resolution 19-5018:

- o Includes formal amendments to 13 projects
- o 9 new projects being added to the MTIP
- o Impacting Metro, ODOT, Portland, SMART, TriMet, and Washington County

- Adds six new Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant child projects
- Combines three OR 217 projects
- Adds new transit projects for SMART and TriMet

The FAST Act established the Advanced Transportation and Congestion Management Technologies Deployment Program to make competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment.

ODOT submitted an application and was successful in obtaining an ATCMTD grant award. The total grant award is \$12 million. The required minimum match is 50% or greater. ODOT's grant submittal is called the Smart Mobility Network. The Smart Mobility Network uses smart technologies statewide in both urban and rural regions to ease the impacts of rapid growth, guide infrastructure investments, and promote optimal mobility for all modes. Overall, the project uses 30 smart technologies, including advanced traveler information systems and infrastructure maintenance, monitoring, and condition assessment to create an integrated and cohesive transportation planning and management program in Oregon serving all modes. ODOT's Smart Mobility Network grant will be partitioned into nine separate sub-projects. Including the matching project in Key 21157, six additional sub-projects will be programmed and implemented in the Metro MPO boundary area.

A slide showing the OR 217 three combined projects into a single project for combined delivery efficiencies/economies of scale, full construction phase programming added to the already committed funds, and now total cost with combined projects and full programming is now \$134,200,840.

New transit projects added to the amendment include:

- ODOT Rail and Public Transit Division grant awards
- Discretionary grant awards to SMART and TriMet:
 - o Key 21522: \$555,200 award to SMART - Bus and Bus Facilities Rural SMART 2017 new project to purchase:
 - One 30-35 feet, 25-35 seat CNG powered bus
 - Two 25-30 feet, 16-30 seat CNG powered buses
 - One 20 foot, 3-6 seat gas powered van
 - Support expansion of SMART's CNG refueling station
 - o Key 21517: TriMet Bus Replacement Award FFY 2019
 - Bus replacement purchases
 - \$1,014,845 grant award
- TriMet Low-No Bus Program FFY 2019
- FTA Section 5339c Low or No-Emission discretionary award
- Provides funding for the purchase or lease of zero emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities
- TriMet awarded \$2,088,579 of 5339c plus added match of \$2,159,421 for a total of \$4,248,000
- Purchase zero-emission battery electric replacement buses

Lobeck reported that MPO CFR Compliance requirements have been met including the new Performance Measurements, with public notification period now open through Sept. 30. ODOT and USDOT final approvals are expected in early Nov. 2019.

Comments from the committee:

- Jeff Owen gave full support of the combined funding on projects. He suggested that consideration of these for JPACT further provide opportunities for partners that compete for federal funds that, when combined, bring new funding to the region. This is worth celebrating for examples of successful transit funding in the region.
- Maria Hernandez-Segoviano expressed appreciation for highlighting this federal funding that is unique with combined grants. She would like to see a TriMet presentation that matches the increased funding to increased ridership in the region. The use of federal funds for capital projects and operational investments should continue to be presented and highlighted with this type of combined partner funding.

MOTION: To provide approval recommendation to JPACT of Resolution 19-5018, for the purpose of adding or amending existing projects to the 2018-21 Metropolitan Transportation Improvement Program (MTIP) involving thirteen projects impacting Metro, ODOT, Portland, SMART, TriMet, and Washington County, and to direct staff to make all necessary corrections to amendment documents.

Moved: Eric Hesse

Seconded: Melanie Ware

ACTION: Motion passed unanimously.

6. Regional Flexible Funds Allocation (RFFA) Region-wide Program Review

Patrick McLaughlin presented information on the **Transit-Oriented Development (TOD) Program**. The TOD program seeks to implement the 2040 Growth Concept by investing in compact mixed-use projects near light rail stations, along frequent service bus corridors and in town centers and regional centers. In order to maximize its ability to leverage transit-oriented development and increasing affordability in high cost and gentrifying neighborhoods, the TOD program allocates its limited resources by identifying and prioritizing station areas and corridors with existing transit orientation and emerging market potential.

Demand for Metro's TOD Program kept pace and managed to nearly match last year's record number of new, funded projects. Building again on adjustments made to the program in 2016, 80 percent of Metro's funded projects included buildings with income-restricted units to serve lower income households. Metro's TOD program stimulates private investment by helping offset the higher costs of compact development. TOD program investments totaling \$16 million have leveraged more than \$697 million in private development activity across 45 completed TOD projects.

Comments from the committee:

- Tyler Bullen asked if there were rules of development with income restricted/subsidized units. Mr. McLaughlin reported there were none as long as the grant recipients met the requirements of the TOD program. When asked if parking was allowed in these units, Mr. McLaughlin reported they tried to keep parking space down as much as possible, but worked on a case by case with jurisdictions for the type of development and market rate property. Asked the percentage of total cost of the program TOD provides, typically a small percentage, 1-2%, unless when buying more land for development.
- Don Odermott commented on the success of the TOD program. Having regional and town centers for transit frequent service is important, with more parking for accessibility and sustainability. It was recommended that when new routes are added to the regional system,

proactively planning for service coverage and accessibility to take advantage of these opportunities should be considered.

- Katherine Kelly agreed with these comments and the successful work on the TOD program. It was suggested that more discussion be held on the land development side of investments for future frequent service. The TriMet TOD program and Metro's could be linked and coordinated together for efficiency and partnership in future programming. Mr. Laughlin agreed that TriMet works in partnership with Metro on corridor prioritization and knowledge sharing with the program. Jeff Owen agreed that a joint presentation between TriMet and Metro TOD programs would be beneficial.
- Maria Hernandez-Segoviano what funds were from TOD and if any, affordable housing bond funds. Mr. Laughlin reported that the TOD program funds were from RFFA, and 90% of the affordable housing bond funds were distributed to jurisdictions with strict and limited restrictions for low income housing. The remaining 10% of the bond funding Metro will use for land acquisition for affordable housing, with a focus on investments and policy approved expected that the end of Sept., focused on RTP priorities. Ms. Hernandez-Segoviano commented on the link between transportation and housing with the need for agency policies to have a concerted effort. It would be helpful to have a report on TriMet and Metro land surplus policies so that opportunities are not lost when affordable housing is needed.
- Erin Wardell noted the cluster map shown was outdated, missing more frequent service that have since come on line. It was asked if there would be an update to future TOD areas in the next 10 years, with opportunities to development investments. Mr. Laughlin acknowledged the rapid pace of the frequent services with data, and future updates to maps and graphs will highlight this. Future areas they are looking at now include SW Corridor for priority with land, and areas with TriMet bus service areas.

Marne Duke presented information on the **Regional Travel Options program**. With the program purpose to optimize infrastructure investments, reducing single people travel on roads, contribute to healthy, livable communities, RTO provides direct support for Travel Demand Management (TDM) programs. The 2018 Strategy update:

- Creates a framework for improved performance through better partner support
- Broadens equity and geographic reach
- Aligns with 2018 RTP direction, Climate Smart commitments, ODOT plans
- Expands focus to help kids (Safe Routes to School)
- Creates principles for using technology

The RTO grant program has awarded \$5.7 million to 25 organizations in six grant categories. Seven grants to Safe Routes to Schools help support developing educational and outreach programs and program coordination. Funds for collaborative marketing help coordinate partner efforts, sharing of research and resources, pilot projects exploring new techniques and audiences, and new funding dedicated for partner-led projects.

Evaluation of the program helps measure program impact and awareness of the program. The TDM inventory and assessment provides information on whom and where we are not serving, why these techniques are not being utilized, and how we can be more efficient moving forward. Work on the current assessment wraps up this fall, with implementation on the action plan in 2020.

Comments from the committee:

- Glenn Koehrsen asked what information was available with first mile/last mile connections between Oregon City and Clackamas County town center, specifically funding Clackamas County Community College. Karen Buehrig added to Ms. Duke's input on TDM program funding with CCC student shuttle information and marketing. Different funding sources for programs are being developed currently in Clackamas County for a study on shuttle services, hiring a new transit coordinator and working on TDM marketing. The County and Oregon City are encouraged to keep agencies informed of new program and services.

Caleb Winter provided information on the **Transportation System Management and Operations Program (TSMO)**. Showing the cost of congestion projected to increase per driver in the next year an average of \$1,625, slower transit bus travel trends, and sources of more congestion on our transit routes, the purpose of TSMO is for developing intelligent, smarter responses to constrained fiscal environment, constrained space, growing demand and growing capabilities.

TSMO programs on regional arterials, transit, bicycle and pedestrian systems serve:

- Regional signal systems
- Transit signal priority
- Arterial travel time
- Multimodal data collection
- Traveler information
- Freight traffic engineering

Metro will convene partners this fall to begin updates of the TSMO Strategy, evaluating past efforts and applying 2018 Regional Transportation Plan Goal 4, Reliability and Efficiency: *The transportation system is managed and optimized to ease congestion, and people and businesses are able to safely, reliably and efficiently reach their destinations by a variety of travel options.*

In Brief

- 2022-2024 RFFA allocates the TSMO program \$5.74, matched by a minimum of \$0.66 million from local sources totaling \$6.4 million for projects and strategy support for three (3) years.
- TSMO investment priorities will follow the planning process for the 2020 TSMO Strategy update. This planning work is underway to develop a TSMO action plan to achieve RTP Goal 4, Reliability and Efficiency on the region's transportation system.
- Fall 2020 is the soonest Metro would solicit for 2022-2024 TSMO projects.
- Project recommendations will involve regional stakeholders through TransPort, supported by Metro Resource Development staff.

Comments from the committee:

- Karen Buehrig asked where in the project solicitations process we are at now. Mr. Winter reported that first round applications with RFFA are open with more information on the TSMO website. Criteria and readiness questions were being addressed. Funding available is estimated at \$4.6 million this round, with application submittals due to close Sept. 23.
- Erin Wardell commented on success with this program, especially due to the working with partners in the region as full investment strategies. Washington County looks forward to continuing with these efforts.

- Tyler Bullen asked how the figure of \$1,625 cost of congestion per driver was arrived. Mr. Winter and Eric Hess commented that several factors were calculated into this number; cost of time, cost of fuel, historical data, delay in travel. Mr. Bullen suggested that if this number of cost to drivers was more understood, more support for addressing real solutions to congestion in the region could be provided to the public. Pricing the factors would make a powerful case with pricing solutions if correctly messaged.
- Maria Hernandez-Segoviano agreed with the importance of showcasing the unintended consequences of fuel emissions with the environment in areas of health and areas with communities of color. Referring to the graph showing slower transit trends with bus speeds for service, it was suggested to better articulate this and capture the story of how congestion affects frequent service. Mr. Winter added that with the work of enhanced transit corridors and increasing transit signal speed for faster service and more frequent service stops, these examples can help share this story.
- Jeff Owen commented on the slide of slower transit speeds, that came from 2017 bus data and how need to make bus priorities more efficient. TSMO not only collects data but uses this system to tell stories, create solutions and help implement them with our partners. It will be part of the T2020 story that helps demonstrate where pricing would be most effective.

7. Congestion Bottleneck Operations Study II

Scott Turnoy provided an overview of the Congestion Bottleneck Operations Study II (CBOS). ODOT Region 1's Corridor Bottleneck Operations Study 2 (CBOS 2) evaluates freeway congestion bottlenecks and identifies potential projects to address congestion, particularly during peak commute shoulder hours, through safety and operational improvements on six Portland metro area freeway corridors (I-5, I-84, I-205, I-405, US 26 and OR 217).

The CBOS 2 Project Atlas summarizes phases of work and functions as a menu of potential projects from which ODOT can select for design and construction as funding becomes available. In CBOS 2, projects are identified and evaluated to determine potential measurable benefit and feasibility. CBOS is an approach ODOT has employed over the past six years to identify and analyze safety-spot improvements. This approach has become the trend among state and federal transportation agencies seeking operational and lower-cost "fixes" at spot-specific locations to address safety issues.

CBOS 2 project opportunities are evaluated on operational and safety performance compared with existing conditions. The analysis considers vehicle speeds, volume to capacity performance, queuing, crash hot spots and ODOT SPIS site locations, as well as potential project impacts to structures, right-of-way and environmental sensitivities.

ODOT Region 1 evaluated project opportunities across six freeway corridors in an effort to address several of the 38 freeway congestion bottlenecks. The CBOS 2 Project Atlas illustrates the benefits and feasibility of 26 projects or project phases. These projects include the following improvement types:

- Auxiliary lanes (ramp-to-ramp lanes)
- Ramp modifications
- Entrance ramp metering
- Dual exit lanes
- Active Traffic Management (ATM) signs
- Braided ramps
- Ramp management

- Truck climbing lane

The full report is due soon and will post on the ODOT website. For more information on the study and projects listed, contact Mr. Turnoy.

Comments from the committee:

- Tom Bouillion mentioned a project that did not make the project list; I-205 Northbound on the Glen Jackson bridge from Airport Way during peak hour bottlenecks. Starting next week service is being provided by C-Tran during off-peak hours to the airport. The Port anticipates delays with the bridge closure planned by ODOT on I-5 next year and hopes for some mitigation. The Port is interested in pursuing with ODOT and C-Tran coordination and operational fix efforts, perhaps with bus-on-shoulder. The efforts with the CBOS definitely show efforts worth pursuing.
- Tyler Bullen asked why total costs for the projects were not included in the materials. Mr. Turnoy reported the final costs of each project were not yet known. When asked why the Rose Quarter project was not listed, it was reported this was a much larger project that fell into a different category. Past reports from ODOT felt our State Highway system was built out, so that currently we are now doing small operational pieces. Did the 47 projects listed as improvements serve as complete concepts? Mr. Turnoy acknowledged the alternative feasibilities in the study and possible leveraging between projects, but a complete build out was questionable. It was suggested that discussion on the best way to spend this money and get to the core of the issue of congestion in the region should be developed.
- Don Odermott mentioned the methodology in the study that showed improvements in the bottleneck areas, but consequences to arterials and other routes when traffic diverts to lesser congestion. It was asked if the analysis in the study addressed rebalancing traffic, and coordination with local jurisdictions and agencies. The greenhouse effect with emissions should be included in the study for both numbers of cars but also transit time. A more dynamic storytelling purpose could be effective in further development with the study.
- Maria Hernandez-Segoviano commented on the missing link between congestion and finding more accessibility to address the issue. It appears that various road adaptations are being suggested to solve bottlenecks, but a miss connect on finding ways to reduce congestion, not simply divert this. Mr. Turnoy acknowledged the study is just one of many things that ODOT and regional partners should and do look at to address congestion with multi-modal strategies. These projects are intended to address operational and safety issues at freeway bottlenecks to help the freeway system operate more smoothly and safely.

8. Regional Mobility Policy Work Plan

Kim Ellis and Lidwien Rahman provided an update on the Metro/ODOT Mobility Policy with work done to date. The purpose of this project is to update the policy on how the region defines mobility and measures success. The updated policy will guide development of regional and local transportation plans and the evaluation of potential impacts of plan amendments and zoning changes on the transportation system.

This update will take place over the next two years. Project scoping is underway and expected to be complete by the end of the year. Scoping will be used to help develop a work plan and engagement plan that will guide the planning process. The plans will be presented to JPACT and the Metro Council for consideration in Fall 2019. The project's multi-phase planning process will advance from Jan. 2020

through June 2021, and result in policy recommendations to JPACT, the Metro Council and the Oregon Transportation Commission.

Draft key work plan tasks for the next two years were reviewed. Key engagement strategies were discussed from key stakeholders, and encouragement given to TPAC members to be part of the decision making process. TPAC will be asked to review the work plan and engagement plan at the October meeting, and make recommendation to JPACT in Nov.

Comments from the committee:

- Melanie Ware appreciated the collaborative work between the agencies and the deliberate approach to getting feedback on these issues. The work plan and strategy discussion next month will be looked forward to having.
- Don Odermott commented on the need to synchronize planning standards and performance standards which are often not well aligned with these projects. Ms. Ellis and Ms. Rahman agreed that many of the measurements coming from these discussions can help lead to finding better alignment in the system.

9. Committee Feedback on Creating a Safe Space at TPAC

Vice Chair Leybold announced the next TPAC Equity Workshop is scheduled for October 10 in Council chamber, from 9 a.m. to 1 p.m. A reminder about this will be sent to members and alternate members. There were no comments or suggestions on the response cards collected at the end of the meeting.

10. Adjourn

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

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, Sept. 6, 2019

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	09/06/2019	09/06/2019 TPAC Agenda	090619T-01
2	TPAC Work Program	8/28/2019	TPAC Work Program, as of 8/28/2019	090619T-02
3	Memo	08/29/2019	TO: TPAC and Interested Parties From: Ken Lobeck, Funding Programs Lead RE: 2019 Semi-annual UPWP Regionally Significant Projects Summary Report	090619T-03
4	Memo	7/12/2019	TO: TPAC and Interested Parties From: Grace Cho, Senior Transportation Planner RE: Request for Agency Review of 2015 Base Year Network for 2021-2024 MTIP Performance Assessment	090619T-04
5	Minutes	7/12/2019	Draft minutes from TPAC July 12, 2019 meeting	090619T-05
6	Resolution 19-5018	09/06/2019	Resolution 19-5018 for the purpose of adding or amending existing projects to the 2018-21 MTIP involving 13 projects impacting Metro, ODOT, Portland, SMART, TriMet and Washington County	090619T-06
7	Exhibit A to Resolution 19-5018	09/06/2019	Exhibit A to Resolution 19-5018, 2018-21 MTIP	090619T-07
8	Staff Report	8/29/2019	Staff Report to Resolution 19-5018, 2018-21 MTIP	090619T-08
9	Attachment 1	08/29/2019	Attachment 1 to Resolution 19-5018, Project Location Maps	090619T-09
10	Attachment 2	08/29/2019	Attachment 2 to Resolution 19-5018, Project Support Materials	090619T-10
11	Handout	N/A	2018 Annual Report, July 2017-June 2018, Transit-Oriented Development Program	090619T-11
12	Handout	June 2016	Transit-Oriented Development Program Strategic Plan	090619T-12
13	Memo	08/30/2019	TO: TPAC and Interested Parties From: Caleb Winter, TSMO Program Manager RE: Transportation System Management and Operations (TSMO) Program Update	090619T-13
14	Handout	July 2019	Regional mobility policy update	090619T-14

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15	Memo	09/06/2019	TO: TPAC and Interested Parties From: Dan Kaempff, Principal Transportation Planner RE: 2022-2024 Regional Flexible Funds Allocation Project Evaluation Process and Next Steps	090619T-15
16	Handout	Sept. 2019	Portland Region Corridor Bottleneck Operations Study 2	090619T-16
17	Handout	09/05/2019	Regional Mobility Policy Update, Key Scoping Meeting April to Dec. 2019	090619T-17
18	Presentation	Sept. 6, 2019	September 2019 MTIP Formal Amendment Summary	090619T-18
19	Presentation	Sept. 6, 2019	Transit-Oriented Development Program	090619T-19
20	Presentation	Sept. 6, 2019	Regional Travel Options	090619T-20
21	Presentation	Sept. 6, 2019	Transportation System Management and Operations Program Update	090619T-21
22	Presentation	Sept. 6, 2019	Corridor Bottleneck Operations Study 2	090619T-22
23	Presentation	Sept. 6, 2019	Metro/ODOT Mobility Policy Update	090619T-23