

---

**Wednesday, April 19, 2023**  
**7:30 AM – 9:00 AM**

**Virtual Meeting:**

<https://clackamascounty.zoom.us/j/86436691509?pwd=YU5UeHAzWW14V3Y3NGsrR1QxOXlaQT09>

**Telephone option:** 1 (253) 205-0468

---

**Agenda**

**7:30 a.m. Welcome & Introductions**

**7:35 a.m. JPACT ([JPACT Materials](#))**

- **82<sup>nd</sup> Ave. Transit Project Update (40m)**  
*Presenting: Kate Hawkins, Metro Senior Transportation Planner;  
Elizabeth Mros-O'Hara, Metro Investment Areas Project Manager*
- **TPAC Update (10m)**
  - *TPAC Membership Update*

**8:15 a.m. MPAC**

- **MPAC Debrief and Updates**  
*Reporting: MPAC Members*

<b>Attachments:</b>	JPACT Work Program	Page 02
	82 <sup>nd</sup> Ave. Transit Project Fact Sheet	Page 04
	82 <sup>nd</sup> Ave. Transit Project Presentation	Page 06
	TPAC Memo	Page 20

# 2023 JPACT Work Program

*As of 2/7/2022*

*Items in italics are tentative*

<p><b><u>January 19, 2023</u></b></p> <ul style="list-style-type: none"> <li>• <b>Resolution No. 23-5308</b> For the Purpose of Advancing Metro Eligible Unified Planning Work Program (UPWP) Projects for Inclusion in the State Fiscal Year 2023 UPWP and Completing a Scope Change for an ODOT Americas with Disabilities Curbs and Ramps Project <b>(consent)</b></li> <li>• JPACT 101 (Margi Bradway (she/her), Metro; 10 min)</li> <li>• 2023 RTP: Finding from the Equitable Transportation Funding Research Project (Lake McTighe (she/they), Metro, Theresa Carr, Nelson/Nygaard, and Aria Wong, Nelson/Nygaard; 30 min)</li> <li>• RTP - High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro; 20 min)</li> <li>• Carbon Reduction Program Introduction &amp; Proposal (Ted Leybold (he/him), Metro; 25 min)</li> </ul>	<p><b><u>February 16, 2023</u></b></p> <ul style="list-style-type: none"> <li>• <b>Resolution No. 23-5315</b> For the Purpose of Amending the 2021-24 MTIP to Ensure Previously Approved Funding is Available to Support Planning Activities in the SFY 2024 Unified Planning Work Program (UPWP) <b>(consent)</b></li> <li>• <b>Resolution No. 23-5306</b>, For the Purpose of Endorsing the Preferred Alternative for the Earthquake Ready Burnside Bridge Project (Alex Oreschak, Metro; Megan Neil, Multnomah County; 20 min) <b>(action)</b></li> <li>• RT2023 RTP Call for Projects Update (Margi Bradway (she/her), Metro, Kim Ellis (she/her), Metro; 20 min)</li> <li>• Climate Smart Strategy: JPACT/Council Workshop Recap and Climate Friendly Equitable Communities Update (Margi Bradway (she/her), Metro, Kim Ellis (she/her), Metro; 30 min)</li> </ul>
<p><b><u>March 16, 2023</u></b></p> <ul style="list-style-type: none"> <li>• Carbon Reduction Program Approval (Ted Leybold (he/him), Metro) <b>(action)</b></li> <li>• Legislative update</li> <li>• ODOT Great Streets Program and Funding Allocation</li> </ul>	<p><b><u>April 20, 2023</u></b></p> <ul style="list-style-type: none"> <li>• 2024-27 Metropolitan Transportation Improvement Program (MTIP) Performance Evaluation (comment from Chair)</li> <li>• Unified Planning Work Program (UPWP) discussion (John Mermin (he/him), Metro; 20 min)</li> <li>• 2023 RTP: High level assessment of draft project list</li> </ul>
<p><b><u>May 18, 2023</u></b></p> <ul style="list-style-type: none"> <li>• 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 <b>(action) (consent)</b></li> <li>• High Capacity Transit Strategy Update: Draft Report (Ally Holmqvist (she/her), Metro)</li> <li>• 2023 RTP System analysis</li> <li>• Cascadia Corridor Ultra-high speed ground transportation</li> </ul>	<p><b><u>June 15, 2023</u></b></p> <ul style="list-style-type: none"> <li>• Release of RTP draft plan to public <b>(action)</b></li> <li>• 2024-27 MTIP Adoption draft</li> <li>• I-5 Interstate Bridge Replacement Project (IBR) - Financial Plan + Legislative Session Update</li> <li>• Public Transportation Strategy to Complement Regional Pricing</li> </ul>
<p><b><u>July 20, 2023</u></b></p> <ul style="list-style-type: none"> <li>• 2024-27 MTIP adoption <b>(action) (consent)</b></li> </ul>	<p><b><u>August 17, 2023</u></b></p> <ul style="list-style-type: none"> <li>• Better Bus Program update</li> </ul>

<ul style="list-style-type: none"> <li>• 2023 RTP Draft Implementation Plan (Kim Ellis (she/her), Metro)</li> <li>• Freight Commodity Study: Draft Findings (Tim Collins (he/him), Metro)</li> <li>• 82<sup>nd</sup> Avenue Transit Plan</li> </ul>	<ul style="list-style-type: none"> <li>• TV Highway Corridor Plan</li> <li>• WMIS Update</li> </ul>
<p><b><u>September 21, 2023</u></b></p> <ul style="list-style-type: none"> <li>• WMIS Approval (<b>action</b>)</li> <li>• I-5 Interstate Bridge Replacement Program (IBR) SDEIS</li> <li>• Safety Update</li> <li>• Construction Careers Pathways Program (C2P2) update</li> </ul>	<p><b><u>October 19, 2023</u></b></p> <ul style="list-style-type: none"> <li>• 82<sup>nd</sup> avenue transit plan</li> <li>• TV highway corridor plan</li> <li>• Public Transportation Strategy to Complement Regional Pricing: Final Strategy</li> </ul>
<p><b><u>November 16, 2023</u></b></p> <ul style="list-style-type: none"> <li>• 82<sup>nd</sup> avenue transit plan (<b>action</b>)</li> <li>• TV highway corridor plan (<b>action</b>)</li> <li>• 2023 RTP (<b>action</b>)</li> </ul>	<p><b><u>December 21, 2023</u></b></p>

Bike Rack:

- *Hwy 26/Westside Transportation Study – briefing (20 min, Matt Bihn & ODOT)*
- *Regional Emergency Transportation Routes Update Phase 2 (John Mermin, Metro and Laura Hanson, RDPO)*
- Rose quarter update (Margi Bradway (she/her), Metro, Eliot Rose (he/him), Metro; 20 min)
- Freight commodity study (june or july)
- Rose quarter MTIP Amendment
- 82nd Avenue – Elizabeth Mros-O’Hare, Metro and City of Portland
- RTP - High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro) (January 2023)
- 82nd Avenue Project Update – Elizabeth Mros Ohare - City of Portland (Fall 2022)
- *Carbon Reduction Program (**action**)*
- *Rose Quarter MTIP Amendment (**action**)*
- 2023 RTP – Finance Plan (Ted Leybold, Metro)
- *Transit Oriented Development (Andrea Pastor, Metro) (march or april)*
- HCT RTP Workshop Recap (January)



# 82nd Avenue transit improvements

## Designing bus rapid transit, Clackamas Town Center to Northeast Portland

*Planning is underway to improve safe access and transit travel time while connecting people to essential jobs, education facilities, shopping and community services from Clackamas Town Center to the Roseway/ Sumner area.*

The bus serving 82nd Avenue – TriMet’s line 72 – has the highest ridership of any bus line in greater Portland. Though it carries more people than the Yellow or Orange MAX lines, it shares the road with commuters, freight and local deliveries – and is often stuck in traffic. One in four buses is late.

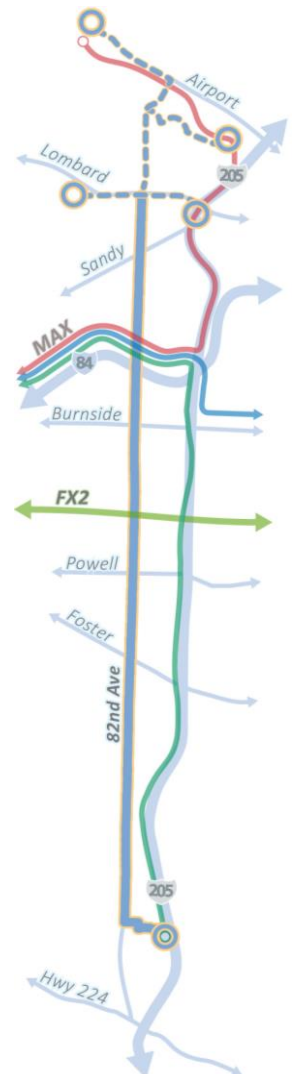
Partners from Clackamas County to Portland are working together to conduct a transit alternatives analysis for potential bus rapid transit service along 82nd Avenue from Clackamas Town Center to Portland’s Roseway and Sumner neighborhoods. Bus rapid transit service would significantly improve travel time, reliability, and comfort by allowing the bus to separate from or bypass other vehicle traffic in key areas along the route and improving stations.

This transit project will be highly coordinated with a community-led Equitable Development Strategy for the area to support business and community stabilization and enhancement. The transit analysis is being developed in coordination with the City of Portland’s Building a Better 82nd program, which is planning for \$80 million in near-term critical fixes in the Portland section of 82nd Avenue to be built over the next few years and another \$105 million to enact a vision to improve the corridor between Northeast Lombard and Southeast Clatsop streets.

### Community connections

Bus service along 82nd Avenue connects workers, students and other travelers to other key transit service, the larger transit network and key destinations.

- Line 72 continues east on Lombard to Swan Island.
- The stop at Halsey/Interstate 84 connects to the Blue, Red and Green MAX lines.
- The stop at Division Street connects to the new FX-2, with its new articulated frequent express buses connecting downtown Portland and downtown Gresham – and to the Portland Community College Southeast campus.
- The Clackamas Town Center Transit Center connects to the MAX Green line and 12 other bus lines.
- Other key destinations are on or near 82nd Avenue:
  - Portland Community College, McDaniel High School, Clackamas Middle College and Clackamas Community College Harmony campus
  - Montavilla Community Center, Montavilla Park, Harrison Park, and multiple health centers and social services
  - Clackamas Town Center, Eastport Plaza, Fubonn, Hung Phat Food Center, Shun Fat Supermarket, Fred Meyer and many restaurants and small businesses.



## Leveraging past work and public investments

The analysis is moving quickly as it builds on years of planning and outreach. It is building off the work of 2020 transportation funding measure analysis and engagement, the Enhanced Transit Concept from the 2018 Regional Transportation Plan, and multiple safety studies.

The transit investment is also being timed to take advantage of the opportunity to make substantial improvements in tandem with the City of Portland's efforts in 7 miles of the corridor. The partners seek to leverage investments of \$185 million dollars from the City of Portland and the State of Oregon related to the jurisdictional transfer of 7 miles of 82nd Avenue.



### Building a Better 82nd Avenue

Metro is leading the effort to examine an improved transit service from the Roseway and Sumner neighborhoods to Clackamas Town Center

Thanks to funding related to the transfer of 7 miles of 82nd Avenue from ODOT, the City of Portland is planning to invest \$150 million in safety, maintenance and transit improvements over the next eight years in the 82nd Avenue "civic corridor".

The City of Portland's civic corridor is focused on those 7 miles from Northeast Killingsworth Street to Southeast Clatsop Street, with \$80 million of critical safety and maintenance repairs over the next several years. These improvements will help transit riders safely and conveniently access the bus.

#### Near-term critical fixes on 82nd Avenue, Lombard to Clatsop (2022-2026)

Street lighting	\$2-5 million
Safe crossings	\$12-15 million
Corridor safety	\$12-15 million
Pavement, curb ramps	\$30 million
Traffic signals	\$15 million
<b>Total</b>	<b>\$80 million</b>

To find out more, visit [portland.gov/82nd-Avenue](http://portland.gov/82nd-Avenue).

The transfer from ODOT – from Northeast Lombard Street to Southeast Clatsop Street – allows for local maintenance of and improvements for the roadway. This road was originally conceived as a state thoroughfare connecting smaller towns and neighborhoods but has grown into its own hub of business and neighborhood activity – as well as an important option for commuters and the movement of goods and services.

### Timeline

- Transit concept development and analysis: summer 2022 to summer 2023
- Project steering committee identifies locally preferred alternative (LPA): summer 2023
- Local and regional governments approve locally preferred alternative and adopt into transportation plans: summer/fall 2023
- Begin project development: fall 2023
- National Environmental Policy Act (NEPA) process: 2023 through 2024
- Pursue Federal Transit Administration Capital Investment Grant: 2023
- Project design: 2023 into 2026 (projected)
- Construction: 2026 into 2029 (projected)
- Opening year: 2029 (projected)

### Partners

Metro and TriMet are lead partners for the transit alternatives analysis, working with the City of Portland, Oregon Department of Transportation, Multnomah County, Clackamas County and Port of Portland. This coordination helps leverage planning efforts related to improving the transit service and coordinate investments from local, regional, state and federal sources to get the most from multiple funding opportunities.

In addition, representatives from four community based organizations are serving on the 82nd Avenue Transit Steering Committee, which will select the locally preferred alternative for the bus project: Oregon Walks, Clackamas Resource Center, Unite Oregon and the 82nd Avenue Business Alliance.

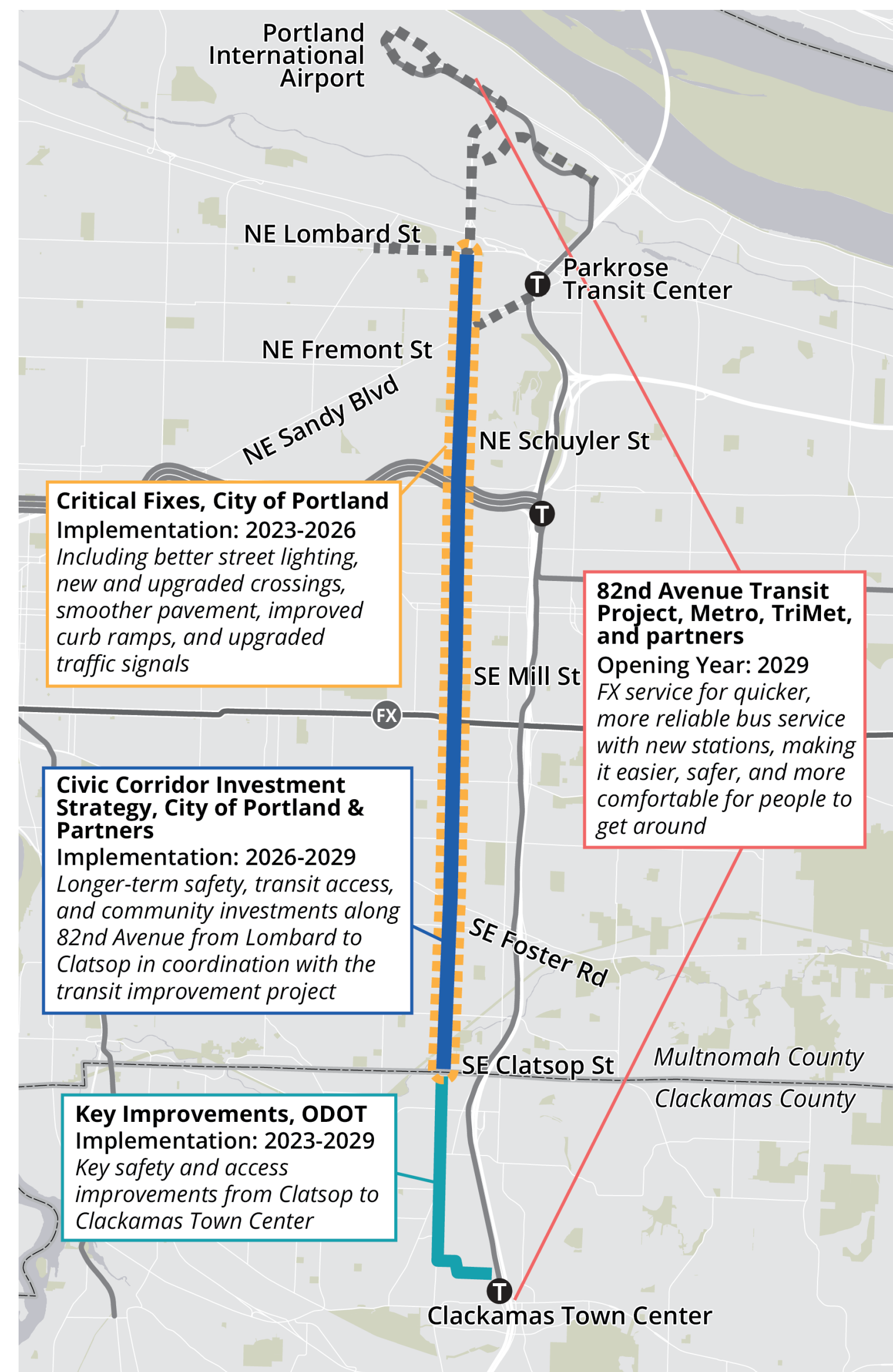
# 82<sup>nd</sup> Avenue Transit Project



TRI  MET



# Improvements Coming to 82<sup>nd</sup> Avenue



# The Line 72 Today

- Highest ridership bus line in the region, carrying more riders than the MAX Yellow or Orange lines
- Connects to over 20 other bus lines, MAX Blue, Green and Red Lines, and key destinations along 82<sup>nd</sup> Avenue
- Highest passenger travel delay of any line on the system
- Bus stops are spaced too close together and do not meet current TriMet standards
- Most bus stops lack shelters, seating, crosswalks, lighting, and real-time information







# Why invest in frequent service transit here?

- **Transit speed and reliability:** faster trips with buses arriving on time.
- **Constrained corridor:** serve the high travel demand in a constrained corridor
- **Safety:** safe access to transit and bus stop amenities in a high injury corridor
- **Transit-dependent communities:** safe, accessible, efficient, and reliable transit service to meet the needs of communities who rely on transit
- **Climate:** public transit is a primary tool to reduce greenhouse gas emissions in our region

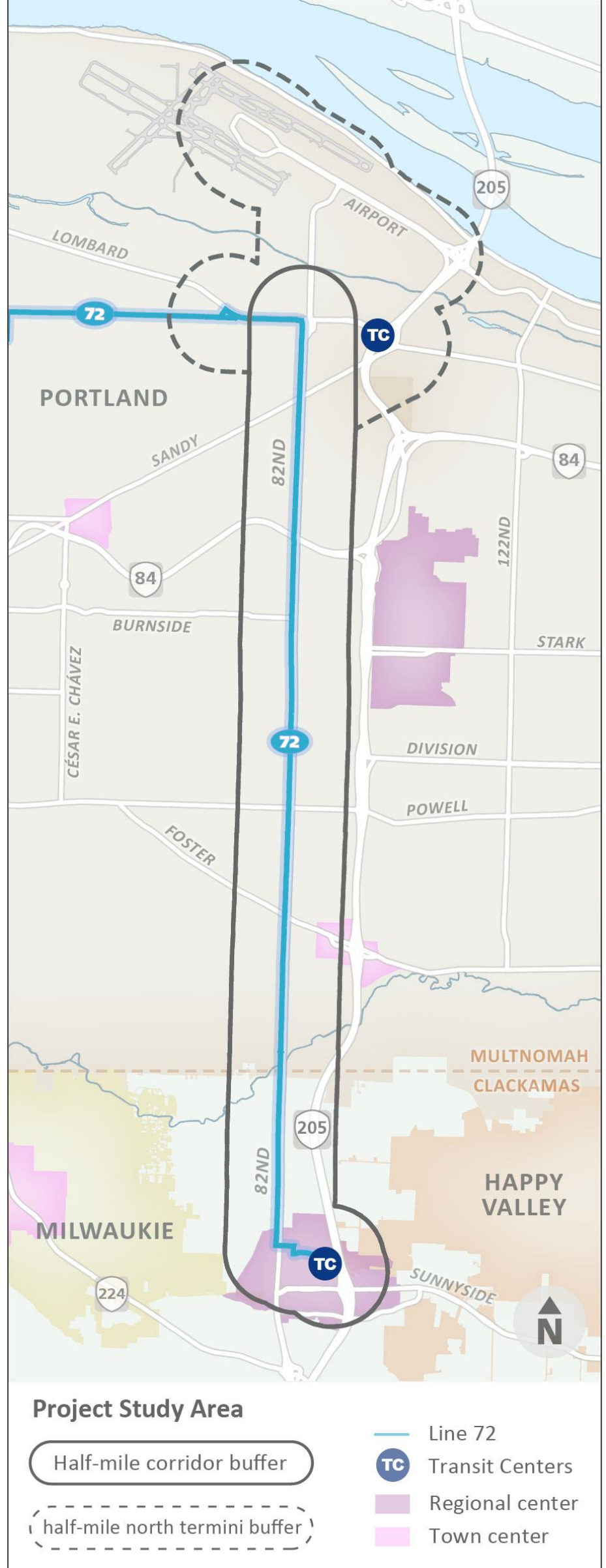


# 82<sup>nd</sup> Avenue Transit Project Study Area

Half mile buffer from Clackamas TC to Lombard, plus the four potential terminus locations

Population and employment in the corridor is high and growing

- Nearly 70,000 people (4% of the region)
- Over 21,000 people in Clackamas County live within study area
- Between 47,000 – 62,000 jobs (5-7% for the region)
- 13-15% of all Clackamas County jobs are within the transit project study area
- Anticipated to grow substantially and faster than the region



# Serving people who rely on transit

- Equity Focus Areas (BIPOC, Low Income, and Limited English Proficiency)
- People living with a disability
- Zero car households
- People who ride transit to work or school
- Certain housing populations: cost burdened, affordable housing, renters, multifamily



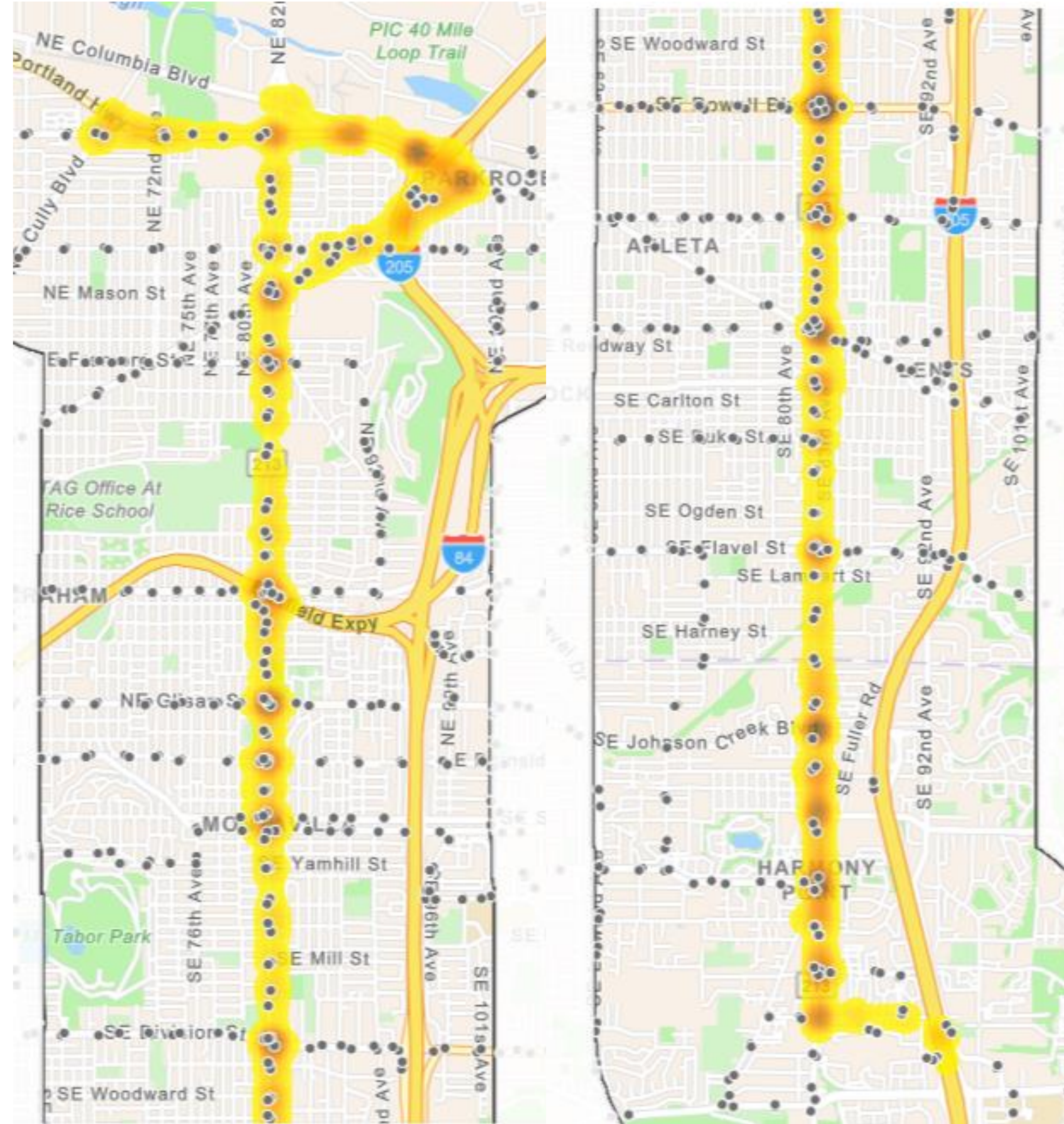
# Key Destinations and Connections

- **Major retail:** Clackamas Town Center, WinCo, Fred Meyer, Home Depot
- **Education:** Community College Harmony Campus, Clackamas Middle College
- **Medical Campuses:** Kaiser Permanente, multiple smaller medical offices and social services
- **Offices and restaurants**
- **Apartments, senior living, and other housing**
- **Clackamas Transit Center:** Max Green line, CCC Xpress, and 12 bus lines



# Safety

- 82<sup>nd</sup> Ave is one of the **highest crash and highest injury corridors** in the region
- **Crashes occur near bus stops**
- **Safe pedestrian access to transit is important**
- 8 pedestrian or bike fatalities (2015-2020)
- Sidewalk and lighting quality vary
- **Crossing improvements** planned by PBOT and ODOT will improve safe access to existing stops, but **some gaps will remain**





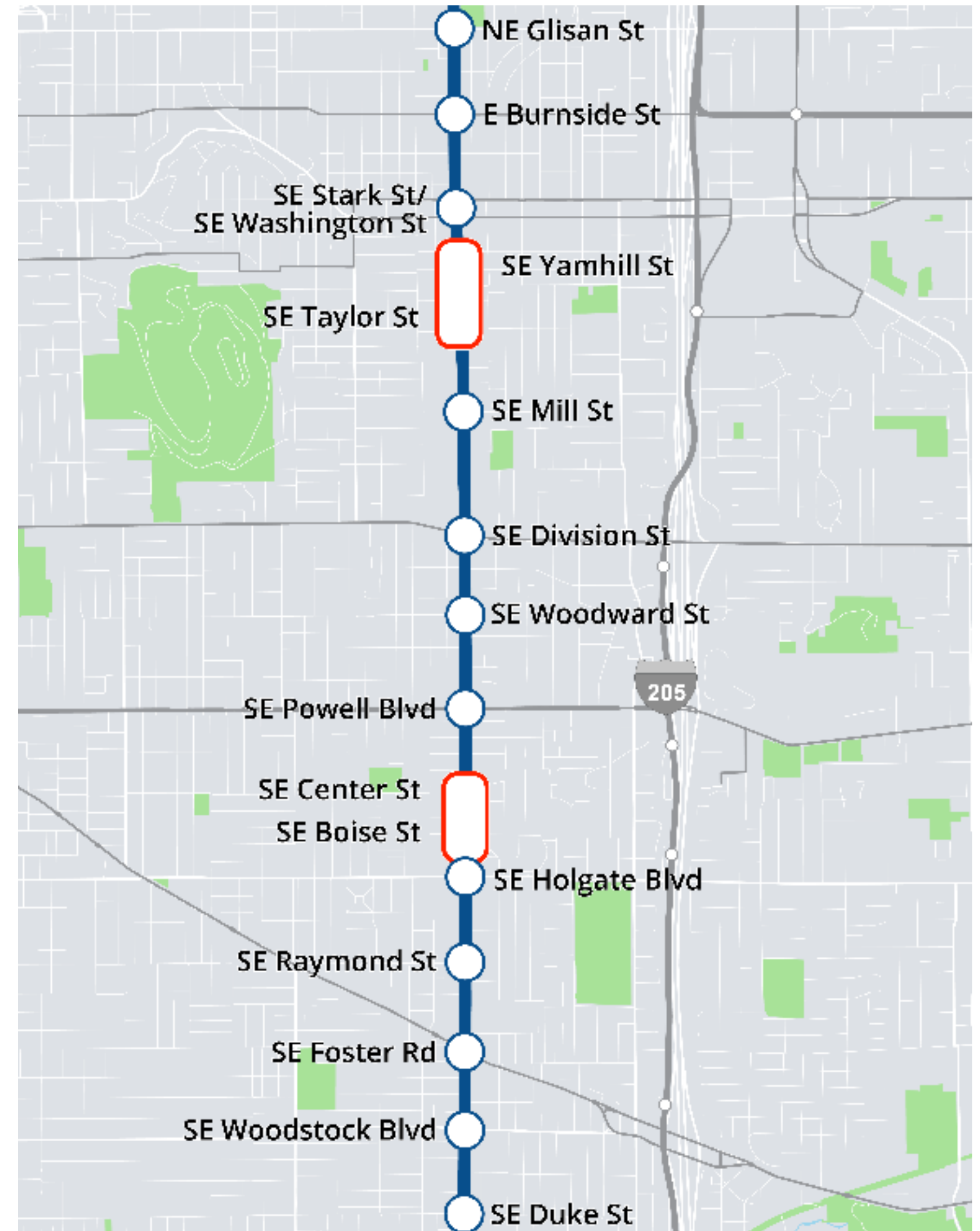
# TriMet's new Frequent Express

- Improvements to pedestrian access and lighting
- More seating and space with longer buses (room for 60% more riders).
- More doors make it easier and quicker for people to get on and off, improving bus trip speed and reliability.
- Dedicated lanes and signal priority to get buses around car traffic.
- Bus stations with shelters, seating, lighting and real-time bus arrival information.



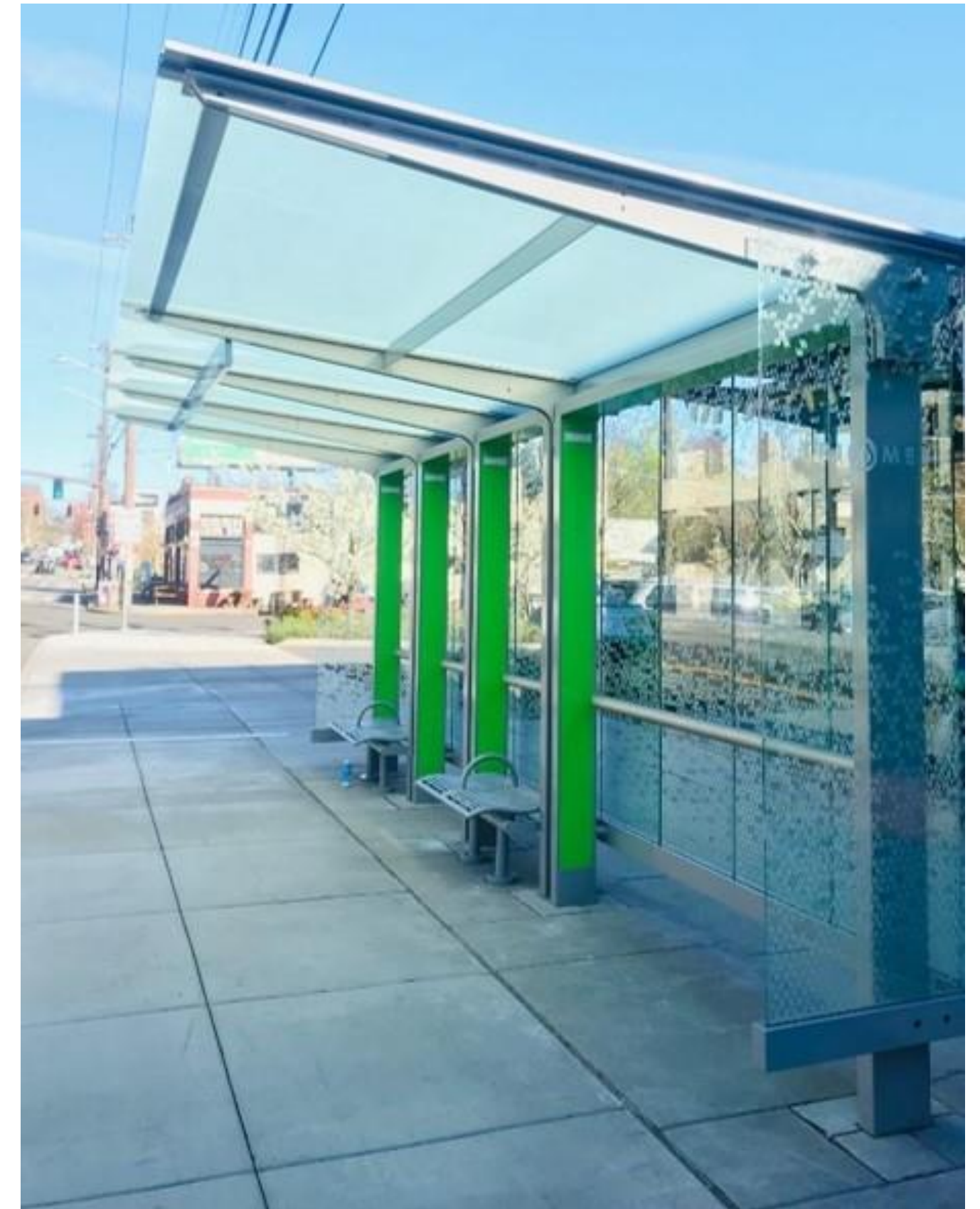
# Proposed Station Locations

- Invest in better amenities where people want to go
- Consolidation of close proximity & low ridership stops to improve trip speed and reliability
- **Most people will access transit where they do now or very nearby.**
  - About 72% of rides will be in the same location
  - About 90% of riders would have a station within 500 feet of their current stop (about 2.5 blocks or just under 2 minutes)



# How will station locations be evaluated?

- Near important destinations and community services –*where are people going now*
- Easy transfers to other transit lines
- Number of people using the stop
- Safely getting there by foot or wheels
- Connection to jobs and services for people who depend on transit
- Easy access for people with disabilities







# Route and Northern Turnaround

Partners are exploring four options for the bus to turn around at the northern end of the line:

- Portland International Airport
- Cascade Station
- Cully Neighborhood
- Parkrose Transit Center

Community feedback will help guide decision making on turnaround options and the station locations.



# What's next?

- **Spring 2023**
  - Project Awareness
  - Technical Analysis
  - Community input on proposed station locations
- **Summer 2023**
  - Community input on route alignment and northern turnaround options
  - Community input on refined station locations
- **Late 2023:** Recommendation on route, alignment, and station locations. Continued community engagement.



# Questions?

[oregonmetro.gov/82ndtransit](https://oregonmetro.gov/82ndtransit)



## Memorandum

**To:** C4 Metro Subcommittee  
**From:** [TPAC members attending April 7 TPAC meeting](#)  
**Re:** April 7, 2023 TPAC Highlights  
**Date:** April 10, 2023

---

### Overview

Following is a brief summary of the April TPAC Meeting. Meeting materials can be found [here](#).

### Membership Update

TPAC seats are permitted to hold more than one alternate. TPAC members representing the Clackamas Cities seat respectfully request that the C4 Metro Subcommittee vote to amend TPAC's roster to name Will Farley, Lake Oswego, as an additional alternate to the Clackamas Cities seat, recognizing that Mr. Farley faithfully attends TPAC meetings, and Mayor Buck currently represents Clackamas Cities to JPACT.

### General Updates

- There were an estimated 17 traffic fatalities in the tri-county area between February and April 1.
- TPAC recommended to JPACT approval Resolution 23-5325, formally amending the Metropolitan Transportation Improvement Plan (MTIP) to add three new projects to the MTIP allowing them to initiate preliminary engineering and meet future Federal delivery requirements. Two projects are located in Clackamas County:
  - In Federal Fiscal Year 2023, ODOT wants to begin preliminary engineering on a safety upgrade on US 26 at Stone Road in eastern Clackamas County. This project would install a median traffic separator to restrict the side street approach to right-in, right-out, and left-in turns to provide additional safety enhancements especially at night to vehicle motorists.
  - Design activities including NEPA for the removal of Kellogg Creek dam, replacement of OR99E structure and habitat restoration of watershed.
- TPAC recommended approval of the annual Unified Planning Work Program. The UPWP documents federal funding sources for transportation *planning* activities carried out in the Metropolitan area. Approval of the UPWP is required to receive federal transportation planning funds.

### Carbon Reduction Program – Allocation Proposals

#### Background

- The 2021 Bipartisan Infrastructure Law (BIL) established a new Carbon Reduction Program to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions. Metro will receive about \$18.8M in formula funding (total) over five federal fiscal years. About \$17M of the Metro share will support projects
- Metro Staff has provided four project packages for discussion, respectively lettered A-D. Packages A-C focus on funding transit improvements, plus one regional program, with the regional program of choice changing between packages. Package D focuses on funding former RFFA projects.

<b>Package A – Transit Corridors and Electric Bike</b>	
TV Hwy Bus Rapid Transit	\$5,000,000
82 <sup>nd</sup> Ave Bus Rapid Transit	\$5,000,000
Line 33 McLoughlin Transit Signal Priority	\$4,000,000
E-Bike Program	\$3,000,000
<b>Package B – Transit Corridors and Safe Routes to School</b>	
TV Hwy Bus Rapid Transit	\$5,000,000
82 <sup>nd</sup> Ave Bus Rapid Transit	\$5,000,000
Line 33 McLoughlin Transit Signal Priority	\$4,000,000
Safe Routes to School	\$3,000,000
<b>Package C – Transit Corridors and Active Transportation</b>	
TV Hwy Bus Rapid Transit	\$5,000,000
82 <sup>nd</sup> Ave Bus Rapid Transit	\$5,000,000
Line 33 McLoughlin Transit Signal Priority	\$4,000,000
Active Transportation Program	\$3,000,000
<b>Package D – RFFA (Next Rated Projects)</b>	
MLK Jr. Blvd	\$5,333,000
Tigard to Lake Oswego Trail	\$245,000
7 <sup>th</sup> Avenue	\$10,692,000
Fanno Creek Trail	\$500,000
Allen Boulevard	\$223,760

\* All Options include \$1.8 million for Metro Climate Smart implementation program

## WHAT YOU NEED TO KNOW FOR JPACT...

JPACT is only discussing CRP funding in April, with approval scheduled in May. Below are items to consider for JPACT's discussion:

- Package D includes no investment for Clackamas County** and allocates the bulk of funding to Portland. Package D fails to implement the Metro Council's prior direction to "make a regional investment with the limited dollars presented with CRP, but also be context sensitive to the different counties in the region." ([Pg 102](#))
- Packages A-C propose Transit Signal Priority along McLoughlin. **Consider opposing Packages A-C, as proposed, because:**
  - ODOT has identified TSP investments on McLoughlin up to Jennings Ave as proposed I-205 Toll Project mitigations. It is inappropriate for the region to fund an investment that ODOT may be responsible for as a condition of tolling.
  - TriMet has submitted a federal earmark request for McLoughlin Transit Signal Priority. If this request is funded, then it is unclear what would happen with the CRP funding.
  - Metro's description of the Line 33 project provides that any remaining dollars may be used on additional Transit Signal Priority corridors with high emission reduction potential.
- Consider supporting investment along Line 33, with modifications.**
  - Broaden line-item language to invest in "Line 33 McLoughlin Improvements and access to transit". This expanded language allows more context-sensitive spot treatments that could range from pedestrian access transit to electric charging stations.
  - Caveat that CRP dollars assigned to support Line 33 stay in Clackamas County.
  - Caveat that CRP dollars will not replace TriMet or ODOT investments, and dollars will not fund I-205 Toll Project mitigations.
- More information is needed.** There is limited information about what Metro's Climate Smart Implementation Program or the regional programs include.
- These are federal dollars,** which makes everything more expensive. It is unclear what opportunities exist to de-federalize dollars, or how projects are selected for de-federalization.
- There is not yet consensus at TPAC around the "regional" \$3M investment.** Additional options discussed included allocating part of the funds to TransPort, subsidizing transit fares, or advancing tools like EV purchase incentives.

## 2024 – 2027 MTIP Performance Evaluation Results

### Background

- If the Regional Transportation Plan is the blueprint for how our region will grow, then the Metropolitan Transportation Improvement Program is the tool we use to implement the plan (program money) in four-year increments.
- 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. 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.

### Takeaway

- The 2024-2027 MTIP makes very minimal progress towards the 2018 RTP priorities of equity, safety, climate, and mobility. In some individual areas, the 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.

## 2023 RTP Call for Projects Submission Status

- The Call for Projects completed in February. A high-level assessment of the project list is complete and system level performance evaluation is underway.
- **If your jurisdiction submitted projects for consideration in the RTP, then your local project list must be endorsed by your agency's governing body (e.g., City Council). Letters of endorsement are due to Metro staff not later than May 24.**
- In June, staff will seek JPACT and Metro Council support to release the Draft 202 RTP and draft High Capacity Transit Strategy for public review and comment. The comment period is planned for July 10 to August 25.
- In early fall TPAC and MTAC will be asked to identify remaining policy issues to be discussed by MPAC, JPACT and the Metro Council prior to adoption of the 2023 RTP and HCT Strategy. The 2023 RTP will be adopted by Ordinance as a land use action to meet federal and state requirements. The HCT Strategy will be adopted by Resolution.
- MTAC and TPAC will be requested to make final recommendations to MPAC and JPACT, in October and November, respectively. MPAC and JPACT will be requested to make final recommendations to the Metro Council in October and November, respectively. The Council is anticipated to consider final action on 2023 RTP (by Ordinance) and HCT Strategy (by separate Resolution) on November 30, 2023.

## Upcoming Agenda Highlights

- **April 19 – MTAC/TPAC Joint Workshop**
  - 2023 RTP: Draft high-level project assessment results
  - 2023 RTP: Draft Chapter 3 (policy) – continued discussion
  - 2024 – 2027 STIP Region 1: 100% Project Lists and Public Comment
- **May 5 – TPAC Meeting**
  - Carbon Reduction Program Funding Allocation – Recommendation to JPACT
  - 2023 RTP: Discuss policymaker and public input and technical findings to develop recommendation on finalizing draft RTP and list of project and program priorities for public review
  - Climate Smart Strategy
  - Recommended Projects for Implementing the 2021 TSMO Strategy

- **May 10 – TPAC Workshop**
  - High Capacity Transit Strategy Update: Draft Report
  - 2023 RTP: Draft system analysis results
  - Montgomery Park Streetcar expansion project

## For More Information, Contact Team TPAC

### COUNTY REPS

Karen Buehrig, Clackamas County  
[karenb@clackamas.us](mailto:karenb@clackamas.us) (Primary Member)

Jamie Stasny, Clackamas County  
[jstasny@clackamas.us](mailto:jstasny@clackamas.us) (Alternate)

Stephen Williams, Clackamas County  
[swilliams@clackamas.us](mailto:swilliams@clackamas.us) (Alternate)

### CITY REPS

Jaimie Lorenzini, City of Happy Valley  
[jaimiel@happyvalleyor.gov](mailto:jaimiel@happyvalleyor.gov) (Primary member)

Dayna Webb, City of Oregon City  
[dwebb@orc.org](mailto:dwebb@orc.org) (Alternate)