

# Agenda



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: Metro Technical Advisory Committee (MTAC)  
Date: Wednesday, March 16, 2022  
Time: 10:00 a.m. to 12:00 p.m.  
Place: Virtual meeting held via Zoom  
[Connect with Zoom](#)  
Passcode: 769097  
Phone: 888-475-4499 (Toll Free)

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<b>10:00 a.m.</b>	<b>Call meeting to order, Declaration of Quorum and Introductions</b>	Chair Kloster
<b>10:10 a.m.</b>	<b>Comments from the Chair and Committee Members</b> <ul style="list-style-type: none"><li>• New Zoom online meeting format with panelists/attendees Discussion (Chair Kloster)</li><li>• Updates from committee members around the Region (all)</li><li>• Fatal crashes update (Lake McTighe)</li><li>• Department of Land Conservation &amp; Development (DLCD) Climate Friendly and Equitable Communities (CFEC) Rules, update (Kim Ellis)</li></ul>	
<b>10:20 a.m.</b>	<b>Public communications on agenda items</b>	
<b>10:25 a.m.</b>	<b>Consideration of MTAC minutes, January 19, 2022 (<u>action item</u>)</b>	Chair Kloster
<b>10:30 a.m.</b>	<b>2023 Regional Transportation Plan – Values, Outcomes and Actions (VOA), Work Plan and Engagement Plan - Discussion and <u>action Item: Recommendation to MPAC</u></b> Purpose: MTAC feedback and recommendation to MPAC to recommend Metro Council approval of the VOA, work plan and engagement plan to guide development of the 2023 RTP	Kim Ellis, Metro Molly Cooney-Mesker, Metro
<b>12:00 p.m.</b>	<b>Adjournment</b>	Chair Kloster

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Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

## Повідомлення Metro про заборону дискримінації

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## Metro 的不歧視公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

## Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullanka dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

## Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

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## សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

## إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

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## Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

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## Metro txoj kev 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](http://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.

## 2022 Metro Technical Advisory Committee (MTAC) Work Program

**As of 3/8/2022**

<p><b><u>March 16, 2022 – 10 am – noon</u></b>  <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> <li>• New Zoom online meeting format with panelists/attendees discussion (Chair Kloster)</li> <li>• Committee member updates around the region (Chairman Kloster and all)</li> <li>• Fatal Crashes Update (Lake McTighe)</li> <li>• DLCDC Climate Friendly &amp; Equitable Communities Rules, update (Kim Ellis)</li> </ul> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> <li>• <b>2023 Regional Transportation Plan – Values, Outcomes and Actions (VOA), Work Plan and Engagement Plan – discussion and action item Recommendation to MPAC</b> (Kim Ellis &amp; Molly Cooney-Mesker, Metro; 90 min)</li> </ul>	<p><b><u>April 20, 2022 – MTAC/TPAC Workshop</u></b>  <b>10 am – noon</b></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> <li>• 2019-2021 Regional Flexible Fund – Local Agency Project Fund Exchanges Update (Grace Cho, 15 min)</li> <li>• Regional Mobility Policy Update: Shaping the Recommended Policy and Action Plan (Kim Ellis, Metro/ Lidwien Rahman, ODOT; 60 min)</li> <li>• 2023 RTP policy brief – Congestion Pricing Policy Development (Alex Oreschak/ Kim Ellis, 60 min)</li> </ul>
<p><b><u>May 18, 2022 – 10 am – noon</u></b>  <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> <li>• Committee member updates around the region (Chairman Kloster and all)</li> <li>• Fatal Crashes Update (Lake McTighe)</li> </ul> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> <li>• Transit-Oriented Development (TOD) Program Strategic and Work Plan update (Andrea Pastor, Metro, 30 min)</li> </ul>	<p><b><u>June 15, 2022 – MTAC/TPAC Workshop</u></b>  <b>10 am – noon</b></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> <li>• RTP – Equitable Finance 2023 RTP (Lake McTighe, Metro, 45 min)</li> <li>• DLCDC Climate Friendly &amp; Equitable Communities Rulemaking item (Kim Ellis, Metro, 60 min)</li> <li>• Urban Growth Management Functional Plan Amendments – discussion (Ted Reid &amp; Tim O’Brien, Metro; 60 min)</li> </ul>
<p><b><u>July 20, 2022 – 10 am – noon</u></b>  <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> <li>• Committee member updates around the region (Chairman Kloster and all)</li> <li>• Fatal Crashes Update (Lake McTighe)</li> </ul> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> <li>• Title 11 Concept Planning project update: Sherwood West (Erika Palmer, 30 min)</li> </ul>	<p><b><u>August 17, 2022 – MTAC/TPAC Workshop</u></b>  <b>10 am – noon</b></p> <p><u>Agenda Items</u></p>
<p><b><u>September 21, 2022 – 10 am – noon</u></b>  <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> <li>• Committee member updates around the region (Chairman Kloster and all)</li> <li>• Fatal Crashes Update (Lake McTighe)</li> </ul> <p><u>Agenda Items</u></p>	<p><b><u>October 19, 2022 – MTAC/TPAC Workshop</u></b>  <b>10 am – noon</b></p> <p><u>Agenda Items</u></p>

<p><b>November 16, 2022 – 10 am – noon</b></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> <li>• Committee member updates around the region (Chairman Kloster and all)</li> <li>• Fatal Crashes Update (Lake McTighe)</li> </ul> <p><u>Agenda Items</u></p>	<p><b>December 21, 2022 – MTAC/TPAC Workshop</b></p> <p><b>10 am – noon</b></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> <li>• <i>2024 Growth Management Decision work program (Ted Reid, 60 min)</i></li> </ul>
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**Parking Lot/Bike Rack: Future Topics (These may be scheduled at either MTAC meetings or combined MTAC/TPAC workshops)**

- SW Corridor Updates and Equity Coalition (Brian Harper, Metro and others?)
- Status report on equity goals for land use and transportation planning
- Regional city reports on community engagement work/grants
- Regional development changes reporting on employment/economic and housing as it relates to growth management
- Update report on Travel Behavior Survey
- Updates on grant funded projects such as Metro’s 2040 grants and DLCD/ODOT’s TGM grants. Recipients of grants.
- Transit-Oriented Development (TOD) annual report/project profiles report
- Reports from regional service providers affecting land use and transportation, future plans
- Best Practices and Data to Support Natural Resources Protection
- Employment & industrial lands (Jeff Raker?)
- 2040 grants highlights update
- Tigard’s Washington Square Project (2040 Grant?)
- 2024 UGB cycle

For MTAC agenda and schedule information, e-mail [marie.miller@oregonmetro.gov](mailto:marie.miller@oregonmetro.gov)

In case of inclement weather or cancellations, call 503-797-1700 for building closure announcements.



# Memo

Date: February 24, 2022  
 To: Transportation Policy Advisory Committee (TPAC), Metro Technical Advisory Committee (MTAC) and interested parties  
 From: Lake McTighe, Regional Planner  
 Subject: Jan-Feb 2022 traffic fatalities in Clackamas, Multnomah and Washington counties

The purpose of this memo is to provide a monthly update to TPAC, MTAC and other interested parties on the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties in 2022. <sup>1</sup>

As of 2/24/22, there have been at least **17 traffic fatalities** in the three county area in 2022.

- Over half of the people killed were walking
- Nearly a quarter of the people killed were riding a motorcycle.
- Sixty-five percent of the crashes were on highways.

### Traffic crash fatalities in Clackamas, Multnomah and Washington Counties as of 2/24/22

Source: ODOT preliminary crash report, police reports and news media

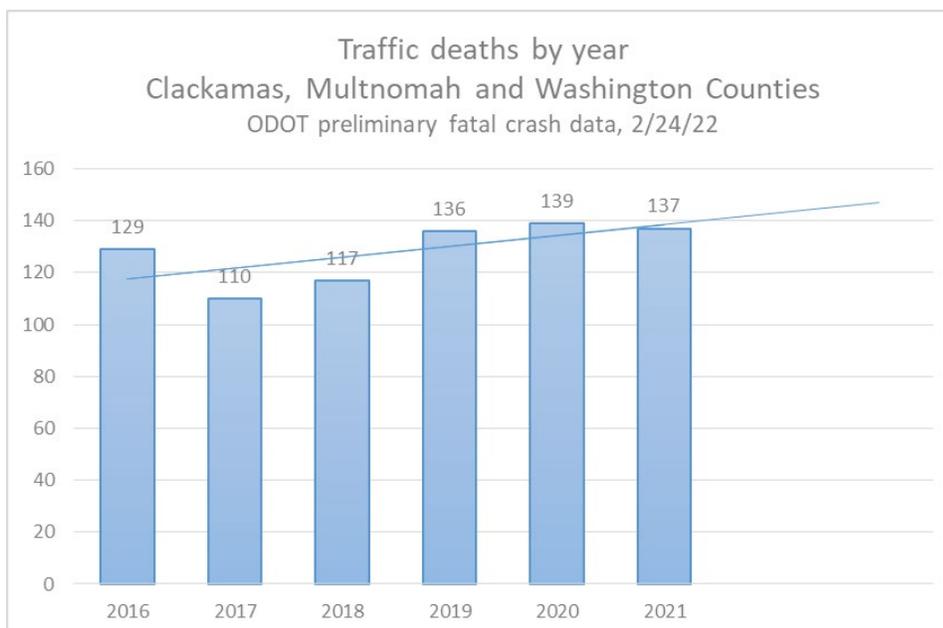
FATALITIES	NAME, AGE	MODE(S) OF TRAVEL	ROADWAY	COUNTY	DATE
<b>17</b>					
2	Unidentified (Double), 11, 16	walking	SW Edy Rd & SW Trailblazer Pl	Washington	02/20/22
1	Jade Dominic Pruitt, 51	motorcycling	OR211 Eagle Creek-Sandy HWY & SE Eagle Creek Rd.	Clackamas	02/18/22
1	David N Wickham, 43	motorcycling	NE Glisan St. & NE 87th Ave.	Multnomah	02/16/22
1	Unidentified	motorcycling	I-5	Multnomah	02/05/22
1	Liam David Ollila, 26	walking	I-5	Multnomah	01/31/22
1	Duane M Davidson, 56	walking	SE Division St & SE 101st Ave	Multnomah	01/29/22
1	Norman Ray Sterach Jr., 34	motorcycling	OR99E	Clackamas	01/28/22
1	Awbrianna Rollings, 25	walking	US26	Multnomah	01/22/22
1	Douglas Joseph Kereczman, 40	driving	OR99E	Multnomah	01/20/22
1	Marcos Pinto Balam, 30	walking	OR99E	Clackamas	01/16/22

<sup>1</sup> Metro develops this memo using fatal crash information from the Preliminary Fatal Crash report provided by the Oregon Department of Transportation (ODOT) Transportation Data Section/Crash Analysis and Reporting Unit. There are typically several contributing factors to serious crashes. Refer to the [Oregon Daily Traffic Toll](#) for additional information.

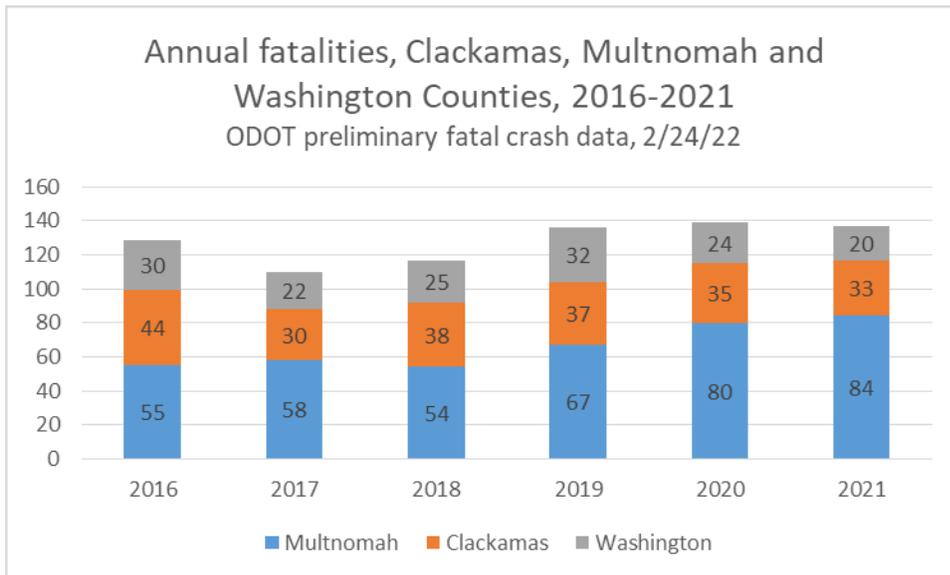
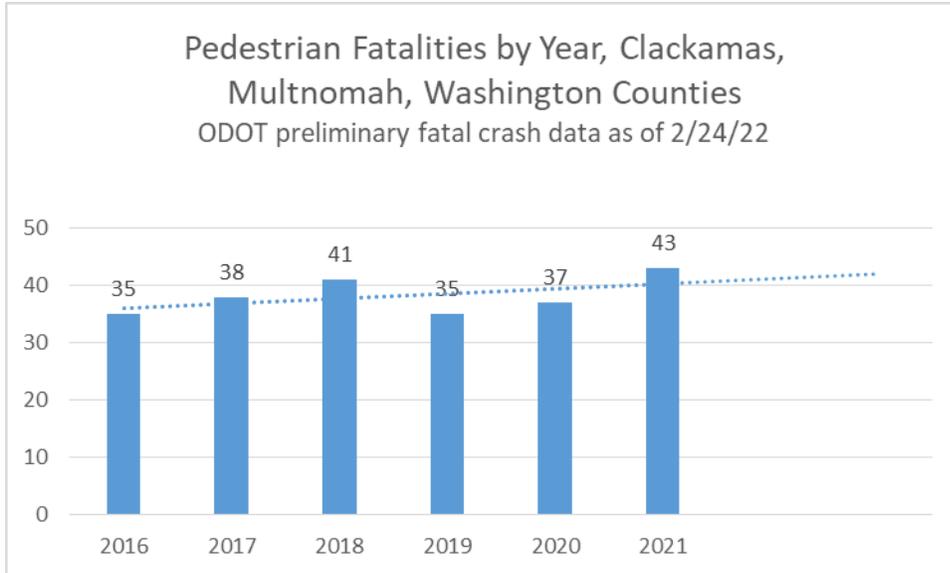
## Metro monthly traffic fatalities report

1	Unidentified	walking	I-205	Multnomah	01/13/22
1	Kyle M. Beck, 35	walking	I-5	Multnomah	01/12/22
1	Mark Wayne Barnette, 60	driving	OR213	Multnomah	01/09/22
1	Unidentified	walking	NE Alderwood Rd/ NE Cornfoot Rd	Multnomah	01/03/22
1	Levi S. Gilliland, 33	driving	NE Glisan St & NE 56th Ave	Multnomah	01/03/22
1	Salvador Rodriguez-Lopez, 34	driving	I-5	Multnomah	01/02/22
2021 fatalities not included in the last report					
1	William Leland Bartels, 65	driving	SW Farmington Rd & SW Rood Bridge Rd	Washington	12/31
1	James Colastani, 59	walking	SW 257th Ave & SW 28th St	Multnomah	12/30
1	Barrie Lyn Hawke, 69	driving	US26 Sunset Hwy	Washington	12/18
1	Michael Allen Kniskern, 56	walking	S Redland Rd & S Henrici Rd	Clackamas	12/17
1	Noah Froylan, 24	driving	S Hwy 170 & S Vale Garden Rd	Clackamas	12/4
1	Christina Hoefler, 32	driving	S Maple Crove Rd near S Blair Rd	Clackamas	12/1

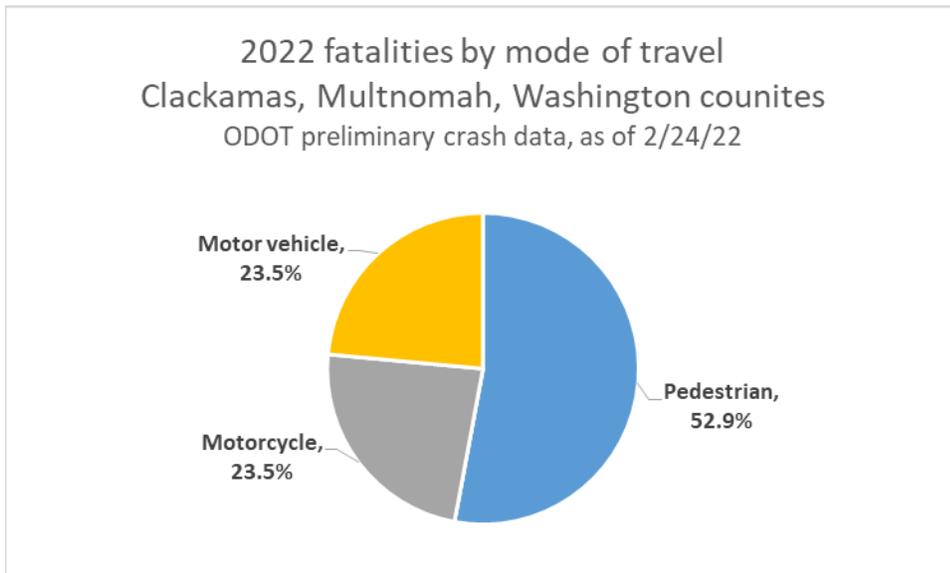
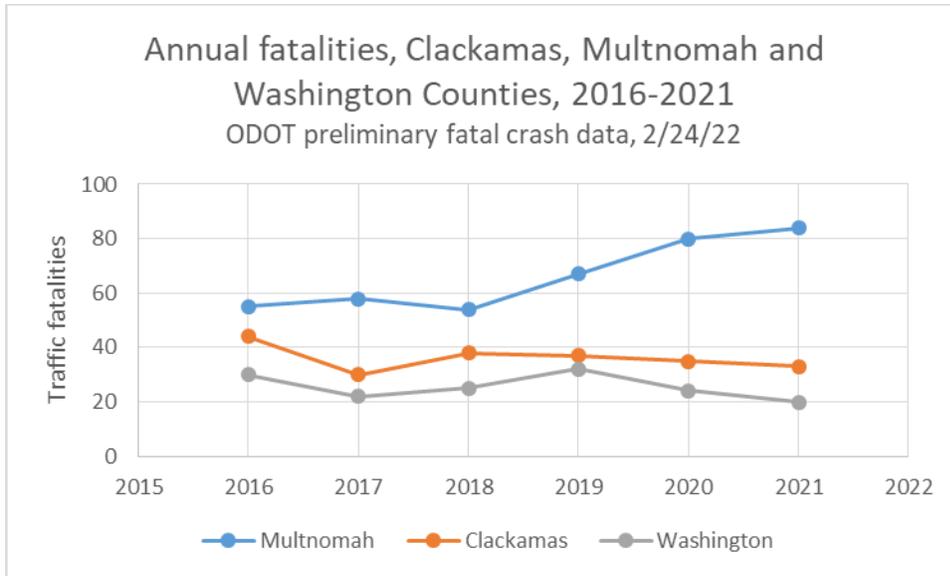
**Source for all charts: ODOT preliminary crash report as of 2/24/22**



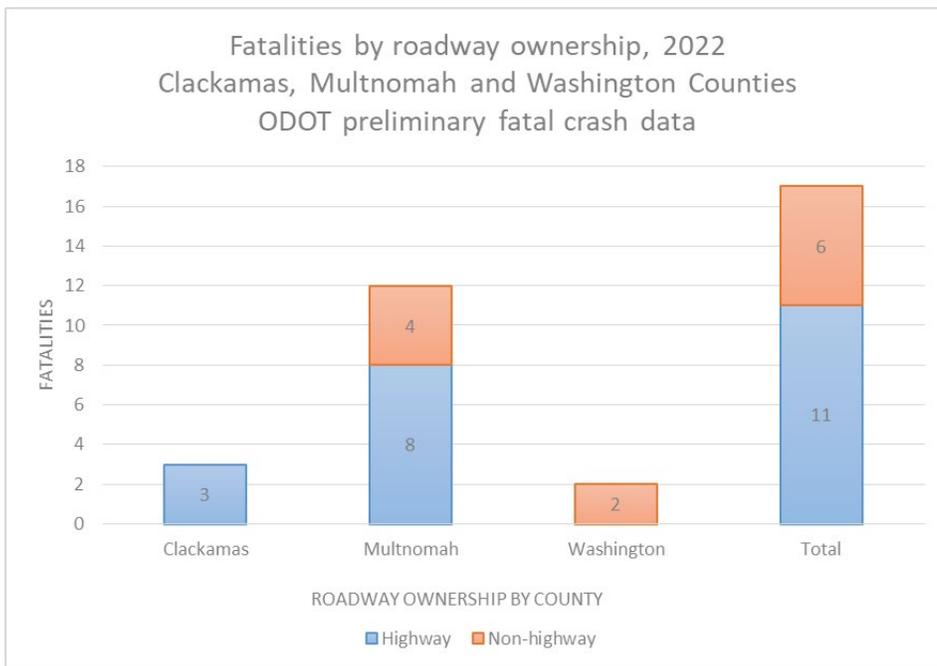
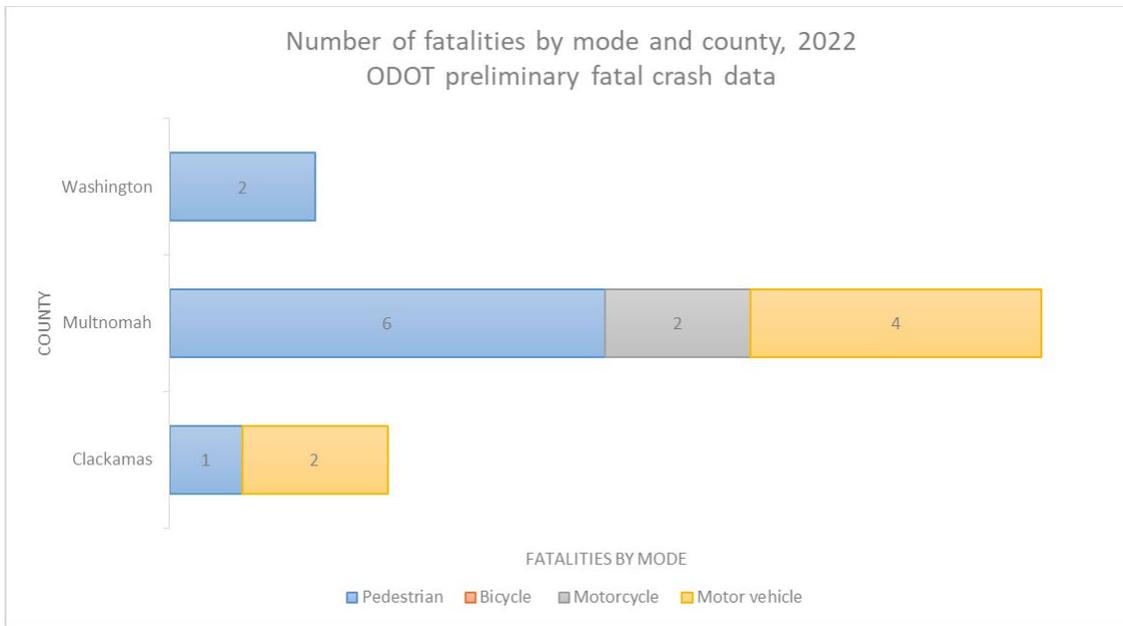
Metro monthly traffic fatalities report



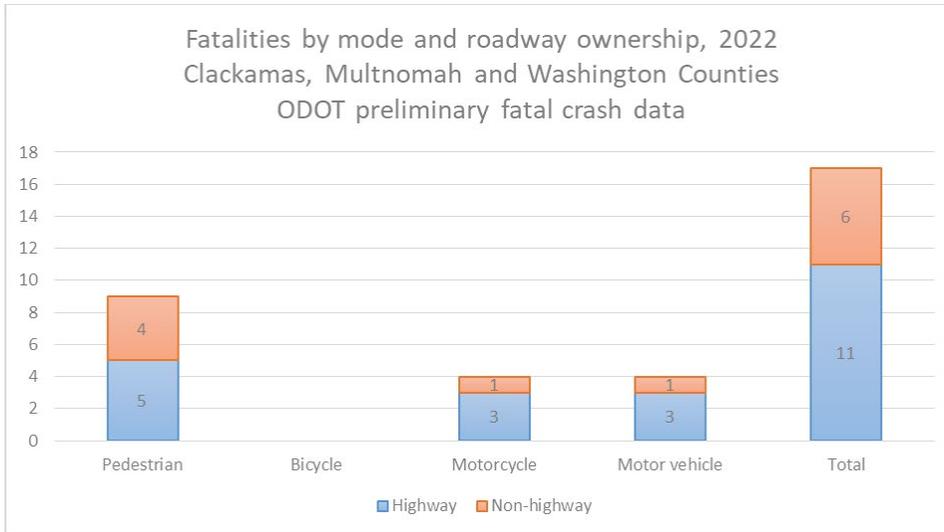
# Metro monthly traffic fatalities report



## Metro monthly traffic fatalities report



## Metro monthly traffic fatalities report



# 2022 traffic fatalities in Clackamas, Multnomah and Washington counties\*

Karen Kain, 57, walking, SW Hall Blvd, Washington, 03/04/22

Anthony Dean War, 55, driving, Firwood Rd near Cornog Rd, Clackamas, 02/08/22

Clayton Edward Briggs, 48, SE Sunshine Valley Rd, Clackamas, 02/12/22

Lee Alexander, 23, walking, Columbia River Highway, 02/17/22

Unidentified, walking, SE Division, Multnomah, 03/03/22

Cedar C. Markey-Towler, 41, walking, SE Foster, Multnomah, 2/25/2022

Unidentified (Double), 11, 16, walking, S W Edy Rd & SW Trailblazer Pl, Washington, 02/20/22

Jade Dominic Pruitt, 51, motorcycling OR211 Eagle Creek-Sandy HWY & SE Eagle Creek Rd., Clackamas 02/18/22

David N Wickham, 43, motorcycling, NE Glisan St. & NE 87th Ave., Multnomah 02/16/22

Unidentified, motorcycling, I-5, Multnomah 02/05/22

Liam David Ollila, 26, walking, I-5, Multnomah 01/31/22

Duane M Davidson, 56, walking, SE Division St & SE 101st Ave, Multnomah 01/29/22

Norman Ray Sterach Jr., 34, motorcycling, OR99E, Clackamas 01/28/22

Awbrianna Rollings, 25, walking, US26 SE Powell, Multnomah 01/22/22

Douglas Joseph Kereczman, 40, driving, OR99E McLoughlin, Multnomah 01/20/22

Marcos Pinto Balam, 30, walking, OR99E, Clackamas 01/16/22

Unidentified, walking, I-205, Multnomah 01/13/22

Kyle M. Beck, 35, walking, I-5, Multnomah 01/12/22

Mark Wayne Barnette, 60, driving, OR213, Multnomah 01/09/22

Unidentified, walking, NE Alderwood Rd/ NE Cornfoot Rd, Multnomah 01/03/22

Levi S. Gilliland, 33, driving, NE Glisan St & NE 56th Ave, Multnomah 01/03/22

Salvador Rodriguez-Lopez, 34, driving, I-5, Multnomah 01/02/22



\*ODOT preliminary fatal crash report and news reports, as of 3/3/22



# Regional transportation safety webinar training

## *Part 1- The Safe System Approach: What is it and why is it getting so much attention?*

**Monday, March 28 at 10-11:30 a.m.**

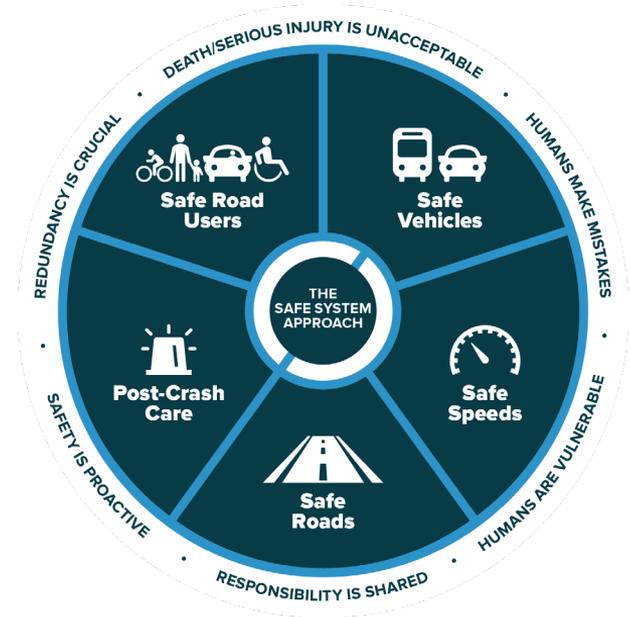
Webinar format with Q&A, led by Mark Doctor, P.E., Senior Safety & Design Engineer, Federal Highway Administration Resource Center

In-depth introduction to the Safe System approach principles with example applications

Gain a deeper understanding of how the approach can help eliminate fatal and serious crashes

Part 2 will take place in the fall will provide more detailed application workshop specific to the Portland region

Registration link: [https://us02web.zoom.us/webinar/register/WN\\_fbOr7SxPR7-LnkE183yCLg](https://us02web.zoom.us/webinar/register/WN_fbOr7SxPR7-LnkE183yCLg)





# Meeting minutes

Meeting: **Metro Technical Advisory Committee (MTAC) meeting**

Date/time: Wednesday January 19, 2022 | 9:30 a.m. to 12:00 p.m.

Place: Virtual video conference call meeting via Zoom

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## **Members Attending**

Tom Kloster, Chair  
Raymond Eck  
Scot Siegel  
Colin Cooper  
Aquilla Hurd-Ravich  
Katherine Kelly  
Jamie Stasny  
Adam Barber  
Chris Deffebach  
Glen Bolen  
Laura Kelly  
Cindy Detchon  
Nina Carlson  
Brittany Bagent  
Brett Morgan  
Ramsay Weit  
Ryan Makinster  
Andrea Hamberg

## **Affiliate**

Metro  
Washington County Citizen Representative  
Largest City in Clackamas County: Lake Oswego  
Largest City in Washington County: Hillsboro  
Second Largest City in Clackamas County: Oregon City  
City of Vancouver  
Clackamas County  
Multnomah County  
Washington County  
Oregon Department of Transportation  
Department Land Conservation and Development  
North Clackamas School District  
Service Providers: Private Utilities, NW Natural  
Public Economic Dev. Org: Greater Portland, Inc.  
Land Use Advocacy Organization: 1000 Friends of OR  
Housing Affordability Organization  
Home Builders Association of Metropolitan Portland  
Public Health & Urban Forum: Multnomah County

## **Alternate Members Attending**

Terra Wilcoxson  
Laura Terway  
Chris Damgen  
Kevin Cook  
Theresa Cherniak  
Anne Debbaut  
Brendon Haggerty

## **Affiliate**

Largest City in Multnomah County: Troutdale  
Clackamas County: Other Cities, Happy Valley  
Multnomah County: Other Cities, Troutdale  
Multnomah County  
Washington County  
Department of Land Conservation and Development  
Public Health & Urban Forum: Multnomah County

## **Guests Attending**

Barbara Fryer  
Schuyler Warren  
Mike Weston  
Mandy Putney  
Garet Prior  
MJ Jackson  
Brooke Jordon  
Heather Willis  
Chelsey  
Cody Field

## **Affiliate**

City of Cornelius  
City of Tigard  
City of King City  
Oregon Department of Transportation  
Oregon Department of Transportation  
WSP  
WSP  
WSP  
Metland Group  
City of Tualatin

Mike Mason  
Ted Laubbe

Oregon Department of Transportation  
UGI

### **Metro Staff Attending**

Kim Ellis, Principal Transportation Planner  
Ted Reid, Principal Transportation Planner  
Christine Rutan, Senior GIS Specialist  
Thaya Patton, Senior Researcher & Modeler  
Joe Broach, Senior Researcher & Modeler  
Marne Duke, Senior Regional Planner

Tim O'Brien, Principal Transportation Planner  
Matthew Hampton, Sr. Transportation Planner  
Al Mowbray, Senior GIS Specialist  
Clint Chiavarini, Senior GIS Specialist  
John Mermin, Senior Transportation Planner  
Marie Miller, TPAC & MTAC Recorder

### **Call to Order, Quorum Declaration and Introductions**

Chair Tom Kloster called the meeting to order at 9:30 a.m. Introductions were made. A quorum was declared. Zoom logistics and meeting features were reviewed for online raised hands, finding attendees and participants, and chat area for messaging and sharing links.

### **Comments from the Chair and Committee Members**

- **Committee member updates from Metro and Region (all)**  
Glen Bolen noted the current Safe Routes to School (SRTS) application funding with the link in chat: <https://www.oregonsaferoutes.org/find-funding/> ODOT has planners on contract in the region that can help identify projects and find funding resources, which is especially important now with travel changes on roads during school times.

It was announced the Oregon Transportation Commission was meeting the next day to discuss Infrastructure Investment and Jobs Act (IIJA) funding scenarios. They were scheduled to discuss funding categories similar to STIP allocations and ways funding can be leveraged, including climate planning. For interest in attending and providing testimony registration is required on the OTC website.

Ramsay Weit asked we could have an update on the I-5 expansion project and school funding issue related to this. It was suggested to contact Megan Channell, Rose Quarter Project Director to provide the update at a future committee meeting. Staff will follow up on this.

- **Fatal crashes update (John Mermin)** The December 2021 fatal crashes update was provided by John Mermin on behalf of Lake McTighe. As of the 12/28/21 ODOT fatal crash report and available police notices, 131 people have died in car crashes (an average of 11 people a month) in the three counties. Statewide, 581 people have died in traffic crashes (an average of 48 people a month). Chair Kloster added an updated Safety Report would be presented by Ms. McTighe soon addressing recommended action.
- **Update on Climate Friendly Equitable Rulemaking (Kim Ellis)** Ms. Ellis reviewed the upcoming summary of remaining activities in the Climate-Friendly and Equitable Communities Rulemaking, including activities of the Rulemaking Advisory Committee (RAC) and the Land Conservation and Development Commission (LCDC). New requirements have been added to the last draft rules which Metro is reviewing for how this applies to the region. Ted Reid shared the climate rulemaking packet link in chat:  
[https://www.oregon.gov/lcd/LAR/Pages/CFEC.aspx?utm\\_medium=email&utm\\_source=govdeliery](https://www.oregon.gov/lcd/LAR/Pages/CFEC.aspx?utm_medium=email&utm_source=govdeliery)

Colin Cooper noted the region is still reviewing the draft rules and asked for clarification on the 'delegated authority' pertaining to the new requirements. Ms. Ellis noted one of the new provisions now provide Metro and local governments with a required work program, with the DLCD Commission approval deadline the end of this year, explaining how development work would be conducted in the region. A second provision be for at least one element of the work program activity to be completed by Dec. 31, 2023, which would be addressed at the same time as the RTP update adoption date. The development of the work program requires coordination between Metro and local governments, which is still unclear on details and specifics.

Scot Siegel noted that League of Oregon Cities offered to pool together and host briefings for elected officials on the CFEC rulemaking ahead of the DLCD hearings.

- **Oregon Transportation Plan online open house** (Glen Bolen, ODOT) It was announced that ODOT was holding an online open house with the development of the Oregon Transportation Plan currently underway. Adoption of the plan will be approved in roughly one year. The link to the open house was shared in chat: <https://odotopenhouse.org/oregon-transportation-plan-update>
- **2022 MTAC overview of meetings/workshops** (Chair Kloster) The MTAC 2022 work program and list of committee meetings was noted in the meeting packet. Chair Kloster noted that if members would like to learn of other subjects or topics not currently listed on the work program they are welcome to contact himself or Marie Miller with these requests. Because of the amount of work for committee review and input this year, MTAC meetings may start at 9:30 rather than 10:00 a.m. Notice of any changes will be given ahead of scheduled meetings.

**Public Communications on Agenda Items** - none

**Consideration of MTAC minutes November 17, 2021 meeting**

**MOTION: To approve minutes from November 17, 2021 meeting**

Moved: Nina Carlson

Seconded: Colin Cooper

**ACTION: Motion passed with one abstention: Laura Kelly.**

**2018 Regional Transportation Plan (RTP) Amendment 21-1467; I-205 Tolling Project (Preliminary Engineering) – Discussion and Feedback to MPAC** (Kim Ellis, Metro/ Mandy Putney and Garet Prior, ODOT) Kim Ellis provided background information on the amendment. Because of committee meeting schedules, feedback will be asked at the MPAC meeting next week, with MTAC feedback and considerations provided by MTAC from today's meeting. It was noted the latest draft of the amendment has been revised from input provided by jurisdictions and public comments, provided in the current meeting packet.

Comments from the committee:

- Aquilla Hurd-Ravich asked for clarification on MPAC not being asked to take formal action at the meeting next week. Ms. Ellis confirmed MPAC would be a discussion only. MPAC will be asked to consider action on the amendment at the MPAC February meeting.

- Chris Deffebach asked for clarification on providing MPAC land use input without recommendation. Chair Kloster noted that recommendations were preferred but not required. MTAC may provide MPAC their input with concerns and considerations on the amendment.

Mandy Putney noted that adjusted amendment language based on feedback by Clackamas and Multnomah County during the 45-day comment period have been added to provide clarity with the amendment. The request for one-month schedule adjustment on how to use discretionary funds as part of the infrastructure package was answered by the Oregon Transportation Commission decision, that program funds can move parallel with amendment program process and in the future projects would be able to use program funds if available. The request for funds for the NEPA analysis is funding allocated last March by OTC. MTIP programing must follow RTP amendment approval first. Following questions received at MPAC and county committees, a preview of some preliminary analysis has been included in todays' presentation.

Garet Prior began the presentation with public engagement opportunities for the project. It was noted what the amendment funded:

- Continue planning for tolling implementation in Oregon
- Conduct inclusive, equitable community engagement
- Further analysis on diversion and potential mitigation for impacts
- Develop potential multimodal strategies
- Develop low-income toll rate strategies
- Complete Environmental Assessment with partner agency and public input and engagement
- Develop the tolling gantries preliminary design for I-205
- Conduct traffic and revenue study to understand funding potential and schedule for construction of I-205 improvements

Questions had been raised on why the I-205 Tolling Project was advancing before the Regional Mobility Pricing Project. Reasons were given as construction of the I-205 Improvements Project begins this year and toll revenue is needed to complete the full project, Federal approval for the I-205 Toll Project is needed to keep the I-205 Improvements Project on schedule, and the I-205 Toll Environmental Assessment is already underway; RMPP requires additional analysis and planning before starting NEPA and additional time for the final US DOT decision.

Asked what happens if we delay the I-205 tolling project, answers were given as the inability to reduce congestion, or improve reliability and safety because I-205 Improvements Project will not be implemented, and I-205 Improvement costs increase, likely resulting in a higher toll. Information on various I-205 toll project environmental assessment elements were described.

Rationales for tolling and invest, as opposed to doing nothing were given:

- Diversion: majority of rerouting occurring during off peak commute hours
- Improved freight reliability saves \$3.9 million (discounted) annually
- Hours of congestion: reduced from over half the day to about two hours
- Over 50% decrease in PM northbound travel time and about 25% decrease in AM southbound travel time on I-205; about 40% decrease in average freight travel time

RTP priority policy outcomes with tolling and invest, as opposed to doing nothing were given:

**Equity:** Increased accessibility to jobs, community places and medical facilities for Equity Framework communities and impacts to low-income drivers mitigated via income-based toll policy and transportation options

**Safety:** Decreased crashes at 27 intersections, and fewer crashes on most corridors.

**Climate:** VMT decreases by 129,500 vehicle miles, decreased GHG emissions by 19,300 metric tons/year, and decreased energy consumption by 200,200 mmBtu/year.

**Congestion:** Decreased travel times for I-205 and some arterial corridors, travel time variability for I-205 reduced from 12 minutes to 4 minutes for NB PM peak, improving reliability of trip time by 133%, and annual freight cost savings of \$3.9 million (discounted) due to improved reliability.

Next steps were outlined.

- Coordinating with people who are most impacted, the Equity and Mobility Advisory Committee, and transit service and transportation option providers to identify mitigation measures to offset potential impacts
- Mitigation measures and the full analysis is published for public comments as a draft Environmental Assessment in June-July 2022
- Income based toll setting draft report available for review summer 2022

Comments from the committee:

- Jamie Stasny noted the difficulty with this issue and acknowledged ODOT's work with Clackamas County on answering questions and concerns. It was noted that in the current proposal regional alignment is challenging given only 2 opportunities for JPACT to add input in the process. Without formal agreement with local jurisdictions in the engagement process it makes it hard to move forward.

Given the precedent process with the PE phase and environmental assessment with timing of RTP amendment and the RMMP, more certainties from ODOT were requested around key policy decisions. It was noted many regional coordination work happening that are working toward consensus. While Clackamas County supports congestion pricing approach with funding decisions that are sustainable with future projects, this amendment however provides uncertainty on future tolling affects and impacts to be implemented. Asked to clarify on regional coordination, Ms. Stasny noted the engagement and input from Counties and Cities from Metro have been provided to OTC and other policy makers for their consideration.

- Scot Siegel noted that Lake Oswego and others in Clackamas County affected by the project had concerns about tolling, and separate from tolling the rebuilding of the Abernathy Bridge project. It was felt tolling on I-205 was premature, and a regional analysis should be done first. ODOT's preclusion to this amendment involves having modeling results showing diversion with drivers taking other roads that impact residents, neighborhoods and businesses. It was suggested the modeling should be known before the NEPA analysis with alternate routes, transit, capital investments and other elements. Looking at this issue in a systematic way and not just I-205 corridor was suggested.

It was noted of the strong public opposition to the project, given the lack of understanding. Mr. Siegel noted ODOT's mention of "lack of understanding is one of the largest threat to the project". The absence of alternative routes, and lack of infrastructure needed to shift trips to pedestrian and transit routes was noted. Diversion will affect those populations with the greatest need to transportation. Mr. Siegel added his City Council adopted a resolution the day before aligned with the C4 calling for completion of Regional Mobility Pricing Project for a decision on the I-205 and construction of the Abernathy Bridge with other funds.

Chair Kloster proposed recommendation concerns and policy considerations presented to MPAC from this discussion. Comments given were reviewed. It was encouraged to have members provide comments to JPACT as well.

- Mandy Putney appreciated the feedback. Noting that not all information was known yet, but ODOT was keeping track of the questions and have a process to find answers to provide them. It was noted of the budget issue with the project if not able to do the work on the project. Ms. Putney noted this project following usual planning that jurisdictions follow to transportation planning and environmental analysis, where program funding is planned accordingly.

It was noted that tolling/pricing is new to the region, and know it is the future and coming. Several agency and jurisdictional coordination work has been done. Communications, public relations and community engagements continue to inform the public on the project. It was noted that three more years are needed before the I-205 tolling starts; we have time to do the analysis and build off that to build the tolling policies before we get to the implementation.

All the policies to be developed by the state and OTC will be done as part of public participation. They will be transparent and clear on expectations, plans and timelines. The full amount of the project is \$700 million; that money does not exist in its' entirety at this point. ODOT will continue to pursue Federal grants and other funding options. A clear legislative and OTC direction to ODOT makes it imperative to move the project forward.

- Several comments were shared in chat:  
From Mandy Putney: We are starting to share diversion information this month, starting with the C4 diversion subcommittee meeting today at noon. We'll have webinars, videos, online information over the next month's so folks can understand the data and start thinking about mitigation options for the intersections that will need it.

Detailed revenue analysis for the I-205 Toll project will occur after NEPA is complete. We need that analysis before determining how much revenue will be available, but we already know that funding the improvements on 205 is the priority. We will work to be clearer about next steps.

From Scot Siegel: Please put diversion and absence of information concern first.

- Jamie Stasny wanted to have two more policy considerations added to the list. One, Diversion; what is the definition and process for this, what part do local jurisdiction have in the process

and commitment with local decisions are identified, and having ongoing monitoring in the system as population changes, planning updates are made, revenue changes and funding decisions are made. Two, Transparency; with so many planning documents and updates, having transparency around the whole financial process is needed.

- Colin Cooper noted Hillsboro’s partnership with ODOT and support of finding long-term mobility solutions, and with support of the I-205 Bridge widening project, with congestion management with revenues /tolling funding for the future. Hillsboro City Council directed staff to write a letter to OTC recommending finding ways to adjust budgets that keep the PE phase of the project moving forward, while looking for a more democratic approach to diversion issues.
- Aquilla Hurd-Ravich echoed Jamie Stasny comments. It was noted that in order for Oregon City elected to support tolling in all sections of I-205 they need to understand the need with the whole system, not just one section of the project. Understanding timing when we discuss diversion, when we get to comment on that, and what our decision making roles are is important. Funding that will help make improvements with these decisions is needed.
- Chris Deffebach appreciated the discussion and information provided. There is a need for more understanding on implications from delaying the project regarding funding planned. New funding coming to the region with the Infrastructure bill, with five years since HB 2017 was passed and several studies happening on multiple projects is a concern if prior funding commitments are diverted. It was noted that the RMPP project and NEPA analysis have different purposes that may differ on process and need for coordination. Looking beyond NEPA we are setting structure standards moving forward and need guidance and direction. Having information on how tolling authorities work is needed.
- Colin Cooper noted for ODOT and Metro modeling staff to map diversion beyond proximity data with future presentations and reports.

Chair Kloster reviewed input and comments shared from MTAC. With confirmations from members, it was proposed to have the following sent to MPAC by staff for their Jan. 26, 2022 meeting as additional slides presented by ODOT, which provided feedback from MTAC on the 2018 Regional Transportation Plan (RTP) Amendment 21-1467; I-205 Tolling Project (Preliminary Engineering) discussion. Further comments and feedback to MPAC, JPACT and ODOT can be sent to their staff/members directly.

### **Slide 1 - MTAC Recommendation**

- Metro staff has recommended approval for this amendment based on a review of consistency with RTP policy
- MTAC has reviewed the proposal and due to calendar constraints was not able to make a formal recommendation to MPAC
- In lieu of a formal recommendation, MTAC has identified six policy concerns for MPAC to consider

### **Slide 2 - MTAC Policy Considerations**

- Future opportunity for local input and ability to influence the project
- Importance of “getting this right” as the region’s first effort to implement congestion pricing
- Understanding the broader significance of tolling as a new revenue source in the region
- Risk of the larger RMPP project not moving forward to complement this project

- Data on the performance and implications of the project is just beginning to be available
- More clarity will be needed on how diversion to local streets will be addressed

*Note: Order of agenda changed from agenda posted.*

**Title 11 Concept or Comprehensive Planning project update – Introduction** (Tim O’Brien, Metro)

Tim O’Brien provided an overview of the concept and/or comprehensive planning in urban areas that cities are required to have either before adding to the urban growth boundary area, or once added to the UGB, depending on the specific plan. Following this third presentation in a series to MTAC, King City is presenting their comprehensive plan with the King City Kingston Terrace project.

**King City Kingston Terrace Comprehensive Planning** (Michael Weston, City of King City) Mr. Weston began the presentation with an overview of the project and timeline of the master plan. From many outreach and community engagement presentations, visions and goals were identified.

The Kingston Terrace Master Plan Vision includes:

- A vibrant, walkable, and complete community where every day needs are easily accessible
- Housing choice and affordability for all current and future residents
- Safe, efficient, convenient, and reliable transportation choices to enhance connectivity and minimize automobile dependency
- Protection of environmentally sensitive lands and retention of healthy ecosystems
- The efficient and equitable provision of infrastructure and associated costs

Natural System goals include:

- Connect the KTMP area physically and figuratively to the Tualatin River and Wildlife Refuge, creating accessibility for all residents.
- Maintain and integrate wildlife migration corridors and make accommodations for sensitive species in the KTMP area.
- Work with partner organizations to conserve and restore watershed health.
- Create parks, green spaces, and recreation choices in each neighborhood, with a connected trail system.
- Mitigate impacts or restrict development on environmentally sensitive areas, including wetlands and creeks.

Land Use goals include:

- Create a mixed-use area with neighborhood-serving commercial.
- Provide a mix of housing for a wide range of household types, incomes, and needs, prioritizing affordability.
- Incorporate civic amenities, parks, and natural areas within the KTMP area.
- Draw on agricultural tradition to encourage new programs, community activities, and events.
- Focus on communities of concern, especially the senior community.
- Concentrate growth near existing commercial nodes and protect environmentally sensitive areas.

Mobility goals include:

- Prioritize a connected, safe, and accessible active transportation network throughout the KTMP area.
- Connect the transportation network to existing King City neighborhoods and surrounding jurisdictions.
- Create an east-west connector for local traffic.
- Support an innovative and adaptable transportation network for the future.

Public Utilities and Service goals include:

- New transportation and utilities infrastructure should be smart, green, and coordinated both locally and regionally.
- Plan for two phases of infrastructure development with more immediate development in the west and more incremental development in the eastern portion of the KTMP area.
- Integrate stormwater management and use best practices for stormwater management and mitigation.
- Reduce runoff and heal erosion.
- Allocate infrastructure costs equitably.

Preliminary design concepts were shown with main street/town center intersection and parks and open spaces. The study purpose would identify and evaluate the future street network for the KTMP area, conduct a more detailed assessment of a range of alignment alternatives for east/west multimodal connectivity, identify the preferred course of action which may include more than one alignment alternative to provide options for both vehicular and active transportation users, with options that may be combined or mutually exclusive.

The map shown identified 180 acres along the Tualatin River that could provide parks and access to nature areas. Currently planning is being completed on the Transportation Network Alternatives plan with the Master Plan adoption process expected to be completed this summer of 2022.

**2023 Regional Transportation Plan (RTP) Update Vision and Priority Outcomes - Discussion** Kim Ellis, Metro) Kim Ellis provided an update on the scoping process and sought feedback on the 2018 RTP vision and priority outcomes. From September 2021 to early 2022 the project team is developing the work plan and engagement plan that will guide the update for consideration by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. The work plan and engagement plan will be shaped by technical work and input from regional and local decision makers, business and community leaders, and members of the public as part of the scoping phase that began in October 2021.

Early research and engagement activities have focused on identifying transportation trends and challenges affecting the quality of life in the region, priorities for the update to address, and ways to engage local, regional and state public officials and staff, community and business leaders and members of the public in shaping the updated plan. Scoping engagement activities will continue in early 2022 to seek feedback on the vision and priorities for the future transportation system, topics to

be the focus of the technical work and policy discussions and ideas for how best to engage public officials, community and business leaders and the public in shaping the updated plan.

A schedule of the scoping engagement activities and Metro Council and regional advisory committee discussions was outlined. More information will be presented in February at the MTAC/TPAC workshop, and MTAC will be asked to make recommendation to MPAC on the work plan and engagement plan in March.

Comments from the committee:

- Andrea Hamberg expressed interest in safety goals, noting of the increase in traffic fatalities in Multnomah County the past two years. Interest in support of active transportation policies and strategies to reach greenhouse reduction goals with carbon emission reductions was noted. It was hoped this new RTP cycle would provide additional project level support with priority selections with the goals identified.
- Glen Bolen noted with upcoming meetings online they are a 2-way street with conversations, and looked forward to more interactions from tools such as polling and new/emerging online tools with the meetings.

### **Adjournment**

There being no further business, meeting was adjourned by Chair Kloster at 11:54 a.m.

Respectfully submitted,

Marie Miller, MTAC Recorder

Attachments to the Public Record, MTAC meeting January 19, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	1/19/2022	1/19/2022 MTAC Meeting Agenda	011922M-01
2	Memo	12/7/2021	TO: MTAC members and interested parties From: Marie Miller, staff RE: 2022 Metro Technical Advisory Committee (MTAC) Meeting Schedule	011922M-02
3	MTAC Work Program	1/12/2022	MTAC Work Program	011922M-03
4	Memo	01/06/2022	TO: MTAC members and interested parties From: Lake McTighe, Regional Planner RE: December 2021 fatal crash update	011922M-04
5	Slide	01/19/2022	Dec 2021 fatal crash report Clackamas, Multnomah and Washington Counties*	011922M-05
6	Handout	01/11/2022	Climate-Friendly and Equitable Communities Rulemaking Advisory Committee MEETING 11	011922M-06
7	Meeting Minutes	11/17/2021	Meeting minutes from MTAC Nov. 17, 2021	011922M-07
8	Ordinance 21-1467	N/A	Ordinance 21-1467 FOR THE PURPOSE OF AMENDING THE 2018 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE PRELIMINARY ENGINEERING PHASE OF THE I-205 TOLL PROJECT, AND TO CLARIFY THE FINANCIAL CONNECTION OF THE I-205 TOLL PROJECT TO THE I-205 IMPROVEMENT PROJECT	011922M-08
9	Exhibit A to Ordinance 21-1467	N/A	Exhibit A to Ordinance No. 21-1467 2018 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT	011922M-09
10	Exhibit B to Ordinance 21-1467	N/A	Exhibit B to Ordinance No. 21-1467 Summary of Comments Received and Recommended Actions	011922M-10
11	Staff Report to Ordinance 21-1467	N/A	Staff Report to Ordinance 21-1467	011922M-11
12	Attachment 1	1/4/2022	Coordinated Timeline for Proposed I-205 Toll Project Amendments	011922M-12
13	Attachment 2	Sept. 22, 2021	Attachment 2 to Staff Report to Ordinance No. 21-1467, Supporting Information	011922M-13
14	Attachment 3	11/23/2021	Attachment 3 to Ordinance No. 21-1467, Public Comment Report	011922M-14

<b>Item</b>	<b>DOCUMENT TYPE</b>	<b>DOCUMENT DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
15	Memo	1/12/2022	TO: MTAC members and interested parties From: Kim Ellis, Principal Transportation Planner RE: 2023 Regional Transportation Plan (RTP) – Vision and Priority Outcomes	011922M-15
16	Attachment 1	N/A	Attachment 1 - 2018 Regional Transportation Plan (RTP) Vision and Priority Outcomes	011922M-16
17	Attachment 2	N/A	Attachment 2 – Scoping Schedule	011922M-17
18	Presentation	01/19/2022	I-205 Toll Project: Regional Transportation Plan (RTP) Amendment	011922M-18
19	Memo	1/19/2022	TO: MTAC members and interested parties From: Tom Kloster, MTAC Chair RE: Takeaways from 2018 Regional Transportation Plan (RTP) Amendment 21-1467; I-205 Tolling Project (Preliminary Engineering) Discussion and Feedback to MPAC	011922M-19
21	Presentation	1/19/2022	2023 Regional Transportation Plan update	011922M-21
22	Presentation	1/19/2022	KINGSTON TERRACE MASTER PLAN	011922M-22



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: March 9, 2022  
To: Metro Technical Advisory Committee (MTAC) and interested parties  
From: Kim Ellis, RTP Project Manager  
Molly Cooney-Mesker, RTP Engagement and Communications Lead  
Subject: 2023 Regional Transportation Plan (RTP) – Draft Values and Outcomes, Key Tasks, Work Plan and Engagement Plan – **FEEDBACK AND RECOMMENDATION TO MPAC REQUESTED**

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## PURPOSE

The purpose of this memo is to seek feedback and a recommendation on the values, outcomes and actions (VOA) document, key tasks, draft work plan and draft engagement plan recommended to support development of the 2023 Regional Transportation Plan (*See **Attachment 1** for the Draft Values and Outcomes for the 2023 Regional Transportation Plan, **Attachment 2** for key tasks, **Attachment 3** for the draft work plan and **Attachment 4** for the draft engagement plan*).

The Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT), Metro's Committee on Racial Equity (CORE) and the Metro Policy Advisory Committee (MPAC) reviewed the values, outcomes and actions (VOA) document for discussion and feedback by in February. The values and outcomes are intended to guide planning and engagement activities throughout the process. The Metro Council, JPACT, CORE and MPAC expressed broad support for the draft VOA in February. MPAC and JPACT members also asked that the VOA more explicitly highlight economic development and prosperity. CORE members ask for more explicit measures of accountability for public engagement.

Attachments 1, 2, 3 and 4 reflect priorities expressed by the Metro Council, JPACT and MPAC last Fall and priorities identified through subsequent engagement activities with TPAC, MTAC, CORE, local and regional decision makers, business groups, community-based organizations and members of the community. Discussion of the draft materials was delayed for both MTAC and TPAC due time spent discussing other regional topics at the Feb. 16 joint workshop and subsequent TPAC meeting on March 4. Metro staff will also seek TPAC feedback on the materials via email by March 16 at 5 PM in advance of TPAC's April 1 meeting.

## DISCUSSION QUESTIONS

- Questions or feedback on the key tasks and planning activities in the draft work plan?
- Questions or feedback on the engagement activities in the draft engagement plan?
- Do you have suggestions for how to more explicitly highlight economic development and prosperity within the outcomes and actions identified in the five RTP values?

## REQUESTED ACTION

- MTAC recommendation to MPAC to recommend Metro Council approval of the VOA, work plan and engagement plan for the 2023 RTP update.

The project team will continue to fine-tune the VOA, work plan and engagement plan and incorporate MTAC's feedback for consideration by MPAC on March 30, and consideration by TPAC and JPACT in April.

The 2018 RTP established a vision and four overarching priorities – equity, safety, climate and congestion – eleven goals and supporting objectives, performance targets and policies. Together these elements have guided planning and investment decisions in greater Portland.

Much has changed since 2018. The update to the RTP is an opportunity for the region's policymakers to work together to recalibrate the plan to better address key inequities, combat climate change, and prepare our region for recovery. This will help create a more equitable, prosperous, and resilient future for everyone.

**BACKGROUND**

The [Regional Transportation Plan](#) (RTP) is the state- and federally-required long-range transportation plan for the Portland metropolitan area. The plan sets regional transportation policy that guides local and regional planning and investment decisions to meet the transportation needs of the people who live and work in greater Portland – today and in the future. As the federally-designated Metropolitan Planning Organization (MPO), Metro is responsible for leading and coordinating updates to the RTP every five years. The plan was last updated in 2018. The next update is due by Dec. 6, 2023, when the current plan expires.

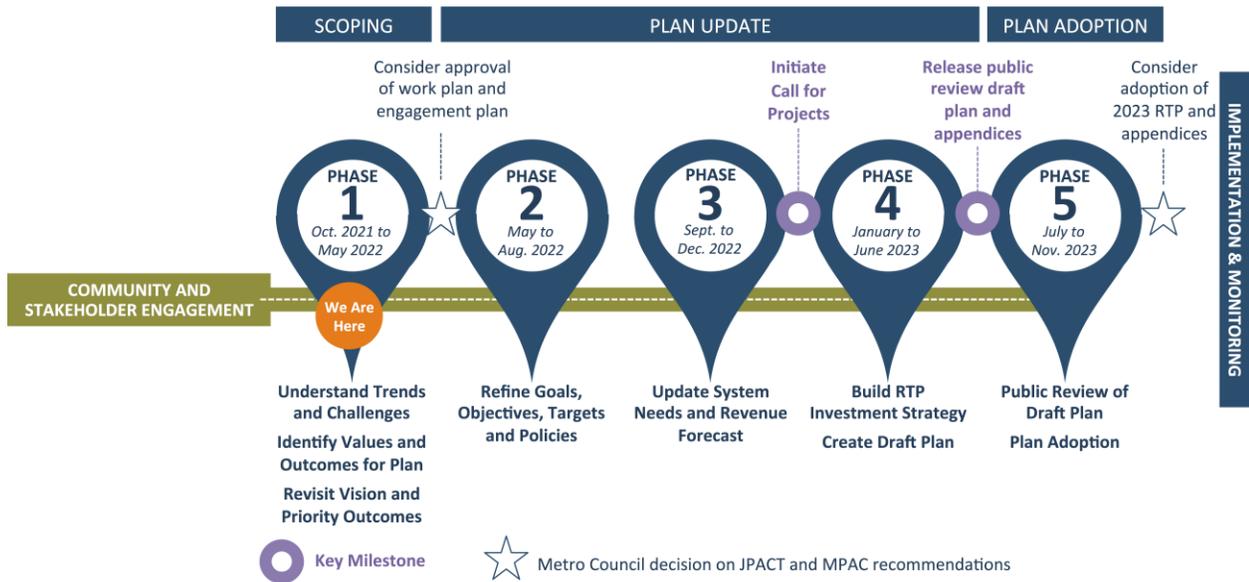
Much has changed since the current plan was adopted in 2018. The greater Portland region is facing urgent global and regional challenges. Rising inequities and safety, housing affordability, homelessness, public health and economic disparities are being intensified by the global pandemic. Systemic inequities mean that communities have not equally benefited from public policy and investments, and the pandemic has exacerbated many disparities that Black, Indigenous and people of color (BIPOC) communities, people with low income, women and other marginalized populations already experience.

In addition, 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.

Our region is growing and changing. The most recent census data shows our region continues to grow more diverse. By 2045 more than 2 million people are expected to be living within the metropolitan planning boundary for the RTP – about one-half million more people than today. The future is uncertain and likely to include increased disruption as we recover from the pandemic and experience the impacts of climate change, further eroding the region's quality of life and economic prosperity. The update to the RTP is an opportunity for the region's policymakers to work together to recalibrate the plan to better address key inequities, combat climate change, and prepare our region for recovery. This will help create a more equitable, prosperous and resilient future for everyone.

In 2022 and 2023, Metro will work with the community, business groups and community-based organizations across greater Portland and local, regional, state and federal partners to update the RTP as shown in **Figure 1**.

**Figure 1. 2023 Regional Transportation Plan Timeline**



The scoping process began in October 2021. At that time the Metro Council, JPACT, MPAC, TPAC and MTAC provided feedback on the planning process and priorities to be addressed through the update. Since October, the project team conducted research and engaged stakeholders to identify transportation trends and challenges affecting how people travel in the region, priorities for the update to address and ways to engage local, regional and state public officials and staff, community-based organizations and business groups and members of the public in shaping the updated plan.

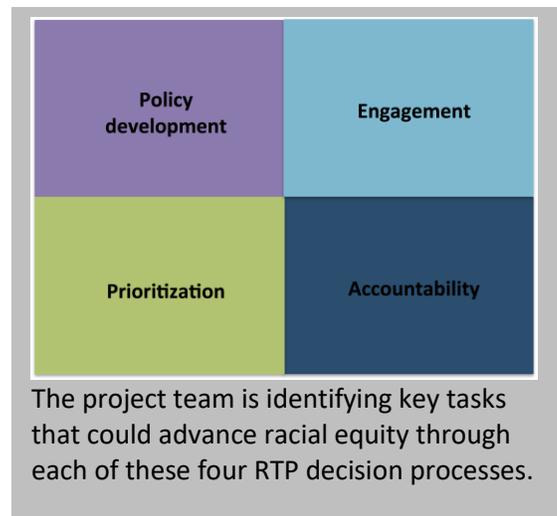
A summary of the planning and engagement activities completed and underway follows.

**RTP planning and engagement activities to date**

**Racial Equity Framework** – The project team has been working with Metro’s Diversity, Equity and Inclusion (DEI) staff liaison to identify opportunities for further advancing racial equity and [Metro’s Strategic Plan for Advancing Racial Equity, Diversity and Inclusion \(SPAREDI\)](#) through the 2023 RTP. As a first step in the work, the project team participated in a two-day training led by Metro DEI staff and Scott Winn, a consultant, in June 2021.

The team is working to develop the work plan and engagement plan considering these questions:

- How will the goal and outcome for each RTP process area advance Metro’s overall racial equity goals?
- What are the specific long-term racial equity outcomes that will be impacted by the RTP decision?
- What have we learned from past partnerships with communities of color (either in previous updates of the RTP or other projects) that could inform these racial equity outcomes and goals?



To consider these questions, team reviewed how Metro approached equity in the 2018 RTP update and other recent regional transportation processes and discussed successes and opportunities for further improvement to identify potential changes to the RTP process. Staff also reviewed the [Federal Executive](#)

[Order on Advancing Racial Equity](#), new [Federal Planning Emphasis Areas](#), the [Oregon American Planning Association \(APA\) Racial Equity Glossary](#) and the Climate-Friendly Equitable Communities (CFEC) draft [Equitable Outcomes Statement](#) and [draft rules on equity analysis and engagement](#) being developed through the statewide [CFEC rulemaking](#) process.

To date, the team has identified the need to: update terms and equity-related definitions throughout the RTP to be consistent with Metro’s equity strategy and inclusive style guide, update designated RTP Equity Focus Areas (EFAs) using 2020 census data, define what constitutes an equity project in the 2023 RTP and refine equity evaluation methods. The team will continue to engage Metro’s Committee on Racial Equity (CORE) in this work.

**Emerging Transportation Trends Study** – The project team continued background research to identify how the COVID-19 pandemic and other recent disruptions could impact meeting the overarching RTP priorities. The Metro Council and regional policy and technical advisory committees have received briefings and provided feedback on this study. The study findings and recommendations will help set a foundation for updating the RTP.

**Other background work underway** – The project team has started background research in support of the update, including:

- The **Regional Freight Delay and Commodities Flow Study** stakeholder advisory committee began meeting in January. The study is anticipated to help inform data and policy analysis related to freight delay and e-commerce trends in the RTP. This study is anticipated to be completed in July 2023.
- **Data collection and background policy analysis** has started help support Council, MPAC and JPACT policy discussions related to: **regional transportation trends, regional congestion pricing policy, regional mobility policy, a strategy for safe and healthy urban arterials, RTP revenue sources and finance plan**, approaches for updating the **Climate Smart Strategy**, conducting a **regional transportation needs and disparities assessment**, and **advancing the region’s state of practice for measurement** of mobility, transportation equity and greenhouse gas emissions.
- A work plan for **updating the Regional High Capacity Transit (HCT) Strategy** is under development. The updated strategy will establish a vision for Bus Rapid Transit (BRT) that provides equitable access to rapid transit across the region and complements the Regional Transit Strategy adopted in 2018.
- **Identify local, regional and state planning activities and efforts** that have been completed or are underway since 2018 that will inform and/or will be coordinated with the 2023 RTP update.

**Local efforts** include:

- Burnside Bridge Locally-Preferred Alternative
- Clackamas to Columbia (C2C) Corridor Plan (completed in 2020)
- Tualatin Valley Highway Investment Areas Project
- Westside/US 26 Corridor Project
- Transportation system plan updates (e.g., Hillsboro, Gresham, Tigard, Portland, Troutdale and Fairview)
- Cooper Mountain Transportation Study
- Sunrise Corridor Planning

**Regional efforts**, several of which were identified in Chapter 8 of the RTP, include:

- Better Bus (formally Enhanced Transit) Program (ongoing; a briefing on this will be scheduled for a future meeting)
- Designing Livable Streets and Trails Guide (completed in 2019)
- Economic Value Atlas (beta version completed in 2019)

- Jurisdictional Transfer Framework (completed in 2020)
- Get Moving 2020 Corridor Investment Package (completed in 2020)
- Regional Trail System Plan Map Update (completed in 2021)
- Comprehensive Economic Development Strategy (CEDS) (completed in 2021)
- Greater Portland Economic Recovery Plan (completed in 2021)
- Transportation System Management and Operations (TSMO) Strategy (completed in 2021)
- Regional Emergency Transportation Routes Update (Ph. 1 completed in 2021). Note: The start of Ph. 2 was recently delayed to late 2023 to better align with staffing for this work.
- Active Transportation Return On Investment (anticipated completion in Spring 2022)
- Social Vulnerability Toolkit (anticipated completion in Spring 2022)
- Southwest Washington Regional Transportation Council (RTC) RTP update (anticipated completion in March 2024)

**Transit planning efforts** include:

- TriMet Coordinated Transportation Plan for Seniors and People with Disabilities (2020)
- TriMet Pedestrian Plan (2020)
- Metro/TriMet Better Bus/Enhanced Transit Concept Analysis (2020-21)
- TriMet Reimagining Public Safety and Security Plan (2021)
- Clackamas County Transit Plan (2021)
- Washington County Transit Plan (anticipated completion in 2022)
- SMART/OOT Bus on Shoulder Pilot (SMART/ODOT)
- SMART Master Plan update (anticipated completion in 2022)

**State efforts** include:

- Every Mile Counts Implementation Work Plan (2020)
- Oregon Transportation Commission Strategic Action Plan (2021)
- ODOT Active Transportation Needs Inventory
- Region 1 Transportation Performance Report (2021)
- Blueprint for Urban Design (2021)
- Jurisdictional transfers (Cornelius Pass Road, 82<sup>nd</sup> Avenue in Portland)
- Climate-Friendly and Equitable Communities rulemaking (2021-22)
- Oregon Transportation Plan Update (anticipated completion in 2022)
- ODOT Statewide Transportation Strategy (STS) Monitoring Report and Climate Action Plan Implementation (2021-26)
- Region 1 Urban Mobility Strategy Planning and Project Development
  - Regional Mobility Pricing Project (RMPP), I-205 Toll Project, Interstate Bridge Replacement, I-205/Abernethy Bridge, I-5/Rose Quarter, I-5/Boone Bridge
- Employee Commute Options (ECO) Rulemaking (2021-22)
- Oregon Highway Plan Update (2022-23)

**Engagement Activities** – The project team continued to seek input from local, regional, state and federal partners, community-based organizations, business groups and members of the community. Activities included:

- **Briefings and presentations to technical and policy regional advisory committees and county-level coordinating committees** on the 2023 RTP process.
- **Four language-specific focus groups** conducted as part of updating Metro’s Limited English Proficiency Plan. Participants included historically underrepresented community members (people of color, people with low-income and people with limited English proficiency). A summary report is posted on the project website.
- **One community leaders forum.** Metro invited more than 60 community representatives from culturally-specific, environmental justice and transportation-focused community-based organizations from across the region. Thirteen community leaders participated. The [final forum report](#) is provided in the meeting materials.
- **Participation in a Tribal Summit on Climate Leadership.** The summit provided an opportunity for the Metro Council and senior staff to learn about the challenges Tribes are facing regarding climate change and the Tribes’ respective priorities for addressing these challenges. The summit also aimed to explore opportunities for partnership and collaboration with the Tribes in support of Metro’s efforts to advance the region’s six desired outcomes and other goals and priorities of the agency, including implementation of the [2040 Growth Plan](#), [Metro’s Strategic Plan for Advancing Racial Equity, Diversity and Inclusion](#) and [Climate Smart Strategy](#).
- **Interviews** of more than 40 local, regional and state public officials and staff, and Portland-area business groups and community-based organizations. The interviews identified issues and ideas that Metro should consider for the 2023 RTP. A [summary of the stakeholder interviews](#) is provided in the meeting materials. The [stakeholder interview final report](#) is posted on the project website.
- **Consultation meetings** with resource agencies and Federal and State agencies on February 23 and March 1, respectively. The project team is working with Metro’s Tribal liaison to identify opportunities for consultation with Tribes as part of ongoing meetings. Summaries of these meetings will be posted on the project website when available.

### **Remaining scoping phase engagement activities**

Scoping engagement activities will continue through early March. The project team will continue to seek feedback on the vision and priorities for the future transportation system, topics to be the focus of the technical work and policy discussions and the values and outcomes to guide the process. Remaining activities include:

- **On-line survey** to learn about the transportation trends and challenges affecting how people travel in the region and their vision and goals for the future transportation system. The survey launched on Feb. 16 and will run through April 3 at 5 p.m. The survey is available in Spanish and English languages. A text only version of the survey is also available in Word. The survey can be accessed from the project website: [oregonmetro.gov/rtp](https://oregonmetro.gov/rtp). The results of the survey will be compiled and reported back to the Metro Council and regional advisory committees, and posted on the project website in May.
- **Briefings and presentations to regional advisory committees**, including Metro’s Committee on Racial Equity (CORE), TPAC, MTAC, JPACT, MPAC and county-level coordinating committees (policy and staff).

### **NEXT STEPS FOR SHAPING THE 2023 RTP WORK PLAN AND ENGAGEMENT PLAN**

A schedule of the scoping engagement activities and Metro Council and regional advisory committee discussions is provided in the meeting materials. Upcoming discussions and activities include:

- **March and April 2022** Metro Council and regional advisory committees discuss values and priority outcomes and draft work plan and engagement plan; engage the public in an online survey.
- **March and April 2022** – Metro Council and regional advisory committees discuss values and priority outcomes and draft work plan and engagement plan; engage the public in an online survey.
- **March 16** – MTAC discussion and recommendation to MPAC
- **March 30** – MPAC discussion and recommendation to the Metro Council
- **April 1** – TPAC discussion and recommendation to JPACT
- **April 19** – Metro Council work session discussion
- **April 21** – JPACT considers approval of the VOA, work plan and engagement strategy (by Resolution)
- **May 5** – Metro Council considers MPAC and JPACT recommendations

### **ATTACHMENTS**

1. Key Tasks and Focus Areas for the 2023 RTP Update
2. Draft Work Plan
3. Draft Public Engagement Plan
4. Draft Values and Outcomes for the 2023 RTP
5. Community Leaders Forum Summary
6. Stakeholder Interviews Summary
7. Scoping Timeline

Overview of Key Tasks and Areas of Focus for 2023 Regional Transportation Plan Update

	Phase 1 – Scoping October 2021 to March 2022	Phase 2 – Data and Policy Analysis April to August 2022	Phase 3 – Revenue and Needs Analysis September to December 2022	Phase 4 – Investment Priorities January to June 2023	Phase 5 – Plan Adoption Process July to November 2023
Engagement	<p><b>Key strategies:</b></p> <ul style="list-style-type: none"> <li>Interactive online engagement; community partnerships; community storytelling; language translation and interpretation; community leaders forums; small group stakeholder meetings including county-level coordinating groups; expert panels</li> <li>Presentations and discussions at regularly scheduled TPAC, JPACT, MTAC, MPAC, and Metro Council meetings and workshops</li> <li>Metro Councilor engagement with constituents</li> </ul>				
Key Tasks and Areas of Focus for 2023 RTP Update	<ul style="list-style-type: none"> <li><b>Scoping and Background Research</b> <ul style="list-style-type: none"> <li>Racial Equity Framework</li> <li>Emerging Transportation Trends Study</li> <li>Vision and Priority Outcomes (review/update)</li> <li>Stakeholder interviews</li> <li>Language-specific focus groups</li> <li>Community Leaders Forum</li> <li>On-line community survey</li> <li>Consultation meetings</li> </ul> </li> <li><b>RTP Work Plan Development</b> <ul style="list-style-type: none"> <li>Values and Outcomes</li> <li>Draft Work Plan</li> <li>Draft Engagement Plan</li> </ul> </li> <li><b>Legislation</b> <ul style="list-style-type: none"> <li>Resolution</li> <li>Staff Report</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li><b>Goals, Objectives and Targets Updates</b> <ul style="list-style-type: none"> <li>Emerging Transportation Trends Rec'ds</li> <li>RTP Goals, Objectives and Targets (update)</li> </ul> </li> <li><b>Data, Methods and Tools Updates</b> <ul style="list-style-type: none"> <li>2020 MPO boundary</li> <li>Climate Analysis Expert Panel</li> <li>Mobility Policy Expert Panel</li> <li>High Injury Corridor Designations</li> <li>2020 Equity Focus Areas</li> <li>Emerging Transportation Trends</li> <li>Regional Freight Delay and Commodities Flow</li> <li>Federal System Performance Report</li> <li>Other tools, methods and analysis updates</li> </ul> </li> <li><b>Key Policy Updates: <i>New policies and updates to existing Ch. 3 policies to reflect new information from work completed since 2018</i></b> <ul style="list-style-type: none"> <li><b>Regional Mobility Policy*</b></li> <li><b>Regional Congestion Pricing Policy*</b></li> <li><b>Safe and Healthy Urban Arterials Strategy*</b> <ul style="list-style-type: none"> <li>Jurisdictional Transfer Framework Rec'ds</li> <li>Livable Streets Design and Green Infrastructure Policy Review (update)</li> <li>Regional Emergency Transportation Routes (ETR) Findings and Rec'ds</li> <li>Active Transportation Return on Investment (ATROI) Study Findings</li> </ul> </li> <li><b>Climate Smart Strategy*</b> <ul style="list-style-type: none"> <li>Climate Smart Strategy Progress Report</li> <li>Climate Smart Strategy and Policies (update)</li> <li>Updates per CFEC Rulemaking (TBD)</li> </ul> </li> <li><b>High Capacity Transit (LRT/BRT) Strategy*</b> <ul style="list-style-type: none"> <li>Vision and Policies (update)</li> </ul> </li> </ul> </li> <li><b>Other Policy Updates: <i>Updates to existing Ch. 3 policies to reflect new information from work completed since 2018</i></b> <ul style="list-style-type: none"> <li><b>Federal Emphasis Areas Policy Updates</b></li> <li><b>RTP System Maps Review</b> (update)</li> <li><b>Transportation Equity Policy Review</b> <ul style="list-style-type: none"> <li>Affordability and anti-displacement policy</li> </ul> </li> <li><b>Regional Travel Options Policy Review</b></li> <li><b>TSMO Policy Review</b></li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li><b>Regional Transportation Revenue Analysis</b> <ul style="list-style-type: none"> <li>Equitable Finance Strategies Research (Fines, Fees and Fares)*</li> <li>Revenue Forecast for operations, maintenance, preservation (OMP) &amp; capital                             <ul style="list-style-type: none"> <li>Federal</li> <li>State</li> <li>Local (cities and counties)</li> <li>Port of Portland</li> <li>TriMet</li> <li>SMART</li> <li>ODOT tolling/congestion pricing assumptions</li> </ul> </li> <li>Draft Financial Plan</li> <li>Draft Financial Targets for Call for RTP Project and Program Priorities</li> </ul> </li> <li><b>Regional Needs and Disparities Analysis</b> <ul style="list-style-type: none"> <li>Ph. 2 policy updates and community feedback inform identifying needs (gaps/deficiencies) and disparities across RTP outcomes:                             <ul style="list-style-type: none"> <li>Equity</li> <li>Climate</li> <li>Safety</li> <li>Mobility</li> </ul> </li> </ul> </li> <li><b>Process for Updating RTP Project and Program Priorities</b> <ul style="list-style-type: none"> <li>Near-term (2024-2030)</li> <li>Long-term (2031-2045)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li><b>Call for RTP Project and Program Priorities</b> <ul style="list-style-type: none"> <li>Process for updating RTP Project and Program Priorities to be defined in Ph. 3                             <ul style="list-style-type: none"> <li>RTP Project Hub (update)</li> <li>Project Title VI and public engagement certification checklist (update)</li> </ul> </li> </ul> </li> <li><b>Evaluation Process</b> <ul style="list-style-type: none"> <li>Community feedback</li> <li>Partner feedback</li> <li>Project and Program Analysis                             <ul style="list-style-type: none"> <li>TBD: corridor vs. sub-area level analysis of project list</li> <li>Environmental analysis</li> </ul> </li> <li>System-Level Analysis                             <ul style="list-style-type: none"> <li>Equity analysis</li> <li>Climate analysis</li> <li>Safety analysis</li> <li>Mobility analysis</li> </ul> </li> </ul> </li> <li><b>Draft RTP Project and Program Priorities Recommendation</b> <ul style="list-style-type: none"> <li>Near-term (2024-2030)</li> <li>Long-term (2031-2045)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li><b>2023 RTP</b> <ul style="list-style-type: none"> <li>Executive Summary</li> <li>Public review draft</li> <li>Adoption draft</li> </ul> </li> <li><b>2023 RTP Project and Program Priorities Recommendation</b> <ul style="list-style-type: none"> <li>Near-term (2024-2030)</li> <li>Long-term (2031-2045)</li> </ul> </li> <li><b>Plan Appendices</b> <ul style="list-style-type: none"> <li>Public review draft</li> <li>Adoption draft</li> </ul> </li> <li><b>45-day Public Comment Period</b> <ul style="list-style-type: none"> <li>On-line community survey</li> <li>Public hearings</li> <li>Public Comment Log &amp; Rec'd Actions</li> <li>Public Comment Report</li> </ul> </li> <li><b>Legislation and Findings</b> <ul style="list-style-type: none"> <li>Ordinance and Staff Report</li> <li>Statewide Goals Findings</li> <li>Federal Findings</li> </ul> </li> </ul>

\* Policy briefs for these topics will be developed to frame options for how to incorporate new and updated policies in the 2023 Regional Transportation Plan.



Pending Time and Capacity		<ul style="list-style-type: none"> <li>• Updates to address Climate Friendly Equitable Communities (CFEC) rulemaking - TBD</li> </ul>		<ul style="list-style-type: none"> <li>• Climate resilience evaluation</li> <li>• Emergency transportation evaluation</li> <li>• Wildlife crossing evaluation</li> </ul>	<ul style="list-style-type: none"> <li>• Functional plan amendments (TBD minor or major)</li> </ul>
Deferred to the Future		<ul style="list-style-type: none"> <li>• CFEC Parking Policy (scope in Ch. 8)</li> <li>• Wildlife Crossing Policy</li> <li>• Climate Adaptation and Resilience Policy (2040 Refresh, scope in Ch. 8)</li> </ul>			<ul style="list-style-type: none"> <li>• Access to Transit Plan (Needs/Gaps) Study (scope in Ch. 8)</li> </ul>



## 2023 Regional Transportation Plan Update

# Work Plan - DRAFT

March 9, 2022

TPAC and MTAC Review Draft



## **Metro respects civil rights**

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

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**Metro is the federally mandated metropolitan planning organization** designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

**Metro is the federally mandated metropolitan planning organization** designated by the governor to develop an overall transportation plan and to allocate federal funds for the region. The Joint Policy Advisory Committee on Transportation (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.

**Project web site:** [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp)

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration

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## PURPOSE AND BACKGROUND

The purpose of this document is to outline the work plan, including the planning process and engagement approach, for developing the 2023 Regional Transportation Plan.

As the federally-designated Metropolitan Planning Organization (MPO), Metro coordinates updates to the [Regional Transportation Plan](#) every five years. Under federal law, the next update is due by Dec. 6, 2023, when the current plan expires.

The 2023 RTP, adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council, will provide an updated policy foundation that guides future planning and investment in the region's transportation system. The updated plan will address regional challenges and areas of focus identified during the scoping phase.

## INTRODUCTION

The Regional Transportation Plan shapes the future of greater Portland's transportation system – the way people and businesses get where they need to go. The RTP was last updated in 2018 with the input of thousands of people who live and work across the greater Portland region. The 2018 RTP identified transportation needs and goals related to safety, equity, climate and congestion management. There have been significant successes and progress made toward our regional goals. Still, there is much to accomplish and there are new considerations given all that has changed since 2018.

We are at a pivotal moment. The impacts of climate change, generations of systemic racism, economic inequities and the pandemic have made clear the need for action. The greater Portland region continues to grow, technology is changing quickly and our roads and bridges are aging. The 2023 Regional Transportation Plan (RTP) update calls for Metro to again bring together the communities of the Portland metropolitan region to renew our shared vision and strategy for investing in the people of greater Portland. It calls for strengthened and new partnerships, a commitment to collaboration and innovative ideas.



Find out more about the Regional Transportation Plan at [oregonmetro.gov/rtp](https://oregonmetro.gov/rtp)

### Draft Guiding Values

- **Racial Equity**
- **Climate Leadership and Resilience**
- **Safe and Healthy Streets**
- **Mobility**
- **Accountability and Transparency**

## PROJECT GOAL

Adopt a Regional Transportation Plan that reflects community and regional values, sound technical analysis, and input from partners and the public, and meets federal and state requirements by Dec. 6, 2023.

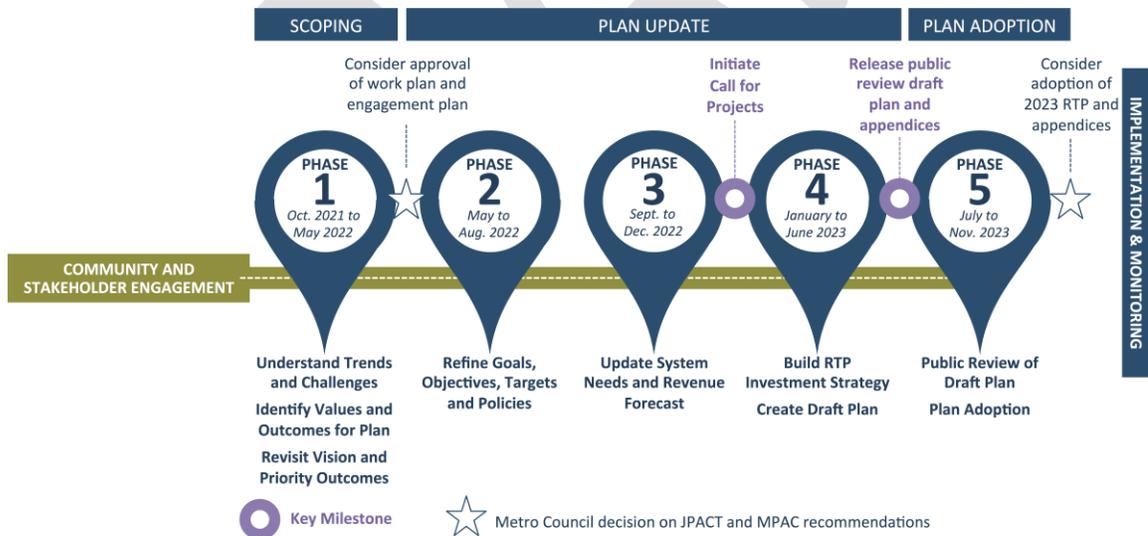
## PROJECT TIMELINE AND DECISION MILESTONES

### 2023 RTP Timeline

The RTP will be updated in five phases from October 2021 to November 2023. This work plan and a supporting public engagement plan were developed during Phase 1 – the scoping phase.

During 2022 and 2023, Metro will engage the public and local, regional, and state partners to update the RTP through the year 2045. The Metro Council and staff will engage the public and local, regional and state partners to update the Regional Transportation Plan to meet current and future transportation needs over the next 20-25 years.

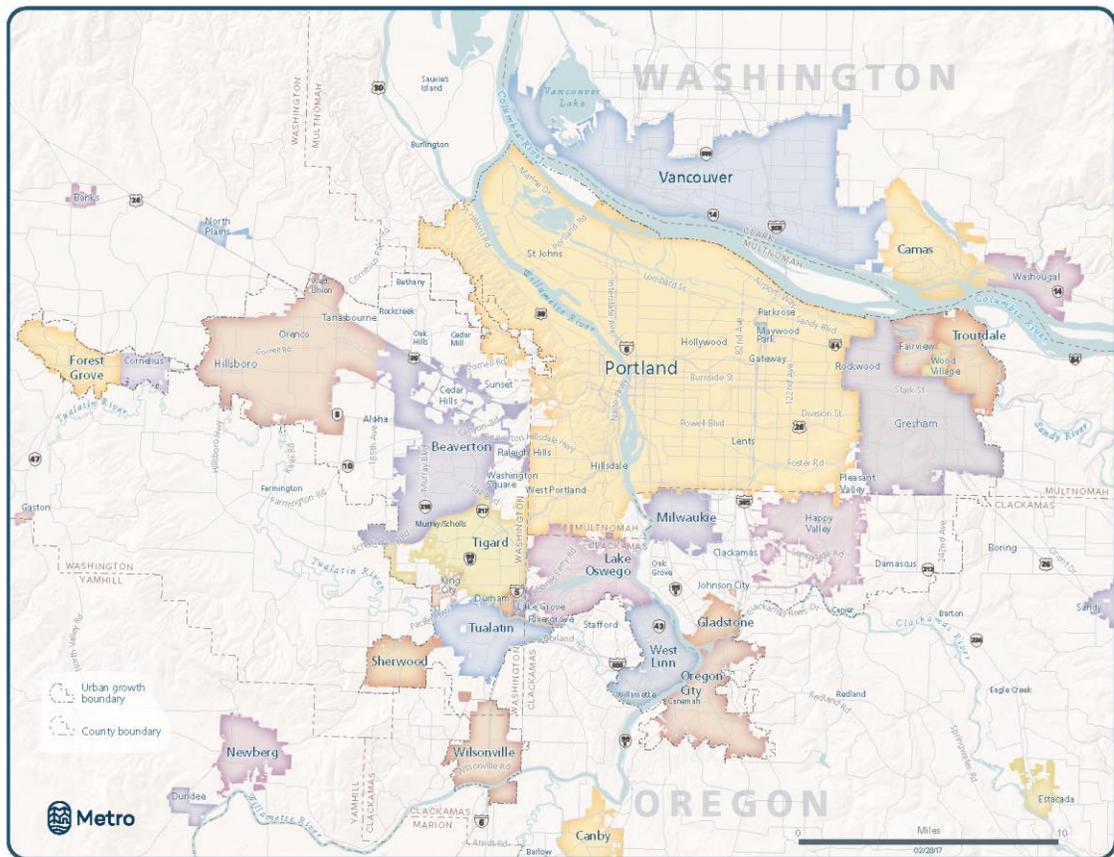
### Timeline for the 2023 Regional Transportation Plan Update



## POLICY FOUNDATION AND GUIDANCE

The Portland metropolitan area encompasses 3 counties (Clackamas, Multnomah, and Washington) and 24 cities, including Portland, Beaverton, Hillsboro, Tigard, Tualatin, Wilsonville, Happy Valley, Oregon City, Milwaukie, Gresham, and Troutdale. Metro’s metropolitan planning area (MPA) boundary covers 463 square miles, as shown in Figure 1.

**Figure 1. Cities and counties in the greater Portland region**

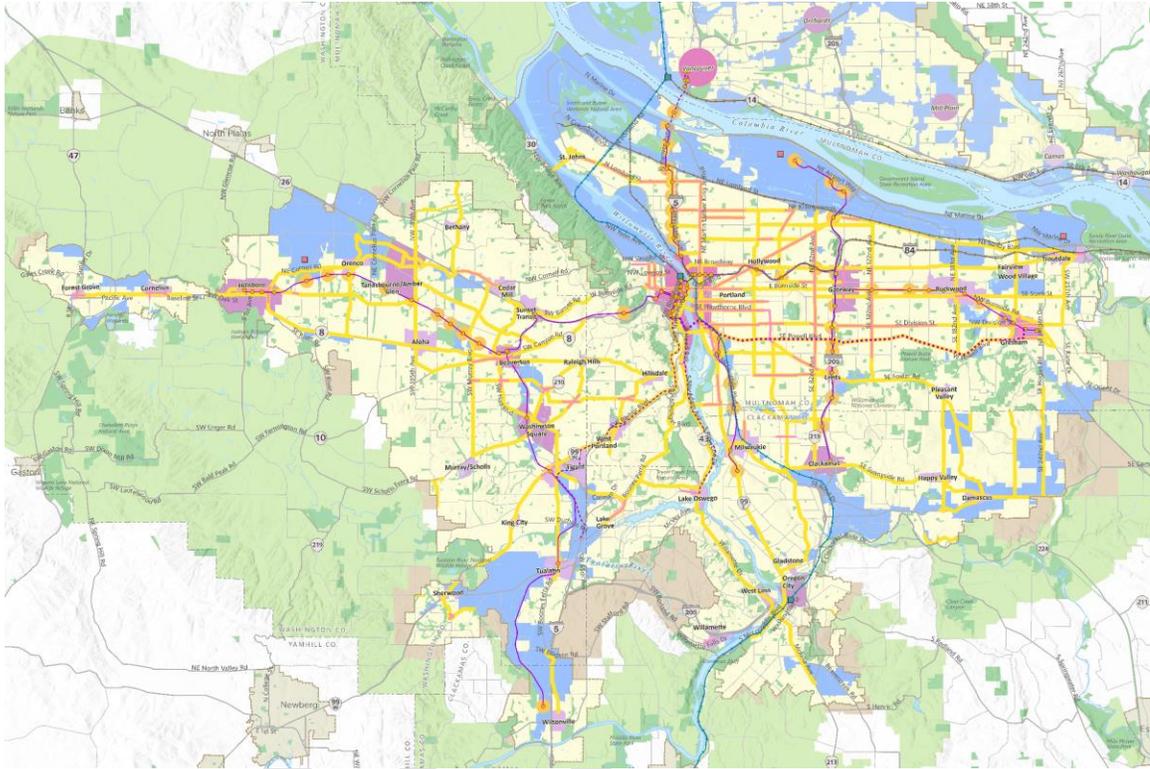


## 2040 Growth Concept

In 1995, Metro adopted the 2040 Growth Concept. Shown in Figure 2, the 2040 Growth Concept is the region’s integrated land use and transportation plan. Acknowledged by LCDC under state law, the plan defines how and where the region plans to grow through the year 2040. The 2040 Growth Concept directs most housing and related development to existing and developing urban centers and along major transportation corridors served by transit, and promotes a balanced transportation system with a variety of safe and reliable travel options. The regional plan also designates industrial and employment lands that serve as hubs for regional commerce and enable goods to be

generated and moved in and out of the greater Portland region. Freight access to industrial and employment lands is centered on rail, the throughway system and other road connections.

**Figure 2. 2040 Growth Concept**



The Regional Framework Plan (RFP), adopted in 1996, unites all of Metro's adopted land use and transportation planning policies and requirements into one policy document that directs Metro. The RFP brings together the 2040 Growth Concept and other adopted policies related to compact urban form, housing, transportation and natural resources. Metro's functional plans further direct how local jurisdictions implement the regional policies contained in the RFP.

### **Oregon Statewide Land Use Planning Program**

Oregon state law requires that the RFP comply with Oregon's statewide planning goals. The RFP contains regional policies on key regional growth issues, including accommodation of projected growth and the coordination of transportation and land use planning. The RFP is the basis for coordination of the comprehensive plans and implementing regulations of the cities and counties in the Metro jurisdictional boundary.

The Regional Transportation Plan (RTP) is the transportation system plan for the Portland metropolitan region. The first RTP was approved in 1982. The latest

update to the plan, the 2018 Regional Transportation Plan, was adopted in December 2018.

The RTP serves as the Federal metropolitan transportation plan as well as the regional TSP required under the Statewide Land Use Planning Program and Transportation Planning Rule.

Under state law:

- the RTP must be consistent with the Oregon Transportation Plan and adopted modal and topic plans, including the Oregon Highway Plan; and
- local transportation system plans must be consistent with the RTP and with the OTP and adopted state modal and topic plans.

### **New federal and state planning requirements**

Since adoption of the 2018 plan, the federal and state governments have adopted new policy guidance that will inform the development of the new plan. New policies adopted at the federal and state levels provide an expanded approach for regional transportation planning and investment decisions.

The RTP update will address RTP-related corrective actions identified by the USDOT in the most recent Federal certification review (2021) and consider the most recently published [FHWA/FTA Planning Emphasis Areas](#) (12/30/2021):

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning



Oregon's Statewide Land Use Program guides coordinated land use and transportation planning and decision-making in the Portland region.

## **Metro's Racial Equity Framework**

Metro Council adopted the *Strategic Plan to Advance Racial Equity, Diversity and Inclusion* in June 2016. This plan sets five goals for advancing regional equity:

- Metro convenes and supports regional partners to advance racial equity
- Metro meaningfully engages communities of color
- Metro hires, trains and promotes a racially diverse workforce
- Metro creates safe and welcoming services, programs and destinations
- Metro's resource allocation advances racial equity

This update will concentrate on eliminating the disparities that people of color experience. By addressing the barriers experienced by people of color, the update will also identify solutions and remove barriers for other marginalized groups. This strategic direction provides an opportunity to make a difference in the lives of marginalized communities, while having a positive impact on the Portland region's overall quality of life and economic prosperity.

The Regional Transportation Plan will support Metro's equity goals by leading with racial equity and prioritizing equity in all phases of plan development, the community engagement process and incorporated into the plan itself.

## **REGIONAL TRANSPORTATION DECISION-MAKING FRAMEWORK**

The RTP update will rely on Metro's role as the designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region and its existing decision-making structure. The decision-making framework includes the Metro Council and four advisory committees that have varying levels of responsibility to review, provide input, and make recommendations on the development of the 2023 RTP. Integral to this decision making process are timely opportunities for partners and the public to provide meaningful input to the Metro Council and the advisory committees prior to key decision milestones.

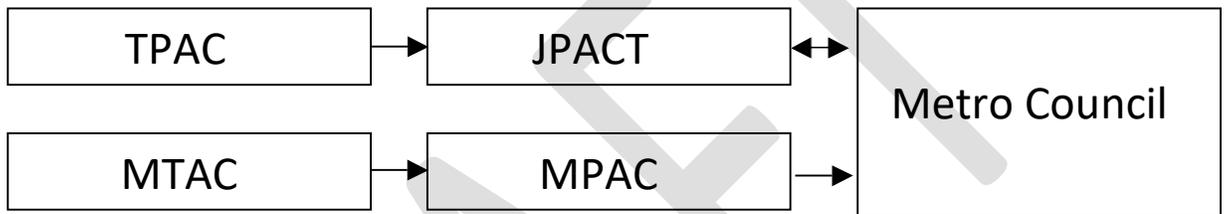
Metro's Committee on Racial Equity (CORE) advises Metro Council and staff on the implementation of the Strategic Plan to Advance Racial Equity, Diversity and Inclusion. CORE will provide input and recommendations at key points in the 2023 RTP process.

The Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will make recommendations at key decision points based on input from the Metro

Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC).

The chart below shows how the technical advisory committees make recommendations to the policy advisory committees, and the policy advisory committees make recommendations directly to the Metro Council. The two-way arrow between JPACT and the Metro Council indicates that final adoption of the RTP is a shared responsibility between JPACT and the Metro that requires joint action. This means the Metro Council must approve the plan as recommended by JPACT or return to JPACT for revisions and a new recommendation.

### Regional Transportation Decision-Making Framework



### PROJECT OVERVIEW

The development of the Regional Transportation Plan will involve a wide range of individuals, formal bodies, community-based organizations, business groups and other stakeholders. Metro is responsible for the overall development of the plan, engaging others and adoption of the final plan.

Under federal law, the 2018 Regional Transportation Plan expires on December 6, 2023. The development of the 2023 Regional Transportation Plan will be completed from May 2022 to November 2023. A description of the key planning and engagement activities, decision milestones and anticipated products for each phase of the update follows.

#### Phase 1: Scoping

Develop a shared understanding of trends and challenges, the existing vision and policy priorities, and commitment to values that will guide the development of the plan.

#### Phase 2: Data and Policy Analysis

#### Phase 3: Revenue and Needs Analysis

**Phase 4: Build RTP Investment Strategy**

**Phase 5: Public Review and Plan Adoption**

JPACT and the Metro Council consider adoption of the 2023 Regional Transportation Plan (and appendices).

**Add table of milestones from engagement plan**



**PHASE 1 | SCOPING | OCTOBER 2021 TO MAY 2022**

**What is our vision for the future? What trends and challenges are priorities to address? What values, outcomes and actions should be the focus of this update? How do we work together to update the plan?**

*Desired outcome: By May 2022, identify trends and challenges and the values, outcomes and actions to address through the planning process for the update.*

The first phase of the process will involve engaging decision-makers, local, regional, state and community partners and members of the community to understand key trends and challenges facing the region, identify values, outcomes and actions (VOA) to be the focus of the update. The purpose of this phase is to build a shared understanding of what is important for the update to address and define the planning and engagement process for the update to better meet regional and community needs and priorities. During this phase, background work will also begin to develop tools and data that will be used to document how the region is growing and changing and the region’s transportation system is performing.

Phase 1 Key Tasks and Activities	
<b>Planning</b>	<ul style="list-style-type: none"> <li>• Report on key trends shaping the region’s future, highlighting where we have been, where we are now, opportunities and challenges looking forward</li> <li>• Establish values, outcomes and actions to guide development of the 2023 RTP</li> <li>• Develop work plan and public engagement plan</li> <li>• Develop data, tool and methods to document key trends and support the regional transportation needs (gaps and deficiencies) analysis in Phase 3 and the evaluation of investment priorities in</li> </ul>

Phase 1 Key Tasks and Activities	
	<p>Phase 4</p> <ul style="list-style-type: none"> <li>• Begin assessing baseline and future conditions of the region’s transportation system, assuming there are no changes to existing plans, policies and programs</li> </ul>
<b>Engagement</b>	<ul style="list-style-type: none"> <li>• Engage regional advisory committees, county coordinating committees, elected officials, jurisdictional partners, business and community leaders and community members to identify trends and challenges, review current vision and priorities for the transportation system</li> <li>• Engage regional advisory committees in development of the VOA, draft work plan and draft engagement plan</li> </ul>
<b>Milestones</b>	<ul style="list-style-type: none"> <li>• MPAC considers recommendation to the Metro Council on the work plan and public engagement plan</li> <li>• JPACT considers approval of the VOA, work plan and public engagement plan</li> <li>• Metro Council considers approval of the VOA, work plan and public engagement plan</li> </ul>
<b>Key Products</b>	<ul style="list-style-type: none"> <li>• Values, Outcomes and Actions to Guide Development of 2023 RTP</li> <li>• Work plan</li> <li>• Public engagement plan</li> <li>• Summary report(s) of engagement activities, including: language-specific focus groups, a Community Leaders Forum, stakeholder interviews, on-line survey and consultation meetings with resource agencies, state and federal agencies and tribes</li> </ul>



## PHASE 2 | DATA AND POLICY ANALYSIS | MAY TO AUGUST 2022

*Desired outcome: By August 2022, the plan's vision, goals, objectives, policies and performance targets are updated to inform Phase 3 and Phase 4.*

The second phase of the process will update the plan's vision, goals, objectives, policies and performance targets. This work will inform updates to key policies in the plan in Phase 2, the needs analysis in Phase 3 and updates to the RTP projects and programs in Phase 4.

**Vision, Goals, Objectives and Policies:** Updating the plan's vision for the transportation system and regional goals, objectives and policies to address feedback provided during Phase 1. This will include refining the region's vision for the transportation system and supporting policy goals, objectives and policies to advance the values, outcomes and actions identified in Phase 1. The updated goals, objectives and policies will identify specific outcomes the region wants to achieve with investments in the transportation system to realize the plan's vision and six desired regional outcomes.

- **Key Policy Updates:** New policies and updates to RTP Chapter 3 policies will be developed to reflect new information from work completed since 2018 and new Federal Planning Emphasis Areas for these topics:
  - **Emerging Transportation Trends:** This project assesses how transportation behavior changed during the COVID-19 pandemic, whether these changes are likely to continue into the future, and how these changes could impact the region's goals – particularly access to opportunities and transportation options for BIPOC and low-income people. It will recommend analytical approaches and RTP policy changes to account for changing transportation behavior.
  - **Regional Mobility Policy:** This work will follow the separate work plan for updating this policy. The work plan was adopted by JPACT and the Metro Council in 2019.
  - **Regional Congestion Pricing Policy:** This work will incorporate the findings and recommendations from the Regional Congestion Pricing Study accepted by JPACT and the Metro Council in 2021. Recommendations from this work will include a gap analysis of existing RTP policy related to congestion pricing, development of new policy

language, as needed, as well as structural recommendations related to where the policies should be integrated in the 2023 RTP and how they relate to and/or support other policy areas and 2023 RTP priorities.

- **Safe and Healthy Urban Arterials Strategy:** This work will incorporate recommendations from the Jurisdictional Transfer Framework Study and Phase 1 Regional Emergency Transportation Routes (ETR) update accepted by JPACT and the Metro Council in 2021. This work will include policy updates as needed to align the RTP design policies with the Livable Streets Design Guide adopted by the Metro Council in 2020 and consider green infrastructure policy recommendations identified when the 2018 RTP was adopted in 2018. Active Transportation Return on Investment (ATROI) Study Findings will be considered by JPACT and the Metro Council in Spring 2022 and will also be considered.
- **Climate Leadership Policy:** This work will include preparing a progress report on implementation of the Climate Smart Strategy that includes the findings from a new analysis of the estimated greenhouse gas emissions anticipated from the 2018 RTP using VisionEval. VisionEval is the carbon emissions estimation tool used by State Agencies – ODOT, ODEQ, DLCD and ODOE) to set carbon emissions reduction targets for the Portland region and Oregon’s seven other metropolitan areas. It is also used by ODOT to estimate carbon emissions reduction efforts from the Statewide Transportation Strategy (STS) for Reducing Greenhouse Gas Emissions. VisionEval will be used to test whether the assumptions underlying our Climate Smart Strategy are realistic and assess the potential effectiveness of additional GHG reduction strategies that are not currently included in Climate Smart Strategy. This analysis will include an assessment of progress toward meeting state and regional targets related to reducing transportation GHG emissions through the deployment of electric vehicles and low carbon and alternative fuels. This analysis will help inform whether updates to the Climate Smart Strategy and further regional policy changes, plans or programs in the RTP are needed to address transportation trends and support additional progress on implementation of Executive Order 20-04, transportation electrification and implementation of new transportation planning requirements identified through the Climate Friendly and Equitable Communities (CFEC) rulemaking effort. The CFEC rulemaking effort is anticipated to conclude in May 2022.
- **High Capacity Transit (LRT/BRT) Strategy:** This work will include updating the vision and supporting policies for high capacity transit in collaboration with regional transit providers in the region. . It will build

off of the work and network updates completed as part of the 2018 Regional Transit Strategy to focus on developing a vision for a regional bus rapid transit system that advances RTP goals and supports the transportation system. This work will include reevaluating the broader high capacity transit vision to consider potential new corridors; capacity, reliability and speed improvements to existing service; extensions to existing lines; and potential new system connections. It will also assess readiness to establish regional priority projects competitive for federal funding that will provide guidance for decisions regarding high capacity transit projects for the 2023 RTP update. A separate, coordinated work plan is being developed for this work and will be reflected in the 2022-23 Unified Planning Work Program.

Policy briefs for each of these topics will be developed to frame existing conditions and potential options for how to incorporate new and updated policies in the 2023 Regional Transportation Plan that will guide Phase 3 and Phase 4 of the update.

- **Other Policy Updates:** Other updates to existing RTP Chapter 3 policies to reflect new information from work completed since 2018 and new Federal Planning Emphasis Areas (PEAs) will include:
  - **RTP System Maps:** Review and update the planned regional design and classifications of transportation facilities identified on the RTP Chapter 3 system maps, as needed, for each of these networks – motor vehicle, freight, transit, bicycle and pedestrian and transportation system management and operations (TSMO) – to align local, regional and state classifications. The RTP network maps identify planned regionally-significant transportation facilities and the plan’s vision for design and each element of the transportation system.
  - **Transportation Equity Policy:** Review and update RTP transportation equity policies and actions related to consideration of affordability and anti-displacement strategies in transportation planning and project development activities.
  - **Regional Freight Policies:** Review and update RTP freight policies as needed to address growth in e-commerce and delivery services and recommendations from the Regional Freight Delay and Commodities Flow Study. A separate, coordinated work plan was developed for this work and is reflected in the 2022-23 Unified Planning Work Program.
  - **TSMO and RTO Policy:** Review and update RTP TSMO policies to incorporate recommendations from the 2019 Regional Travel Options (RTO) needs assessment and the 2021 TSMO Strategy.
  - **Transportation Resilience Policy and ETR Map:** Review and update resilience related policies to further address the federal resilience

planning factor, incorporate the Phase 1 Regional Emergency Transportation Routes (ETR) update findings and recommendations accepted by JPACT and the Metro Council in 2021 (including the updated routes), and consider green infrastructure policy recommendations identified when the 2018 RTP was adopted in 2018. This work will also include incorporating the Phase 1 ETRs in Chapter 3 of the RTP to define a network for targeted resiliency mitigation/management funding.

- **Regional Transportation Functional Plan:** Review and identified potential updates to the Regional Transportation Functional Plan to address new and updated policies and new transportation planning requirements identified through the Climate Friendly and Equitable Communities (CFEC) rulemaking effort. Updates to the functional plan may be addressed through the 2023 RTP update and/or subsequent work following the update.

**Data, Methods and Tools Updates:** This key task will include further development of data, methods and analytic tools needed to address [federal transportation performance management \(TPM\)](#) requirements and Climate Smart Strategy performance monitoring, and improve our ability to evaluate the impacts and benefits of projects and programs across RTP values identified in Phase 1 (racial equity, climate leadership and resilience, safe and healthy arterials, mobility and accountability).

- **Existing Conditions Analysis and Updates to the RTP Performance Evaluation Framework and Targets:** Assemble relevant data to support the existing conditions analysis and updates to the plan's performance evaluation framework, including but not limited to inventory of bike, pedestrian, transit networks, TDM and TSMO data, safety data, socioeconomic data, economic value atlas data, reliability data, environmental data and infrastructure condition and transit asset management data. This work will include preparing the regional travel demand model, transportation analysis zone assumptions and networks for use in the update, reflecting 2020, 2030 and 2045 conditions. This work will include preparing VisionEval to be used at a regional level to evaluate greenhouse emissions. This work will continue advancing the region's performance based planning efforts and address federal and state planning requirements, including reporting on the region's adopted congestion management process (CMP). This information will also be used to will help demonstrate how the RTP project and program priorities align with the plan's values, vision, goals, objectives, policies and performance targets. In Phase 2, an analysis of performance of the transportation system today and the current regional transportation projects and program priorities will help identify where the region is meeting (or on track to meet) the plan's transportation goals or falling short and inform the

transportation needs analysis in Phase 3. This work will be documented in a Federal System Performance Report and Chapter 4 of the plan. Updates to the data, methods and tools will also inform how the region will assess the benefits and impacts of projects and programs that are identified for inclusion in the plan’s “constrained” and “strategic” project lists in Phase 4.

- **Project List Review:** Work with project sponsors to review the 2018 RTP project list to identify and report on projects completed since 2018 and update the categorization of projects and identify information needed for each project to develop a clear and defensible approach to project prioritization in Phase 3 that will be used in Phase 4. Each project will be categorized by primary project type, additional project benefits and the RTP values and goals addressed by the project. This work will help demonstrate how current RTP projects and programs advance the values and outcomes identified for the 2023 RTP in Phase 1 and support identifying gaps and deficiencies in the needs assessment in Phase 3 and updating RTP project list priorities in Phase 4. This work will also improve communication of the project benefits and their relationship to RTP values, RTP goals and regional transportation needs.
- **Updates to the Transportation Equity Analysis:** The 2018 RTP equity policies call on Metro and partner agencies to take a two-step approach to transportation equity in future transportation planning that involved conducting outreach to and collecting more data from underserved communities, and finding new opportunities to apply that information to shape transportation decision-making. Since the 2018 RTP update, Metro has been conducting outreach to underserved communities through multiple projects and deepening our efforts to apply the Equity Focus Areas and other analysis tools in our plans, policies and projects. This work will include sharing lessons learned since 2018, feedback on communities needs and priorities and development of recommendations about how to refine the 2023 RTP equity analysis to better reflect community needs in Phase 3 and meaningfully shape development of the RTP project and program priorities in Phase 4.

Phase 2 Key Tasks and Activities	
<b>Planning</b>	<ul style="list-style-type: none"> <li>• Update RTP vision to reflect Phase 1 feedback</li> <li>• Review and update goals, objectives and related performance targets</li> <li>• Review and update the performance evaluation framework               <ul style="list-style-type: none"> <li>○ Update performance measures and targets, data and methods</li> <li>○ Update system evaluation framework, data and methods</li> </ul> </li> <li>• Review and update RTP System Maps to reflect changes recommended in local and regional planning efforts</li> </ul>

<b>Phase 2 Key Tasks and Activities</b>	
	<ul style="list-style-type: none"> <li>• Begin to update local, regional, state and federal revenue forecast</li> <li>• Begin research on financing mechanisms</li> <li>• Begin to identify regional transportation needs and potential solutions</li> </ul>
<b>Engagement</b>	<ul style="list-style-type: none"> <li>• Continue to engage partners and community members to refine vision, goals, objectives and performance targets and shape key policy updates to address Phase 1 feedback</li> <li>• Engage partners and the community to begin identifying regional transportation needs and the types of projects that will help address those needs</li> <li>• Host two expert panels – one on climate and one on mobility – to learn about best practices for climate and mobility analysis, limitations of current regional tools and methods and inform recommendations for the 2023 RTP</li> </ul>
<b>Key Products</b>	<ul style="list-style-type: none"> <li>• Data and Tools <ul style="list-style-type: none"> <li>○ Household, population and employment data</li> <li>○ 2020 Metropolitan Planning Area Boundary and Map</li> <li>○ RTP Equity Focus Areas Designations Map and related data</li> <li>○ RTP High Injury Corridors and Intersections Designations Map and related data</li> <li>○ On-line storymap visualizing various datasets to help identify needs and gaps in transportation projects and programs</li> <li>○ Regional Freight Commodities Flow data</li> <li>○ Transportation trends data</li> <li>○ VisionEval tool for the Portland region</li> <li>○ Updated RTP System Maps</li> </ul> </li> <li>• Policy Briefs <ul style="list-style-type: none"> <li>○ Regional Congestion Pricing Policy</li> <li>○ Regional Mobility Policy</li> <li>○ Safe and Healthy Urban Arterials Strategy</li> <li>○ Climate Smart Strategy Update</li> <li>○ High Capacity Transit Strategy Update</li> </ul> </li> <li>• Emerging Transportation Trends Findings and Recommendations Report</li> <li>• Updated transportation equity analysis approach</li> <li>• Updated mobility policy analysis approach</li> <li>• Federal System Performance Report</li> <li>• Summary and map of RTP projects completed since 2018</li> <li>• RTP Project Hub and project list categorization updates</li> <li>• Draft Regional Vision, Goals, Objectives and Targets (Chapter 2)</li> <li>• Draft Regional Transportation System Policies (Chapter 3)</li> <li>• Draft Growing and Changing Region/Existing Conditions (Chapter 4)</li> </ul>



## PHASE 3 | REVENUE AND NEEDS ANALYSIS | SEPTEMBER TO DECEMBER 2022

*Desired outcome: By December 2022, JPACT and the Metro Council provide direction on regional project and program priorities and funding levels to guide updating the region's investment priorities.*

The third phase of the process will include updating financial assumptions for the plan period and documenting transportation needs and disparities in the region across RTP values and priority outcomes: equity, climate, safety and mobility.

**Financial Plan:** This work will address corrective actions identified in Metro's 2021 Federal certification review. Cooperatively updating the plan's financial assumptions will include working with transportation providers to document and forecast the amount of local, regional, state and federal funding expected to be available to address current and future transportation needs, including keeping the existing transportation system in a state of good repair. This will include documenting existing sources of funding and historic levels of funding by source, and identifying "reasonably expected" new funding and potential new funding mechanisms. This research will also help build an understanding of how the regional system is funded today, illuminating how revenue collection and allocation contribute to transportation inequity. A policy brief will be developed providing an assessment of the equity impacts of RTP revenue sources (e.g., fees, fines, and fares) on people with lower income and communities of color and recommend financing strategy options, including potential policy changes, for a more equitable financing approach. This information will be used to support a policy discussion on the sources and levels of funding needed to implement the region's project and program priorities and meet federal and state requirements. This work will be informed by regional congestion pricing policy development and coordinated with ODOT's Tolling Program, and may inform other concurrent funding discussions happening at the local, regional, state and federal levels.

**Transportation Needs Analysis:** An updated regional transportation needs report will be prepared to inform jurisdictions as they update their project and program priorities in the next phase. The report will also highlight disparities in the region across RTP priority outcomes: equity, climate, safety and mobility and provide recommendations for how to address them in the next phase. Staff will work with Council and JPACT to understand the region's needs with respect to safety, equity, climate and mobility; identify specific types of projects that address different needs; and report back on RTP spending on each of these project types alongside related performance measures in Phase 4. This work will provide

additional context to help the Metro Council and JPACT understand how RTP project and program priorities shape outcomes and make any necessary changes.

**Policy Direction and Desired Outcomes for RTP Project and Program**

**Priorities:** Policy direction and call for project list updates will be developed by the Metro Council and JPACT to provide policy direction on how the “Constrained” and “Strategic” project lists should be updated and prioritized in the next phase.

Phase 3 Key Tasks and Activities	
<b>Planning</b>	<ul style="list-style-type: none"> <li>• Update RTP financial plan               <ul style="list-style-type: none"> <li>○ Research transportation revenue sources</li> <li>○ Update the financially constrained revenue forecast with local and state partners, building ODOT’s <i>Financial Assmptions for Development of Metropolitan Transportation Plans SFY 2018-2047</i></li> <li>○ Set funding targets for the “Constrained RTP” near-term (2024-2030) and long-term (2031-2045) project and program priorities</li> <li>○ Identify potential new funding mechanisms to assume to implement the more aspirational “Strategic RTP” and set funding target for additional project and program priorities the region would pursue if additional resources became available</li> <li>○ Make recommendations on financing strategy options, including policy changes, for a more equitable financing approach</li> </ul> </li> <li>• Identify regional transportation needs and priorities, including:               <ul style="list-style-type: none"> <li>○ Identify gaps and deficiencies</li> <li>○ Identify opportunities to support increased use of alternative fuel vehicles, transportation electrification, connected vehicles, driverless vehicles and other advanced technologies</li> <li>○ Identify potential transportation risks and vulnerabilities of Regional Emergency Transportation Routes to inform opportunities for making the transportation system resilient to natural and security hazards, climate change and extreme weather events</li> </ul> </li> <li>• Define process to guide update to list of RTP project and program priorities</li> </ul>
<b>Engagement</b>	<ul style="list-style-type: none"> <li>• Continue to engage partners and community members to identify regional transportation needs and possible solutions</li> <li>• Engage regional technical advisory committees to define Call for Projects process</li> <li>• Work with transportation providers to document and forecast reasonably available funding sources</li> </ul>
<b>Outcome</b>	<ul style="list-style-type: none"> <li>• Metro Council and JPACT provide direction on process for updating and evaluating RTP project and program priorities and prioritizing the RTP “Constrained” and “Strategic” project lists</li> </ul>

## Phase 3 Key Tasks and Activities

<b>Deliverables</b>	<ul style="list-style-type: none"> <li>• Regional Transportation Needs Assessment Report</li> <li>• Draft RTP Transportation Needs (Chapter 4)</li> <li>• Draft Finance Plan (Chapter 5)</li> <li>• Regional Transportation Priorities Call for Projects Packet</li> <li>• Public Engagement Report</li> </ul>
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### PHASE 4 | BUILDING A SHARED STRATEGY | JANUARY TO JUNE 2023

*Desired outcome: By June 30, 2023, a draft plan (and appendices) and updated regional project and program priorities are prepared for public review in Phase 5.*

The fourth phase of the process will include updating the region’s project and program investment priorities and future actions recommended in Chapter 8 of the RTP to support implementation of the plan. Staff will evaluate priority investments and strategies following the process and policy direction defined by JPACT and the Metro Council in Phase 3. Opportunities for input on the updated project lists, evaluation results and project and program investment priorities will be provided during this phase.

## Phase 4 Key Tasks and Activities

<b>Planning</b>	<ul style="list-style-type: none"> <li>• Develop draft RTP project and program priorities</li> <li>• Solicit and coordinate updates to list of the region’s transportation investment priorities and regional system maps, consistent with Metro Council and JPACT policy direction</li> <li>• Compile recommended local transportation system plan and corridor refinement plan updates</li> <li>• Address identified regional transportation needs and opportunities</li> <li>• Compile draft RTP “constrained” and “strategic” project lists in publicly-accessible website</li> <li>• Conduct and report on system-level evaluation of investment priorities relative to plan’s goals, objectives and performance targets</li> <li>• Identify tradeoffs and choices for regional discussion</li> </ul>
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Phase 4 Key Tasks and Activities	
	<ul style="list-style-type: none"> <li>• Refine draft RTP project and program priorities to address public feedback and findings from the performance evaluation</li> <li>• Update recommended actions in Chapter 8 to support plan implementation, including securing adequate funding</li> <li>• Update performance monitoring framework, data and methods as needed</li> </ul>
<b>Engagement</b>	<ul style="list-style-type: none"> <li>• Engage partners and the public to review draft list of project and program priorities and system performance</li> <li>• Engage partners and the public to update Chapter 8 of the RTP to support implementation</li> <li>• Engage regional advisory committees to finalize recommendations to the Metro Council on direction for draft 2023 Regional Transportation Plan</li> </ul>
<b>Outcomes</b>	<ul style="list-style-type: none"> <li>• Public review draft RTP, appendices, and project lists</li> </ul>
<b>Deliverables</b>	<ul style="list-style-type: none"> <li>• Regional Transportation Projects and Programs Evaluation Report</li> <li>• Regional Commodity Flow Study Findings and Recommendations Report</li> <li>• Draft RTP Finance Strategy (Chapter 5)</li> <li>• Draft RTP Action Plan (Chapter 8)</li> <li>• Draft Regional Framework Plan and Functional Plan amendments</li> <li>• Public Engagement Report</li> </ul>



**PHASE 5 | PUBLIC REVIEW AND ADOPTION PROCESS |  
JULY TO NOVEMBER 2023**

*Desired outcome: Before December 6, 2023, the Metro Council adopts the 2023 Regional Transportation Plan and its technical appendices (including project and program investment priorities).*

The final phase of the update will provide additional opportunities for review and input on the overall draft plan and its appendices prior to consideration by the MPAC, JPACT and the Metro Council.

Phase 5 Key Tasks and Activities	
<b>Planning</b>	<ul style="list-style-type: none"> <li>• Compile draft plan and technical documentation for public review</li> </ul>
<b>Engagement</b>	<ul style="list-style-type: none"> <li>• Release public review draft 2023 RTP for 45-day public comment period</li> <li>• Hold public hearings</li> <li>• Consult with Tribes, Resource agencies and Federal and state agencies</li> <li>• Engage regional advisory committees to finalize recommendations to the Metro Council on adoption of 2023 RTP</li> </ul>
<b>Outcomes</b>	<ul style="list-style-type: none"> <li>• MPAC makes recommendation to the Metro Council</li> <li>• JPACT considers adoption of 2023 RTP</li> <li>• Metro Council considers adoption of 2023 RTP</li> </ul>
<b>Deliverables</b>	<ul style="list-style-type: none"> <li>• Public review draft 2023 RTP (and appendices, including project and program investment priorities)</li> <li>• Adoption legislation, including findings of compliance with Statewide Planning Goals and Federal mandates</li> <li>• Final Public Engagement Report</li> <li>• Final 2023 RTP (and appendices)</li> </ul>

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

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March 9, 2022 DRAFT



2023 Regional Transportation Plan Update

# Public Engagement Plan - **DRAFT**

February 25, 2022

TPAC and MTAC Review

## **Metro respects civil rights**

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**Metro is the federally mandated metropolitan planning organization** designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

**Metro is the federally mandated metropolitan planning organization** designated by the governor to develop an overall transportation plan and to allocate federal funds for the region. The Joint Policy Advisory Committee on Transportation (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.

**Project web site:** [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp)

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration

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DRAFT



## INTRODUCTION

The Regional Transportation Plan (RTP) shapes the future of greater Portland’s transportation system – the way people and businesses get where they need to go. The RTP was last updated in 2018 with the input of thousands of people who live and work across the greater Portland region. The 2018 RTP identified transportation needs and goals related to safety, equity, climate and congestion management. There have been significant successes and progress made toward our regional goals. Still, there is much to accomplish and there are new considerations given all that has changed since 2018.

### 2023 Regional Transportation Plan Update

#### Values

*To be added*

We are at pivotal moment. The impacts of climate change, generations of systemic racism, economic inequities and the pandemic have made clear the need for action. The greater Portland region continues to grow, technology is changing quickly and our roads and bridges are aging. The 2023 Regional Transportation Plan (RTP) update calls for Metro to again bring together the communities of the Portland metropolitan region to renew our shared vision and strategy for investing in the people of greater Portland. It calls for strengthened and new partnerships, a commitment to collaboration and innovative ideas.

The plan will address regional challenges and areas of focus identified during the scoping phase.

## PUBLIC ENGAGEMENT APPROACH

The public engagement plan supporting the 2023 RTP update guides the strategic direction, approach and desired outcomes for engaging people, businesses, transportation agencies and other stakeholders throughout the two-year RTP update process.

The plan describes the engagement goals, objectives, potential strategies, timeline, decision milestones, as well as metrics to measure success. The approach described in this plan is intended to support a transparent process in which all stakeholders have opportunities to provide meaningful input on the 2023 RTP. The plan is in alignment with [Metro’s Strategic plan to advance racial equity, diversity and inclusion](#), [Public participation in transportation planning guide](#) and federal and state requirements and expectations for effective public engagement.

The desired outcome of the engagement is to gain insight around the values, needs and priorities of the community members, businesses and transportation agencies and their input on how to pay for investments to address those needs and priorities. The information gathered from engagement activities will be shared with decision-makers in a variety of ways to ensure they have opportunity to contemplate and fully consider public input.

The engagement strategies outlined in this plan are intended to serve as a guide. They are informed by stakeholder input, lessons learned from recent engagement and resources available. However, the engagement strategies will be iterative and responsive to evolving relationships, feedback and changing conditions, to the extent possible. The constraints of this process, including Federally designated timelines, will be acknowledged and communicated to stakeholders.

Engagement for the 2023 RTP starts as the greater Portland area enters the third year of the COVID-19 pandemic. The pandemic has impacted the capacity of community and agencies and has changed how we do community engagement. This engagement plan assumes social distancing will continue through much of this process and emphasizes digital tools to engage stakeholders remotely. However, we will work with community based organizations and other community representatives to ensure community members without internet access or limited access to/familiarity with technology have opportunities to meaningfully engage in the 2023 RTP.

### **Public Engagement Goals**

The engagement for the 2023 RTP will provide opportunities for community members and other stakeholders across the region to make an impact on the 2023 RTP. Goals for this process include:

- Learn about the transportation needs and priorities of communities across greater Portland.
- Reflect the priorities identified through community engagement, and prioritizing the input provided by communities of color, disability community and communities with limited English proficiency, in the elements of the 2023 RTP that guide investment decisions.
- Build support for and momentum to achieve community-driven objectives and build public trust in Metro's transportation planning process.
- Strengthen existing and build new partnerships with local, regional, state and federal governments, Tribes, business and community leaders, academic institutions, and historically underrepresented communities including Black, Indigenous and people of color, people with disabilities, people with low incomes, and people with limited English proficiency) as

well as youth and older adults for sustained involvement in decision making.

**METRO ROLE** Implement a public engagement plan for the 2023 RTP update that builds on previous and concurrent engagement efforts and relationships, is informed by input from partners and the public, and advances **Metro’s Strategic Plan to Advance Racial Equity, Diversity and Inclusion.**



### **Public engagement objectives**

- 1. Communicate complete, accurate, understandable, and timely information to the public and partners throughout the project.**
- 2. Provide inclusive, meaningful public engagement opportunities and demonstrate how input influenced the process.**
- 3. Actively seek public input prior to key milestones and share with Metro Council and regional committees** in a manner that best supports the 2023 RTP decision-making process. Develop meaningful public engagement activities to generate input relevant to project milestones.
- 4. Build community capacity to participate in and make an impact on transportation policy and investment decisions.**
- 5. Build the capacity of regional decision makers and Metro staff to effectively translate community priorities into effective policies and actions.**
- 6. The 2023 RTP outcomes reflect the experiences of people living and working in the region.**
  - **Comply with all public participation requirements.** Ensure engagement approach meets requirements as articulated in Title VI of the Civil Rights Act, the Environmental Justice Executive Order, [Federal Executive Order on Advancing Racial Equity](#), new [Federal Planning Emphasis Areas](#), the Federal Highway Administration’s 23 Code of Federal Regulations Section 450.316,

Oregon’s Statewide Planning Goal 1 for citizen involvement, and Metro’s Public Engagement Guide.

- **Coordinate engagement efforts with relevant Metro projects and programs.** Incorporate engagement needs of relevant Metro projects and programs to create a coordinated effort that connects projects and programs for the public as they learn about and provide input on the 2023 RTP. Projects and programs include but are not limited to the Metropolitan Transportation Improvement Program (MTIP) and Regional Flexible Funds Allocation (RFFA) process, and major planning efforts underway such as, updating the High Capacity Transit component of the RTP, the Westside Multimodal Improvements Study and the Tualatin Valley Highway Corridor Plan.

### Building a plan together

The engagement efforts will seek participation of all potentially affected and/or interested individuals, communities, and organizations. To date, the project team has identified a number of stakeholders to engage in the process. The list that follows is not exhaustive and additional stakeholders will be included as the region builds a shared strategy for the 2023 Regional Transportation Plan.

- General public
- Communities historically underrepresented in the decision-making process including Black, Indigenous and people of color (BIPOC) communities, people with low incomes, and people with limited English proficiency
- Youth and older adults
- People with disabilities
- Community leaders and organizations, including community-based advocacy organizations working historically under-represented communities, health and equity interests, environmental and land use issues, and transportation advocacy groups



- Business and economic development interests, including large and small employers, business organizations, associations and chambers of commerce
- Local jurisdictions and special districts, including transit providers and Ports
- Southwest Washington Regional Transportation Council (RTC) and other Clark County governments
- Philanthropic foundations and institutions
- Native American Tribes
- Federal and State legislators and elected officials representing counties and cities in the region
- State agencies, including the Oregon Department of Environmental Quality, Oregon Department of Land Conservation and Development, and Oregon Department of Transportation
- Federal agencies, including the Federal Highway Administration, Federal Transit Administration and the U.S. Environmental Protection Agency

## REGIONAL TRANSPORTATION DECISION-MAKING FRAMEWORK

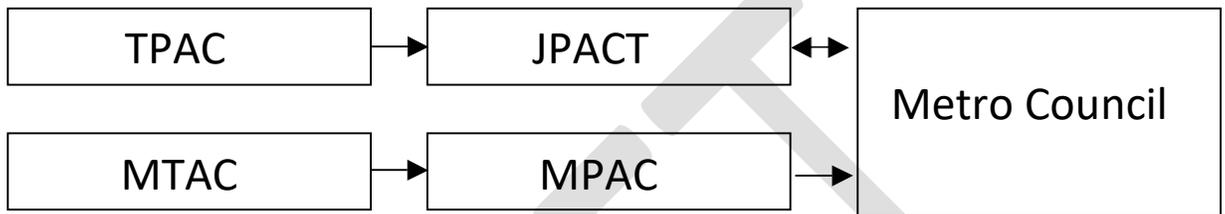
The RTP update will rely on Metro’s role as the designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region and its existing decision-making structure. The decision-making framework includes the Metro Council and four advisory committees that have varying levels of responsibility to review, provide input, and make recommendations on the development of the 2023 RTP. **Integral to this decision making process are timely opportunities for partners and the public to provide meaningful input to the Metro Council and the advisory committees prior to key decision milestones.**

Metro’s Committee on Racial Equity (CORE) advises Metro Council and staff on the implementation of the Strategic Plan to Advance Racial Equity, Diversity and Inclusion. CORE will provide input and recommendations at key points in the 2023 RTP process.

The Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will make recommendations at key decision points based on input from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC).

The chart below shows how the technical advisory committees make recommendations to the policy advisory committees, and the policy advisory committees make recommendations directly to the Metro Council. The two-way arrow between JPACT and the Metro Council indicates that final adoption of the RTP is a shared responsibility between JPACT and the Metro that requires joint action. This means the Metro Council must approve the plan as recommended by JPACT or return to JPACT for revisions and a new recommendation.

**Regional Transportation Decision-Making Framework**



**PUBLIC ENGAGEMENT APPROACH**

The regional advisory committees will serve as the primary engagement mechanisms for collaboration and consensus building. In addition to these committees, engagement with other interested individuals, communities, and organizations will continue to be an important element of the engagement strategy.

The process will employ community engagement that informs, consults or involves people based on their identified level of interest in the project. The project team will seek specific input using a variety of public engagement tools.

The following describes ongoing engagement and key outreach points and lists the types of outreach tools that will be used to engage the public and partners during the development of the 2023 RTP.

The engagement is intended to make the 2023 RTP planning process accessible and to ensure that stakeholders can have meaningful voice in the process. The approach is guided by the following engagement practices:

- 1) demonstrate how the decision-making process operates and where/when to provide input,
- 2) provide outreach early enough in the decision-making process to promote meaningful opportunities for the public to shape policies and outcomes,☐
- 3) track how input is considered by decision makers and impacts final action or outcome of decision,

- 4) provide follow up with those who provided input about final action or outcome of decision,
- 5) seek public evaluation of engagement experience, and monitors engagement of historically underrepresented communities, and
- 6) adjust engagement to respond to results of evaluation.

## **ENGAGEMENT STRATEGIES**

The engagement strategies will create accessible and welcoming opportunities for community members and other stakeholders to share their experiences and ideas in order to have an impact on the 2023 RTP process. Members of the public who would like to learn more and offer more detailed input will be provided with opportunities to engage in technical discussions.

Core strategies include: Interactive online engagement, Community storytelling, community partnerships, place-based conversations. The engagement activities and tools will support the implementation of these strategies.

### **Interactive online engagement**

Online engagement will include interactive surveys, information that is concise and accessible and videos that make RTP topics and decisions pertinent and relatable. Community members will have opportunities to engage in ways that are comfortable and convenient for them. Staff will promote online engagement opportunities and information through the Metro news feed, social media, emails to interested parties lists, jurisdictional and community partners.

### **Community storytelling**

Storytelling amplifies the voices of community members who have been historically left out of public decision making processes and are affected by transportation policies and investment decisions. When community members tell the stories of their lived experiences they become involved in the decision-making without needing to become experts in transportation policy. Further, their stories help to ground decision-makers in the lives of the community members who they serve. Metro staff will work with community members and community partners to tell the stories of people who work in live in greater Portland. There will be two focused storytelling windows: one in spring and summer 2022 that will highlight community experiences and needs getting around. The second in early 2023 to describe the potential impact of proposed investments on people's lives.

Additionally, Metro staff are aware of at least two storytelling initiatives led by transportation advocacy organizations that will happen concurrently with the 2023 RTP. Staff will also look to these and other community storytelling for insights to inform the 2023 RTP.

### Community partnerships

Metro will seek partnerships with three or more community-based organizations to help ensure that the needs and perspectives of communities of color and other culturally specific communities are represented in the development and implementation of the 2023 RTP. Metro seeks to work with partners to achieve the following goals:

- Ensure decision-makers learn from and include perspectives of communities of color in shaping 2023 RTP policies and investment priorities.
- Grow the capacity of communities of color to engage in regional and local transportation decisions, including future decisions beyond the 2023 RTP.
- Include multiple communities of color and culturally specific communities from across Metro’s jurisdiction in the 2023 RTP.

“Metro will create policies, build systems and invest resources to break down social, historical and institutional barriers and positively transform how communities of color meaningfully engage in Metro decisions and the design of policies, programs and plans.”

– Goal B, Metro meaningfully engages communities of color

Community partners may host and facilitate discussion groups or forums, conduct online engagement. Organizations may offer different tactics within their current programming and capacity-building plans to accomplish the partnership program’s goals. Specific scopes of work will be co-created with partners once they are selected.

### Place-based conversations

Community stories, data and videos will highlight areas in the region that are ongoing priorities for investments as well as areas where investments have been made. In the development of the transportation funding measure in 2019, Metro hosted Local Investment Teams. The teams included community members who toured corridors across greater Portland and discussed the needs and opportunities they observed on and around some of the most heavily used roadways.

Metro staff received feedback that the Local Investment Teams were appreciated by both participants and many of the local elected officials who learned from the teams' insights and ideas. The 2023 RTP process will update this approach to meet the constraints of the pandemic, expand participation of local elected officials and business leaders and use videos and interviews/community stories to highlight needs and opportunities across greater Portland.

## ENGAGEMENT ACTIVITIES AND TOOLS

These tools will be used throughout the public engagement effort, timed to best leverage the needs of the RTP and its components:

- **Public Engagement Plan** (May 2022) Details outreach activities, schedule, public engagement framework, and key stakeholders.
- **Comment tracking database** (Ongoing) The team will pursue a method to log all public comments, questions and concerns and respond to or coordinate a response when appropriate. The log is intended to include direct comments or comment themes from all sources, including emails, phone calls, email submissions and comments made during presentations and briefings with stakeholders.
- **Website** (Ongoing) The project website will be the primary portal for information about the project. It includes pages that describe project activities and events, the process timeline, and support documents and materials. The site will host online quick polls, open houses and surveys. At any time, members of the public may submit comments through the project website's online comment tool. Staff will receive comments, coordinate responses as needed, and track comments.
- **Interactive online engagement** (Ongoing) The team will use MetroQuest throughout the 2023 RTP process to reach a broad audience. Surveys will be available to the public in advance of key decision points. Participants will engage with multimedia educational content and a variety of formats for providing input including a mapping tool, ranking activities and open ended comments. Engagement opportunities will be promoted widely. Translated surveys will be made available when Metro is able to work with culturally specific organizations to promote and support community members with limited English proficiency to participate.
- **Social media** (Ongoing) Metro staff will use social media, including Instagram, Twitter and Facebook, to invite members of the public to participate in online quick polls, surveys and other major public engagement activities. Social media will also be used to announce major project milestones.

- **Tribal consultations** (Ongoing) Metro will consult with Tribes in coordination with Metro's Tribal Liaison. Metro will invite Tribes to consult early in the process (Spring 2022). In this invitation, Metro will seek feedback on how Tribes would like to be involved in the 2023 RTP process. Activities could include: email updates, in-person briefings, individual or group consultation meetings (~spring 2022) and an invitation to consult during the public comment period (July- Nov 2023). Metro will document this consultation process as a framework for future consultations.
- **Regulatory and resource agency consultations** (Ongoing) The project team will consult with regulatory, natural resource and other public agencies and stakeholders, including ODOT, DLCD, FHWA, FTA, OHA and others identified during the scoping process. Activities will include: email updates, in-person briefings, offering two group consultation meeting opportunities to provide feedback (~spring 2022 and an invitation to consult during the public comment period (July- Nov 2023).
- **Engagement toolkits** with informational materials, presentations and discussion questions will be made available for Metro Councilors and other interested parties to engage constituents in advance of key decision points.
- **Storytelling, project newsfeeds and emails** (Ongoing) Metro staff will develop stories, videos, newsfeeds and emails to provide information about key milestones, and to invite the public to participate in engagement opportunities. The stories and newsfeeds will also be important tools for audiences to learn about the people and places that make up the region and related transportation needs and priorities. The project will maintain an interested parties email list that will be an ongoing feature of the public engagement effort.

It is expected that newsfeeds and email updates will be developed during these key points:

- Introduction and announcement of the project
- Invitation to participate in online surveys
- Refinement of RTP goals, objectives and performance targets
- Identification of transportation needs and priorities
- Development of a shared investment strategy and action plan
- **Joint Policy Advisory Committee on Transportation workshops** (spring, summer and fall 2022 and spring 2023) will provide space for JPACT members to discuss policy priorities, consider public input, and provide policy feedback to the Metro Council on specific topic areas.
- **Community Leaders Forums** (ongoing) will be held in advance of major decision points to hear priorities and concerns from community leaders and

receive feedback about the RTP process. The forums are also intended to hold space for community leaders to coordinate and build relationships around regional transportation policy.

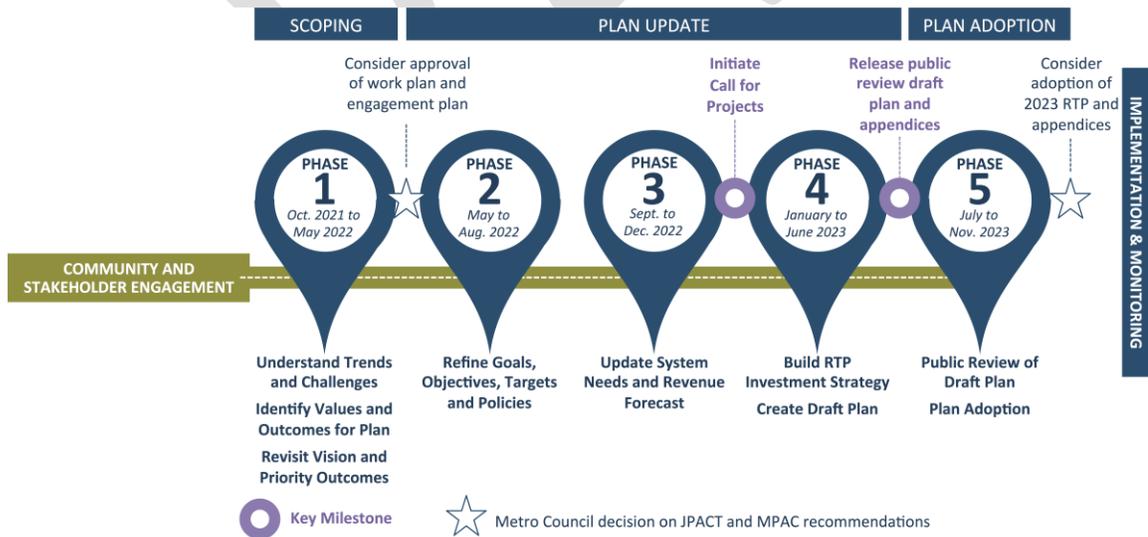
- **Policy in Action Expert Panels** (Spring – Summer 2022) The project team will develop expert panels to hear from national leaders and foster regional collaboration on topics such as modeling the impact of transportation on climate change and measures of mobility.
- **RTP Informational Sessions** (Spring – Summer 2022) The project team will offer interactive informational sessions that orient community members to the RTP process, why it's important and how to read and work with the RTP project list. The purpose of these events is to increase transparency and support interested individuals in effectively engaging with the RTP, with a focus on involvement in the development of the project list.
- **Agency and jurisdictional engagement** (Ongoing) Metro Council and staff will engage agencies and local governments through Metro Council formal advisory committees, standing meetings of county-level coordinating committees, joint TPAC/MTAC workshops, TPAC workshops, TransPort Subcommittee to TPAC, and the SW Washington Regional Transportation Council, and other means. Metro Council will also provide updates as part of Metro updates to city councils and other policy bodies throughout the project.
- **Individual and small group stakeholder meetings** (Ongoing) Metro Council and staff will provide updates to stakeholders throughout the project, and will have discussions at standing meetings of community groups and organizations and other stakeholders who have an interest in the project. This will include briefings and discussions with elected officials, businesses, business and economic development groups, community-based groups and organizations. The project team will seek opportunities to co-convene meetings with community and business partners. The purpose of these meetings will be to provide updates, share information and to solicit input on key elements of the project. Councilors and staff will also distribute fact sheets or other informational materials at these meetings.
- **Publications** (Ongoing) Fact sheets, project updates, and other materials will be developed to describe the RTP update, as well as to describe specific topical components of the project, such as transportation equity, finance and climate, and specific aspects of the update at key milestones. The materials will be distributed at briefings and meetings. Summary reports documenting the results and findings of major tasks will also be developed and made available on Metro's website and meeting presentations.

- **Public comment reports** (Ongoing) Throughout the process, the project team will document all public involvement activities and key issues raised through the process.
- **Final public comment report** (Summer 2023) A public comment report will be compiled and summarized at the end of the formal public comment period.
- **Metro Council public hearings** (Fall 2023) Hearings will be hosted by the Metro Council as part of regular meetings as part of the final adoption process.
- **Final public engagement summary report** (Fall 2023) A final summary report containing a complete evaluation and overview of the engagement effort, including a discussion of the successes and potential areas for improvement will be created at the end of the process.

## 2023 RTP Timeline

The 2023 RTP update will be completed in five phases. From May 2022 to November 2023, the Metro Council and staff will engage the public and local, regional and state partners to update the Regional Transportation Plan to meet current and future transportation needs over the next 20-25 years.

### Timeline for the 2023 Regional Transportation Plan Update



## Ongoing engagement opportunities (May 2022 – November 2023)

The project webpage ([www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)) will be the primary portal for information and engagement throughout the process. Comments may be submitted via email at any time in the process. The project team will respond to comments as needed and track comments and responses through an ongoing database.

## Outreach points (May 2022 – November 2023)

There are multiple milestones and decision points through the development of the 2023 RTP. Using the tools outlined below, the project team will facilitate a dialogue between the public and decision-makers that will ensure that decision-makers are considering and addressing the recommendations and concerns of the public, and that the public understands the policies being considered in the 2023 RTP. The project team expects to engage the community in each phase of the 2023 RTP process.

### Project milestones | Engagement activities and Metro Council/JPACT action and MPAC recommendation

<b>May 2022</b>	Metro Council considers adoption of work plan and public engagement plan
<b>Phase 2</b>	<b>Refine goals, objectives, targets and policies</b>
<b>May to August 2022</b>	<p><b>Focus: System-wide and topic-specific policy refinement (prioritize topics that will impact call for projects). Refine criteria for prioritizing projects and educate about constraints.</b></p> <ul style="list-style-type: none"> <li>• Launch community partnerships</li> <li>• Metro Councilor engagement with constituents</li> <li>• Expert panel discussions on measuring impact of transportation on climate and measures of mobility to inform targets.</li> <li>• Small group stakeholder meetings</li> <li>• RTP trainings</li> <li>• Presentations and discussions at regularly scheduled TPAC, JPACT, MTAC, MPAC, and Metro Council meetings and workshops</li> </ul> <p><i>Note: RFFA public comment is planned for May 2022. Public input could help inform RTP phase 3.</i></p>
<b>August 2022</b>	Metro Council and JPACT policy recommendation on refined goals, objectives, targets and policies

<b>Phase 3</b>	<b>Update system needs and revenues</b>
<b>September to December 2022</b>	<p><b>Focus: Community engagement to identify priority project types and project locations.</b></p> <ul style="list-style-type: none"> <li>• Video tours of needs and successes featuring community priorities for types of improvements (ex. safety—lights, bus stops in underserved areas) and priority geographies (ex. urban arterials such as 82nd, TV Highway and Sunrise) (video tours could be combined with community stories)</li> <li>• Community stories: multimedia story telling that elevates lived experiences of community members to deepen understanding of system needs and inform the investment strategy.</li> <li>• Online interactive survey that invites input on place-based and system wide needs.</li> <li>• Community partner engagement</li> <li>• JPACT topic-specific workshops</li> <li>• Small group stakeholder meetings</li> <li>• Presentations and discussions at regularly scheduled TPAC, JPACT, MTAC, MPAC, and Metro Council meetings and workshops</li> </ul>
<b>January 2023</b>	Initiate call for projects
<b>Phase 4</b>	<b>Build RTP investment strategy</b>
<b>January to June 2023</b>	<p><b>Focus: Communities and stakeholders consider projects and tradeoffs. Metro will give feedback to transportation agency partners on these projects based on regional goals – climate, equity, safety and mobility help us provide this input</b></p> <ul style="list-style-type: none"> <li>• Online interactive survey that explores investment priorities and for input on preferred priorities</li> <li>• Community partner-led engagement</li> <li>• Community leaders forum</li> <li>• Small group stakeholder meetings, with focus on bridging community leaders, business leaders and other interested members of the public with the decision making bodies—MPAC, JPACT and Metro Council</li> <li>• Presentations and discussions at regularly scheduled TPAC, JPACT, MTAC, MPAC, and Metro Council meetings and workshops</li> </ul>
<b>July 2023</b>	Release draft 2023 RTP for public review
<b>Summer 2023</b>	<p><b>Focus: Receive feedback on Draft 2023 RTP</b></p> <p>45-day public comment period, including online interactive survey and Tribe and agency consultations</p>
<b>Nov 2023</b>	JPACT and the Metro Council consider adoption of 2023 RTP (and its components) for federal and state review

## HOW WE MEASURE SUCCESS

Characteristics of a successful effort	Performance measures
<p>1. Key champions from the stakeholder community emerge and gain momentum within their communities for engaging with RTP update process as a viable activity for shaping the future of their communities</p>	<p>A. At end of 2023 RTP process, contracted community based organizations report that their organization and/or the community members who they work with have strengthened their capacity to advocate for community transportation needs as a result of the RTP process.</p>
<p>2. Meaningfully and successfully engages a broad range of audiences, including communities historically underrepresented in Metro's decision-making process.</p>	<p>B. The project's public record reflects representative and active participation by local and state public agencies, and business, freight, environmental and public health leaders. A balance of qualitative and quantitative information demonstrates that participants in the 2023 RTP process represent communities of color, people with limited English proficiency, people with low incomes, people with disabilities, older adults and youth in greater Portland.</p>
<p>3. Strengthens relationships with public officials and community leaders across the region and provides more options for public officials to hear directly from their networks of voters and community leaders</p>	<p>C. Community leaders are engaged throughout plan development in collaboration with Metro staff. Opportunities are provided for community leaders to connect with public officials— either directly or indirectly, through stories and comments shared by project staff.</p> <p>The demographics of participants demonstrates regional diversity.</p>
<p>4. Elevates the lived experiences of people in greater Portland to inform sound policy decisions.</p>	<p>D. Stakeholders and interested public have the opportunity to understand how RTP policies can advance safe and reliable transportation choices that connect residents and visitors to jobs, schools, families, parks, and more through stories, at least four times in the 2023 RTP process.</p>

## ENGAGEMENT ROLES AND RESPONSIBILITIES

<p><b>Policy partnerships: Council, JPACT and MPAC</b></p> <ul style="list-style-type: none"> <li>• Provide leadership and policy direction to staff</li> <li>• Build partnerships and collaborate</li> <li>• Engage partners and the public</li> <li>• Incorporate input from partners and the public</li> </ul>	<p><b>Community partnerships: Partners and the public</b></p> <ul style="list-style-type: none"> <li>• Tell us about your experiences traveling in the region and the places that are important</li> <li>• Provide community values, needs and priorities</li> <li>• Provide ideas and solutions</li> <li>• Provide input and recommendations to decision-makers</li> </ul> <p><i>Community partnerships and engagement activities will seek to strengthen public trust and be more inclusive of historically underrepresented communities, youth and older adults.</i></p>
<p><b>Technical partnerships: TPAC, MTAC and work groups</b></p> <ul style="list-style-type: none"> <li>• Implement policy direction to update plan</li> <li>• Provide technical expertise</li> <li>• Keep decision-makers informed of progress</li> <li>• Incorporate input from partners and the public</li> <li>• Make recommendations to decision-makers</li> </ul>	
<p><b>Technical support: Metro staff</b></p> <ul style="list-style-type: none"> <li>• Implement policy direction to update plan</li> <li>• Provide technical expertise</li> <li>• Keep decision-makers informed of progress</li> <li>• Incorporate input from partners and the public</li> <li>• Make recommendations to decision-makers and technical advisory committees</li> </ul>	

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February 25, 2022 DRAFT

## **DRAFT Values and Outcomes for the 2023 Regional Transportation Plan**

The purpose of this document is to convey values and desired outcomes for the 2023 Regional Transportation Plan (RTP) update. The RTP defines the outcomes for regional transportation in the Portland metropolitan region for the next 25 years.

The RTP is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight. The plan identifies current and future transportation needs, investments to meet those needs and what funds the region expects to have available to over the plan period to build priority investments. The plan is updated every 5 years, and the next update is due in 2023.

Metro staff drafted the values and outcomes below based on input received during the 2023 RTP scoping phase. Since October 2021, Metro staff facilitated discussions of the Metro Council, regional advisory committees and county coordinating committees, conducted stakeholder interviews and held a community forum and focus groups to inform the draft values and outcomes below.

The values and outcomes will be reviewed and discussed by the Metro Council, Metro's Committee on Racial Equity (CORE), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees will play an important role in the final adoption of the RTP in 2023.

### **VALUE: RACIAL EQUITY**

#### OUTCOMES

- Recognize and reverse patterns of historic, systemic racism and inequities related to transportation in the region.
- Strive to eliminate transportation system inequities and advance equity rather than just mitigating or doing no harm.
- Prioritize and center the voices of people and organizations representing Black, Indigenous and people of color (BIPOC) communities and other marginalized and underserved communities to achieve equity for all.
- Build an equitable transportation system that connects all people to their destinations.

#### ACTIONS

- Center the needs and priorities of BIPOC and other marginalized and underserved communities throughout the planning and policymaking process – from setting goals and priorities to policy development to collecting and analyzing data to prioritizing projects to evaluating success.
- Work with decision-makers on a common definition of equity and clear understanding of what investments are needed and where to advance racial equity and implement the regional transportation equity policies.
- Update equity data and analysis methods using Equity Focus Areas (EFAs) to identify areas of concentration of BIPOC and other marginalized and underserved communities to be prioritized for investment.
- Ensure that community partners have input and influence both how equity data is presented in the RTP and how results are interpreted and communicated.
- Develop new policies and best practices for anti-displacement for integration into the plans and projects in the RTP.
- Develop strategies for community stability to address potential displacement of low-income and BIPOC communities.

## **DRAFT Values and Outcomes for the 2023 Regional Transportation Plan**

### **VALUE: CLIMATE LEADERSHIP AND RESILIENCE**

#### **OUTCOMES**

- Ensure continued reduction in greenhouse gases by meeting or exceeding the statewide targets for the region.
- Support future development and affordable housing in transit corridors and centers designated in the 2040 Growth Concept, where services are located and more travel options are available.
- Lead the transition to a low-carbon transportation system by planning for and invest in low-carbon travel options and supporting infrastructure and services.
- Use pricing tools as a means to reduce greenhouse gas emissions, including the tools identified in Metro's *Regional Congestion Pricing Study (RCPS)* Report.
- Incorporate low-carbon technology into policies, plans and projects, including electric vehicles, electric bikes, electric scooters and other emerging technology to help meet emission reduction targets.
- Increase resilience of the transportation system to the effects of climate disruption and other disasters.

#### **ACTIONS**

- Update the Climate Smart Strategy to incorporate the latest data, best practices and strategies for reducing greenhouse gas emissions in our region.
- Update vehicle miles traveled (VMT) reduction target to align with meeting state greenhouse gas reduction targets.
- Improve climate data, methods and analysis tools to advance the region's ability to evaluate progress in meeting state greenhouse gas reduction targets.
- Invest in multi-modal projects that reduce greenhouse gas emissions, including but not limited to transit, biking and walking, shared trips and other types of low-carbon mobility options.
- Update the Regional High Capacity Transit (HCT) Strategy and vision for Bus Rapid Transit (BRT) to provide equitable access to rapid transit across the region.
- Develop policies on congestion pricing to provide a framework in the RTP that informs individual projects and plans that include congestion pricing or tolling.
- Consider emerging trends in technology in updating the Climate Smart Strategy.
- Revisit and refine the Climate Smart Strategy policies and fully incorporate the updated policies in the RTP, including:
  - Implement adopted local and regional land use plans.
  - Make transit convenient, frequent, accessible and affordable.
  - Make biking and walking safe and convenient.
  - Make streets and highways safe, reliable and connected.
  - Use technology to actively manage the transportation system.
  - Provide information and incentives to expand the use of travel options.
  - Make efficient use of vehicle parking and reduce the amount of land dedicated to parking.
  - Support Oregon's transition to cleaner, low carbon fuels and more fuel-efficient vehicles.
  - Secure adequate funding for transportation investments the support the Climate Smart Strategy.
- Incorporate best practices to reduce greenhouse gas emissions and improve the safe and efficient movement of goods and people.

## **DRAFT Values and Outcomes for the 2023 Regional Transportation Plan**

### **VALUE: SAFE AND HEALTHY STREETS**

#### OUTCOMES

- Aim to eliminate fatal and serious injury crashes by 2035 by identifying priorities for improving safety and comfort for people traveling on the region's urban arterials.
- Prioritize investments in universal design and high-quality, connected, and safe pedestrian, bicycle, and transit networks, focusing on increasing safety in high-risk locations and on high injury corridors in Equity Focus Areas.
- Adopt policies and frameworks to allow for transfer of state-owned urban arterials to local jurisdictions, when and where appropriate, using the best practices and findings of Metro's Jurisdictional Transfer Assessment (JTA) Study.

#### ACTIONS

- Update High Injury Corridors to identify corridors to be prioritized for investment to complete all gaps in regional bicycle and pedestrian networks and ensure safe and convenient access to transit stops and stations.
- Identify best practices and strategies for investing in the region's urban arterials, many of which are High Injury Corridors.
- Develop a strategy for urban arterials in the region that aims to address their complex needs, including the need for investment in safety and related bicycle, pedestrian and transit infrastructure using urban design best practices and standards.

### **VALUE: MOBILITY**

#### OUTCOMES

- Maintain the transportation system that already exists in a state of good repair.
- BIPOC and other marginalized and underserved communities have equitable access to safe, reliable and affordable travel options, job opportunities, and key community places (such as medical, school, grocery, social and community services).
- Provide accessible, safe, affordable, and equitable transportation options to better connect people with opportunities and to the destinations they want to reach (e.g., education, jobs, services, shopping, places of worship, parks and open spaces, and community centers).
- Congestion is managed on the throughway system by implementing a comprehensive urban mobility strategy that includes congestion pricing and other demand management and system management tools and expanding safe, reliable and affordable travel options.
- Connect affordable transportation options to affordable housing to increase access to low-income persons.
- Identify opportunities to increase affordable transportation access to low-income and middle-income jobs, especially in the service industry.

#### ACTIONS

- Adopt a new multimodal mobility policy and standard, as developed in the Regional Mobility Policy Update, that provides a new approach to measuring the movement of people and goods and adequacy of the transportation system.
- Incorporate findings from the Regional Freight Delay Study, taking into account new trends and changes in urban freight, such as the increase of front-door delivery.
- Consider the growth in freight at ports and intermodal facilities, and the increasing number of distribution centers in our region in evaluating regional mobility.
- Examine how existing Transit Oriented Development programs can align with and support affordable housing programs.

## **DRAFT Values and Outcomes for the 2023 Regional Transportation Plan**

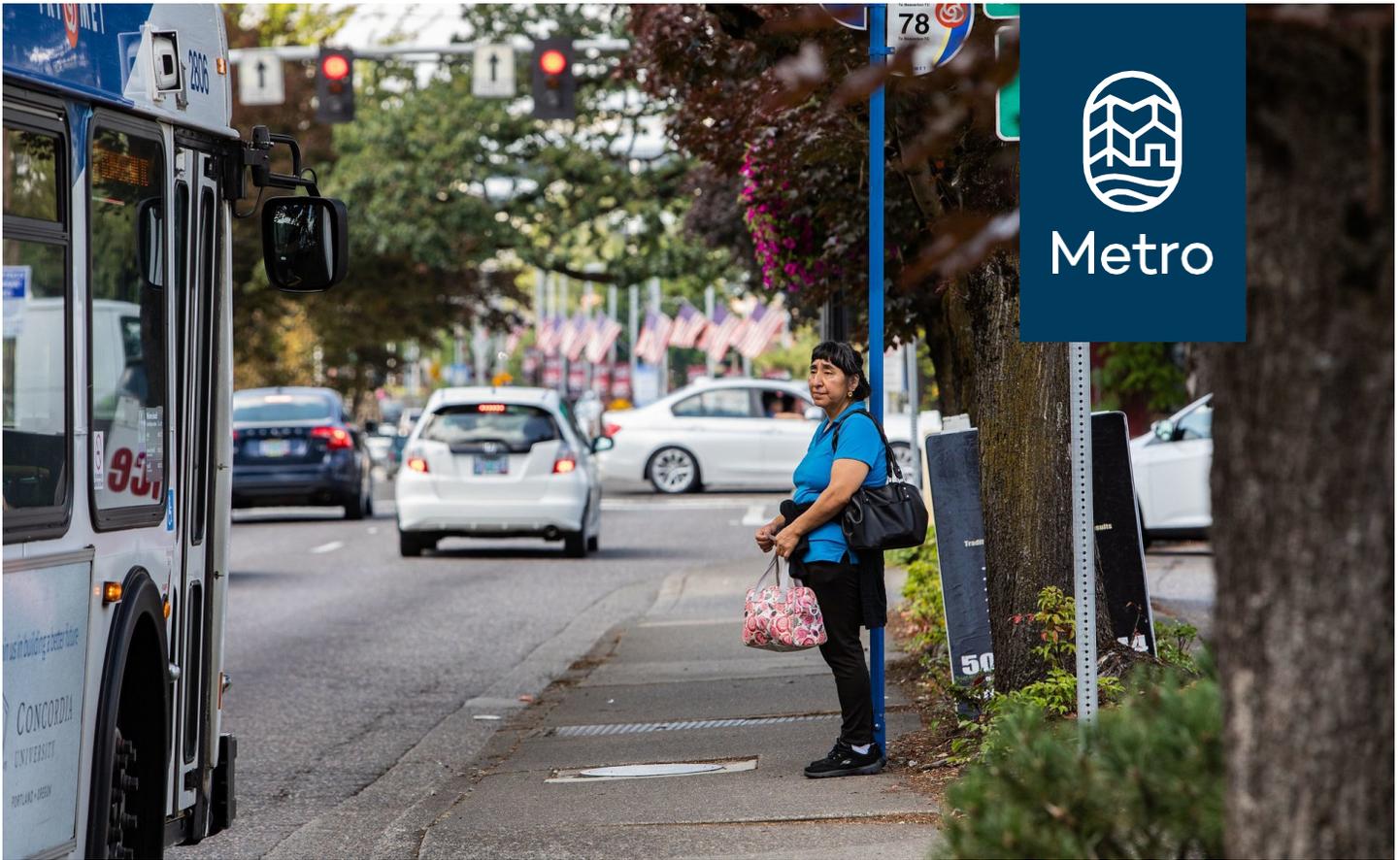
### **VALUE: ACCOUNTABILITY AND TRANSPARENCY**

#### **OUTCOMES**

- Engage the community and a diverse range of stakeholders through a transparent and inclusive decision-making process within meaningful opportunities for input.
- Communicate the RTP's emphasis on equity, and particularly on the projects that can help eliminate transportation disparities, to partners early and throughout the process.
- Support community partners in shaping the 2023 RTP, including those elements that are led by partner agencies, and strengthen requirements for agency partners to collect and respond to community feedback when developing and prioritizing projects.
- Develop and use data, tools, and best practices that can support future local and regional planning and investment decisions.
- Communicate the interrelationships between the three priority outcomes of climate, safety and equity – marginalized communities have identified climate and safety as equity issues, because they disproportionately experience the impacts. Prioritize the many investments that address all of these priorities.
- Prioritize transformational change (decision-making processes throughout the RTP update) over merely relying on transactional change (the final decision).

#### **ACTIONS**

- Build on the extensive community input provided during 2018 RTP update, Get Moving 2020 process and the 2023 RTP scoping phase to shape the 2023 RTP policies, analysis, investment priorities, and public engagement.
- Report out progress on RTP at all stages of decision-making to allow for public participation and input.
- Monitor and report progress toward 2023 RTP values and outcomes at key project milestones.



## 2023 Regional Transportation Plan scoping

### Community leaders' forum summary

November 17, 2021

#### Forum objectives:

- Raise awareness of the proposed 2023 Regional Transportation Plan (RTP) process with community leaders and receive feedback.
- Reflect community transportation priorities and values identified through Get Moving 2020, the 2018 RTP and other recent transportation planning efforts.
- Listen to community leaders to understand if the priorities remain relevant and if new priorities have recently emerged.
- Share the Metro Council and JPACT priorities for the 2023 RTP.
- Share the transportation trends study and receive input and insights on these trends.
- Understand how community-based organizations want to engage in the 2023 RTP process and ideas for engaging the communities they work with.



## Introduction

Metro is updating the Regional Transportation Plan (RTP). The plan is a tool that guides investments in all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout greater Portland. From September 2021 to early 2022 the RTP project team is developing the work plan and engagement plan that will guide the 2023 RTP. During the scoping phase, the work plan and engagement plan will be shaped by technical work and input from regional and local decision makers, community and business leaders, and members of the public.

On November 17, 2021, from 3 – 5 pm, Metro hosted a virtual community leaders' forum to discuss the 2023 RTP. Metro invited more than 60 representatives from culturally-specific, environmental-justice and transportation-focused community based organizations to participate in the forum. Thirteen community leaders participated in the forum, representing the following organizations:

- 1,000 Friends of Oregon
- AARP
- Asian Pacific American Network of Oregon (APANO)

- Getting There Together
- Next Up
- OPAL
- Oregon Walks (2)
- The Street Trust (2)
- TriMet Committee on Accessible Transportation
- Unite Oregon (2)

### Urgent community transportation needs

- **Safety and accessibility:** People need to be able to get where they need to go in environments that are welcoming and safe.
- **Transit:** Transit riders, and especially transit dependent community members, face access, affordability and equity barriers.
- **Displacement:** Investments in residential and commercial stabilization must precede investments in transportation infrastructure.

This document summarizes the forum and the discussion themes. Participants in the community leaders forum were invited to review this summary and provide feedback. Feedback from Next Up staff who were not able to attend the full forum are included as Attachment A. The RTP project team will consider this input in the development of the 2023 work plan and engagement plan.

The forum included opening remarks from Metro Councilor Craddick, presentations from the RTP project team, small group discussions in Zoom breakout rooms and a large group discussion, (See Attachment A for the agenda and attachment B for the presentations.)

The forum was focused on two, related topics: the 2023 RTP and emerging transportation trends. The project team provided a brief presentation about the RTP process, regional priorities in the 2018 RTP and the input received to-date from decision makers on the 2023 RTP. Following the presentation participants provided their input on community priorities and urgent needs related to for transportation. They also discussed their ideas for ongoing involvement of their organizations and communities they work with in the 2023 RTP.

Following the small group RTP discussions, participants reconvened and reported highlights from their conversations. The project team then gave a brief presentation about the emerging transportation trends study that will inform the 2023 RTP. Following the presentation, forum participants were asked, with a Zoom poll and follow up discussion, which trends are most impactful to communities and if anything was missing from the trends presented.

The discussions are distilled and organized in this summary by the discussion questions. Discussion questions included:

- What are community transportation needs and priorities?
- How does your organization want to be involved in the 2023 RTP process?
- Which of these trends most impact the communities that you work with? Is there anything missing?

## Discussion summary

### What are community transportation needs and priorities?

Forum participants agreed that the 2018 RTP priorities of equity, safety, climate and congestion management remain important priorities for the 2023 RTP. Generally, the discussions focused on issues related to and strategies that support multiple priorities. As an example, a participant commented that congestion relief needs to support other RTP goals. Expanding freeways works against the other goals.

The discussions about priorities helped clarify specific issues that should be emphasized within these priorities. A few themes emerged including: safety and accessibility, transit, displacement, and overarching comments about how community values should be integrated into the RTP.

#### **Safety and accessibility: people need to be able to get where they need to go in environments that are welcoming and safe.**

Safety and accessibility were the most frequently discussed community concerns. Safety concerns impact community members' ability to get where they need to go.

- Transit dependent people often experience insufficient and/or non-existent crosswalks and street lighting in their neighborhoods.
- Gaps in sidewalks and narrow sidewalks do not accommodate people with walkers, wheelchairs and strollers.
- Transit doesn't feel like a welcome and safe space for people, especially: people with hidden disabilities and people of color.
- There's a growing concern about personal safety. People feel vulnerable, especially older adults when they are by themselves.
- Approaches to improving safety include

safety by design and prioritizing projects that benefit multiple underserved or vulnerable community groups.

**Transit: there is a need for increased transit access, connections and affordability.**

Transit was a prominent focus in the forum discussions.

- Paratransit, which is required under Americans with Disabilities (ADA) regulations, does not provide equitable access for people who cannot use fixed route transit. People who use paratransit must schedule their trip by 5 PM the day before.
- More transit frequency, routes and connections are needed.
- A fareless transit system would support equity goals in many ways. An increase in ridership supports environmental justice goals more broadly.
- What does a solution like bus rapid transit look like on Tualatin Valley Highway in 10 or 20 years?

**Displacement: Investments in residential and commercial stabilization must precede investments in transportation infrastructure.**

Conversations about displacement emphasized the need for resources to fund community anti-displacement strategies *before* investments in transportation infrastructure are made.

- Investments in community stability are needed before new infrastructure; this includes residential and business stability.
- There have been good plans but without funding we can't keep people from being displaced. Make sure that commercial and housing affordability is guaranteed.
- Leverage housing bond money with transportation investments.

**Community values**

Some of the discussion was focused ideas and questions about the values that drive policies and investment decisions.

- We need to change status quo of auto dependency and strong leadership is needed to change the status quo.
- This RTP needs to lock in long-term changes that address climate change.
- With the Infrastructure Investment and Jobs Act in Oregon there is a lot of Federal funding available for megaprojects. The RTP needs to be specific about priorities and include accountability for that funding.
- There are projects in the region, like Tualatin Valley Highway with costs around \$100 million, and other projects that are priced at \$1 Billion. How are those decisions being made? What are the opportunity costs involved in those decisions?

**How does your organization want to be involved in the 2023 RTP process?**

Metro staff asked community leaders to share how their organizations might want to be involved in the development of the 2023 RTP over the next two years and their ideas for engaging community members in the process. Forum participants provided input specific to their organization and ideas for effectively engaging community members.

**Organization-specific recommendations on engagement**

- TriMet Committee on Accessible Transportation: the RTP team should come to CAT and share the RTP process and provide materials.
- Metro could support activating community events planned by community organizations. The Street Trust will have

some events in spring 2022.

- Unite Oregon/ SW Corridor Equity Coalition: The Southwest Corridor Leadership Cohort has trainings. Metro could provide an overview of the RTP and how to be involved and engaged throughout the process.
- Oregon Walks has a Plans and Projects Advisory Committee that could be engaged in the RTP.
- OPAL, Bus Riders Unite (BRU), and Youth Environmental Justice Alliance (YEJA) members will likely want to be involved in the RTP process.
- The Our Streets campaign will be an important partner for community involvement in the RTP.

#### **Overarching recommendations on engagement**

- Metro needs to make the RTP more approachable for community members to engage. Unpack the jargon. Community groups do not have the bandwidth to translate wonky technical and policy language; Metro needs to provide that. More approachable language also may need to be translated into languages other than English for Limited English Proficiency community members.
- Communicate what has been accomplished since the last RTP. What progress has been made on the goals set out by the 2018 RTP?
- Make data available to community organizations would be helpful, along with translation.
- It will be important for Metro to work with community partners on storytelling.
- Support participants' transportation and childcare (if in person), provide adequate time and notices, address technology access issues, and provide stipends for

participation.

- Support community groups to participate in the RTP process by helping expand capacity in community groups.
- There are less well known community groups who need to be reached- including culturally-specific and youth organizations such as NAYA and Beyond Black.
- Get in touch with organizations who are really serving the community where they are.

#### **Which of these trends most impact the communities that you work with?**

The project team presented on the Emerging transportation trends study Metro is working on with a consultant, Fehr & Peers. The goals of the study are to develop a common understanding of trends that we've all been experiencing individually and identify potential changes to RTP policies, projects, and assumptions. The project team is considering a number trends for further study, including the following. (Description of the trends are included in Attachment B.)

- transit ridership.
- increased concerns about racist policing and pandemic-era anti-Asian racism.
- teleworking
- electric vehicles and e-bikes
- shopping online.
- boom in recreational bicycling
- limited resources and outdated processes.
- increase in traffic deaths

Participants used a Zoom poll to indicate which of the trends being considered for the study most impacts the communities they work with. More than half of the ten participants responding to the poll selected: transit ridership, concerns about

racist policies and pandemic-era anti-Asian racism and limited resources at public agencies. Participant input on the trends of most concern is summarized below.

### 1. Transit ridership (8/10)

- Transit ridership/communities – has the pandemic impacted access to transit or ridership.
- How would it be different to support transit riders; where the transit board is reflective of the people actually using transit in the region?
- Transit is viewed as a consumer good instead of a public good.

### 2. Concerns about racist policing and pandemic-era anti-Asian racism (7/10)

- Racist policing is a top community concern.

### 3. Limited resources at public agencies (6/10)

- Transit dependent folks and frontline workers have been using transit during the entire pandemic. Rather than framing the discussion as how do we get ridership back, frame the discussion as how do we supporting current riders.
- Community relies on public agencies to help with bus fares. Houseless people are greatly affected because agencies don't have funds/resources to provide assistance/passes to ride transit.

Participants were also asked if there were trends **missing from the list**. Six of the ten participants answered yes, two responded maybe, and two responded no. Participants suggested considering the following trends:

- Disasters associated with the climate crisis.
- Addressing changes in how people's personal and physical vulnerability and/or exposure to acts of violence or physical injury is changing, walking or in a car, or otherwise.

Additional comments on trends for further study:

- Consider teleworking from an equity perspective; recognize that we are creating a class divide. Now, those who need to travel get paid less money. Whose transportation needs are we serving as a region?
- Users of the system are exhibiting different/dangerous behaviors (driving faster/recklessly).
- Traffic enforcement is a complicated discussion but speaking anecdotally it feels like there is not enforcement happening for road safety.

Other feedback related to the trends study included:

- Use BIPOC rather than "people of color"

## Next steps for the 2023 Regional Transportation Plan

**October 2021 to January 2022** Metro Council, regional advisory committees and stakeholders discuss values, priorities and desired outcomes; engage stakeholders through community leaders forum, interviews, online survey, consultation with Tribes and federal and state agencies to inform work plan and engagement strategy

**February to March 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)

# Community Leaders Forum Summary

## Attachment A

### Reflections on Community Leaders' Summary

- The word “climate” is thrown in only 3 times in a really broad way, doesn’t address how this plan would actually address the impacts of climate change
- When talking about things like the implementation of street lights, which was a 2019 top concern of residents living in East Portland, it should be addressed as a climate justice issue → as weather becomes more dramatic and unpredictable, infrastructure to keep people safe is critical and it cannot wait to be funded
- Accountability!! how is feedback being used → the organizations listed have done incredible work but they are all pretty well-known, funded orgs so curious how Metro is reaching out to residents not associated with reputable organizations (specifically in areas like East Portland and Clackamas county) to get honest answers about what people are hoping to see
  - would love to see smaller organizations who have various groups of individuals be represented
  - There is a need to clearly define accountability - in terms of “Federal Funding for megaprojects” who is Metro being accountable to and in what ways - Who is being considered? Who is benefiting? and Who has the potential to be harmed?
- Climate issues not included in trend poll
- Accessibility beyond ADA should be addressed, so having people that are disabled be a part of the research into what “accessible” transit is
  - Making the process easier for disabled people to get the accommodations they deserve when riding public transit
  - Analyzing the steps it takes to be verified as disabled
- Curious about the language in terms of fareless ridership → is this a possibility to be addressed further in a plan like this? Not sure where we are at with Youth Pass beyond PPS right now?
- “BIPOC” do not all have the same transit/traffic experiences, this language should be more direct and specific groups should be supported in specific ways that meet asks from communities
  - Instead of relying on an acronym, name the communities you’re directly talking about. Would this impact Black communities or Latine communities specifically? If it impacts all communities of color, name them, Black, Indigenous, Latine, Asian, Pacific Islander, South Asian, and North African communities.
  - Mentioning specific ways climate change affects communities and the safety plans/infrastructure that needs to be put in place to support those communities
- Including more wording on how climate change is an equity issue

- Include language about steps metro must be taking to cut carbon emissions like reducing VMT and investing in broader reaching public transit and not increased fossil fuel infrastructure
- Partnering with other communities/local governments to increase intercity transit and collaborate on other region's transportation plans
- Include wording that holds the region accountable to studying other solutions to congestion issues- ie immediately consider adding light rail not an extra lane for cars
- Not just adding infrastructure but maintaining it (ie bike lanes during weather events worsened by climate change)



# 2023 Regional Transportation Plan scoping

## Summary of stakeholder interviews

*In December 2021 Metro contracted with JLA Public Involvement to conduct 40 interviews with local, regional, and state public officials and staff, business groups and community-based organizations. The interviews identified issues and ideas that Metro should consider for the 2023 Regional Transportation Plan (RTP).*



### Future Trends

**Stakeholders weighed in on changes they have observed and long-term trends to consider during the RTP process.**

**Uncertainty.** Everything we think we know about transportation is shifting radically and the future is unclear.

**New travel patterns.** Work-from-home has changed the nature of the daily commute. Many people are now traveling at different times of the day and week and are increasingly dependent on freight and home delivery services. Meanwhile, other types of jobs do not offer work-from-home options.

**More driving, more congestion.** More people are buying cars than ever. There is a sense that (given the choice) people will continue to drive because it is the easy choice.

**More danger.** Vehicle and pedestrian fatalities are up. Fear of COVID and violence is affecting how people travel and use public spaces.

**Shifting costs.** Transportation funding is poorly understood and unsustainable. Funding mechanisms will need to evolve and impacts on low-income people will need to be considered.

**Transit.** Transit is seen as essential for reducing congestion, improving transportation equity, and reducing greenhouse gas emissions. Investments and strategies that rebuild ridership will be an important near-term goal.

**Climate.** It will be critical to figure out how to accelerate the transition to electric vehicles and pay for related infrastructure.

**New priorities.** COVID and telework has prompted the “Great Resignation” and people are reevaluating infrastructure priorities. Many have discovered the importance of safe, walkable neighborhoods.

**New technologies.** Considerations should include hybrid work infrastructure, electric and autonomous vehicles, e-bikes and scooters, travel data/information technology, ride-share, and alternative fuels.

### Vision

**Stakeholders provided their feedback on the existing Regional Transportation Plan vision.**

*“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.”*

**An ambitious and solid foundation.** The vision Statement still makes sense as an aspirational and ambitious goal for the region’s future. The vision was praised as clearly stated, comprehensive, positive, and consistent with the vision statements of other groups.

Some described the vision as “idealistic” and “utopian” but felt that it was appropriate for a vision to be broad and to aspire to lofty goals. Others felt that the vision may be trying to achieve too much and realizing the vision will depend on factors outside of the transportation system.

**Stakeholder suggested changes to the Vision: consider more emphasis on...**

**Accessibility.** Improved access and affordability should be a primary goal. Transportation access is closely related to concerns about having an equitable system.

**Equity.** The Vision should speak more directly to equity and include specific language that addresses historically marginalized and oppressed communities.

**Climate.** The Vision needs to include more explicit focus on climate and resilience.

**Economic prosperity.** The Vision should reflect how transportation drives the regional economy and supports manufacturing and freight.

**Travel options.** The Vision should be inclusive of all modes of transportation and recognize that different regions have different needs.

**Transit.** Transit is critical to achieving the Vision and will require greater focus to become a safer and more reliable transportation option.

## Priority Areas

**The 2018 RTP prioritized equity, safety, climate, and congestion. Stakeholders discussed whether these priority areas still make sense?**

While all the priorities were seen as important and interrelated, **safety** and **equity** were most consistently rated as higher priorities relative to climate and congestion:

*“The system should be safe, or it is not a good system.”*

*“It is important to address disparities with people of color, urban, and rural communities to ensure they are not overlooked.”*

## Equity

**Stakeholders provided their thoughts on what makes an equitable process for selecting projects and what an equitable transportation system looks like.**

**An equitable system.** While there was no universal definition, most offered a variation of the following:

*“Equity means that we have a transportation system that serves everyone, regardless of income and geography.”*

Most agreed that such a system should be affordable, safe, accessible, convenient, and provide equal opportunity for users. However, the perceptions of who should be the primary beneficiaries of an equitable system varied. Suggested focus included “everyone”, “people of color”, “underserved areas”, and “the most vulnerable users.”

**Equitable projects** should focus on improving safety, particularly with regard to last-mile connectivity, improving transit accessibility, and multimodal travel options. Projects should yield objectively beneficial outcomes for specific areas ... not just vague regional benefits.

**Equitable process** should not presuppose outcomes in advance. A truly equitable process should center diverse voices who are closest to the problems and empower them to make their own decisions. Such a process could involve using data to identify underserved areas, going to those places and nurturing relationships with individuals and organizations who are trusted community ambassadors, agreeing on how Metro can support the process, providing information, education, and compensation for time as required, and then standing back to let the people lead.

Throughout, Metro must be a good listener and foster an open, collaborative process that develops a thorough understanding of local needs. At the end, Metro should circle back to let people know they were heard, to build trust and maintain ongoing relationships with the community.

**Critical Partnerships.** Metro has a solid reputation for engaging with community-based organizations (CBOs) and Black, Indigenous and People of Color communities, but some regional cities and business groups have felt left out of recent transportation conversations. Existing relationships with CBOs should not be taken for granted or overused. Partnerships should not be infrequent, only when Metro wants something. Commitment to partnership means being transparent about the role and decision-making power of participants, and not asking for time if it will not make a difference. It also means honoring prior input.

## Hopes

**Stakeholders described what they hope will be different in two years because of the 2023 RTP process?**

**Improved reputation for Metro.**

**Partnerships.** More coordination and better relationships between agencies and communities.

**A better RTP.** The RTP should be an exciting, useful tool that honors diverse voices and lays out a clear plan with metrics for success.

**Visible change.** Demonstrate tangible accomplishments and successes.

**A picture of what’s coming.** We must understand the new normal.

**Renewed optimism.** People should feel listened to and are hopeful that solutions are coming.



# 2023 REGIONAL TRANSPORTATION PLAN

## Key Dates for Developing Work Plan and Engagement Strategy to Guide Update

### October 2021 to February 2022

**Outcome:** Seek feedback on values, priority policy outcomes and engagement to guide update.

Date	Who
October 12	Metro Council (work session)
October 21	Joint Policy Advisory Committee on Transportation (JPACT)
November 3	East Multnomah County Transportation Committee TAC
November 4	Washington County Coordinating Committee TAC
November 10	Transportation Policy Alternatives Committee (TPAC)
November 10	Metro Policy Advisory Committee (MPAC)
November 17	Metro Technical Advisory Committee (MTAC)
November 17	Community Leaders Forum
November	Four language-specific focus groups for community members in coordination with update to Metro's Limited English Proficiency Plan
November 15	East Multnomah County Transportation Committee (policy)
November 15	Washington County Coordinating Committee (policy)
November 16	Clackamas County TAC
November 17	Clackamas County C-4 subcommittee (policy)
November 19	Tribal Summit on Climate Leadership and Urban Planning
Nov. 2021 to Feb. 2022	Stakeholder interviews with greater Portland area business groups and community-based organizations and local, regional and state public officials
January to April 2022	<ul style="list-style-type: none"> <li>• TPAC and MTAC discussions on values, vision and priorities (Jan. 6 and Jan. 19)</li> <li>• Public online survey on priorities (Feb. 16 to April 3)</li> <li>• Consultation meetings with Resource Agencies and Federal &amp; State Agencies (Feb. 23 and March 1)</li> </ul>

### February to May 2022

**Outcome:** Seek JPACT and Metro Council approval of the Values, Outcomes and Actions (VOA), work plan and engagement plan to guide the update.

Date	Who
February 15	Metro Council discussion on values and outcomes for RTP
February 17	JPACT discussion on values and outcomes for RTP
	Committee on Racial Equity (CORE) discussion on values and outcomes for RTP
February 23	MPAC discussion on values and outcomes for RTP
<b>Via email</b>	TPAC feedback on values and outcomes, work plan and engagement plan for RTP
March 16	MTAC recommendation to MPAC on values and outcomes, work plan and engagement plan for RTP
March 30	MPAC recommendation to Metro Council
April 1	TPAC recommendation to JPACT
April 19	Metro Council discussion on values and outcomes, work plan and engagement plan for RTP
April 21	JPACT recommendation to Metro Council
May 5	Metro Council considers action on MPAC and JPACT recommendations

Materials following this page were distributed at the meeting.



Metro

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: Wednesday, March 16, 2022  
To: MTAC Members and Alternates  
From: Tom Kloster, MTAC Chair  
Subject: MTAC Virtual Meeting Protocols

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Now that we are approaching our 2-year anniversary of meeting virtually, it's a good time to fine-tune our Zoom meeting format at the Metro Technical Advisory Committee (MTAC), since there's a good chance that we will continue to meet this way over the long term, at least as an option to in-person attendance.

The timing is also good as it relates to our work program. MTAC will soon be making formal recommendations to the Metro Policy Advisory Committee (MPAC) on the Regional Transportation Plan (RTP) Update and I know the large turnout in recent months has made it hard for those attending to differentiate between voting MTAC members and other attendees when taking formal action.

With that in mind, here are some protocols that we will follow beginning today, along with some refresher Zoom tips on how to manage your personal settings, accordingly:

1. We will be dividing our meetings into two virtual rooms, one for "panelists" and one for "attendees". The panelists room will include voting members of MTAC and their alternates, when present. The panelists room will also include presenters for specific agenda items.
2. We will limit meeting introductions to the panelists due to Zoom logistics, though I will encourage attendees to identify themselves with their Zoom name in the interest of transparency and our "keeping a safe space" ethic for MTAC meetings.
3. The attendee room will allow for folks to fully participate in the meeting by listening to the discussion and raising virtual hands with questions or comments. However, attendees are not on-screen, and only have audio access to the panelists.
4. As part of being a panelist, I will ask members and presenting staff to rename themselves when they enter the room to reflect their MTAC role. For example, your MTAC title might be "Member, City of Portland" or "Member, Private Utilities." or "Alternate, TriMet". Member status, followed by representation. Position titles are long for some members, but we'll practice this at the start of the March 16 meeting.
5. To minimize the meeting management impact of these changes on our administrative staff, we will try to avoid moving people between virtual rooms during the meeting. Staff will promote attendees to the panel when necessary to bring alternates or presenters forward, but otherwise will ask folks not to request moves during the meetings.

6. The “two room” protocols only apply to regular MTAC meetings where action items are on the agenda and votes will be taken. We will continue to operate joint TPAC/MTAC workshops with the one-room format to keep them informal and minimize barriers to participation in these learning-oriented events.
7. We will also continue to have spoken discussions, with the chat function limited to background information or technical support links since chat is not recorded as part of the meeting record.

This should be a fairly seamless transition, as we will be following the same protocols that MPAC and Metro Council already follow for Zoom. We will also continue to fine-tune these protocols to ensure that our meetings are both effective and provide a safe, inclusive space for participation.

cc: Margi Bradway, Deputy Director, Metro Planning, Development & Research  
Ted Leybold, TPAC Vice Chair  
Marie Miller, TPAC Coordinator

TO: Kim Ellis, RTP Project Manager

FROM: Karen Buehrig, Long Range Planning Manager, Clackamas County

RE: Comments for 2023 Regional Transportation Plan (RTP) – Draft Values and Outcomes, Key Tasks, Work Plan and Engagement Plan

DATE: March 16, 2022

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Thank you for the opportunity to comment on this stage of the 2023 RTP development process. Below are specific comments as requested by your March 9<sup>th</sup>, 2022 memo.

## **DISCUSSION QUESTIONS**

### 1. Questions or feedback on the key tasks and planning activities in the draft work plan?

- Be more direct on the impact and how things will be done differently because of the Climate Friendly and Equitable (CFEC) rules that will be applicable when the RTP is adopted.
- Page 6 of the work plan seems to minimize the role of JPACT and elevate the role of Metro. JPACT/Metro are the MPO together.
- Page 10 of the work plan talks about the Regional Congestion Pricing Study. How does this relate to the development of Regional Tolling Policies, as have been identified in the ODOT tolling schedule? Also, what needs to be done during this stage to better integrate the work on the Regional Mobility Pricing Project (RMPP) into the conversation about the Regional Congestion Pricing Study. An outcome should be clear policy on tolling for the Portland Metro area.
- As the “Key Policy Updates” move forward, include a section that explains if and how these policies are related to implementation of the CFEC rules. This will be helpful in demonstrating how the RTP is/will be implementing the Transportation Planning Rules (TPR), and then how local jurisdictions are implementing the TPR
- How will transportation equity analysis be aligned with CFEC rules?
- Is there something within the Phase 2 data and analysis step that should be done to educate and inform local jurisdiction on the modeling tools that will be needed for VMT analysis?
- RTP priority outcomes are embedded in various places – will these change? (Recalibrate the plan to better address key inequities, combat climate change, and prepare our region for recovery.)

### 2. Questions or feedback on the engagement activities in the draft engagement plan?

- It is essential to note that it should be equally important to engage and include JPACT in the development of the RTP as it is to include Metro Council. It is essential to bring these entities together early and often. An example of where they can be better integrated is that JPACT members could be included with Metro Council on engagement opportunities with constituents.
- Make sure community story-telling and partnerships represent different areas of the region
- Work with ODOT to facilitate Policy in Action Expert Panel on Tolling / Regional Congestion Pricing

3. Do you have suggestions for how to more explicitly highlight economic development and prosperity within the outcomes and actions identified in the five RTP values?

Overall, it is a bit concerning that the Values and Outcomes document is being created at this stage of the process, before the various key policy updates that are currently underway are completed. For consistency, the Actions will hopefully include all of the various Key Policy Updates and Engagement activities. These should not be bringing in new concepts, only connecting the Actions to the Outcomes and sorting them under Values. It is easy to confuse these 5 Values with the existing Goals in the RTP. There needs to be more explanation on how these relate to the 11 goals.

Below are Comments on Five Values. Economic development and prosperity could be highlights in Mobility

#### **Racial Equity**

- Rename: Equity
  - Add a bullet stating, “Address Key Inequities, Focusing on Racial Equity and Income disparities”
  - Need to recognize broader components of equity
  - How will CFEC impact how engagement and the equity analysis conducted?
  - Should displacement be addressed here?

#### **Climate Leadership and Resilience**

- Should an Outcome be added that relates increased training on tools for measures VMT reduction? This concept could be added to Actions
- Add an Action that acknowledges integration of CFEC
- Identify action to increase charging opportunities for EV’s

#### **Safe and Healthy Streets**

- Actions regarding Safe and Healthy Streets should not be focused just on Arterials.
- Need to develop unique strategies for all classifications of streets
- Perhaps add in Actions about improving Safe Routes to Schools and/or the implementation of Slow Streets

#### **Mobility**

- The Outcomes need to be better aligned to the Actions.
- Add New Bullet under Outcomes – “Acknowledge the disparities and strive for a regionally balanced transportation system supporting all modes”
- Add an Outcome related to prosperity and economic development, and travel for freight on the interstate system (basically, reflect an Outcome of what we expect to get from the Regional Freight Study).
- Second and third bullets for the outcomes appear duplicative
- How is the last bullet listed under Outcomes significantly different that the second and third bullets?
- Instead of / or in addition to the Outcome related to “Congestion is managed on the throughway...” I would hope an Outcome of the 2023 RTP is regionally agreed upon policies for tolling the interstate system in the Metro area, and specifically a project in the RTP that describes tolling.

- Add the Regional Congestion Pricing policies and the Toll Policies to the ACTIONS
- Add the HCT / BRT project to the ACTIONS. Also, the Access to Transit Plan, which looks like it is currently in the “defer to future” category is important to being able to achieve the outcomes of many of the “transportation options” categories.

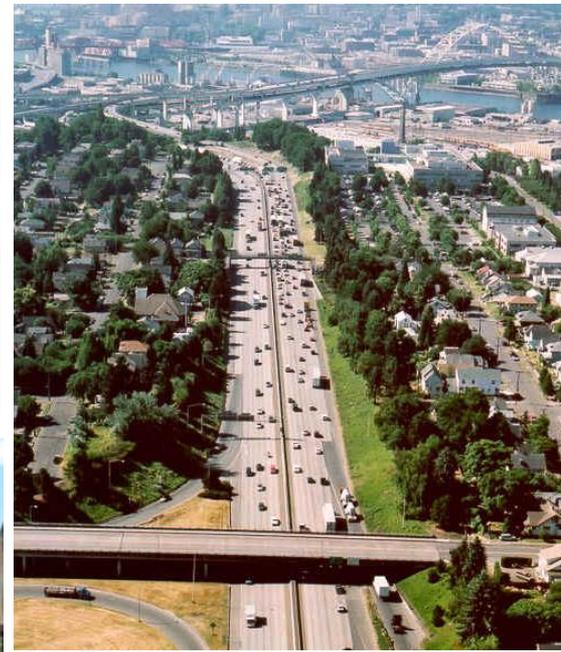
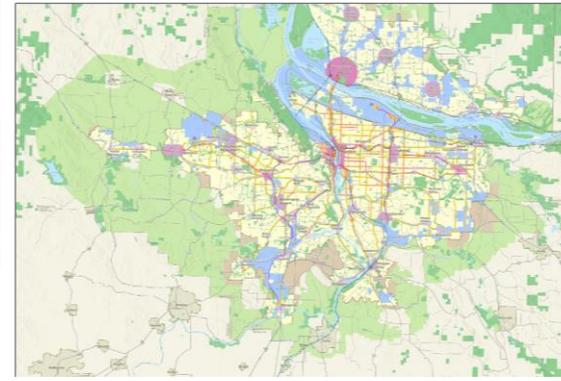
**Accountability and Transparency**

- Remove references to Get Moving. Add references to local engagement on TSPs and projects

# 2023 Regional Transportation Plan Update

## Metro Technical Advisory Committee

March 16, 2022



# Today's purpose

**Brief overview** of the scoping phase and timeline

**Discussion and feedback** on:

- values and outcomes
- draft work plan
- draft engagement plan

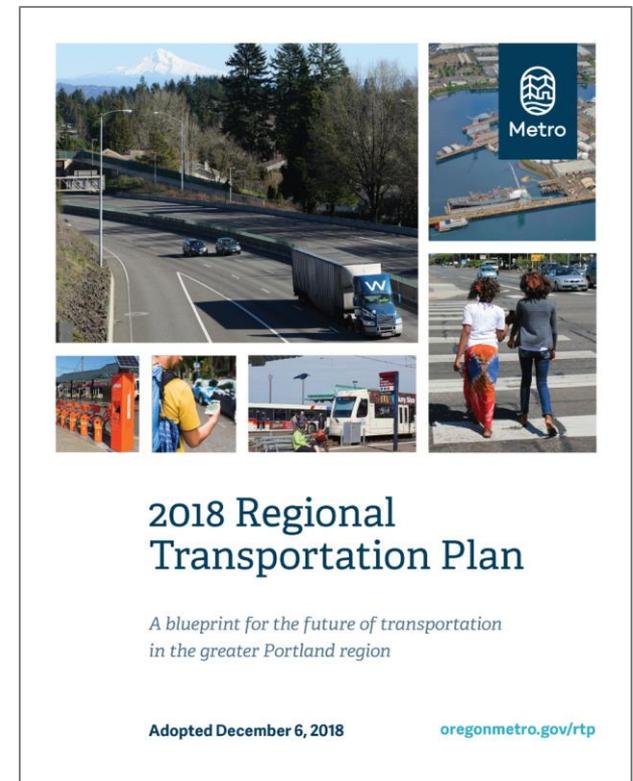
**Recommendation to MPAC**  
to support approval by the  
Metro Council



# What is the Regional Transportation Plan (RTP)?

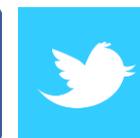
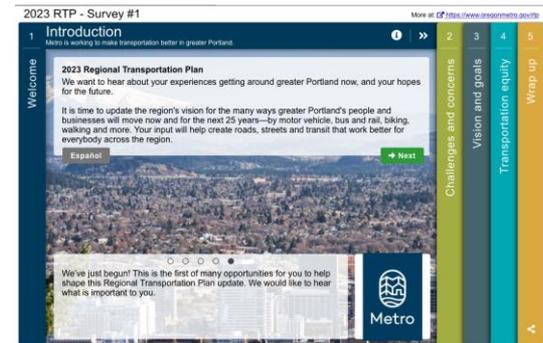
## 20+ year transportation plan

- Sets the vision and goals for moving people and goods safely, reliably and affordably for decades to come
- Uses projections of future population and job growth to identify travel needs and solutions through 2045
- Includes policies and projects
- Coordinates local, regional, and state investments on regional system
- Establishes priorities for federal and state funding



# Engaging partners and the public since October

- Briefings and presentations
- Language-specific focus groups
- Community Leaders Forum
- Tribal Summit on Climate Leadership
- Stakeholder interviews
- On-line survey (*Feb 16 to April 3*)
- Consultation meetings



# What we heard from 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**
- **Improve understanding** of **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 committees (JPACT, MPAC, MTAC and TPAC)

- Provide space for **robust policy discussions** on funding, climate, congestion pricing, urban arterials and transit
- **Think differently about how to fund transportation** to support equity and climate outcomes
- **Prioritize safety and transit, biking and walking/rolling connections**, especially in underserved areas
- Recognize **different areas** in the region **have different needs and priorities**
- Leverage and **build on equity work already happening** in communities
- Ensure investment **priorities are informed by community** members

Center this RTP on equity and climate. This is the 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.

Policies, funding 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.

# What we heard from interviews (electeds, business, community leaders)

- **Safety, equity, climate and congestion are still important;** these priorities intersect in many ways
- **Addressing equity** means addressing the other priorities in equitable ways
- **Elevate accessibility in the RTP,** especially affordability and connections to transit
- **Transit is seen as an essential service** that can help achieve priorities - however, its future is uncertain
- **People feel unsafe using the transportation system**
- Be more explicit about **providing access and support for jobs, freight, and commerce**
- Most people drive as part of their daily commute. **Many communities have been dependent on cars** and feel that they have no practical alternatives

We need a system that is safe and equitable. I hope the trend towards social justice stays with us.

People need a transportation system with options and alternatives that provide equitable, safe choices that work for them and get them where they need to go in an equitable, climate-friendly way that is safe and responsive to their needs.

# What we have heard and continue to hear from community members

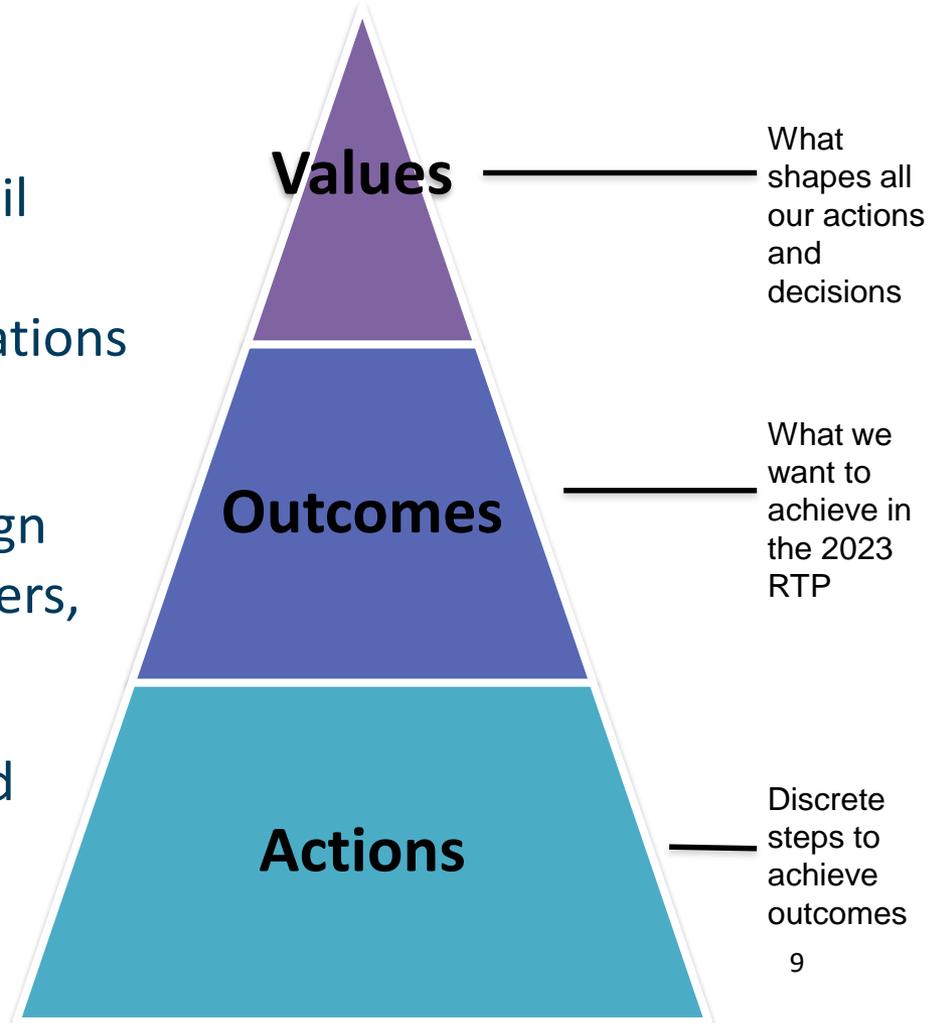
- **Focus on people to** address racial, social and economic disparities, disinvestment and past decisions that have harmed communities
- **Prioritize investment in communities** underserved by the current transportation system while **addressing systemic inequities and risk of displacement**
- **Address the impacts of transportation on climate change, clean air and the environment**
- **Improve safety, security and health outcomes and access for communities**



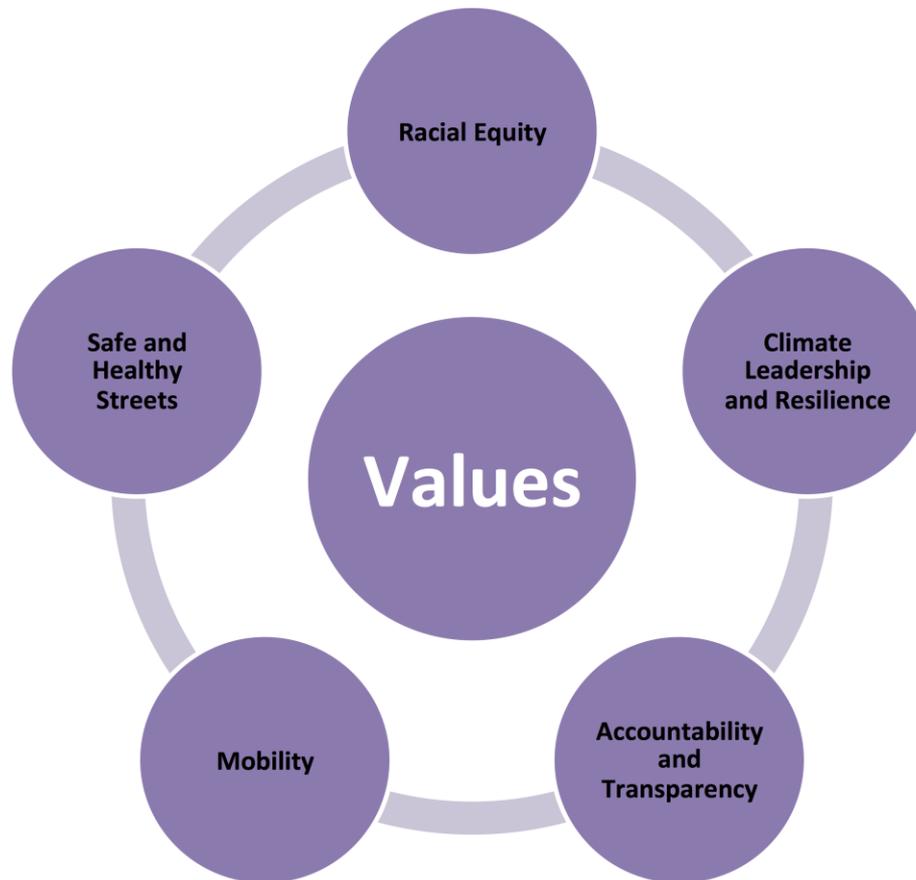
# Values, Outcomes and Actions for the 2023 Regional Transportation Plan

## What is a VOA?

- Provides a means for Metro Council and JPACT to discuss and agree on higher-level outcomes and expectations for the 2023 RTP
- Guides Metro staff on how to design the process and engage policymakers, partners and the community
- Informs the larger outcomes-based policy framework in the 2023 RTP



# Values, outcomes and actions to guide development of the 2023 RTP





# VALUE: CLIMATE LEADERSHIP AND RESILIENCE

Discussion draft

## OUTCOMES

- **Ensure continued reduction in greenhouse gases** by meeting or exceeding the statewide targets for the region.
- **Support future development and affordable housing in transit corridors and centers** designated in the 2040 Growth Concept, where services are located and more travel options are available.
- **Lead the transition to a low-carbon transportation system** by planning for and invest in low-carbon travel options, supporting infrastructure and services.
- **Use pricing tools as a means to reduce greenhouse gas emissions**, including the tools identified in Metro's *Regional Congestion Pricing Study* (RCPS) Report.
- **Incorporate low-carbon technology into policies, plans and projects**, including electric vehicles, electric bikes, electric scooters and other emerging technology to help meet emission reduction targets.
- **Increase resilience of the transportation system** to the effects of climate disruption and other disasters.



# VALUE: SAFE AND HEALTHY STREETS

Discussion draft

## OUTCOMES

- **Aim to eliminate fatal and serious injury crashes by 2035** by identifying priorities for improving safety and comfort for people traveling on the region's urban arterials.
- **Prioritize investments in universal design and high-quality, connected, and safe pedestrian, bicycle, and transit networks**, focusing on increasing safety in high-risk locations and on high injury corridors in Equity Focus Areas.
- **Adopt policies and frameworks to allow for transfer of state-owned urban arterials to local jurisdictions**, when and where appropriate, using the best practices and findings of Metro's *Jurisdictional Transfer Assessment (JTA) Study*.

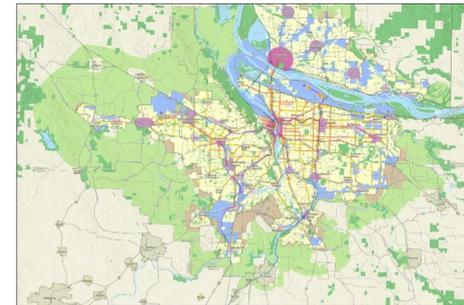


# VALUE: MOBILITY

## Discussion draft

### OUTCOMES

- **Maintain the transportation system** that already exists in a state of good repair.
- **BIPOC and other marginalized and underserved communities have equitable access** to safe, reliable and affordable travel options, job opportunities, and key community places (such as medical, school, grocery, social and community services).
- **Provide accessible, safe, affordable, and equitable transportation options** to better connect people with opportunities and to the destinations they want to reach (e.g., education, jobs, services, shopping, places of worship, parks and open spaces, and community centers).
- **Congestion is managed on the thruway system by implementing a comprehensive urban mobility strategy** that includes congestion pricing and other demand management and system management tools and expanding safe, reliable and affordable travel options.
- **Connect affordable transportation options to affordable housing** to increase access to low-income persons.
- **Identify opportunities to increase affordable transportation access to low-income and middle-income jobs**, especially in the service industry.



# VALUE: ACCOUNTABILITY AND TRANSPARENCY

Discussion draft

## OUTCOMES

- **Engage the community and a diverse range of stakeholders through a transparent and inclusive decision-making process** within meaningful opportunities for input.
- **Communicate the RTP's emphasis on equity**, and particularly on the projects that can help eliminate transportation disparities, to partners early and throughout the process.
- **Support community partners in shaping the 2023 RTP**, including those elements that are led by partner agencies, and strengthen requirements for agency partners to collect and respond to community feedback when developing and prioritizing projects.
- **Develop and use data, tools, and best practices** that can support future local and regional planning and investment decisions.
- **Communicate the interrelationships between the three priority outcomes of climate, safety and equity** – marginalized communities have identified climate and safety as equity issues, because they disproportionately experience the impacts. Prioritize the many investments that address all of these priorities.
- **Prioritize transformational change** (decision-making processes throughout the RTP update) over merely relying on transactional change (the final decision).

# Who are we engaging moving forward?



## Public engagement goals

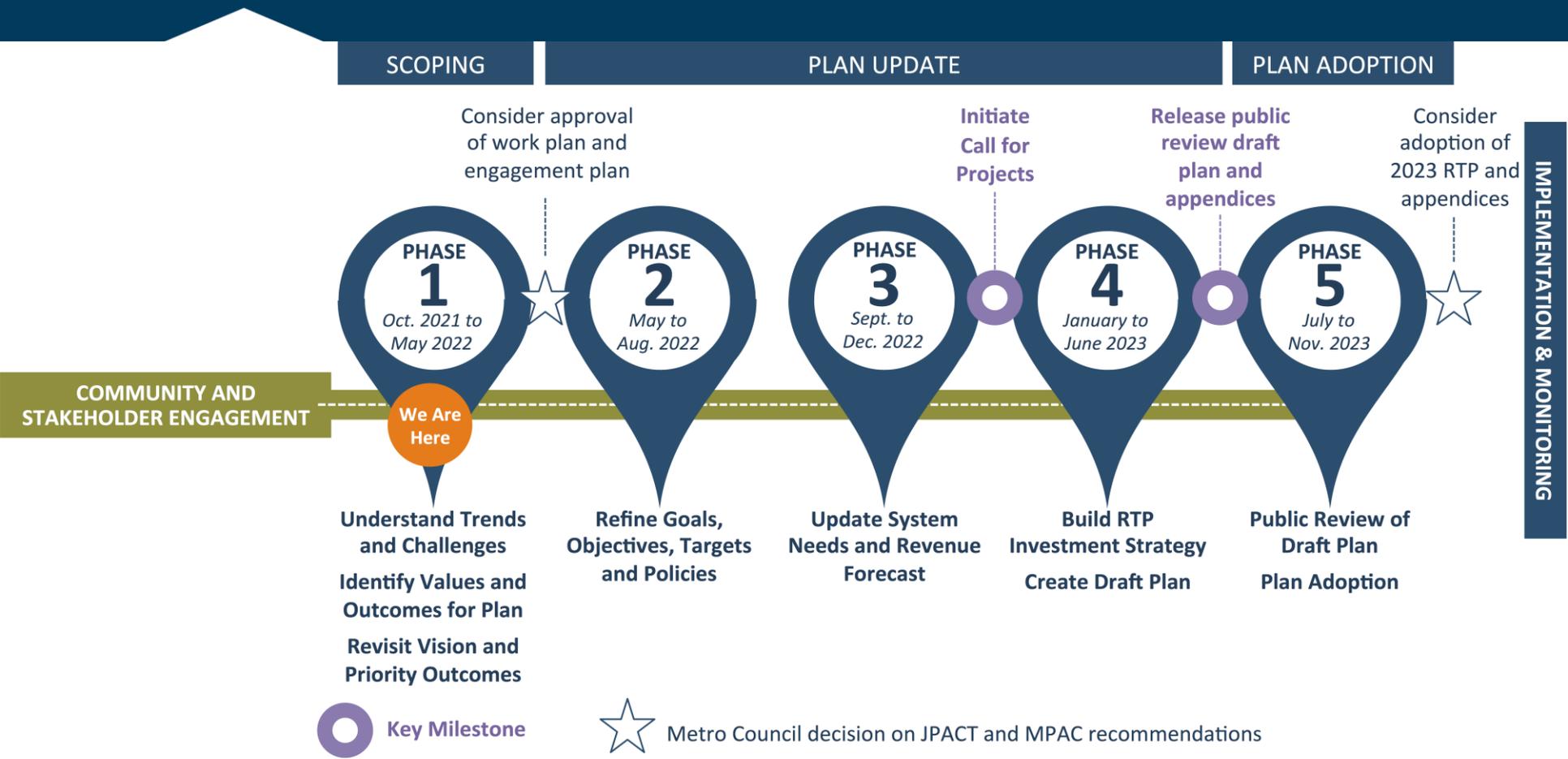
- Center equity in the process and outcomes
- Learn about the transportation needs and priorities of communities across greater Portland
- Reflect the priorities identified through community engagement, prioritizing the input provided by underserved and marginalized communities
- Build support for and momentum to achieve community-driven objectives and build public trust in Metro's transportation planning process
- Strengthen existing and build new partnerships

# How will the community and partners be engaged moving forward?

<b>Metro advisory committees</b>	<b>Community leaders forums</b>	<b>Business roundtables</b>
<b>TPAC and MTAC workshops</b>	<b>Community partner-led engagement</b>	<b>Freight study advisory committee</b>
<b>JPACT workshops</b>	<b>Community stories and video tours</b>	<b>Small group discussions</b>
<b>County coordinating committees</b>	<b>Online surveys</b>	<b>Information sessions</b>
<b>Tribe and Agency Consultations</b>	<b>Expert panels</b>	<b>Digital outreach</b>

**Inclusive engagement strategies**

# RTP timeline – key engagement and decision points



# Scoping

October 2021 to May 2022

## Key Tasks:

Research trends and challenges

Define values, outcomes and actions to guide development of 2023 RTP

Review vision and priority outcomes

Use Metro's Racial Equity Framework to design the planning process

Develop work plan and engagement plan to guide the update

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

**How:** Metro Council, Metro technical and policy advisory committees, and county-coordinating committees discussions, community leaders forum, stakeholder interviews, tribal summit, consultation meetings, on-line survey



**Decision:** Metro Council and JPACT consider approval of the values, work plan and engagement plan that will guide the update (by Resolution)

# Data and Policy Analysis

May to August 2022

## Key tasks:

Refine vision, goals, objectives and targets

Update policies related to congestion pricing, mobility, safe and healthy urban arterials, climate smart strategy and high capacity transit strategy

Update data, tools and methods

Report on current conditions, system performance, Climate Smart Strategy and Congestion Management Process



**Outcome:** Updated vision, goals, objectives and policies to guide plan update

# Revenue and Needs Analysis

August to December 2022

## Key tasks:

Document regional transportation needs and identify investment priority gaps

Update forecast of revenues anticipated to pay for priority investments

Set funding level for the RTP investment strategy (“Constrained” list and “Strategic” list)

Define process for updating RTP project and program priorities

**Who:** Community members, community leaders, and business leaders (needs)

Jurisdictional partners (revenues and needs)

**How:** Metro Council, TPAC and JPACT discussions, on-line survey, community storytelling, community partnerships and other engagement activities

**Outcome:** Updated constrained revenue forecast and needs/gaps assessment

# Build RTP Investment Strategy

January to June 2023

## **What:**

Update RTP project list (near-term and long-term priorities)

Seek public feedback on draft project lists

Evaluate and report performance

Identify revisions to project lists

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

**How:** Metro Council, Metro technical and policy advisory committees, and county coordinating committees' discussions, on-line survey, community storytelling, community partnerships, and other engagement activities

**Outcome:** Draft 2023 RTP, appendices and financially constrained project list for public review

# Public Review and Adoption Process

July to November 2023

## Key tasks:

Seek feedback on updated draft plan, appendices and projects

Address feedback in recommended plan, appendices and projects

**Who:** Community members, community leaders, business leaders, jurisdictional partners, Tribes, federal, state and resource agencies

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



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

# What's been completed since 2018?



## State

### Multi-Agency

- Every Mile Counts Implementation Work Plan (2020)

### ODOT

- Oregon Transportation Commission Strategic Action Plan (2021)
- ODOT Statewide Transportation Strategy (STS) Monitoring Report (2021)
- ODOT Climate Action Plan (2021)
- ODOT Active Transportation Needs Inventory
- Region 1 Transportation Performance Report (2021)
- Blueprint for Urban Design (2021)
- Jurisdictional transfers (Cornelius Pass Road, 82<sup>nd</sup>)



## Regional

### Metro

- Jurisdictional Transfer Framework (2020)
- Designing Livable Streets and Trails Guide (2020)
- Regional Emergency Transportation Routes (ETR) Update (Ph. 1 2021)
- Regional Congestion Pricing Study (2021)
- TSMO Strategy Update (2021)
- Regional Trail System Plan Map Update (2021)
- Comprehensive Economic Development Strategy (2021)

### Transit Planning

- TriMet Coordinated Transportation Plan for Seniors and People with Disabilities (2020)
- TriMet Pedestrian Plan (2020)
- Metro/TriMet Better Bus/Enhanced Transit Concept Analysis (2020-21)
- TriMet Reimagining Public Safety and Security Plan (2021)

### Southwest Washington RTC

- Regional Transportation Plan (2019)



## Local/Regional

### Local project development

- Burnside Bridge Locally-Preferred Alternative
- City of Portland Growing Transit Communities
- Clackamas County Transit Plan (2021)

### Local/investment areas planning

- Clackamas to Columbia Study
- Oregon City Bike/Ped Bridge Study

# Other opportunities to coordinate with work in progress?



## State

### DLCD

- Climate-Friendly Equitable Communities Rulemaking (2021-22)

### ODOT

- OTC Strategic Action Plan (2021-23)
- Oregon Transportation Plan Update (2022)
- ODOT Statewide Transportation Strategy (STS) and Climate Action Plan Implementation (2021-26)
- Oregon Highway Plan Update (2022-23)
- Region 1 Urban Mobility Strategy
  - Regional Mobility Pricing Project
  - I-205 Toll Project
  - Interstate Bridge Replacement, I-205/Abernethy Bridge, I-5/Rose Quarter, I-5/Boone Bridge Projects

### DEQ

- Employee Commute Options (ECO) Rulemaking (2021-22)



## Regional

### Metro

- Regional Regional Mobility Policy Update (2019-22)
- Regional Transportation Trends (2021-22)
- Regional Freight Commodity Flow Study (2022-23)
- Regional HCT Strategy Update (2022-23)
- Active Transportation Return On Investment (2022)
- Regional Flexible Funds Allocation (2022)
- Metropolitan Transportation Improvement Program (2022-23)
- **Southwest Washington RTC**
  - RTP Update (2022-24)



## Local/Regional

### Local project development

- Burnside Bridge Locally-Preferred Alternative

### Transit Planning

- New transit service plans
- Washington County Transit Plan (2021-22)
- Bus on Shoulder Pilot (SMART/ODOT)
- SMART Transit Master Plan Update

### Local/investment areas planning

- Tualatin Valley Highway Investment Areas Project
- Westside/US 26 Corridor Project
- TSP updates (Troutdale, Fairview, Gresham, Portland, Tigard, Hillsboro)
- Cooper Mountain Transportation Study
- Clackamas to Columbia Study
- Sunrise Corridor Planning

# Finalizing work plan and engagement plan

**March 30** MPAC recommendation to Metro Council

**April 1** TPAC discussion and recommendation to JPACT on RTP VOA, work plan and engagement plan

**April 19** Metro discussion on VOA, work plan and engagement plan to guide RTP update

**April 21** JPACT considers approval of VOA, work plan and engagement plan to guide RTP update

**May 7** Metro Council considers approval of VOA, work plan and engagement plan to guide RTP update

**Learn more at:**  
[oregonmetro.gov/rtp](https://oregonmetro.gov/rtp)



# Discussion and feedback

1. Any values, outcomes or actions missing in the VOA that are important to explicitly highlight?
2. Feedback on the draft work plan?
3. Feedback on the draft engagement plan?
4. Do you recommend MPAC support for Metro Council approval of the VOA, work plan and engagement plan to guide RTP update, recognizing it will continue to be refined to address feedback today and feedback from MPAC on March 30 and TPAC and JPACT in April?

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



**Metro**

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[oregonmetro.gov/rtp](http://oregonmetro.gov/rtp)