

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC) Workshop

Date: Wednesday, November 10, 2021

Time: 9:30 a.m. to noon

Place: Virtual meeting held via Zoom

<https://us02web.zoom.us/j/84316290046?pwd=ZFM1Y2R4S241aXZTNDNxRHdhWGJFUT09>

Passcode: 494759

Phone: 888-475-4499 (Toll Free)

9:30 a.m.	Call meeting to order and Introductions <ul style="list-style-type: none">• Committee input on creating a Safe Space at TPAC	Chair Kloster
9:40 a.m.	Public communications on agenda items	
9:43 a.m.	Consideration of TPAC workshop summary, July 14, 2021 <ul style="list-style-type: none">• Edits/corrections sent to Marie Miller	Chair Kloster
9:45 a.m.	Scoping Kick-off for 2023 Regional Transportation Plan (RTP) Purpose: Begin discussion of priority outcomes and potential topics for the update to address and how the region should work together to address them.	Kim Ellis, Metro
10:30 a.m.	Federal Legislative Session Update Purpose: Provide TPAC with Federal Legislative session updates.	Tyler Frisbee, Metro
11:00 a.m.	Westside Multimodal Improvements Study Purpose: Introduction to Westside Multimodal Improvements Study.	Matt Bihn, Metro
11:25 a.m.	Regional Flexible Fund Allocations (RFFA) Update Purpose: Brief TPAC on the Flexible Funds project application process and timeline.	Dan Kaempff, Metro
11:55 a.m.	Committee comments on creating a safe space at TPAC	Chair Kloster
Noon	Adjournment	Chair Kloster

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Ogeysiiska takooris la'aanta ee Metro

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានពាក្យបណ្តឹងរើសអើងសម្រាប់សេវាសាខាសេវាសាខា www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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Metro txoj kev ntxaub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntawm lub rooj sib tham.

2021- 22 TPAC Work Program

As of 11/08/2021

NOTE: Items in *italics* are tentative; **bold** denotes required items

November 10, 2021 - TPAC Workshop

9:30 am - noon

Agenda Items:

- Scoping Kick-off for 2023 Regional Transportation Plan (RTP) (Kim Ellis; 45 min)
- Federal Legislative Session Update (Tyler Frisbee; 30 min)
- Westside Multimodal Improvements Study (Matt Bihn; 25 min)
- Regional Flexible Fund Allocations (RFFA) Update (Dan Kaempff, 30 min)

December 3, 2021 9:30 am - noon

Comments from the Chair:

- Creating Safe Space at TPAC (Chair Kloster)
- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Lobeck)
- Fatal crashes update (Lake McTighe)
- DLCD Climate Friendly & Equitable Communities Rulemaking - Dec. update (Kim Ellis)

Agenda Items:

- **MTIP Formal Amendment 21-******
Recommendation to JPACT (Lobeck, 15 min)
- 2018 RTP Amendment 21-1467
I-205 Toll Project (Preliminary Engineering)
Discussion public comments/draft legislation (Kim Ellis, Metro/ Mandy Putney, ODOT; 30 min)
- MTIP Formal Amendment 21-**** I-205 Toll Project Introduction (Ken Lobeck; 10 min)
- Res 21-5211, amending FY 2021-22 UPWP to add Sunrise Community Visioning Project funded since adopted - Informational (John Mermin, 10 min)
- Res 21-5215, amending FY 2021-22 UPWP to amend funding and add detail to existing I-5 Boone Bridge Planning Project - Informational (John Mermin, 10 min)
- Res 21-5216, amending FY 2021-22 UPWP to add Regional Mobility Pricing Project funded since adopted - Informational (John Mermin, 10 min)
- ODOT Federal Infrastructure package funding opportunity (TBD; 25 min)
- 2024-27 ODOT Administered Funding-Program Allocations/Scoping updates – Enhance Program (Chris Ford, ODOT/ Grace Cho, Metro; 20-25 min)
- 2023 Regional Transportation Plan Update Scoping (Kim Ellis, 30 min.)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

December 15, 2021 – MTAC/TPAC Workshop

9:30 am – noon

Agenda Items:

- Climate Friendly Rulemaking Updates (Bill Holmstrom, Evan Manvel, Kevin Young, DLCD/ Metro Staff TBD; 2 hours)

January 7, 2022 9:30 – noon

Comments from the Chair:

- Creating Safe Space at TPAC (Chair Kloster)
- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)

Agenda Items:

- **2018 RTP Amendment 21-1467 I-205 Toll Project Recommendation to JPACT** (Kim Ellis, Metro/ Mandy Putney, ODOT 30 min)
- **MTIP Formal Amendment 21-**** Recommendation to JPACT** (Lobeck, 15 min)
- **MTIP Formal Amendment 21-**** Recommendation to JPACT** (Lobeck, 15 min) I-205 Toll Project
- **Res 21-5211, amending FY 2021-22 UPWP to add Sunrise Community Visioning Project funded since UPWP adopted Recommendation to JPACT** (John Mermin, 10 min)
- **Res 21-5215, amending FY 2021-22 UPWP to amend funding and add detail to Existing I-5 Boone Bridge Planning Project Recommendation to JPACT** (John Mermin, 10 min)
- **Res 21-5216, amending FY 2021-22 UPWP to add Regional Mobility Pricing Project funded since the UPWP adopted Recommendation to JPACT** (John Mermin, 10 min)
- Draft 2023 Regional Transportation Plan Update Work Plan & Engagement Plan (Kim Ellis 45 min)
- 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates – Connect Oregon (Chris Ford, ODOT/ Grace Cho, Metro; 20 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

January 12, 2022 – TPAC Workshop

10 am – noon (9:30 am start?)

Agenda Items:

- Regional Mobility Policy Update: Case Study Findings (Kim Ellis, Metro/ Lidwien Rahman, ODOT, 45 min)
- Regional Freight Delay & Commodities Movement Study Policy Framework (Tim Collins; 45 min)
- Emerging Trends Initial Findings (Eliot Rose, Metro/ Briana Calhoun, Fehr & Peers, 45 min)
- FFY 2021 Obligation Target performance and Annual Obligation Report (Ted Leybold/Ken Lobeck, Metro; 30 min)

<p><u>February 4, 2022 9:30 – noon</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2024-2027 MTIP Performance Evaluation – Approach & Methods (Grace Cho, 30 min) • Transport Committee Check-in (Caleb Winter, 30 min) • 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford 5 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>February 16, 2022 – MTAC/TPAC Workshop 10 am – noon</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Regional Mobility Policy Update: Shaping the Recommended Policy and Action Plan (Kim Ellis, Metro/ Lidwien Rahman, ODOT/Susie Wright, Kittelson & Associates, 60 min) • <i>2020 Census Report Update (Chris Johnson, TBD)</i>
<p><u>March 4, 2022 9:30 – noon</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • RFFA update, timeline, next steps (Dan Kaempff) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Draft 2023 Regional Transportation Plan Update Work Plan and Engagement Plan – Recommendation to JPACT (Kim Ellis, 20 min.) • Draft 2022-23 UPWP Review & Discussion (John Mermin, 20 min) • 2024-27 ODOT Administered Fund Program Allocations & Scoping updates (Chris Ford 5 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>March 9, 2022 – TPAC Workshop 10 am – noon</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • 2024-2027 MTIP Performance Evaluation – Approach & Methods (Grace Cho, 30 min)

<p><u>April 1, 2022 9:30 am – noon</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2022-23 UPWP Resolution 22-**** <u>Recommendation to JPACT</u> (Mermin, 15 min) • Regional Mobility Policy Update: Shaping the Recommended Policy and Action Plan - (Kim Ellis, Metro/ Lidwien Rahman, ODOT, 60 min) • 2024-27 ODOT Administered Fund Program Allocations & Scoping updates (Chris Ford 5 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>April 20, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Regional Freight Delay and Commodities Movement Study (Tim Collins, Chris Johnson, Kyle Hauger, Metro; 45 min)
<p><u>May 6, 2022 9:30 am – noon</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>May 11, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Regional Flexible Funds Allocation (RFFA) Outcomes Evaluation and Risk Assessment review (Dan Kaempff, 30 min)
<p><u>June 3, 2022 9:30 am – noon</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Regional Mobility Policy Update: Recommended Policy and Action Plan <u>Recommendation to JPACT</u> (Kim Ellis, Metro/ Lidwien Rahman, ODOT, 60 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>June 15, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>

<p><u>July 8, 2022 9:30 am - noon</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>July 13, 2022 - TPAC Workshop</u> 10 am - noon</p> <p>Agenda Items:</p>
<p><u>August 5, 2022 9:30 am - noon</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>August 17, 2022 - MTAC/TPAC Workshop</u> 10 am - noon</p> <p>Agenda Items:</p>
<p><u>September 2, 2022 9:30 am - noon</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>September 14, 2022 - TPAC Workshop</u> 10 am - noon</p> <p>Agenda Items:</p>

<p><u>October 7, 2022 9:30 am – noon</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>October 19, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>
<p><u>November 4, 2022 9:30 am – noon</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>November 9, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>
<p><u>December 2, 2022 9:30 am – noon</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>December 21, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>

Parking Lot: Future Topics/Periodic Updates

- | | |
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| <ul style="list-style-type: none"> • Update on SW Corridor Transit • Burnside Bridge Earthquake Ready Project Update (Megan Neill, Multnomah Co) • Columbia Connects Project • Best Practices and Data to Support Natural Resources Protection | <ul style="list-style-type: none"> • Ride Connection Program Report (Julie Wilcke) • Get There Oregon Program Update (Marne Duke) • RTO Updates (Dan Kaempff) • 2021 PILOT Grants Update (Eliot Rose) • Telework affects post COVID on transportation (TriMet/Eliot Rose) |
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Agenda and schedule information E-mail: marie.miller@oregonmetro.gov
To check on closure or cancellations during inclement weather please call 503-797-1700.

Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC) Workshop**
Date/time: Wednesday July 14, 2021 | 10:00 a.m. to 12:00 noon
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Karen Buehrig
Allison Boyd
Lynda David
Eric Hesse
Dayna Webb
Jay Higgins
Jeff Owen
Chris Ford
Lewis Lem
Idris Ibrahim

Affiliate

Metro
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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
TriMet
Oregon Department of Transportation
Port of Portland
Community Representative

Alternates Attending

Jaimie Huff
Glen Bolen

Affiliate

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

Members Excused

Chris Deffebach
Don Odermott
Karen Williams
Laurie Lebowsky
Jessica Stetson
Donovan Smith
Wilson Munoz
Yousif Ibrahim
Rachael Tupica
Katherine Kelly
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Rich Doenges

Affiliate

Washington County
City of Hillsboro and Cities of Washington County
Oregon Department of Environmental Quality
Washington State Department of Transportation
Community Representative
Community Representative
Community Representative
Community Representative
Community Representative
Federal Highway Administration
City of Vancouver, WA
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Mike Foley
Jean Senechal Biggs
Vanessa Vissar
Scott Turnoy

Affiliate

City of Beaverton
Oregon Department of Transportation
Oregon Department of Transportation

Guests Attending

Susan Peithman
Kelsey Lewis
Sarah Iannarone
Laura Edmonds
Katheryn Hartinger
Andrea Pastor
Brad Perkins
Roxann Glynn

Affiliate

Oregon Department of Transportation
City of Tualatin
The Street Trust
North Clackamas Chamber of Commerce
BPS

Metro Staff Attending

Dan Kaempff, Principal Transportation Planner	Kim Ellis, Principal Transportation Planner
Lake McTighe, Senior Transportation Planner	Grace Cho, Senior Transportation Planner
Tim Collins, Senior Transportation Planner	Matthew Hampton, Sr. Transportation Planner
Ted Leybold, Resource & Dev. Manager	John Mermin, Senior Transportation Planner
Molly Cooney-Mesker, Communications	Cindy Pederson, Research Manager
Eliot Rose, Tech Strategic Planner	Tim O'Brien, Principal Planner
Eryn Kehe, Investment Planner	Tyler Frisbee, Legislative & Government Affairs
Marie Miller, TPAC Recorder	

1. Call to Order and Introductions

Chairman Kloster called the meeting to order at 10:00 a.m. Introductions were made. Reminders where Zoom features were found online was reviewed.

Committee member updates around the Region

- Chairman Kloster provided an update on Metro Regional Center with limited number of employees returning to offices this summer as a test run, following remodeling and COVID measures taken for safety.
- Eric Hesse announced that the Portland building had a soft opening for limited number of staff following COVID protocols. There is still much to learn with adjustments to come.
- Jeff Owen provided an update from TriMet. Sam Desue, Jr. has been hired as the new General Manager. TriMet's new Board President is Director Simons, and new Vice President Director Bowman. At the next Board of Directors meeting July 28 it will be the first in Trimet's history to be presided by a female.

2. Public Communications on Agenda Items - none

- ## **3. Metro Legislative Session Recap Update (Tyler Frisbee)**
- Ms. Frisbee provided updates on the State and Federal level regarding legislative news. Noting this was Infrastructure Day with a visit in Eugene by Transportation Secretary Buttigieg (<https://www.msn.com/en-us/news/politics/transportation-secretary-buttigieg-to-visit-eugene-covallis-with-defazio-on-wednesday/ar-AAM7awV>) there were many happenings in transportation news but no clear pathway forward quite yet.

The 2021 Legislature convened on January 19 and adjourned on June 26, one day before its constitutional deadline. This session resembled no other regular session in Oregon history as it was held in the midst of a global pandemic. This meant that the public was barred from the Capitol for safety reasons, all committee hearings were held remotely by videoconference and floor sessions

were in-person for legislators only. This created unique challenges for those involved in the legislative process because communication was more difficult, especially to legislators. While under normal circumstances one can catch members for brief conversations in a number of places in the Capitol, staff are readily available for drop-by conversations, and lobbyists roam the halls and collaborate easily, the elimination of in-person activity dramatically reduced the sheer volume of information exchanged and made it much more difficult to reach members.

Much of the session was focused overall on COVID-19 response, wildfire response and racial justice. Additionally, the session started with concerns about budget cuts and a troubling financial forecast for the state and ended with a significant influx of federal funds through the American Rescue Plan Act of 2021 and a rosier outlook for anticipated state revenues. This resulted in historic levels of spending this biennium. A considerable portion of the funding was one-time and focused on addressing economic recovery, housing and homelessness, education, behavioral health, wildfire recovery and disaster preparedness, racial equity, and water systems.

Transportation

In the 2021 Legislative Session, the Joint Transportation Committee established by HB 2017 (2017) was the primary committee that discussed and debated transportation bills and is where much of the session's action on transportation took place. Highlights of the more significant bills and concepts they contemplated are provided below.

Congestion pricing and HB 2017

HB 3055 is an omnibus bill that contains multiple provisions related to transportation. Of significant note are the portions that provide a financial pathway to deliver on HB 2017's major projects and further flesh out the congestion pricing program established in HB 2017. These portions of the bill went through multiple iterations, including amendments out of a stakeholder process with legislative leadership, local governments from the greater Portland area, ODOT and environmental organizations. The final version of the bill had the support or neutrality of nearly all of the local governments in the region that submitted statements on the record and contains the following provisions:

- Expands the use of the funding previously dedicated to the Rose Quarter project, allowing it also to be used for I-205, Boone Bridge and the implementation of the tolling program itself
- Calls out the dual purpose of the tolling program: manage congestion and raise revenue
- Requires the OTC to ensure that tolling reduces congestion and improves safety on the interstate and on adjacent streets impacted by tolling and minimizes and mitigates impacts to historically and currently underrepresented communities
- Requires government-to-government collaboration to determine the traffic, equity, safety and climate impacts of tolls and to make investments to reduce those impacts
- Requires that ODOT establish a method for implementing income-based toll rates

Road User Fee

Proposed by the Road User Fee Task Force, a legislatively created group charged with developing sustainable transportation funding, HB 2342 would have required that all new model year 2027 vehicles that get 30 mpg or greater participate in Oregon's per-mile road usage charge program. The bill passed out of the Joint Transportation Committee but lacked support and failed in Ways and Means.

State funding for state-owned highways

Jurisdictional transfer and state funding for state-owned highways was another topic discussed by the Joint Transportation Committee. HB 2744, a concept discussed in previous sessions, would have authorized jurisdictional transfer studies statewide and established a jurisdictional transfer fund. New this session was the carving out of the Portland area for the study portion because our region has already completed such a study. The bill failed to pass out of the Joint Transportation Committee.

HB 5006 provided \$80 million for safety improvements on 82nd Avenue. Along with a commitment of \$70 million from ODOT and \$35 million from PBOT, this provides full “state of good repair” funding and facilitates the transfer of 82nd Avenue to the City of Portland. This bill also includes \$4 million for the Sunrise Gateway Corridor community engagement and visioning effort.

Local control

There were a number of bills that increased local control over transportation systems. In particular, HB 2530 passed and made permanent the City of Portland’s authority to operate fixed speed photo radar on urban high-crash corridors. As introduced, the bill extended this authority to other cities with populations of 50,000 or more, but that provision was not included in the final bill. However, committee discussions indicate that there will likely be conversations over the interim and similar concepts introduced in the future.

Additionally, the omnibus transportation bill, HB 3055, also contained provisions that give ODOT increased authority to delegate speed limit setting to certain jurisdictions in the Portland region, subject to criteria adopted by ODOT. Jurisdictions would have the option to petition ODOT to set speed limits on their local roads, subject to ODOT criteria and approval.

Lake McTighe noted that cities are allowed to use fixed red light cameras at intersections to enforce speed, however, there are a lot of cost and administrative (and political) barriers to implementing fixed photo camera programs. Understanding these barriers and identifying possible solutions will be something to focus on as we move forward.

Sarah Iannaron noted that The Street Trust’s legislation sponsored by Sen Floyd Prozanski (SB 395) to update the historic Bike Bill on its 50th anniversary, would have increased spending for safe routes for walking and biking but did not make it out of the joint transportation committee. We were told to go back to the drawing board and come back with a new revenue stream for that work, so... we should probably do that.

Federal Legislative Update

Congress continues to have a lot of infrastructure and transportation related activity, but the path forward remains unclear. This is an important time for local government officials and advocacy organizations to communicate the impact that a robust transportation bill (and new transportation policy) could have on our communities.

Bipartisan Infrastructure Deal

The bipartisan infrastructure deal represents agreement on a set of topline numbers for infrastructure funding (mostly transportation funding, but including other water, broadband, and sewer infrastructure initiatives). That agreement is currently being turned into legislative text. If

that deal moves through the Senate, it will set the topline numbers for the transportation authorization proposals, and the transportation authorization bills will set policy.

Over the next few weeks there will be lots of bumps as the bipartisan deal comes closer to reality, these bumps don't necessarily mean the deal is finished. A successful deal will require a strong push from President Biden. Part of what local governments can do to keep momentum moving forward is to stay focused on the big picture: what significant transportation (and infrastructure) funding can do for the people we serve.

House of Representatives Transportation Action

The INVEST Act, the transportation authorization proposal put forward by the House of Representatives, under the guidance of Transportation and Infrastructure Chairman Peter DeFazio, passed the House of Representatives with a bipartisan vote at the end of June. The INVEST Act has a strong focus on increased multimodal investment and meeting local needs and aligns with much of the JPACT Federal Legislative Agenda. The House is ready to go to Conference should the Senate take action.

Senate Transportation Action

The Senate Environment and Public Works Committee has passed a bill out of Committee; they address the highway and road components of transportation authorization but the Banking and Commerce Committees both need to take action on the transit and rail titles (respectively). Both committees appear to be waiting for clearer direction from the bipartisan infrastructure deal before they take further action.

Earmarks

The INVEST Act includes \$30 million in earmarks directed to the Portland region, which is a significant achievement for the Portland region. The Senate is currently not considering earmarks, but congressional staff are aware of the region's earmark package. If a transportation authorization bill is to include earmarks, it will have to go through "regular" Senate order (i.e. not use the reconciliation process).

Eric Hesse asked if a gas tax increase was still off the table. Ms. Frisbee noted there is possible discussion about the future alignment of gas tax with inflation but no decisions yet. Jaimie Huff asked is there are any updates on congressionally directed spending proposals through the Senate process. Ms. Frisbee noted Senate staff are currently not collecting info for earmarks. However, the House appropriation bill does contain transportation earmarks as mentioned.

Further updates can be provided to TPAC this fall when real movement on the Federal side is anticipated by October.

- 4. Tualatin Valley (TV) Highway Project (Eryn Kehe)** Ms. Kehe announced that the Helping Obtain Prosperity for Everyone (HOPE) grant was awarded to Metro by the Federal Transit Administration, to address transportation challenges faced by areas of persistent poverty. With this funding two areas of work will be addressed; public transit planning and developing an equitable development strategy.

The public transit planning furthers plans for the bus rapid transit components of the Get Moving 2020 concept for TV Highway and focuses the study on use of electric vehicles in this area.

Equitable development goals are to ensure community economic and housing development needs are reflected. The project will create a coalition of advocates, community representatives, funders, housing and service providers to participate in ongoing corridor efforts. Key to the project is ensuring that existing community and future low-income resident's needs are integrated in planning.

It was noted that 48% of corridor residents identify as people of color. On this corridor, 40% of the population below 200 percent of the poverty line. Over 30,000 jobs in located in the area—54% pay less than \$40,000 per year. It was noted than in the unincorporated areas along the corridor the commute time for workers is more than 1 hour. Line 57 is 10th in TriMet system providing access to communities of concern, jobs, affordable housing, and social services.

TV Highway roadway geometry creates conflicts between automobiles, transit, freight, pedestrians and bicycle users. There is concern about 204 serious injuries and fatalities on this corridor between 2007 and 2017. In addition, significant transit delay and travel time costs for transit dependent riders. Ms. Kehe noted the TV Highway corridor has a long history of planning over the years to build on. Jean Senechal Biggs added that the City of Beaverton has also studied OR-8 in the past -- including the Civic Plan (2011) and the Creekside District Plan (2014). It was recommended they be added to this list. It was noted that TV Highway in Beaver is Canyon Road; they are the same facility. Downtown Beaverton is home to many of those BIPOC and low income residents identified in the corridor. The need is in Downtown Beaverton, too.

The HOPE grant details were provided:

Federal funds: \$850,000

Local match (Metro): \$94,450

Total: \$944,450

Start: August, 2021 (anticipated)

Complete: Summer 2023

Work products identified from this project are:

1. Equitable Development coalition and Steering Committee
2. Equitable Development Strategy
3. Transit travel time & reliability analysis
4. Electric bus feasibility study
5. Transit investment conceptual design

Committee structures are being developed for the project. These include Tualatin Valley Highway Coordinating Committees (tech & policy), Equitable Development Coalition, and TV Hwy Steering Committee. More information on the project can be found at

<http://www.oregonmetro.gov/news/metro-receives-850000-grant-federal-transit-administration>

Sarah Iannarone asked what is included under "EV" in this project – SOV, freight, bus. Ms. Kehe noted more information is needed to answer this question at this point but will followed up later for answering. Jeff Owen noted the mention of partners, which TriMet will be part of the effort. It was his understanding that with this approach TriMet leads the design process of the analysis of travel time and reliability of improvements, and the assessment of electric technology for the corridor. Ms. Kehe agreed and noted they are currently laying out these plans.

Chairman Kloster noted this project will help as part of the RTP update which TPAC will be hearing about soon. Ms. Keye will provide updates to TPAC as the project develops.

5. 2024-27 ODOT Administered Funding Program Allocations Updates – Enhance Discretionary Program and Pedestrian and Bicycle Program (Chris Ford & Susan Peithman, ODOT) Ted Leybold provided an introduction. This presentation is designed to show the development of MTIP and funding allocations that ODOT is making for the Federal FY 2025-27, and where we are currently in the process. Each Metropolitan Planning Organization includes projects and funding, coordinated between ODOT and MPOs. Input and feedback are gathered according for regional plans. After ODOT decides which projects and funding are chosen they come back to MPOs with a proposal that explains the selections for the MTIP.

Susan Peithman, ODOT, presented an overview of Public and Active Transportation in the 25-27 STIP now being developed. The Strategic Action Plan was developed with implementation steps outlined through 2023. The metric by end of 2023 is to *increase the percentage of agency funding dedicated to projects and programs that improve equitable access to walking, biking, and transit.*

The Oregon Transportation Commission approved the STIP funding allocation in December 2020.

Category	Amount in Millions
Fix-It	\$800
Public and AT	\$255
Enhance Highway	\$175
Safety	\$147
Local Programs	\$404.5
ADA	\$170
Other Functions	\$161.4
Total	\$2.1 billion

The process and considerations for public and active transportation sub-allocations was presented. These include advisory committee and stakeholder feedback, needs from modal plans and Strategic Action Plan priorities, relative availability of other funding options, and staff ability to deliver.

Public transportation and transportation funding options was presented as well as pedestrian and bicycle funding. Highlighted were the Ped/Bike Strategic and ODOT SRTS Infrastructure programs. Ms. Peithman noted they are taking a data driven approach to project selection, utilizing Active Transportation Needs Inventory (ATNI) to prioritize project locations. This management system informs investments on Inventory of the existing pedestrian, bicycle and shoulder facilities on state highways, assessment of the existing facilities relative to ODOT’s minimum design standards, and an evaluation of gaps and deficiencies using evaluation criteria to prioritize system needs.

The ATNI considerations and prioritization factors, weight and evaluation criteria were shown. Ped/Bike Strategic and ODOT SRTS Project Selection Strategy:

- Overall – highest need locations first, ensure appropriate for federal funds, consider cost-effectiveness, project readiness
- Leverage - identify leverage projects with Fix-It programs, ADA and ARTS at high need locations (top 10%)
- Stand-alone – develop stand-alone projects at highest need locations (top 1-5%). Emphasis on bundling for projects such as crossings

- SRTS – utilize unfunded SRTS applications at high need locations (top 20%)
- Review of 300% list - working with agency funding program managers, ATs, regions (DMs, AMs)
- Project readiness - review project concepts for readiness and if project large and complicated enough to use federal funds
- Identify strategies to speed construction in 24-27 such as PE in 21-24

The public involvement process is now underway on the Ped/Bike Strategic and ODOT Safe Routes to School. The current focus is to inform through transparency in project selection process, website with FAQ, program background, and updates, and presentations to ACTs, OMPOC, PTD ACs, AOC, and LOC on program overview. Next phase is with consulting online open house with 150% list of projects (Sept-Oct) and discussions with ACTs and ACs (Aug-Oct).

Comments from the committee:

- Jean Senechal Biggs noted it was good to see additional funds and attention given to SRTS programs. Two questions: 1) How does ODOT approach project development with these funds? 2) What is the role of local agencies on projects that ODOT delivering on state facilities? Ms. Peithman noted the approach for project development with Active Transportation projects was recently finished and now shifts to info on sidewalk crossings with safety issues critical. The Action Plan was developed for a statewide perspective with multi-mobility networks. This approach in development will come down to project developments for the next STIP.

Regarding the role of local agencies on project with ODOT facilities, sidewalk improvements are one element that local input can assist for evaluations and feedback. ODOT is working with local agencies on feedback with the 150% list and working with ACTS for further information.

- Karen Buehrig acknowledged the work from ODOT on these actions. Regarding the strategic funds, is there a disbursement plan among the state different regions? Ms. Peithman noted the emphasis of project priorities and has chosen not to have regional distribution. It was added ODOT is currently updating performance measures for a report to the legislature with a focus on corridor investment. And they are adding a crossing frequency metric on state corridors.

Chris Ford presented information on the 2024-2027 STIP Enhance Highway Discretionary program. This program is a state highway operational enhancements program budgeted for \$65 million in the 24-27 STIP. Thirty percent of funds are dedicated to rural areas outside MPOs. The purpose of the projects are to improve congestion or freight conditions that will benefit safety, accessibility, equity and/or climate outcomes. Projects that leverage matching funds may have advantage.

The draft Region 1 list proposed strategy was created to identify approximately \$30M of highway investments geographically distributed throughout Region 1 and to include rural projects. The strategy includes applying STIP Enhance Highway Discretionary requirements and considerations and consideration of project cost and readiness.

Projects with concepts for considerations were shown. **Regionally these included:**

I-5 Active Traffic Management/Intelligent Transportation Systems

Location: NB (Boone Bridge to Marquam Bridge) SB (OR 217 to Boone Bridge)

Additional Active Traffic Management opportunities

Location: I-84 WB (Troutdale to I-205)

I-205 NB (82nd Dr to Flavel St)

I-205 SB (Johnson Creek Blvd to OR 212)

US 26 WB (Sylvan to Cornelius Pass Rd)

Concepts for Consideration – Clackamas County

I-5 NB Charbonneau auxiliary lane extension (\$8M-\$10M) - Metro

US 26/Timberline Road intersection improvement (\$2M) - Rural

OR 224 WB third lane/right turn lane (\$18M-\$20M) - Metro

Government Camp rest area development advanced investigations - Rural

Concepts for Consideration – Hood River County

Cascade Locks: WaNaPa/Toll Booth Road (\$4M) - Rural

Hood River: I-84 EB Exit 62 to Mt Adams Ave (\$2M-\$4M) - Rural

Concepts for Consideration – Multnomah County

I-5 NB at Corbett Ave: Active Traffic Management

Concepts for Consideration – Washington County

OR 217 SB braided ramps, auxiliary lane and third lane extension (planning)

Currently ODOT is seeking input from ACTs, MPOs on possible projects with proposals due from ODOT staff by the end of August. ODOT will generate a draft project list totaling about \$80 million early September. Project scoping and GHG analysis will take place from September through November. Input from ACTs and MPOs on scoped projects will be received December 2021 through January 2022. The final project list totaling \$65 million will be completed between February and March 2022.

Comments from the committee:

- Eric Hesse asked for more information on the project proposals with expectations on analysis and scoping, and how these address improvements to travel time and traffic flows. Scott Turnoy with ODOT noted data on before and after projects have provided crash frequency and travel time improvements. Over time corridor with active transportation management systems have shown improvements in travel time reliability, reducing crashes and managing congestion. These vary by locations and length of corridor. Past analysis on projects has provided good bases to develop more before/after data information that over time shows how travel time improves and addresses safety and congestion.
- Kim Ellis noted it would be helpful to learn how GHGs will be evaluated. Mr. Turnoy noted past traffic improvement projects have been used in models showing emissions from the freeway system that could be used to identify impacts from proposed projects looking at in the STIP. Mr. Turnoy noted an approach forwarded by Amanda Pietz that looks at where the project falls on the side of positive or negative impact. If negative, were there possible mitigations to consider. This analysis of GHGs is still being worked on.
- Karen Buehrig asked what background information guided the selection of the initial project list. It appeared ability to leverage projects with scope and size of projects. Mr. Ford noted ODOT staff held discussions and focused on projects that would get projects delivered and affective, with reasonable costs and deliverable options. Many of the projects have been preplanned or designed, with multi-modal transportation options and planned for improvements in the region.

6. Adjournment

There being no further business, workshop meeting was adjourned by Chairman Kloster at 12:00 pm.

Respectfully submitted,

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC workshop meeting, July 14, 2021

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	7/14/2021	7/14/2021 TPAC Workshop Agenda	071421T-01
2	TPAC Work Program	7/7/2021	TPAC Work Program as of 7/7/2021	071421T-02
3	Presentation	7/14/2021	TV Highway HOPE Grant	071421T-03
4	Presentation	7/14/2021	Overview of Public and Active Transportation in 24-27 STIP	071421T-04
5	Memo	7/7/2021	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner RE: 2024-2027 Metropolitan Transportation Improvement Program (MTIP) Development – Update on ODOT Funding Programs	071421T-05
6	Presentation	7/14/2021	2024-2027 STIP Enhance Highway Discretionary Program	071421T-06
7	Web link	7/14/2021	2024-27 STIP Region 1 website link	071421T-07

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: October 26, 2021
To: Transportation Policy Alternatives Committee (TPAC), Metro Technical Advisory Committee (MTAC) and interested parties
From: Kim Ellis, Principal Transportation Planner
Subject: 2023 Regional Transportation Plan (RTP) Update – Kick-off Scoping Process

PURPOSE

Metro is initiating a major update to the Regional Transportation Plan (RTP). The purpose of this memo is to provide an introduction and overview of the proposed process.

Metro staff seek feedback from TPAC and MTAC members on these questions:

- Do you have feedback on staff’s proposed process for scoping and updating the RTP?
- What policy outcomes are most important for this update to address?
- Do you have suggestions on outreach and engagement for the update, including stakeholders to engage and how best to engage TPAC and MTAC throughout the process (e.g., special workshops, regular meetings, TPAC/MTAC workshops, other activities?)

The purpose of this initial discussion is to begin identifying what is most important for the update to address and hear your ideas for how the region should work together to update the plan. The discussion is part of a series of engagement activities that will inform development of a work plan and engagement strategy for consideration by the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) in early 2022.

BACKGROUND

The [Regional Transportation Plan](#) (RTP) is a state- and federally-required long-range transportation plan for the Portland metropolitan area. As the federally-designated Metropolitan Planning Organization (MPO) for the Portland metropolitan area, Metro is responsible for leading and coordinating updates to the RTP. As the regional government responsible for regional land use and transportation planning under state law, Metro is also responsible for developing a regional transportation system plan (TSP), consistent with the Regional Framework Plan, statewide planning goals, the Oregon Transportation Planning Rule (TPR), the Metropolitan Greenhouse Gas (GHG) Reduction Rule, the Oregon Transportation Plan (OTP), and by extension the Oregon Highway Plan (OHP) and other state modal plans.

2018 RTP Vision

In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.

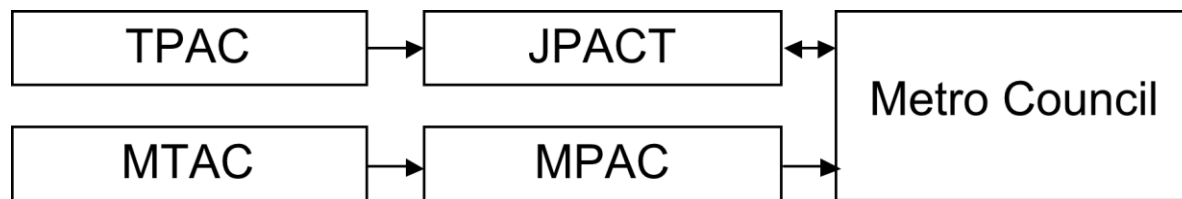
From 2018 Regional Transportation Plan Chapter 2 (Our Shared Vision and Goals for Transportation)

The RTP meets these federal and state requirements using an outcomes-based planning framework that guides planning and investment in the region’s transportation system for all forms of travel – motor vehicle, transit, biking, and walking – and the movement of goods and freight.

The RTP is a key tool for implementing the [2040 Growth Plan](#) and [Climate Smart Strategy](#) and connecting people to their jobs, families, school and other important destinations in the region. The current RTP establishes four overarching priorities – equity, safety, climate and congestion relief – and eleven goals and supporting objectives, performance targets and policies that together guide planning and investment priorities to meet current and future needs of our growing and changing region. The plan identifies local, regional, state and federal transportation funds the region expects to have available to pay for those investments.

The Metro Council and JPACT must adopt an updated RTP every five years to maintain compliance with federal and state requirements. JPACT is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. JPACT serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions. As a land use action under the statewide land use planning program, the Metro Policy Advisory Committee (MPAC) serves in an advisory role to the Metro Council. The regional decision-making framework is shown in **Figure 1**.

Figure 1. Regional Transportation Plan (RTP) Decision-Making Framework



Metro works closely with local jurisdictions, port districts, transit providers and state and federal agencies in preparing the RTP, and provides meaningful opportunities for public input. JPACT and the Metro Council adopted the most recent update of the RTP in 2018. The next plan update is due by December 6, 2023. During 2022 and 2023, Metro will engage the public and local, regional, and state partners to update the RTP through the year 2045. Shown in **Attachment 1**, the 2023 RTP update is proposed to be completed over two years, beginning in Oct. 2021 and concluding in Nov. 2023.

To support the update to the RTP, staff has initiated a scoping phase to engage the Metro Council, JPACT and local, regional, state and community partners to inform the overall scope of the update as well as the values and priority policy outcomes that will guide the development of the updated plan. **Planned engagement activities for the scoping phase for the RTP update (from Oct. 2021 to March 2022)** include stakeholder interviews,

culturally-specific focus groups, a community leaders forum, briefings to regional policy and technical advisory committees and county coordinating committees, and consultation activities with tribes, resource agencies and other stakeholders. Metro has also initiated background work to support the update, including an Emerging Transportation Trends Study to identify how the COVID-19 pandemic and other recent disruptions could impact meeting the overarching RTP priorities.

Current Regional Transportation Plan Priority Policy Outcomes

In December 2018, JPACT and the Metro Council unanimously adopted a significant update to the RTP following three years of engagement that included more than 19,000 touch points with community members, community and business leaders, and local, regional and state jurisdictional partners. Through the extensive engagement that shaped the plan, Metro heard clear desires from community members for safe, smart, reliable and affordable transportation options for everyone and every type of trip.

The 2018 RTP established a vision and regional transportation policy direction for planning and investment in the greater Portland transportation system. In addition to adequately maintaining the transportation system, investments aim to improve outcomes toward desired performance for the following priority policy outcomes:

- Equity
- Safety
- Climate
- Congestion relief

These priority policy outcomes are further defined in **Figure 2**.

Figure 2. 2018 Regional Transportation Plan Priority Policy Outcomes



Summarized from the 2018 Regional Transportation Plan (Chapters 3 and 6)

These policy priorities have since provided the policy foundation for the most recent Regional Flexible Fund Allocation (RFFA) cycles and several regional planning activities identified in Chapter 8 of the RTP that have since been completed or are underway, including:

- [Designing Livable Streets and Trails Guide](#) (completed in 2019)
- [Jurisdictional Transfer Framework](#) (completed in 2020)
- Enhanced Transit Pilot Program (ongoing)
- Regional Emergency Transportation Routes Update ([Ph. 1](#) completed in 2021; Ph 2. anticipated completion in 2023)
- Regional Trail System Plan Map Update (completed in 2021)
- [Regional Congestion Pricing Study](#) (completed in 2021)
- [Transportation System Management and Operations \(TSMO\) Strategy](#) Update (anticipated completion in 2021)
- [Active Transportation Return On Investment Study](#) (anticipated completion in Spring 2022)
- [Regional Mobility Policy Update](#) (anticipated completion in June 2022)
- Regional Transportation Trends Study (anticipated completion in June 2022)
- Regional Freight Delay and Commodities Movement Study (anticipated completion in July 2023)

These regional planning activities and other local, regional and state efforts have been completed or are underway since 2018 will inform the update.

However, much has changed since adoption of the 2018 RTP, and the future is uncertain and likely to include increased disruption. The greater Portland region is facing urgent global and regional challenges:

- **Rising inequities and public health, safety, housing affordability and economic disparities** are being heightened by a global pandemic and changing climate.
- **How, why, when and where people travel changed dramatically during the COVID-19 pandemic** (e.g., increases in fatal and serious traffic crashes, increases in telework, fewer commute trips during morning rush hour, increases in e-commerce and home deliveries, lower transit ridership and increases in recreational walking and biking).
- At the same time, **the climate is changing, and we need to continue to work for clean air, clean water and healthy ecosystems.**
- **Systemic inequities in how we plan, fund and invest in transportation mean that some communities have not equitably benefited from public policy and investments, and the pandemic has exacerbated many disparities** that people of color, people experiencing low income, women and other marginalized groups already experience.

This fall, Metro staff started the scoping process by engaging the Metro Council on the RTP update. The Metro Council would like this RTP update to:

- **Focus on people and values**, as well as use policy, analysis and engagement approaches that **advance Metro's commitment to racial justice, climate leadership and resilient communities.**

- Continue to **prioritize safety, equity and climate outcomes.**
- **Reframe the congestion relief outcome to focus on mobility - moving people and goods.**
- **Better measure climate and equity impacts** at a project- or corridor-level, as was done for the recent transportation measure effort “Get Moving 2020.”
- Consider how the plan’s policies and investments can be updated to **accelerate implementation of the Climate Smart Strategy** and support implementation of the [Governor’s Executive Order 20-04](#) on Climate Change and the [Statewide Transportation \(STS\) Strategy for Reducing Greenhouse Gas Emissions](#).
- Consider how the plan’s policies and investments can be updated to **address safety and equity issues on major urban arterials** in the region.
- Consider how to **balance and weight priority outcomes relative to each other** – and account for projects that meet multiple outcomes – when evaluating projects and developing the near-term (10-year) RTP investment strategy.
- Consider how the plan’s investments **advance outcomes and goals for more equitable and resilient communities, affordable housing, job creation, environmental protection and shared prosperity.**
- Consider how to **manage and operate the existing transportation system to make the most of past investments** (and existing capacity).
- **Better understand which communities are underserved by the transportation system and the barriers people experience** in meeting their daily needs.
- **Better understand where there are gaps in different types of transit service and what policies and investments are needed to make transit a preferred travel option.**
- **Better understand how transportation is funded today, inequities of different funding sources and how transportation could be funded in the future** using an equity lens.
- Use **storytelling and other meaningful and inclusive engagement strategies combined with quantitative data** to elevate diverse community voices to decision-makers and bring to life the experiences and transportation needs of people living and working throughout the region.
- **Coordinate engagement internally and with jurisdictional partners to the extent possible**, recognizing community-based organizations have limits to their capacity to participate in planning processes that most impact the communities they represent.
- **Update the process for updating and prioritizing the plan’s 10-year and 20+ year financially constrained project lists** to advance the RTP priority policy outcomes, particularly in the near-term as well as increase transparency and accountability.

NEXT STEPS FOR SHAPING THE 2023 RTP UPDATE WORK PLAN AND ENGAGEMENT STRATEGY

This discussion was deferred from the Oct. 20 TPAC/MTAC workshop. At this meeting, staff will seek feedback on the priorities for the update to address as well as suggestions on outreach and engagement for the update, including stakeholders to engage and how best to engage TPAC and MTAC throughout the process. To date, the project team has identified a number of stakeholders to engage in the update:

- **Community leaders and community-based organizations** working in:

- communities that have been excluded from decision making processes and where transportation investments have disproportionately led to harm, displacement and disinvestment. These communities include: Black, Indigenous and other people of color, youth, older adults and people with low incomes, limited English proficiency and disabilities.
- transportation policy, public health, environmental protection, economic development, affordable housing, and social, climate and environmental justice.
- **Business, economic development and freight groups**, including large and small employers, freight shippers, business organizations, associations and chambers of commerce.
- **Local jurisdiction staff and elected officials representing counties and cities in the region** (through county coordinating committees, TPAC/MTAC workshops and regional technical and policy advisory committees).
- **Special districts**, including TriMet, South Metro Area Regional Transit (SMART), Port of Portland and Port of Vancouver (through TPAC, MTAC, JPACT and MPAC briefings and consultation activities).
- **Southwest Washington Regional Transportation Council (RTC) and other Clark County governments** (through Regional Transportation Advisory Committee (RTAC), SW RTC, TPAC, JPACT and MPAC briefings).
- **State agencies**, including the Oregon Department of Transportation, the Oregon Transportation Commission (OTC), the Oregon Department of Land Conservation and Development (DLCD), the Oregon Land Conservation and Development Commission (LCDC), the Oregon Department of Environmental Quality (DEQ) and the Oregon Health Authority (OHA) (through TPAC, MTAC, JPACT and MPAC briefings and consultation activities).
- **Federal agencies**, including the Federal Highway Administration, Federal Transit Administration and the U.S. Environmental Protection Agency (through TPAC and consultation activities).

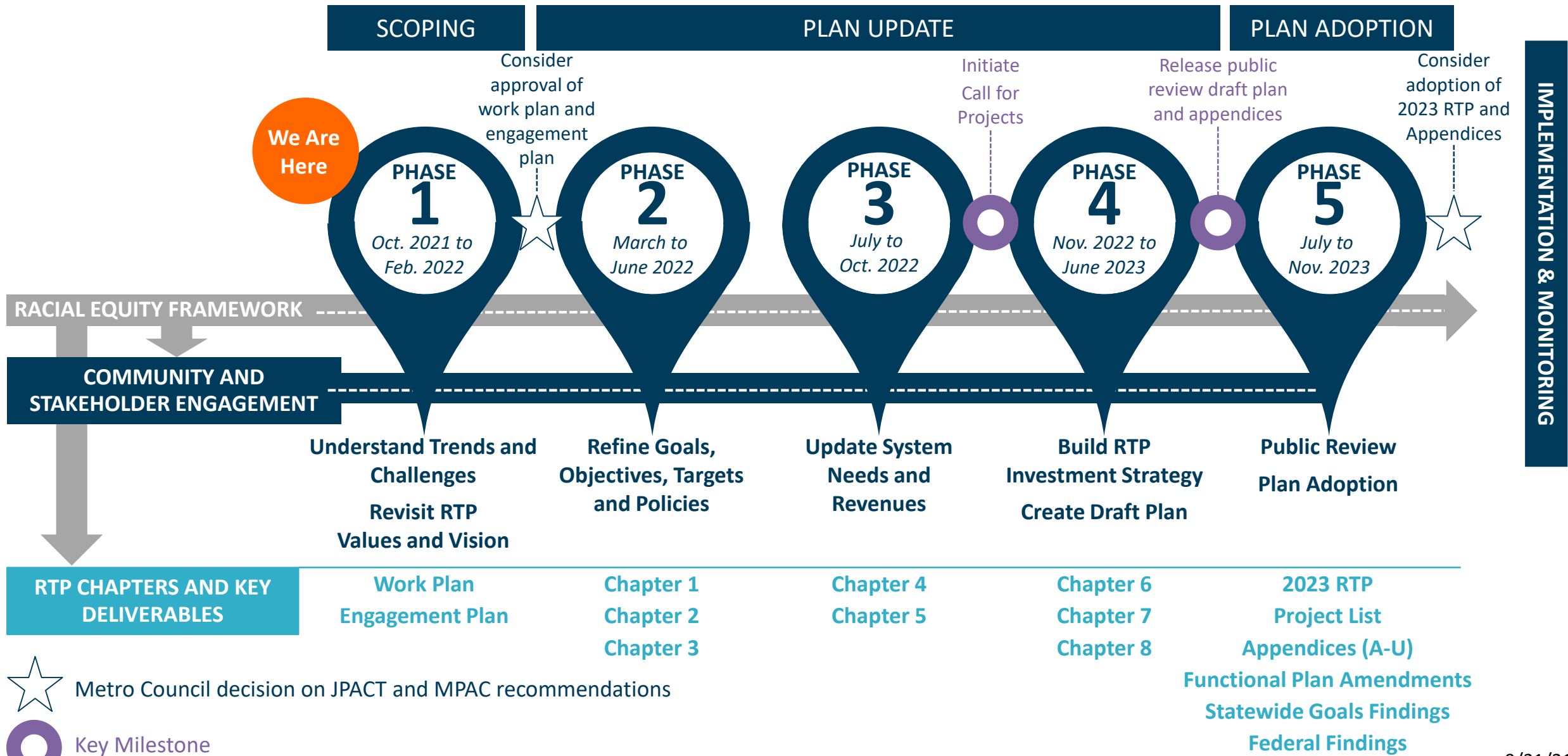
A draft work plan and engagement strategy will be presented to the Metro Council and JPACT for further direction in early 2022. An overview of the scoping schedule follows.

- **October to December 2021** – Metro Council and regional advisory committees discuss values, priorities and desired outcomes for update.
- **November 2021 to January 2022** – Outreach to further shape work plan and engagement strategy, including stakeholder interviews, culturally-specific focus groups, a community leaders forum, briefings to county coordinating committees, on-line survey and consultation activities with tribes, resource agencies and other stakeholders.
- **January to February 2022** – Metro Council and regional technical and policy advisory committees discuss draft work plan and engagement strategy.
- **March 2022** – JPACT and Metro Council consider approval of work plan and engagement strategy (by Resolution).

ATTACHMENTS

1. Proposed planning process for the 2023 Regional Transportation Plan Update
2. Overview of 2023 RTP Update

Proposed planning process for 2023 RTP Update





2023 REGIONAL TRANSPORTATION PLAN UPDATE OVERVIEW

Transportation shapes our communities and our everyday lives. Access to transit, biking and walking connections, and streets and highways where traffic flows allows us to reach our jobs, schools and families. It connects us to the goods and services we depend on and helps keep nature and recreation opportunities within reach. Investment in a transportation system to provide safe, healthy, accessible and reliable options for getting around is important for the region’s long-term prosperity and our quality of life.

As the federally-designated Metropolitan Planning Organization (MPO), Metro is responsible for leading and coordinating updates to the [Regional Transportation Plan](#) every five years to address the needs of our growing and changing region. The RTP uses an outcomes-based planning framework that is used to guide planning and investment in the region’s transportation system. Metro works closely with local jurisdictions, port districts, transit providers and state agencies in preparing the RTP. Metro adopted the most recent update of the RTP in December 2018.

During 2022 and 2023, Metro will engage the public and local, regional, and state partners to update the RTP through the year 2045. This document outlines the key elements of the RTP and anticipated timeline for developing the 2023 RTP.

WHAT IS THE REGIONAL TRANSPORTATION PLAN?

The RTP is the greater Portland area’s long-range blueprint for guiding planning and investments in the region’s transportation system for all forms of travel – motor vehicle, transit, biking, and walking – and the movement of goods and freight. The plan establishes four overarching priorities – equity, safety, climate and congestion – and eleven goals and supporting objectives, performance targets and policies that together guide planning and investment decisions to meet those needs.

The plan identifies current and future regional transportation needs, investment priorities to meet those needs, and local, regional, state and federal transportation funds the region expects to have available to make those investments.

The plan contains:

- **a long-term vision** for the region’s transportation system and **four overarching priorities**;
- **eleven goals and supporting objectives and performance targets** that identify what outcomes the region wants to achieve and indicators to measure progress;
- **policies** that guide decisions and actions in pursuit of our desired outcomes;
- **a financial plan** that identifies how the region will pay for investments; and
- **an investment strategy** that includes major local, regional and state transportation investment priorities that help accomplish the vision and desired outcomes identified in the plan.

Figure 1. Elements of the Regional Transportation Plan



WHAT IS THE ANTICIPATED TIMELINE FOR THE UPDATE?



Getting Started (largely internal)

June to Sept. 2021

- Develop work plan and stakeholder engagement process for scoping phase.
- Identify what has changed since 2018 and should be considered during scoping and the plan update, including Metro Strategic Framework and Metro Racial Equity Framework.
- Identify (and develop) data and tools needed to support update.
- Initiate development of background policy briefs to inform update:
 - Emerging Transportation Trends, Safe and Healthy Urban Arterials, Climate Justice and Resilience, Equitable Finance, Regional Needs and Disparities, and others TBD.

Milestone: Metro staff initiate scoping phase.

Scoping

Oct. 2021 to Feb. 2022

- Seek Council values, desired outcomes and topics to address.
- Engage local, regional, state and community partners to inform the overall scope of the update and values that will guide the development of the updated plan, including stakeholder interviews, community leaders forum, briefings to regional policy and technical advisory committees and county coordinating committees, and Consultation activities with tribes, resource agencies and others.

Decision: JPACT and the Metro Council consider approval of work plan and public engagement plan (by Resolution).

Plan Update¹

Feb. 2022 to June 2023

- **Policy updates:** complete by June 2022 to inform/guide project list updates.
- **Financial Plan updates:** complete by June 2022 to support project list updates
- **Project List/Investment Strategy updates:** Fall 2022-Spring 2023

Milestone: Public review draft 2023 RTP and appendices released for 45-day public comment period.

Plan Adoption

July to Nov. 2023

- **~July 1 to Aug. 14, 2023:** 45-day public comment period with hearing(s), briefings to regional policy and technical advisory committees and county coordinating committees, and Consultation activities with tribes, resource agencies and others.
- **Sept.-Oct.:** MTAC and TPAC consider public comment and make recommendations to MPAC and JPACT.
- **Oct.-Nov.:** MPAC and JPACT consider public comment and make recommendations to the Metro Council.
- **Nov. 30:** Metro Council considers final action.

Decision: JPACT and the Metro Council consider adoption of the plan (by Ordinance).

¹ Engagement activities for this phase will be identified during the scoping phase.

TO: Kim Ellis, Project Manager
FROM: Karen Buehrig, Clackamas County TPAC Member
DATE: Nov 4, 2021
RE: Input into RTP Scoping and RTP Vision and Values

Clackamas County appreciates the opportunity to provide input into the 2023 Regional Transportation Plan (RTP) update process. As has been outlined in the staff memo, significant work is underway or has been completed since the 2018 RTP. While the project schedule includes two years of work, we know that time will go quickly and we want to clearly articulate our input into the process.

Below are comments related to the proposed process for scoping and updating the RTP, the outcomes that are most important for the 2023 RTP to address and suggestions for engagement in the process.

1. Proposed process for scoping and updating the RTP
 - Per the project schedule, the Vision and Values review is currently underway. This an important part of the RTP update process, and we would like to be engaged in this step.
 - The land use context is essential for meeting the various goals and objectives within the RTP. Unfortunately, the anticipated work around updating the Future Vision and review of regional land use has been delayed. During the process of the 2023 RTP, how the transportation system supports the planned land uses, and more importantly the people who live and work within these areas, should be at the forefront of the analysis.
 - Future mode share is a critical determinant of transportation needs in the future. Mode share has remained relatively stable over the past years, and we have not achieved the high aspirations from the last RTP. Mode share targets used for modeling and performance measures should be achievable and realistic.
2. Outcomes that are most important for the RTP to address
 - The transportation network needs to support freight and economic development, key employment areas and growing communities in order for the region to achieve its climate goals. Additional focus on how we are increasing access to jobs and support local employment, especially in our emerging communities
 - Building on the work underway to update the Mobility policy, we support the reframing of congestion relief to mobility of people and goods. The objective of the transportation system to support shared prosperity and economic development should be integrated into the RTP pillars/focus.
 - Clear regional direction on the use of congestion pricing in the region is essential. This needs to include the impact that congestion pricing may have on local transportation facilities.
 - Discussion of the highway system role in the region and funding improvements on the highway system
3. Suggestions for the engagement process
 - Clarify and be transparent about the JPACT role with the RTP
 - Use of local existing committees, such as Leader in Diversity, Equity and Inclusion Committee; Clackamas County Pedestrian Bikeway Advisory Committee and Economic Development Commission
 - Joint JPACT/MPAC meetings
 - Co-hosted townhalls at the local level
 - Host a JPACT retreat to give JPACT members one or more blocks of time outside of regular meetings to fully debate and understand the significance of the policy direction

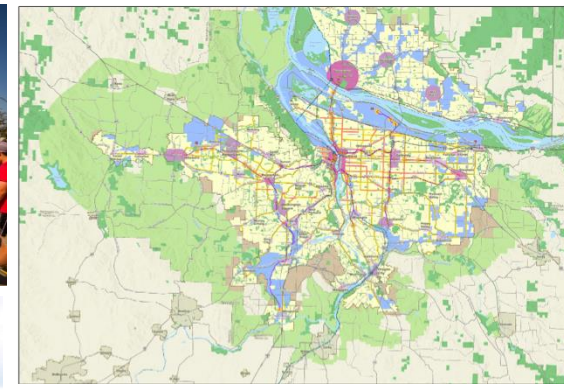
2023 Regional Transportation Plan update

Transportation Policy
Alternatives Committee
November 10, 2021

Kim Ellis, RTP Project Manager



Metro



Today's purpose


Hear from TPAC on these questions:

1. Do you have feedback on the proposed process?
2. What policy outcomes are most important for this update to address?
3. Do you have suggestions on outreach and engagement for update?

What is the Regional Transportation Plan? (RTP)

20+ year transportation plan

- Required by federal law and according to federal regs
- Required under Oregon's statewide planning goals
- Links land use and transportation
- Guides local transportation plans under statewide goals
- Updated every 5 years



2018 Regional Transportation Plan

A blueprint for the future of transportation in the greater Portland region

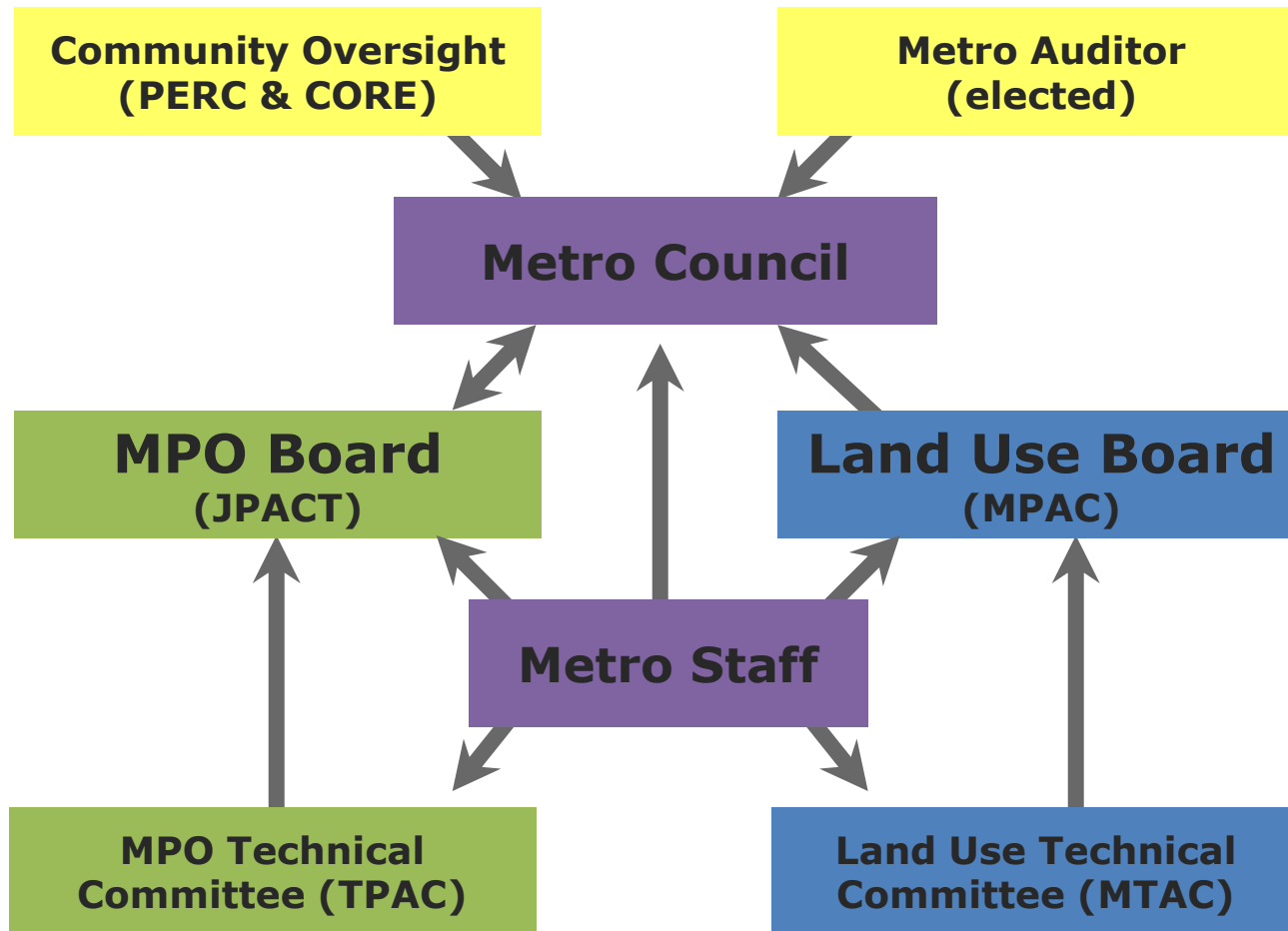
Adopted December 6, 2018 oregonmetro.gov/rtp

Why is it important?

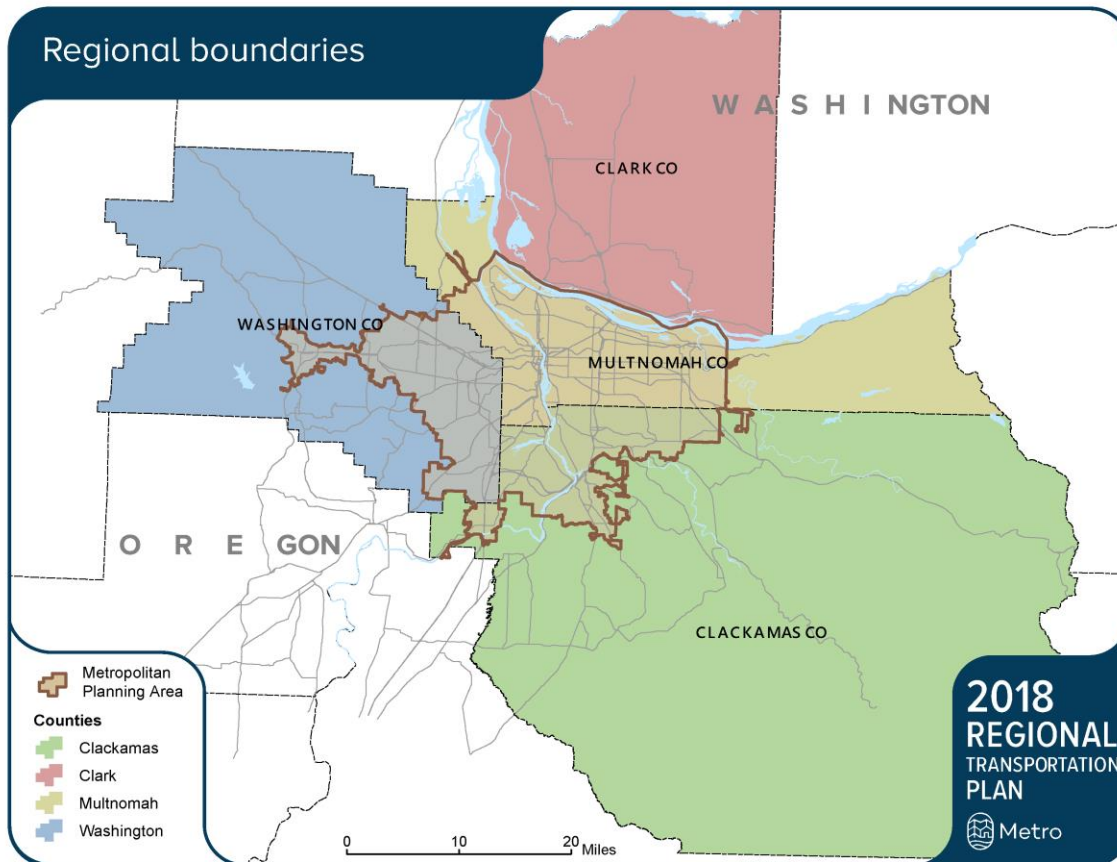
- Blueprint to guide investments in the region's transportation system
- Sets the stage for what communities will look like in the future
- Coordinates local, regional, and state investment priorities and actions
- Projects must be in the RTP to be eligible for federal and some state funding



Regional decision-making process



Metropolitan Planning Area



**1.6 million people
(today)**

**More than 2 million
people (by 2045)**

24 cities

3 counties

Bi-state region

Note: The MPA boundary will be updated to reflect the 2020 Census.

A shared regional system

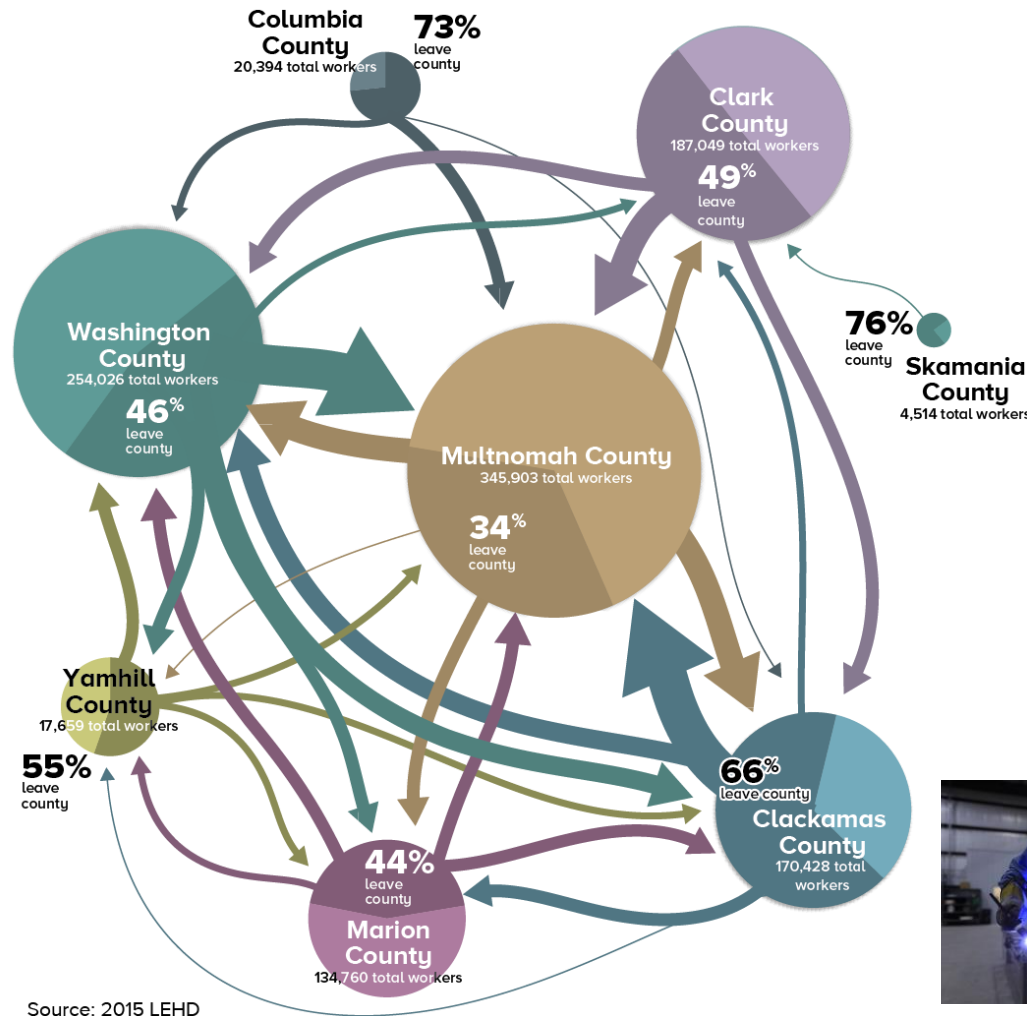


Donald from Forest Grove

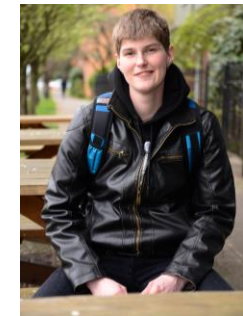


C.J. from Tualatin, with his daughter

Robert and Becky from SW Portland



Michael from Gresham



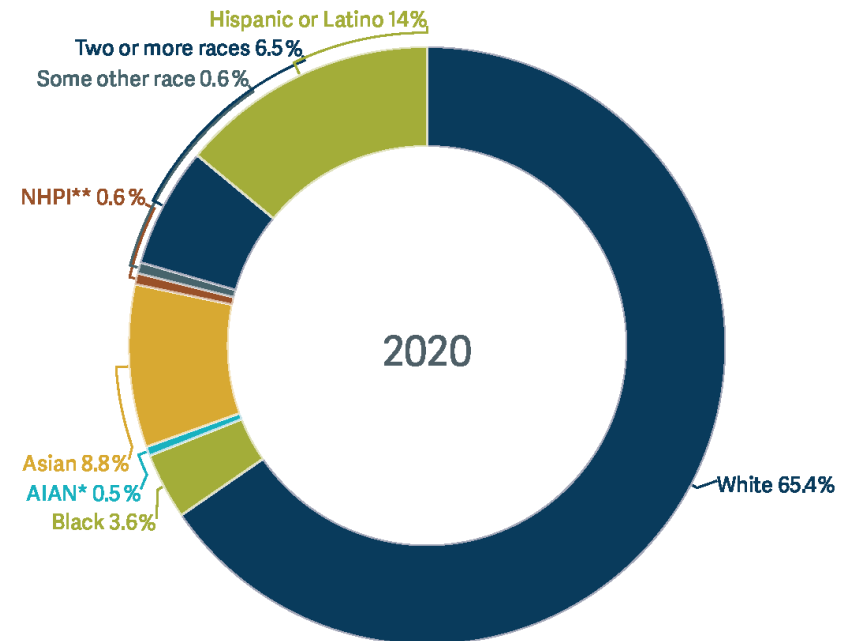
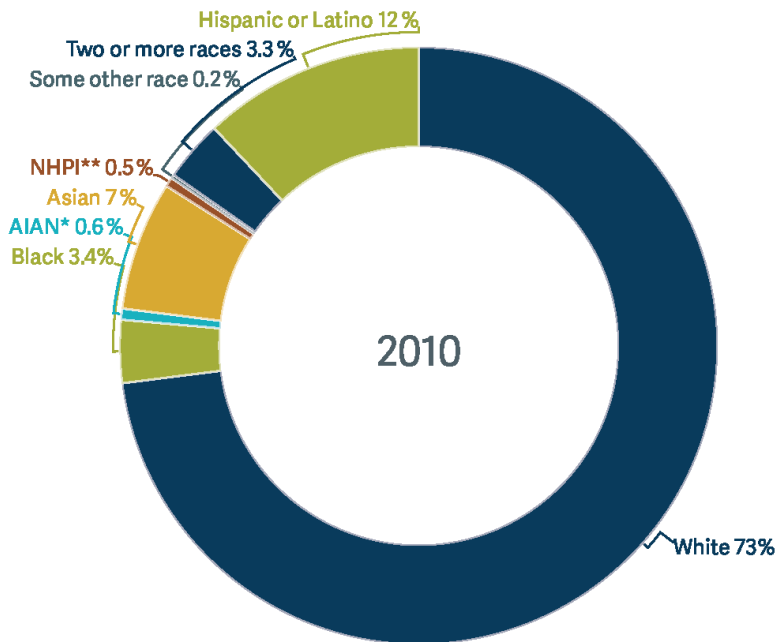
Chris from SE Portland



Bob from Milwaukie

Our population – and communities - continue to grow and change

People living within the Portland Metropolitan Planning Area (MPA) boundary, 2010 and 2020



*AIAN: American Indian or Alaskan Native
 **NHPI: Native Hawaiian or Pacific Islander

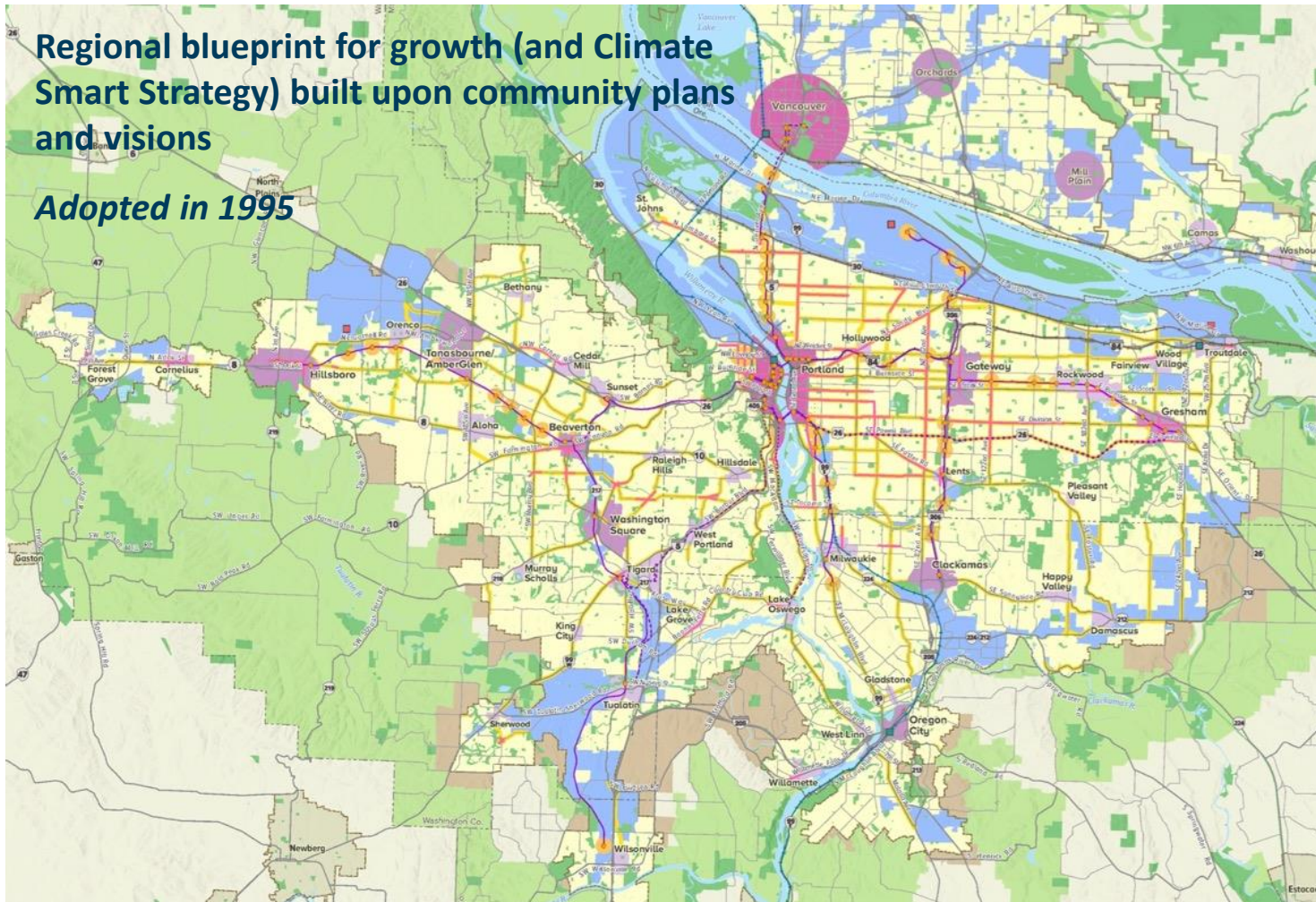
*AIAN: American Indian or Alaskan Native
 **NHPI: Native Hawaiian or Pacific Islander

Source: U.S. Census

2040 Growth Concept is our foundation

Regional blueprint for growth (and Climate Smart Strategy) built upon community plans and visions

Adopted in 1995




Regional Transportation Plan

Regional Transportation Plan vision:

"In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy and affordable transportation system with travel options."



Outcome-based Regional Transportation Plan

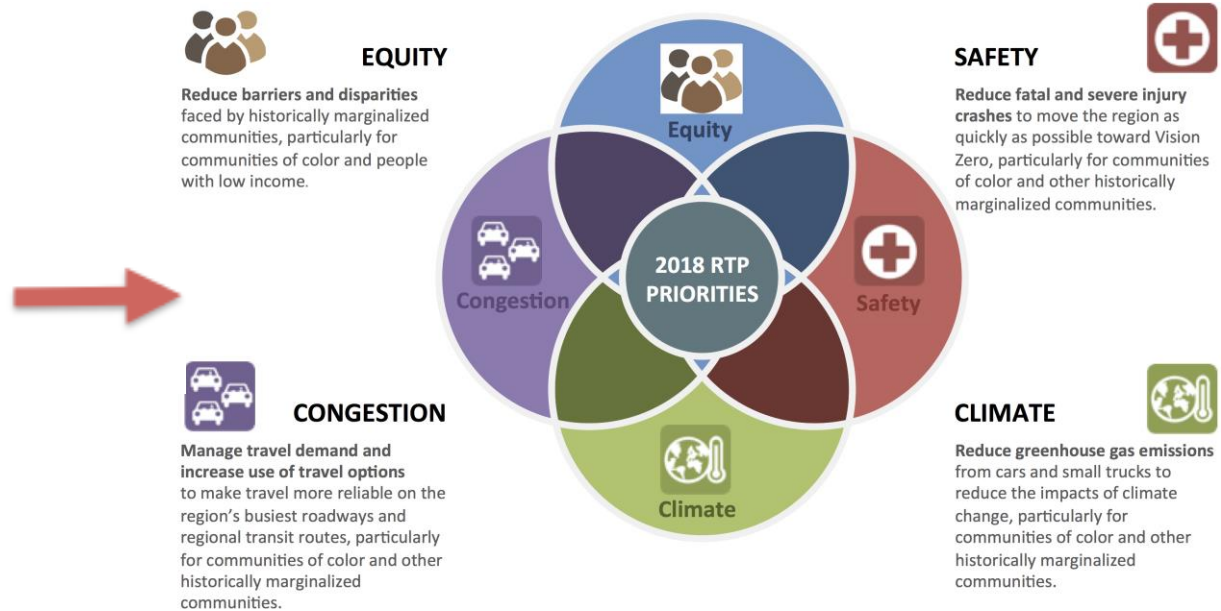


**2018 Regional
Transportation Plan**

*A blueprint for the future of transportation
in the greater Portland region*

Adopted December 6, 2018 oregonmetro.gov/rtp

2018 RTP Priority Policy Outcomes



Summarized from the 2018 Regional Transportation Plan (Chapters 3 and 6)

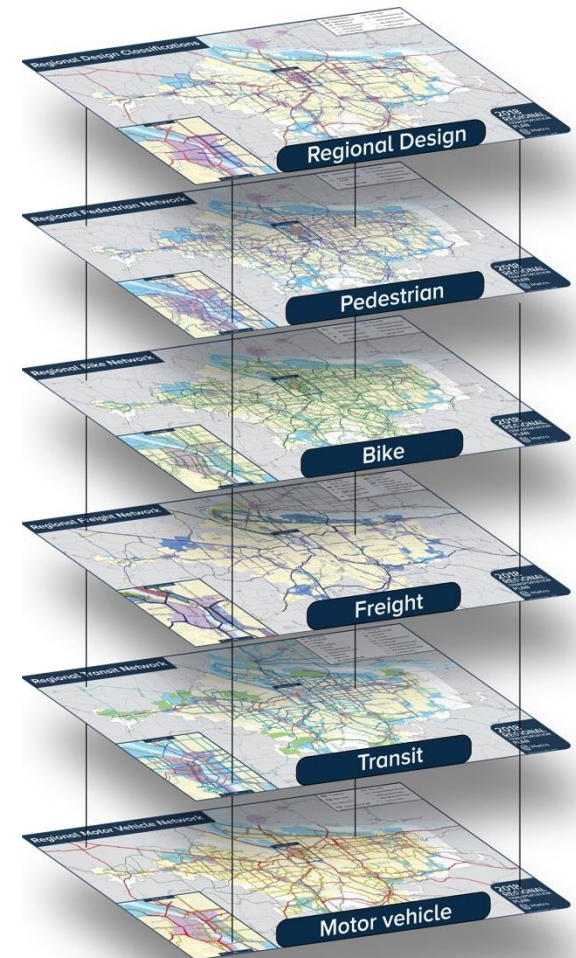
Vision for a complete and connected system

2040-based outcomes provide broader policy lens

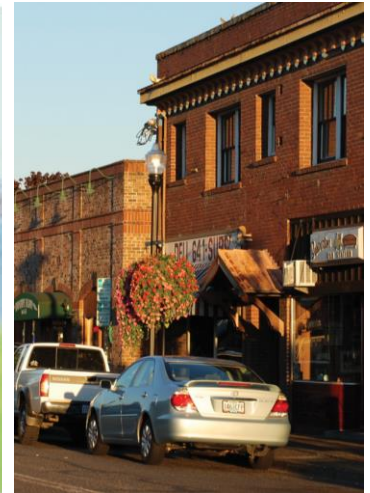
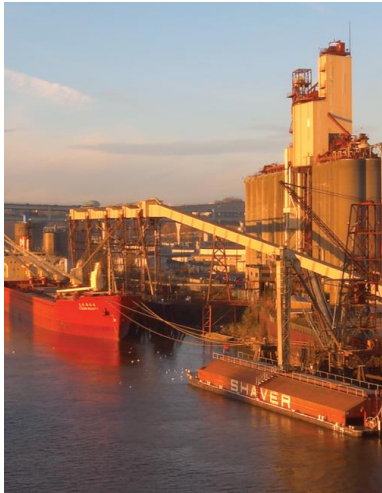
Defines a finish line

Emphasizes multimodal solutions and making the most of past investments

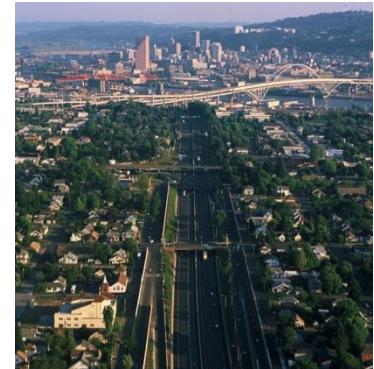
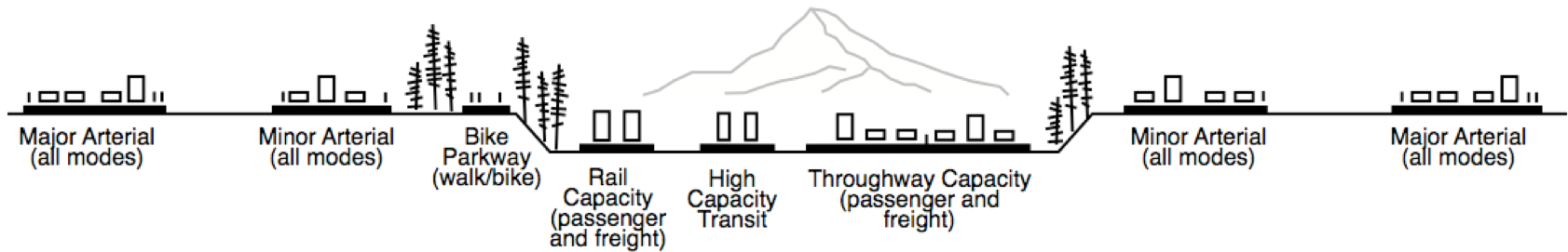
Defines aspirational policy targets to guide investments to achieve vision and monitor progress



Connecting people to the places they need to go



Expanding mobility options in the region's major travel corridors

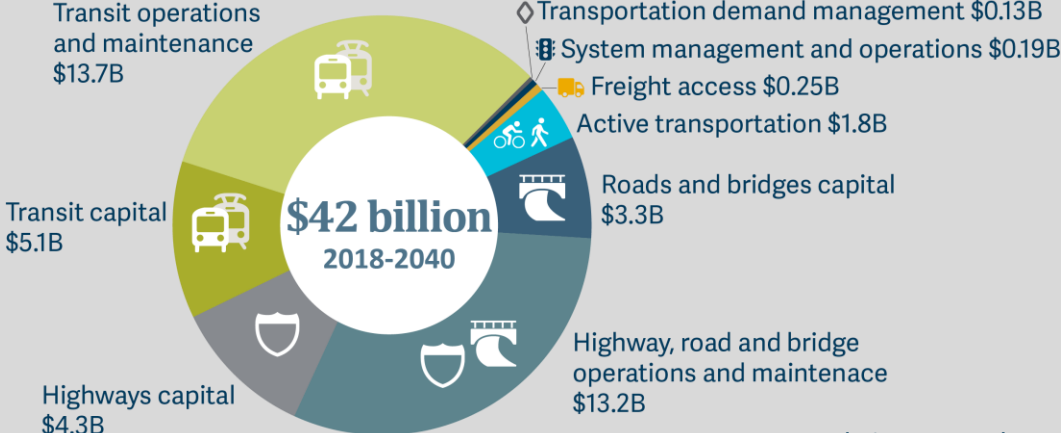


2018 RTP project priorities

Cost by investment category
in rounded billions, 2016 dollars

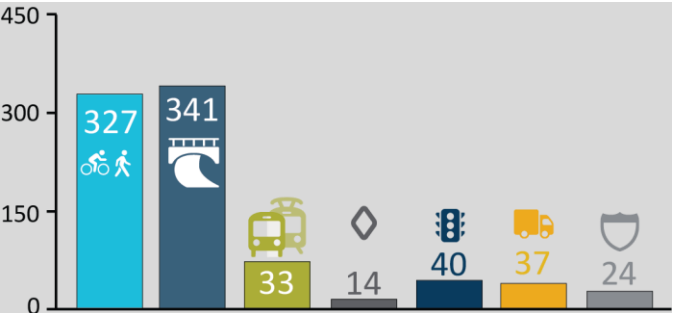
Total capital
\$15.2 billion

Total maintenance and operations
\$36 billion

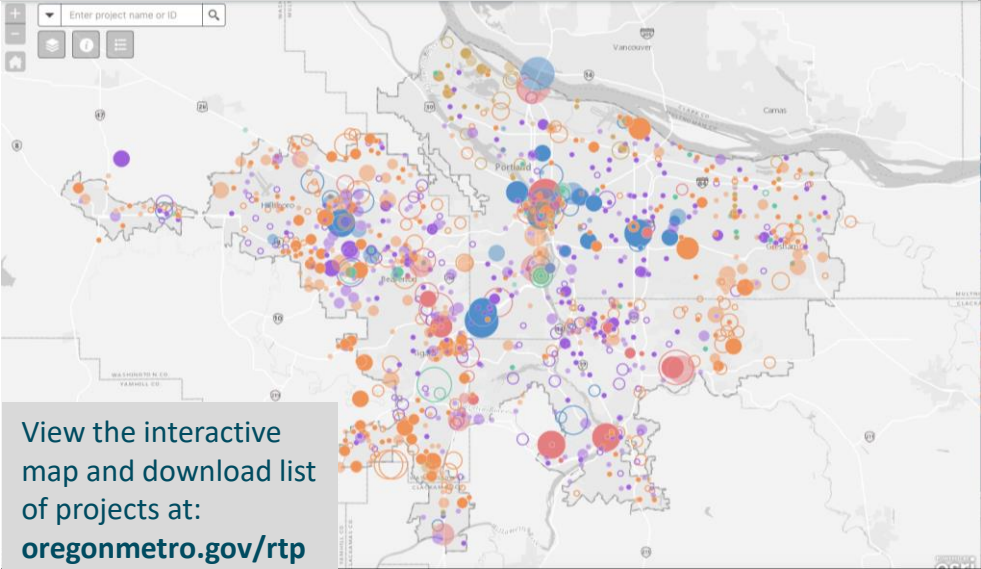


Source: 2018 RTP (Chapter 5)

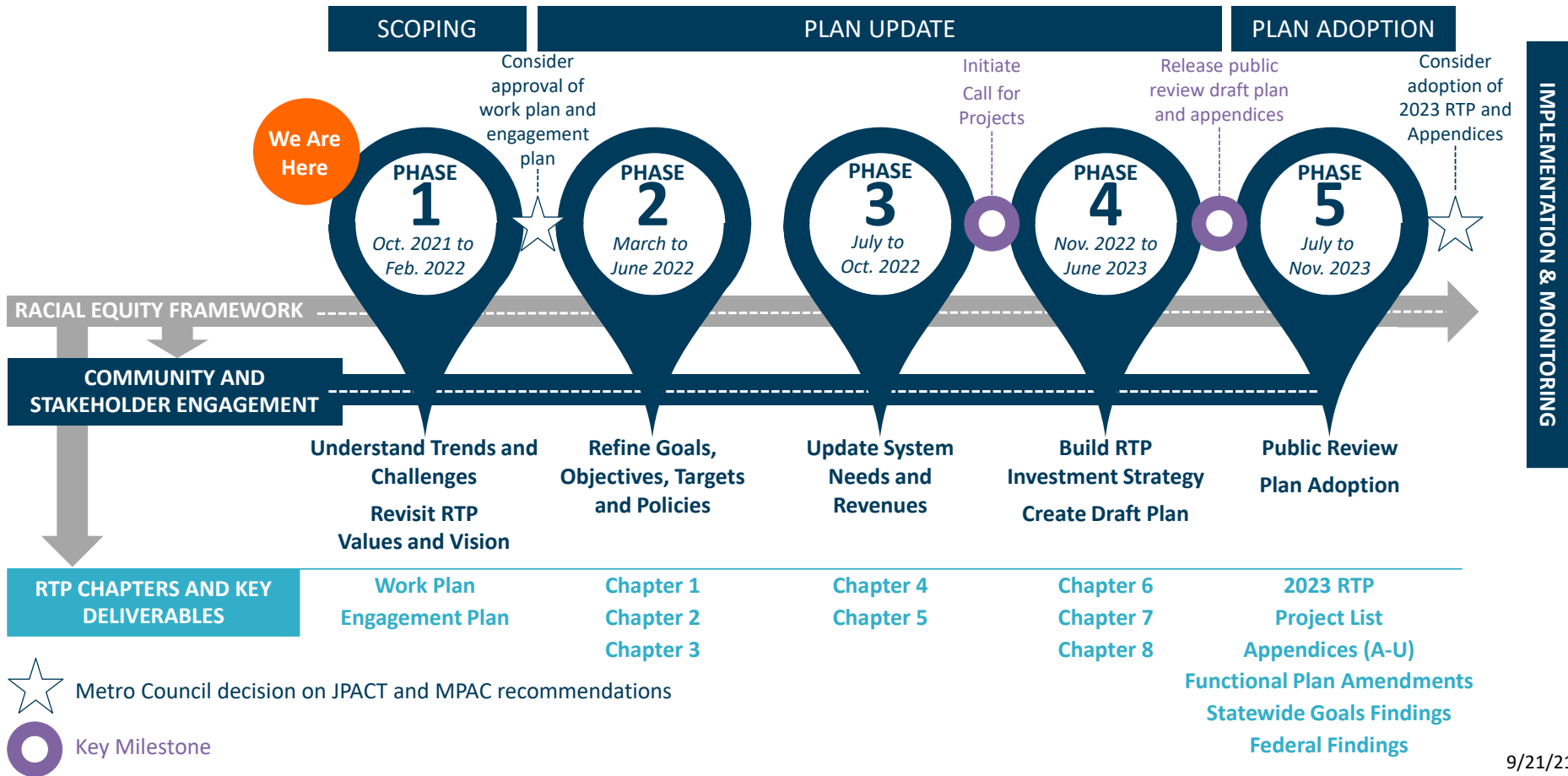
Capital projects by investment category



Source: 2018 RTP Constrained Project List



Proposed process for 2023 RTP Update



Proposed engagement approach



- Leads with racial equity
- Inclusive
- Transparent
- Accessible
- Outcomes-focused
- Centered on people's lives and experiences



Understand trends, values, priorities and vision for future

October 2021 to Feb. 2022

What: Illustrate trends and challenges; seek input on values, priorities and vision for the future

Who: Community members, community leaders, business leaders, jurisdictional partners, Tribes, resource agencies

How: Existing committees, stakeholder interviews, focus groups, on-line survey, Metro Council discussions, special JPACT workshop, Community Leaders Forum, climate best practices panel, Consultation meetings



Decision: Council and JPACT consider approval of the work plan and engagement plan (by Resolution)



Update Goals, Objectives, Targets and Policies

March to June 2022

What: Use values and priorities to refine goals, objectives and targets; update selected policies related to congestion pricing, mobility, urban arterials, resilience, green infrastructure and other topic areas identified in Phase 1; develop criteria for project list updates

Who: TPAC, MTAC, JPACT, MPAC and the Metro Council

How: Metro technical and policy advisory committees, Metro Council discussions, other TBD engagement activities

 **Milestone:** Draft updated Chapter 2 and Chapter 3 to guide plan update



Update Needs and Revenues

July to October 2022

What: Document regional transportation needs and disparities; update forecast of revenues anticipated to pay for needed investments; set funding level for the RTP investment strategy

Who: Community members and community leaders (needs) and jurisdictional partners (revenues)

How: TPAC, JPACT and Metro Council discussions and other TBD engagement activities

 **Milestone:** Metro Council and JPACT initiate Call for Projects



Build RTP

Investment Strategy

November 2022 to June 2023

What: Update RTP project list, seek public feedback on draft list, evaluate performance and consider potential project list revisions

Who: Community members, community leaders, business leaders and jurisdictional partners

How: Metro technical and policy advisory committees, county coordinating committees', Metro Council discussions, and other TBD engagement activities

 **Milestone:** Metro staff release draft 2023 RTP, appendices and financially constrained project list for public review



Public Review and Adoption

July to November 2023

What: Seek feedback on updated draft plan, appendices and projects

Who: Community members, community leaders, business leaders, jurisdictional partners, Tribes, resource agencies

How: Metro technical and policy advisory committees, county coordinating committees', Metro Council discussions, Community Leaders Forum, online open house, Consultation meetings, public comment period and hearings



Decision: Council and JPACT consider approval of the 2023 RTP and appendices (by Ordinance)

What We Heard From the Metro Council

- **Focus on people and values**
- **Advance Metro's commitment to racial justice, climate leadership and resilient communities**
- **Improve understanding of regional transportation needs and disparities and transportation funding**
- **Use storytelling and inclusive engagement strategies combined with quantitative data**
- **Update process for updating and prioritizing the project list**

Lead with racial equity.

Prioritize equity, climate, safety and mobility outcomes while advancing other goals and outcomes.

Better address safety and equity issues on region's urban arterials.

Accelerate implementation of the Climate Smart Strategy.

Bring to life the experiences and needs of people living and working in the region.

Identify underserved communities and barriers to meeting daily needs.

Better manage and operate the existing transportation system.

What We Heard From JPACT members

- Provide space for more **robust funding discussions**
- **Think differently about how to fund transportation to support climate and equity outcomes**
- Define a **path for funding transit, bike and pedestrian connections**
- Recognize **different areas in the region have different needs and priorities**
- **Connect analysis to policy outcomes and investment priorities**
- **Investment priorities must be informed by community members**

This is last RTP to meaningfully address climate issue.

Would like to see the region make walking, biking and transit our top priority in this RTP.

RTP analysis should highlight the benefits and tradeoffs of policies and investments in different communities.

Funding sources and investment priorities need to be connected with our values.

It is important for this process to include lots of community engagement and engagement with elected leaders to create a shared vision for equity and climate – we are all in really different places on what this means for each community.

Next steps for shaping the work plan and engagement strategy

- **October to December 2021** Metro Council and regional advisory committees discuss values, priorities and desired outcomes for update
- **November 2021 to January 2022** Outreach to further shape work plan and engagement strategy
- **January to February 2022** Metro Council and regional advisory committees discuss draft work plan and engagement strategy
- **March 2022** JPACT and Metro Council consider approval of work plan and engagement strategy (by Resolution)

Discussion and feedback

1. Do you have feedback on the proposed process?
2. What policy outcomes are most important for this update to address?
3. Do you have suggestions on outreach and engagement for update?

Learn more about the **Regional Transportation Plan** at:



Metro

Kim Ellis, AICP

RTP Project Manager

kim.ellis@oregonmetro.gov

oregonmetro.gov/rtp

2018 RTP Goals

WHAT WE WANT TO ACHIEVE

Vibrant communities

Shared prosperity

Transportation choices

Reliability and efficiency

Safety and security

Healthy environment

Healthy people

Climate leadership

HOW WE GET THERE

Equitable transportation

Fiscal stewardship

Transparency and accountability

2018 RTP evaluation framework

Investments evaluated for alignment with RTP priority policy outcomes and goals:

- *System-level evaluation (all projects)*
- *Transportation equity analysis (all projects)*
- *Project-level evaluation (piloted and deferred to next plan update)*



Source: 2018 RTP (Chapter 7)

2018 RTP Policy Targets

1



AFFORDABILITY Reduce the combined housing and transportation expenditure for lower-income households by 25%, compared to 2015



2



SAFETY Eliminate transportation fatalities and serious injuries for all users by 2035, with a 50% reduction by 2025 and a 16% reduction by 2020, compared to 2015



3



MULTIMODAL TRAVEL Reduce vehicle miles traveled per person by 10%, compared to 2015



2018 RTP Policy Targets

4



MODE SHARE Triple walking, biking and transit mode shares, compared to 2015



5



SYSTEM COMPLETION Complete 100% of the regional network of sidewalks, bikeways and trails



6



CONGESTION Meet the Interim Regional Mobility Policy for throughways, arterials and the regional freight network



2018 RTP Policy Targets

7



FREIGHT DELAY Reduce vehicle hours of delay per truck trip by 10%, compared to 2040 No Build



8



CLIMATE CHANGE Reduce per capita greenhouse gas emissions from cars and small trucks by 20% by 2035 and 25% by 2040, compared to 2005



9



CLEAN AIR Maintain or reduce air pollution from mobile sources, compared to 2015

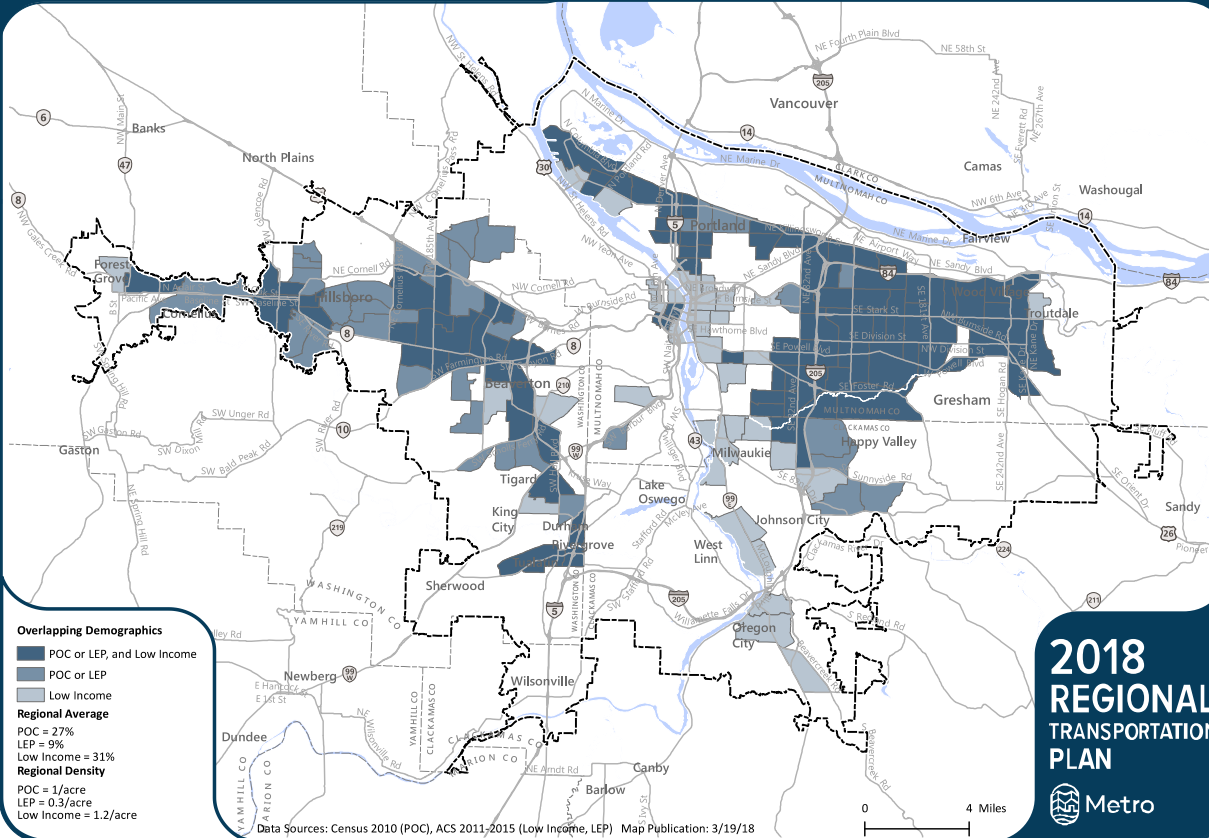


2018 RTP Equity Analysis

Analysis of priorities and disparities experienced by communities that have been excluded from decision making processes and where transportation policies and investments have disproportionately led to harm, displacement and disinvestment

Communities of Color, English Language Learners, and Lower-Income Communities

This map shows census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color, people with low income, and English language learners. Census tracts where multiple demographic groups overlap are identified.



Priorities identified through public engagement and technical work group

- Safety
- Access to jobs, essential destinations and travel options
- Public health
- Affordability

DLCD Climate Friendly Equitable communities (CFEC) rulemaking may result in new or updated requirements for the 2023 RTP to address.

2018 RTP Safety Analysis

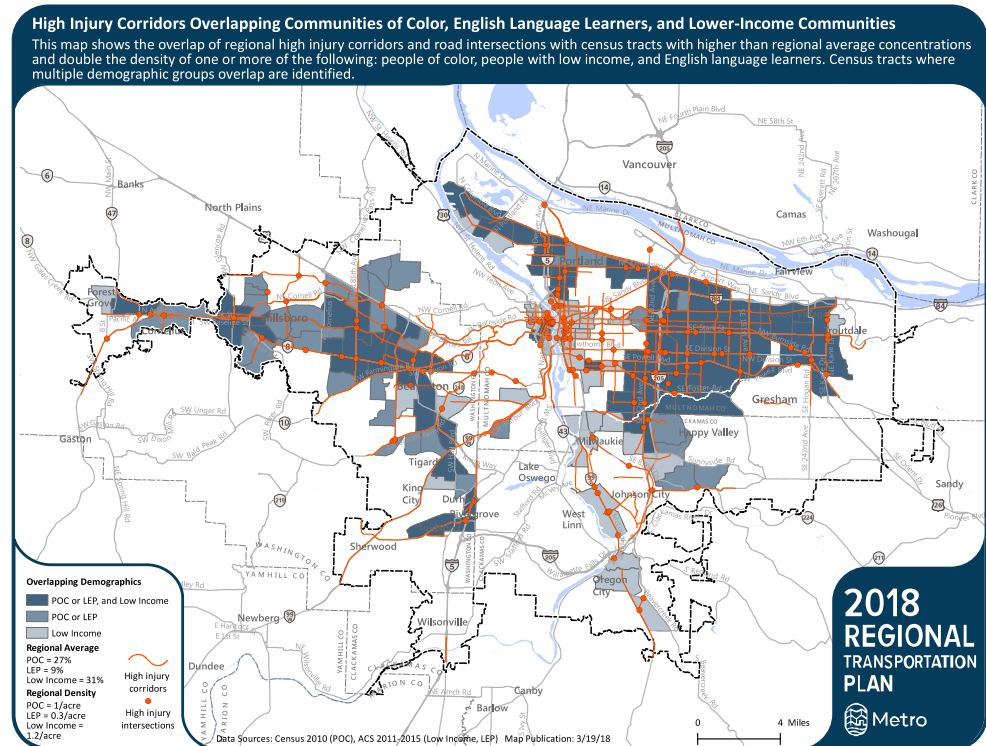
Analysis of high injury corridors and hotspots

More than **60 percent of projects improve safety** and **three-quarters of those projects are located in equity focus areas** – areas with the highest incidents of crashes causing death or life-changing injuries

Average 482 deaths and serious injuries per year

60% of serious crashes occur on high injury network which represents 6% of all streets

While the number of projects improving safety is moving in the right direction, observed crash data from last five years indicates that the region is moving in the wrong direction to achieve Vision Zero target.



Source: 2018 RTP (Chapter 3)

2018 RTP Climate Analysis

Analysis of Climate Smart Strategy implementation

Climate Smart Strategy integrated in 2018 RTP

We are **making satisfactory progress** if we implement the RTP, but more work (and funding) is needed

Track and report progress every 5 years through plan updates to inform planning and programming activities

DLCD Climate Friendly Equitable communities (CFEC) rulemaking may result in new or updated requirements for the 2023 RTP to address.



APPENDIX J

2018 Regional Transportation Plan

Climate Smart Strategy implementation and monitoring

December 6, 2018

oregonmetro.gov/r

2018 RTP Mobility Analysis

Analysis of congestion on the region's major travel routes

Congestion forecasted to grow on throughways and arterials

New multimodal mobility policy and congestion management tools needed for the region

Metro/ODOT regional mobility policy update will recommend an updated policy, measure(s) and target(s) for the 2023 RTP.

DLCD Climate Friendly Equitable communities (CFEC) rulemaking may result in new or updated requirements for the 2023 RTP to address.

Congestion Management Process Toolbox

1		Community design strategies <ul style="list-style-type: none"> Walkable communities and job centers facilitated by compact land use in combination with walking, biking and transit connections Mixed-used areas and transit-oriented development Parking management and pricing
2		Travel Information and Incentives strategies <ul style="list-style-type: none"> Commuter travel options programs Household individualized marketing programs Car-sharing and eco-driving techniques Safe Routes to School programs Ridesharing (carpool, vanpool) services
3		System management and operations strategies <ul style="list-style-type: none"> Real-time variable message signs and speed limits Signal timing and ramp metering Transit signal priority, bus-only lanes, bus pull-outs Incident response detection and clearance Access management (e.g., turn restrictions, medians)
Emerging		Congestion pricing strategies <ul style="list-style-type: none"> Peak period pricing Managed lanes High occupancy toll (HOT) lanes
4		Active Transportation strategies <ul style="list-style-type: none"> New biking and walking connections to schools, jobs, downtowns and other community places Bicycle infrastructure (e.g., bicycle racks, lockers and other bicycle amenities at transit stations and other destinations) Separated pathways and trails
5		Transit strategies <ul style="list-style-type: none"> High capacity transit Expanded transit coverage Expanded frequency of service Improvements in right-of-way to increase speed and reliability of buses and MAX Community and job connector shuttles Park-and-ride lots in combination with transit service
6		Street and throughway capacity strategies <ul style="list-style-type: none"> Local and arterial street connectivity to spread out travel Addition of turn lanes at intersections, driveway restrictions and other geometric designs such as roundabouts Road widening to add new lane miles of capacity (e.g. adding auxiliary lanes, additional general purpose lanes); pricing is considered when adding new throughway capacity in the region



**Westside Multimodal Improvements
Study - Initial Work Plan**

**Transportation Policy Alternatives Committee
November 10, 2021**

Study Purpose

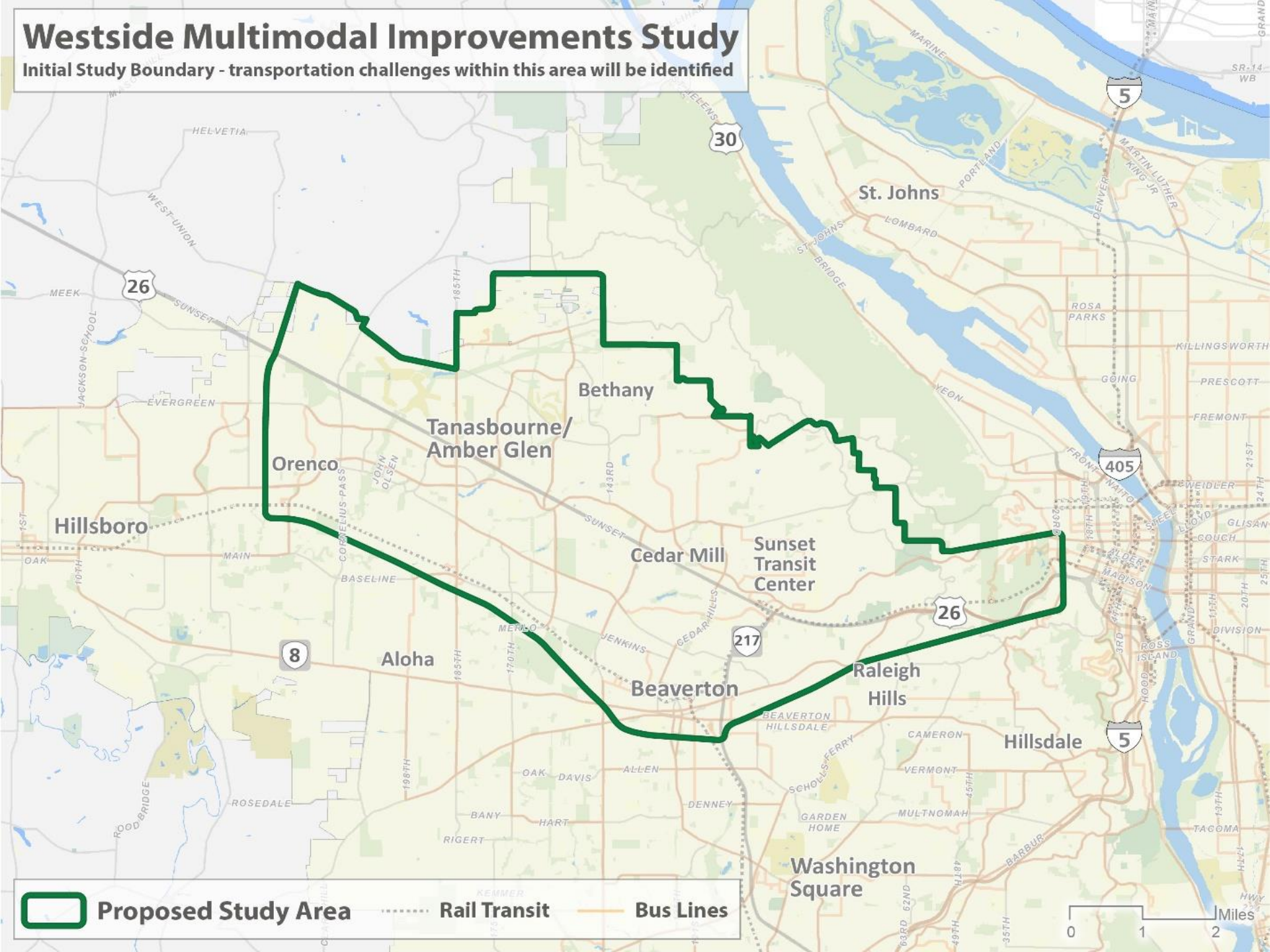
- Identify needs, challenges, and opportunities
- Address existing deficiencies
- Support future growth
- Consider potential multimodal projects, strategies, and technologies
- Develop and evaluate a preferred set of investments and programs
- Recommend solutions to move forward and identify lead agencies

Why?

- Transportation challenges in the corridor
 - Congestion
 - Safety
 - Equity
- Projected growth
- Issues in the corridor impact the entire region
- To build upon past studies

Westside Multimodal Improvements Study

Initial Study Boundary - transportation challenges within this area will be identified



 **Proposed Study Area**  **Rail Transit**  **Bus Lines**



Partners

Jurisdictions:

- ODOT and Metro
- Beaverton
- Hillsboro
- Portland
- Multnomah County
- Washington County
- Port of Portland
- TriMet

Community

representatives/experts:

- Business
- Equity
- Climate
- Multimodal Transportation

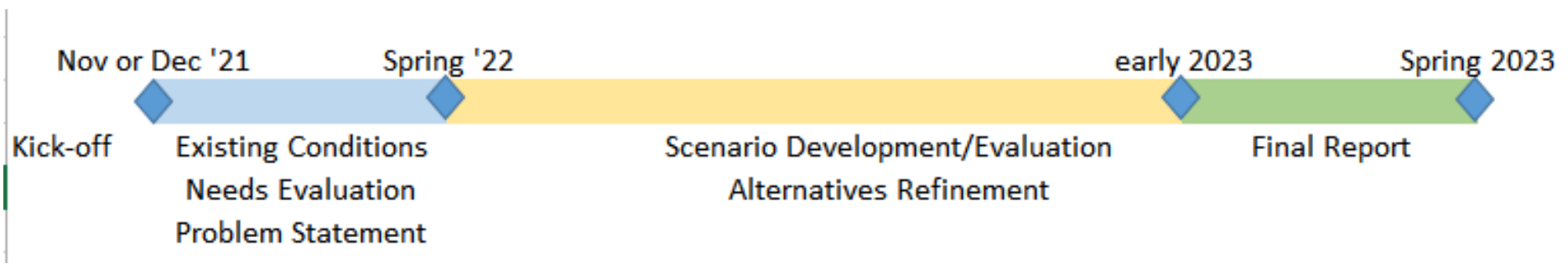
Project Management Group (PMG)

- Partner agency management and technical staff
- Meets bi-monthly, as needed
- Guides implementation of the work plan
- A subset will attend Technical Workshop

Steering Committee

- Elected officials, partner agency leaders
- May include CBO and business reps
- Meets approximately quarterly, as needed
- Receives input and provides guidance to Project Management Group at milestones
- Recommends a plan and implementation strategy for the plan area to the project participants

Project Overview and Timeline



Conditions and Needs

Evaluate present day:

- Travel conditions and patterns
- Location/causes of congestion
- Travel markets
- Land use
- Economic conditions

Methods and Assumptions

- Summary of past studies
- Root causes vs symptoms
- Study area vs impact area
- Performance measures and methodologies

Data Collection

- Intersection turning movements / tube counts
- Streetlight data
- RITIS data for US26 corridor
- Census / LEHD
- Leading w/ Race: Research Justice in Wash Co.
- CNT Housing + Transportation Index
- Remix transit data / TriMet route performance

Regional Economic Profile

Examines how investments can best address future resource demands

- Pop / HH growth trends
- Employment patterns
- Access to jobs and related opportunities
- Real estate markets

Issues, Needs, Problem Statement

Based on:

- Data collected
- Previous studies
- Survey results

Evaluation Criteria (1)

- System reliability
- Travel times: auto, freight, transit
- VMT, VHD, hours of congestion, bottlenecks
- Transit accessibility and performance
- Freight commodity value
- Safety – crash rates, non-crash incident freq.

Evaluation Criteria (2)

- Social equity
 - Access to jobs/places for BIPOC/economically disadvantaged communities
 - Distributional impacts (e.g. air quality)
 - Distribution of benefits
- Order of magnitude costs, cost effectiveness
- Climate impacts (GHG)
- Air quality impacts (criteria air pollutants)

Alternative Development & Eval

- Combination of identified investment options
- Developed at Technical Work Session
- Could include:
 - Hwy roadway capacity
 - Tolling cong. pricing
 - Freight routing
 - TSMO and ITS
 - Transit
 - Active transportation
 - New mobility
 - Policy or programs

Modeling

Using Regional Transportation Demand Model and Dynamic Traffic Assignment (DTA)

- Existing Conditions
- Future Year No-Build
- Future Year Alternatives

Engagement

- Targeted engagement with historically marginalized communities
- Business Roundtable
- Online survey, project fact sheets
- Website, news releases, social media

Preferred Alternative / Final Report

- Package of investments for incremental phasing
- Implementation plan and next steps

Questions / Comments?

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Memo



Date: November 3, 2021
To: TPAC and Interested Parties
From: Dan Kaempff, Principal Transportation Planner
Subject: 2025-2027 Regional Flexible Funds Allocation Step 2 Project Solicitation

Introduction

Staff is providing information to TPAC on the 2025-2027 Regional Flexible Funds Allocation (RFFA) Step 2 project solicitation and evaluation process.

RFFA Program Direction

The 2025-2027 RFFA Program Direction was adopted by Metro Council earlier this year. This document describes the region's intent for investing the Flexible Funds. It directs the region to invest in a manner consistent with the policy outcomes and investment priorities as defined in the 2018 Regional Transportation Plan (RTP), and through following the regional transportation finance approach in use since 2009.

The 2025-2027 RFFA Program Direction estimates that approximately \$41,250,000 is available for capital project funding (Step 2 of the RFFA funding framework).

Additional funding is available in this RFFA cycle for regional trails projects. Up to \$20 million will be awarded from the voter-approved 2019 Metro Parks and Nature measure. Trails projects that meet RFFA eligibility requirements may be funded through either or both sources of available funding.

Project Application

The call for project proposals is scheduled to open on Monday, November 22, 2021. Instructions and application materials will be available for download at oregonmetro.gov/RFFA.

Metro staff are conducting a proposers' workshop on Friday, December 10, 2021 at 1:00 p.m. (via Zoom). This workshop is intended to assist applicants in developing their proposals. A particular focus will be on helping applicants understand what level of detail is needed in their proposals to create accurate project scopes, budgets and timelines. Providing a thoroughly detailed proposal is essential to ensure a successful project delivery through the federal and ODOT processes.

Project proposals are due by 4:00 p.m. on Friday, February 25, 2022.

Limits on number of project proposals

Enough applications must be submitted to meet the federal requirements for conducting a competitive allocation process. To ensure sufficient time is available to evaluate applications, Metro will accept no more than 42 total applications. Each county and the City of Portland have the following limits to the number of applications they can submit:

Portland:	12 applications
Washington County and cities:	11
Clackamas County and cities:	10
Multnomah County and cities (exclusive of Portland):	9

These limits are based on each county's (and Portland's) percentage of the population and jobs within the MPO boundaries. Coordination of applications between counties is permitted, in the event a county or Portland should wish to submit more proposals than their limit and another entity is not going to reach their limit. City and county staff should notify Metro if they wish to use this provision.

Funding minimums

The minimum funding award for various levels of project development and construction are as follows:

Source	Project activity	Minimum award
RFFA	Project scoping (pre-NEPA) ¹	\$250,000
	Project development (can be a planning or preliminary engineering phase depending on work scope)	\$500,000
	Right-of-way acquisition/project construction	\$3,000,000
Trails Bond	Pre-project scoping/alternatives analysis	\$50,000
	Project development	\$200,000
	Right-of-way acquisition/project construction	\$600,000

Applicants who are submitting proposals for trails project funding may indicate their preferred source of funding. In most cases, the Trails Bond funding will have a less complex project delivery process with lower overhead costs due to the fact this is a non-federal funding source. Applicants who only wish to accept Trails bond funds should their project be selected may account for this cost difference in developing their project cost methodology.

¹ This is a new tool being developed to provide funding support to help agencies better define a project scope, budget and timeline. Further information will be provided in the project solicitation materials.

Trails project applicants who want to be considered for funding through either source should assume their project will use federal funds and be delivered through an ODOT-certified delivery agency or through ODOT’s project delivery process.

Funding criteria – RFFA

The 2025-2027 RFFA Program Direction identifies project selection criteria. These criteria are derived from the four investment priorities that emerged from regional input for the 2018 RTP. Projects that receive RFFA dollars should demonstrate how they will make improvements to the regional transportation system in the following ways:

RTP Investment Priorities	RFFA Criteria
<p>Equity – Reduce barriers and disparities faced by historically marginalized communities, particularly for communities of color and people with low income.</p>	<ul style="list-style-type: none"> • Increased accessibility • Increased access to affordable travel options
<p>Safety – Reduce fatal and severe injury crashes to move the region as quickly as possible toward Vision Zero, particularly for communities of color and other historically marginalized communities.</p>	<ul style="list-style-type: none"> • Reduced fatal and serious injury crashes for all modes of travel
<p>Climate Change – Reduce greenhouse gas emissions from cars and small trucks to reduce the impacts of climate change, particularly impacts on communities of color and other historically marginalized communities.</p>	<ul style="list-style-type: none"> • Reduced emissions from vehicles • Reduced drive alone trips
<p>Congestion Relief – Manage travel demand and increase use of travel options to make travel more reliable on the region’s busiest roadways, particularly for communities of color and other historically marginalized communities.</p>	<ul style="list-style-type: none"> • Increased reliability • Increased travel efficiency • Increased travel options • Reduced drive alone trips

Funding criteria – Trails Bond

In developing the 2019 Parks and Nature bond, Metro Council adopted the following criteria to guide investments in regional trails.

Investments must satisfy all of the following community engagement and racial equity criteria.

- Meaningfully engage with communities of color, Indigenous communities, people with low incomes and other historically marginalized communities in planning, development and selection of projects.
- Prioritize projects and needs identified by communities of color, Indigenous communities, low-income and other historically marginalized groups.

- Demonstrate accountability for tracking outcomes and reporting impacts, particularly as they relate to communities of color, Indigenous communities, people with low incomes and other historically marginalized communities.
- Improve the accessibility and inclusiveness of developed parks.
- Include strategies to prevent or mitigate displacement and/or gentrification resulting from bond investments.
- Set aspirational goals for workforce diversity and use of COBID contractors and work to reduce barriers to achieving these goals; demonstrate accountability by tracking outcomes and reporting impacts.

Additionally, trails program investments must satisfy at least one of the following nine criteria:

- Provide people access to streams, rivers and wetlands.
- Include connections to or partnerships with trails of statewide significance.
- Close a gap in existing trail segments or a gap between major destinations.
- Demonstrate that trail acquisition or development has a high level of readiness (e.g. existing master plan, completed land acquisition, completed design work and local agency leadership).
- Leverage other public, private or non-profit investments in the surrounding community.
- Focus on closing gaps and completing ready-to-build projects that fulfill the Regional Trails Plan, including land and water trails, particularly those identified as priorities by communities of color, Indigenous communities, low-income and other historically marginalized communities.
- Consider proximity to affordable housing and transit and connections to regional or local parks, local streams and rivers.
- Prioritize trails likely to be used by communities of color, Indigenous communities, low-income and other historically marginalized communities.
- Include universal design for people of all abilities.

Performance measures

Following adoption of the 2025-2027 RFFA Program Direction a work group provided input to the development of a set of performance measures for each of these criteria. The performance measures are to be used in the project Outcomes Evaluation, which provides a technical analysis of how each proposed project is advancing the above criteria.

The work group was comprised of TPAC members, staff from local agencies and staff from non-profit agencies representing the community. They met three times to discuss what performance measures would best reflect the adopted criteria and could be objectively evaluated.

Based on the work group input, staff have developed the following performance measures to be used in evaluating project proposals. The measures are primarily objective and quantifiable, but there are also subjective measures included as well in order to capture additional information used to provide a complete picture of proposed projects relative to the criteria.

2025-2027 RFFA Performance Measures

Equity		
Performance Measures	Data Sources	Scoring
Project makes improvements in an Equity Focus Area (EFA)	Equity Focus Area map layer	Is project in an EFA (Yes/No)? EFA includes greater than regional average numbers of Persons of Color, Limited English Proficiency, Low-Income? (addtl. pt. for all 3)
Improves access to community places for BIPOC, underserved communities	Economic Value Atlas walkability and Community Service accessibility score	Is project in tract with a below-regional average walkability score? (Y/N)
Makes active transportation improvements in area with poor community health outcomes	Regional Barometer (life expectancy at birth) Regional Barometer (diesel particulate matter) Regional Barometer (respiratory hazards due to air toxics)	Is project tract area below regional average for life expectancy (80.5 yrs)? (Y/N) Is project in area with higher than regional average diesel particulate matter concentration (>.62)? (Y/N) Does project area have higher than regional average level of air toxics? (Y/N)
Improves access to low and middle wage jobs	Economic Value Atlas labor access (layers for low and middle/high wage jobs)	Is project in tract with an above-regional average number of low and middle wage jobs within 30 mins. (all modes)? (Y/N)
Identified by community as a priority	Regional Investment Measure project list (Get Moving 2020) Applicant provided	Is project (or a portion of it) included on the RIM project list? (Y/N) How has public input informed project's prioritization? (Subjective)
Includes strategy to address displacement	Anti-displacement Strategies memo from the Metro Parks Bond	What anti-displacement strategies have been considered and included in the project design? (Subjective)

Safety		
Performance Measures	Data Sources	Scoring
Project location is designated as a priority for safety improvements	HCC network map, ODOT ARTS map, ODOT ATNI priority location, locally adopted safety action plan	Is project identified as a priority through a state, regional or local process? (Y/N) Is project addressing a specific area with a high level of fatal or serious injury crashes? (Y/N)
Type, Number, Quality of improvements, based on the facility's desired functional classification	Livable Streets design guide	Count of number and type of preferred treatments and counter-measures included. What level of protection, improvement, access do they provide? (More elements, higher quality = more points) Is the design appropriate for the functional classification (per Table 3.3, 2018 RTP)? (Y/N)
Project design represents the best possible improvement in project area, based on functional classification and contextual constraints.	Livable Streets design guide User provided: identified constraints	What constraints does the project face (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How was the project design determined and developed in light of these constraints?
Fills (completely, partially) AT or Trails network gap	Regional Bike Network Map Regional Pedestrian Network Map Regional Trails and Greenways Network Map	Does the project address a network gap? (Y/N) Does the project completely or partially fill the gap? (Y/N)

<p>Project is within 1 mile (or designated walking zone) of a K-12 school</p>	<p>Safe Routes to School Regional Framework school map</p>	<p>Does project contain elements that improve active transportation access to a school? (Y/N)</p> <p>Graded points based on proximity to school: ¼ mi or less / ½ mi / 1 mi</p>
Climate		
Performance Measures	Data Sources	Scoring
<p>Provides/increases transit option* (CSS rating = 5 stars)</p>	<p>RTP transit network map</p> <p>TriMet Pedestrian Plan</p> <p>TriMet Access to Transit Sidewalk data</p> <p>SMART data</p> <p>Enhanced Transit Treatments (Regional Transit Strategy: Ch. 4, Table 2)</p> <p>Regional Trail Gap project list</p>	<p>Does project add/improve an identified connection to transit? (Y/N)</p> <p>Is project on an Enhanced Transit Corridor pilot list? (Y/N)</p> <p>Does project improve transit operations (stop or intersection enhancement)? (Y/N)</p>
<p>Provides/increases bicycling/walking* (CSS rating = 3 stars)</p>	<p>RTP network maps</p>	<p>Does project increase or add Active Transportation infrastructure? (Y/N)</p>
<p>Improves system management via technology* (CSS rating = 2 stars)</p>	<p>TSMO Strategy (identified as investment type)</p>	<p>Does project identify specific TSMO investments in the project scope that will substantially improve efficiency and safety for all modes? (Y/N)</p> <p>Is project on a prioritized TSMO Strategy corridor? (Y/N)</p>
<p>Improves/adds street connectivity*(more detail, who benefits? Induced auto trips?) (CSS rating = 1 star)</p>	<p>RTP regional motor vehicle network policy (Ch. 3-59)</p> <p>Project need, type, design (subjective)</p>	<p>Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets? (Y/N)</p> <p>Is project included on regional bicycle/pedestrian networks? (Y/N)</p>

In a designated 2040 priority Land Use center or corridor (or connects to?)	Regional centers map	Is project located in a designated priority 2040 land use area? (Y/N)
Improves access in area with high lack of access to vehicle/high housing + transportation burden	Equitable Development Tool	Does project improve access to travel options in an area with below regional averages in housing and transportation costs? (Y/N)
Congestion Relief		
Performance Measures	Data Sources	Scoring
Improves/adds street connectivity	RTP network map Congestion Management Process network	Does the project increase motor vehicle route options near congested facilities and provide shorter distanced trips for people walking, bicycling or accessing transit? (Y/N) Does the project provide a safer alternative to a high-crash location? (Y/N)
Improves travel reliability, efficiency	RTP network map ITS network/priorities; ETC maps? Livable Streets enhanced transit checklist	Does the project make all travel modes more reliable and efficient (Complete Street design)? (Y/N)
Provides/increases transportation option	RTP network map	Does the project fill a gap or deficiency in transit or AT network? (Y/N)
Reduces delay for transit	Transit reliability data Congestion Management Process network map Enhanced Transit Corridors Network	Does the project include elements that improve transit reliability? (Y/N)
Improves freight reliability	Regional freight network map Applicant description of barrier	Does the project improve reliability by removing a barrier on regional freight system? (Y/N)
Implements elements from the Congestion Management Process (CMP)	CMP network map	Does the project include elements from the CMP that improve the CMP network? (Y/N)

Project area has a high number of crashes (all levels)	HCC network map, ODOT ARTS map, ODOT ATNI priority location, locally adopted safety action plan	Does project improve safety/reduce potential congestion in area with a high number of crashes (all levels of severity)? (Y/N)
Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	<p>Definition of barrier(s) removed (applicant defined)</p> <p>Economic Value Atlas Mobility map layer (“Place” – walkability and Comm. Services access, vehicle availability rate)</p> <p>Barrier street map layer</p>	<p>Does project improve travel options in tract area with lower than regional average vehicle access? (Y/N)</p> <p>Does project improve travel options in tract area with lower than regional average walkability and community service access? (Y/N)</p> <p>What other barriers exist that the project can address? (subjective)</p>

Other		
Performance Measures	Data Sources	Scoring
Provides/increases access to Target Industries	Economic Value Atlas: Target Industries	Does project improve access to a tract with # of target industries > regional average? (Y/N)
Industrial/Commercial developability	Economic Value Atlas: # of acres in tract	Does project improve access to a tract with # of developable acres > regional average? (Y/N)
Residential developability	Economic Value Atlas: potential housing units in tract	Does project improve access to a tract with greater capacity to develop housing units than regional average? (Y/N)

The following performance measures will also be applied to projects being considered for Trails Bond funding.

Trails Bond Performance Measures			
Criteria	Performance Measures	Data Sources	Scoring
1. Provides access to streams, rivers and wetlands	Provides access to streams, rivers and wetlands	RLIS water layer	Is the project within 200 feet of a stream, river or wetland? Yes/no.

2. Provide connections to or partnerships with trails of statewide significance	Provide connections to or partnerships with trails of statewide significance	RLIS trails layer List of state-designated scenic and regional trails	Is the project part of, or does it connect to, a state-designated scenic or regional trail, or a trail with a “state” functional classification in RLIS? Yes/no.
3. Close a gap in existing trail segments or a gap between major destinations.	[from the RFFA Safety criteria above]: Fills (completely, partially) AT or Trails network gap	Regional Bike Network Map Regional Pedestrian Network Map Regional Trails and Greenways Network Map Bond trail acquisition prioritization tool (currently in development)	How much of the existing trail/bike network does the project connect to? (High, Medium, Low)
4. Demonstrate that trail acquisition or development has a high level of readiness	Level of planning, design, and acquisition work completed. Degree of support from community and elected leadership.	Staff and consultants will conduct a risk assessment as part of the proposal evaluation that will gauge a project’s readiness, among other things.	
5. Leverage other public, private or non-profit investments in the surrounding community.	Leverage other public, private or non-profit investments in the surrounding community.	Applicant provided.	Does project partner with or benefit from other adjacent capital investments? How?
6. Focus on closing gaps and completing ready-to-build projects that fulfill the Regional Trails Plan, including land and water trails, particularly those identified as priorities by	[from RFFA Equity criteria above]: Identified by community as a priority	Applicant provided	How has public input informed project’s prioritization? (Subjective)

<p>communities of color, Indigenous communities, low-income and other historically marginalized communities.</p>			
<p>7. Consider proximity to affordable housing and transit and connections to regional or local parks, local streams and rivers.</p>	<p>[from RFFA Climate criteria above]: Improvement in area with high lack of access to vehicle/high housing + transportation burden</p> <p>Provides/increases transit option* (CSS rating = 5 stars)</p> <p>Project increases access to regional and local parks.</p>	<p>Regional Investment Measure map layer</p> <p>RTP transit network map</p> <p>TriMet Pedestrian Plan</p> <p>TriMet Access to Transit Sidewalk data</p> <p>SMART data</p> <p>Enhanced Transit Treatments</p> <p>Bond trail acquisition prioritization tool (currently in development)</p>	<p>Does project add/improve an identified connection to transit? (Y/N)</p> <p>Is project on an Enhanced Transit Corridor pilot list? (Y/N)</p> <p>Does project increase access to regional and local parks? (High, Medium, Low)</p>
<p>8. Prioritize trails likely to be used by communities of color, Indigenous communities, low-income and other historically marginalized communities.</p>	<p>See RFFA Equity criteria above.</p>		
<p>9. Include universal design for people of all abilities.</p>	<p>Does project include universal design elements?</p>	<p>Applicant provided</p>	<p>How much (all, some, none) of the project will be accessible for people of all abilities? (High, Medium, Low)</p>

Additional staff work will be completed prior to the call for projects to refine these performance measures and provide additional direction to applicants.

The outcomes evaluation will provide a comparative analysis of the projects that will illustrate the project's scores in each of the four RTP Investment Priority categories, the Bond criteria (if applicable), as well as an overall score. The technical evaluation will be conducted by Metro staff and members of the performance measures work group not affiliated with eligible applicant agencies.

For the majority of the performance measures identified above, Metro data will be used. Metro staff are preparing an online map tool containing relevant data layers to be used in the outcomes evaluation. This tool will be available to assist applicants in preparing their proposals. Applicants will be able to provide additional data and subjective information for consideration in the evaluation process.

For example, if more up-to-date crash data than what Metro has is available for a proposed project site, the applicant may indicate that in their application and it will be considered in the evaluation.

Project readiness and risk assessment

As in the prior RFFA evaluation, Metro will hire a consultant to conduct a risk assessment of the project proposals. This evaluation will measure the thoroughness of projects' scoping, timeline and budget, and identify any associated risks to the project being completed as indicated in the proposal. Applicants will have the opportunity to amend their proposal following the initial risk assessment report to address any findings. The risk assessment is not intended to be used as a punitive tool. Rather, it is to ensure that the regional funding awarded to a project can be obligated and proceed as described in the applications. Examples of what the risk assessment report will provide include:

- Ensuring the funding award is appropriate for the level of project development completed. For example, a project that has unresolved issues – such as right-of-way acquisition, utility relocation, environment impacts, railroad crossings, impacts on ODOT system, etc. – may be awarded project development funding to fully identify and resolve these issues. This will assist the applicant in developing a realistic funding request for subsequent project phases in future RFFA cycles or from other funding sources.
- Reviewing the project schedule to identify any risks to the project timeline.
- Identifying coordination between all interested parties to ensure that they are aware of the project, are cooperating with the applicant, are working through any outstanding issues, etc. In particular, right-of-way issues frequently present problems to project delivery. The risk assessment report will identify the level of communication and coordination existing between the applicant and ROW staff (or consultant).

TPAC/JPACT and Coordinating Committee roles

As in previous RFFA cycles, development of a project list for Metro Council consideration and action is a cooperative process between Metro staff, County Coordinating Committees and Portland, TPAC and JPACT.

- Metro staff – lead outcomes evaluation, risk assessment and public comment processes. Present information, develop alternatives for discussion and create staff recommendations for consideration.
- Coordinating Committees – identification of which projects submitted from their sub-region are their priorities to be funded. Portland does not have a coordinating committee but conducts a similar process to identify their priorities.

- TPAC – provide input on alternatives and to assist in development of Metro staff recommendation. Advance a TPAC-recommended list of projects to receive funding to JPACT.
- JPACT – provide direction to guide TPAC in developing their recommendation. Advance a recommended list of projects to receive funding to Metro Council.

Draft Schedule and timeline

Below is a timeline of important dates and the steps to be followed in the RFFA process.

Month	Important dates	Actions and deliverables
November	22 – Call for projects opens	Application and instructions will be available at oregonmetro.gov/RFFA
December	10 – Proposers’ workshop via Zoom (1:00 p.m.)	Online workshop to present important information and answer questions to assist applicants
February 2022	25 – Applications due, project call closes	Applications are due (via email/upload) by 4:00 p.m. on Feb. 25
March April	Outcomes evaluation Risk assessment	Work group/Metro staff and consultant technical work to develop evaluation and risk assessment reports
May	6 – TPAC 19 – JPACT TBD – Public Comment	Present draft project outcomes evaluation report 30-day public comment period
June	3 – TPAC 16 – JPACT	Initial input on developing staff recommendation
July	1 – TPAC 21 – JPACT	Present public comment report, initial draft staff recommendation Coordinating committees identify priority projects (due July 22)
August	5 – TPAC 18 – JPACT	Refined draft staff recommendation, w/CCC priorities
September	2 – TPAC 15 – JPACT	Recommendation to JPACT Approved project list to Council
October	6 – Council	Final adoption of 25-27 RFFA