

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, April 1, 2022
Time: 9:00 a.m. to 12:00 p.m.
Place: Virtual meeting held via Zoom
[Connect with Zoom](#)
Passcode: 042255
Phone: 877-853-5257 (Toll Free)

9:00 a.m.	Call meeting to order, declaration of quorum and introductions	Chair Kloster
9:05 a.m.	Comments from the Chair and Committee Members <ul style="list-style-type: none">• Committee input on Creating a Safe Space at TPAC (Chair Kloster)• Updates from committee members around the Region (all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Lake McTighe)• Department of Land Conservation & Development (DLCD) Climate Friendly Equitable Communities (CFEC) Rules, update (Kim Ellis)• Follow up on 2023 RTP Safe and Healthy Arterials Policy Brief (John Mermin & Lake McTighe)	
9:15 a.m.	Public communications on agenda items	
9:18 a.m.	Consideration of TPAC minutes, March 4, 2022 (<u>action item</u>)	Chair Kloster
9:20 a.m.	Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 22- 52** (<u>action item, Recommendation to JPACT</u>) Purpose: For the purpose of adding to the 2021-26 Metropolitan Transportation Improvement Program (MTIP) two projects, consisting of an ODOT grant supporting the Metro Regional Travel Options Program, and the PE phase for the Multnomah County Earthquake Ready Burnside Bridge Project enabling Federal reviews and fund obligations to then occur (AP22-10-APR).	Ken Lobeck, Metro
9:35 a.m.	2022-23 Unified Planning Work Program Resolution 22-5244 (<u>action item, Recommendation to JPACT</u>) Purpose: Ask for recommendation to JPACT on revised UPWP.	John Mermin, Metro
9:55 a.m.	2023 Regional Transportation Plan (RTP) Work Plan, Public Engagement Plan and Values, Outcomes and Actions - Resolution 22-5255 (<u>action item, Recommendation to JPACT</u>) Purpose: Request TPAC recommendation to JPACT on approving a work plan, public engagement plan and values, outcomes and actions for the 2023 RTP update.	Kim Ellis, Metro Molly Cooney-Mesker, Metro

10:45 a.m.	RFFA additional fund allocations from IIJA (action item, <u>Recommendation to JPACT</u>) Purpose: Provide direction on the allocation process for additional RFFA funds provided by the new federal authorization bill.	Margi Bradway, Metro Ted Leybold, Metro
11:25 a.m.	TriMet Proposed Annual Budget – Overview and Public Comment Purpose: To provide an overview of TriMet’s programming of federal revenues and proposed FY2022-2023 budget.	Tara O’Brien, TriMet Nancy Young-Oliver TriMet
11:45 a.m.	2024-27 ODOT Administered Fund Program Allocations/ Scoping updates Purpose: Update on OTC allocation of IIJA flexible funds	Chris Ford, ODOT
11:55 a.m.	Committee comments on creating a safe space at TPAC	Chair Kloster
12:00 p.m.	Adjournment	Chair Kloster

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

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2022 TPAC Work Program

As of 3/25/2022

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

April 1, 2022 9:00 am – noon

Comments from the Chair:

- Creating Safe Space at TPAC (Chair Kloster)
- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Lobeck)
- Fatal crashes update (Lake McTighe)
- DLCDC Climate Friendly Equitable Communities Rules, update (Kim Ellis)
- Follow up on 2023 RTP Safe and Healthy Arterials Policy Brief (John Mermin/Lake McTighe)

Agenda Items:

- **MTIP Formal Amendment 21-52****
Recommendation to JPACT (Lobeck, 15 min)
- **2022-23 UPWP Resolution 22-5244**
Recommendation to JPACT (Mermin, 20 min)
- **2023 Regional Transportation Plan (RTP) Work Plan, Public Engagement Plan and Values, Outcomes and Actions – Resolution 22-5255** Recommendation to JPACT (Kim Ellis/ Molly Cooney-Mesker, 50 min.)
- **RFFA additional fund allocations from IIJA** Recommendation to JPACT (Ted Leybold & Margi Bradway, 40 min)
- TriMet Proposed Annual Budget – Overview and Public Comment (Tara O’Brien and Nancy Young-Oliver, TriMet; 20 min)
- 2024-27 ODOT Administered Fund Program Allocations/ Scoping updates (Chris Ford 10 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

April 20, 2022 – MTAC/TPAC Workshop

9:30 am – noon

Agenda Items:

- Regional Mobility Policy Update: Shaping the Recommended Policy and Action Plan - (Kim Ellis, Metro/ Glen Bolen, ODOT/ Susie Wright, Kittleson & Associates, 60 min)
- 2023 RTP policy brief - Congestion Pricing Policy Development (Alex Oreschak / Kim Ellis, 60 minutes)

May 6, 2022 9:00 am - noon

Comments from the Chair:

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

Agenda Items:

- **MTIP Formal Amendment 21-******
Recommendation to JPACT (Lobeck, 15 min)
- Interstate Bridge Replacement (IBR) draft modified LPA discussion (Elizabeth Mros-O'Hara & TBD, 45 min)
- Transportation Equity Analysis for the 2023 RTP (Eliot Rose, Metro, 30 min)
- Transport Work Program update (Caleb Winter, Metro/ Kate Freitag, ODOT, 20 min)
- Transit Agencies Budget and Programming of Projects Update (Kelsey Lewis, SMART, 20 min)
- Updated 2024-27 MTIP revenue forecast (Grace Cho/Ted Leybold, Metro; 20 min)
- 2024-27 ODOT Administered Funding-OTC Program Allocations among Fix-It & Enhance Highway Programs(Chris Ford; 20 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

May 11, 2022 - TPAC Workshop

9:30 am - noon

Agenda Items:

- Regional Freight Delay and Commodities Movement Study (Tim Collins, Chris Johnson, Kyle Hauger, Metro; 60 min)
- Regional Flexible Funds Allocation (RFFA) Outcomes Evaluation and Risk Assessment review (Dan Kaempff, 30 min)
- Transit-Oriented Development (TOD) Program Strategic and Work Plan update (Andrea Pastor, Metro, 30 min)
- TriMet Forward Together Service Alternatives Planning Project (Grant O'Connell and Tara O'Brien, TriMet, 30 min.)

<p><u>June 3, 2022 9:00 am – noon</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Regional Mobility Policy Update: Recommended Policy and Action Plan - Discussion (Kim Ellis, Metro/ Glen Bolen, ODOT/ Susie Wright, Kettleson & Associates, 60 min) • Regional Flexible Funds Allocation (RFFA) initial input on developing staff proposals (Dan Kaempff, Metro; 30 min) • 2023 RTP policy brief - Congestion Pricing Policy Development (Alex Oreschak / Kim Ellis, 60 minutes) • Enhanced Transit Concepts / Better Bus update (Malu Wilkinson & Alex Oreschak, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>June 15, 2022 – MTAC/TPAC Workshop</u> 9:30 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • DLCD Climate Friendly & Equitable Communities Rulemaking item (Kim Ellis, Metro; 60 min) • Emerging Transportation Trends Study Recommendations (Eliot Rose, Metro, 30 min) • Urban Growth Management Functional Plan Amendments – discussion (Ted Reid & Tim O'Brien, Metro; 60 min)
<p><u>July 8, 2022 9:00 am – 11:30 a.m.</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro, 30 min) • Transportation Needs and Disparities Analysis for 2023 RTP (Eliot Rose, Metro, 30 min) • Regional Flexible Funds Allocation (RFFA) public comment report, initial draft staff recommendations (Dan Kaempff, Metro, 45 min) • <i>82nd Avenue Project update (Elizabeth Mros-O'Hara, Metro/ City of Portland TBD; 30 min)</i> • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>July 13, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Regional Flexible Funds Allocation (RFFA) refining staff recommendations (Dan Kaempff, Metro, 90 min) • RTP - Equitable Finance 2023 RTP (Lake McTighe, Metro) 45 min • 2024-2027 MTIP Performance Evaluation – Approach & Methods (Grace Cho, 30 min)

<p><u>August 5, 2022 9:00 am – 11:30 a.m.</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Regional Mobility Policy Update: Recommended Policy and Action Plan <u>Recommendation to JPACT</u> (Kim Ellis, Metro/ Glen Bolen, ODOT/ Susie Wright, Kittelson & Associates; 30 min) • Regional Flexible Funds Allocation (RFFA) refined draft staff recommendations, with CCC priorities (Dan Kaempff, Metro, 45 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>August 17, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>
<p><u>September 2, 2022 9:00 am – 11:30 a.m.</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Regional Flexible Funds Allocation (RFFA) Final Project Selection <u>Recommendation to JPACT</u> (Dan Kaempff, Metro; 45 min) • RTP needs assessment and performance measures (Eliot Rose, Metro, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>September 14, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>

<p><u>October 7, 2022 9:00 am – 11:30 a.m.</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>October 19, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>
<p><u>November 4, 2022 9:00 am – 11:30 a.m.</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>November 9, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • 2019-2021 Regional Flexible Fund – Local Agency Project Fund Exchanges Update (Grace Cho, 15 min)
<p><u>December 2, 2022 9:00 am – 11:30 a.m.</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>December 21, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • <i>2024 Growth Management Decision Work Program (Ted Reid, 60 min)</i>

Parking Lot: Future Topics/Periodic Updates

- RTP – Goals, Objectives and Targets for the 2023 RTP (Kim Ellis & Eliot Rose)
- RTP – Safe and Healthy Urban Arterials Policy Development for 2023 RTP (John Mermin & Lake McTighe)
- RTP – Climate Smart Strategy Update and Climate Analysis for 2023 RTP (Kim Ellis)
- RTP – Transportation Equity Analysis for the 2023 RTP (Eliot Rose)
- RTP – Transportation Needs and Disparities Analysis for 2023 RTP (Eliot Rose)
- RTP – Revenue Forecast for 2023 RTP (Ted Leybold)
- RTP Needs Analysis and Performance Measures for Evaluating 2023 RTP Priorities (Eliot Rose)
- RTP – Call for Projects for 2023 RTP (Kim Ellis)
- RTP – Update on Call for Projects for 2023 RTP (Kim Ellis)
- Ride Connection Program Report (Julie Wilcke)
- Get There Oregon Program Update (Marne Duke)
- RTO Updates (Dan Kaempff)
- Update on SW Corridor Transit
- Burnside Bridge Earthquake Ready Project Update (Megan Neill, Multnomah Co)
- Columbia Connects Project
- Best Practices and Data to Support Natural Resources Protection
- Better Bus Program (Matt Bihn)
- Regional Emergency Transportation Routes Update Phase 2 (John Mermin, Metro & Laura Hanson, RDPO)

Agenda and schedule information E-mail: marie.miller@oregonmetro.gov or call 503-797-1766.

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Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: March 23, 2022
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments the End of February to Mid-March 2022

BACKGROUND

Formal Amendments Approval Process:

Formal/Full MTIP Amendments require approvals from Metro JPACT& Council, ODOT-Salem, and final approval from FHWA/FTA before they can be added to the MTIP and STIP. After Metro Council approves the amendment bundle, final approval from FHWA and/or FTA can take 30 days or more from the Council approval date. This is due to the required review steps ODOT and FHWA/FTA must complete prior to the final approval for the amendment.

Administrative Modifications Approval Process:

Projects requiring only small administrative changes as approved by FHWA and FTA are completed via Administrative Modification bundles. Metro normally accomplishes one "Admin Mod" bundle per month. The approval process is far less complicated for Admin Mods. The list of allowable administrative changes are already approved by FHWA/FTA and are cited in the Approved Amendment Matrix. As long as the administrative changes fall within the approved categories and parameters, Metro has approval authority to make the change and provide the updated project in the MTIP immediately. Approval for inclusion into the STIP requires approval from the ODOT. Final approval into the STIP usually takes between 2-4 weeks to occur depending on the number of submitted admin mods in the approval queue.

Added as Part of This Amendment Report Cycle:

From: ODOT Project Controls Office – Estimating Unit
Subject: March 3, 2022, "Commodity Price Escalations Expected to Impact Project Budgets

RE: The memo summarizes key commodities used in constructing transportation projects, such as steel, asphalt binder (cement) oil, and fuel are significantly increasing in cost since 2021. It is included for information, and the likelihood that the cost increases will result in numerous future amendments and administrative modifications to existing projects.

MTIP Formal Amendments
March 2022

Proposed March 2022 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: MA22-09-MAR Total Number of Projects: 9					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 22138	71091	Portland	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	Construct protected bike lanes, protected signal phasing for peds and bikes, transit islands to improve transit operations and comfort, ped islands to shorten crossing distance, and signal controller upgrades to better manage speeds and traffic flow.	SCOPE CHANGE: The formal amendment transfers \$120k of STBG from the construction phase to Key TBD4 (MTIP ID: 71262), adds scope of work plus funding to cover the new scope.
Project #2 Key TBD4	71262	Metro	Portland Transportation Demand Management Activities	Through the Metro Regional Travel Options program Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options to help reduce vehicle trips (2022-24 RFFA Award from Key 22134). Through the Regional Travel Options program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options to help reduce vehicle trips (2022-24 RFFA from Key 22134 and 22138).	ADD FUNDING: The formal amendment transfers \$120k of STBG-U from Key 22138 to this project to allow required TDM activities to occur separate from the safety improvements planned for Key 22138.
Project #3 Key 21606	71160	ODOT	OR224 at SE Monroe St	Full signal upgrade to replace the signal that is outdated and intersection modifications to increase safety for pedestrians and cyclists.	SPLIT FUNDS: The formal amendment splits \$1,547,633 from the Construction phase enabling the creation of a new pedestrian/bicycle improvement project on Monroe St for the city of Milwaukie
Project #4 Key 22576 New Project	TBD New	Milwaukie	Monroe St: SE 21st Ave - 34th Ave (Milwaukie)	Construct local pedestrian/safety improvements on Monroe St from SE 21st to SE 34th. Project will tie in the ODOT intersection improvements ODOT at OR224 to other parts of the Milwaukie Greenway project being delivered by the City of Milwaukie.	ADD NEW PROJECT The formal amendment adds the \$1,547,633 split from Key 21606 to create this new pedestrian & safety improvement project on Monroe St. The over funding in Key 21606 allows this split and the creation of the new project to occur
Project #5 Key 22316	71235	ODOT	I-5: Interstate Bridge, NB Electrical Components (Portland)	Restore the electrical components to make the system permanent, rather than a temporary fix. (Bridge ID: 01377A)	COST INCREASE: The formal amendment increases the project cost from \$500,000 to \$1,000,000. The project estimate used for programming only provided the Oregon portion of the project costs and is being corrected through this amendment.

Project #6 Key 22435	71257	ODOT	OR47/OR8/US30 Curb Ramps	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR47, OR8, and US30 to reduce mobility barriers and make state highways more accessible to disabled persons	<u>COST INCREASE:</u> The formal amendment adds \$2 million to the PE phase to address a phase funding shortfall.
Project #7 Key 20888	70871	Metro	Corridor and Systems Planning (2020)	Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions, desired outcomes, performance measures, investment strategies.	<u>INCREASE FUNDING:</u> The formal amendment transfers \$136,871 of STBG plus match (\$152,536 total) from Key 22154 to support anticipated SFY 23 UPWP needs
Project #8 Key 22154	71111	Metro	Next Corridor Planning (FFY 2022)	Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (FY 2022 UPWP allocation year)	<u>SPLIT FUNDING:</u> \$136,871 of STBG plus match (\$152,536 total) is being transferred to Key 20888 in FFY 2022 to support the SFY 2023 UPWP development
Project #9 Key 20889	70871	Metro	Corridor and Systems Planning (2021)	Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions and desired outcomes. (FY 2021 fund allocation year)	<u>ADVANCE PROJECT:</u> The formal amendment advances the project and funding to FFY 2022 to support SFY 2023 UPWP development needs.

Proposed I-205 Tolling PE Phase Project Formal Amendment					
Amendment Type: Formal/Full					
Amendment #: FB22-06-FEB					
Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 22507 New Project	TBD	ODOT	I-205: OR213 - Stafford Rd Variable Rate Tolling Project	Complete design & NEPA activities for variable rate tolling implementation across all lanes to manage congestion and to raise revenue to fund construction of the I-205 improvements projects from approximately OR213 to Stafford Rd.	<u>ADD NEW PROJECT:</u> The formal amendment adds the Preliminary Engineering phase consisting of \$27,257,890 of federal and matching funds to the FY 2021-26 MTIP

Both March Formal Amendment MA22-09-MAR Status:

- TPAC notification and approval: March 4, 2022
- JPACT approval: March 17, 2022
- Metro Council approval: Scheduled for April 14, 2022

Late February and Early March 2022 Administrative Modifications

Administrative Modification Bundle AM22-12-FEB2

Key	Lead Agency	Name	Change
22468	ODOT	US30BY Curb Ramps Group A: N Greeley Ave - I-5 (Portland) OR10 (Wash. Co.) & OR99E (Milwaukie/Oregon City) Curb Ramps	<u>SPLIT/COMBINE PROJECT:</u> Funding and ADA scope elements are rearranged among Key 22468, 22469, and 22470 for improved delivery. Key 22468 increase funding from 22469 and 22470 from improved construction delivery
22469	ODOT	OR99E Curb Ramps Group A: SE Woodward St - Oregon City US30BY & OR99E Curb Ramps (Portland)	<u>SPLIT/COMBINE PROJECT:</u> Funding and ADA scope elements are rearranged among Key 22468, 22469, and 22470 for improved delivery. Key 22469 also shifts funding to Key 22468.
22470	ODOT	OR10 Curb Ramps Group A: SW 198th Ave - SW Kinnaman Rd	<u>SPLIT/COMBINE PROJECT:</u> Funding and ADA scope elements are rearranged among Key 22468, 22469, and 22470 for improved delivery. Key 22470 shifts all funding to Key 22468.
20410	ODOT	I-84: I-205 - Marine Drive	<u>ADD PHASE:</u> The admin mod splits \$40k from the construction phase to create an Other phase. State funds will be used for the Other phase.

Administrative Modification Bundle AM22-13-MAR1

Key	Lead Agency	Name	Change
22129	Clackamas County	Clackamas County Regional Freight ITS - Phase 2B	<u>SPLIT FUNDS:</u> The administrative modification splits \$200k from the construction phase and transfers it to Key 18001 to support the construction phase. Note: Key 18001 and 22129 are ITS projects split into two phases
18001	Clackamas County	Clackamas County Regional Freight ITS Project	<u>COMBINE FUNDS:</u> The administrative modification splits \$200k from the construction phase of Key 22129 and transfers it to Key 18001 to support the construction phase
21255	ODOT	US26/OR213 Curb Ramps	<u>SLIP PHASE:</u> The administrative modification provides an additional \$230,095 from Statewide ADA funds and is being added to Preliminary Engineering to support the

			selected consultant cost which is higher than the current PE funding amount. Also, the ROW phase requires additional time which will impact UR and Cons. As a result, ROW, UR, and Cons are being slipped a year.
22431	ODOT	OR141/OR217 Curb Ramps	SLIP PHASE: The administrative modification slips the ROW phase from FFY 2022 to FFY 2023
21597	ODOT	US26: Glencoe Rd - Cornelius Pass Rd	LIMITS CORRECTION: The administrative modification provides a minor limits correction to the project.
21626	Portland	NE Killingsworth St: MLK Jr Blvd - 33rd Ave (Portland)	SFLP CONVERSION: The administrative modification converts the federal HSIP to ODOT approved SFLP per Agreement No. 34878/ 73000-00003544.

Administrative Modification Bundle AM22-14-MAR2

Key	Lead Agency	Name	Change
21620	Portland	SE Mt Scott Blvd: 101st Ave - 104th Ave (Portland)	SFLP Conversion
21622	Portland	SE Foster Rd: Barbara Welch Rd - Jenne Rd (Portland)	SFLP Conversion
21627	Portland	SE Belmont St: 7th Ave - 34th Ave (Portland)	SFLP Conversion
21631	Portland	NE Fremont St: 102nd Ave - 122nd Ave (Portland)	SFLP Conversion
21634	Portland	SE Gladstone St at Cesar Chavez Blvd (Portland)	SFLP Conversion
21432	ODOT	US30BY Curb Ramps	PHASE SLIP: Slip ROW to FFY 2023
21632	Washington County	NW West Union Rd at Neakahnie Ave (Washington County)	SFLP Conversion
22128	Washington County	Aloha Access Improvements: OR8 Area Cornelius Pass - SW 160th Aloha Access Improvements: SW 174th Ave - SW 187th Ave	ADD PLANNING PHASE: \$400k from PE is transferred to Planning to create planning phase for project development activities. ROW and UR are slipped to non-constrained years



Oregon

Kate Brown, Governor

Department of Transportation
Delivery & Operations Division
Project Development Section
Project Controls Office
Estimating Unit

Date: March 3, 2022

To: Region Tech Center Managers, Area Managers, Transportation Project Managers, Consultant Project Managers, Resident Engineers

From: Project Controls Office (PCO)– Estimating Unit

Subject: Commodity price escalations expected to impact project budgets

Key commodities used in constructing transportation projects, such as steel, asphalt binder (cement) oil, and fuel are significantly increasing in cost since 2021. (see attached graphs)

The two main impacts to construction budgets from these increases are escalation payments and higher bid costs.

Existing contracts with escalation/de-escalation clauses

ODOT contracts using significant amounts of fuel, steel, and asphalt binder oil may contain the following escalation/de-escalation clauses:

- **Asphalt Cement Material Price Escalation/De-escalation** on projects that have at least 150 tons of liquid asphalt if the base price changes by more than +/- 5%. (see subsection 00195.10)
- **Fuel Cost Price Escalation/De-escalation** on projects with estimated fuel usage in excess of 25,100 gallons if the base price changes by more than +/- 25%. (see subsection 00195.11)
- **Monthly Steel Materials Price Adjustment** for qualified steel items if selected by the Contractor if the base price changes by more than +/- 10%. (see subsection 00195.12(c))

Base prices for these materials are determined initially at the time a project bids, and then when the materials are incorporated into the project. If base prices change beyond prescribed thresholds, escalation/de-escalation payments or credits are made. Qualifying projects bid in 2020 through early 2022 that are still under construction, or have not started construction are experiencing, or will likely experience, escalation payments for fuel, steel, and asphalt binder. Asphalt binder oil base price stayed relatively constant during the second half of 2021, however is expected to increase significantly (20%) in 2022.

Bid prices and estimating for projects bidding in 2022

Since 2021, bid prices on ODOT projects have been higher than estimated. The PCO Estimating Unit anticipates bid costs will remain at these higher prices. We encourage project teams to review bid prices received in the last six months when estimating project construction costs. For example, total cost for asphalt pavement for paving preservation projects estimated at \$75-\$80 per ton are bidding at \$100-\$110 per ton. For paving projects bidding the first half of 2022 and qualifying for asphalt cement material price escalation/de-escalation, we strongly recommend that teams anticipate 20% escalation for asphalt cement and consider including anticipated items for escalation in the construction budget. We will continue to monitor

Steel-based items (reinforcement, sign supports, bridge girders, pipes) are bidding 30-70% higher than estimated since 2021. Fuel and steel base prices are expected to remain at their current higher pricing level for 2022, considering market and geopolitical conditions.

Resources

Bid prices:

Published bid tabulations: <https://www.oregon.gov/odot/Business/Procurement/Pages/BT.aspx>

“Find Bid Data” feature in ODOT’s AASHTOWare Project system: <https://awproject:9000/>

Asphalt cement and diesel fuel base prices: <https://www.oregon.gov/odot/Business/Pages/Asphalt-Fuel-Price.aspx>

Steel materials base price: <https://www.oregon.gov/odot/Business/Pages/Steel.aspx>

PCO Estimating Team:

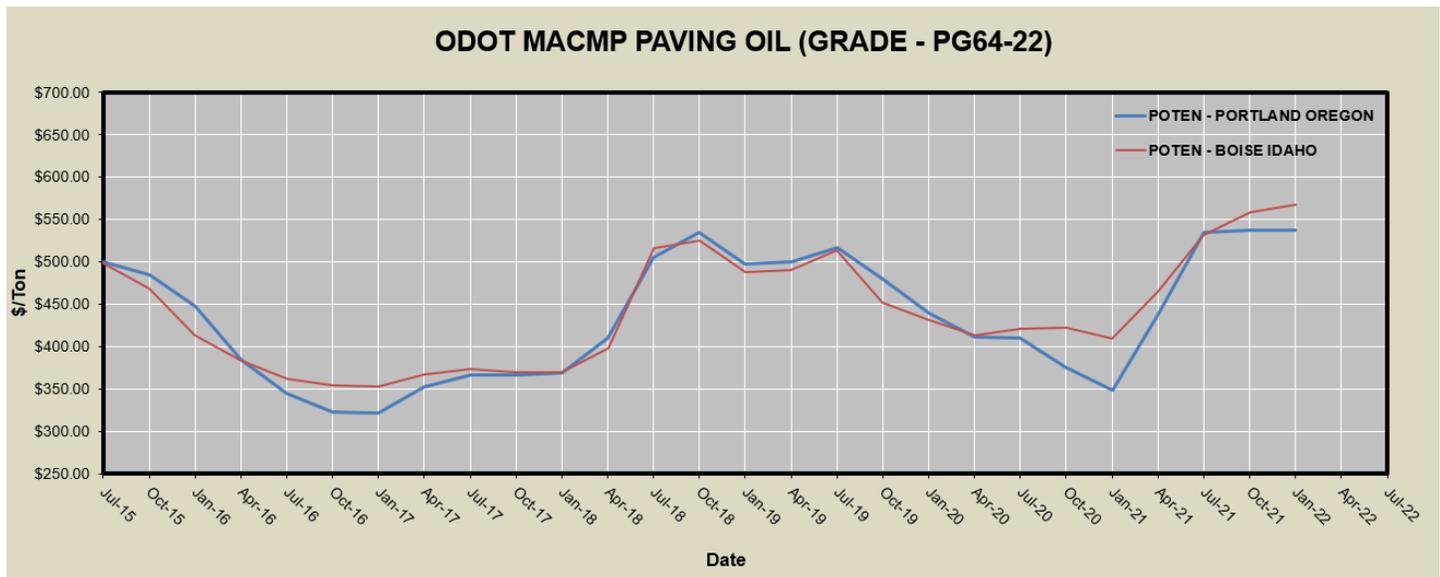
Joe.WOLF@odot.oregon.gov

Troy.C.WILSON@odot.oregon.gov

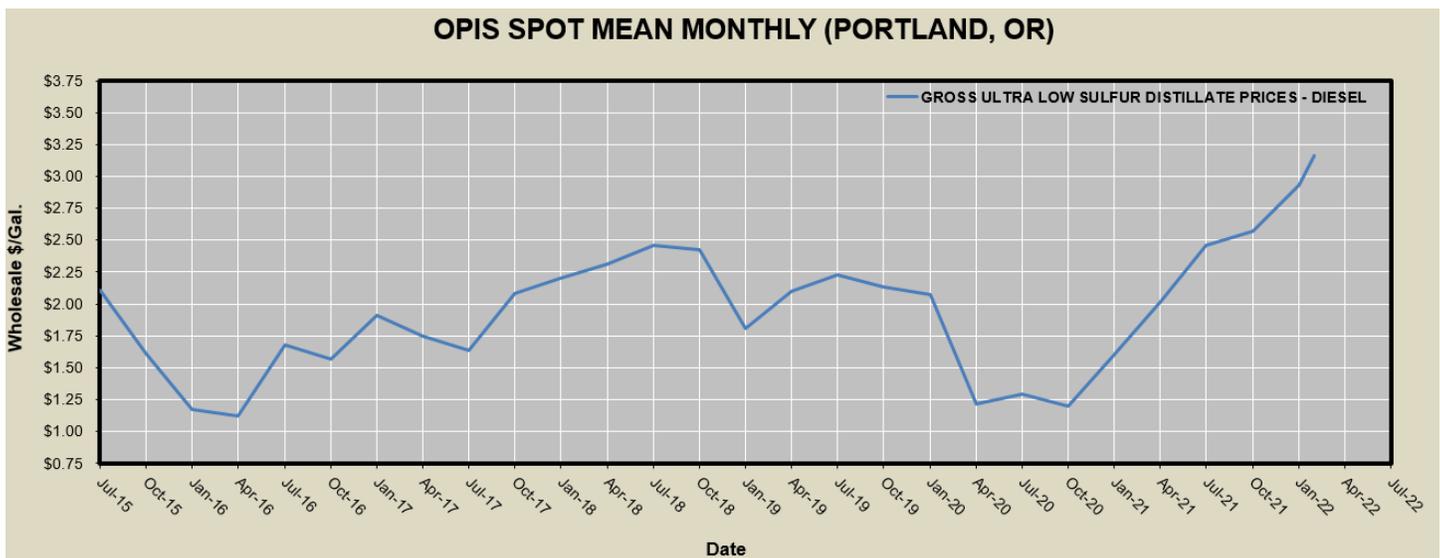
Lonnie.MCDONALD@odot.oregon.gov

Jay.DAVENPORT@odot.oregon.gov

ASPHALT CEMENT BASE PRICES



FUEL BASE PRICE



STEEL BASE PRICE

Data extracted on: February 24, 2022 (2:21:20 PM)

PPI Commodity Data

Series Id: WPU1017

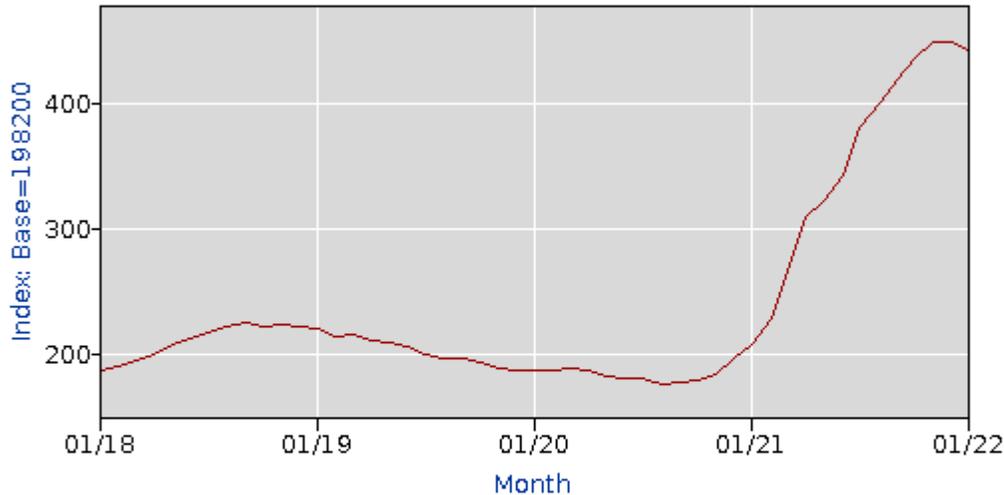
Not Seasonally Adjusted

Series Title: PPI Commodity data for Metals and metal products-Steel mill products, not seasonally adjusted

Group: Metals and metal products

Item: Steel mill products

Base Date: 198200



Download: [XLS](#) [xlsx](#)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2018	187.2	191.4	195.6	200.5	208.5	213.9	217.7	222.3	225.3	223.4	224.4	223.0
2019	220.8	215.3	215.6	212.1	210.4	206.3	200.9	198.1	196.9	194.7	190.2	187.4
2020	187.3	187.4	188.7	187.4	182.6	181.5	180.8	177.6	177.7	180.5	184.8	197.2
2021	208.0	228.8	266.4	310.2	321.8	343.4	380.189	399.074	418.472	435.669(P)	448.746(P)	449.633(P)
2022	442.381(P)											

P : Preliminary. All indexes are subject to monthly revisions up to four months after original publication.



Memo

Date: March 25, 2022, 2022
 To: Transportation Policy Advisory Committee (TPAC), Metro Technical Advisory Committee (MTAC) and interested parties
 From: Lake McTighe, Regional Planner
 Subject: March 2022 Report - Traffic Deaths in the three 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. ¹

As of 3/24/22, there have been at least **29 traffic fatalities** in the three counties in 2022.

- More than half of the people killed were walking
- 19 traffic deaths were in Multnomah County, 5 were in Clackamas County and 5 were in Washington County

Traffic crash fatalities in Clackamas, Multnomah and Washington Counties

Source: ODOT preliminary crash report as of 3/9/22; police reports and news media as of 3/24/22

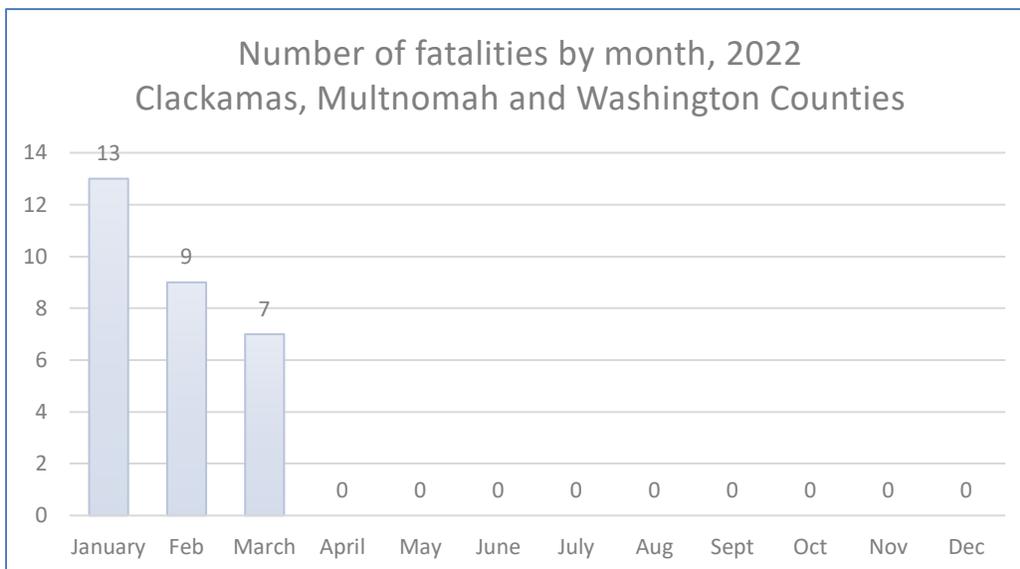
Fatalities	Name, age	Mode(s) of travel	Roadway	County	Date
29					
1	Unidentified	walking	Hall Boulevard & SW Farmington Road	Washington	3/16/22
1	Unidentified	motorcycling	N Vancouver Ave & NE Columbia Blvd.	Multnomah	3/24/22
1	Raymond M. McWilliams, 59	wheelchair	NE Vancouver Way & NE Gertz Road	Multnomah	3/18/22
1	Karen R. Kain, 57	walking	SW Hall Blvd & SW Lucille Ct.	Washington	3/4/22
1	Laysea Mykal Liebenow, 22	driving	US 30 Lower Columbia River HWY	Multnomah	3/7/22
1	Unidentified	driving	Hillsboro-Silverton HWY & SW Farmington Rd	Washington	3/6/22
1	Patrick Heath Bishop, 46	walking	SE Division St	Multnomah	3/3/22
1	Catherine McGuire Webber, 89	walking	SW Highland Dr & SW 11th St	Multnomah	1/3/22
1	Anthony Dean Ward, 55	driving	Firwood Rd near Cornog Rd	Clackamas	2/6/22
1	Clayton Edward Briggs, 48	driving	SE Sunshine Valley Rd	Clackamas	2/12/22
1	Alexander Lee, 23	walking	I-84	Multnomah	2/17/22
1	Cedar C. Markey-Towler, 41	walking	SE Foster	Multnomah	2/25/22

¹ 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.

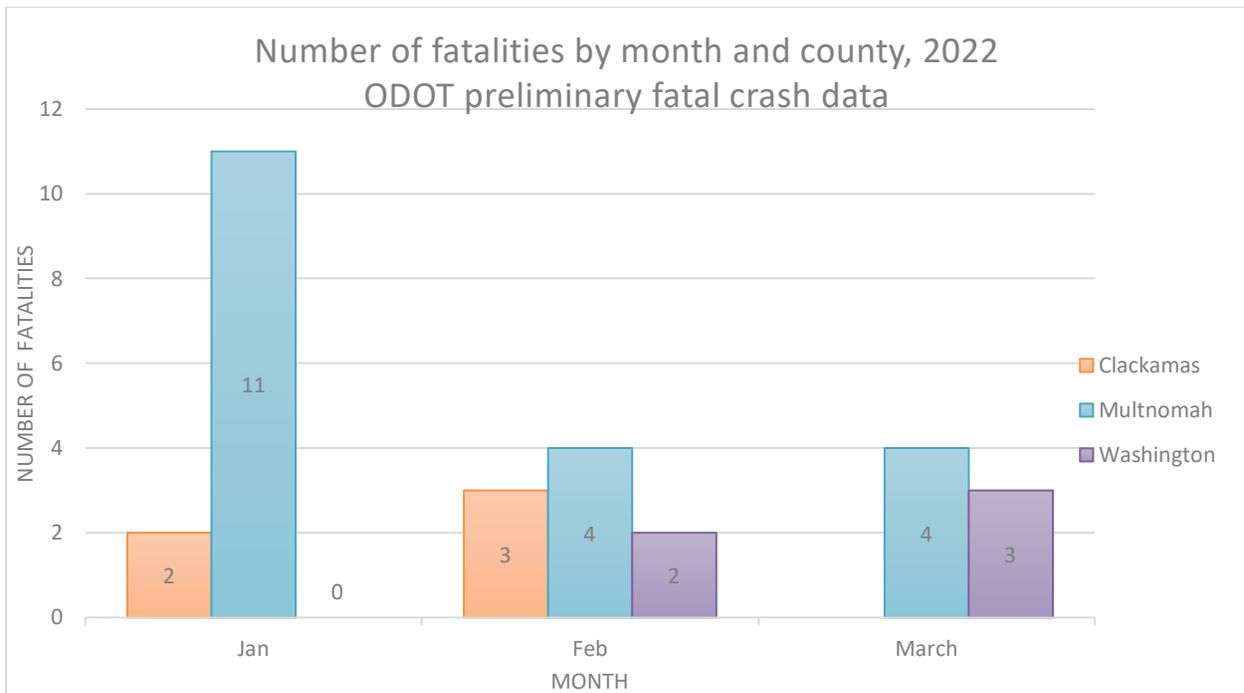
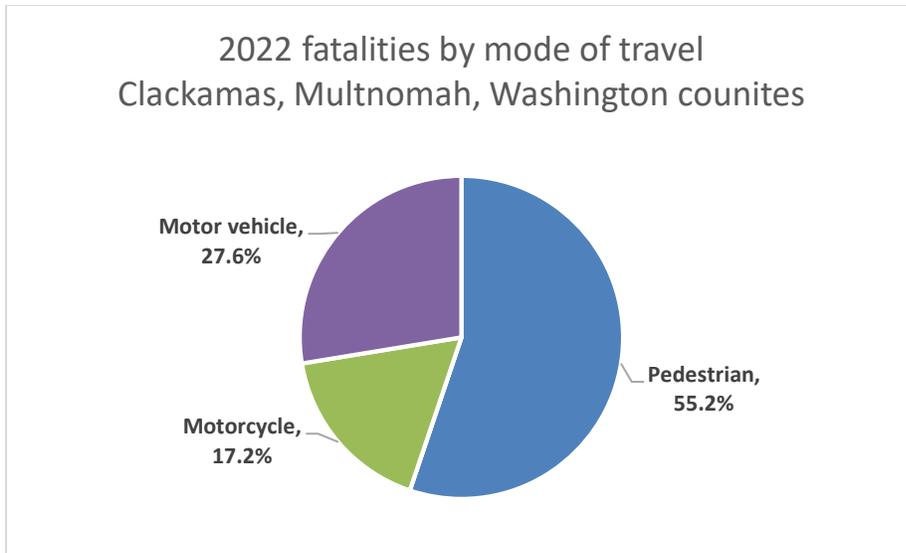
Metro monthly traffic fatalities report

2	Unidentified (Double), 11, 16	walking	SW Edy Rd & SW Trailblazer Pl	Washington	2/20/22
1	Jade Dominic Pruitt, 51	motorcycling	OR211 Eagle Creek-Sandy HWY & SE Eagle Creek Rd.	Clackamas	2/18/22
1	David N Wickham, 43	motorcycling	NE Glisan St. & NE 87th Ave.	Multnomah	2/16/22
1	Unidentified	motorcycling	I-5	Multnomah	2/5/22
1	Liam David Ollila, 26	walking	I-5	Multnomah	1/31/22
1	Duane M Davidson, 56	walking	SE Divison St & SE 101st Ave	Multnomah	1/29/22
1	Norman Ray Sterach Jr., 34	motorcycling	OR99E	Clackamas	1/28/22
1	Awbrianna Rollings, 25	walking	US26 SE Powell	Multnomah	1/22/22
1	Douglas Joseph Kereczman, 40	driving	OR99E SE McLoughlin	Multnomah	1/20/22
1	Marcos Pinto Balam, 30	walking	OR99E	Clackamas	1/16/22
1	Unidentified	walking	I-205	Multnomah	1/13/22
1	Kyle M. Beck, 35	walking	I-5	Multnomah	1/12/22
1	Mark Wayne Barnette, 60	driving	OR213	Multnomah	1/9/22
1	Unidentified	walking	NE Alderwood Rd/ NE Cornfoot Rd	Multnomah	1/3/22
1	Levi S. Gilliland, 33	driving	NE Glisan St & NE 56th Ave	Multnomah	1/3/22
1	Salvador Rodriguez-Lopez, 34	driving	I-5	Multnomah	1/2/22

Source for all charts: ODOT preliminary crash report as of 3/9/22; police reports and news media as of 3/24/22



Metro monthly traffic fatalities report



Traffic deaths in Clackamas, Multnomah and Washington counties since the last report*

Unidentified woman, walking, Hall Boulevard & SW Farmington Road, Beaverton, Washington, 3/16/2022

Unidentified, motorcycling, N Vancouver Ave & NE Columbia Blvd., Portland, Multnomah , 3/24/2022

Raymond M. McWilliams, 59, wheelchair, NE Vancouver Way & NE Gertz Road, Portland, Multnomah, 3/18/2022

Karen R. Kain, 57, walking, SW Hall Blvd & SW Lucille Ct., Tigard , Washington, 3/4/2022

Laysea Mykal Liebenow, 22, driving, US 30 Lower Columbia River HWY, Multnomah, 3/7/2022

Unidentified, driving, Hillsboro-Silverton HWY & SW Farmington Rd., Washington 3/6/2022

Patrick Heath Bishop, 46, walking, SE Division St., Portland, Multnomah, 3/3/2022

Catherine McGuire Webber, 89, walking, SW Highland Dr. & SW 11th St., Multnomah, 1/3/2022

Anthony Dean Ward, 55, driving, Firwood Rd near Cornog Rd., Clackamas, 2/6/2022

Clayton Edward Briggs, 48, driving, SE Sunshine Valley Rd, Clackamas, 2/12/2022

Alexander Lee, 23, walking, I-84 , Multnomah, 2/17/2022



**ODOT preliminary fatal crash report as of 3/9/22, police and news reports as of 3/25/22*



Climate-Friendly and Equitable Communities

Why this Rulemaking

In 2007, Oregon legislators adopted a goal to reduce Oregon’s climate pollution by 80% by 2050. That’s what the science calls for, if we’re going to avoid catastrophic impacts to our environment, communities, and economy.

Fifteen years later, we’re far off track in our efforts to meet those goals – and we’re already experiencing real-world impacts of climate disruption, with increasing wildfires, in size, severity, and timing, and record heat waves that have cost Oregonians their homes, and their lives.

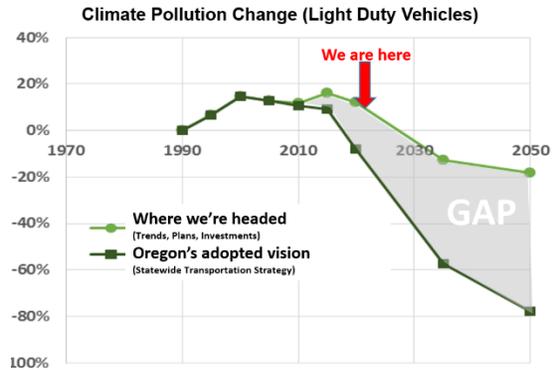
We’re particularly off-track in reducing pollution from transportation, responsible for about 38% of Oregon’s climate pollution. On our current path, Oregon will only reduce transportation pollution by about 20% by 2050. That means we’re polluting far more than we hoped, meaning more extreme weather events, more wildfires, more ocean acidification, and more record heat waves. In response, Governor Kate Brown directed state agencies to promote cleaner vehicles, cleaner fuels, and less driving.

Meanwhile, the State of Oregon is grappling with a troubling history and current patterns of inequity and discrimination, including in our land use, zoning, and transportation investment (and disinvestment) decisions. Wealth and health have been concentrated in the privileged, at the expense of others. This rulemaking aims to take some steps in redressing past harms.

Rulemaking Overview and Desired Outcomes

The Land Conservation and Development Commission launched the Climate-Friendly and Equitable Communities rulemaking in response to Governor Brown’s order. It directed the Department of Land Conservation and Development (DLCD), Oregon’s land use planning agency, to draft changes in Oregon’s planning system for communities in Oregon’s eight most populated areas (see map at right).

The rules require those communities to change their local transportation and land use plans to do more to ensure Oregonians have more safe, comfortable ways to get around, and don’t have to drive long distances just to meet their daily needs. The rules also aim to improve equity, and help community transportation, housing, and



Oregon is dramatically off-track. If current trends continue, Oregon will release more than 4 times more transportation pollution than our goal by 2050.



Thousands of Oregonians have lost their homes in recent wildfires. Missing our climate goals will mean more extreme and more frequent weather events such as heat bombs, droughts, and wildfires.



The rules apply in Oregon’s eight metropolitan areas shown above.

planning serve all Oregonians, particularly those traditionally underserved and discriminated against.

What does that mean on the ground? It means having some areas where rules don't get in the way of more walkable neighborhoods. The draft rules ask cities to designate climate-friendly areas, and to allow people to build taller buildings providing more housing. The rules don't *require* taller buildings, but make sure those buildings are *allowed*. In climate-friendly areas, a minimum density standard would help ensure transit can serve the neighborhood.

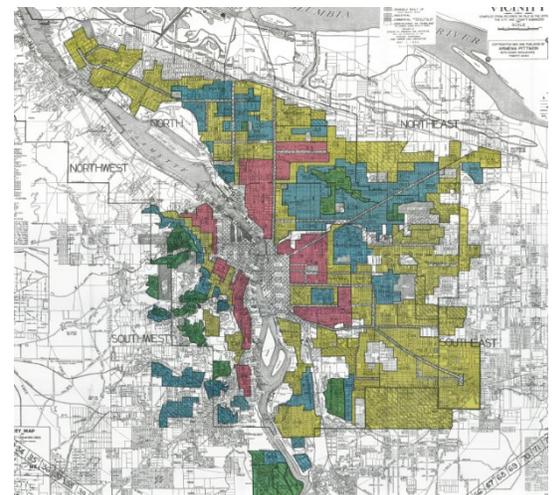
Other provisions of the rulemaking call for new buildings to support the growing electric vehicle transformation, reduce one-size-fits-all parking mandates, and increase local planning requirements to address critical gaps in our walking, biking, and transit networks. The rules ask communities to identify transportation projects needed so our climate goals could be met.

The rulemaking is mainly about letting climate-friendly development happen where people want to build it and the market calls for it. There's a lot of demand for housing where people can walk to where they want to go. While single-family homes will continue to be allowed and provide most housing, Oregonians have a diverse set of housing desires and deserve more affordable and climate-friendly choices. Those could better meet the changing shape of American households, as nearly a third of homes hold just one person. But again, people can choose what best meets their needs.

Equitable Mapping, Engagement and Decision-Making

One central outcome of this rulemaking is an increased emphasis on equity. The rulemaking has worked to integrate equity, starting with the rulemaking charge and title. Equity was key as DLCDC attempted to have the composition of the advisory committee reflect the diversity of Oregon's communities, and equity was one of the first tasks tackled by the group.

The rulemaking advisory committee spent significant time at many of its meetings discussing equity, and developed an [Equitable Outcomes Statement](#) to guide the rulemaking drafting and implementation. The rulemaking conducted a racial equity analysis of the rules and an analysis on how the rules could be improved to serve people with disabilities. The committee subsequently reviewed a table listing how each item in the Equitable Outcomes Statement was or was not brought forth into the draft rules, and what next steps might be.



1938 Redlining map of Portland. Redlining allowed white people to build wealth through homeownership.

The proposed rules define traditionally underserved populations to include Black and African American people, Indigenous people, People of Color, people with limited English proficiency, people with disabilities, low-income Oregonians, youth and seniors, and more. They require mapping of traditionally underserved populations, local consideration of a set of anti-displacement actions should decisions contribute toward displacement, centering the voices of underserved populations in decision-making, and regular reporting on efforts to engage traditionally underserved populations.

Climate-Friendly Areas

A climate-friendly area is an area where residents, workers, and visitors can meet most of their daily needs without having to drive. They are urban mixed-use areas that contain, or are planned to contain, a greater mix and supply of housing, jobs, businesses, and services. These areas are served, or planned to be served, by high quality pedestrian, bicycle, and transit infrastructure to provide frequent, comfortable, and convenient connections to key destinations within the city and region.

Why are climate-friendly areas important? A key component of Oregon's plan to meet our climate pollution reduction and equity goals is facilitating development of urban areas in which residents are less dependent upon the single occupant vehicle. Before the automobile became common in American life, cities grew more efficiently, with a variety of uses in city centers and other areas that allowed for working, living, and shopping within a walkable or transit accessible area. Over the last 100 years, the automobile and planning practices have served to separate activities, creating greater inequities within cities and widespread dependence upon climate-polluting vehicles to meet daily needs. Climate friendly areas will help to reverse these negative trends, with some actions taking place in the short term, and others that will occur with development and redevelopment over time.

The proposed rules will require cities, and some urbanized county areas, with a population over 5,000 within the seven metropolitan areas outside of Portland Metro to adopt regulations allowing walkable mixed-use development in defined areas within urban growth boundaries. The proposed rules for the Portland Metro area support implementation of the region's 2040 Growth Concept. Areas will be sized to accommodate a portion of the community's housing, jobs, and services. Local governments will determine where these areas will be located, but many of these areas will likely be established in existing downtowns that may currently allow for mixed uses and higher densities.

Associated requirements will ensure high quality pedestrian, bicycle, and transit infrastructure is available within these areas to provide convenient transportation options. The rules provide a process for local governments to first identify potential climate friendly areas, then later to adopt development standards for the areas best-suited for this purpose. The rules provide some minimum requirements for climate friendly areas, with a set of clear and objective standards that may be adopted, or a process for local governments to craft their own standards. Cities of more than 10,000 will monitor housing production within these areas over time and develop strategies to facilitate desired development.

Reforming Costly Parking Mandates

Excess parking has a significant negative impact on housing costs, business costs, the feasibility of housing development and business redevelopment, walkability, air and water pollution, climate pollution, and general community character. Parking mandates force people who don't own or use cars to pay indirectly for other people's parking. Carless households tend to be the poorest households. Parking demand varies significantly



Oregon already has some climate-friendly areas, pleasant places to meet one's needs without needing to drive.



Parking uses a huge amount of high-value land. Off-street parking in downtown Corvallis in red.

from development to development, and about one-sixth of Oregon renter households own zero vehicles. Planning practices of the past have imposed a one-size-fits-all requirement everywhere, creating incentives to own more cars and drive more.

The proposed rules encourage the diversity of parking needs to be met by the diversity of development. The rules would reduce or remove costly parking mandates for desired types of development, such as smaller housing types, small businesses, childcare facilities, multi-family housing, and historic buildings. The rules would completely remove parking mandates within one-half mile of frequent transit, where parking demand is lower per unit.

The rules give communities options to improve parking management. Those who adopt best practice parking policies would get more flexibility. The rules require more populous cities to do more management of on-street parking, through studying parking usage and using permits or meters to manage location or time-specific demand.

Getting Ready for Oregon’s Electric Vehicle Future

Making our vehicles cleaner is a key part in meeting Oregon’s climate goals. Oregon has a vision where 90% of new vehicles will be electric by 2035. To meet that goal, we need to ensure people can charge their vehicles. The most convenient place to do so is at home, but many Oregonians live in older multi-family homes that would be very expensive to retrofit.



Building a complete network of EV charging stations at commercial and multi-family housing locations could cut up to 11.9% of climate pollution

Thus, the rules propose new housing and mixed-use development would include electrical conduit (pipes) to 50% of spots, ready for adding wiring and charging stations to support electric vehicles as the market expands. Those providing faster chargers could provide conduit to fewer spaces.

Planning for a Future of Transportation Options

DLCD and other state agency partners including the Oregon Department of Transportation will provide a range of new and amplified services to help meet greenhouse gas reduction goals, including grants, technical assistance, tools, and publications, to help local governments adopt plans that meet or exceed the state’s greenhouse gas reduction goals.



Transportation options are critical for everyone, but particularly the one-in-three Oregonians who cannot drive.

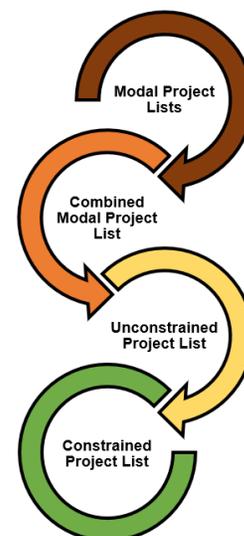
Local governments in Oregon have been required to make coordinated land use and transportation plans for decades. The updated rules would require local governments in metropolitan areas to:

- Plan for greater development in transit corridors and downtowns, where services are located and less driving is necessary;
- Prioritize system performance measures that achieve community livability goals;
- Prioritize investments for reaching destinations without dependency on single occupancy vehicles, including in walking, bicycling, and transit;
- Plan for needed infrastructure for electric vehicle charging; and
- Regularly monitor and report progress.

Planning to Meet Our Climate Goals

DLCD’s regional greenhouse gas reduction program allows areas to work together to consider statewide, regional, and local needs and issues. The flexible regional planning process allows communities to study economic development, fiscal impacts, resource use, pollution impacts, and the effects of different choices on the state, region, community, or households. The results are intended to help local government community members, elected and appointed leaders better understand issues and quantify the effect of potential policies as they review and update the area’s long-range plans and make investment decisions.

The rules would expand requirements for regional plans to meet the state’s climate pollution reduction targets from the Portland metropolitan area to the next largest metropolitan areas in the state (Eugene-Springfield and Salem-Keizer) initially. Other metropolitan areas will be required to evaluate their local plans towards meeting the state’s climate pollution reduction targets and amend their local plans towards meeting the target.



Community Engagement

We’ve heard from lots of Oregonians over the past eighteen months. We’ve heard from a 40-person advisory committee including representatives from all of Oregon’s impacted eight urban areas, several people who are home builders, realtors, representatives of the trucking industry, affordable housing advocates, land use advocates, community-based and other community-serving organizations.

To supplement those deliberations, staff held two separate series of virtual community conversations in 2021 – five in the spring, and four in the fall. Staff have hosted a series of nine technical work group meetings on specific topics, a series of practitioner meetings with local government staff in each region, and dozens of additional meetings with local elected officials, planning staff, and interest groups.



Some members of the rulemaking advisory committee

Upcoming conversations include events focused on what will be needed at the community level to support implementation and ongoing engagement strategies.

We’ve heard from hundreds of Oregonians who have attended one or more of the scores of meetings, community conversations, work groups, or practitioner meetings, and from hundreds of people who’ve submitted comments ([summary here](#)). Our rules are better for it, having continued to evolve and improve.

We’ll continue to hear from Oregonians through May, when we hope to adopt the rules. We invite your feedback and comments.

But the engagement won’t end there – the rules require local governments to engage their communities as they make key decisions on how the rules apply locally. If you’re interested in these issues, we encourage you to stay engaged beyond May.

Implementing the Rules: Resources and Timelines

If the Land Conservation and Development Commission adopts the rules, local governments will be asked to implement them. Many of the rules take effect when a community next does a major update of its Transportation System Plan (TSP), a community's core document describing its transportation needs and future plans. The rules do not set a specific deadline for most TSP updates. The rules have Salem-Keizer and Eugene-Springfield areas on a schedule to do regional scenario plans and update their TSPs by the end of 2027.

The land use components of the rules have specific deadlines. Communities are asked to study potential Climate-Friendly Areas by June 30, 2023, and adopt Areas by June 30, 2024. Parking reform is scheduled to happen in two phases - the first by the end of 2022, and the second by March 31, 2023. Communities may ask for some flexibility around most of these dates.

DLCD is providing or working to find resources for local governments to do this work, along with our agency partners at the Oregon Department of Transportation and the Oregon Housing and Community Services Department. The Oregon Legislature provided \$768,000 to assist with implementation.

Learn More

Information on how to submit comments, get rulemaking updates via email, and or review many additional materials including the draft rules language can be found at www.oregon.gov/lcd/LAR/Pages/CFEC.aspx

Contact Information

Bill Holmstrom, Transportation Planner
bill.holmstrom@dlcd.oregon.gov
971-375-5975

Kevin Young, Senior Urban Planner
kevin.young@dlcd.oregon.gov
503-602-0238

March 2022

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: March 25, 2022
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: John Mermin, Metro
Lake McTighe, Metro
Subject: 2023 Regional Transportation Plan (RTP) – Follow up from 3/9 TPAC Workshop discussion of Safe and Healthy Urban Arterials policy brief

PURPOSE

The purpose of this memo is to share feedback heard about the Safe and Healthy Urban Arterials policy brief at the 3/9 TPAC Workshop discussion and ask for additional feedback (especially on the recommended actions included in section 4 of the brief).

BACKGROUND

As part of the [2023 Regional Transportation Plan](#) update, Metro staff are developing policy briefs to frame policy options for consideration by regional leaders. Drafts will be refined based on input from TPAC and other stakeholders prior to Metro Council and JPACT discussion. The policy briefs are intended to frame existing conditions and potential options for how to incorporate new and updated policies in the 2023 RTP that will help guide the needs assessment and project list solicitation. Other policy briefs include: Emerging Trends, Mobility Policy, Congestion Pricing, Climate Leadership and High Capacity Transit. Policy brief topics were identified through input from regional partners during the scoping phase as priorities to address in the 2023 RTP.

The Safe and Healthy Urban Arterials policy brief is a relatively short informational document describing information, relevant work, and policy considerations. Persistent safety issues and lack of funding for urban arterials, despite decades of effort, planning and policy work, is identified as a major issue to be addressed in the 2023 RTP.

The policy brief will support JPACT and the Metro Council in developing an approach for urban arterials in the region that aims to address their complex needs. The policy brief will address the need for investment in safety and related bicycle, pedestrian and transit infrastructure using urban design best practices and standards.

The policy brief will refer to existing policy in the 2018 RTP as well as to planning and policy work that has occurred since the adoption of the 2018 RTP. It 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. Development of the policy brief and subsequent policy discussions on this topic will also support an update to the design policy section of the RTP, an implementation activity identified in Chapter 8 of the 2018 RTP.

Comments shared at March 9 TPAC Workshop

Metro included the draft policy brief in the workshop packet which was provided to TPAC members on March 2. Metro also provided the draft to members of the Getting There Together Coalition with the intent of sharing any input received with TPAC. (Metro received back one comment on the

importance of transit as a priority in street design decisions.) At the March 9 TPAC Workshop, Metro staff provided a presentation on the draft policy brief. *(The policy brief can be downloaded from the 3/9 meeting packet [here](#): It begins on p.132 of the packet)*

Comments heard at that workshop include:

- Consider including minor arterials in addition to major arterials, especially those in equity focus areas or along high crash corridors, as there is a lot of needs there as well.
- This is good work. Anything we can do to draw more attention to the significant need in our communities is helpful.
- Include more acknowledgement of all of the planning work that has been done on the urban arterials for years. The issue is that there isn't funding. Adjust tone and framing of brief to better reflect this, using an outcomes based approach.
- Frame up what is missing from current efforts. Is there more analysis that we need to do to get the funding that is needed and set ourselves up for success?
- Reflects shared goals of ODOT to address safety on arterials. However, would like to have a better understanding why the topic was identified as a need – where this is coming from.
- ODOT has an issue with using local standards for design on state highways. ODOT's Blueprint for Urban Design is being added into the Oregon Highway Design Manual, it has similarities with Metro's guide. ODOT engineers that stamp designs for state highways need to use state standards.
- ODOT would like to see RFFA funding continue to go towards safety. There is a clear link between the policy brief recommendations and that desire.
- One of the biggest issues is around funding. If we don't anticipate funding it constrains which projects can go into RTP. Would like to see background studies on how urban arterial issues may be limiting economic development on urban arterials, because we would like to know what we could do to support economic development. The communities along these arterials may look different depending on where they are located.
- Agree on the challenges reflected in the memo and it is good to have them all in one place going into the RTP update. There are many of us working on these actions, developing strategies and coordinating to get funding. Clarify who the actions are for, what will it inform, and the next steps for the brief from a TPAC perspective.
- Support for the intent of the policy brief. We need to build on what we have done, make us more effective, get us ready for any future regional investment measure, map out the work underway, support cross fertilization with Regional Mobility Policy.
- Jurisdictional transfer is an important part of this, but not the only outcome for how the state-owned arterials are improved; especially given the Blueprint for Urban Design we can be jointly investing in these facilities.
- Appreciating how this policy brief interacts with other levels of government, such as the FHWA report to Congress on the Complete Streets and the safe systems model. An

opportunity to align regional and local efforts with the federal efforts.

- This is an important issue. Families and lives are affected by the safety issues. The data in the policy brief raises a big question on why have not been making progress on safety (we are going backwards) despite a lot of efforts to address safety. Would be helpful to better answer why this is happening.
- Looking at the RTP FC list, there are not enough urban arterial projects on it. However, the reason that the Financially Constrained RTP list does not include projects to address all the needs identified in Regional Investment measure (RIM) is funding. To improve TV Hwy as a complete street with Enhanced Transit would use up nearly all of the County's RTP budget. So much more funding and investment is needed to achieve our goals.

NEXT STEPS

Metro staff will be revising the policy brief to reflect these comments and any additional comments provided by April 15. **Please send any additional feedback (especially comments on the recommended actions listed in section 4 of the brief) to John.Mermin@oregonmetro.gov and Lake.McTighe@oregonmetro.gov by April 15th.**

Additionally, please reach out to John Mermin and Lake McTighe if you would like to set up a time to discuss your comments by video chat.

After staff have refined the policy brief it will be brought to the Metro Council and JPACT for discussion later in the Spring and then would be used for creating new policy language in the RTP that will help guide the RTP Needs Assessment and Project list Solicitation.

Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC)**
Date/time: Friday, March 4, 2022 | 9:00 a.m. to 12:00 p.m.
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Karen Buehrig
Allison Boyd
Chris Deffebach
Lynda David
Eric Hesse
Jaimie Lorenzini
Jay Higgins
Tara O'Brien
Chris Ford
Karen Williams
Laurie Lebowsky
Lewis Lem
Idris Ibrahim
Rachael Tupica
Katherine Kelly

Affiliate

Metro
Clackamas County
Multnomah County
Washington County
SW Washington Regional Transportation Council
City of Portland
City of Happy Valley and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
TriMet
Oregon Department of Transportation
Oregon Department of Environmental Quality
Washington State Department of Transportation
Port of Portland
Community Representative
Federal Highway Administration (FHWA)
City of Vancouver, WA

Alternates Attending

Jamie Stasny
Mark Lear
Dayna Webb
Julia Hajduk
Glen Bolen
Gerik Kransky

Affiliate

Clackamas County
City of Portland
City of Oregon City and Cities of Clackamas County
City of Sherwood and Cities of Washington County
Oregon Department of Transportation
Oregon Department of Environmental Quality

Members Excused

Don Odermott
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Rich Doenges

Affiliate

City of Hillsboro and Cities of Washington County
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Mike Foley
Jean Senechal Biggs
Paul Edgar

Affiliate

City of Beaverton

Guests attending, (continued)

Kara Hall	Fehr & Peers
Cody Field	City of Tualatin
Roger Geller	City of Portland
Ted Labbe	UGI
Nick Forty	FHWA, Oregon Department of Transportation
Councilor Shirley Craddick	Metro Councilor, JPACT Chair
Brett Sherman	Madrona Wealth
Sarah Iannarone	The Street Trust
Steve Koper	City of Tualatin
Chris Smith	No More Freeways
Valerie Pratt	City of Tualatin, Councilor
Terry Kearns	AECOM
Nathan Clark	Stuart Collection
Michael Weston	City of King City
Ken Zaterain	TriMet
Kathy Hyzy	City of Milwaukie, Councilor
Brad Choi	City of Hillsboro
John Charles	Cascade Policy Institute
Alice Bibler	Oregon Department of Transportation
Garet Prior	Oregon Department of Transportation
Mandy Putney	Oregon Department of Transportation
Della Mosier	Oregon Department of Transportation
Rian Windsheimer	Oregon Department of Transportation
Tia Williams	Oregon Department of Transportation
Brendan Finn	Oregon Department of Transportation
Mike Mason	Oregon Department of Transportation
Michael Holthoff	Oregon Department of Transportation
Jason Kelly	Oregon Department of Transportation
Delia Mosier	Oregon Department of Transportation
Aliza Whalen	WSP
Gregory Mallon	WSP
Brooke Jordan	WSP
Adela Mu	WSP
Josh Channell	WSP
Grant Olear	WSP
HW (unidentified)	
3 Phone Callers (unidentified)	

Metro Staff Attending

Margi Bradway, Dep. Director Planning, Development & Research	
Ted Leybold, Resource & Dev. Manager	John Mermin, Senior Transportation Planner
Kim Ellis, Principal Transportation Planner	Michelle Bellia, Office of Metro Attorney
Ken Lobeck, Senior Transportation Planner	Lake McTighe, Senior Transportation Planner
Dan Kaempff, Principal Transportation Planner	Grace Cho, Senior Transportation Planner
Eliot Rose, Transportation Tech & Analyst	Molly Cooney-Mesker, Sr. Communications Associate
Ally Holmquist, Senior Transportation Planner	Caleb Winter, Senior Transportation Planner
Thaya Patton, Sr. Researcher & Modeling	Clint Chiavarini, Senior GIS Specialist
Roger Alfred, Office of Metro Attorney	Anne Buzzini, Metro Councilor Advisor

Jodie Kotrlik, Resource Analyst
Connor Ayers, Metro Councilor Advisor
Andrea Pastor, Sr. Regional Planner
Summer Blackhorse, Program Assistant

Matthew Hampton, Sr. Transportation Planner
Grace Stainback, Associate Transportation Planner
Ash Everfeld, Program Assistant
Marie Miller, TPAC Recorder

Call to Order, Declaration of a Quorum and Introductions

Chair Kloster called the meeting to order at 9:00 a.m. Introductions were made. A quorum of members present was declared. Committee members, member alternates, guests, public and staff were noted as attending. Reminders where Zoom features were found online was reviewed. A memo from Chair Kloster was shared detailing the new online format with panelists (committee members/alternates and presenters) and attendees (staff, guests and public members). A reminder was given on naming individual positions with the committee onscreen. Input was encouraged for providing safe space for everyone at the meeting via the link in chat. Comments would be shared at the end of the meeting.

Comments from the Chair and Committee Members

- **Updates from committee members and around the Region**
Tara O'Brien announced that TriMet just launched their Forward Together Program with a survey on their website now running. The link for this was shared: <https://trimet.org/forward/>
More information will be brought to TPAC in May at a workshop with future TriMet service decisions.
- **Monthly MTIP Amendments Update** (Ken Lobeck) Chair Kloster referred to the memo in the packet provided by Ken Lobeck on the monthly submitted MTIP formal amendments submitted from the end of January to mid-February 2022. For any questions on the monthly MTIP amendment projects you may contact Mr. Lobeck directly.
- **Fatal crashes update** (Lake McTighe) The Jan-Feb 2022 traffic fatalities in Clackamas, Multnomah and Washington counties update was provided. It was noted there have been 25 traffic fatalities in 2002 to date. Names from ODOT preliminary report and news reports as of 2/24/22 were given.

Information on the Regional transportation safety webinar training *Part 1- The Safe System Approach: What is it and why is it getting so much attention?* Was provided. This will be held March 28, 10-11:30 a.m. with the link at attend shared: Safe System approach webinar training registration link: https://us02web.zoom.us/webinar/register/WN_fbOr7SxPR7-LnkE183yCLg
Committee members were invited and are encouraged to attend.

- **Regional Flexible Funds Allocation (RFFA) update, timeline, next steps** (Dan Kaempff) Mr. Kaempff noted the supplemental memo sent regarding this item. It provides a summary of the project proposals received for consideration to be funded through the 2025-2027 Regional Flexible Funds Allocation (RFFA) and Parks and Nature Trails Bond, and outlines the next steps in the allocation process for these regional funds. 29 applications were submitted. Applicants were given the option of indicating their preferred funding source: RFFA, Trails Bond, or either source. The total requested amount is \$115,780,513.

A schedule of activities taking place through the spring and summer of this year leading to JPACT's decision on funding occurring in September with Council action scheduled for October

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 22-5251 (Ken Lobeck, Metro) Mr. Lobeck provided information on the March 2022 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment regular bundle contained in Resolution 22-5251 and being processed under MTIP Amendment MA22-09-MAR. The bundle contains a total of nine project amendments. The March 2022 Formal MTIP Amendment bundle involves primarily technical and budgetary programming adjustments needed for upcoming federal reviews and required approvals

Short summary of the amendment:

- **Keys 22138 and TBD4:** The first two projects involve removing funding supporting Transportation Demand Management (TDM) from Portland’s Washington/Stark safety improvement project in Key 22138. Portland will utilize approximately \$120,000 to support the completion of TDM activities per the RFFA award conditions for the project. The funding is being transferred to Key TBD4 (Temporary ID) and combined with required TDM activities supporting Portland’s safety improvement project in Key 22134. The TDM activities will occur about the same time the construction phase moves forward for both projects. For Key 22138, Portland also was able to secure additional local funding increase the project scope up to the original submission concept. The “up-scope” action includes pedestrian crossings at SE 105th at the Stark and Washington intersections that were not included in the RFFA application. PBOT also identified a need for paving on SE Washington from 102nd to 108th. The added scope elements are within the existing project limits. As a result the project’s estimated revised cost increases from \$6,532,000 to \$11,442,000.
- **Keys 21606 and 22575:** Key 21606 is an intersection improvement project by ODOT that includes a signal upgrade at the intersection of OR224 and Monroe St in Milwaukie. The project was initially considered to include additional safety improvements along Monroe Street. However, they were not included due to possible budget issues.

At the same time Milwaukie is proposing a Monroe Street Neighborhood Greenway project consisting of five segments that will provide pedestrian/bicyclist and safety improvements along the alignment. The five segments begin with Segment A at SE 21st St and proceed east along Monroe and Washington Streets out to Linwood Ave. Segments D and E are RFFA awarded improvements. ODOT’s OR224 intersection improvement project acts as Segment B. The city of Milwaukie will provide funding supporting the pedestrian and safety improvements along segments A and C, but not B.

Upon additional cost reviews for segment B (Key 21606), the project has been determined to be overfunded. ODOT and Milwaukie determined a portion of the funding (approximately \$1.5 million) could be split from the intersection safety improvement project in Key 21606 and applied to pedestrian/bicycle and safety improvements along Monroe St (segment A). MTIP amendment actions are splitting the \$1.5 million from key 21606 and applying it to the new child project on Monroe St for the pedestrian/bicyclist and safety improvements. Together, Key 21606, Key 22576, and the RFFA funded project in Key 22141 will should provide the needed funding to complete all five segments proposed by the city of Milwaukie.

- **Keys 22316 and 22435:** Both projects are ODOT projects that experienced cost increases. The amendments are addressing the funding shortfalls. For Key 22316, the programming costs only captured the Oregon cost for the project and not the Washington portion. The correction results in the project doubling in cost. WASHDOT still is providing 50% of the project cost. For

Key 22435, inflation appears to be the villain here. The PE phase consultant contract cost was not correctly estimated. As a result, \$2 million of additional ODOT funds are being to address the PE phase shortfall.

- **Keys 20888, 22154, and 20889:** These three keys function as annual UPWP regional corridor study buckets. During last December, Metro began repositioning the UPWP buckets to be programmed as needed in FFY 2022. The Regional Corridor/Next Corridor UPWP buckets were not addressed at that time due the annual SFY 2023 study needs not being determined yet. Presently, the SFY 2023 Corridor Study needs are becoming clearer allowing the required programming adjustments to occur. They are occurring now to allow the final adjustments needed to occur in April administratively.

Comments from the committee:

- Chris Ford noted the time between TPAC, JPACT and Metro Council for consideration of MTIP amendments has stretched to nearly a two-month minimum. Inflation and project timelines have created concerns with making the process as timely as possible. Mr. Lobeck agreed the legislative requirements may be delayed or slow from agenda overloads with committees or other issues occurring, but Metro is working to meet critical deadlines for projects. Michelle Bellia added Metro Council is working through budget sessions currently which may affect some agenda schedules as well.
- Karen Buehrig thanked Mr. Lobeck for all the materials in the packet with the mapping especially helpful in understanding the projects. It was noted the significance with the Monroe Street project moving forward that connects through Milwaukie, a portion on unincorporated Clackamas County to 82nd Ave. where local funds are able to work with these. Mr. Lobeck credited Kelly Brooks for support of this project.
- Rachael Tupica supported Mr. Ford's comments and concern on moving amendments forward with priorities and numerous projects occurring. Ted Leybold noted a lot of the timeline at Metro is driven by the notification requirements for the public meetings and public comment periods. Metro has worked hard over the past several years to provide amendment process that is compressed to move the comment period right up to time of Metro Council dates. Metro is moving as fast as requirements allow. Future optional discussions could include project changes/requirements for amendments.

Ms. Tupica acknowledged the balance between agenda schedules with the required comment periods, and encouraged Metro setting clarity on dates so that project timelines with budgets could move forward and stay on track. Mr. Leybold noted the increased number of amendments in the last several years. Perhaps most affect for change is looking at kinds of projects that are coming through as opposed to bundles of projects. Mr. Ford noted the sensitivity of the timeline happens after JPACT acts as the moments things become less certain.

MOTION: TPAC to provide JPACT an approval recommendation of Resolution 22-5251 consisting of nine projects which require the needed changes to complete various federal delivery approval steps.

Moved: Chris Deffebach

Seconded: Allison Boyd

ACTION: Motion passed with one abstention, Lewis Lem

2018 Regional Transportation Plan (RTP) Amendment 21-1467, I-205 Toll Project (Kim Ellis, Metro, Mandy Putney & Gareth Prior, ODOT) Kim Ellis presented a review of the RTP amendment process. The RTP amendment is being considered prior to the MTIP amendment as projects must be in the RTP to be listed in the MTIP. Requirements with the amendments, including public comment periods and committee roles were reviewed.

Key concerns JPACT requested TPAC to address following the February meeting were:

- ODOT commitments are currently too broad – more specificity and how JPACT can hold ODOT accountable needs to be described
- Establish a formal structure for the impacted local jurisdictions, JPACT and the Metro Council to be involved in project decisions
- Develop a plan to ensure consistency between I-205 and the Regional Mobility Pricing Project (RMPP), and do not begin tolling on I-205 until FHWA has approved the RMPP
- Ensure the I-205/Abernethy Bridge (Phase 1A) project remains on current schedule
- Reduce the scope of the MTIP amendment to include only the NEPA process
- Provide financial transparency
- Commitment from ODOT to analyze 2027 data on community impacts
- A specific plan to mitigate diversion from day one and in the long-term
- Implement the recommendations from the Equity and Mobility Advisory Committee (EMAC)
- Address appropriate income levels for waivers to tolling and plan to address cost-burdened low income drivers

Mandy Putney and Gareth Prior, ODOT, presented information on the proposed amendments. Appreciation on input from TPAC and JPACT in refining these amendments was noted. Conversations and discussions between ODOT and regional partners have taken place regarding the commitments given by ODOT since the last meeting. These subjects include:

- Elevate and clarify the role of local policy makers and stakeholders
- Coordinate diversion impacts mitigation with the region
- Enhance the connection between Regional Mobility Pricing Project and I-205 Toll project
- Center equity in process and outcomes
- Increase transit and multimodal transportation options
- Provide fiscal transparency to build trust and understanding

Engagement timelines were shown planned through 2025 for toll policies, Regional Mobility Pricing Project, and I-205 Toll Project. Mr. Prior noted conversations, questions, and critiques have improved these amendments and the operations of ODOT’s approach to congestion pricing/tolling, and ODOT hopes this new information and ODOT Commitments provides the clarity, accountability, and transparency needed to take the RTP and MTIP amendment steps today, knowing that there will be many checkpoints before tolling begins.

ODOT can accept the proposed revised I-205 Toll Project RTP amendment proposal provided by Clackamas County, and with some small but important revisions, ODOT is supportive of its passage. The revisions by ODOT were given as such:

The Project would toll all lanes of I-205 on or near the Abernethy Bridge and Tualatin River Bridge. The Project's purpose is to raise revenue to fund construction of the I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 (OR 213). The PE phase includes completion of environmental analysis under the National Environmental Policy Act (NEPA) ~~and initial design for toll infrastructure~~. The NEPA process for the I-205 Toll Project will analyze the benefits and impacts of tolling on I-205 between Stafford Road and Oregon Route 213 (OR 213), and describe mitigation commitments. In addition, ODOT has developed a "I-205 Toll Project: Commitments for ODOT and Regional Partners" document. The below items will be addressed during the NEPA process:

3. Enhancing the connection between the Regional Mobility Pricing Project (RMPP) and the I-205 Tolling Project: During the I-205 Tolling NEPA process, the cost, opportunities and impacts associated with tolling on I-205 and the RMPP will be identified and discussed with regional partners before design activities for the tolling program begin. In addition, Regional Toll Policies will be developed. This will inform the on-going development of a comprehensive regional tolling and congestion pricing plan that ensures that no one part of the system is tolled until the ~~RMPP FHWA~~ has been approved ~~the RMPP~~ or ODOT has developed a plan the region supports.

4. Centering on Equity in our process and outcomes: Continue to use the Oregon Toll Program's Equity Framework and support the recommendations from the Equity Mobility Advisory Committee (EMAC) to guide the I-205 Toll Project. In addition, the NEPA process should demonstrate how the pricing system is truly managing to travel demand to reduce greenhouse gases. The Low-Income Toll Report will inform the NEPA process. The NEPA process should also include income-based ~~exemptions strategies~~ and revenue projections ~~necessary to fund the climate and equity efforts identified by EMAC and local jurisdictions~~.

5. Increasing regional Transit and Multimodal Transportation options - In coordination with a Transit Multimodal Work Group (TMWG), a Transit and Multimodal Corridor Strategy will be developed to identify and fund priority projects and programs and ensure that reliable, emissions-reducing, and a competitive range of transportation options are provided to advance climate, safety, and mobility goals, and prioritize benefits to Equity Framework1 communities. The Transit and Multimodal Corridor

Strategy will address how priority projects that are ineligible for State Tollway Account revenue or gas tax revenue will be funded, including funding for ongoing operations and capital cost of additional buses, stops, facilities and other transit improvements. The Transit and Multimodal Corridor Strategy will address how ODOT and regional partners will secure and distribute the necessary funding required to implement the Transit and Multimodal Corridor Strategy in coordination with local jurisdictions and transit providers.

Comments from the committee:

- Karen Buehrig appreciated the work ODOT has done working together with TPAC to help move the NEPA process forward which is very important to Clackamas County. It was helpful for Mr. Prior to walk through the proposed edit on what the County submitted for changes on the amendment, and will be prepared to make a motion when the time comes on this agenda.
- Chris Deffebach appreciated the work from Clackamas County to help highlight the importance of these issues, and the efforts by ODOT to help highlight planned engagements and strategies. Clarification was noted on the #5 commitment to increase transit and multimodal

transportation options, with a reminder that this amendment is addressing the I-205 corridor with multimodal transit options, but other transit projects are needed as well region-wide with investments, not just the I-205 corridor. ODOT agreed with this clarification.

- Eric Hesse asked about the sequence on motion and amendments. Chair Kloster noted he would ask for a motion to approve as recommended, then have discussions on the motion with proposed amendments as needed. Mr. Hesse asked for clarification on the timeline with OTC policies and intersections with adoption of the RTP. It was expected more alignment is anticipated moving forward. Mandy Putney noted the new regional policy committee being deeply involved in the Oregon Highway Transportation Plan update conversations. The state plan needs to be aligned with the regional plan. Expected overlaps in conversations will involve liaison groups between JPACT and ODOT for state policy conversations as well. Mr. Prior noted the timelines for each planning update work out well for coordination.
- Chris Ford asked for clarification where the project description fits in the RTP with language proposed specific to this amendment. Michelle Bellia with the Office of Metro Attorney noted process-wise it is helpful for Metro when we have these preliminary questions completed and have a motion to approve, then can amend the motion with such discussions on where this language goes regarding the RTP. Noting the concern from possible multiple project descriptions in the RTP, and surprise of references and outcomes not currently in the RTP, Ms. Bellia noted they will be looking at the best place for location of language with intent of the approved motion, per discussion.
- Jaimie Lorenzini asked how firm the ODOT commitments were, which are not necessarily in the RTP, and if opportunities to address revisions in the future were possible. It was also asked if exploring the connections between specific to the I-205 tolling project and the RMPP, would ODOT consider exploring the concepts of sunset on the I-205 toll project in certain scenarios in the RMPP if not approved.

Ms. Putney noted the Oregon Transportation Commission is the toll rate authority in the state, and ODOT cannot speculate on future actions they may choose to take such as sunset projects. Regarding the commitment list it was asked if other additions were suggested. Mr. Prior added it would be helpful to get to the motion first with the proposed commitment list and have additional comments wanted sent to JPACT with the motion.

Ms. Lorenzini noted her concerns were not a desire to change the commitments but to understand iterative the commitments are moving forward with the process if there was interest in adding future commitments. Regarding the sunset issue this is less about landing this on OTC but for considering this as contingency if the RTP is delayed. Ms. Putney noted these considerations were years away and ODOT would address them if asked by OTC to do so. ODOT is planning to stay engaged with Metro and our regional partners and is always open to feedback and input. Asked if considerations with RMPP and I-205 will have further discussions as future analysis is known, Ms. Putney agreed.

MOTION: TPAC to approve RTP amendment 21-1467 including Exhibit A to Ordinance 21-1467 with highlighted strikethroughs and underscore additions starting on page 113-117 of the meeting packet, with revisions proposed by Clackamas County sent to TPAC on March 1 for the RTP Appendix A project description to add to the I-205 project, and in addition directing Metro staff to incorporate into the RTP and RTP project description for JPACT consideration.

Moved: Karen Buehrig

Michelle Bellia noted it would be easier to have the original staff recommendation motion to approve be made before additional amendments to the motion from Clackamas County and ODOT. Ms. Buehrig noted the wording was phrased in response to three layers of language with commitments and project descriptions, but could withdraw the motion for process purposes. Ms. Bellia added that for the purpose of providing JPACT an amendment that incorporates all further amendments to this motion they could start with the first specific amendment to approve.

MOTION: TPAC to recommend Amendment 21-1467 to the 2018 Regional Transportation Plan (RTP) 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 (original staff recommendation)

Moved: Laurie Lebowsky

Seconded: Julia Hajduk

Discussion on the motion:

- Karen Buehrig addressed proposed amendment to this motion. Prior to this meeting TPAC received instructions from JPACT to address concerns, Clackamas County submitted proposed changes, which were shown on screen from page 117 of the packet specific to the project description, which is one piece of the amendment. This page is titled **Exhibit A to Ordinance No. 21-1467, 2. Amend 2018 RTP Appendix A to add I-205 Toll Project (Preliminary Engineering Phase) as follows:** highlighted text.

In addition, added draft language to the ODOT commitments to add reference that have been developed addressing both the I-205 project and RTP are written to call out the different categories specific to the job description to I-205 and what would be done from NEPA. This begins on page 715 of the packet, titled **Project Description Amendments to RTP Ordinance, I-205.**

In response to what ODOT has proposed in the I-205 Toll Project: Commitments for ODOT and Regional Partners” document, Clackamas County particularly calls out bullet #3 in regarding how the on-going development of a comprehensive regional tolling and congestion pricing plan that ensures that no one part of the system is tolled until the FHWA has approved the RMPP or ODOT has developed a plan the region supports.

Staff prepared to send links in chat for all documents referenced to been seen by committee members before actions taken on motions.

- Michelle Bellia described as Step 1 as those documents referenced by Ms. Buehrig as attachments to the ordinance, where language in the ordinance itself references the documents (attachments). In addition, there would be a note in the ordinance regarding the attachments for concerns/issues on the commitments with the need to address them as part of this project.

Step 2 to this document with removal of language with the project description will need to be addressed in the project description piece. It was important to flag three places where the NEPA process is referenced in regard to the intent to amend the description that is part of the RTP amendment. The table, summary and map we can leave for later. The project description is the Appendix to the RTP. As part of the bigger picture, as motion to amend there will be two actions coming out of this:

- Attachment to the ordinance
- Amendment to the project description
Regarding references to the NEPA process, if a member want to amend the project description staff can be directed to work on this, or have specific projects called out in the RTP that may currently not be referenced from multiple projects.
- Julia Hajduk noted that what Ms. Bellia was describing is not what Ms. Buehrig’s earlier motion was. Clarity is needed on which motions are being voted on.
- Michelle Bellia noted Metro’s attorneys have been trying to figure out where specific goes appropriately. Pieces can go on the project description that can be part of the recommendation for consideration.
- Karen Buehrig noted the County made this amendment to the project description because this establishes the place to see the I-205 tolling project, where it is not described in the RTP. If TPAC could recommend a change in the project description and have Metro staff and attorneys incorporate these amendments into the RTP and RTP project descriptions for JPACT consideration that would have the same affect in the I-205 project description that may get us to the amendment. Ms. Bellia concurred that these changes could be worded and placed in a separate document to accompany the project description for an amendment to the ordinance.
- Chris Ford asked that Metro confer with ODOT staff when drafting project descriptions for amendments before sending this to JPACT for consideration. Mr. Ford asked a question on the proposed language. His understanding is that the ODOT commitments are incorporated into the RTP action in whatever way Metro seem appropriate. What is the purpose of the language that is listed in the amendments?
- Karen Buehrig noted they were designed to be specific to the I-205 toll project, they were designed to recognize ODOT had created a specific list that is much broader, and they were designed to call out and incorporate those things that were important to the NEPA process. Ms. Buehrig noted the work was tied to activities that ODOT has said they were already doing.

More discussion was held on the different documents, conditions of approval, what versions of the project description and commitments proposed would be recommended, and changes in language designed for the RTP and/or amendments to motions.

Julia Hajduk noted some confusion on proposed motions. Referring to the original motion made by Karen Buehrig, with content of the amendment to modify the project description, and have staff “make it so”, clarification was asked on this.

Karen Buehrig noted her motion would be to amend the project description for all that information, and that Metro staff and attorneys should “make that so” when presented to JPACT. The action we have before us is a recommendation of approval of a proposed project description. More discussion was held on amendment processes.

MOTION WITH AMENDMENT: TPAC to approve RTP amendment 21-1467 including Exhibit A to Ordinance 21-1467 with highlighted strikethroughs and underscore additions starting on page 113-117 of the meeting packet, with revisions proposed by Clackamas County sent to TPAC on March 1 for the RTP Appendix A project description to add to the I-205 project, and in addition directing Metro staff to incorporate into the RTP and RTP project description for JPACT consideration. This motion would include ODOT edits as were described by Mr. Prior in the presentation, from those edits presented by Clackamas County amendments.

Moved: Karen Buehrig

Seconded: Jaimie Lorenzini

Further discussion from committee members:

- Laurie Lebowsky had a question on the scope of the NEPA process in the MTIP amendment, but would defer on this until the next agenda item.
- Eric Hesse noted changes from the RTP amendment may mean changes to the proposed MTIP amendment to follow. It was noted that these projects are pointing to the RTP adoption as high stakes key checkpoints, and may require more discussion given the importance to the region. It was noted given OTC's authority on tolling seemed to be captured with ODOT's intent with commitments, but that it might be suggested to adjust language regarding project funding from tolls to reflect investments are jointly shared with regional partners.
- Mandy Putney clarified that the EMAC is an advisory group to the OTC which has a series of recommendations about what they feel should be funded with planned projects around the table. The RTP is a document of planned projects not related to OCT processes. The language in these documents speaks to different bodies.
- Tara O'Brien noted the NEPA process will help identify the mitigations on both transit and those specific to the I-205 project. TriMet is participating in the transit multimodal working group and helping to prioritize this list. The list will help ensure we identify those transit projects most useful as mitigation strategies. We look forward to working with our transit and regional partners to help secure and distribute funding for these projects.
- Karen Williams provided DEQ's willingness to support ODOT amendments to the Clackamas County amendments as proposed. A more substantial willingness to support this is an explanation how we can be certain that ODOT commitments will be funding mitigation projects that are identified through the NEPA process. Ms. Putney noted documentation through the NEPA process and final decision of the document accepted by FWHA will direct mitigation projects required.
- Jaimie Lorenzini validated the desire for additional checkpoints on timelines. It was suggested that when ODOT plans to re-approach the region about construction for these entries, it would be useful to see this separate from the 2023 RTP update. It would be helpful not to see a scenario in which conflicting timelines occur and interfere with the RTP adoption. Chris Ford noted this would regard funding of the project, addressed with the MTIP. Small sections of projects taken separately for adjustments within the RTP would not be efficient. Ms. Lorenzini noted the timeline that showed different checkpoints relating to the 2023 RTP update with policies, then decision making points for construction/engineering for the projects. Ms. Lorenzini's interest is making sure the decisions for the construction/PE for the I-205 project and pricing project occur separate from the decision to approve the overall 2023 RTP update. Clackamas County and the rest of the region can work together to provide substance, equity and project success.

Following discussions the committee voted on proposed motions.

VOTE TO AMEND: Amendments proposed by Clackamas County and ODOT, as presented and reviewed by TPAC, to be added to the original motion.

Those in favor: 12

Those opposed: 0

Those abstaining: 0

VOTE TO ADD AMENDMENTS FROM PREVIOUS VOTE TO THE ORIGINAL MOTION, STATED HERE:

TPAC to recommend Amendment 21-1467 to the 2018 Regional Transportation Plan (RTP) 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 (original staff recommendation), to include all prior approved amendments.

Those in favor: 13

Those opposed: 0

Those abstaining: 0

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-5234, I-205 Toll Project (Ken Lobeck, Metro) Mr. Lobeck began the presentation by describing the proposed MTIP amendment that would add the preliminary engineering phase for ODOT's I-205 Tolling Project allowing NEPA and design activities to begin. The PE phase listed in the MTIP totaling \$27, 257,890 for FFY 2022. Per the previous TPAC action, the project will be included in and consistent with the current constrained Regional Transportation Plan. It also passes fiscal constraint review and proof of funding verification.

Ted Leybold added that with approval of the MTIP amendment motion, staff can make any technical corrections through the project description for the MTIP to be consistent with the project description just approved for the RTP. Edits and corrections can be made post motion. When approving the MTIP amendment motions can also include the proposed modified amendments by Clackamas County and ODOT.

Discussion from the committee:

- Laurie Lebowsky asked if it was possible to separate the NEPA process from the full preliminary engineering funding, to only approve the NEPA process. Mandy Putney noted it wasn't possible to separate the two. The toll gantry design is required as part of the NEPA activities, so that separating them is not an option. There will be another checkpoint before construction begins on the gantry.
- Jaimie Lorenzini asked for clarification on the connection between NEPA and design activities. Ms. Putney noted NEPA includes some preliminary planning of the gantry. Splitting them is not feasible in the development of funding and design. Mr. Leybold added that NEPA evaluates the environmental impacts of the project, and to understand the environmental impacts they need to understand the preliminary design of that project and how it might affect the environment.
- Eric Hesse noted another way of looking at this may be if the funding were not available and a delay was needed in the project. Ms. Putney noted it was uncertain how they would split the dollars. They are on track to make available the draft Environmental Assessment this summer, and if delayed they would not be allowed to meet the schedule.

Regarding the RTP and MTIP 2023 updates, were further anticipated amendments planned to bring in the construction dollars before the Dec. 2023 timeline. Mr. Leybold noted ODOT had not indicated funding amounts in the next phase of the project. Ms. Putney added ODOT will be putting out a new timeline when the OTC is requesting allocated funds, but the action today

is what is allocated for the NEPA and design activities described. Mr. Prior added the goal is having the MTIP update made before more amendments are known and required.

MOTION: Provide an approval recommendation to JPACT for Metropolitan Transportation Improvement Program Resolution 21-5234 to add the full PE phase for the new I-205: OR213 - Stafford Rd Variable Rate Tolling Project, with updated materials from resolution references and necessary corrections provided by RTP Amendment 21-1467.

Moved: Chris Ford

Seconded: Julia Hajduk

MOTION: To amend the above stated motion that would reduce funds available through this amendment that reflect the removal of the gantry design so that it would not proceed right away.

Moved: Karen Buehrig

Seconded: Jaimie Lorenzini

Comments from the committee:

- Karen Buehrig noted Clackamas County felt this was a very important issue so that answers to questions were answered through the NEPA process to understand the elements of design that occur and affects from the process. Noting tolling is a unique type of project, not just the installation of the gantry, and why this amendment was proposed for reducing the amount of funding to reflect the design work.
- Chris Ford noted a confusion regarding why we would consider removing part of the required design work that is needed as part of the NEPA process.
- Jaimie Lorenzini noted a point of view of this for a halfway check in point, where ODOT can come back to ask for the rest of the preliminary engineering funding. With this part of the NEPA process it gives us the opportunity to differentiate fears from facts, and believes ODOT can do this as part of the process.
- Karen Buehrig noted questions on what is being financed and the timeline that unfolds and different check in points. As understanding, ODOT expects to finish their NEPA document and have it finalized by the end of 2022. ODOT is not coming back for amendments and/or check ins with JPACT until the end of 2023. Where do the financing questions fall during that time, and where does that fall in the NEPA process and the preliminary design?
- Mandy Putney noted all jurisdictions will have many opportunities to participate in the NEPA process. ODOT is happy to come back as much as wanted for updates.
- Lewis Lem asked if ODOT could describe the stage of the design you are at now. Is there a specific federal or state requirement to complete some amount of the design before NEPA can be processed?
- Mandy Putney noted there isn't a specific amount of design needed in the NEPA process. We are not able to reach 100% design in preliminary engineering. We have to do the design during NEPA and it depends on specifics of every project.
- Laurie Lebowsky noted concern about hitting marks on projects. Is ODOT hitting their marks on this project? Washington State Dept. of Transportation believes they are.

Restating the motion to amend the original motion:

MOTION: To amend the above (original) stated motion that would reduce funds available through this amendment that reflect the removal of the gantry design so that it would not proceed right away.

Moved: Karen Buehrig

Seconded: Jaimie Lorenzini

ACTION: Those in favor: 2

Those opposed: 10

Those abstaining: 0

Motion failed.

Restating the original motion:

MOTION: Provide an approval recommendation to JPACT for Metropolitan Transportation Improvement Program Resolution 21-5234 to add the full PE phase for the new I-205: OR213 - Stafford Rd Variable Rate Tolling Project, with updated materials from resolution references and necessary corrections provided by RTP Amendment 21-1467.

Moved: Chris Ford

Seconded: Julia Hajduk

ACTION: Those in favor: 10

Those opposed: 2

Those abstaining: 0

Motion is approved.

2023 Regional Transportation Plan (RTP) Draft Values and Outcomes, Work Plan and Engagement

Plan Review and Discussion (Kim Ellis & Molly Cooney-Mesker, Metro) *Agenda item was not presented at meeting due to limited time.*

Draft 2022-2023 Unified Planning Work Program (UPWP) Review and Discussion (John Mermin, Metro) *Agenda item was not presented at meeting due to limited time. It will be presented at the TPAC workshop on March 9, 2022.*

Committee comments on creating a safe space at TPAC (Chair Kloster) - No comments received.

Chair Kloster reminded the jurisdictions and agency members they were encouraged to send their individual comments on agenda items discussed directly to their JPACT representatives.

- Karen Williams wanted comments on the record in the context that DEQ struggled with support of the RTP and MTIP amendments, especially regarding the MTIP amendment because there was a relative substantial content item not included; the environmental assessment with technical content. DEQ continues to encourage ODOT to the greatest extent practical that this is in the June 2022 assessment with subsequent public forums to communicate about the air quality impacts of the I-205 improvements distinct from the impacts of the tolling project air quality impacts of the combined project in the interest of the public and public transparency communications so the public can judge the adequacy of the proposed mitigation strategies that come out of the NEPA process.
- Chris Deffebach confirmed the different amendments approved with supporting documents and attachments from this meeting would be posted on the TPAC website. These would added to the meeting packet, placed online. Chair Kloster confirmed Metro staff and attorneys would write a report from TPAC to JPACT on the amendments prior to the JPACT meeting on March 17 with all approved language edits and changes.

Adjournment

There being no further business, meeting was adjourned by Chair Kloster at 12:10 p.m.

Respectfully submitted,

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, March 4, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	3/4/2022	3/4/2022 TPAC Agenda	030422T-01
2	TPAC Work Program	2/25/2022	TPAC Work Program as of 2/25/2022	030422T-02
3	Memo	2/23/2022	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments the End of January to Mid-February 2022	030422T-03
4	Draft Minutes	2/4/2022	Draft TPAC minutes from February 4, 2022	030422T-04
5	Resolution	N/A	RESOLUTION NO. 22-5251 FOR THE PURPOSE OF AMENDING EXISTING OR ADDING TO THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) NINE PROJECTS IN SUPPORT OF COMPLETING VARIOUS FEDERAL PROJECT DELIVERY REQUIREMENTS (MA22-09-MAR)	030422T-05
6	Exhibit A	N/A	Exhibit A to Resolution No. 22-5251	030422T-06
7	Staff Report	2/24/2022	TO: TPAC and Interested Parties From: Ken Lobeck, Funding Programs Lead RE: March 2022 MTIP Formal Amendment & Resolution 21-5251 Approval Request (Regular Bundle)	030422T-07
8	Ordinance	N/A	ORDINANCE NO. 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	030422T-08
9	Exhibit A	2/8/2022	Exhibit A to Ordinance No. 21-1467 2018 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT	030422T-09
10	Exhibit B	N/A	Exhibit B to Ordinance No. 21-1467 Summary of Comments Received and Recommended Actions	030422T-10
11	Staff Report	February 24, 2022	STAFF REPORT IN CONSIDERATION OF ORDINANCE NO. 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	030422T-11
12	Attachment 1	2/9/2022	Attachment 1 to Staff Report to Ordinance No. 21-1467	030422T-12

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
13	Attachment 2	September 22, 2021	Attachment 2 to Staff Report to Ordinance No. 21-1467 I-205 Toll Project Regional Transportation Plan Amendment	030422T-13
14	Attachment 3	November 23, 2021	Attachment 3 to Staff Report to Ordinance No. 21-1467 I-205 Toll Project RTP Amendment Public Comment Report	030422T-14
15	Attachment 4	February 18, 2022	Attachment 4 to Staff Report to Ordinance No. 21-1467 Metro Staff Summary of 2/17/22 JPACT Comments on I-205 Toll Project	030422T-15
16	Handout	N/A	Oregon Toll Program: I-205 Toll Project RTP Amendment ACTIONS TO ADDRESS TOP PORTLAND REGIONAL CONCERNS	030422T-16
17	APPENDIX A.1.	N/A	APPENDIX A.1. JPACT REQUESTS AND RESPONSES	030422T-17
18	APPENDIX A.2.	N/A	APPENDIX A.2. PORTLAND METRO AREA POLICY MAKER AND STAKEHOLDER INVOLVEMENT	030422T-18
19	APPENDIX B.	N/A	APPENDIX B. REGIONAL MODELING GROUP	030422T-19
20	APPENDIX C.	N/A	APPENDIX C. OTC CORE PROJECTS ROADMAP	030422T-20
21	APPENDIX D.1.	N/A	APPENDIX D.1. LOW-INCOME TOLL POLICY REPORT OVERVIEW	030422T-21
22	APPENDIX D.2.	N/A	APPENDIX D.2. EQUITY FRAMEWORK	030422T-22
23	APPENDIX D.3.	November 21, 2021	APPENDIX D.3. EMAC DRAFT FOUNDATIONAL PRINCIPLES	030422T-23
24	APPENDIX D.4.	NA	APPENDIX D.4. EMAC GAME PLAN.	030422T-24
25	APPENDIX E.	N/A	APPENDIX E. TRANSIT/MULTIMODAL WORKING GROUP (TMWG)	030422T-25
26	APPENDIX F.1.	N/A	APPENDIX F.1. OTC LETTER TO JPACT	030422T-26
27	APPENDIX F.2.	N/A	APPENDIX F.2. TOLLING TIMELINE	030422T-27
28	APPENDIX F.3.	N/A	APPENDIX F.3. ILLUSTRATIVE COMPARISON OF I-205 IMPROVEMENTS PHASE 1A COSTS TO EXISTING AND FUTURE FUNDING ALLOCATIONS	030422T-28
29	Discussion Draft Handout	2/24/2022	DISCUSSION DRAFT: 2/24/2022 I-205 Toll Project: Commitments for ODOT and Portland Regional Partners	030422T-29

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
30	Resolution	N/A	RESOLUTION NO. 21-5234 FOR THE PURPOSE OF AMENDING THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE PRELIMINARY ENGINEERING PHASE FOR ODOT'S I-205 TOLLING PROJECT ALLOWING NEPA AND DESIGN ACTIVITIES TO BEGIN (FB22-06-FEB)	030422T-30
31	Exhibit A	N/A	Exhibit A to Resolution 21-5234	030422T-31
32	Staff Report	January 25, 2022	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: February 2022 MTIP Formal Amendment & Resolution 21-5234 Approval Request	030422T-32
33	Attachment 1	July 5, 2018	Attachment 1: Final PAC Recommendations to OTC Portland Metro Area Value Pricing Feasibility Analysis	030422T-33
34	Attachment 2	N/A	Attachment 2: Regional Mobility Pricing Project Draft Purpose and Need Statement	030422T-34
35	Attachment 3	N/A	Attachment 3: OTC August 16 2018 Action	030422T-35
36	Attachment 4	N/A	Attachment 4: FHWA Reply Letter	030422T-36
37	Attachment 5	12/19/21	Attachment 5: ODOT Tolling Program Adjustments	030422T-37
38	Attachment 6	N/A	Attachment 6: ODOT I-205 Tolling Project Scope Elements	030422T-38
39	Memo	2/25/2022	TO: TPAC and Interested parties From: Kim Ellis, RTP Project Manager Molly Cooney-Mesker, RTP Engagement and Communications Lead RE: 2023 Regional Transportation Plan (RTP) – Values and Outcomes, Key Tasks and Engagement	030422T-39
40	Attachment 1	2/7/22	Attachment 1: Overview of Key Tasks and Areas of Focus for 2023 Regional Transportation Plan Update	030422T-40
41	Attachment 2	2/25/2022	Attachment 2: 2023 Regional Transportation Plan Update Public Engagement Plan - DRAFT	030422T-41
42	Attachment 3	2/7/2022	Attachment 3: DRAFT Values and Outcomes for the 2023 Regional Transportation Plan	030422T-42
43	Attachment 4	N/A	Attachment 4: Community leaders' forum summary Nov. 17, 2021	030422T-43
44	Attachment 5	February 2, 2022	Attachment 5: 2023 Regional Transportation Plan scoping Summary of stakeholder interviews	030422T-44

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
45	Attachment 6	February 25, 2022	Attachment 6: Key Dates for Developing Work Plan and Engagement Strategy to Guide Update	030422T-45
46	Memo	February 25, 2022	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: 2022-23 Draft Unified Planning Work Program (UPWP)	030422T-46
47	Memo	March 4, 2022	TO: TPAC and Interested parties From: Tom Kloster, TPAC Chair RE: TPAC Virtual Meeting Protocols	030422T-47
48	Memo	February 24, 2022	TO: TPAC and Interested parties From: Lake McTighe, Regional Planner RE: Jan-Feb 2022 traffic fatalities in Clackamas, Multnomah and Washington counties	030422T-48
49	Slides	03/04/22	Fatal Crash Slide & Regional transportation safety webinar training slide	030422T-49
50	Memo	March 2, 2022	TO: TPAC and interested parties From: Dan Kaempff, Principal Transportation Planner RE: 2025-2027 RFFA Step 2/Trails Bond project proposals and next steps	030422T-50
51	Public comment letter	March 2, 2022	Clackamas County Legislators Request Assistance with I-205 Tolling Concerns from Paul Edgar	030422T-51
52	Public comment letter via email	March 3, 2022	Public comment from Paul Edgar: Joe Cortright - Impresa, on the madness in ODOT Region One and the thinking within the "Interstate Bridge Replacement"	030422T-52
53	Presentation	March 4, 2022`	March 2022 Regular Bundle Resolution 22-5251 March 2022 Formal MTIP Amendment	030422T-53
54	Handout	N/A	Project Description Amendments to RTP Ordinance, I-205	030422T-54
55	Handout	March 1, 2022	Proposed revisions to the RTP and MTIP Amendments related to I-205 Tolling Project	030422T-55
56	Handout	N/A	Clackamas County I-205 Amendments, ODOT Edits	030422T-56
57	Presentation	March 4, 2022	I-205 Toll Project (PE Phase) Amendment Process	030422T-57
58	Presentation	March 4, 2022	I-205 Toll Project: Regional Transportation Plan (RTP) & Metropolitan Transportation Improvement Plan (MTIP) amendments	030422T-58
59	Handout	N/A	Proposed Amendments to the MTIP Language	030422T-59
60	Presentation	March 4, 2022	I-205 Tolling Formal Amendment Summary Resolution 21-5234 I-205 Tolling MTIP Amendment	030422T-60

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING TO THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TWO PROJECTS, CONSISTING OF AN ODOT GRANT SUPPORTING THE METRO REGIONAL TRAVEL OPTIONS PROGRAM, AND THE PE PHASE FOR THE MULTNOMAH COUNTY EARTHQUAKE READY BURNSIDE BRIDGE PROJECT ENABLING FEDERAL REVIEWS AND FUND OBLIGATIONS TO THEN OCCUR (AP22-10-APR)) RESOLUTION NO. 22-52XX
)
) Introduced by: Chief Operating Officer
) Marissa Madrigal in concurrence with
) Council President Lynn Peterson
)
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)

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2021-24 MTIP via Resolution 20-5110 on July 23, 2020; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, ODOT has awarded Metro with a three-year supplemental Travel Options (TO) grant which will directly support Metro's Regional Travel Options (RTO) program; and

WHEREAS, ODOT's TO grant funding of \$416,197 of federal funding will be applied to Metro's RTO Rideshare and Travel Demand Management (TDM) program areas and needs to be obligated before the end of FFY 2022; and

WHEREAS, the Earthquake Ready Burnside Bridge replacement and reconstruction project is currently progressing through the National Environmental Policy Act (NEPA) with a Final Environmental Improvement Statement (FEIS) Record of Decision (ROD) expected by late CY 2022; and

WHEREAS, as part of the NEPA ROD federal review process, the project must demonstrate MTIP programming consistency as part of the Code of Federal Regulations NEPA-TIP Validation Requirement; and

WHEREAS, Multnomah County as committed approximately \$300 million of local funds in support of the project which \$23.5 million has been authorized to support the Preliminary Engineering phase which is being added now through this formal/full amendment; and

WHEREAS, the a review of the proposed project changes has been completed against the current approved Regional Transportation Plan to ensure the projects remain consistent with the goals and strategies identified in the Regional Transportation Plan; and

WHEREAS, Regional Transportation Plan consistency check areas included financial/fiscal constraint verification, an assessment of possible air quality impacts, consistency with regional approved goals and strategies, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the March, MTIP Formal Amendment bundle; and

WHEREAS, while the estimated cost for the Earthquake Ready Burnside Bridge replacement project exceeds \$100 million, it is not considered capacity enhancing, triggering the need at this time to complete a special amendment performance evaluation; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on April 1, 2022; and

WHEREAS, JPACT approved Resolution 22-52XX consisting of the April 2022 Formal MTIP Amendment on April 21, 2022 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on May 12, 2022 through Resolution 22-52XX to formally amend the 2021-26 MTIP to add the two new projects included in the April Formal MTIP Amendment Bundle.

ADOPTED by the Metro Council this ____ day of _____ 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

2021-2026 Metropolitan Transportation Improvement Program
 Exhibit A to Resolution 22-52XX



Proposed April 2022 Formal Transition Amendment Bundle
 Amendment Type: **Formal/Full**
 Amendment #: **AP22-10-APR**
 Total Number of Projects: 2

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Project #1 ODOT Key 22583 MTIP ID TBD New Project	Metro	Metro Transportation Options FFY22 - FFY24	Metro funding to promote and encourage the use of alternative transportation options during federal fiscal years 2022, 2023 and 2024.	<u>ADD NEW PROJECT:</u> Add ODOT’s supplemental Travel Options grant as a stand-alone project to support Metro’s Regional Travel Options (RTO) program
Project #2 ODOT Key TBD MTIP ID TBD New Project	Multnomah County	Earthquake Ready Burnside Bridge: NE/SE Grand Ave – NW/SW 3rd Ave	Replace & construct a new Burnside Bridge to seismic standards covering the limits of NE/SE Grand Ave to NW/SW 3rd Ave and from the I-84/I-5 split south to SE Ash St with street & intersection upgrades within the project limits for increased public safety	<u>ADD NEW PROJECT:</u> The formal amendment adds the PE phase with \$23.5 million of local funds for the new Earthquake Ready Burnside Bridge replacement/ reconstruction project



Metro
 20121-24 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

Formal/Full Amendment
ADD NEW PROJECT
 Add ODOT FY 2022-24 RTO
 allocation to MTIP

Lead Agency: Metro		Project Type:	Planning	ODOT Key:	22583
Project Name: Metro Transportation Options FFY22 - FFY24	1	ODOT Type	OP-TDM	MTIP ID:	NEW-TBD
		Performance Meas:	Congest Mit	Status:	0
Project Status: 0 = No activity.		Capacity Enhancing:	No	Comp Date:	12/31/2023
		Conformity Exempt:	Yes	RTP ID:	11054
Short Description: Metro funding to promote and encourage the use of alternative transportation options during federal fiscal years 2022, 2023 and 2024.		On State Hwy Sys:	No	RFFA ID:	N/A
		Mile Post Begin:	N/A	RFFA Cycle:	N/A
		Mile Post End:	N/A	UPWP:	Yes
		Length:	N/A	UPWP Cycle:	SFY 2023
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2022	Past Amend:	0
		Years Active:	0	OTC Approval:	No
		STIP Amend #:	21-24-1944	MTIP #:	AP22-10-APR

Detailed Description: ODOT three-year supplemental allocation to Metro's RTO region-wide program supporting alternative transportation options. This allocation is split to support two focused areas: Rideshare portion (\$83,239.42 -100% federal) and TDM (\$332,957.69 with 10.27% local match).

STIP Description: Metro funding to promote and encourage the use of alternative transportation options during federal fiscal years 2022, 2023 and 2024.

Last Amendment of Modification: None. Initial MTIP programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (RTO)	Total
Federal Funds								
AC-STBGS	ACPO	2022					\$ 416,197	\$ 416,197
								\$ -
								\$ -
Notes:							Federal Totals:	\$ 416,197
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2022					\$ 38,109	\$ 38,109
								\$ -
								\$ -
							Local Total	\$ 38,109
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 454,306	\$ 454,306
							Year Of Expenditure (YOE):	\$ 454,306
Net Phase Funding Change:			\$ -	\$ -	\$ -	\$ -	\$ 454,306	\$ 454,306
Phase Percent Change:			0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > What are we changing? ODOT supplemental RTO allocation is being added to the MTIP as a stand-alone project

Amendment Summary:

The formal amendment adds the ODOT FY 2022-24 RTO program funding allocation. The allocation is split to support two areas: Rideshare portion is \$83,239.42 (100% federal) and TDM is \$332,957.69 (with 10.27% local match). The programming merges the two together which results in a unusual match. ODOT provided Metro with a funding allocation letter. The new funds for Metro's RTO program originate from non-MPO Key 21817.

- > Will Performance Measurements Apply: Transit

RTP References:

- > RTP ID: 11054 - Regional Travel Options Activities for 2018-2027
- > RTP Description: Metro awards grant funding, coordinates marketing efforts, and provides technical assistance and evaluation to agencies and organizations to encourage people to make fewer auto trips. RTO-funded activities include worksite and college information programs that make transit, bicycling, walking and ridesharing easier to use.
- > Regional Significant Project: Yes. The project supports a Key Metro RTP goal of congestion reduction mitigation through the promotion of alternative transportation options.
- > UPWP amendment: No. however, the project is part of the larger annual RTO program identified in the annual UPWP Master Agreement
- > RTP Goals: Goal 4 - Reliability and Efficiency
- > Goal Objective: Objective 4.5 Demand Management
- > Goal Description: Increase the number of households and businesses with access to outreach, education, incentives and other tools that increase shared trips and use of travel options.
- > Proof of Funding Verification: Yes. A proof-of-funding allocation letter was provided by ODOT as part of the amendment submission
- > Scope changes included: No
- > Limit changes included: No. However, the project is considered region-wide in the MPA boundary
- > Formal/full amendment requirement under Matrix: Adding a new project to the MTIP requires a formal/full amendment
- > Add Special Performance Evaluation assessment required to be completed: No
- > Exempt or Capacity Project: The project is exempt under 40 CFR 93.126, Table 2 - Air Quality
- > Exemption reference: Continuation of ride-sharing and van-pooling promotion activities at current levels.

Fund Codes:

- > AC-STBGS = Federal Advance Construction fund type code used as a placeholder until the final federal fund type code is know and committed to the project. In this case, the expected final conversion code is projected to be State STBGS (Surface Transportation Block Grant funds managed and allocated by the state DOT).
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: N/A
- > Metro Model: No
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	ACPO	ADVANCE CONSTRUCT PR		100.00%	454,305.61	91.61%	416,197.11	0.00%	0.00	8.39%	38,108.50
	OT Totals			100.00%	454,305.61		416,197.11		0.00		38,108.50
	Grand Totals				454,305.61		416,197.11		0.00		38,108.50

Key 21817 is providing the funding to support the RTO allocation to Metro in Key 22583

Name: Regional TO Provider Rideshare/TDM FFY22, 23 & 24								Key: 21817	
Description Promote & encourage the use of carpools, vanpools, transit, bicycling, walking & teleworking. Continues existing carpool matching, regional vanpool services and community outreach programs								Region: 6	
MPO: Non-MPO				Work Type: OP-TDM					
Applicant: ODOT				Status: NON-CONSTRUCTION PROJECT					
Location(s)-									
Mileposts	Length	Route	Highway				ACT	County(s)	
							STATEWIDE	STATEWIDE	
Current Project Estimate									
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total		
Year						2022			
Total						\$1,232,634.00	\$1,232,634.00		
Fund 1						ACPO	\$1,106,042.49		
Match							\$126,591.51		
Footnote:									
Most Recent Approved Amendment									
Amendment No: 21-24-1635					Approval Date: 12/30/2021				
Requested Action: Reduce the project estimate by \$409,291, moving funds to new project key 22525.									



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal/Full Amendment
ADD NEW PROJECT
Add new Burnside Bridge
replacement PE phase project

Lead Agency: Multnomah County		Project Type:	Planning	ODOT Key:	NEW - TBD		
Project Name: Earthquake Ready Burnside Bridge: NE/SE Grand Ave – NW/SW 3rd Ave		ODOT Type	TBD	MTIP ID:	NEW-TBD		
		Performance Meas:	Safety	Status:	2		
		Capacity Enhancing:	No	Comp Date:	12/31/2028		
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		Conformity Exempt:	Yes	RTP ID:	11129 & 11376		
Short Description: Replace & construct a new Burnside Bridge to seismic standards covering the limits of NE/SE Grand Ave to NW/SW 3rd Ave and from the I-84/I-5 split south to SE Ash St with street & intersection upgrades within the project limits for increased public safety		On State Hwy Sys:	No	RFFA ID:	N/A		
		Mile Post Begin:	N/A	RFFA Cycle:	N/A		
		Mile Post End:	N/A	UPWP:	Yes		
		Length:	N/A	UPWP Cycle:	N/A		
		Flex Transfer to FTA	No	Transfer Code	N/A		
		Special Goals Assess:	Yes/No	Partial Prog:	Yes - PE		
		1st Year Program'd:	2022	Past Amend:	0		
		Years Active:	0	OTC Approval:	No		
				STIP Amend #:	TBD	MTIP #: AP22-10-APR	
		Detailed Description: Replacement "Long Span" with a moveable span (Vertical or Bascule lift) for the best seismic resiliency standards, adjust lane capacity to be 2 EB through lanes, 1 EB dedicated bus lane and 2 WB through lanes, and with bicycle/pedestrian improvements covering limits of NE/SE Grand Ave to NW/SW 3rd Ave and from the I-84/I-5 split south to SE Ash St including street & intersection upgrades as required within the limits for increased public safety					
STIP Description: TBD							

Last Amendment of Modification: None. Initial MTIP programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
								\$ -
								\$ -
								\$ -
Notes:							Federal Totals:	\$ -
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Other	OTH0	2022		\$ 23,558,042				\$ 23,558,042
								\$ -
								\$ -
								\$ -
							Local Total	\$ 23,558,042
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 23,558,042	\$ -	\$ -	\$ -	\$ 23,558,042
							Year Of Expenditure (YOE):	\$ 900,000,000
Net Phase Funding Change:			\$ -	\$ 23,558,042	\$ -	\$ -	\$ -	\$ 23,558,042
Phase Percent Change:			0.0%	100.0%	0.0%	0.0%	0.0%	Programs 2.5% of Total

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > What are we changing? Adding new project to the MTIP PE phase only.

Amendment Summary:

The formal amendment only adds the PE phase to the MTIP at this time. A total of \$300 million is currently committed for the project.

- > Will Performance Measurements Apply: Safety + Bridge

RTP References:

- > RTP IDs:

- 11129 - Earthquake Ready Burnside Bridge Phase 1

RTP Description: **ERBB NEPA Phase**. Earthquake ready Burnside will increase safety of people and structures during and after an earthquake. Project will also use proven safety countermeasures to ensure safety of users.

- 11376 - Earthquake Ready Burnside Bridge Phase 2

RTP Description : **ERBB Design and ROW Phase**. Earthquake ready burnside will increase safety of people and structures during and after an earthquake. Project will also use proven safety countermeasures to ensure safety of users.

- > Regional Significant Project: Yes. Many bridges are identified as regionally significant in the Metro region. Burnside St Burnside bridge are identified as a "Major Arterial" in the Motor Vehicle modeling network. They are identified as a "Frequent Bus" in the Transit modeling network. In the Bicycle and Pedestrian modeling networks, Burnside St/bridge is identified a "Bicycle Parkway" and "Pedestrian Parkway"

- > UPWP amendment: No

- > RTP Goals: Goal 5 - Safety and Security

- > Goal Objective: Objective 5.3 - Preparedness and Resiliency

- > Goal Description: Reduce the vulnerability of regional transportation infrastructure to natural disasters, climate change and hazardous incidents.

- > Proof of Funding Verification:

- > Scope changes included: As a planning project in PE, no. Implementation phase will reduce through lane capacity.

- > Limit changes included: Yes. No changes to initial limits

- > Formal/full amendment requirement under Matrix: Adding a new project to the MTIP requires a formal/full amendment,

- > Add Special Performance Evaluation assessment required to be completed: No for PE phase. Possibly yes for implementation phases?

- > Exempt or Capacity Project: PE programming is considered exempt.

- PE Phase = planning project: Planning and technical studies.

- Implementation phases = Possible capacity change dues to reduction of through lanes. a RTP consistency review is required. Possible also could dbe interpreted as a non capacity, exempt replacement project under Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).

- > Exemption reference: 40 CFR 93.126, Table 2 - Other (for PE phase)

Fund Codes:

- > Other = General local funds used as overmatch or in place of federal funds .

Other

- > On NHS: Yes. Burnside St and Bridge are identified on the NHS as a "MAP-21 Principal Arterial"

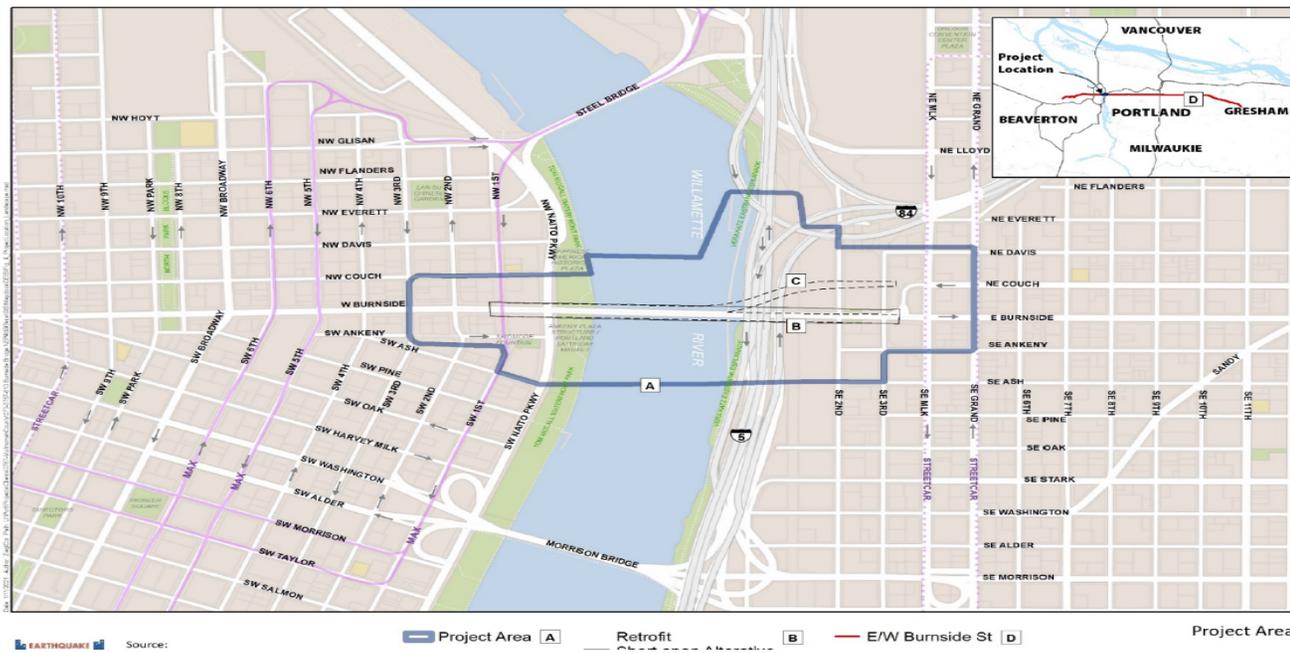
Metro Model: Yes - Motor Vehicle Network, Transit, Pedestrian , and Bicycle networks. See Regional Significance comments.

- > TCM project: No

- > Located on the CMP: Yes



Figure 1.3-1. Project Area





Capital Budget

fy2022 adopted budget

Burnside Bridge Fund (2515)

The Burnside Bridge is deemed to be a lifeline route for emergencies in Portland. As such, it is the Transportation Division’s highest priority to ensure that the bridge meets seismic standards to withstand the anticipated magnitude 9.0 Cascadia Subduction Zone event that the Oregon Department of Geology and Mineral Industries has calculated as having a 27% chance of occurring before 2065. This bridge should remain fully operational to vehicles and river traffic following such an event. This Burnside Bridge Fund (2515) was created to track the revenues and expenses related to this effort. The National Environmental Policy Act (NEPA) Study will finish in FY 2022 and will determine the environmental impact of the various options of rebuilding or repairing the Burnside Bridge. Funding comes from the County’s Vehicle Registration Fee. Additional information about the project can be found in the Budget Director’s Message and the Department of Community Services program offer 90019.

Non-Routine Projects (2515)	FY 2022 Budget	Total Project Cost	Estimated Completion
Burnside Replacement Project	\$23,558,042	\$630-825 million	FY 2029



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: March 21, 2022
 To: TPAC and Interested Parties
 From: Ken Lobeck, Funding Programs Lead
 Subject: April 2022 MTIP Formal Amendment & Resolution 21-5251 Approval Request (Regular Bundle)

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF ADDING TO THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TWO PROJECTS, CONSISTING OF AN ODOT GRANT SUPPORTING THE METRO REGIONAL TRAVEL OPTIONS PROGRAM, AND THE PE PHASE FOR THE MULTNOMAH COUNTY EARTHQUAKE READY BURNSIDE BRIDGE PROJECT ENABLING FEDERAL REVIEWS AND FUND OBLIGATIONS TO THEN OCCUR (AP22-10-APR)

BACKGROUND

What This Is:

The April 2022 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment regular bundle is contained in Resolution 22-52XX and being processed under MTIP Amendment AP22-10-APR. The bundle contains a total of two project amendments.

What is the requested action?

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 22-52XX consisting of two new projects which are required to be added to the MTIP enabling federal reviews and fund obligations to then occur.

Proposed April 2022 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: AP22-09-APR					
Total Number of Projects: 2					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 22583 New Project	TBD	Metro	Metro Transportation Options FFY22 - FFY24	Metro funding to promote and encourage the use of alternative transportation options during federal fiscal years 2022, 2023 and 2024.	ADD NEW PROJECT: Add ODOT's supplemental Travel Options grant as a stand-alone project to support Metro's Regional Travel Options (RTO) program

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key TBD New Project	TBD	Multnomah County	Earthquake Ready Burnside Bridge: NE/SE Grand Ave – NW/SW 3rd Ave	Replace & construct a new Burnside Bridge to seismic standards covering the limits of NE/SE Grand Ave to NW/SW 3rd Ave and from the I-84/I-5 split south to SE Ash St with street & intersection upgrades within the project limits for increased public safety	<u>ADD NEW PROJECT:</u> The formal amendment adds the PE phase with \$23.5 million of local funds for the new Earthquake Ready Burnside Bridge replacement/reconstruction project

AMENDMENT BUNDLE SUMMARY:

The April 2022 Formal MTIP Amendment bundle involves adding two new projects to the MTIP. Here is a short summary of the amendment bundle:

- **Keys 22583:** Both Metro and ODOT support Regional Travel Options as a means to help provide alternatives to motor vehicle travel. The ODOT Transportation Options Program focuses on implementation of the Oregon Transportation Options Plan, including: managing demand across the transportation system; educating students and the public on travel options and how to safely use them; connecting veterans, low income populations, communities of color, and others with ways to get to and from work or school; supporting vanpooling; and more. As part of their program, ODOT is providing Metro with a Travel Options grant award of \$16,197 of federal funds for the FFY 2022-24 Transportation Options cycle. The new project is being added to the MTIP through this amendment.
- **Key New Project. Earthquake Ready Burnside Bridge:** The primary purpose of the Earthquake Ready Burnside Bridge (EQRB) Project (Project) is to create a seismically resilient Burnside Street lifeline crossing of the Willamette River that would remain fully operational and accessible for vehicles and other modes of transportation immediately following a major Cascadia Subduction Zone (CSZ) earthquake. Through this amendment, the PE phase for the project is being added to the MTIP.

A more detailed overview of both projects follows the acronym list

Below is a summary list of transportation acronyms used in the report:

- AC-STBG = “AC” = Federal Advance Construction programmatic fund type code used as placeholder. The “STBGS” tag represents the expected federal fund type code of State allocated Surface Transportation Block Grant funds that will become the final federal fund for the project.
- ADVCON = Generic Advance Construction fund type code where the future federal fund code is not yet known.
- ADA = Americans with Disabilities Act
- Cons or CN = Construction phase
- ConOps = Concept of Operations. Used to evaluate project needs for ITS projects
- CSZ = Cascadia Subduction Zone
- FFY = Federal Fiscal Year (e.g. October 1 through September 30)
- FHWA = Federal Highways Administration
- FMIS = FHWA’s Financial Management Information System
- HB2017 = State funds from HB2017 allocated to ODOT
- IGA = Intergovernmental Agreement
- ITS = Intelligent Transportation System

- LAL = ODOT Local Agency Liaison staff member
- Local = Local funds committed by the lead agency for the project usually as part of the match
- LPA = Locally Preferred Alternative
- MP = Mile Post limit markers on the State Highway system
- ODOT = Oregon Department of Transportation
- OTC = Oregon Transportation Commission
- Other = Other local funds committed by the lead agency beyond the required match to the federal funds.
- PE = Preliminary Engineering
- RTO = Regional Travel Options
- RTP (Oregon Parks) = Recreational Trails Program
- RFFA (Step 1 or Step 2) = Refers to a particular funding portion to the Regional Flexible Funding Allocation program
- ROD = NEPA Record of Decision
- ROW/RW = Right of Way phase
- RRFB = Rectangular Rapid Flashing Beacon (RRFP)
- SFY = State Fiscal Year (July 1 through June 30 of each calendar year)
- State = General state funds used as the match requirement for federal funds committed to a project. Also may be committed as stand-alone funding (state only funds) for a project.
- STBG-U = Federal Surface Transportation Block Grant allocated to Metro and committed to eligible projects in the defined urban area.
- TDM = Transportation Demand Management
- TO = Travel Options
- UPWP = Metro Unified Planning Work Program

A detailed overview of each project amendment in the bundle begins on the next page.

Project 1		Metro Transportation Options FFY22 - FFY24 (New Project)																																																															
Lead Agency:	Metro																																																																
ODOT Key Number:	22583	MTIP ID Number:	TBD – New Project																																																														
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Quick Amendment Summary: The amendment adds the new ODOT grant allocation supporting the Metro Regional Travel Options project to the 2021-26 MTIP • Metro UPWP Project: Yes and no The Metro RTO program is funded through a RFFA Step 1 allocation and is normally identified as part of the annual UPWP. The ODOT grant is a separate allocation and is treated as a discretionary grant. The ODOT allocation will proceed through the normal FHWA Financial Management Information System (FMIS) obligation process. The regular RTO UPWPA allocation will be flex transferred to FTA. The total RTO program funding to be obligated during FFY 2022 are in keys 20879 and the new 22583. 																																																																
	<table border="1"> <tr> <td colspan="2">LEAD AGENCY</td> <td colspan="5">Metro</td> </tr> <tr> <td colspan="2">PROJECT NAME</td> <td colspan="5">Metro UPWP Regional Travel Options (SFY 2022)</td> </tr> <tr> <td colspan="2">Project IDs</td> <td colspan="3">Project Description</td> <td colspan="2">Project Type</td> </tr> <tr> <td>ODOT KEY</td> <td>20879</td> <td colspan="3" rowspan="3">The Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility.</td> <td colspan="2" rowspan="3">Regional travel options</td> </tr> <tr> <td>MTIP ID</td> <td>70873</td> </tr> <tr> <td>RTP ID</td> <td>11054</td> </tr> <tr> <td>Phase</td> <td>Year</td> <td>Fund Type</td> <td>Federal Amount</td> <td>Minimum Local Match</td> <td>Other Amount</td> <td>Total Amount</td> </tr> <tr> <td>Other</td> <td>2022</td> <td>STBG-URBAN</td> <td>\$3,656,869</td> <td>\$418,545</td> <td>\$0</td> <td>\$4,075,414</td> </tr> <tr> <td colspan="3">FY 21-26 Totals</td> <td>\$3,656,869</td> <td>\$418,545</td> <td>\$0</td> <td>\$4,075,414</td> </tr> <tr> <td colspan="3">Estimated Project Cost (VOES)</td> <td>\$3,656,869</td> <td>\$418,545</td> <td>\$0</td> <td>\$4,075,414</td> </tr> </table>						LEAD AGENCY		Metro					PROJECT NAME		Metro UPWP Regional Travel Options (SFY 2022)					Project IDs		Project Description			Project Type		ODOT KEY	20879	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility.			Regional travel options		MTIP ID	70873	RTP ID	11054	Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount	Other	2022	STBG-URBAN	\$3,656,869	\$418,545	\$0	\$4,075,414	FY 21-26 Totals			\$3,656,869	\$418,545	\$0	\$4,075,414	Estimated Project Cost (VOES)			\$3,656,869	\$418,545	\$0
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Estimated Project Cost (VOES)			\$3,656,869	\$418,545	\$0	\$4,075,414																																																											
<ul style="list-style-type: none"> • Proposed improvements: Key 22583 and 20879 support the goals and strategies of the RTO program. The project’s goals are to promote and encourage the use of alternative transportation options during federal fiscal years 2022-24. The funding in Key 22583 will support Rideshare activities and Transportation Demand Management (TDM) activities. • Source: New project – ODOT funding source • Amendment Action: The amendment: <ul style="list-style-type: none"> ○ Adds the new Regional Travel Options project to the MTIP supporting Rideshare and TDM activities later TDM activities ○ Adds \$416,197 of federal funds using the Advance Construction fund type code in support of RTP activities. ○ Is needed to occur now as the funds need to obligate before the end of FFY 2022. • Additional Amendment Evaluation Required: No. The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million. 																																																																	

	<ul style="list-style-type: none"> • Funding: The funding for the project consists of an ODOT Grant allocation to Metro for \$16,197 of federal funds. Metro provides the local match. • FTA Conversion Code: Not applicable. No transit funds are involved. The federal funds will not be flex transferred to FTA. • Location, Limits and Mile Posts: <ul style="list-style-type: none"> ○ Location: Regional ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A • Current Status Code: 0 = No activity. Note: This is misleading as the RTO program is an ongoing program and considered fully implemented. The new ODOT funds have not been obligated. Therefore, no implementation activity for them has yet occurred. • Air Conformity/Capacity Status: Key 22583 is a non-capacity enhancing safety improvement project. It is exempt from air quality conformity and transportation demand modeling analysis per 40 CFR 93.126, Table 2 – Air Quality, under the logic of “Continuation of ride-sharing and van-pooling promotion activities at current levels”. • Regional Significance Status: The project is considered a regionally significant as it contains federal funds and address a key Metro goal of congestion reduction through alternate travel options. • Amendment ID and Approval Estimates: <ul style="list-style-type: none"> ○ STIP Amendment Number: 21-24-1944 ○ MTIP Amendment Number: AP22-10-APR ○ OTC approval required: No. However, a program manager funding confirmation letter is included as proof of funding and fiscal constraint demonstration. ○ Metro approval date: Tentatively scheduled for May 12, 2022.
<p>What is changing?</p>	<p><u>AMENDMENT ACTION: ADD NEW PROJECT:</u></p> <p>Key 22583 is a supplemental grant award from ODOT’s Travel Options (TO) program supporting Metro’s RTO program.</p> <p><u>ODOT TO Program Summary</u></p> <p>See additional details at: https://www.oregon.gov/odot/Programs/Pages/TO-Program.aspx</p> <p>The Transportation Options, or TO, program focuses on implementation of the Oregon Transportation Options Plan, including: managing demand across the transportation system; educating students and the public on travel options and how to safely use them; connecting veterans, low</p>

income populations, communities of color, and others with ways to get to and from work or school; supporting vanpooling; and more.

Examples of Transportation Option implementation activities include: Administration of federal grant funds and collaboration on transportation option program priorities with local transportation options partner programs. These programs are often housed within a local transit agency, city, county or Metropolitan Planning Organization.

Support congestion mitigation for major Oregon Department of Transportation construction projects, safety corridors, and congestion points. The TO Program supports ODOT Regional offices in providing outreach and education around specific issues or projects to reduce impacts and delays and/or promote safety.

Management of the statewide ride matching database, Get There, to help people connect with carpools, vanpools and other travel options. The ride matching database is an essential tool for local and regional partners, and provides information on fuel savings and reductions of vehicles miles traveled.

Management of an annual event, Get There Challenge, to help the public become familiar with their transportation options and support carpooling, vanpooling, biking, walking and transit. ODOT manages the annual event in collaboration with our local and regional partners.

What are Transportation Options?

Transportation Options programs connect people to transportation choices, allowing them to bike, walk, take transit, drive, share rides, and telecommute. TO programs do not address capital infrastructure or service investments – like sidewalks, bike lanes, and transit service. Rather, they provide information and resources to help people learn about their travel options for all types of trips. Transportation

Options is also sometimes referred to Transportation Demand Management. Investments in transportation options can provide numerous benefits to our existing transportation system as well as communities across Oregon. From cost savings to improved health, TO programs offer proven benefits to communities large and small.

Metro RTO Program

See additional program details at:

<https://www.oregonmetro.gov/regional-travel-options-strategic-plan>

The Regional Travel Options (RTO) program guides the region in creating safe, vibrant, and livable communities by supporting programs that increase walking, biking, ride sharing, telecommuting, and public transit use. The RTO program is a critical strategy for getting the most benefit and use from transportation infrastructure investments. Through grants, sponsorships, policy guidance, regional coordination, and technical

	<p>assistance, the Metro RTO program has been serving the region for over 20 years.</p> <p>In 2019, the funding will be given more focus with the intent of increasing partnerships and achieving greater performance, and a new regional Safe Routes to School (SRTS) program will be established.</p> <p>The Problem:</p> <p>The Portland metro region has grown and is continuing to grow, which results in increased auto trips and congestion. As demand on the transportation system increases, transit and carpool rates have declined,¹ while drive-alone rates have leveled off.² With more people moving to the region, decreased transit use and an unchanged drive-alone rate means that more cars are crowding roads. This hurts our economy, contributes to poor air quality and unhealthy lifestyles. It also disproportionately impacts people with lower incomes, older adults, youths and people with disabilities, and other historically-marginalized communities.</p> <p>The Regional Travel Options program includes:</p> <ul style="list-style-type: none"> • A coordinated education and outreach effort to efficiently use public dollars to reach key audiences • An employer outreach program to save employers and employees money • A regional Safe Routes to School effort that supports local education programs in schools to teach kids how to walk and bicycle to school safely • A regional rideshare program that makes carpooling safer and easier and helps people with limited transit access have options to get around • A grant program that funds partner efforts, such as The Street Trust's Bike Commute Challenge, TriMet's and TMA's work with employers, Ride Connection's RideWise travel training program for seniors and people with disabilities, and Portland Sunday Parkways, to name a few funding for bicycle racks, wayfinding signage and other tools that help people to walk and bicycle funding for pilot projects to test new ways to reach the public through technology or innovative engagement methods.
<p>Additional Details:</p>	<p>ODOT Allocation/Proof of Funding for Fiscal Demonstration</p> <p style="text-align: center;">Transportation Options Allocation Confirmation Letter</p> <p>From: Gabriela Garcia, Statewide Programs STIP Coordinator, ODOT Stephanie Millar, Transportation Options Program Manager, ODOT</p> <p>To: Dan Kaempff, (Daniel.Kaempff@oregonmetro.gov)</p> <p>The ODOT Transportation Options, or TO, program focuses on implementation of the Oregon Transportation Options Plan, including: Managing demand across the transportation system; educating the public on travel options and how to safely use them; connecting veterans, low income populations, communities of color, and others with ways to get to and from work or school; supporting vanpooling; and more.</p>

	<p>ODOT has provided Metro in the past with a three-year allocation supporting Metro Regional Transportation options activities. This is a confirmation that Metro will receive a TO allocation for the FFY 2022-24 cycle. Metro's TO total allocation is \$454,505.61 split as follows:</p> <ul style="list-style-type: none"> - Ride share portion: Federal 100% share of \$83,239.42 - Travel Demand Management portion: Federal share of \$332,957.69 at 89.73% with 10.27% required minimum match - Total federal allocation: \$416,197.11 - Minimum match requirement: \$38,108.50 - Total funds: \$454,405.61 <p>Federal Programming Year for Obligation: FFY 2022</p> <p>Program Fund type code: State STBG, Z240</p> <p>ODOT Key number: 22583</p> <p>The Region 1 STIP Coordinator has been notified to initiate STIP programming. Please advise your MTIP programmer to be on the lookout for the programming request. Please move forward to complete the MTIP programming as soon as possible.</p> <p>Please let us know if you have any questions.</p> <p>Thanks,</p> <p>Gabriela Garcia Stephanie Millar</p>																																																														
<p>Why a Formal amendment is required?</p>	<p>Although the ODOT funds originate from an existing revenue bucket in Key 21817, the funds are outside the MPA boundary. Therefore, adding the funds to the MTIP requires a new project to be added to the MTIP. Any new project being added to the MTIP requires a formal/full amendment.</p> <div data-bbox="532 1014 1360 1350" style="border: 1px solid black; padding: 5px;"> <p>Name: Regional TO Provider Rideshare/TDM FFY22, 23 & 24 Key: 21817</p> <p>Description: Promote & encourage the use of carpools, vanpools, transit, bicycling, walking & teleworking. Continues existing carpool matching, regional vanpool services and community outreach programs. Region: 6</p> <p>MPO: Non-MPO Work Type: OP-TDM</p> <p>Applicant: ODOT Status: NON-CONSTRUCTION PROJECT</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">Location(s)-</th> <th>Length</th> <th>Route</th> <th>Highway</th> <th>ACT</th> <th>County(s)</th> </tr> </thead> <tbody> <tr> <td colspan="2"></td> <td></td> <td></td> <td></td> <td>STATEWIDE</td> <td>STATEWIDE</td> </tr> </tbody> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="8">Current Project Estimate</th> </tr> <tr> <th></th> <th>Planning</th> <th>Prelim. Engineering</th> <th>Right of Way</th> <th>Utility Relocation</th> <th>Construction</th> <th>Other</th> <th>Project Total</th> </tr> </thead> <tbody> <tr> <td>Year</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>2022</td> <td></td> </tr> <tr> <td>Total</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$1,232,634.00</td> <td>\$1,232,634.00</td> </tr> <tr> <td>Fund 1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>ACPO \$1,106,042.49</td> <td></td> </tr> <tr> <td>Match</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$126,591.51</td> <td></td> </tr> </tbody> </table> <p>Footnote:</p> <p>Most Recent Approved Amendment</p> <p>Amendment No: 21-24-1635 Approval Date: 12/30/2021</p> <p>Requested Action: Reduce the project estimate by \$409,291, moving funds to new project key 22525.</p> </div>	Location(s)-		Length	Route	Highway	ACT	County(s)						STATEWIDE	STATEWIDE	Current Project Estimate									Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total	Year						2022		Total						\$1,232,634.00	\$1,232,634.00	Fund 1						ACPO \$1,106,042.49		Match						\$126,591.51	
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<p>Total Programmed Amount:</p>	<p>Key 22583 programming includes \$416,197 of federal funds plus \$38,109 of local match to a total of \$454,306</p>																																																														
<p>Added Notes:</p>																																																															

<p>Project 2</p>	<p>Earthquake Ready Burnside Bridge: NE/SE Grand Ave – NW/SW 3rd Ave (New Project)</p>		
<p>Lead Agency:</p>	<p>Multnomah County</p>		
<p>ODOT Key Number:</p>	<p>TBD – New Project</p>	<p>MTIP ID Number:</p>	<p>TBD</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Quick Amendment Summary: The amendment adds the PE phase for this project to the MTIP. Programming now is required to address the future NEPA-TIP validation requirement as part of the NEPA environmental document Record of Decision (ROD). 		

Added note: The project name and description follow the current name and description in the draft EIS. Continue work towards the final EIS may result in necessary adjustments to the project name and description. If they occur as part of the amendment, necessary will occur as part of the 30-day public comment period.

- Metro UPWP Project: No
- Proposed improvements:
The project as being added to the MTIP will complete NEPA and required design activities in support of the future bridge replacement. The full project will replace & construct a new Burnside Bridge to seismic standards covering the limits of NE/SE Grand Ave to NW/SW 3rd Ave and from the I-84/I-5 split south to SE Ash St with street & intersection upgrades within the project limits for increased public safety
- Source: New project.
- Amendment Action: The amendment adds the PE phase only for the project to the MTIP enabling a future consistency review to occur between the NEPA environmental document and the MTIP as part of the Final Environmental Impact Statement Record of Decision (ROD).
- Additional Amendment Evaluation Required: Not at this time. The project does exceed \$100 million but with only PE being programmed is still considered a planning project. Second, the draft proposed improvements do not appear to add capacity and may reduce through-lane capacity. However, will continue to evaluate the need for a special evaluation assessment when the implementation phases (ROW, UR, and Cons) are ready to be added to the MTIP.

Added note: Programming staff assume Multnomah County will be providing their construction phase project entry as part of the new RTP update. The current RTP contains entries and ROW phases

- Funding:
The total approved funding currently for the project is \$300 million. Multnomah County has directly approved \$23.5 million for project needs in FFY 2022. The \$23.5 million budget approval is sufficient to meet the PE phase programming proof-of-funding for fiscal constraint demonstration as shown below.

Capital Budget
fy2022 adopted budget

Burnside Bridge Fund (2515)

The Burnside Bridge is deemed to be a lifeline route for emergencies in Portland. As such, it is the Transportation Division's highest priority to ensure that the bridge meets seismic standards to withstand the anticipated magnitude 9.0 Cascadia Subduction Zone event that the Oregon Department of Geology and Mineral Industries has calculated as having a 27% chance of occurring before 2065. This bridge should remain fully operational to vehicles and river traffic following such an event. This Burnside Bridge Fund (2515) was created to track the revenues and expenses related to this effort. The National Environmental Policy Act (NEPA) Study will finish in FY 2022 and will determine the environmental impact of the various options of rebuilding or repairing the Burnside Bridge. Funding comes from the County's Vehicle Registration Fee. Additional information about the project can be found in the Budget Director's Message and the Department of Community Services program offer 90019.

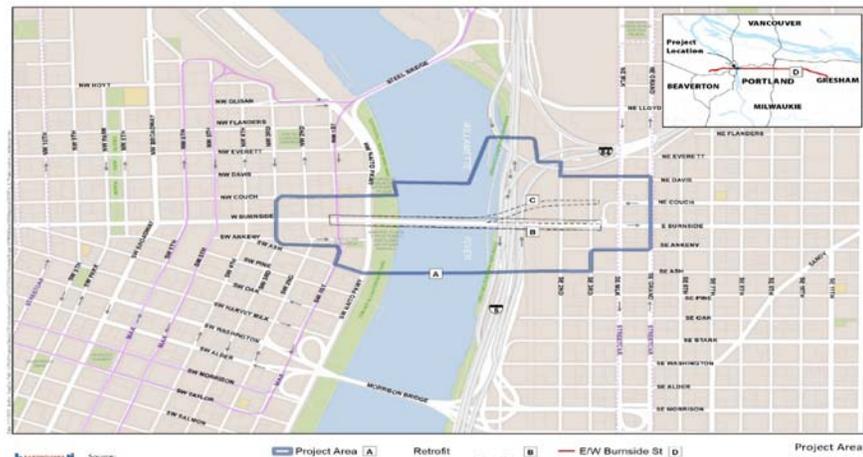
Non-Routine Projects (2515)	FY 2022 Budget	Total Project Cost	Estimated Completion
Burnside Replacement Project	\$23,558,042	\$630-825 million	FY 2029

However, with a final project cost estimate ranging from \$850 million to \$1.1 billion, additional proof-of funding and fiscal constraint documentation will be required when the implementation phases are ready to be programmed.

- **FTA Conversion Code:** Not applicable. There are no funds that will be flex transferred to FTA.
- **Location, Limits and Mile Posts:**
 - Location: In Portland across the Willamette River on the Burnside Bridge
 - Cross Street References: NE/SE Grand Ave to NW/SW 3rd Ave and from the I-84/I-5 split south to SE Ash St
 - Overall Mile Post Limits: N/A

Note: The limits are based on the DEIS alternative which could change and require updates to the project name and limits.

Figure 1.3-1. Project Area



- **Current Status Code:** 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)

	<ul style="list-style-type: none"> • <u>Air Conformity/Capacity Status:</u> Adding only the PE phase for the project allows it to be considered a planning project. At this point the project is exempt from air conformity and transportation demand modeling. As a planning project, the project is exempt under 40 CFR 93/126, Table 2, Other - Planning and technical studies. • <u>Regional Significance Status:</u> The project is considered a regionally significant. Burnside St and Burnside Bridge are identified as a "Major Arterial" in the Motor Vehicle modeling network. They are identified as a "Frequent Bus" in the Transit modeling network. In the Bicycle and Pedestrian modeling networks, Burnside St/bridge is identified a "Bicycle Parkway" and "Pedestrian Parkway" • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: AP22-10-APR ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for May 12, 2022.
<p>What is changing?</p>	<p><u>AMENDMENT ACTION: ADD NEW PROJECT (PE PHASE ONLY):</u></p> <p>The formal/full amendment adds the PE phase only to the current MTIP as described in support of the NEPA-TIP validation requirement. Multnomah County is currently using local funds to complete the PE phase. They anticipate federal funds once secured will be added later.</p>  <p>The project is currently working to obtain its FEIS with a ROD expected around the November/December 2022 timeframe.</p>

The Draft EIS:

An EIS is required for projects that require federal action (permits, approvals or funding), and that would likely have significant environmental effects. Before an EIS is final, a draft EIS is first prepared and provided to the public and agencies for review and comment. The Draft EIS includes the following:

- Describes the project purpose and need, and the range of alternatives being studied.
- Studies the environmental impacts of the alternatives
- Identifies ways to minimize the impacts.
- Evaluates and demonstrates how the action will comply with other environmental regulations.
- Compares and contrasts the alternatives.
- Identifies the preferred alternative, if there is one.

The DEIS was published on February 5th, 2021 and available for public comment through March 24th, 2021. The formal DEIS comment period has concluded.

Supplemental Draft EIS:

If any meaningful changes are made to the project and Preferred Alternative following the DEIS comment period, the project team will study the impacts of those changes and document them in a Supplemental Draft EIS. The SDEIS is then published for another round of public review and comment.

In spring 2021, after the DEIS comment period, new cost and funding challenges were identified by the project team. With this new information, County leadership directed the project team to look at ways to reduce the project cost. Thus, the project team identified cost saving refinements to the Preferred Alternative. These changes and their associated positive and negative impacts are being documented in a Supplemental Draft EIS. This document will be published in spring 2022 for public review and comment.

Final EIS:

Following the comment periods on the Draft and Supplemental EIS, the agency prepares a Final EIS that:

- Provides responses to comments received on the Draft and Supplemental EIS
- Refines and updates the alternatives and analysis as appropriate

Record of Decision (ROD):

- Documents the federal lead agency decision regarding which alternative to advance beyond the NEPA phase
- Includes commitments to mitigation measures
- Demonstrates compliance with other federal environmental regulations

- Can be simultaneous with the Final EIS

After the ROD:

- Waiting period, during which legal challenges to the ROD may be filed
- After the waiting period, begin acquiring funding, permits and approvals, begin final design

Current draft detailed project descriptions for the MTIP under the DEIS is the following:

Short Draft Description:

Replace & construct a new Burnside Bridge to seismic standards covering the limits of NE/SE Grand Ave to NW/SW 3rd Ave and from the I-84/I-5 split south to SE Ash St with street & intersection upgrades within the project limits for increased public safety

Internal MTIP Draft Detailed Description:

Replacement "Long Span" with a moveable span (Vertical or Bascule lift) for the best seismic resiliency standards, adjust lane capacity to be 2 EB through lanes, 1 EB dedicated bus lane and 2 WB through lanes, and with bicycle/pedestrian improvements covering limits of NE/SE Grand Ave to NW/SW 3rd Ave and from the I-84/I-5 split south to SE Ash St including street & intersection upgrades as required within the limits for increased public safety.

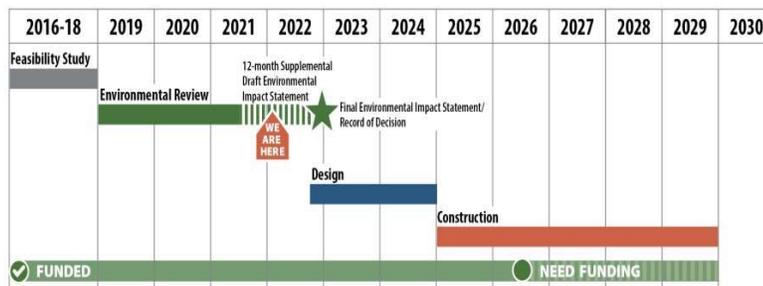
Final note: As stated previously, the NEPA process continues and a ROD is not expected until late CY 2022. Around the same, the final alternative major scope activities will be reviewed against the MTIP. Required changes with the project name and description will occur at that time to ensure the MTIP and STIP are consistent with the FEIS.

Additional project details can be found at:

<https://www.multco.us/earthquake-ready-burnside-bridge>

Additional Details:

Proposed Project Schedule



Why a Formal amendment is required?	Adding the PE phase for the new Earthquake Ready Burnside Bridge is considered a new project and requires a formal/full amendment to complete.
Total Programmed Amount:	The PE phase programming represents all local funds and totals \$23,558,042.
Added Notes:	3 Attachments: 1. Project Fact Sheet 2. Purposed and Need 3. Cost Estimate Summaries

Note: The Amendment Matrix located below is included as a reference for the rules and justifications governing Formal Amendments and Administrative Modifications to the MTIP that the MPOs and ODOT must follow.

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.

- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP

programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.

ODOT-FTA-FHWA Amendment Matrix	
Type of Change	
FULL AMENDMENTS	
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized	
2. Major change in project scope. Major scope change includes:	
• Change in project termini - greater than .25 mile in any direction	
• Changes to the approved environmental footprint	
• Impacts to AQ conformity	
• Adding capacity per FHWA Standards	
• Adding or deleting worktype	
3. Changes in Fiscal Constraint by the following criteria:	
• FHWA project cost increase/decrease:	
• Projects under \$500K – increase/decrease over 50%	
• Projects \$500K to \$1M – increase/decrease over 30%	
• Projects \$1M and over – increase/decrease over 20%	
• All FTA project changes – increase/decrease over 30%	
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.	
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)	
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3	
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.	
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)	
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.	
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)	
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.	

- Passes the RTP consistency review: Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
- RTP project cost consistent with requested programming amount in the MTIP
- If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
 - Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT.
 - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts.
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the April 2022 Formal MTIP amendment (AP22-10-APR) will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	March 29, 2022
● TPAC notification and approval recommendation.....	April 1, 2022
● JPACT approval and recommendation to Council.....	April 21, 2022
● Completion of public notification process.....	April 27, 2022
● Metro Council approval.....	May 12, 2022

Notes:

- * The above dates are estimates. JPACT and Council meeting dates could change.
- ** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps (The below time line is an estimation only):

<u>Action</u>	<u>Target Date</u>
● Final amendment package submission to ODOT & USDOT.....	May 19, 2022

- USDOT clarification and final amendment approval..... Mid-June, 2022

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
 - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
 - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 22-52XX consisting of two new projects which are required to be added to the MTIP enabling federal reviews and fund obligations to then occur.

Three Attachments:

1. ERBB - Project Fact Sheet
2. ERBB - Purpose and Need
3. ERBB – Cost Estimate Summaries

Portland’s aging downtown bridges are not expected to withstand a major earthquake.

That’s why Multnomah County is taking the lead on making at least one Willamette River crossing earthquake ready. Located in the heart of downtown and on a regional lifeline route, a resilient Burnside Bridge will help our community recover after a major earthquake and provide a long-term river crossing that supports our transportation needs for the next century.

PREFERRED ALTERNATIVE - REPLACEMENT LONG SPAN

In fall 2020, the Replacement Long Span was recommended as the Preferred Alternative for the Draft Environmental Impact Statement. Of all the alternatives studied, the Replacement Long Span was the lowest cost and best for seismic resiliency. Long Span bridges have fewer columns in the ground but more structure above the deck like the Tilikum Crossing Bridge in Portland. This helps avoid seismic risks associated with building in the dangerous soils surrounding the Burnside Bridge.

LONG SPAN BRIDGE TYPES UNDER CONSIDERATION

Tied Arch



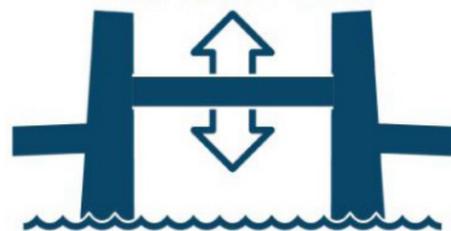
Cable Supported



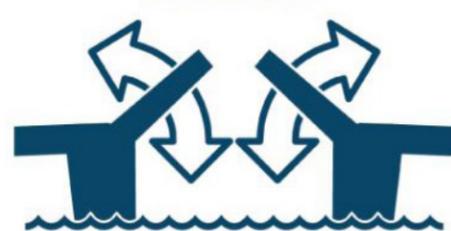
MOVABLE SPAN TYPES UNDER CONSIDERATION

The new bridge will have a movable span to allow ships to pass. Currently, two movable span types are under consideration, including:

Verticle Lift



Bascule



BALANCING PROJECT DESIGN AND PROJECT COST

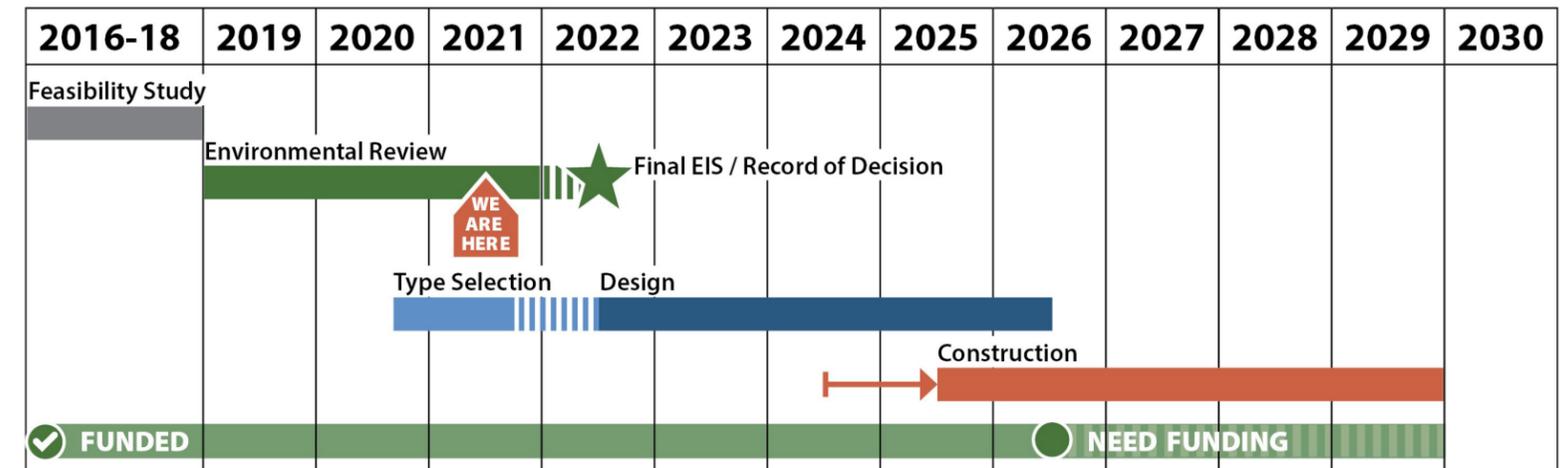
Given the current competition for funding of large infrastructure projects, County leaders asked the project team to analyze ways to reduce the cost so that the project is more likely to be fully funded and built. The project team is now analyzing a handful of potential cost-saving measures. Learn more about the cost-saving measures on the back of this factsheet or online at <https://tinyurl.com/EQRB-PA>.



Aerial view of the existing Burnside Bridge looking northwest towards Old Town Chinatown.

CHANGES TO THE PROJECT TIMELINE

The evaluation of proposed cost reductions, development of detailed cost estimates and continued funding work will add about nine months to the Environmental Review Phase and push out the Design and Construction phases.



POTENTIAL COST-SAVING MEASURES

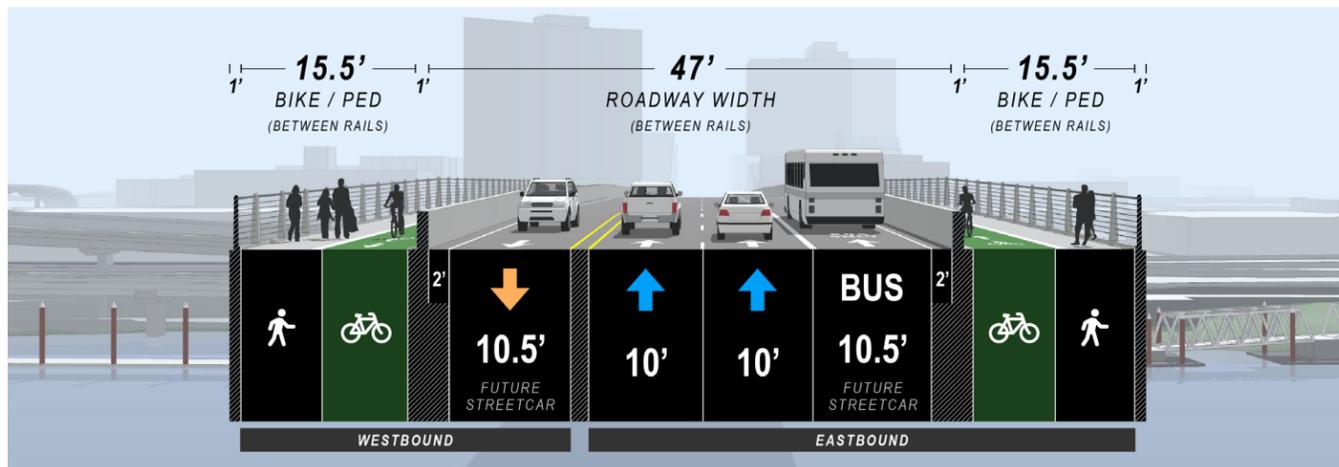
The project team is working to achieve the right balance between the project design and the project cost. The cost range for the Preferred Alternative in the Draft EIS exceeded \$800 million. The team is working to bring that cost down to ensure the project can be funded and built.

Finding cost-savings will require changes to the Preferred Alternative but will not reduce the project's core purpose of creating a seismically resilient bridge that is immediately usable by our community and emergency responders following a major earthquake. Before making any decisions, we will carefully analyze these potential cost-reduction measures:

Reducing the bridge width compared to the Preferred Alternative.

This would remove one vehicle lane compared to the Preferred Alternative and provide bicycle/pedestrian facilities of at least 14-feet on each side with a crash-worthy barrier between traffic lanes and the shared use paths. This proposed width would be comparable to today's bridge.

\$140-\$165M Savings



Example of a 4-lane bridge. A variety of lane widths and allocations are currently under analysis including a reversible lane.

Selecting a 'girder' structure type for the west approach.

This would place two rows of support columns in Waterfront Park – more than some of the options initially considered, but fewer than there are now. The girder structure type does not require a support structure above the deck of the bridge.

\$15-\$20M Savings



Rendering of girder structure type over Waterfront Park near downtown.

Adding support columns near East 2nd Avenue.

Adding a row of support columns east or west of NE/SE 2nd Avenue on the east side if a Tied Arch design is used. The project will explore ways to minimize the impacts to the Skatepark below the bridge.

\$5-\$15M Savings

Other measures under consideration

- Limiting improvements to the connections from the bridge to the Skidmore MAX station and Eastbank Esplanade to those that meet Americans with Disability Act compliance standards.
- Limiting the budget for aesthetic enhancements.
- Others. We'll keep looking for additional opportunities to keep costs down.

Measures that the project team will NOT pursue

- Reduce seismic resiliency standards
- Eliminate potential for future Streetcar
- Reduce width down to three vehicular lanes
- Eliminate capacity for oversized and specialized heavy haul vehicles
- Reduce bike/ped width to less than 14 feet on each side
- Remove the crash-worthy barrier between vehicular lanes and bike/pedestrian facilities

NEXT STEPS

The project team will continue to evaluate the proposed cost-saving measures and develop more detailed cost estimates before sharing the results and seeking your feedback in fall/winter 2021.

In spring 2022, we'll publish an updated Environmental Impact Statement documenting the changes. This will provide another opportunity for comments.

The county is dedicated to pursuing funding opportunities and will continue to seek outside funds so we can build an earthquake-ready Burnside Bridge.

Visit the website to learn more and sign up for email notifications.

CONTACT

Mike Pullen for more details or questions

Multnomah County Communications Office

mike.j.pullen@multco.us or (503) 209-4111

For information about this project in other languages, please call 503-209-4111 or email burnsidebridge@multco.us.

Para obtener información sobre este proyecto en español, ruso u otros idiomas, llame al 503-209-4111 o envíe un correo electrónico a burnsidebridge@multco.us.

Для получения информации об этом проекте на испанском, русском или других языках, свяжитесь с нами по телефону 503-209-4111 или по электронной почте: burnsidebridge@multco.us.

BurnsideBridge.org

[f](https://www.facebook.com/multcobridges) [i](https://www.instagram.com/multcobridges) [t](https://www.twitter.com/multcobridges) @MultCoBridges, #ReadyBurnside



Chapter 1

Purpose and Need for the Project

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1 Purpose and Need for the Project

1.1 Why are we considering the Burnside Bridge Project?

Oregon is located in the Cascadia Subduction Zone (CSZ), making it subject to some of the world's most powerful, recurring earthquakes. Studies show that the most recent CSZ earthquake occurred just over 300 years ago, and that there is a significant risk that the next major earthquake will occur within the lifetimes of the majority of Oregon residents (Goldfinger et al. 2012). The best available science warns that given current conditions, the next major CSZ event is expected to result in thousands of deaths, widespread damage to our region's critical infrastructure, and long-term adverse social and economic impacts (OSSPAC 2013).

The effects of the next CSZ earthquake can be reduced through preparation, including creating seismically resilient transportation "lifeline routes," particularly to provide access to critical facilities in urban areas. Such lifeline routes will facilitate post-earthquake emergency response, rescue, and evacuation, as well as enable post-disaster regional recovery and help prevent permanent population loss and long-term economic decline (OSSPAC 2013). The importance of having a seismically resilient lifeline route across the Willamette River is why Multnomah County has proposed to make the Burnside Bridge earthquake ready.

1.2 Location, Setting, and History

The Burnside Bridge is located in the center of Portland, Oregon (see Figure 1.3-1). Burnside Street is Portland's north-south street address baseline, and the Willamette River is the east-west baseline. The bridge provides daily connection across the Willamette River for about 35,000 vehicle trips and over 3,000 pedestrian and bicycle trips per day. Burnside Street is a designated east-west regional lifeline route.

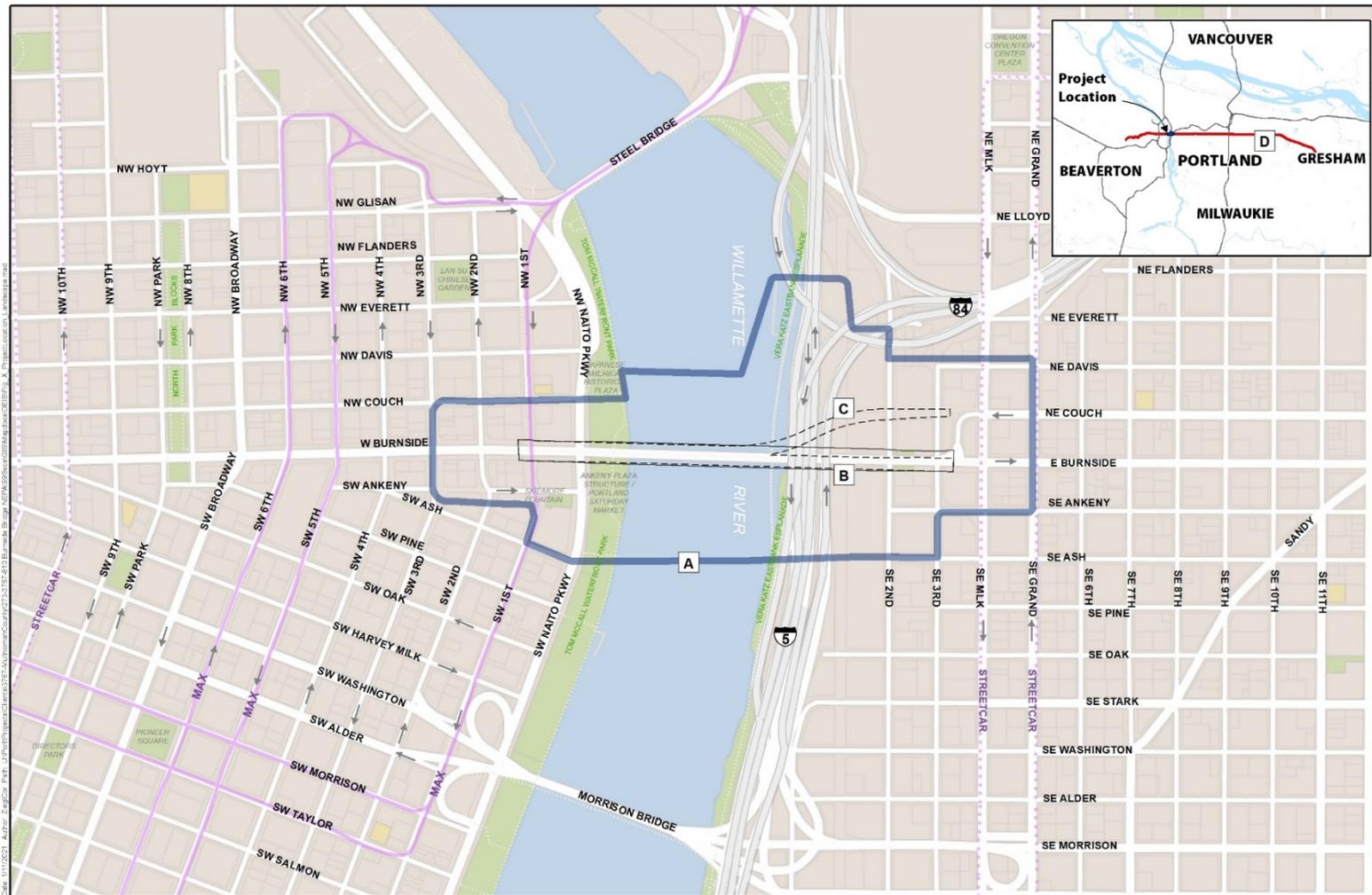
The current Burnside Bridge was built in 1926 in response to a growing population and the increasing use of motor vehicles; it replaced the original 1892 bridge. The current bridge initially supported six lanes of traffic, but in 1995, one traffic lane was converted into bicycle lanes. The bridge now has bicycle lanes and sidewalks in both directions, and it has five motor vehicle lanes: two westbound and two eastbound general traffic lanes plus one eastbound transit-only lane.

The bridge has had minor modifications since it was constructed: electric streetcar service ended in the late 1940s, lighting and traffic control devices were updated in the 1950s, automobile traffic gates were installed in 1971, and the bascule pier fenders were replaced on the upstream side in 1983. Multiple deck resurfacing projects and expansion joint repairs have been conducted over the years. Most recently, Multnomah County implemented the Burnside Bridge Maintenance Project in 2017 that will provide limited additional service life for the existing structure. Maintenance work included improvements and repairs to the main bridge span, approaches, and other elements such as mechanical and electrical repairs related to drawbridge operation.

1.3 Purpose of the Project

The primary purpose of the Earthquake Ready Burnside Bridge (EQRB) Project (Project) is to create a seismically resilient Burnside Street lifeline crossing of the Willamette River that would remain fully operational and accessible for vehicles and other modes of transportation immediately following a major CSZ earthquake. A seismically resilient Burnside Bridge would support the region's ability to provide rapid and reliable emergency response, rescue, and evacuation after a major earthquake, as well as enable post-earthquake economic recovery. In addition to ensuring that the crossing is seismically resilient, the purpose is also to provide a long-term, low-maintenance safe crossing for all users.

Figure 1.3-1. Project Area



EARTHQUAKE READY BURNSIDE BRIDGE

Source:
City of Portland, Oregon
HDR, Parametrix

0 250 500 1,000 Feet

- Project Area **A**
- Retrofit
- Short-span Alternative
- Long-span Alternative
- Couch Extension **C**
- E/W Burnside St **D**

Project Area

Earthquake Ready Burnside

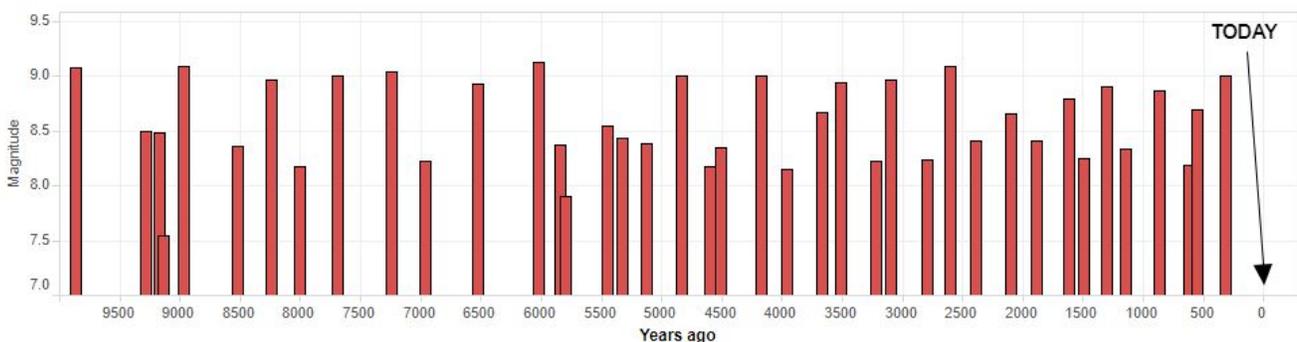
1.4 Need for the Project

The Project is intended to address the following needs.

Need for a Seismically Resilient River Crossing and Lifeline Route

Geologic evidence shows that more than 40 major earthquakes have originated along the CSZ fault over the last 10,000 years (Figure 1.4-1). The intervals between CSZ earthquakes have ranged from a few decades to over a thousand years. The last major earthquake in Oregon occurred 320 years ago, a timespan that exceeds 75 percent of the intervals between major Oregon earthquakes (see Figure 1.4-1). *The Oregon Resilience Plan* predicts extensive casualties, infrastructure damage, and economic losses from the next CSZ earthquake (OSSPAC 2013).

Figure 1.4-1. Frequency and Magnitude of CSZ Earthquakes



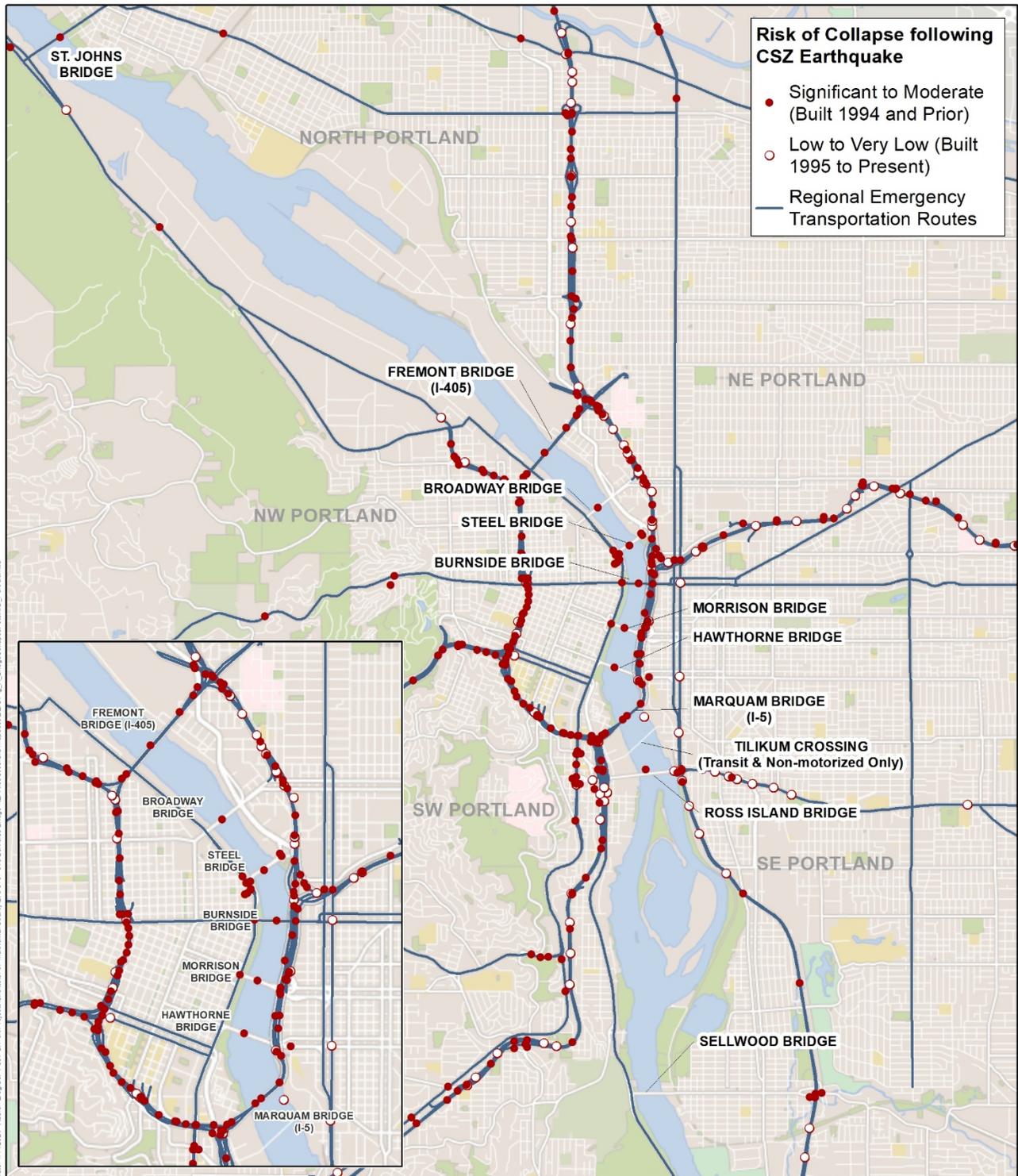
Source: Oregon Live n.d.

Note: Earthquake magnitude (strength) numbers are approximate and based on the Richter scale.

All of the older bridges crossing the Willamette River are expected to suffer seismic damage in a major earthquake. Some are expected to collapse, and none are expected to be usable immediately following the earthquake (see Figure 1.4-2). In addition, the east side access roads to all of the downtown bridges, except to the Burnside Bridge, pass under and/or travel on aging Interstate 5 (I-5) overpasses that are expected to collapse in a major earthquake, thereby blocking access to those river crossings (Hawthorne, Morrison, Steel and Broadway Bridges). See Figure 22 in Attachment G.

In addition to having no I-5 overpasses that would block access to the Burnside Bridge, Burnside Street extends 17 miles from Washington County to Gresham with very few overpasses vulnerable to collapse. This is one of the reasons that the Regional Disaster Preparedness Organization, composed of cities, counties, Metro, and the Red Cross, designated the Burnside Corridor as a “Primary East-West Emergency Transportation Route” (Task Force 1996), a designation reflected in regional plans (ODOT 2014). The Burnside Bridge provides a key link in the Burnside Street lifeline route connecting two sides of our region across the Willamette River, and yet in its current condition the Burnside Bridge is far from able to live up to its lifeline designation. At 94 years old, the bridge is an aging structure requiring increasingly more frequent and significant repairs and maintenance. As with the other aging County- and State-owned bridges crossing the Willamette River, the Burnside Bridge is expected to be unusable immediately following the next CSZ earthquake.

Figure 1.4-2. Risk of Bridge and Overpass Collapse



Bridge Collapse Potential



Source:
City of Portland, Oregon
Multnomah Co., Parametrix, ODOT



Earthquake Ready Burnside

The State-owned bridges (Ross Island, Marquam, Fremont, and St. Johns Bridges) were also designed and built before the CSZ had been identified and understood. The Oregon Department of Transportation (ODOT) expects that all of the State-owned bridges crossing the Willamette River near downtown Portland would be unusable immediately following a CSZ earthquake and has classified expected damage ranging from “collapse” for the Ross Island Bridge and “extensive” for the St. Johns Bridge, to “moderate” for the Fremont and Marquam Bridges. ODOT anticipates that the main river portion of the Marquam Bridge, following inspection and repairs, could potentially be serviceable 4 weeks after a CSZ earthquake. However, because the I-5 viaducts/ramps on the east side are expected to suffer extensive damage, there could be no way to access the bridge.

ODOT has identified seismic retrofit needs and priorities for the state highway system from the coast to east of the Cascades. Estimated costs are in the billions, and ODOT has suggested that implementation could occur in five phases over several decades. The State-owned Willamette River crossings are not the first priorities for the state system, in part because of the high cost to replace or retrofit multiple vulnerable structures. Creating a regionally continuous, seismically resilient Willamette River crossing within the state highway system would require retrofitting or replacing at least one large State-owned bridge and its associated multiple overpasses and viaducts (Goldfinger et al. 2012). By comparison, upgrading the County-owned Burnside Bridge would be a smaller-scale project with no associated overpasses or viaducts, and it is integral to the regional Burnside Street lifeline route (ODOT 2014). See Figure 1.4-3 for a comparison of seismic vulnerability for downtown bridge approaches.

The two newest bridges over the Willamette River (Sellwood Bridge and Tilikum Crossing) are not expected to collapse in a CSZ earthquake, but are also not expected to provide the downtown core or the Burnside lifeline route with viable crossing options after a major seismic event. The Sellwood Bridge was designed to survive a CSZ earthquake and be back in service quickly after the event, and the County mitigated a landslide-prone area near the west end of the bridge. However, the hills above Highway 43 north of the bridge area could slide and block downtown bridge access. Even without such landslides, access to the downtown core and the Burnside lifeline route via the Sellwood Bridge would require approximately 10 miles of out-of-direction travel. The Sellwood Bridge could serve a lifeline function following a major earthquake, but it would not serve the same broad area, population, or downtown core that is served by the Burnside Bridge and Burnside Street lifeline route.

The Tilikum Crossing, serving light rail transit, streetcar, buses, bicyclists, and pedestrians, is also expected to survive and be serviceable following a CSZ earthquake. However, because it is not on or connected to a designated lifeline route, nor intended for general vehicular usage, the approaches to the bridge were designed to “life safety” standards and not intended to provide lifeline functions. Life safety standards result in a structure that will preserve lives by avoiding collapse in a major earthquake, but the structure is not necessarily expected to be usable immediately following such an event. In addition, the west side access to the bridge crosses under several seismically vulnerable I-5 and Interstate 405 (I-405) viaducts that, in their current conditions, would likely suffer severe damage in a major earthquake and block the route to the bridge.

Need for Post-Earthquake Emergency Response

Absent significant and targeted infrastructure resiliency improvements, the next CSZ earthquake is expected to render all of the downtown Portland Willamette River crossings unusable (either because of damage to each crossing’s bridge, its approaches, or both). This means that none of the designated lifeline routes or evacuation routes across the river will be available for emergency response, rescue, or evacuation immediately following the earthquake.

Figure 1.4-3. Seismic Vulnerability of Downtown Bridge Approaches



Need for Post-Earthquake Recovery

While the cost to build resilient infrastructure is high, it is lower than the cost to a community of losing access to and attempting to rebuild infrastructure following a disaster (Chang 2000). Transportation infrastructure damaged by an earthquake impairs a region's long-term ability to recover economically and socially after a disaster, adversely affecting a region's population and economy for many years after a major earthquake (OSSPAC 2013; Madhusudan and Ganapathy 2011).

Need for Emergency Transportation Routes and Seismic Resiliency as Stated in Plan and Policy Directives

Local plans and policies that designate Burnside Street as a lifeline and evacuation route help describe the need for this Project. In addition, statewide policy describes the need through recommendations for creating seismically resilient transportation routes such as that anticipated with this Project. Relevant plans and policies are briefly summarized below.

Metro's Regional Emergency Management Group was formed by intergovernmental agreement among the region's cities, counties, Metro, and the Red Cross to improve disaster preparedness, response, recovery, and mitigation plans and programs. Current local plans reflect that group's 1996 report which designates Burnside Street as a "Primary East-West Emergency Transportation Route" (Task Force 1996).

The City of Portland's *Evacuation Plan* (BEM 2017) addresses evacuation needs for general disasters including flooding, hazardous materials spills, fires, etc. The plan identifies Burnside Street both as a possible evacuation route east of the river and as a primary east-west evacuation route in downtown Portland west of the river. On the east side, Interstate 84 (I-84) is the designated primary east-west evacuation route while Burnside Street is designated a secondary eastside route due to less consistent capacity. However, while I-84 has greater capacity, it would likely be impassable following a major earthquake because of the collapse of multiple overpasses (18 overpasses cross I-84 between the Willamette River and Interstate 205 [I-205]). Burnside Street has no overpasses or bridges through this segment, which is a significant advantage for a lifeline transportation route following a major earthquake.

The Oregon Resilience Plan's specific roadway and bridge recommendations focus on State-owned rather than locally owned facilities. However, this statewide plan emphasizes the importance of creating seismically resilient local bridges and roads, particularly to support lifeline functions in urban areas (OSSPAC 2013).

Need for Long-Term Multimodal Travel Across the River

In addition to its function as a lifeline route, Burnside Street serves as an important long-term multimodal (multiple modes of travel such as pedestrians, bicyclists, cars, and transit) connection between the east and west sides of the Willamette River in downtown Portland and between Gresham and Washington County. The existing Burnside Bridge's five vehicular traffic lanes carry approximately 35,000 vehicles per day, while the sidewalks and bike lanes carry over 3,000 bicyclists and pedestrians per day. The bridge also carries multiple bus routes and is planned to carry a streetcar line. Any changes to the existing crossing should serve not only the post-earthquake lifeline need, but should also address the continued long-term need for a safe multimodal crossing.

1.5 Application of the Purpose and Need in Alternatives Identification and Screening

Prior to initiating the Draft EIS, the project team conducted a feasibility study and evaluation process¹ to identify and screen potential alternatives. The criteria used in that study and the screening reflected the Project's purpose as well as feasibility considerations, environmental impacts, and costs. This screening process, which is discussed in Chapter 2 and documented in detail in the *EQRB Alternatives Screening Technical Memorandum* (Multnomah County 2018), included three steps:

1. Pass/Fail Screening
2. Preliminary Screening
3. Alternatives Evaluation

Each step added increasingly detailed analysis of how well the alternatives being considered could or could not achieve the project purpose; screening also considered the fundamental feasibility of alternatives as well as environmental impacts and costs of the alternatives. These considerations were used to eliminate poorly performing alternatives from further consideration and to help identify the range of reasonable alternatives to study in detail in the Draft EIS.

Pass/Fail Step

The pass/fail analysis was based on yes/no questions that reflected the core purpose of seismic resilience and the need for alternatives to meet basic feasibility/constructability criteria. Alternatives had to pass the basic threshold for each of these criteria to advance to the next screening step. Four pass/fail criteria were developed to eliminate alternatives that would not meet fundamental requirements of being "seismically resilient" after the next major earthquake:

- Alternatives need to be fully operable following a CSZ 8+ earthquake. This means that they need to be usable for all modes immediately after the earthquake without requiring repairs.
- Alternatives cannot have two or more earthquake-related blockages (e.g., seismically vulnerable overpasses or viaducts) on the access route to them.
- Crossing locations have to be within 4 minutes by motor vehicle (travelling 30 mph) of the Burnside Street lifeline route. This is to maximize emergency response travel time for vehicles using the Burnside Street lifeline route since it is expected to be the least affected east-west lifeline route after the next major earthquake.
- Alternatives need to provide at least three travel lanes, or equivalent, after a major earthquake.

In addition, a pass/fail criterion was included to eliminate alternatives that would have unacceptable impacts to major public infrastructure. This eliminated alternatives that would cause long-term full closures of interstate highways, major arterials, the Union Pacific Railroad mainline, commercial river traffic, or the MAX light rail line.

Preliminary Screening Step

The criteria topics in this step were similar to those in Step 1, but rather than being pass/fail, the remaining alternatives received a score for each criterion, and the total scores were used to determine the more promising alternatives and drop those that scored substantially lower. The preliminary screening criteria

¹ The informal scoping process, conducted consistent with Planning and Environment Linkages requirements, is discussed in the Draft EIS Summary.

included a more detailed evaluation of seismic resiliency than was in the pass/fail criteria of Step 1, and the added consideration of how well alternatives could meet the other purpose of the Project – long-term functionality for multiple modes, independent of a seismic event.

Alternatives Evaluation Step

Step 3 included yet more detailed analysis of seismic resiliency, more detailed analysis of how well the alternatives would meet the long-term needs of specific modes, and added criteria to help screen out alternatives that would have extraordinary environmental impacts or costs. The criteria were organized into six categories:

1. Seismic Resiliency
2. Non-Motorized Transportation
3. Connectivity
4. Built Environment
5. Environmental Justice/Equity
6. Financial Stewardship

Additional discussion of screening is in Chapter 2 of the Draft EIS, and full details of this screening process, criteria, findings, and results can be found in the *EQRB Alternatives Screening Technical Memorandum* (Multnomah County 2018).

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Attachment O

Cost Risk Assessment Cost Estimate Summaries

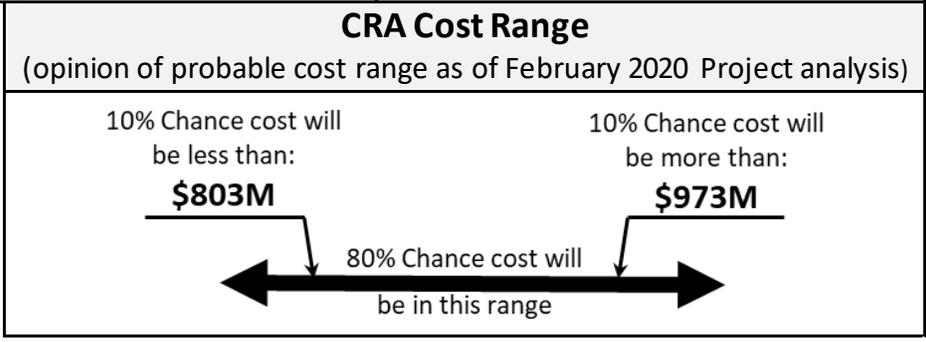
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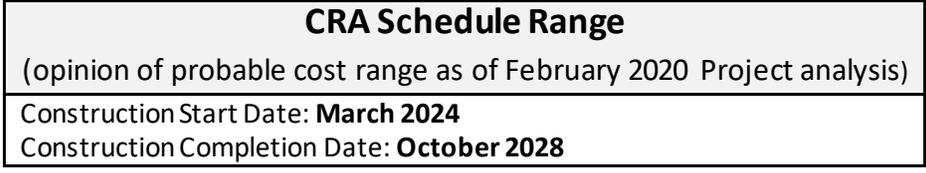
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2020 Cost Risk Assessment (CRA) Process
Earthquake Ready Burnside Bridge (EQRB)
Alt: Enhanced Seismic Retrofit Alternative
(No Temp Bridge)

Workshop Date: February 26, 2020



Project Need - Multnomah County is delivering the EQRB Project to provide our community with a reliable Willamette River crossing on the Burnside regional lifeline route after a major earthquake.



Description – The Enhanced Seismic Retrofit Alternative would upgrade the existing bridge. While this alternative allows for the preservation of portions of the historic Burnside Bridge, it requires replacement of some elements, extensive retrofitting of others, and retains many columns in unstable soil near the river.

Major Project Risks

Key Project Cost Risks (impacting estimated expected value impacts)

Threats

- Fluctuating market conditions due to competitive labor market (\$11M to \$34M)
- Cost of change orders due to ground improvement (\$9M to \$31M)
- Cost of change orders due to CSO Force Main relocation (\$5M to \$26M)
- Cost of change orders due to obstructions during shaft construction (\$5M to \$15M)

Opportunities

- Design innovations from contractor input (\$13M to \$15M)
- Benefit of alternative ground improvement measures (\$0M to \$3M)
- Benefit from reduced foundation sizing due to refined seismic analysis (\$2M to \$4M)

Key Assumptions and Findings

- Construction Manager / General Contractor (CM/GC) delivery method
- 3 to 4 years to construct
- Traffic to be detoured to adjacent bridges during construction
- Costs escalated to mid-point of construction
- This alternative would have consequential impacts to the historic elements of the existing bridge.
- This alternative possesses the greatest construction risks of all the alternatives.

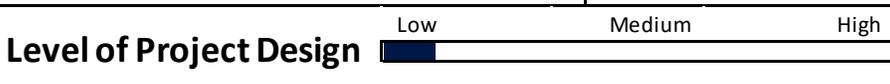
Key Schedule Risks (Impacting Construction Completion Milestone):

Threats

- Delays associated with CSO Force Main relocation (2 to 9 months)
- Challenges with movable bridge Installation and Commissioning (2 to 4 months)
- Difficulties with in-river cofferdam construction (1 to 3 months)

Opportunities

- Construction acceleration from contractor input (1 to 3 months)
- Use of full depth precast deck panels to accelerate construction (0 to 1 month)



NEPA Phase



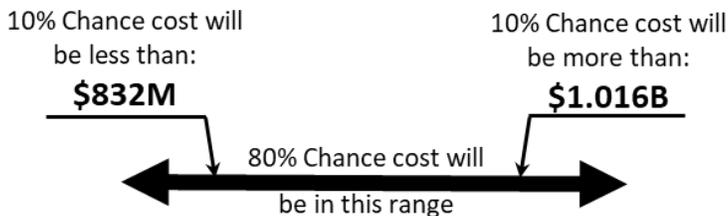
2020 Cost Risk Assessment (CRA) Process
Earthquake Ready Burnside Bridge (EQRB)
Alt: Replacement Alternative with Short-span Approach
(No Temp Bridge)

Workshop Date: February 26, 2020



CRA Cost Range

(opinion of probable cost range as of February 2020 Project analysis)



Project Need - Multnomah County is delivering the EQRB Project to provide our community with a reliable Willamette River crossing on the Burnside regional lifeline route after a major earthquake.

Description - The Replacement Alternative with Short-span Approach would replace the existing Burnside Bridge with a new movable bridge at about the same surface height and location as the current bridge. It would have fewer columns than the current bridge, but more than the Replacement Long Span alternative.

Key Assumptions and Findings

- Construction Manager / General Contractor (CM/GC) delivery method
- 4 to 5 years to construct
- Traffic to be detoured to adjacent bridges during construction
- Costs escalated to mid-point of construction
- This alternative is more expensive, has greater natural resource impacts, and presents more seismic risk than the Replacement Long Span because it requires more columns in unstable soil near the river.

CRA Schedule Range

(opinion of probable cost range as of February 2020 Project analysis)

Construction Start Date: **March 2024**
 Construction Completion Date: **August 2029**

Major Project Risks

Key Project Cost Risks (impacting estimated expected value impacts)

Threats

- Fluctuating market conditions due to competitive labor market (\$13M to \$39M)
- Cost of change orders due to ground improvement (\$9M to \$31M)
- Cost of change orders due to unforeseen circumstances (\$5M to \$23M)
- Cost of change orders due to obstructions during shaft construction (\$5M to \$10M)

Opportunities

- Design innovations from contractor input (\$13M to \$15M)
- Benefit of alternative ground improvement measures (\$0M to \$3M)
- Benefit from reduced foundation sizing due to refined seismic analysis (\$2M to \$4M)

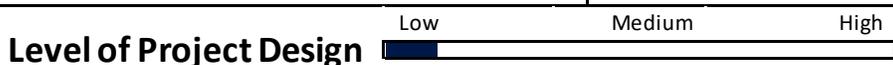
Key Schedule Risks (Impacting Construction Completion Milestone):

Threats

- Challenges with movable bridge Installation and Commissioning (2 to 4 months)
- Delays associated with Local Agency permitting and Land Use approvals (1 to 4 months)
- Difficulties with in-river cofferdam construction (1 to 3 months)

Opportunities

- Construction acceleration from contractor input (1 to 3 months)
- Use of full depth precast deck panels to accelerate construction (0 to 2 months)

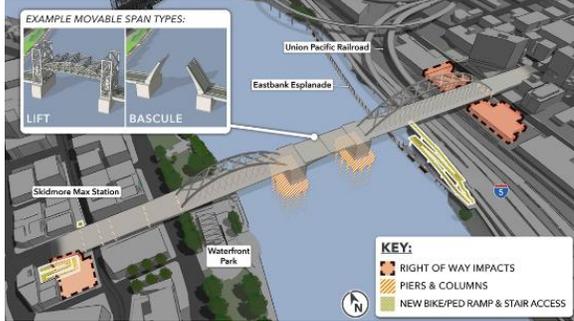


NEPA Phase

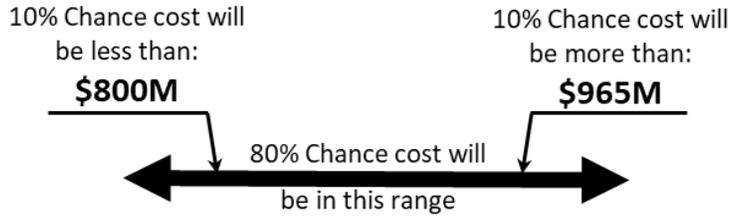


2020 Cost Risk Assessment (CRA) Process
Earthquake Ready Burnside Bridge (EQRB)
 Alt: Replacement Alternative with Long-span Approach
 (No Temp Bridge)

Workshop Date: February 26, 2020



CRA Cost Range
 (opinion of probable cost range as of February 2020 Project analysis)



Project Need - Multnomah County is delivering the EQRB Project to provide our community with a reliable Willamette River crossing on the Burnside regional lifeline route after a major earthquake.

Description – The Replacement Alternative with Long-span Approach would replace the existing Burnside Bridge with a new movable bridge in the same location and length as the existing bridge with support structure above the roadway surface resulting in fewer columns below. This means there are longer spans between columns.

Key Assumptions and Findings

- Construction Manager / General Contractor (CM/GC) delivery method
- 4 to 5 years to construct
- Traffic to be detoured to adjacent bridges during construction
- Costs escalated to mid-point of construction
- This alternative was recommended because it is the most seismically resilient, has the lowest cost, and has the fewest natural resources impacts of any of the replacement alternatives.

CRA Schedule Range
 (opinion of probable cost range as of February 2020 Project analysis)

Construction Start Date: **March 2024**
 Construction Completion Date: **August 2029**

Major Project Risks

Key Project Cost Risks (impacting estimated expected value impacts)

Threats

- Fluctuating market conditions due to competitive labor market (\$13M to \$39M)
- Cost of change orders due to unforeseen circumstances (\$5M to \$23M)
- Cost of change orders due to obstructions during shaft construction (\$5M to \$10M)

Opportunities

- Design innovations from contractor input (\$13M to \$25M)
- Benefit of alternative ground improvement measures (\$0M to \$2M)
- Benefit from reduced foundation sizing due to refined seismic analysis (\$2M to \$4M)

Key Schedule Risks (Impacting Construction Completion Milestone):

Threats

- Challenges with movable bridge Installation and Commissioning (2 to 4 months)
- Delays associated with Local Agency permitting and Land Use approvals (1 to 4 months)
- Difficulties with in-river cofferdam construction (1 to 3 months)

Opportunities

- Construction acceleration from contractor input (1 to 3 months)
- Use of full depth precast deck panels to accelerate construction (0 to 2 months)

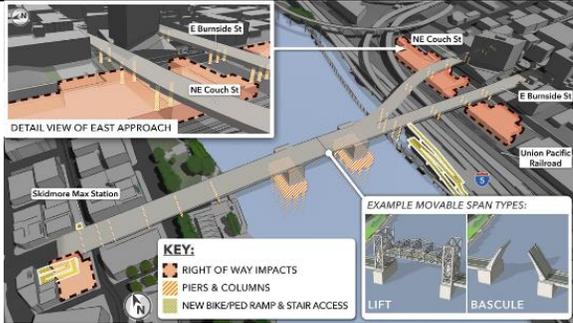


NEPA
Phase

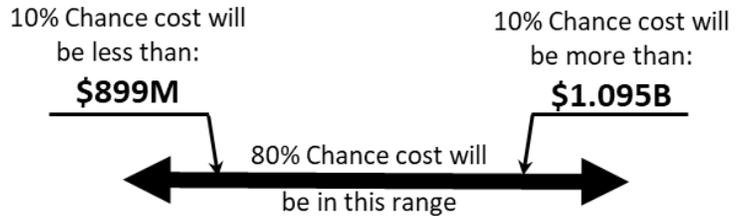


2020 Cost Risk Assessment (CRA) Process
Earthquake Ready Burnside Bridge (EQRB)
 Alt: Replacement Alternative with Couch Extension
 (No Temp Bridge)

Workshop Date: February 26, 2020



CRA Cost Range
 (opinion of probable cost range as of February 2020 Project analysis)



Project Need - Multnomah County is delivering the EQRB Project to provide our community with a reliable Willamette River crossing on the Burnside regional lifeline route after a major earthquake.

CRA Schedule Range
 (opinion of probable cost range as of February 2020 Project analysis)

Construction Start Date: **March 2024**
 Construction Completion Date: **August 2029**

Description - The Replacement Alternative with Couch Extension would replace the existing Burnside Bridge with a new movable bridge and a split east approach. In addition to its Burnside Street leg, it also includes an extension to Couch Street over NE 3rd and NE 2nd Avenues. It is at about the same surface height as the current bridge.

Major Project Risks

Key Assumptions and Findings

- Construction Manager / General Contractor (CM/GC) delivery method
- 4 to 5 years to construct
- Traffic to be detoured to adjacent bridges during construction
- Costs escalated to mid-point of construction
- This alternative provides the greatest benefit to freight and transit due to its smoothing the existing Couch St "S" curve alignment on the east bridgehead.
- This alternative requires many more columns in unstable soil near the river, increasing seismic risks and making it the most expensive alternative studied.

Key Project Cost Risks (impacting estimated expected value impacts)

Threats

- Fluctuating market conditions due to competitive labor market (\$13M to \$40M)
- Cost of change orders due to ground improvement (\$9M to \$31M)
- Cost of change orders due to unforeseen circumstances (\$5M to \$23M)
- Cost of change orders due to obstructions during shaft construction (\$5M to \$15M)

Opportunities

- Design innovations from contractor input (\$13M to \$25M)
- Benefit of alternative ground improvement measures (\$0M to \$2M)
- Benefit from reduced foundation sizing due to refined seismic analysis (\$2M to \$4M)

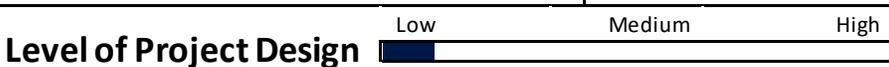
Key Schedule Risks (Impacting Construction Completion Milestone):

Threats

- Challenges with movable bridge Installation and Commissioning (2 to 4 months)
- Delays associated with Local Agency permitting and Land Use approvals (1 to 4 months)
- Difficulties with in-river cofferdam construction (1 to 3 months)

Opportunities

- Construction acceleration from contractor input (1 to 3 months)
- Use of full depth precast deck panels to accelerate construction (0 to 2 months)



NEPA Phase



Memo

Date: March 25, 2022
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: John Mermin, Senior Transportation Planner
Subject: 2022-23 Draft Unified Planning Work Program (UPWP) - Exhibit A to Resolution 22-5244

Background

What the UPWP Is

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are descriptions of the transportation planning activities, the relationships between them, and budget summaries displaying the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, the Oregon Department of Transportation (ODOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). It helps ensure efficient use of federal planning funds. The UPWP may be amended periodically as projects change or new projects emerge.

What the UPWP Is not

The UPWP is not a regional policy making document and does not make any funding allocations. Instead, the UPWP reflects decisions already made by JPACT, the Metro Council and/or the state legislature on funding and policy. The UPWP does not include construction, design or preliminary engineering projects. It only includes regionally significant planning projects (primarily those that will be receiving federal funds) for the upcoming fiscal year.

UPWP Adoption process

The legislation to adopt the UPWP (Resolution 22-5244 and Staff Report) is included in this packet. The UPWP document is Exhibit A to the Resolution.

A link to download the Draft UPWP was sent out to Federal and State reviewers (and TPAC members) on February 3. A TPAC The required Federal and State consultation was held on March 7 and a discussion with TPAC was held at a March 9 workshop. At its April 1 meeting, TPAC will be asked to take action on a revised (tracked-changes) UPWP document (downloadable [here](#)) that includes all edits made since the February draft was sent out for review.

Highlights of the edits include: a new narrative from TriMet on Fleet and Service planning, and a new narrative for the High-Capacity Transit Strategy update (previously described within the Regional Transit Program narrative).

Staff will provide informational briefings to the Metro Council and JPACT in April and then will ask for adoption at the May 19 JPACT and Council meetings. Staff will transmit the adopted UPWP to Federal & State partners by May 20. This allows time for the IGA to be signed by Metro's COO prior to June 30, allowing for federal funding to continue flowing into the region without delay.

Please contact john.mermin@oregonmetro.gov, for inquiries about the UPWP.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE)	RESOLUTION NO. 22-5244
FISCAL YEAR 2022-23 UNIFIED PLANNING)	Introduced by Chief Operating Officer
WORK PROGRAM AND CERTIFYING THAT)	Marissa Madrigal with the concurrence
THE PORTLAND METROPOLITAN AREA IS IN)	of Council President Lynn Peterson
COMPLIANCE WITH FEDERAL)	
TRANSPORTATION PLANNING REQUIREMENTS)	

WHEREAS, the Unified Planning Work Program (UPWP) update as shown in Exhibit A attached hereto, describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in Fiscal Year (FY) 2022-23; and

WHEREAS, the UPWP is developed in consultation with federal and state agencies, local governments, and transit operators; and

WHEREAS, the FY 2022-23 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, South Metro Area Regional Transit, the Port of Portland, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY 2022-23 UPWP is required to receive federal transportation planning funds; and

WHEREAS, The FY 2022-23 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and has been reviewed through formal consultation with state and federal partners; and

WHEREAS, the FY 2022-23 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; and

WHEREAS, TPAC recommended approval on April 1, 2022 of the FY 2022-23 UPWP and forwarded their recommended action to JPACT;

WHEREAS, the federal self-certification findings in Exhibit B demonstrate Metro’s compliance with federal planning regulations as required to receive federal transportation planning funds; now therefore

BE IT RESOLVED that:

1. The Metro Council adopts JPACT’s May 19, 2022 recommendation to adopt the FY 2022-23 UPWP, attached hereto as Exhibit A.
2. The FY 2022-23 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. Metro’s Chief Operating Officer is authorized to apply for, accept, and execute grants and agreements specified in the UPWP.

4. Staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.
5. Staff shall submit the final UPWP and self-certification findings to the Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

ADOPTED by the Metro Council this 19th day of May 2022.

Lynn Peterson, Council President

Shirley Craddick, Chair of JPACT

Approved as to Form:

Carrie MacLaren, Metro Attorney

2022 Metro Self-Certification

1. Metropolitan Planning Organization Designation

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon for the Oregon portion of the Portland/Vancouver urbanized area, covering 24 cities and three counties. It is Metro's responsibility to meet the requirements of federal planning rules as defined in Title 23 of U.S. Code Part 450 Subpart C and Title 49 of U.S. Code Part 613 Subpart A, the Oregon Transportation Planning Rule, which implements Statewide Planning Goal 12, and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan that is integrated with and supports the region's land use plans, and meets federal and state planning requirements.

Metro is governed by an elected regional council, in accordance with a voter-approved charter. The Metro Council is comprised of representatives from six districts and a Council President elected region-wide. The Chief Operating Officer is appointed by the Metro Council and leads the day-to-day operations of Metro. Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. Two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

2. Geographic Scope

The Metropolitan Planning Area boundary establishes the area in which the Metropolitan Planning Organization conducts federally mandated transportation planning work, including: a long-range Regional Transportation Plan, the Metropolitan Transportation Improvement Program for capital improvements identified for a four-year construction period, a Unified Planning Work Program, a congestion management process, and conformity to the state implementation plan for air quality for transportation related emissions.

The Metropolitan Planning Area (MPA) boundary is a federal requirement for the metropolitan planning process. The boundary is established by the governor and individual Metropolitan Planning Organizations within the state, in accordance with federal metropolitan planning regulations. The MPA boundary must encompass the existing urbanized area and the contiguous areas expected to be urbanized within a 20-year forecast period. Other factors may also be considered to bring adjacent territory into the MPA boundary. The boundary may be expanded to encompass the entire metropolitan statistical area or combined as defined by the federal Office of Management and Budget.

The current boundary was updated and approved by the Governor of Oregon in July 2015 following the release of the new urbanized area definitions by the Census Bureau. The planning area boundary includes the urbanized area, areas within the Metro jurisdictional boundary, urban reserve areas representing areas that may urbanize within the next 20 years, and the areas around 5 key transportation facility interchanges adjacent to and that serve the urban area.

3. Responsibilities, Cooperation and Coordination

Metro uses a decision-making structure, which provides state, regional, and local governments the opportunity to participate in the transportation and land use decisions of the organization. The two key committees are JPACT and MPAC. These committees receive recommendations from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

Joint Policy Advisory Committee on Transportation

JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation (WSDOT). All transportation-related actions (including Federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration.

Final approval of each action requires the concurrence of both JPACT and the Metro Council. JPACT is primarily involved in periodic updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and review of ongoing studies and financial issues affecting transportation planning in the region.

Bi-State Coordination Committee

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, Southwest Washington Regional Transportation Council (RTC), Clark County, C-Tran, Washington State Department of Transportation (WSDOT) and the Port of Vancouver. The Committee is charged with reviewing and coordinating all issues of bi-state significance for transportation and land use.

Metro Policy Advisory Committee

MPAC was established by Metro Charter to provide a vehicle for local government involvement in Metro's growth management planning activities. It includes eleven locally-elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two Metro Councilors (with non-voting status), two officials from Clark County, Washington and an appointed official from the State of Oregon (with non-voting status). Under Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of, or amendment to, any element of the Charter-required Regional Framework Plan.

The Regional Framework Plan was first adopted in December 1997 and addresses the following topics:

- Transportation
- Land Use (including the Metro Urban Growth Boundary (UGB))
- Open Space and Parks
- Water Supply and Watershed Management

- Natural Hazards
- Coordination with Clark County, Washington
- Management and Implementation

In accordance with these requirements, the Regional Transportation Plan is developed to meet Federal transportation planning guidelines such as FAST Act and MAP-21, the Oregon Transportation Planning Rule, and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation, land use, and environmental concerns.

4. Metropolitan Transportation Planning Products

a. Unified Planning Work Program

The Unified Planning Work Program (UPWP) is developed annually by Metro as the MPO for the Portland metropolitan area. It is a federally - required document that serves as a tool for coordinating federally-funded transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are descriptions of the transportation planning tasks, listings of various activities, and a summary of the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, Port of Portland, FHWA and FTA. Additionally, Metro must annually undergo a process known as self-certification to demonstrate that the Portland metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements. Self-certification is conducted in conjunction with annual adoption of the UPWP.

b. Regional Transportation Plan (RTP)

The RTP must be prepared and updated every 4 years and cover a minimum 20-year planning horizon with air quality conformity and fiscal constraint.

Scope of the planning process

The metropolitan planning process shall provide for consideration of projects and strategies that will:

- a. support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- b. increase the safety of the transportation system for motorized and non-motorized users;
- c. increase the security of the transportation system for motorized and non-motorized users;
- d. increase the accessibility and mobility of people and for freight;
- e. protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- f. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- g. promote efficient system management and operation; and
- h. emphasize the preservation of the existing transportation system.

Metropolitan planning organizations (MPOs) must establish and use a performance-based approach to transportation decision making and development of transportation plans to support the national goal areas:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Elements of the RTP

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A description of the performance measures and performance targets used in assessing the performance of the transportation system and how their development was coordinated with state and public transportation providers
- A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.
- A financial plan that demonstrates how the adopted transportation plan can be implemented; indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan; and recommends any additional financing strategies for needed projects and programs.
- Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities

c. Metropolitan Transportation Improvement Program

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing and monitoring progress of the Regional Transportation Plan (RTP) and 2040 Growth Concept. The MTIP programs and monitors funding for all regionally significant projects

in the metropolitan area. Additionally, the program administers the allocation of urban Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ) and Transportation Alternatives Program (TAP) funding through the regional flexible fund process. Projects are allocated funding based upon technical and policy considerations that weigh the ability of individual projects to implement federal, state, regional and local goals. Funding for projects in the program are constrained by expected revenue as defined in the Financial Plan.

The MTIP is also subject to federal and state air quality requirements, and a determination is made during each allocation to ensure that the updated MTIP conforms to air quality regulations. These activities require special coordination with staff from U.S. Department of Transportation, U.S. Environmental Protection Agency, Oregon Department of Environmental Quality, Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART), and other regional, county and city agencies.

The 2021 -24 MTIP was adopted in July 2020 and was incorporated into the 2021 -24 STIP. Amendments to the MTIP and development of the 2024 -27 MTIP are included as part of the Metropolitan Transportation Improvement Program work program.

The short-range metropolitan TIP includes the following required elements:

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period.
- A financial plan that demonstrates how the TIP can be implemented.
- Descriptions of each project in the TIP.
- Programming of funds in year of expenditure dollars.
- Documentation of how the TIP meets other federal requirements such as addressing the federal planning factors and making progress toward adopted transportation system performance targets.
- The MTIP also includes publication of the annual list of obligated projects. The most recent publication was provided in December 2020. All prior year obligation reports are available on the Metro website.

D. Congestion Management Process (CMP)

The 2007 SAFETEA-LU federal transportation legislation updated requirement for a Congestion Management Process (CMP) for metropolitan planning organizations (MPOs) in Transportation Management Areas (TMAs – urban areas with a population exceeding 200,000), placing a greater emphasis on management and operations and enhancing the linkage between the CMP and the long-range regional transportation plan (RTP) through an objective-driven, performance-based approach. MAP-21 and FAST Act retained the CMP requirement while enhancing requirements for congestion and reliability monitoring and reporting. The most recent federal transportation legislation, the Infrastructure Investment and Jobs Act (IIJA), retained the CMP requirement set forth in MAP-21.

A CMP is a systematic approach for managing congestion that provides information on transportation system performance. It recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The region's CMP will continue to advance the goals of

the 2014 RTP and strengthen the connection between the RTP and the Metropolitan Transportation Improvement Program (MTIP).

The goal of the CMP is to provide for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies. As part of federal transportation performance and congestion management monitoring and reporting, Metro also continues to address federal MAP-21 and IIJA transportation performance monitoring and management requirements that were adopted as part of the 2018 Regional Transportation Plan (RTP). The performance targets are for federal monitoring and reporting purposes and are coordinated with the Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART) and C-TRAN. The regional targets support the region's Congestion Management Process, the 2018 policy guidance on safety, congestion and air quality, and complements other performance measures and targets contained in Chapter 2 of the 2018 RTP.

E. Air Quality

The Air Quality Program ensures the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP) for the Portland metropolitan area address state and federal regulations and coordinates with other air quality initiatives in the region.

While the region is no longer an active Maintenance Area for Ozone precursors or Carbon Monoxide (CO) and therefore is not required to complete air quality conformity analysis and findings for those pollutants for each RTP and MTIP update, the region is still required to comply with the State Implementation Plan (SIP) requirements that were developed and adopted in response to previously being out of compliance for those pollutants. The SIP requirements still in effect include the Transportation Control Measures (TCMs) adopted within the Ozone and CO SIPs.

Most immediately relevant of the TCMs is the requirement to annually monitor the region's motor vehicle miles traveled (VMT) per capita and institute spending and planning requirements if the rate increases significantly. Specifically, if the rate increases by 5% in a year, planning requirements are instigated to investigate the cause and propose remedies to reduce the VMT per capita rate. If the rate increases again in the second year by 5% or more, mandatory spending increases on programs that help reduce VMT would be instituted, potentially redirecting funds from other projects.

Metro also has agreements with the Oregon Department of Environmental Quality to cooperate on monitoring and analyzing emissions for all of the federal criteria pollutants and for other emissions known to impact human health as a part of the transportation planning and programming process. To do so, Metro keeps its transportation emissions model current to federal guidelines.

5. Planning Factors

The recently approved \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA) includes \$550 billion for new programs and \$650 billion for the continuation of core programs, which have been previously authorized under the [Fixing America's Surface Transportation \(FAST\) Act](#) and other authorizations. This approval represents a significant amount of new funding and programs and largely protects the priorities of the Biden administration through and beyond his initial term of

office (the transportation funding incorporated in this bill extends through federal FY 2026). While the bill covers a 10-year period, much of the funding is spread over five years.

Current requirements call for MPOs to conduct planning that explicitly considers and analyzes, as appropriate, eleven factors defined in federal legislation:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. Improving transportation system resiliency and reliability;
10. Reducing (or mitigating) the storm water impacts of surface transportation; and
11. Enhancing travel and tourism.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
<p>1. Support Economic Vitality</p>	<ul style="list-style-type: none"> • 2018 RTP policies are linked to land use strategies that promote economic development. • Industrial areas and intermodal facilities identified in policies as “primary” areas of focus for planned improvements. • Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for 20-year plan period. • Highway LOS policy tailored to protect key freight corridors. • The 2018 RTP recognizes need for freight linkages to destinations beyond the region by all modes. 	<ul style="list-style-type: none"> • All projects subject to consistency with RTP policies on economic development and promotion of “primary” land use element of 2040 development such as centers, industrial areas and intermodal facilities. • Special category for freight improvements in Metro allocation process calls out the unique importance for these projects. • Coordinate with ODOT allocations to support their Transportation Plan Goal 3 of Economic Vitality for all investments, and includes a specific project funding program, the Immediate Opportunity Fund, that supports local development projects which demonstrate job growth. 	<ul style="list-style-type: none"> • 2018 Regional Transit Strategy designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • HCT improvements identified in the 2018 Regional Transit Strategy for major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.
<p>2. Increase Safety</p>	<ul style="list-style-type: none"> • The 2018 RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region’s 2040-growth management strategy). 	<ul style="list-style-type: none"> • All Metro allocation projects rated according to specific safety criteria. • All Metro allocation projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel. • Coordinate with ODOT 	<ul style="list-style-type: none"> • Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
		<p>All Roads Transportation Safety funding program select projects with proven safety elements to address high crash sites/corridors.</p>	
<p>3. Increase Security</p>	<ul style="list-style-type: none"> The 2018 RTP calls for implementing investments to increase system monitoring for operations, management, and security of the regional mobility corridor system. 	<ul style="list-style-type: none"> Coordinate with ODOT on implementation of their Transportation Plan Goal 5 of Safety and Security. Looking to incorporate recommendations from the current Metro area Emergency Transportation Routes technical study and any follow-up studies into funding programs. TriMet has updated its approach and investments in public safety and security utilizing recommendations from its Transit Public Safety Advisory Committee to address racial justice issues. 	<ul style="list-style-type: none"> System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
4. Increase Accessibility	<ul style="list-style-type: none"> • The 2018 RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system. • The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities. 	<ul style="list-style-type: none"> • Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects. • The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region. 	<ul style="list-style-type: none"> • The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers. • Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.
5. Protect Environment and Quality of Life	<ul style="list-style-type: none"> • The 2018 RTP is constructed as a transportation strategy for implementing the region’s 2040-growth concept. The growth concept is a long-term vision for retaining the region’s livability through managed growth. • The 2018 RTP system has been "sized" to minimize the impact on the built and natural environment. • The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species. • The 2018 RTP conforms to the Clean Air Act. 	<ul style="list-style-type: none"> • The MTIP implements the Transportation Control Measures (TCMs) of the air quality SIP for CO and Ozone related emissions.. • The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative modes (STIP). • Bridge projects in lieu of culverts have been funded through the MTIP and other regional sources to enhance endangered salmon and steelhead passage. 	<ul style="list-style-type: none"> • Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region’s most congested corridors and centers. • HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
5. Protect Environment and Quality of Life (continued)	<ul style="list-style-type: none"> • Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced multi-modal system that maintains livability. • 2018 RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. • Metro coordinates its system level planning with resource agencies to identify and resolve key issues. 		
6. System Integration/ Connectivity	<ul style="list-style-type: none"> • The 2018 RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. • The 2018 RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for regional facilities. • The 2018 RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity. • The 2018 RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. • The intermodal management system identifies key intermodal links in the 	<ul style="list-style-type: none"> • Projects funded through the MTIP must be consistent with regional street design guidelines and the RTP that has resolved system integration and connectivity issues.. • Freight improvements are evaluated according to resolving potential conflicts with other modes. 	<ul style="list-style-type: none"> • Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
7. Efficient Management & Operations	<ul style="list-style-type: none"> • The 2018 RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation. • Proposed 2018 RTP projects include many system management improvements along regional corridors. • The 2018 RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. 	<ul style="list-style-type: none"> • The regional travel options (RTO) and TSMO programs are funded through Metro allocations, • TDM/TSMO is encouraged to be included in the scope of capital projects to reduce SOV pressure on congested corridors. • ODOT also provides funding support to TDM and TSMO programs. • TriMet and SMART both operate TDM and Employer commute reduction programs. 	<ul style="list-style-type: none"> • Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.
8. System Preservation	<ul style="list-style-type: none"> • Proposed 2018 RTP projects include major roadway preservation projects. • The 2018 RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. 	<ul style="list-style-type: none"> • Reconstruction projects that provide long-term maintenance are identified as a funding priority. • The ODOT Fix-It program and TriMet and SMART Preventive Maintenance programs that fund system preservation are two of the largest investment areas in the MTIP. 	<ul style="list-style-type: none"> • The 2018 RTP financial plan includes the 30-year costs of HCT maintenance and operation for planned HCT systems.
9. Resilience and Reliability	<ul style="list-style-type: none"> • The 2018 RTP policy chapter includes specific system resilience and reliability policies aimed at promoting predictable system management and operation needed to meet broader RTP outcomes, 	<ul style="list-style-type: none"> • Projects funded through the MTIP must be adopted as part of the 2018 RTP and thereby found to be consistent with RTP policies for resiliency and 	<ul style="list-style-type: none"> • HCT projects defined in the 2018 RTP are part of a regional reliability strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
	such as economic vitality and transportation equity.	reliability through systems analysis of proposed RTP investments. <ul style="list-style-type: none"> • MTIP coordination with ODOT’s efforts to incorporate resilience into the Fix-It funding program including the effects of climate change on asset management approach to their maintenance projects. 	
10. Stormwater Mitigation	<ul style="list-style-type: none"> • The 2018 RTP policy chapter includes specific stormwater management policies that shaped the projects and programs in the plan. • Street design best practices for implementing the 2018 RTP stormwater policies were published in the 2019 Designing Livable Streets guidelines. 	<ul style="list-style-type: none"> • Projects funded through the MTIP must be consistent with regional street design policy for stormwater management in the 2018 RTP and the 2019 Livable Streets guidelines that implement the policy. 	<ul style="list-style-type: none"> • HCT projects funded through the MTIP must be designed to be consistent with regional street design policy for stormwater management in the 2018 RTP and the 2019 Livable Streets guidelines.
11. Enhanced Travel and Tourism	<ul style="list-style-type: none"> • The 2018 RTP policy chapter includes specific system management policies aimed at promoting economic vitality, including travel and tourism as key components of the regional economy. • Proposed 2018 RTP projects were evaluated for consistency with regional policies as part of plan adoption. 	<ul style="list-style-type: none"> • Projects funded through the MTIP must be adopted as part of the 2018 RTP and thereby found to be consistent with RTP policies for promoting economic vitality, including enhancing travel and tourism. 	<ul style="list-style-type: none"> • HCT projects defined in the 2018 RTP are part of a regional economic vitality strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments.

- * *Functional Plan = Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.*

MAP-21 also requires state DOTs and MPOs to establish performance measures and set performance targets for each of the seven national goal areas to provide a means to ensure efficient investment of federal transportation funds, increase accountability and transparency, and improve investment decision-making. The MAP-21 national goal areas are:

1. Safety
2. Infrastructure condition
3. Congestion reduction
4. System reliability
5. Freight movement and economic vitality
6. Environmental sustainability
7. Reduce project delivery delays

6. Public Involvement

Federal regulations place significant emphasis on broadening participation in transportation planning to include key stakeholders who have not historically been involved in the planning process, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in meaningful opportunities for the public to participate in the planning process.

Metro is committed to transparency and access to decisions, services and information for everyone throughout the region. Metro strives to be responsive to the people of the region, provide clear and concise informational materials and address the ideas and concerns raised by the community. Public engagement activities for decision-making processes are documented and given full consideration.

Metro's public involvement practices follow the agency's Public Engagement Guide (formerly the Public Involvement Policy for Transportation Planning) which reflects changes in the federal transportation authorization act, MAP-21. Metro's public involvement policies establish consistent procedures to ensure all people have reasonable opportunities to be engaged in planning and policy process. Procedures include outreach to communities underserved by transportation projects, public notices and opportunities for comment. The policies also include nondiscrimination standards that Metro, its subcontractors and all local governments must meet when developing or implementing projects that receive funding through Metro. When appropriate, Metro follows specific federal and state direction, such as those associated with the National Environmental Policy Act and Oregon Department of Land Conservation and Development rules, on engagement and notice and comment practices.

In 2012, Metro created a new public engagement review process, designed to ensure that Metro's public involvement is effective, reaches diverse audiences and harnesses emerging best practices.

Title VI – In July 2017, Metro completed and submitted its Title VI Plan to ODOT. This plan is now being implemented through updates to Metro's RTP and MTIP, and through corridor planning and other agency activities in the region. It includes both a non-discrimination policy and complaint procedure. In December 2019, Metro submitted its updated Limited English Proficiency Plan as part of an updated Title VI Program to FTA. The next Title VI Plan will be released in 2021. The most recent Title VI Annual Compliance Report for ODOT, covering a 12 month period from July 1, 2018, through June 30, 2020 was accepted by ODOT December 30, 2020. The next annual report will be due Oct. 1, 2021, covering July 1, 2020 to June 30, 2021.

Environmental Justice – The intent of environmental justice (EJ) practices is to ensure the needs of minority and disadvantaged populations are considered and the relative benefits/impacts of individual projects on local communities are thoroughly assessed and vetted. Metro continues to expand and explore environmental justice efforts that provide early access to and consideration of planning and project development activities. Metro's EJ program is organized to communicate and seek input on project proposals and to carry those efforts into the analysis, community review and decision-making processes.

Title VI and Environmental Justice in action – The information from and practices for engaging underserved communities were applied to the 2018 Regional Transportation Plan (RTP) update and the 2018-21 Metropolitan Transportation Improvement Program (MTIP), particularly in the civil

rights assessment, which sought to better assess the benefits and burdens of regional, programmatic investments for these communities. Using the information from the RFFA process and engaging advocates helped define and determine thresholds for analysis of effects on communities of color, with limited English proficiency and with low-income as well as communities of older and younger adults.

Diversity, Equity and Inclusion – In 2010, Metro established an agency diversity action team. The team is responsible for identifying opportunities to collaboratively develop and implement sustainable diversity initiatives across and throughout the agency. Metro’s diversity efforts are most evident in three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention. Metro initiated the Equity Strategy Program, with the objective of creating an organizing framework to help Metro consistently incorporate equity into policy and decision-making. In 2014 as a result of the work of the diversity action team, Metro’s communication department explicitly identified a community engagement division, with a focus on better engaging historically underrepresented communities. These efforts aim to go beyond current regulations and guidance for engaging and considering the needs of and effects on communities of color, with limited English proficiency and with low incomes, but work in coordination with Metro’s Title VI and Environmental Justice civil rights program. The *Strategic Plan to Advance Racial Equity, Diversity, and Inclusion* was adopted in June 2016.

7. Disadvantaged Business Enterprise

The Metro Disadvantaged Business Enterprise (DBE) seeks to achieve the following:

- Ensure nondiscrimination in the award and administration of assisted contracts;
- Create a level playing field on which DBEs can compete fairly for assisted contracts;
- Ensure that the DBE Program is narrowly tailored in accordance with applicable law;
- Ensure that only firms that fully meet 49 CFR 26 eligibility standards are permitted to participate as DBE's;
- Help remove barriers to the participation of DBEs in assisted contracts; and
- Assist the development of firms that can compete successfully in the market place outside the DBE program.

Policy Statement

Metro is committed to the participation of Disadvantaged Business Enterprise (DBEs) in Metro contracting opportunities in accordance with 49 Code of Federal Regulations (CFR) Part 26, Effective March 4, 1999.

It is the policy of Metro to practice nondiscrimination on the basis of race, color, sex, and/or national origin in the award and administration of Metro assisted contracts. The intention of Metro is to create a level playing field on which DBEs can compete fairly for contracts and subcontracts relating to Metro planning and professional service activities.

The Metro Council is responsible for establishing the DBE policy for Metro. The Executive Officer is responsible to ensure adherence to this policy. The Assistant Director of Administrative Services and the DBE Outreach Coordinator are responsible for the development, implementation and monitoring of the DBE program for contracts in accordance with the Metro

nondiscrimination policy. It is the expectation of the Executive Officer that all Metro personnel shall adhere to the spirit, as well as the provisions and procedures, of the DBE program.

This policy will be circulated to all Metro personnel and to members of the community that perform or are interested in performing work on Metro contracts. The complete DBE Program for contracts goals and the overall annual DBE goals analysis are available for review at the:

Metro
Contracts Division
600 NE Grand Avenue
Portland, Oregon 97232

8. Americans with Disabilities Act

Metro is committed to ensuring its programs, services, facilities and events are inclusive and accessible to people with disabilities. Over the last two decades Metro has completed reviews of its facilities and periodically reviews its policies and practices for compliance with a variety of laws, including the Title II of the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act. Metro also systematically reviews new policies and practices for conformance to the requirements of federal and state civil rights and employment laws and requires design professionals, construction contractors and in-house maintenance staff to follow accessible design and construction standards, including the ADA Standards for Accessible Design and the Oregon Structural Specialty Code, during all new construction and renovations.

Metro provides services for people with disabilities –services include: devices and systems assistive listening devices, signage, American Sign Language or audio described interpretation, open captioning, Braille, etc.

An ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers was completed in July 2018. Many improvements are slated as part of the building’s maintenance schedule; a fully specified timeline and budget forecast was developed the following year. The development of the self-assessment and transition plan for the Metro Regional Center building included engagement of staff and the public. The evaluation of programs is underway this year, the self-evaluation and transition plan is expected to conclude in 2021. This process also includes engagement with staff and the public.

9. Lobbying

Annually Metro certifies compliance with 49 CFR 20 through the FTA TEAM system and will file the Disclosure of Lobbying Activities form pursuant to 31 USC 1352. A Metro employee outside of the Planning & Development Department and MPO staff does provide support to local elected officials who communicate regional priorities for updates to federal transportation policy and project funding to members of Congress (and potentially federal staff in the future). No federal funds are used to support these activities.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO.22-5244, FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2022-23 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: April 1, 2022

Prepared by: John Mermin, john.mermin@oregonmetro.gov

Department: Planning

Meeting Date: April 19, 2022

ISSUE STATEMENT

The Unified Planning Work Program (UPWP) is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds (and other regionally significant planning efforts).

ACTION REQUESTED

Discussion on April 19 of the Draft UPWP recommended for approval by TPAC which will be discussed by JPACT on April 21. Staff will be seeking Approval of the 2022-2023 UPWP at the May 19 JPACT and Council meetings.

IDENTIFIED POLICY OUTCOMES

The near-term investment strategy contained in the 2018 Regional Transportation Plan (RTP) focuses on key priorities for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on four key outcomes:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities within the UPWP are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

POLICY QUESTION(S)

Does the UPWP adequately correlate to the 2018 RTP Policy outcomes described above within the UPWP project descriptions?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

None recommended for this action.

STAFF RECOMMENDATIONS

Approve Resolution No. 22-5244 adopting a UPWP for the Fiscal Year 2022-23 and certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

How does this advance Metro's racial equity goals?

The UPWP contains Metro's Title VI and Civil Rights work plan which is basis for the agency's equity work.

How does this advance Metro's climate action goals?

UPWP contains Metro's Climate Smart work program as well as related activities that implement Metro's Climate Smart Strategy.

Community Feedback

The UPWP includes Metro's Public engagement work plan which supports community outreach across all the broader work program.

Legal Antecedents

This resolution adopts a UPWP for the Portland Metropolitan area, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 420 and title 49, of the Code of Federal Regulations, Part 13. This resolution also certifies that the Portland metropolitan area is in compliance with Federal transportation planning requirements, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 500, and title 49, of the Code of Federal Regulations, Part 613.

Anticipated Effects

Approval means that grants can be submitted and contracts executed so work can commence on July 1, 2022 in accordance with established Metro priorities.

Financial Implications

Approval of this resolution is a companion to the UPWP. It is a prerequisite to receipt of Federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final adopted Metro budget.

BACKGROUND

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning July 1.

The UPWP is developed by Metro with input from local governments, TriMet, ODOT, the Port of Portland, FHWA, and FTA. Included in the UPWP are summaries of the transportation planning activities and the amount and source of funds to be used.

As an MPO, Metro must annually undergo a process known as self-certification to demonstrate that the Portland metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements, as a prerequisite to receiving federal funds. The annual self-certification is processed in tandem with the Unified Planning Work Program (UPWP) and documents that Metro has met those requirements. Required self-certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Public Involvement
- Title VI
- Environmental Justice
- Disadvantaged Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)
- Construction Contracts
- Lobbying

Each of these areas is discussed in Exhibit B to Resolution No.22-5244

Additionally, every four years, Metro undergoes a quadrennial certification review (with the Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) to ensure compliance with federal transportation planning requirements. The most recent quadrennial certification review occurred in December 2020. Metro has provided a table in the Appendix of the 2022-23 UPWP that describes progress in addressing the Federal Corrective Actions included in the 2020 review.

ATTACHMENTS

None

[For work session:]

- Is legislation required for Council action? X **Yes** No
- If yes, is draft legislation attached? X **Yes** No
- What other materials are you presenting today?

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: March 25, 2022
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: Kim Ellis, RTP Project Manager
Molly Cooney-Mesker, RTP Engagement and Communications Lead
Subject: 2023 Regional Transportation Plan (RTP) – Values, Outcomes, and Actions (VOA), Work Plan and Public Engagement Plan – Resolution No. 22-5255 – **Recommendation to JPACT Requested**

PURPOSE

The purpose of this memo is to report back comments received on the draft work plan for the 2023 Regional Transportation Plan (RTP) update. It is important to distinguish between developing a work plan and developing the 2023 RTP. The purpose of a scoping phase is to identify issues that need to be discussed and addressed as part of the RTP update process – it’s not to try to resolve identified issues in the work plan itself or the values and outcomes that will guide the process.

Metro staff prepared revisions to the following documents that comprise the work plan to address comments received from members of the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) in March:

- **Attachment 1: Revised Draft Values, Outcomes and Actions for the 2023 RTP Update** – This document outlines a high-level frame of urgent concerns and priority outcomes to be addressed in the 2023 RTP update. The values, outcomes and actions were expressed by the Metro Council, JPACT, MPAC and many other stakeholders during the six month scoping phase that has been underway since October 2021.
- **Attachment 2: Revised Draft Work Plan for the 2023 RTP Update** – This document describes the planning process and work to be completed for the RTP update, reflecting the VOA and comments received from MTAC and TPAC.
- **Attachment 3: Revised Draft Engagement Plan for the 2023 RTP Update** – This document describes the public engagement strategies that will inform the RTP update, reflecting the VOA and comments received from MTAC and TPAC.

The work plan and public engagement plan have been designed to address the urgent concerns and priority outcomes and actions in the VOA in a comprehensive and integrated manner. Comments received are provided in Attachment 4.

REQUESTED ACTION

TPAC is requested to recommend JPACT approval of Resolution No. 22-5255.

Resolution No. 22-5255 approves the work plan, public engagement plan and values, outcomes and actions for the 2023 RTP update. The resolution directs staff to proceed with the second phase of the update.

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.

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area. As the federally-designated Metropolitan Planning Organization (MPO), Metro is responsible for leading and coordinating updates to the RTP every five years. Metro is also responsible for developing a regional transportation system plan (TSP), consistent with the Regional Framework Plan, statewide planning goals, the Oregon Transportation Planning Rule (TPR), the Metropolitan Greenhouse Gas Reduction Targets Rule, the Oregon Transportation Plan (OTP), and by extension state modal plans. The plan was last updated in 2018. The next update is due by Dec. 6, 2023, when the current plan expires. Providing continued compliance with federal planning regulations ensures continued federal transportation funding eligibility for projects and programs in the region.

The scoping process for the 2023 RTP update began in October 2021. At that time the Metro Council, JPACT, the Metro Policy Advisory Committee (MPAC), TPAC and MTAC provided feedback on the overall planning process and urgent challenges and priority outcomes to be addressed through the update. For the past 6 months, the project team has conducted research and engaged hundreds of people across the region to identify transportation trends and challenges affecting how people travel in the region, urgent challenges and priorities for the update to address and ways to engage local, regional and state public officials and staff, community-based organizations, business groups and community members in developing the updated plan.

The extensive engagement activities conducted since October included: discussions with the Metro Council, regional technical and policy advisory committees, Metro's Committee on Racial Equity (CORE)¹, and county-level coordinating committees (staff and policy); interviews of local, regional and state elected and public officials, business leaders, and community-based and other community-serving organizations; a forum for community leaders; consultation meetings with federal, state and resource agencies; and an on-line survey for members of the community.²

2023 RTP UPDATE – VOA, WORK PLAN AND ENGAGEMENT PLAN

The documents attached to this memorandum were developed by Metro staff to the address urgent challenges and priority outcomes identified through the extensive engagement conducted since October 2021.

In February 2022, Metro staff began seeking feedback on three documents intended to guide development of the 2023 Regional Transportation Plan (RTP): the draft values, outcomes and actions (VOA), draft work plan and draft engagement plan.

A summary of feedback received follows.

¹ [Metro's Committee on Racial Equity](#) (CORE) is a diverse group of community advocates charged with advising the Metro Council on strategies to advance racial equity across Metro's work areas – including land use and transportation planning activities. CORE provides community oversight and opportunities for Metro to have greater accountability to the community on the implementation of the Metro's [Strategic Plan to Advance Racial, Equity, Diversity, and Inclusion](#) and its commitments to racial equity.

² Summaries of these engagement activities and other information were previously provided to TPAC through three separate memos dated 2/9/22, 2/25/22 and 3/9/22. Summary reports are available on the project website at oregonmetro.gov/rtp.

Metro Council, JPACT, MPAC and CORE feedback on the draft VOA

The RTP defines a vision, goals, policies and investment priorities for the transportation system in the Portland metropolitan region. The purpose of the VOA to convey overarching values and priority outcomes for the 2023 RTP update. The VOA is intended to provide focus and guide planning and engagement activities throughout the process in a way that addresses new and ongoing needs and concerns facing our region that were identified through the extensive engagement activities conducted over the past six months. In addition to addressing any new federal or state transportation planning requirements, a core purpose of each RTP update is to ensure the plan is relevant in addressing new or ongoing needs and concerns related to the region's transportation system.

The Metro Council, JPACT, CORE and MPAC reviewed and provided feedback on the draft values, outcomes and actions (VOA) document in February. Overall, the Metro Council, JPACT, CORE and MPAC members expressed broad support for the draft VOA in these discussions – and the focus on racial equity, climate, safety and mobility.

More specifically:

- The Metro Council commented the climate and safety outcomes could be strengthened to better reflect the region's commitment to meeting the climate pollution reduction targets and Vision Zero safety goals in the RTP.
- MPAC and JPACT members expressed broad support and appreciation for the values, outcomes and actions and that they lead with racial equity. There was also broad support for the proposed reframing of the congestion outcome to a mobility outcome.
- Several MPAC and JPACT members asked staff to more explicitly highlight economic development and prosperity in the outcomes and actions or as separate value.
- CORE members asked for more explicit measures of accountability for public engagement, and requested to continue to be engaged in the update.

MTAC and TPAC feedback on the draft VOA, Work Plan and Engagement Plan

Drafts of the VOA, the engagement plan and an overview of key tasks for RTP update were provided to MTAC and TPAC on February 8 for feedback and discussion at the Feb. 16 joint workshop. Discussion of the draft materials was delayed on Feb. 16 and again at the March 4 TPAC meeting due to time spent discussing other topics. In lieu of scheduling an additional TPAC meeting, Metro staff requested TPAC members to submit feedback on the draft materials via email in advance of TPAC's April meeting. MTAC discussed and provided feedback on the draft materials at their March 16 meeting, but did not make a formal recommendation to MPAC.

A summary of feedback provided by MTAC members on March 16 and subsequent letters and emails submitted by TPAC members follows.

Overarching themes raised in comments

Overarching points of feedback received are:

- Be clear about the outcomes we are trying to achieve through the RTP update and the process.
- Provide adequate time for discussion of the policy issues identified in the VOA and work plan through the RTP update.
- Provide opportunities for jurisdictional partners and other stakeholders to discuss and help shape the development of policy briefs that will frame options and recommendations to policymakers for how to incorporate new and updated policies in the 2023 RTP.

- Recognize local public engagement efforts and community project priorities identified in local transportation system plans during the RTP update.
- Ensure transparency and diverse voices are engaged in defining project priorities and look for opportunities to highlight past engagement and community support for jurisdictional priorities identified and adopted through a public process.
- Ensure transparency in how the projects will be evaluated by providing opportunities for jurisdictional partners and other stakeholders to participate in updates to data, methods and tools.
- Pricing is expected to have a significant impact on travel in the region. The pricing policy should be a significant focus of the RTP update, and should clarify roles and responsibilities for implementing pricing in the region.
- Address the Climate Friendly and Equitable rulemaking that is underway in the 2023 RTP update.

NEXT STEPS FOR FINALIZING THE 2023 RTP WORK PLAN AND ENGAGEMENT PLAN

Metro staff prepared revisions to the VOA, the work plan and the public engagement plan to address TPAC and MTAC's overarching points of feedback and feedback provided by the Metro Council and policy advisory committees since February. Upcoming discussions and actions include:

- **April 1** – TPAC discussion and recommendation to JPACT on Resolution No. 22-5255
- **April 21** – JPACT discussion and consider action on Resolution No. 22-5255
- **April 26** – Metro Council work session discussion (*requested*)
- **April 27** – MPAC discussion and recommendation to the Metro Council on Resolution No. 22-5255
- **May 5** – Metro Council considers MPAC and JPACT recommendations on Resolution No. 22-5255

/Attachments

1. Resolution No. 22-5255
2. Revised Draft VOA
3. Revised Draft Work Plan
4. Revised Engagement Plan
5. Comments received electronically (through 3/23/22)
 - City of Beaverton
 - Department of Land Conservation and Development
 - Clackamas County
 - Multnomah County
 - Washington County
 - City of Portland - Portland Bureau of Transportation
 - TriMet
 - Oregon Department of Transportation (3 separate letters were submitted)

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING A WORK)	RESOLUTION NO. 22-5255
PLAN, PUBLIC ENGAGEMENT PLAN AND)	
VALUES, OUTCOMES AND ACTIONS FOR)	Introduced by Chief Operating Officer
THE 2023 REGIONAL TRANSPORTATION)	Marissa Madrigal in concurrence with
PLAN UPDATE)	Council President Lynn Peterson

WHEREAS, Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, the Regional Transportation Plan (RTP) is the federally recognized transportation policy for the Portland metropolitan region, and must be updated every five years; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Goal 12 Transportation, as implemented through the Transportation Planning Rule (Oregon Administrative Rules Chapter 660 Division 12), and must be updated every five to seven years; and

WHEREAS, the RTP is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Regional Framework Plan; and

WHEREAS, the most recent update to the RTP was completed in December 2018, and approved and acknowledged by the Land Conservation and Development Commission (LCDC); and

WHEREAS, the next update must be completed by November 30, 2023 to allow time for review and approval prior to the plan’s expiration on December 6, 2023, and to ensure continued compliance with federal planning regulations and funding eligibility of projects and programs using federal transportation funds; and

WHEREAS, the 2023 RTP update will serve as a major vehicle for implementing and updating the region’s Climate Smart Strategy, first adopted in December 2014, approved by the LCDC in 2015 and incorporated in the RTP in 2018, in response to House Bill 2001 and Oregon Administrative Rules Chapter 660 Division 44, to help meet statewide goals to reduce greenhouse gas emissions to levels at least 75 percent below 1990 levels by the year 2050; and

WHEREAS, the 2023 RTP update and 2023 Climate Smart Strategy will seek to help meet revised statewide goals identified in the Governor’s Executive Order 20-04 that require accelerated reductions in greenhouse gas emissions to levels at least 45 percent below 1990 emissions levels by 2035 and at least 80 percent below 1990 levels by the year 2050; and

WHEREAS, the first phase of the update included a formal scoping period to build agreement on the overall approach for the RTP update, including the values, outcomes and actions to guide planning and engagement activities throughout the process, key policy updates to be addressed and ways to engage the public and partners in the process; and

WHEREAS, from October 2021 to April 2022, the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Metro Technical Advisory Committee (MTAC), the Transportation Policy Alternatives Committee (TPAC), the TransPort Subcommittee of TPAC, the Southwest Washington Regional Transportation Council

(SWRTC) staff, Metro's Committee on Racial Equity (CORE), county-level coordinating committees and elected officials, city and county staff, representatives from state, federal and resource agencies, port and transit districts, and business, environmental, social equity, and transportation organizations from the Portland-Vancouver metropolitan area provided input as to what priorities should be addressed as part of the update; and

WHEREAS, the central themes and issues identified through those discussions in combination with findings and recommendations from the 2018 RTP, 2018 RTP Equity Assessment, the Regional Congestion Pricing Study, the Regional Framework for Jurisdictional Transfer Study, the Phase 1 Regional Emergency Transportation Routes update, the Comprehensive Economic Development Strategy and other efforts completed since 2018 served as a basis for developing the work plan and public engagement plan prepared for review by the Metro Council and regional advisory committees in Winter 2022; and

WHEREAS, Metro staff have organized public engagement and planning activities to support a regional policy discussion on the future of the region's transportation system and the role that investment can play in providing safe, reliable and affordable mobility options to access to jobs, education, healthcare and other services and opportunities and building healthy, climate-friendly and equitable communities and a strong economy; and

WHEREAS, the work plan seeks to increase regional collaboration and coordination through a combination of partnerships, focused policy discussions, sound technical work, and inclusive public engagement to update the region's outcomes-based transportation plan and investment priorities to support ongoing efforts to link land use and transportation planning to implement the 2040 Growth Concept and community visions within fiscal constraints while addressing urgent global and regional challenges facing the region - including rising inequities, climate change and safety, housing affordability, homelessness, public health and economic disparities that have been intensified by the global pandemic; and

WHEREAS, the public engagement plan seeks to be inclusive, strengthen existing partnerships, and build new partnerships with local, regional, state and federal governments, small and large businesses and economic development interests, business and community leaders, and underrepresented communities, including Black, Indigenous and people of color (BIPOC) communities, people with low income, people with limited English proficiency, people experiencing a disability, youth and older adults, through a strategic engagement approach that helps build public trust in government, builds support for and momentum to adopt the 2023 RTP, and makes the case for funding and investment in the region's transportation system; and

WHEREAS, JPACT, on April 21, 2022, and MPAC, on April 27, 2022, recommended Metro Council approval of the 2023 RTP Update Work Plan, identified in Exhibit A, the 2023 RTP Update Public Engagement Plan, identified in Exhibit B, and the Values, Outcomes, and Actions, identified in Exhibit C; now therefore

BE IT RESOLVED that the Metro Council approves the 2023 RTP Update Work Plan, identified in Exhibit A, the 2023 RTP Update Public Engagement Plan, identified in Exhibit B, and the Values, Outcomes, and Actions, identified in Exhibit C.

ADOPTED by the Metro Council this 5th day of May 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

REVISED DRAFT Values, Outcomes and Actions (VOA) for the 2023 Regional Transportation Plan Update

The purpose of this document is to convey overarching values and desired-priority outcomes for the 2023 Regional Transportation Plan (RTP) update. The VOA is intended to provide focus and guide planning and engagement activities throughout the process in a way that addresses new and ongoing needs and concerns facing our region that were identified through the extensive engagement activities conducted over the past six months. In addition to addressing any new federal or state transportation planning requirements, a core purpose of each RTP update is to ensure the plan is relevant in addressing new or ongoing needs and concerns related to the region's transportation system.

~~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. For the past 6 months, the project team has engaged hundreds of people across the region to identify transportation trends and challenges affecting how people travel in the region, urgent challenges and priorities for the update to address and ways to engage local, regional and state public officials and staff, community-based organizations, business groups and community members in developing the updated plan. 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 behave been 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), the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC). These committees will play an important role in the development and final adoption of the RTP in 2023.

VALUE: ADVANCING RACIAL EQUITY

OUTCOMES

- Recognize and reverse pPatterns of historic, systemic racism and inequities related to transportation in the region are recognized and addressed, focusing on racial equity and income disparities.
- Strive to eliminate transportation system inequities are eliminated and advance equity rather than just mitigating or doing no harm.
- Prioritize and center tThe 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 are centered throughout the planning process.
- Connectivity to jobs and key community places (such as medical, grocery, social and community services) is improved within the region especially for marginalized communities.

REVISED DRAFT Values, Outcomes and Actions for the 2023 Regional Transportation Plan Update

- ~~The RTP update leads to Build an~~ equitable transportation system that connects all people to their destinations.

KEY ACTIONS

- ~~Build on and carry forward the transportation needs and priorities identified in prior outreach and engagement of community members and partners across the region.~~
- ~~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.
- ~~Value lived experience and qualitative data, not just quantitative data.~~
- 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.
- ~~Build capacity of community partners to participate in and influence the planning process.~~
- 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 community stability~~
- ~~anti-displacement~~ for integration into the plans and projects in the RTP ~~to address potential displacement of low-income and BIPOC communities.~~
- ~~Develop strategies for community stability to address potential displacement of low-income and BIPOC communities.~~

VALUE: CLIMATE LEADERSHIP AND RESILIENCE

OUTCOMES

- ~~A transportation system that is resilient in the face of climate change~~
- ~~The RTP~~ ~~Ensure continued reduction in greenhouse gases by meeting-meets~~ or ~~exceeding exceeds~~ the ~~statewide-greenhouse gas emissions reduction~~ targets ~~set~~ for the region.
- ~~Investments in the RTP support f~~ ~~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.
- ~~The RTP~~ ~~Leads~~ the transition to a low-carbon transportation system by planning for and investing in low-carbon travel options and supporting infrastructure and services.
- ~~Use~~ Pricing tools ~~are used~~ as a means to reduce greenhouse gas emissions, including the tools identified in Metro's *Regional Congestion Pricing Study* (RCPS) Report.
- ~~Low-carbon technology~~ ~~is included~~ ~~into~~ ~~planning,~~ policies, ~~plans~~ and projects, including electric vehicles, electric bikes, electric scooters and other emerging technology to help meet emission reduction targets.
- ~~Increase~~ ~~The~~ resilience of the transportation system ~~is increased~~ to the effects of climate disruption and other disasters.

KEY ACTIONS

REVISED DRAFT Values, Outcomes and Actions for the 2023 Regional Transportation Plan Update

- [Evaluate progress toward implementing the Climate Smart Strategy and reducing GHG emissions to ensure that GHG targets are achievable and meaningful.](#)
- 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 ~~mandated targets for reducing~~ greenhouse gas ~~reduction targets~~ [emissions and vehicle miles traveled per capita.](#)
- ~~Invest in~~ [Prioritize](#) 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 [and statewide efforts to plan for and expand electric vehicle charging opportunities as part of](#) ~~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.](#)
- [Increase charging opportunities for electric vehicles.](#)

VALUE: SAFE AND HEALTHY STREETS

OUTCOMES

- ~~Aim to eliminate fatal~~ [Zero traffic deaths](#) and serious ~~injury-injuries crashes~~ by 2035, [where everyone feels safe, comfortable and welcome, regardless of how and when they travel.](#) ~~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~~

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~~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.~~

KEY ACTIONS

- 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.
- 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 an approach 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.
- 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: EQUITABLE MOBILITY

OUTCOMES

- ~~Maintain~~ The transportation system that is adequately maintained already exists in consistent a state of good repair.
- Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other marginalized and underserved communities have equitable mobility and access to safe, reliable and affordable travel options, job opportunities, and key community places (such as medical, school, grocery, social and community services).
- Regionally agreed upon policies for congestion pricing and tolling the region's Interstate System.
- People and businesses can safely, affordably, and efficiently reach the goods, services, places, and opportunities they need to thrive by a variety of seamless and well-connected travel options and services that are welcoming, convenient, comfortable, and reliable.

KEY ACTIONS

- Prioritize investments that ensure that Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other historically marginalized and underserved communities experience equitable mobility.
- Adopt a new multimodal urban 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

REVISED DRAFT Values, Outcomes and Actions for the 2023 Regional Transportation Plan Update

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.
- [Provide accessible, safe, affordable, and equitable transportation options to better connect people with opportunities and to the destinations they want to reach \(e.g., education, jobs, services, shopping, places of worship, parks and open spaces, and community centers\).](#)
- [Manage congestion 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.](#)
- Examine how existing Transit Oriented Development programs can align with and support affordable housing programs.

VALUE: [THRIVING ECONOMY](#)

[OUTCOMES](#)

- [Under development](#)
- [_____](#)
- [_____](#)

[KEY ACTIONS](#)

- [Under development](#)
- [_____](#)

VALUE: [ENSURING ACCOUNTABILITY AND TRANSPARENCY](#)

[OUTCOMES](#)

- [Engage the community members, the business community](#) and a diverse range of stakeholders [are engaged](#) 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](#)The interrelationships between [the three priority outcomes of](#) climate, safety and equity [are communicated throughout the process](#) – 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.

REVISED DRAFT Values, Outcomes and Actions for the 2023 Regional Transportation Plan Update

- ~~Prioritize transformational change (decision-making processes throughout the RTP update) over merely relying on transactional change (the final decision).~~

KEY ACTIONS

- Build on the extensive community input provided during 2018 RTP update, [Get Moving 2020](#) development of the regional investment measure process and the 2023 RTP scoping phase to shape the 2023 RTP policies, analysis, investment priorities, and public engagement approach.
- [Seek opportunities to build on and communicate past engagement that informed development of local transportation system plans and community priorities.](#)
- [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.](#)
- 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.
- [Prioritize transformational change \(decision-making processes throughout the RTP update\) over merely relying on transactional change \(the final decision\).](#)
-



2023 Regional Transportation Plan Update

Work Plan

Revised Draft

Changes have been made to address feedback provided by MTAC and TPAC members through 3/23/22. Changes are shown in ~~striketrough~~ and underscore.

March 25, 2022



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

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.

[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, work and travel in greater Portland – today and in the future.](#)



Find out more about the Regional Transportation Plan at oregonmetro.gov/rtp

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area. As the federally-designated [Metropolitan Planning Organization \(MPO\)](#), Metro coordinates updates to the [Regional Transportation Plan](#) every five years. [Metro is also responsible for developing a regional transportation system plan \(TSP\), consistent with the Regional Framework Plan, statewide planning goals, the Oregon Transportation Planning Rule \(TPR\), the Metropolitan Greenhouse Gas Reduction Targets Rule, the Oregon Transportation Plan \(OTP\), and by extension state modal plans. The RTP serves as the Federal metropolitan transportation plan as well as the regional TSP.](#)

[The Land Conservation and Development Commission \(LCDC\) is updating Oregon Administrative Rules that guide transportation and land use planning statewide, including updates to the RTP. LCDC intends to adopt the new administrative rules in mid-May 2022. Relevant provisions of the adopted rules will be addressed through this work plan and subsequent follow-on work to be defined in Chapter 8 of the RTP as part of developing the 2023 RTP.](#)

Under federal law, the next update is due by Dec. 6, 2023, when the current plan expires. [Providing continued compliance with federal planning regulations, ensures continued federal transportation funding eligibility for projects and programs in the region.](#)

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 ([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 [and travel](#) 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 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 [greater Portland metropolitan](#) region to renew our shared vision and strategy for investing [in the people of greater Portland in a transportation system that serves everyone](#). It calls for strengthened and new partnerships, a commitment to collaboration and innovative ideas.

PROJECT GOAL

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

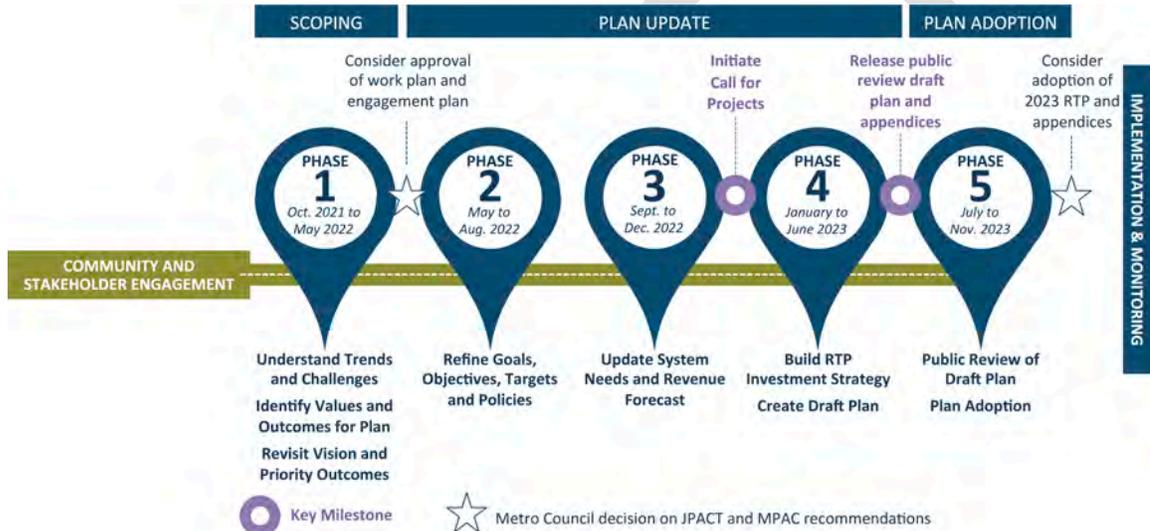
PROJECT TIMELINE AND DECISION MILESTONES

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 through the year 2045.

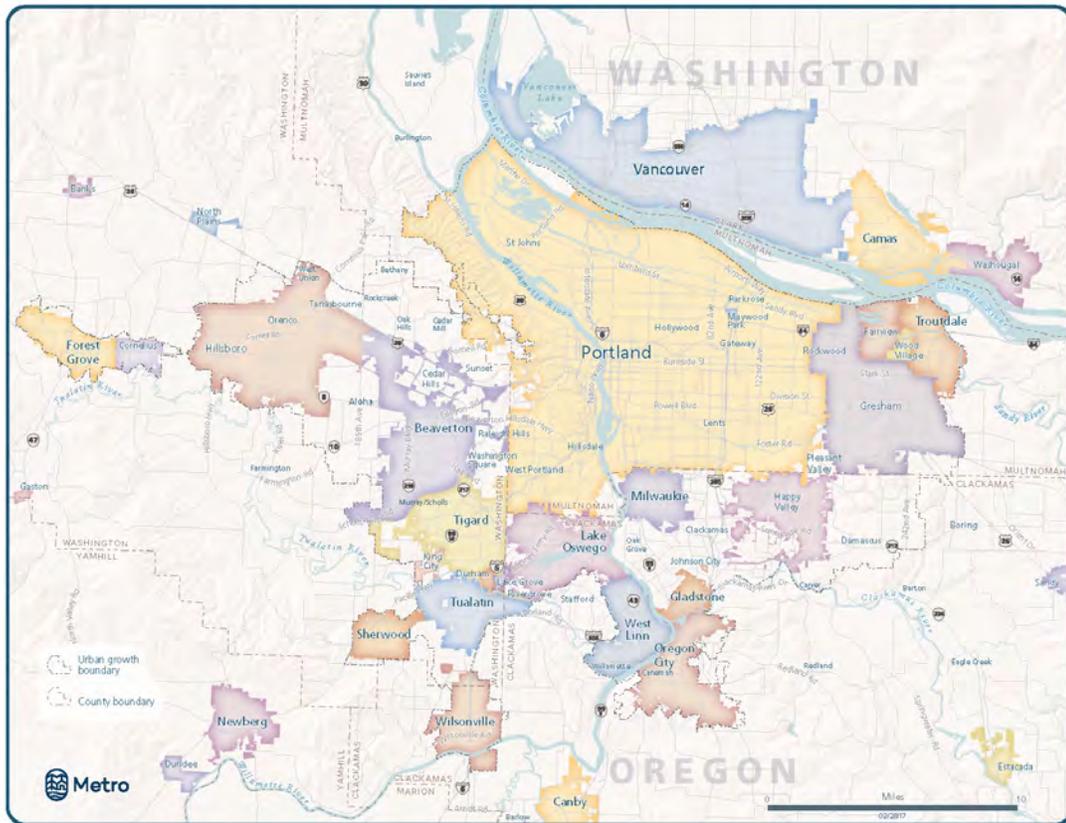
Figure 1. Timeline for the 2023 Regional Transportation Plan Update



POLICY FOUNDATION AND GUIDANCE

The Portland metropolitan area encompasses [the urban portions of 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 2**.

Figure 2. Cities and counties in the greater Portland region



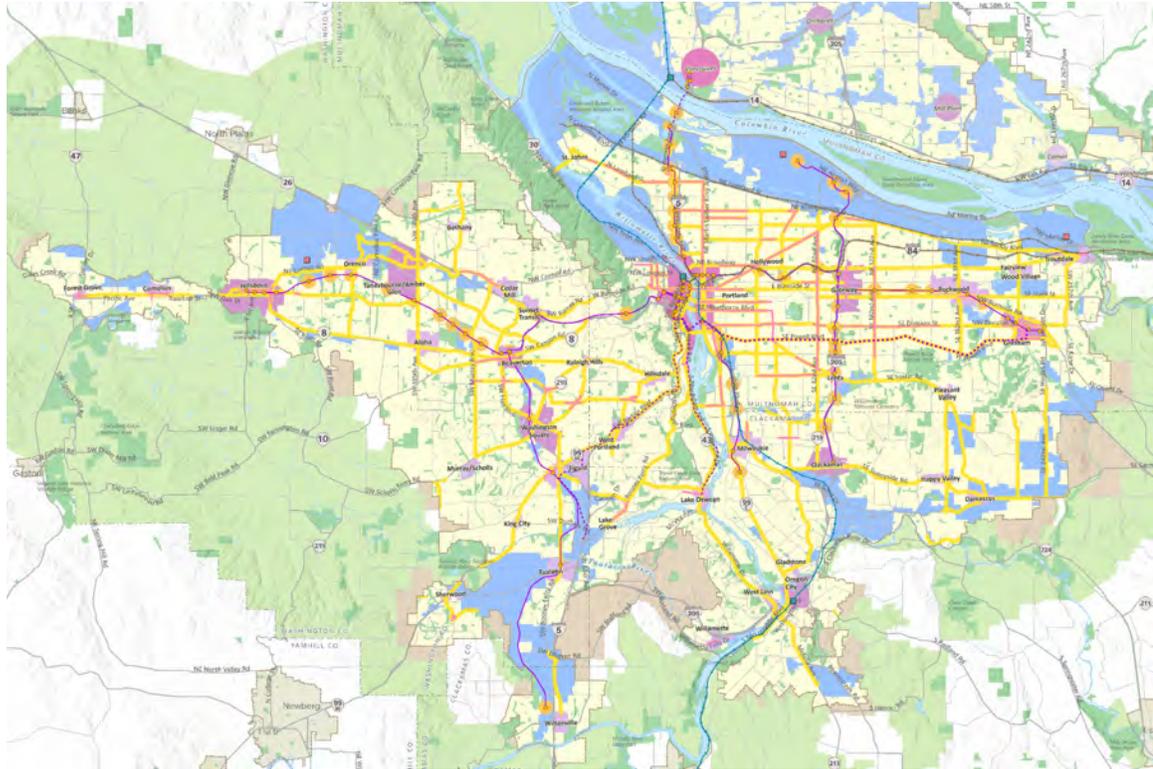
[Metro Regional Framework Plan and 2040 Growth Concept](#)

[The RTP is a key tool for implementing the 2040 Growth Concept](#). In 1995, the Metro [Council](#) adopted the 2040 Growth Concept. Shown in **Figure 3**, the 2040 Growth Concept is the region’s [long-range plan for managing growth that integrates land use and transportation system planning to preserve the region’s economic health and livability in an equitable, environmentally-sound and fiscally-responsible manner](#).

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 includes land use and transportation building blocks that express the region’s aspiration to incorporate population growth within existing urban areas as](#)

[much as possible and expand the urban growth boundary only when necessary.](#)

Figure 3. 2040 Growth Concept (2018) – an integrated land use and transportation plan



[The 2040 map is updated periodically -to reflect local and regional policy updates. It was last updated in 2018 to reflect the growth management decision that added the four expansion areas to the urban growth boundary.](#)

The 2040 Growth Concept directs most housing and related development to existing and developing urban centers, [light rail station communities, main streets](#) -and ~~along~~ major transportation corridors served by transit, ~~and~~. It promotes a balanced transportation system with a variety of safe and reliable travel options [and envisions a well-connected street network that supports biking and walking for short trips.](#) The ~~growth regional~~ plan also designates [employment lands clustered near major highways to serve as hubs for regional commerce and include industrial land and freight facilities for truck, marine, air and rail cargo sites that enable goods to be generated and moved in and out of the greater Portland regio.](#) ~~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.

The RTP recognizes the importance of prioritizing transportation investments in the 2040 growth areas to support the region's economic vitality and commercial activity. These are the areas where the greatest growth is planned for and where the most trips will be occurring:

- Portland central city, regional centers and town centers
- Station communities
- Main streets and corridors
- Industrial and employment areas

The Regional Framework Plan (RFP), adopted in 1996 and periodically updated to reflect new regional policies, unites all of Metro's adopted land use and transportation planning policies (including the 2040 Growth Concept) and requirements into one policy document that directs Metro. 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 RFP brings together the 2040 Growth Concept and other ~~adopted~~ policies related to compact urban form, housing, transportation, natural hazards and natural resources. Chapter 2 of the RFP contains the RTP goals and objectives. Metro's functional plans, the Urban Growth Management Functional Plan and Regional Transportation Functional Plan, further direct how local jurisdictions implement the regional policies contained in the RFP and RTP.

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~~RTP 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.

DRAFT

Oregon Statewide Land Use Planning Program

~~Oregon state law requires that the RTP comply with Oregon's statewide planning goals. The RTP contains regional policies on key regional growth issues, including accommodation of projected growth and the coordination of transportation and land use planning. The RTP 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)~~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~~RTP, 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, ~~u~~Under state law:

- ~~the RTP must comply with Oregon's statewide planning goals, including Goal 12 Transportation;~~
- 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.



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

New federal and state planning requirements and policy guidance

Since adoption of the 2018 ~~plan~~RTP, the federal and state governments have adopted ~~(or are in the process of developing)~~ 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 2023 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

Climate Friendly and Equitable Communities Rulemaking

On March 10, 2020, Governor Kate Brown issued Executive Order 20-04, directing state agencies to reduce climate pollution. In response, the Land Conservation and Development Commission (LCDC) is working on updating Oregon's Transportation Planning Rules and related administrative rules that guide transportation and land use planning statewide, including updates to the RTP.

LCDC intends to adopt the new administrative rules through the Climate-Friendly and Equitable Communities Rulemaking in mid-May 2022. Relevant provisions of the adopted rules will be addressed through this work plan as part of developing the 2023 RTP and subsequent follow-on work to be defined in Chapter 8 of the 2023 RTP.

Key areas addressed in the draft rules for transportation system planning that may require additional actions by Metro and/or local governments in the region as part of developing the 2023 RTP and through future local TSP updates include:

- New rules for related to parking, including removal of parking minimums in areas served by transit;
- Planning for greater development in transit corridors and downtowns;
- New transportation equity analysis and expanded outreach to underserved communities to improve equitable outcomes for underserved populations;
- New transportation safety analysis;
- Development of transportation system inventories (e.g., pedestrian, bicycle, transit, streets and highways, transportation options programs) that are used to identify needs (and projects);
- Prioritization of projects based on their ability to improve safety, achieve equitable outcomes and reduce vehicle miles traveled (VMT);

- Updated standards for evaluating transportation system performance, including use of vehicle miles traveled per capita reduction targets and additional measure(s) beyond congestion when evaluating the transportation impacts of land use;
- New modeling and analysis methods to account for additional driving (and related climate pollution) that may be induced by specified types of projects that increase street or highway capacity;
- Updated rules for project lists, including development of a “constrained” forecast and constrained project list that meets climate targets (defined as VMT/capita reduction targets); and
- Updated monitoring and reporting requirements that call for more frequent reporting to DLCD.

Many of these provisions are addressed to some degree in the 2018 RTP and this work plan, but additional work may be necessary to fully comply. This will be determined following final adoption of the rules.

Updates to the Oregon Transportation Plan and Oregon Highway Plan

In addition, the Oregon Transportation Commission has initiated an update to the Oregon Transportation Plan, which will be followed by an update to the Oregon Highway Plan. The priorities to be addressed through this work plan are aligned with and support the 2021-23 Strategic Action Plan Priorities adopted by the OTC in 2021:

- **Equity** – Prioritize diversity, equity and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services and investments.
- **Modern Transportation System** – Build, maintain and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.
- **Funding Sufficient and Reliable Funding** – Seek sufficient and reliable funding to support a modern transportation system and a fiscally sound ODOT.

This work plan is also aligned and supports the OTC’s priorities for the OTP update, including:

- **Advancing social equity** – Conducting a process and creating outcomes that are equitable and responsive to the needs of traditionally underserved or excluded populations, in both urban, suburban and rural communities.
- **Alleviating congestion** – Identifying ways to alleviate congestion, both in urban areas and more rural regions that draw heavy tourism.

- [Creating a flexible, resilient plan](#) – Exploring a range of potential future scenarios to create a plan that is resilient in the face of uncertainty and that addresses key trends, “drivers of change” and desired future outcomes.
- [Improving safety](#) – Improving safety across all modes of transportation.
- [Planning for climate change](#) – Addressing how Oregon's transportation system can reduce statewide carbon emissions to bring the state closer to achieving its emission reduction goals and foster a healthy, sustainable environment.
- [Securing sustainable funding](#) – Addressing insufficient funding for transportation maintenance and improvements.
- [Serving Oregon's aging population](#) – Providing reliable and convenient transportation services to Oregon's rapidly growing population over the age of 65.

~~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 [structureframework](#). 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.

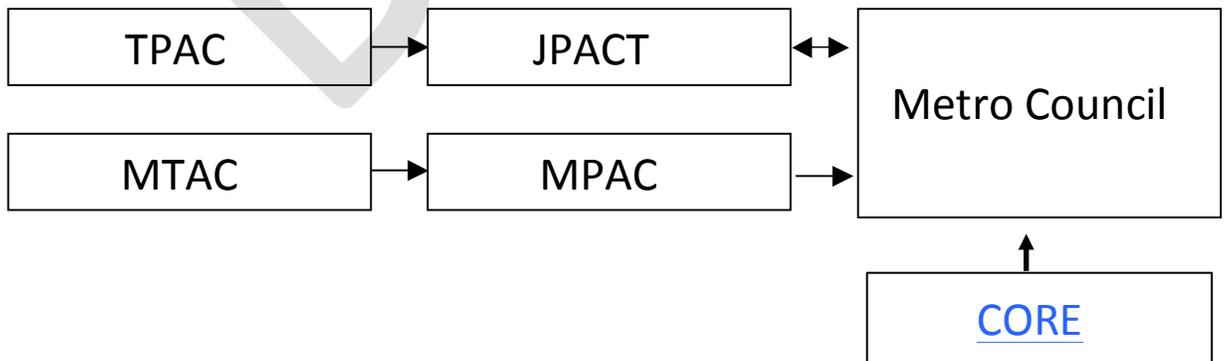
~~Metro’s Committee on Racial Equity (CORE) advises Metro Council and staff on the implementation of the Strategic Plan to Advance Racial Equity, Diversity and Inclusion. CORE will provide input and recommendations at key points in the 2023 RTP process.~~

The Metro Policy Advisory Committee (MPAC) ~~will make recommendations to the Metro Council after considering input from the Metro Technical Advisory Committee (MTAC).~~ The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will ~~jointly take action and~~ make recommendations at key decision points. ~~based on input from the Metro Technical Advisory Committee (MTAC) and JPACT considers input from the~~ Transportation Policy Alternatives Committee (TPAC).

Figure 4 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 ~~development and~~ 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.

~~The Metro Council and the technical and policy advisory committees consider public and stakeholder input prior to making recommendations and taking action.~~

Figure 4. Regional Transportation Decision-Making Framework



~~In addition, 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 at key points in the 2023 RTP process. CORE's input will be shared with Metro's other advisory committees for consideration.

PROJECT OVERVIEW

The development of the 2023 Regional Transportation Plan (RTP) will involve a wide range of individuals, regional advisory committees ~~formal bodies~~, community-based organizations, business groups and other stakeholders. Metro is responsible for coordinating the overall development of the plan, engaging others ~~public engagement~~ 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 summary of the key planning and engagement activities, decision milestones and anticipated products for each phase of the update follows.

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

<u>When</u>	<u>What</u>
Phase 1: Scoping <u>Oct. 2021 to May 2022</u>	<u>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.</u>
Milestone: <u>April/May 2022</u>	<u>MPAC makes recommendation to the Metro Council</u> <u>JPACT and the Metro Council consider adoption of values, outcomes and actions, work plan and public engagement plan</u>
Phase 2: Data and Policy Analysis <u>May to August 2022</u>	<u>Planning Focus:</u> <u>Refine the plan’s vision, goals, objectives, performance targets and policies; update data and analysis tools to support process.</u> <u>Engagement Focus:</u> <u>Refine vision, goals, objectives, and shape key policy updates to inform the Needs Assessment in Ph. 3 and Call for Projects in Ph. 4. Refine criteria for evaluating and prioritizing projects and educate about opportunities and constraints for stakeholders to influence Ph. 4 Call for Projects process.</u> <ul style="list-style-type: none">• <u>Launch community partnerships</u>• <u>Metro Councilor engagement with constituents</u>• <u>Policy-maker topic-specific workshops</u>• <u>Expert panel discussions on measuring impact of transportation on climate and measures of mobility to inform targets</u>• <u>Regional transportation tools and data workshop</u>• <u>Small group stakeholder meetings</u>• <u>RTP informational sessions</u>• <u>Presentations and discussions at regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings and workshops</u> <p><i>Note: RFFA public comment is planned for May 2022. Public input could help inform RTP phase 3.</i></p>
Milestone: <u>August 2022</u>	<u>No action taken</u>
Phase 3: Revenue and Needs Analysis <u>September to December 2022</u>	<u>Planning Focus:</u> <u>Update regional transportation needs and revenue forecast to guide updating the RTP project and program priorities.</u> <u>Engagement Focus:</u> <u>Community engagement to identify needs, priority project types and project locations.</u> <ul style="list-style-type: none">• <u>Video tours of needs and successes featuring community priorities for types of investments across the region (e.g. safety—lights, bus stops in underserved areas) and priority geographies (e.g. urban arterials such as 82nd, TV Highway and Sunrise Corridor) (video tours could be combined with community stories)</u>• <u>Community stories: multimedia story telling that elevates lived experiences of community members from across the region to deepen understanding of system needs and inform the investment strategy.</u>• <u>Online interactive survey that invites input on place-based and system wide needs</u>• <u>Business roundtable meeting</u>• <u>Community partner engagement</u>• <u>Policy-maker topic-specific workshops</u>• <u>Small group stakeholder meetings</u>

When	What
	<ul style="list-style-type: none"> • Presentations and discussions at regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings and workshops
<p>Milestone: January 2023</p>	<p>Initiate Call for Projects</p>
<p>Phase 4: Build RTP Investment Strategy January to June 2023</p>	<p>Planning Focus: Update regional project and program priorities and prepare a draft plan and appendices.</p> <p>Engagement Focus: Communities and stakeholders consider projects and tradeoffs. Metro will give feedback to transportation agency partners on these projects based on their ability to advance regional goals with a focus on climate, equity, safety and mobility</p> <ul style="list-style-type: none"> • Online interactive survey that explores investment priorities and for input on preferred priorities • Community partner-led engagement • Community leaders forum • Business roundtable meeting • 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 • Presentations and discussions at regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings and workshops
<p>Milestone: July 2023</p>	<p>Release draft 2023 RTP for public review</p>
<p>Phase 5: Public Review and Plan Adoption July to November 2023</p>	<p>Planning Focus: Conduct 45-day public comment period</p> <p>Engagement Focus: Receive feedback on Draft 2023 RTP (and its components)</p> <ul style="list-style-type: none"> • Online interactive survey • Tribe and agency consultations • At least two public hearings • Presentations and discussions at regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings
<p>Milestone: November 2023</p>	<p>MPAC makes recommendation to the Metro Council</p> <p>JPACT and the Metro Council consider adoption of the 2023 Regional Transportation Plan (and its components) for submittal to DLCD and U.S. DOT.</p>

[A description of the key planning and engagement activities, decision milestones and anticipated products for each phase of the update follows.](#)



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, identifying 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 to define the planning and engagement process for the update to better meet regional and community needs and priorities. Also, during this phase, background work will also begin to develop tools and background data that will be used to document how the region is growing and changing and how the region's transportation system is performing.

Phase 1 Key Tasks and Activities	
Planning	<ul style="list-style-type: none"> Report on key trends shaping the region's future, highlighting where we have been, where we are now, opportunities and challenges looking forward Establish values, outcomes and actions (VOA) to guide development of the 2023 RTP Develop work plan and public engagement plan Develop background 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 Phase 4 Begin assessing baseline and future conditions of the region's transportation system, assuming there are no changes to existing plans, policies and programs
Engagement	<ul style="list-style-type: none"> 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

Phase 1 Key Tasks and Activities	
	<p>transportation system</p> <ul style="list-style-type: none"> Engage regional advisory committees in development of the draft values, outcomes and actions (VOA), draft work plan and draft engagement plan
Milestones	<ul style="list-style-type: none"> MPAC considers recommendation to the Metro Council on the VOA, work plan and public engagement plan JPACT considers approval of the VOA, work plan and public engagement plan Metro Council considers approval of the VOA, work plan and public engagement plan
Key Products	<ul style="list-style-type: none"> Values, Outcomes and Actions (VOA) to Guide Development of 2023 RTP Work plan Public engagement plan 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

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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 [priorities](#) in Phase 4.

Vision, Goals, Objectives and Policies: [Updating](#) the plan's vision for the transportation system and regional goals, objectives and policies [to will](#) 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, [as needed](#), to advance the values, outcomes and actions (VOA) 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.

Policy Updates: [Priority policy topics were identified through input from the Metro Council, regional technical and advisory committees, community leaders and other stakeholders engaged during the scoping phase as key policy updates to address in the 2023 RTP update. Policy briefs will be developed for each of these key policy updates. The policy briefs will be informational documents describing information, existing RTP policy, relevant work, and policy considerations, options and/or recommendations. Their purpose is to support JPACT and Metro Council discussions on whether and how to update RTP policies and/or actions in response to these issues.](#)

[Similar to background reports prepared in previous RTP updates, the policy briefs will provide information in the early stages of the RTP update to inform decision-makers and stakeholders on a particular issue. Metro staff will develop draft policy briefs for review and input at TPAC and MTAC meetings and/or workshops in advance of bringing the information to MPAC, JPACT and the Metro Council for discussion. These discussions and recommended policy updates will inform and guide Phase 3 and Phase 4 of the update.](#)

- **Key Policy Updates:** New policies and updates to RTP Chapter 3 policies will be developed to reflect [the new Federal Planning Emphasis Areas and](#) new

information ~~from work completed since 2018 and new Federal Planning Emphasis Areas~~ for ~~each of~~ these topics:

- **Emerging Transportation Trends Study:** 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. ~~A series of fact sheets will be developed to communicate key research findings and it will~~ recommendations on potential analytical approaches and RTP policy changes to account for changing transportation behavior ~~in development of the 2023 RTP.~~
- **Regional Mobility Policy Update:** ~~A joint effort of Metro and the Oregon Department of Transportation (ODOT), t~~This work is underway and will continue to follow the ~~separate work plan for updating this policy. T~~the work plan and engagement plan was adopted by JPACT and the Metro Council in 2019. ~~The effort is planned to be complete in Fall 2022 and will update how the region defines and measures mobility in the RTP. The updated policy will guide the development and evaluation of regional and local transportation plans and studies, including the 2023 RTP, and the evaluation of potential transportation impacts of local comprehensive plan amendments. A policy brief will be developed that recommends policy language, performance measures and standards for the 2023 RTP and the Oregon Highway Plan for the Portland area. A supporting action plan will also be developed that recommends data collection, methodologies and processes needed to support implementation of the updated policy at the local, regional and state levels. The recommended regional mobility policy will be incorporated into the RTP, replacing the Interim Regional Mobility Policy adopted in the RTP 2000. Recommendations for the OHP and highways will be forwarded to the Oregon Transportation Commission for consideration as an amendment to the OHP. More information is available on the project webpage: oregonmetro.gov/mobility.~~
- **Regional Congestion Pricing Policy Update:** 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~~A policy brief on this topic 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. ~~The policy brief will support JPACT and the Metro Council in developing a clear regional policy on~~

congestion pricing for the Portland region. This work will be coordinated with ODOT's Tolling Program and Urban Mobility Office.

- **Safe and Healthy Urban Arterials ~~Strategy~~Policy Update:** A policy brief on this topic will provide information, relevant work, and policy considerations, options and/or recommendations related to urban arterials in the region. Persistent safety issues and lack of funding for urban arterials, despite decades of effort, planning and policy work, is identified as a major issue to be addressed in the 2023 RTP. The policy brief will support JPACT and the Metro Council in developing an approach for urban arterials in the in the RTP that aims to address their complex needs. The policy brief will address the need for investment in safety and related bicycle, pedestrian and transit infrastructure using urban design best practices and standards.

~~This work will~~ The policy brief will refer to existing policy in the 2018 RTP as well as to planning and policy work that has occurred since adoption of the 2018 RTP. It 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~~Development of the policy brief and subsequent policy discussions on this topic will support updates ~~as needed to align the~~to the design policy section in Chapter 3 of the RTP, an implementation activity identified in Chapter 8 of the 2018 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 and Climate Smart Strategy Update:** This work will include updating the Climate Smart Strategy and supporting RTP policies and investments, as needed, to meet the region's state-mandated greenhouse gas emissions reduction targets. This work will begin with ~~include~~preparing a ~~progress report~~policy brief on implementation of key elements of the Climate Smart Strategy ~~that~~. The policy brief will assess whether key policy elements or actions assumed in the Climate Smart Strategy are being implemented.

The policy brief will also ~~includes~~report 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~~ [VisionEval](#) is also used by ODOT to estimate carbon emissions reductions ~~efforts~~ from [policies and strategies contained in](#) the Statewide Transportation Strategy (STS) for Reducing Greenhouse Gas Emissions. ~~VisionEval will be used to test~~

[A policy gap analysis of the 2018 RTP will also be conducted to inform recommendations for revisions to RTP climate-related policies and updating the Climate Smart Strategy to address recent climate-related federal and state policy guidance and findings from the VisionEval analysis.](#)

[The technical and policy analysis will help inform a JPACT and Metro Council discussion on whether the assumptions underlying our the region’s Climate Smart Strategy are realistic, including transit service levels, shifts in travel behavior, percent of workforce participating in commute options programs, areas with managed or priced parking, and state and federal policies on vehicle technology, fleet and fuels, -and assess the potential effectiveness of consideration of new or updated policies and 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 [technical and policy](#) 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. [A work plan for elements that cannot be addressed during the RTP update will be defined in Chapter 8 of the RTP.](#)

⊖

- **High Capacity Transit (LRT/BRT) Strategy Update:** [This work will update the High Capacity Transit \(HCT\) component of the RTP. The HCT component of the RTP was first adopted in 2009 and incorporated into the 2018 Regional Transit Strategy during the 2018 RTP update.](#) This work will include updating the vision and supporting policies for high capacity transit in collaboration with regional transit providers in the region.

~~→This work~~ will build off of the work and HCT network updates completed ~~during development~~ 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. At the same time, Metro staff will be scoping an Access to Transit Study with partners to identify transit access and transit service needs across the region. A work plan for the study will be defined in Chapter 8 of the RTP.~~

~~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 Update:** 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 Update:** 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 Update:** 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 Movement 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 Update:** Review and update RTP TSMO policies to incorporate recommendations from the 2019 Regional Travel Options (RTO) needs assessment and the 2021 TSMO Strategy.
- **Emergency Transportation Routes Map and Transportation Resilience Policy and ETR Map Update:** 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~~ ~~incorporate~~ 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 ~~identify potential updates to~~ address new and updated RTP policies and new transportation planning requirements identified through the ~~statewide~~ Climate Friendly and Equitable Communities (CFEC) rulemaking effort. ~~Recommended~~ Updates to the functional plan ~~may~~ ~~will~~ be addressed through ~~the 2023 RTP update and/or~~ subsequent work following the RTP update. ~~A work plan for updating the functional plan, including regional parking policies, will be defined in Chapter 8 of the 2023 RTP.~~

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 ~~and understand~~ the ~~performance~~, impacts and benefits of projects and programs ~~across with a focus on~~ 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 ([2020 base year](#)) and the ~~current 2018 RTP 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 [performance](#), benefits and impacts of projects and programs that are identified for inclusion in the plan's "constrained" and "strategic" project lists in Phase 4.

[• Additional travel model runs for 2030 land use assigned to 2018 RTP's 2027 network and 2045 land use assigned to the 2018 RTP's 2040 Constrained network may be evaluated to inform the needs assessment in Phase 3.](#)

- 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-transparent~~ approach [for updating RTP to project and programs prioritization priorities](#) 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 of different](#) 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 involves ~~and~~ [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 [regional](#) ~~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. [—This work will also serve to meet a federal requirement to evaluate whether marginalized communities are being disproportionately impacted by the RTP project and program priorities – and if so, recommend actions to avoid, reduce, and/or mitigate identified impacts¹.](#)

Phase 2 Key Tasks and Activities	
Planning	<ul style="list-style-type: none"> • Update RTP vision to reflect Phase 1 feedback • Review and update goals, objectives and related performance targets • Review and update the performance evaluation framework <ul style="list-style-type: none"> ○ Update performance measures and targets, data and methods ○ Update system evaluation framework, data and methods • Review and update RTP System Maps to reflect changes recommended in local and regional planning efforts • Begin to update local, regional, state and federal revenue forecast • Begin research on financing mechanisms • Begin to identify regional transportation needs and potential solutions
Engagement	<ul style="list-style-type: none"> • 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 • Engage partners and the community to begin identifying regional transportation needs and the types of projects that will help address those needs • 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 • Host at least one regional transportation tools and data workshop for practitioners to learn about the analysis tools and data being used to support development of the 2023 RTP

Phase 2 Key Tasks and Activities	
Key Products	<ul style="list-style-type: none"> • Data and Tools <ul style="list-style-type: none"> ○ Household, population and employment data and maps showing housing and job growth in the 2045 Distributed Forecast¹ ○ 2020 Metropolitan Planning Area Boundary and Map ○ RTP Equity Focus Areas Designations Map and related data ○ RTP High Injury Corridors and Intersections Designations Map and related data ○ On-line storymap visualizing various datasets to help identify needs and gaps in transportation projects and programs ○ Regional Freight Commodities Flow Movement data ○ Transportation trends data ○ VisionEval tool for the Portland region ○ Updated RTP System Maps • Policy Briefs <ul style="list-style-type: none"> ○ Regional Congestion Pricing Policy Update ○ Regional Mobility Policy Update ○ Safe and Healthy Urban Arterials Policy Update Strategy ○ Climate Smart Strategy Update ○ High Capacity Transit Strategy Update • Emerging Transportation Trends Findings and Recommendations Report • Updated transportation equity analysis approach • Updated mobility policy analysis approach • Federal System Performance Report • Summary and map of RTP projects completed since 2018 • RTP Project Hub and project list categorization updates • Draft Regional Vision, Goals, Objectives and Targets (Chapter 2) • Draft Regional Transportation System Policies (Chapter 3) • Draft Growing and Changing Region/Existing Conditions (Chapter 4)



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

[Metro Council in 2021 after extensive consultation with and review by local Metro Technical Advisory Committee and the Metro Policy Advisory Committee, the assumptions are based on the LCDC-acknowledged 2040 Growth Concept and the seven-county 2045 Regional Growth Forecast previously adopted by the Metro Council in 2018.](#)

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 ~~aeross~~ with a focus on these RTP values and priority outcomes: equity, climate, safety and mobility.

Financial Plan: The purpose of the financial plan is to understand and document the funds available to fund our region's transportation needs. This ~~work~~ financial plan will also address corrective actions identified in Metro's 2021 Federal certification review. Cooperatively updating the plan's financial^[2] 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 adequately maintaining and operations of~~ the existing transportation system ~~in a state of good repair~~. This will include documenting existing revenue sources (i.e., fees, taxes, fines, fares) collected at the local, regional, state and federal levels, of funding and documenting historic levels of funding by revenue source, and identifying/forecasting "reasonably expected" ~~new funding~~ revenue for the plan period (i.e. financially constrained revenue forecast or "constrained budget") and identifying potential new funding mechanisms. A "Constrained RTP" near-term (2024-2030) and long-term (2031-2045) revenue forecast will be developed consistent with federal requirements.

Defining terms

Constrained budget

The combined federal, state and local funds the greater Portland region can reasonably expect through 2045 under current funding trends – presumes some increased funding compared to current levels

Constrained list

Projects that can be built by 2045 within the constrained budget

Strategic list

Additional priority projects that could be achieved with additional resources

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 in the near- and long-term and meet federal and state requirements for demonstrating fiscal constraint in the RTP. 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. In order to be eligible for federal or state transportation funding, a project must be included on the "constrained" list.

This research will also help build an understanding of how the regional system is funded today, illuminating how revenue collection and ~~allocation-disbursement~~ [may](#) contribute to transportation inequities. A policy brief will be developed providing an assessment of the equity impacts of [current RTP revenue sources \(e.g., fees, fines, and fares\)](#) collection and disbursement on people with lower income and communities of color. [The equity assessment will inform the RTP finance plan, and recommend](#) The policy brief will also identify financing strategy options, [identifying potential revenue sources that could improve equitable outcomes and other equitable financing strategies. Additionally, including](#) potential policy changes [may be identified](#), for a more equitable financing approach [in the future. Equitable financing options and potential policy changes could inform implementation actions in Chapter 8 of the 2023 RTP. 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 [with a focus on these 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 [the Metro](#) 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 Figure 5 provides examples of the types of projects and programs that are contained in the RTP to address transportation needs in the region.](#)

[Figure 5. RTP Project and Program Examples](#)

Projects	Programs
 Bridge and road maintenance Bridge and road pavement resurfacing, preventive maintenance, preservation and rehabilitation	 Affordable transit pass program Provide affordable transit passes to students, seniors and low-income riders
 Bus and rail vehicle maintenance and replacement Preventive maintenance for fleet and facilities, transit vehicle replacement, etc. to keep system in good repair	 Programs and incentives to reduce vehicle trips Regional travel options programs, paid and timed parking in centers, encourage walking, biking, use of transit, carpooling, carsharing, ridesharing, telecommuting, etc.
 Complete streets for all users Modernize street and intersection designs to reduce conflicts and better serve all modes and users	 Smart technology and traffic management Traffic signal and transit priority coordination, vehicle charging stations, clearing crashes quickly, etc.
 Freight access to industry and ports Road and railroad crossing upgrades, port and intermodal terminal access improvements, rail yard and rail track upgrades	 Transit amenities Bus shelters and benches, passenger boarding areas, transit stop and station access, lighting at stops, etc.
 Throughway expansion Interchange fixes, strategic widening, auxiliary lane additions in areas of consistent bottlenecks	 Transit oriented development Policy and market incentives to encourage building higher-density, mixed-use projects in centers and along corridors served by high capacity and frequent transit
 Main street retrofits Retrofit streetscapes in areas with shopping, restaurants and local services to include street trees, improved lighting, street furniture, such as benches, garbage bins, wider sidewalks, bike parking, etc.	 Transportation safety and education programs Improved and expanded Safe Routes to Schools programs, speed enforcement, Safe Routes to Transit programs, etc.
 Seismic upgrades Retrofit roads and bridges to increase resiliency to earthquakes, particularly major river crossings	 Transportation services for older adults and people with disabilities On-call paratransit services, door-to-door pick up, etc.
 Street connections and expansion New arterial and collector street connections, strategic widening, highway overcrossings, etc.	Other tools that could be supported by policies  Emerging market-based technologies Freight movement technology, self-driving vehicles, shared mobility services (e.g., Uber and Lyft), etc.
 Transit service enhancement and expansion Increased bus service coverage, speed and frequency, MAX and streetcar extensions, expanded WES commuter rail service, employee and community shuttles, separate travel lanes for buses, etc.	 High occupancy vehicle/tolled lanes, express lanes/congestion pricing High occupancy vehicle (HOV) lanes, high occupancy tolled (HOT) lanes, tolling, managed lanes, congestion pricing
 Walking and biking connections Protected and/or separated bike lanes, sidewalks, crosswalks and curb ramps on major streets, off-street trails, etc.	


Metro

[This work will provide additional context to help the Metro Council and JPACT understand how RTP project and program priorities RTP goals and priority outcomes and inform policy direction for updating the RTP project and program priorities in the next phase. make any necessary changes.](#)

Policy Direction and Desired Outcomes for RTP Project and Program Priorities: [Policy direction and The call Call for Pprojects process that will guide updating the RTP project list updates will be more fully developed defined by the Metro Council and JPACT during Phase 3](#) -to provide policy direction on how the “Constrained” and “Strategic” project lists should be updated and prioritized in the next phase.

[Similar to past RTP updates, Metro and jurisdictional partners will work together to update the plan’s regional transportation project and program priorities following the process agreed to by JPACT and the Metro Council. In Phase 4, agencies will be asked to identify projects that address regional needs and challenges and community priorities, and maximize progress toward the region’s agreed upon vision and goals for the future transportation system.](#)

Phase 3 Key Tasks and Activities	
Planning	<ul style="list-style-type: none"> • Update RTP financial plan <ul style="list-style-type: none"> ○ Research transportation revenue sources ○ 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> ○ Set funding targets for the “Constrained RTP” near-term (2024-2030) and long-term (2031-2045) project and program priorities ○ 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 ○ Make recommendations on financing strategy options, including potential policy changes, for a more equitable financing approach • Identify regional transportation needs and priorities, including: <ul style="list-style-type: none"> ○ Identify gaps and deficiencies ○ Identify opportunities to support increased use of alternative fuel vehicles, transportation electrification (including buses, e-bikes and other mobility devices), connected vehicles, driverless vehicles and other advanced technologies ○ Identify transportation disparities experienced by marginalized communities ○ 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 • Define process to guide update to list of RTP project and program priorities
Engagement	<ul style="list-style-type: none"> • Continue to engage partners and community members to identify regional transportation needs and possible solutions • Engage regional technical and policy advisory committees to define Call for Projects process

Phase 3 Key Tasks and Activities	
	<ul style="list-style-type: none"> • Work with Engage transportation providers to document and forecast reasonably available funding sources
Outcome	<ul style="list-style-type: none"> • JPACT and the 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
Deliverables	<ul style="list-style-type: none"> • Regional Transportation Needs Assessment Report • Draft RTP Transportation Needs (Chapter 4) • Equitable Financing Strategies Policy Brief • Draft Finance Plan (Chapter 5) • Regional Transportation Priorities Call for Projects Packet • Public Engagement Report



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. [The Call for Projects process will be defined in Phase 3.](#) ^[3] 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. [Work will also include updating Chapter 8 of the RTP to identify future actions and work needed to support implementation of the 2023 RTP.](#)

Phase 4 Key Tasks and Activities	
Planning	<ul style="list-style-type: none"> • Develop draft RTP project and program priorities • Solicit and coordinate updates to list of the region’s transportation investment priorities and regional system maps, consistent with Metro

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



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

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.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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Duncan Hwang, District 6

Auditor

Brian Evans

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700



2023 Regional Transportation Plan Update

Public Engagement Plan

REVISED DRAFT

Changes have been made to address feedback provided by MTAC and TPAC members through 3/23/22. Changes are shown in ~~striketrough~~ and underscore

March 25, 2022

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 provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at trimet.org.

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

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 [and travel](#) 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 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 [greater Portland metropolitan](#) region to renew our shared vision and strategy for investing in [the people of greater Portland a transportation system that serves everyone](#). 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 [GOALS AND OBJECTIVES](#)[APPROACH](#)

The public engagement plan supporting the 2023 RTP ~~update~~ guides the strategic direction, approach and desired outcomes for engaging people, community-based organizations, 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 agency wide Strategic plan to advance racial equity, diversity and inclusion](#), [the Planning and Development Departmental Strategy for Achieving Racial Equity](#)-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, community-based organizations, 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 development of the 2023 RTP will apply a racial equity lens. This includes:

- An understanding that, due to structural racism, Black, Indigenous and other people of color (BIPOC), experience inequitable health, education, criminal justice and economic outcomes.
- A commitment to advance strategies to support and invest in Black Lives and transform systems that create or perpetuate harm.
- A commitment to redesigning and centering new programs, policies or planning efforts to benefit and support BIPOC communities so that they may thrive in our region.
- An understanding that a traditional approach to decision-making without a racial equity considerations will result in communities of color bearing the disproportionate impacts.

Metro is committed to advancing racial equity, which centers the values of diversity, equity and inclusion in decision making and ensuring that all people in the Portland metropolitan region have the opportunity to reach their full potential.

~~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, local agency partners 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~~ people across the greater Portland region to increase their understanding of how decisions about transportation in the region are made and make an impact on the 2023 RTP ~~to have an impact on those decisions~~. 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, the 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. Clearly indicate when there are opportunities for engagements, how the public can participate and how feedback will be used going forward.
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 during the 2023 Regional Transportation Plan ~~update~~ and ~~into the future in future transportation plans, projects and decisions at both local and regional levels.~~
5. Build the capacity of regional decision makers and Metro staff to effectively translate community priorities into effective policies and actions during the 2023 Regional Transportation Plan update and into the future.
6. The 2023 RTP ~~outcomes-projects and policies~~ ~~respond to~~ ~~reflect~~ the ~~experiences needs and priorities~~ of people living ~~and~~, working ~~and traveling~~ in the region.
7. 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.
8. Coordinate engagement efforts with relevant Metro ~~and agency partner~~ 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 processes 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
- [People at the intersection of multiple communities who have been historically underrepresented in the decision-making processes](#)
- Community leaders and organizations, including community-based advocacy organizations working with 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 [structureframework](#). 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.**

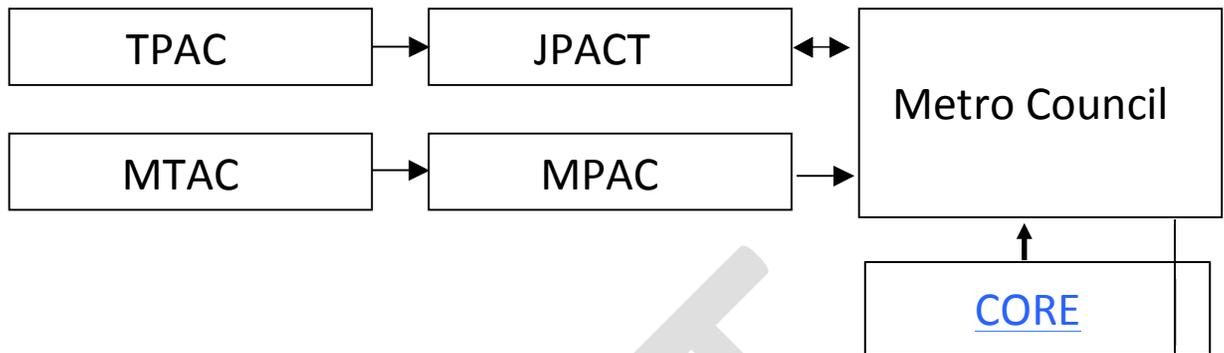
~~Metro's Committee on Racial Equity (CORE) advises Metro Council and staff on the implementation of the Strategic Plan to Advance Racial Equity, Diversity and Inclusion. CORE will provide input and recommendations at key points in the 2023 RTP process.~~

The Metro Policy Advisory Committee (MPAC) [will make recommendations to the Metro Council after considering input from the Metro Technical Advisory Committee \(MTAC\).](#) ~~The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will [jointly take action and](#) make recommendations at key decision points [based on input from the Metro Technical Advisory Committee \(MTAC\) and](#) [JPACT considers input from](#) 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 [development and](#) 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.

[The Metro Council and the technical and policy advisory committees consider public and stakeholder input prior to making recommendations and taking action.](#)

Regional Transportation Decision-Making Framework



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.

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 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 ~~and the key questions/outcomes to consider;~~
- 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. [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. 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.

[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, local agency partners 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](#)

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. [Brief and relatable information supports a more inclusive process in which participants do not need technical knowledge to engage and make an impact on the process.](#) 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 works with community-based organizations (CBO’s) serving and expressing the perspectives of Black, Indigenous and people of color—to elevate the voices of communities that have been historically ignored or marginalized in policy decisions. Through these partnerships, CBO’s have consistently invested their expertise, leadership capacity and limited resources in working with Metro to have a meaningful impact in the policies and investments that affect their communities. Metro’s relationships with CBO’s continue to evolve and Metro staff and leadership continue to recognize and address the institutional structures and norms that are often barriers to [Black, Indigenous and people of color, people with disabilities, people with limited English proficiency, youth and older adults communities](#) being involved in Metro discussions and decision-making spaces.

“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

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.

~~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 [local elected officials](#), community members [and agency staff](#) 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 [build on and](#) 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

The following describes the types of outreach and engagement tools that will be used during the development of the 2023 RTP. These tools will be used throughout the public engagement effort. These tools will be 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. Metro will seek to collect and report demographic information as part of each survey to track whether we are hearing from a representative group of people that reflects our diverse communities and a broad range of experiences in our region.
- **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, [JPACT members](#), [jurisdictional partners](#), [community organizations](#) 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 [and understanding the life of a project before and after the RTP.](#)
- **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, the SW Washington Regional Transportation Council and other means. Metro Council will also provides updates as part of Metro updates to city councils and other policy bodies throughout the project. [In addition to this engagement, the High Capacity Transit Strategy Update will also form a transit working group including agency and local government representatives from SMART, Portland Streetcar, City of Portland, Clackamas County, Multnomah County, Washington County, ODOT, C-TRAN and SW RTC that will meet regularly to share work and provide input on key project elements.](#)
- **Individual and small group stakeholder meetings and briefings** (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 ([including two business roundtables](#)), community-based groups and organizations. [The project team will also seek to coordinate with agency partners in order to engage existing advisory committees that advise jurisdictions and transportation agencies on transportation, community needs and equity.](#) 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. [For the High Capacity Transit Strategy Update in particular, Metro staff will seek to work with community groups to hold workshops in each county for](#)

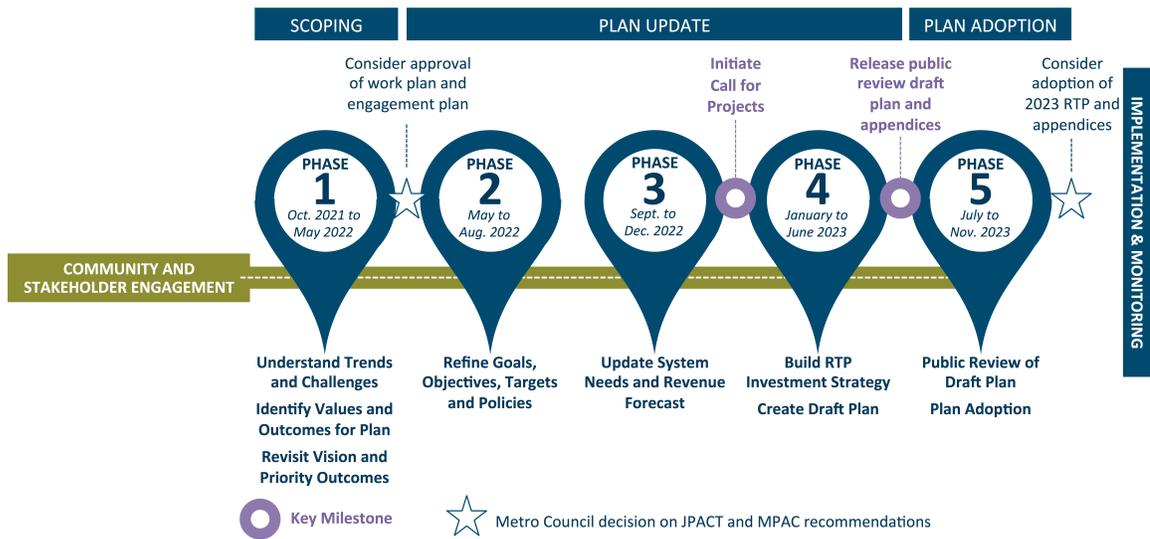
~~the purpose of providing input on the system vision. Councilors and staff will also distribute fact sheets or other informational materials at these meetings.~~

- **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 ~~t~~Timeline

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. The 2023 RTP update will be completed in five phases.

Timeline for the 2023 Regional Transportation Plan Update



Ongoing engagement opportunities (May 2022 – November 2023)

The project webpage (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 Engagement 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

When	What
Phase 1: Scoping <u>Oct. 2021 to May 2022</u>	<u>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.</u>
Milestone: <u>April/May 2022</u>	<u>MPAC makes recommendation to the Metro Council</u> <u>JPACT and the Metro Council consider adoption of values, outcomes and actions, work plan and public engagement plan</u>
Phase 2: Data and Policy Analysis <u>May to August 2022</u>	<p>Planning Focus: <u>Refine the plan’s vision, goals, objectives, performance targets and policies; update data and analysis tools to support process.</u></p> <p>Engagement Focus: <u>Refine vision, goals, objectives, and shape key policy updates to inform the Needs Assessment in Ph. 3 and Call for Projects in Ph. 4. Refine criteria for evaluating and prioritizing projects and educate about opportunities and constraints for stakeholders to influence Ph. 4 Call for Projects process.</u></p> <ul style="list-style-type: none"> • <u>Launch community partnerships</u> • <u>Metro Councilor engagement with constituents</u> • <u>Policy-maker topic-specific workshops</u> • <u>Expert panel discussions on measuring impact of transportation on climate and measures of mobility to inform targets</u> • <u>Regional transportation tools and data workshop</u> • <u>Small group stakeholder meetings</u> • <u>RTP informational sessions</u> • <u>Presentations and discussions at regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings and workshops</u> <p><i>Note: RFFA public comment is planned for May 2022. Public input could help inform RTP phase 3.</i></p>

When	What
<p>Milestone: August 2022</p>	<p><u>No action taken</u></p>
<p>Phase 3: Revenue and Needs Analysis <u>September to December 2022</u></p>	<p>Planning Focus: <u>Update regional transportation needs and revenue forecast to guide updating the RTP project and program priorities.</u></p> <p>Engagement Focus: <u>Community engagement to identify needs, priority project types and project locations.</u></p> <ul style="list-style-type: none"> • <u>Video tours of needs and successes featuring community priorities for types of investments across the region (e.g. safety—lights, bus stops in underserved areas) and priority geographies (e.g. urban arterials such as 82nd, TV Highway and Sunrise Corridor) (video tours could be combined with community stories)</u> • <u>Community stories: multimedia story telling that elevates lived experiences of community members from across the region to deepen understanding of system needs and inform the investment strategy.</u> • <u>Online interactive survey that invites input on place-based and system wide needs</u> • <u>Business roundtable meeting</u> • <u>Community partner engagement</u> • <u>Policy-maker topic-specific workshops</u> • <u>Small group stakeholder meetings</u> • <u>Presentations and discussions at regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings and workshops</u>
<p>Milestone: January 2023</p>	<p><u>Initiate Call for Projects</u></p>
<p>Phase 4: Build RTP Investment Strategy <u>January to June 2023</u></p>	<p>Planning Focus: <u>Update regional project and program priorities and prepare a draft plan and appendices.</u></p> <p>Engagement Focus: <u>Communities and stakeholders consider projects and tradeoffs. Metro will give feedback to transportation agency partners on these projects based on their ability to advance regional goals with a focus on climate, equity, safety and mobility</u></p> <ul style="list-style-type: none"> • <u>Online interactive survey that explores investment priorities and for input on preferred priorities</u> • <u>Community partner-led engagement</u> • <u>Community leaders forum</u> • <u>Business roundtable meeting</u> • <u>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</u> • <u>Presentations and discussions at regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings and workshops</u>
<p>Milestone: July 2023</p>	<p><u>Release draft 2023 RTP for public review</u></p>
<p>Phase 5: Public Review and Plan Adoption <u>July to November 2023</u></p>	<p>Planning Focus: <u>Conduct 45-day public comment period</u></p> <p>Engagement Focus: <u>Receive feedback on Draft 2023 RTP (and its components)</u></p> <ul style="list-style-type: none"> • <u>Online interactive survey</u> • <u>Tribe and agency consultations</u> • <u>At least two public hearings</u> • <u>Presentations and discussions at regularly scheduled TPAC, JPACT,</u>

When	What
	<u>MTAC, MPAC and Metro Council meetings</u>
Milestone: <u>November 2023</u>	<u>MPAC makes recommendation to the Metro Council</u> <u>JPACT and the Metro Council consider adoption of the 2023 Regional Transportation Plan (and its components) for submittal to DLCD and U.S. DOT.</u>

May 2022	Metro Council considers adoption of work plan and public engagement plan
Phase 2	Refine goals, objectives, targets and policies
May to August 2022	<p>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.</p> <ul style="list-style-type: none"> • Launch community partnerships • Metro Councilor engagement with constituents • Policy maker topic-specific workshops • Expert panel discussions on measuring impact of transportation on climate and measures of mobility to inform targets. • Small group stakeholder meetings • RTP trainings informational sessions • Presentations and discussions at regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings and workshops <p><i>Note: RFFA public comment is planned for May 2022. Public input could help inform RTP phase 3.</i></p>
August 2022	Metro Council and JPACT policy recommendation on refined goals, objectives, targets and policies

Phase 3	Update system needs and revenues
September to December 2022	<p>Focus: Community engagement to identify priority project types and project locations.</p> <ul style="list-style-type: none"> •—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) •—Community stories: multimedia story telling that elevates lived experiences of community members to deepen understanding of system needs and inform the investment strategy. •—Online interactive survey that invites input on place-based and system wide needs. •—Community partner engagement •—Policy maker JPACT topic specific workshops •—Small group stakeholder meetings •—Presentations and discussions at regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings and workshops
January 2023	Initiate call for projects
Phase 4	Build RTP investment strategy
January to June 2023	<p>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</p> <ul style="list-style-type: none"> •—Online interactive survey that explores investment priorities and for input on preferred priorities •—Community partner led engagement •—Community leaders forum •—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 •—Presentations and discussions at regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings and workshops
July 2023	Release draft 2023 RTP for public review
Summer 2023	<p>Focus: Receive feedback on Draft 2023 RTP</p> <p>45-day public comment period, including online interactive survey and Tribe and agency consultations</p>
Nov 2023	JPACT and the Metro Council consider adoption of 2023 RTP (and its components) for federal and state review

HOW WE MEASURE SUCCESS

Metro, led by an effort in the Parks & Nature Department, is working to develop an approach to measuring engagement that is consistent and aligned with Metro’s Strategic plan to advance racial equity, diversity and inclusion. In the interim

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. Coordinate with community based organizations involved in 2023 RTP for feedback from participants on their experience engaging during the 2023 RTP.</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 from community leaders or indirectly, through stories and comments shared by project staff, depending on the preference of the participating community members.</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>Policy partnerships: Council, JPACT and MPAC</p> <ul style="list-style-type: none"> • Provide leadership and policy direction to staff • Build partnerships and collaborate • Engage partners and the public • Incorporate input from partners and the public 	<p>Community partnerships: Partners and the public</p> <ul style="list-style-type: none"> • Tell us about your experiences traveling in the region and the places that are important • Provide community values, needs and priorities • Provide ideas and solutions • Provide input and recommendations to decision-makers <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>Technical partnerships: TPAC, MTAC and work groups</p> <ul style="list-style-type: none"> • Implement policy direction to update plan • Provide technical expertise • Keep decision-makers informed of progress • Incorporate input from partners and the public • Make recommendations to decision-makers 	
<p>Technical support: Metro staff</p> <ul style="list-style-type: none"> • Implement policy direction to update plan • Provide technical expertise • Keep decision-makers informed of progress • Incorporate input from partners and the public • Make recommendations to decision-makers and technical advisory committees 	

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.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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Metro Councilors

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Christine Lewis, District 2

Gerritt Rosenthal, District 3

Juan Carlos González, District 4

Mary Nolan, District 5

Duncan Hwang, District 6

Auditor

Brian Evans

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700

Comments Submitted by MTAC and TPAC members

Subject: [External sender]Follow up- 2023 RTP Consultation Meeting
Date: Wednesday, March 2, 2022 at 12:11:57 PM Pacific Standard Time
From: KELLY Laura * DLCDC
To: Margi Bradway, Kim Ellis, Tom Kloster, Clifford Higgins, Molly Cooney-Mesker
CC: HOLMSTROM Bill * DLCDC, GREENE Kirstin * DLCDC, CRALL Matt * DLCDC, YOUNG Kevin * DLCDC, MEYER Cody * DLCDC, MANVEL Evan * DLCDC

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Margi, Kim, Tom, Clifford, and Molly,

Thank you for taking the time to hold the 2023 RTP consultation meeting with state and federal agencies yesterday. We wanted to take the opportunity to provide you with a response to the questions you posed at the meeting regarding coordination with our agency.

- What specific would you like to see addressed in the update?
 - DLCDC is interested in understanding how the RTP will monitor implementation of the Climate Smart Strategy, with a specific focus on tracking towards the greenhouse gas reduction target. We appreciate Metro's commitment to incorporating the latest data, best practices, and strategies for GHG emission reduction in this RTP update and look forward to working with you to determine how best to measure progress toward the region's GHG goals
 - We would like to understand more about how the update will incorporate pending updates to the Transportation Planning Rules.
- What opportunities are there to coordinate with your agency?
 - Cody Meyer will be DLCDC's transportation specialist lead for the 2023 RTP update and, along with Metro Regional Representative Laura Kelly, will serve as the primary contact throughout the update process
 - DLCDC has representatives on MPAC (Kirstin Greene) and MTAC (Laura Kelly), and those representatives will communicate relevant information to DLCDC staff
 - DLCDC staff will formally review the draft RTP when it is submitted as a post-acknowledgment plan amendment (PAPA)
- What relevant policies/plans/programs/data or other information should Metro be aware of to ensure coordination?
 - DLCDC and Metro have already been coordinating about the state's proposed Climate Friendly and Equitable Communities (CFEC) Rules. We look forward to continuing those conversations to ensure consistency with the rules once adopted. For example, we would like to discuss specifics of anticipated CFEC compliance timelines as they are currently categorized as "pending time and capacity" and "deferred to the future" in the draft Tasks and Focus Areas document.
- How would you like to engage during the update? (a follow up survey will be sent out following the meeting)
 - We will address this question in the survey

Thanks,
Laura



Oregon

Kate Brown, Governor

Department of Transportation

Region 1

123 NW Flanders Street

Portland, OR 97209

Phone: (503) 539-8454

Fax: (503) 731-8531

Kim Ellis and Molly Cooney-Mesker,

Thank you and your team for hosting the RTP consultation meeting last week. Please see the following for ODOT Region 1's responses to the questions posed.

(1) What specific would you like to see addressed in the update?

- Project identification and effectiveness: The RTP should support transparent and predictable implementation of its projects.
- Policies and projects should be described at a high level in order to allow for efficient and timely delivery of investments. Flexible project categories or “buckets” are needed to allow agencies to operate transportation systems safely and to be responsive to unanticipated funding opportunities (such as ARPA funds for 82nd Avenue) without requiring RTP amendments.
- Coordination: The 2023 RTP must be consistent with the Oregon Transportation Plan (OTP) and Oregon Highway Plan. ODOT is in process of updating both of these plans. The RTP update will conclude prior to adoption of the OTP update. ODOT will work with Metro staff on integrate OTP policy updates, but there may be a need to amend the 2023 RTP to ensure consistency. The RTP must also be responsive to local TSPs and county and state system needs, building policies and projects lists from those efforts.
- OTC Priorities: Metro should plan on incorporating the ODOT's Urban Mobility Strategy and work closely with the Urban Mobility Office to coordinate toll policies and projects between the RTP and Oregon Transportation Plan updates, as regional plans and policies should be consistent with the state.

(2) What opportunities are there to coordinate with your agency?

- ODOT Region 1 is readily available for informal consultation and collaboration. Principal Planner Glen Bolen (author) is the designated MPO liaison. I can arrange for coordination with R1 management as well as the Urban Mobility Office (UMO) and Statewide ODOT HQ.
- Michael Rock and Erik Havig will represent ODOT HQ, and can coordinate with the ODOT Climate Office, as well as R1 and UMO, and can keep Metro informed on the OTP update.
- Regular formal and informal consultation at the beginning and end of each of the 4 project phases, plus the beginning of the adoption phase.
- Regular coordination meetings among Kim Ellis and Glen Bolen to discuss input received at various stages and upcoming activities.

(3) What relevant policies/plans/programs/data or other information should Metro be aware of to ensure coordination?

As noted above, ODOT is currently engaging in updates to the Oregon Transportation Plan and the Oregon Highway Plan. The existing OTP and OHP provide policy guidance to ODOT.

The State also has several modal plans that provide policy direction, which the RTP should also support. They are:

- Oregon Bicycle and Pedestrian Plan, along with the accompanying Active Transportation Needs Inventory geographic database.
- Oregon Freight Plan
- Oregon Public Transportation Plan
- Oregon State Rail Plan
- Oregon Transportation Options Plan
- Oregon Transportation Safety Action Plan

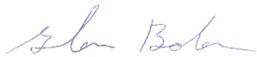
In addition to the modal plans, ODOT and the OTC have programs, projects and reports that Metro should consult and incorporate for the RTP update, including:

- The OTC's Strategic Action Plan
- The Oregon Toll Program
- The Urban Mobility Office
- Implementation of projects identified within HB2017 and HB3055
- ODOT Region 1's annual Traffic Performance Reports
- ODOT'S Climate Office

(4) How would you like to engage during the update? *(a follow up survey will be sent out following the meeting)*

Participants from the meeting have received your survey link via email and will respond quickly.

Take care,



Glen Bolen AICP
Interim Planning Manager and MPO Liaison
Oregon Dept of Transportation
123 NW Flanders St.
Portland, OR 97209
glen.a.bolen@odot.oregon.gov
Mobile: (503) 539-8454

Subject: [External sender]Feedback - RTP Update and Mobility Standards
Date: Wednesday, March 9, 2022 at 2:40:41 PM Pacific Standard Time
From: Jessica Engelmann
To: Kim Ellis

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hi Kim,

I've been thinking a lot about the RTP Update and the Mobility Standard work and have some feedback I'd like to share. I know you all are working very hard on both these projects, and I feel both are quite important efforts, so please know, as you read this very long email, I'm providing these comments and suggestions with this in mind. I look forward to keeping engaged in the process and thinking about ways to apply this work to Beaverton's upcoming TSP update.

Thanks,
Jessica

Jessica Engelmann

Pronouns: She/Her/Hers

Senior Planner | Transportation Planning

Community Development Department

City of Beaverton | 12725 SW Millikan Way, 4th Floor

PO Box 4755 | Beaverton OR 97076-4755

cell: 503-530-0768 | www.BeavertonOregon.gov

Work Hours: I am working remote 7:30am-4:30pm

RTP Work Plan and Values/Outcomes

- 1) Overall Impression:** I saw very little of the stated "hopes" for the RTP reflected in the work plan and vision/values material. It feels like business as usual, rather jargony, not thinking beyond what we've already done, and too focused on the reality of now, without a clear vision of what we want in the future. I was particularly disheartened, and rather surprised, to see how little the climate emergency we're in came through as a theme, particularly as there has been so much focus on it at the state level, with the CFEC rulemaking.
- 2) Regarding Key Tasks and Areas of Focus for 2023 RTP Update** I find it strange that the things that fell to

the bottom were:

Pending Time and Capacity

- *Updates to address CFEC rulemaking*
- *Climate adaptation and resiliency policy*

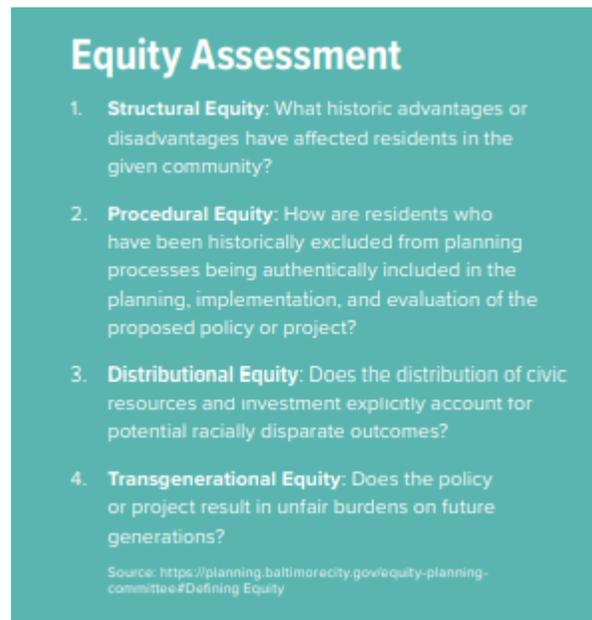
Deferred to the Future

- *Access to Transit Plan*

Key themes that came through in the outreach were access to transit and a climate. Also, what does this say about the CFEC rulemaking? Doesn't the region have to address CFEC rulemaking?

- 3) Values and Outcomes for RTP** - All the outcomes read more like strategies. Furthermore, it sounds like we're trying to hedge our bets. *Example: 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.* How could this read differently? Just simply state, "*Zero deaths or serious injuries on the region's roads by 2035*" The outcome is not to aim. The outcome is people not dying or being severely injured. Likewise, why include an action in the outcome? Is this the only action that will get us to this outcome? Probably not.

I agree with the overall values listed: Racial Equity, Climate Leadership and Resilience, Safe and Healthy Streets, and Mobility. I'd urge Metro to use a broader equity assessment framework and follow the lead of Baltimore with their, 4 different ways to assess equity.



Equity Assessment

1. **Structural Equity:** What historic advantages or disadvantages have affected residents in the given community?
2. **Procedural Equity:** How are residents who have been historically excluded from planning processes being authentically included in the planning, implementation, and evaluation of the proposed policy or project?
3. **Distributional Equity:** Does the distribution of civic resources and investment explicitly account for potential racially disparate outcomes?
4. **Transgenerational Equity:** Does the policy or project result in unfair burdens on future generations?

Source: <https://planning.baltimorecity.gov/equity-planning-committee#DefiningEquity>

I'm glad to see the region going with mobility rather than congestion relief and that we are trying to get to the issue of accessibility to destinations. On a very specific note, the safe and healthy streets outcomes and actions just feel all off to me. I mean, really, is a healthy and safe outcome we're looking for jurisdictional transfer of state-owned urban arterials?

As an example, here are the safe and healthy streets values, as I would've loved to see them.

VALUE: SAFE AND HEALTHY STREETS

OUTCOMES:

- 1) Zero deaths or serious injuries on the region's streets by 2035.
- 2) Improved mental and physical health of all community members using the region's streets.
- 3) Cleaner air, water, and soil in the region, because of the region's streets.
- 4) Elders maintaining independence and connection to community.
- 5) Youth gaining independence of movement, by walking, biking, or taking transit to school and other activities.
- 6) All community members being able to access affordable, nutritious food, health care, child-care, education, banking, recreation, and reliable transit service within a 10-minute walk of their home.

OBJECTIVES:

- 1) Design and build streets within a 10-minute walk of a person's home, so the most vulnerable community members, like children and elders are safe and feel comfortable and secure walking and biking on them.
- 2) Design and build streets that foster community connectedness and provide places to gather, play, recreate, and talk.
- 3) Design and build with materials that reduce the region's carbon footprint and make the environment healthier for people, plants, and animals.
- 4) Intentionally co-locate housing, schools, retail, and services near each other so people do not need to rely on a car to access what they need.

ACTIONS:

- 1) 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.
- 2) 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.
- 3) 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.
- 4) 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.
- 5) Identify best practices and strategies for investing in the region's urban arterials, many of which are High Injury Corridors.

I think there are far more actions that could be listed here, particularly on the programmatic side of things, but I just went with what was already written. Hopefully, this helps illustrate my point.

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

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 9th, 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.

Attachment 5. Comments Submitted by MTAC and TPAC members

- 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



Memo

Date: March 16, 2022

To: Kim Ellis, RTP Project Manager, Metro

From: Tara O'Brien, Senior Government Affairs Coordinator, TriMet TPAC member

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

Thank you for the opportunity to provide comments on the RTP workplan, engagement strategy and draft values and outcomes. Below are some comments in response to the three discussion questions listed in the March 9, 2022 Memo.

- *Questions or feedback on the key tasks and planning activities in the draft work plan?*
 - Phase 2 - Policy update analyses of the Workplan (page 10-12 of Workplan memo):
 - The workplan should specifically call out how Metro staff will work with agencies and jurisdictions responsible for project planning, policy implementation and delivery in the development of policy briefs.
 - The policy briefs should be informed by and acknowledge other planning efforts underway on these topics (outside of at Metro) to inform the strategies and actions for policy briefs and workshops.
 - Agencies that are implementers of policy and projects need to be engaged at more than just workshops. TriMet suggests the need for targeted workgroups to support Metro in developing the policy briefs and topic workshops to more deeply engage jurisdictions and TPAC members.
 - Phase 3 – Financial Plan:
 - Page 16 of the Workplan Memo - In the discussion of the Financial Plan, we support the need for a Finance workgroup to define assumptions, limitations and strategies for local funding. This workgroup should include agencies responsible for project funding as well as community and business interests who are most likely to be impacted by funding changes.
- *Questions or feedback on the engagement activities in the draft engagement plan?*
 - Engagement in Phase 2 (page 13 of Workplan memo and page 13 of Engagement plan memo) needs more jurisdictional partner engagement to set the stage for policy workshops.
 - Engagement Roles and Responsibilities (page 16 of Engagement memo) and specific activities should also include and explicitly mention coordination with business and labor community for input beginning in Phase 2.
- *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?*

Attachment 5. Comments Submitted by MTAC and TPAC members

- How the business and labor community will be engaged in should be more explicitly included in the Accountability and Transparency outcome, as well as in the Engagement Plan. It is important to engage these groups throughout the process of policy, funding and project prioritization and this engagement and participation will support economic development and prosperity outcomes.

Subject: [External sender]RTP work plan comments/questions
Date: Thursday, March 17, 2022 at 12:10:01 PM Pacific Daylight Time
From: Hesse, Eric
To: Kim Ellis
CC: Hurley, Peter

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Kim,

Apologies to miss yesterday's deadline and hope I can still get these in for consideration, even as I appreciate our conversations to date. Given those conversations, it should come as no surprise that I will reiterate our interest in having the 2023 RTP more clearly focus on and clearly assess the crucial role of our policies on system performance (specifically, regional VMT and parking pricing with equitable revenue reinvestment), and includes Metro evaluation of ODOT megaprojects' VMT and GHG impacts, including latent and induced demand impacts and potential mitigation of those impacts.

From that perspective, I don't see mention of megaproject evaluation in the Phase 4 workplan, where I would expect that to occur/be included. Is that still part of the anticipated workplan or does its absence represent a change in intention on evaluating these larger projects? We strongly encourage you to include that as part of the workplan and believe that Metro should be the lead on assessing these rather than ODOT.

In terms of the key policy updates, I appreciate the items identified and strongly encourage you to connect the Regional Congestion Pricing Policy and the Climate Smart policy conversations early in the process to allow ample time for folks to understand the likely necessity (based on our work together on the VisionEval RSPM) of incorporating significant pricing policies for roads and parking in the region if we are to meet the region's VMT reduction target as required under CFEC.

For example, perhaps the policy briefs and progress report can be used to frame the type of scenarios we've been discussing (even if the process may not allow for deep scenario development akin to the first iteration of Climate Smart, per our last conversation). Can we use some of our findings to date to frame up the trends and choices, and to build from these policy considerations into our financial strategy since these price signals are also revenue mechanisms? The stated intention to defer the actual parking requirements to the functional plan update and to scope that work in Chapter 8 presents some challenges to this approach, but I think we could still use illustrative scenarios to assess the performance implications and various jurisdictions could identify their own comfort in suggesting how parking revenue might fit into their local funding strategies that get rolled into the RTP.

Transportation Needs Analysis: Is this a new element to this RTP, since I see that work referencing Chapter 4

Attachment 5. Comments Submitted by MTAC and TPAC members

in the Phase 3 Key Deliverables table on p. 31 of the workplan .pdf. Chapter 4 does not seem to have previously included this type of information as much as detailing trends that could benefit or harm the region's outcomes. While those trends can certainly point to transportation needs, I don't see those clearly identified in the current Ch. 4. The draft workplan refers to an "updated regional transportation needs report" – perhaps you could point me to the current example if that's illustrative of what is intended in the workplan?

In terms of the public involvement plan, I applaud your efforts to integrate storytelling, leverage the ongoing efforts of advocacy organizations, and partner with community organizations as part of the plan's development. My apologies that I have been a bit remiss in following up with you about our own TSP-related efforts (in part due to needing to revisit them without our budget ask being granted), so will look to follow up with you shortly on that (particularly as we are currently working on identifying participants for the trainings we're doing with CCC and GTT noted previously, which we're hoping to schedule for later in April).

Would it make sense to connect with you and/or Molly on that opportunity, as well as your current thinking for working with partners to see if there is still some synergistic opportunity to coordinate with our TSP update (or at least help us understand your plans as we navigate our own partnership opportunities)?

Eric

.....
Eric Hesse | Supervising Planner
Policy Innovation & Regional Collaboration
Pronouns: He/Him ([Why I list My Pronouns](#))

Portland Bureau of Transportation
1120 SW 5th Avenue, Suite 1331
Portland, OR 97204
Phone: 503.823.4590
eric.hesse@portlandoregon.gov
www.portlandoregon.gov/transportation
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Письмовий і усний переклад | Traducere și interpretariat | Chiaku me Awewen Kapas

Translation and Interpretation: 503-823-5185



March 17, 2022

To: Kim Ellis, Metro
From: Chris Ford, Policy & Development Manager, Oregon Department of Transportation, Region 1
Re: Feedback on draft work plan and engagement plan for the 2023 RTP update

On March 9, Metro staff requested TPAC member feedback on 72 pages of draft Regional Transportation Plan (RTP) update materials. This memo contains ODOT Region 1's initial responses to the draft work and engagement plans, responding to the questions posed in the cover letter. ODOT's comments of greatest concern are in **bold**.

Responses on the draft values and outcomes will come in a separate memo.

Given the large volume of materials and short response time, ODOT may provide additional comments in subsequent memos and at TPAC, MTAC, and JPACT meetings.

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

Detailed comments on the draft work plan are below. Overall, ODOT has substantial concerns with the order, intent, and outcomes of the proposed order of phases and activities. ODOT is also concerned that the RTP is not well connected to the land use blueprint of the 2040 Growth Concept.

Problems with the proposed order of work

It is misguided for the RTP update process to establish values, outcomes and actions prior to considering the status of projects in the current RTP, as well as policies and potential new projects from local, regional and state agencies. The engagement and planning work of local TSPs as well as agencies such as TriMet and ODOT should be the basis for the RTP outcomes. The draft work plan proposes an approach that would override local planning efforts and potentially block important projects from the RTP.

In addition, many local land use decisions rely on projects adopted within TSPs to ensure compliance with the State's Transportation Planning Rule (TPR); such adopted projects need to move forward within the foreseeable future. It would be problematic if local agencies and the State could no longer rely on TSP projects moving forward in order to allow for land use updates that permit new housing and employment uses.

Instead, **the Transportation Needs Analysis in Phase 3 should move up into Phase 2, and that policy work must be partnered with an initial call for projects to help inform regional transportation goals, while the VOAs belong later in the update process, possibly concurrent to Phase 3 or during Phase 4.** Given the need for the RTP to be consistent with the Oregon Transportation Plan (OTP), which is currently undergoing its own update, it would be strategic for the call for projects to proceed policy determinations in order to best ensure alignment with the updated OTP.

Finally, it is particularly important that **projects and values be linked to available local, regional, state and federal funding sources**. ODOT is concerned that project selection based primarily on meeting a values test may result in available local, regional, state and federal funds being inaccessible for projects, and that values-driven projects may be unfunded and undeliverable. In short, RTP planning cannot ignore the reality of the source and amount of transportation funding.

Lack of connection to 2040 Growth Concept

Transportation demand is largely driven by land use, which is guided by the 2040 Growth Concept. Unfortunately, the RTP process does not include an evaluation of the transportation investments needed to serve planned but not yet developed land uses, particularly on the urban edge. Thoughtful coordination can help identify multimodal travel options and investments for new development within the UGB, which in turn may spur land use patterns that best leverage multimodal travel. This approach may also help reduce the development of satellite cities outside of the Metro boundary, which otherwise may have better travel options than areas within the UGB.

ODOT requests that Phase 2 of the work plan be updated to include:

- Documentation and analysis of recent land use trends
- Evaluation of progress on building to the 2040 vision
- Regional discussion of transportation investments that could most efficiently serve new development areas within the UGB in line with regional policy goals
- Identification of multimodal transportation projects that best support the 2040 vision

Specific feedback on the draft work plan

- 1) **The explanation of Metro and JPACT in the inside cover of the work plan is incorrect. Please see the comments that FHWA submitted on the UPWP recently**, namely that, “JPACT is a decision-making body and doesn't just make a recommendation to Metro Council,” and, “The MPO board(s) are the MPO and include these agencies. I don't want it to get confused that Metro staff is the MPO. Staff facilitate the MPO processes.” **Please correct the explanation globally in the materials**, such as in the following locations:
 - The star on the graphic timeline on page 2 should read, “Metro Council decision on JPACT action and MPAC recommendation”
 - Page 6 states, “The RTP update will rely on Metro’s role as the designated Metropolitan Planning Organization (MPO)...” That needs to be updated per FHWA direction. In addition that passage refers to JPACT as an advisory body when it is a decision making body, in concert with Metro Council, and refers to JPACT as making a recommendation rather than taking action.
 - Page 7 states, “Metro is responsible for the overall development of the plan, engaging others and adoption of the final plan.” Per FHWA’s comment, that language needs to be updated to something like, “Metro staff are responsible for facilitating the overall development of the plan, engaging stakeholders, and ensuring adoption of the plan.”
 - Change “regional advisory committees” to “regional committees” globally.
- 2) Project goal: As with all RTPs, it should do more than meet federal and state requirements but also reflect federal and state goals. Please update to read: “Adopt a Regional Transportation Plan that reflects community, and regional, state and federal values, sound technical analysis, and input from partners and the public, and meets federal and state requirements by Dec. 6, 2023
- 3) The text references Figure 1 for the MPA boundary, but it is not shown. Please update the figure.
- 4) Page 6 states that, “The Regional Transportation Plan will support Metro’s equity goals...” The MPO is made up of all the members of the board, including local, state and federal agencies. These

agencies may have goals and policies related to equity which should also be taken into account. ODOT recommends that a point of discussion at TPAC, MPAC and JPACT be whether the constituent agencies of the MPO board have their own equity policies to incorporate into to RTP update process facilitated by Metro staff, or whether those bodies agree to apply Metro's own equity goals and approach to this process.

- 5) Phase 1: See comment above about the need to consider local planning efforts and existing projects prior to identifying values, outcomes and actions (VOAs). VOAs belong later in the update process, possibly concurrent to Phase 3 or during Phase 4. Also VOAs will be a major discussion and it is improbable that regional consensus can be attained by May 2022.
- 6) Phase 2: **It is critical that the policy updates process begins with Metro staff engaging regional stakeholders including local, regional and state agencies prior to drafting policies.** At the March 9 workshop, ODOT was surprised to see well-intentioned but uninformed policies proposed for urban arterials, and to learn that some groups had been consulted but not the jurisdictions responsible for planning, financing and delivering transportation improvements and operations. In addition, ODOT recommends Metro staff **coordinate with the Oregon Transportation Plan (OTP) update** team to best ensure that regional policies are consistent with that forthcoming document, to minimize the need to amend the RTP after adoption.
 - Emerging Transportation Trends: This work also needs to consider economic trends as part of the post-COVID economy.
 - Regional Congestion Pricing Policy: We agree with the questions posed by Clackamas County to Metro staff. In addition, it is critical that this effort not exist in isolation – **regional congestion pricing policy needs to coordinate with the efforts of the Equity and Mobility Advisory Committee and the Regional Toll Policy Committee, and will need to be consistent with statewide pricing policies included in the OTP update.** Also, because the State Legislature has given authority on setting tolling rates to the Oregon Transportation Commission, we recommend this effort engage that body.
 - Safe and Healthy Urban Arterials. ODOT is supportive of regional policies to promote safety and other positive outcomes along urban arterials throughout the region. As mentioned above, it is critical that **the agencies that plan, finance and deliver investments along urban arterials be engaged and involved early and thoroughly** in the development of these policies in order to best ensure realistic outcomes and avoid unintended consequences, while encouraging brisk progress toward improvements.
 - High Capacity Transit Strategy. As with the urban arterials, it is critical that the transit providers in the region be engaged and involved early and thoroughly in the development of these policies. We also recommend robust involvement of agencies that own the facilities upon which HCT may operate in order to best identify opportunities and challenges.
 - Regional Freight Policies: Please be sure to engage ODOT in order to coordinate and gather information from its regional and statewide freight analysis and planning efforts.
 - Regional Transportation Functional Plan. This plan is a critical component of the region's transportation planning framework. It is therefore especially important that **all local agencies, as well as transit providers and ODOT, be engaged and involved early and thoroughly in any RTFP updates** given the ripple effects on transportation and land use planning.
 - Data, Methods and Tools Updates: This section lists the four values from the 2018 RTP. We agree those are good starting points, especially as we believe the VOA identification belongs

later in the update process. Will there be a jurisdictional review of TAZ distributions to ground truth likely growth locations and types?

- Project List Review: As noted above, **this step needs occur prior to identifying the values for the RTP update**. The phrasing in the section suggests that Metro staff plan to use the VOA as a way to filter projects, rather than using local plans and policies to determine the region’s needs from a bottom up approach. Also, please clarify the intent behind the phrase, “clear and defensible”.
- Add summary growth maps of housing and job growth as key products for Phase 2.

7) Phase 3:

- As with Phase 2, **local, regional and state agencies need to be thoroughly engaged and involved early in policy brief development**.
- As noted above, the **Transportation Needs Analysis belongs earlier in the update process** – in Phase 2 – and prior to establishment of the VOA.

8) Phase 4:

- Add the opportunity to revise evaluation criteria after seeing results to avoid be locked in by criteria that we developed abstract of actual data.
- ODOT recommends that some version of scenario planning be employed at this phase – testing the outcomes and tradeoffs of various options, rather committing to a single project list.
- Given that the 2024-27 MTIP will need to be adopted prior to adoption of the RTP update, ODOT recommends that this phase include identification of any near term projects that are not included in the 2018 RTP but are in the 2023 update, and to prepare a special amendment package to the 2018 RTP to ensure alignment across both RTPs and the MTIP.

Questions or feedback on the engagement activities in the draft engagement plan?

- 1) ODOT supports the comments provided by Clackamas County to Metro staff on the draft engagement plan.
- 2) See comments under the work plan above related to the **correct wording relating to the MPO, JPACT, Metro staff, and Metro Council**.
- 3) Page 1, related to alignment with Metro’s racial equity plan, see comment above under the work plan requesting a discussion on incorporating the equity goals and plans of other MPO members.
- 4) We broadly support the stated public engagement goals and objectives. For objective #6, please consider including “people travelling through the region”. Similarly, the list of stakeholders on pages 4-5 should include travelers through the region, as well as people who live and work immediately outside the region. For example, the transportation plans and policies of the Portland region affect residents and businesses in Scappoose, Salem, and Hood River.
- 5) We broadly support the engagement strategies explained, and request regular updates at TPAC and MTAC to keep members updated on activities and ways to support those. Consider coordinating with ODOT staff supporting the Equity and Mobility Advisory Committee (EMAC) to leverage opportunities and ensure efficient engagement with key communities and groups.

Attachment 5. Comments Submitted by MTAC and TPAC members

To: Kim Ellis, Metro
From: Christina Deffebach, TPAC member
Erin Wardell, TPAC alternate
Date: March 19, 2022
Subject: TPAC comments on proposed 2023 RTP Work Plan, engagement and VOA

Thank you for soliciting input during the scoping phase for the 2023 Regional Transportation Plan and the opportunity to comment on your proposed RTP work plan, engagement and values, outcomes and action statements. Our comments focus on the main topic areas you requested:

- Work Plan – key tasks and planning activities (listed by phase)
- Engagement Plan – key engagement activities
- RTP values, outcomes and action statements, specifically relating to economic development and prosperity

Your memo lists **background activities** completed to date in Work Plan Phase 1. Comments on the initial work completed:

- Appreciate your soliciting input through the WCCC TAC and WCCC. The work plan responds to comments submitted by the WCCC about the importance of engaging with city councils. and references diverse needs of the region.
- The emerging transportation trends is interesting, but caution depending on it too much as base assumptions for the RTP – we need to hear from TriMet on transit trends and other sources. Other factors, eg price of gas, transit service levels, incomes and others will play into future conditions – recommend use of Metro travel demand model and TriMet’s research as to consider future conditions/trends.
- Appreciate the delay in call for projects until early in 2023. This will give us the time to complete our Major Streets Transportation Improvement Program (MSTIP) effort to priorities projects for funding with revenue generated 2023-2038. These projects will be our funding priorities for the RTP financially constrained list with our revenue.
- Appreciate efforts to update the equity focus areas and define what constitutes an equity project in the 2023 RTP and refine equity evaluation methods. Unlike in 2018 RTP, most cities and counties have equity committees. Recommend allowing for input on Metro’s equity project definitions by other jurisdiction’s equity committees in the region. In the update of the equity focus areas, consider using other tools, such as the County’s Equity Index, to consider factors beyond demographics, such as jobs and essential destinations, in defining equity areas.
- To the long list of regional efforts completed since 2018, you can add our Urban Reserve Transportation Study (URTS) which identified needs to support future communities in urban reserves and new growth areas in the UGB. This work informed our TSP updates. You can also add the County’s Transit Development Plan (2020) which describes our investment priorities for the Statewide Transportation Improvement Fund. We are currently updating that plan for the 2024-25 biennium.
- Work with our county GIS team to update existing conditions. We can share data we already have for efficiency and to avoid potentially conflicting data on sidewalk completion and other conditions.

Under the **Policy Foundation and Guidance**, the description of Metro as the MPO and JPACT as an advisory committee (page 6) needs to be revised. As a regionally elected body, Metro meets the MPO requirements with the inclusion of local elected officials through JPACT. JPACT is part of the decision-making process of the MPO and is more than an advisory committee. MPAC is an advisory committee. MPAC's role is tied to the role the RTP plays in meeting state land use goals and the role MPAC has through the Metro charter in advising on land use actions. It is unclear who your Committee on Racial Equity advises and when they participate in the process. For example, will JPACT and MPAC benefit from their input and hear their recommendations before they take action?

Work Plan Phase 2 data and Policy Analysis May – August 2022

The **policy briefs** are a significant new element for this RTP. This work plan element needs a process that engages TPAC and other local jurisdictions, agencies and stakeholders in the development of these policy briefs such as through subcommittees, focused on each topic area, or other engagement. The process to develop new urban arterial policy brief, introduced to TPAC on March 9, was not a successful model – it was unclear who was making the recommendation, why certain assumptions were made, such as the definition of urban arterials and how arterials are designed, maintained and improved. The process to develop these policy briefs will require more than a previous Metro study of jurisdictional transfer or congestion pricing. The assumptions, findings and recommendations need to be understood and supported for the policy implications to be clear. For example, the Jurisdictional Transfer study provided a methodology and highlighted needs of ODOT owned urban arterials, but the recommended priorities did not reflect recommendations on transfer priorities as submitted by our Board. The policy update of the RTP system maps is an opportunity to incorporate the comprehensive plan for the region's thoroughways, being developed by the Urban Mobility Office.

Recommend establishment of a regional technical committee who can participate in the **Data, Methods and Tools update**. These new technical tools that will be of such significance, such as new greenhouse gas modeling and reporting on the region's congestion management process, that buy in on these tools will make the findings more widely accepted.

The project list review is a valuable exercise to see what we have accomplished since 2018 – and help set expectations for the long time it takes to make a difference in achieving desired outcomes. Important to remember that investments are made to support diverse needs, including investments in areas added to the UGB over the last 20 years to meet regional housing and job needs.

For transportation equity analysis, consider broader models of equity rather than demographics of where people live. Happy to share County's MSTIP Mapping Equity index as an example.

Work Plan Phase 3 Revenue and Needs Analysis: Sept. to Dec. 2022

It is not clear why some parts of the **Financial Plan** are needed. Recommend you share more about the corrective actions that need to be addressed as this may add clarity. For example, the RTP has not included a financial strategy before, right? This feels like advocacy beyond the role of the RTP, but open to better understanding. This is another significant effort with recommendations potentially for changing the way revenue is collected and allocated. It is one thing to have a finding for a financial need and another to require changes in local and state revenue and funding policies.

The **Transportation Need Analysis** will be instructive, but the results must be seen in the light that not all needs and investments will fit into neat definitions of safety, equity, mobility and climate. Projects in local transportation system plans support the 2040 Growth Concept consistent with adopted RTP policy. The statement that Metro and JPACT will make any necessary changes to our project priorities is concerning. Let's be clear what means. The **Policy Direction for RTP Project and Program Priorities** will need to respect diverse needs across the region including support of areas added to the UGB to meet regional jobs and housing needs.

Work Plan Phase 4 Building a Shared Strategy: Jan. to June 2023

The project priority recommendations need to reflect local jurisdiction, TriMet and ODOT priorities– not only JPACT and Metro Council recommendations. Washington County and our cities will have completed the MSTIP '23-'28 funding allocation process. These will be included in our near-term priorities. Recommend more clarity in this section – what are the main concerns, where and whose money is this directing. It sounds like there is a lack of trust that local jurisdictions and agencies will prioritize the 'right' projects, yet all projects moving into the RTP come from other adopted plans consistent with regional and state policy.

Recommend we take time to carefully weigh the updates in Chapter 8 for implementation. In the 2018 RTP, this chapter includes 8.3.2.2 The role of the MTIP in regional planning. We all are more familiar now with the role that MTIP criteria play in allocating federal, state and local funding. Recommend that we spend considerable time on this element of Chapter 8 to avoid delays in MTIP amendment processes in the future.

Phase 5 Public Review and Adoption Process July to Nov. 2023. This will be a significant document – please allow for lots of time with all jurisdiction partners and the public across the region to review and comment.

Engagement Plan

The engagement plan is very extensive. Comments:

- See previous comment on regional transportation decision making framework and role of JPACT in the MPO.
- Support outreach to city councils/public across the region. The proposal of using a method similar to the LIT is interesting but may be more scripted than needed. The engagement is an opportunity to hear about transportation needs – should occur early in the process, not only at the end.
- The participation of Community Based Organizations in transportation policy and projects has increased significantly since the 2018 RTP and are welcome voices. Consider a table with agency/jurisdiction and community leaders together, in a format for a productive discussion, to help understanding differing perspectives and priorities, rather than engage separately, or make the CBO events public.
- Add an effort similar to community leader forums to get small and large business voices at the table.

Values Outcomes and Actions

Recommend delay on approval of the values, outcomes and actions statement until there is more time to discuss. The benefit of creating new values outcomes and actions is not evident. Suggest considering instead:

Use Metro's six desired outcomes that guide planning. These are comprehensive, well-vetted and reflect economic development and prosperity.

Attachment 5. Comments Submitted by MTAC and TPAC members

1. People live, work and play in vibrant communities where their everyday needs are easily accessible.
2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices that enhance their quality of life.
4. The region is a leader on climate change, on minimizing contributions to global warming.
5. Current and future generations enjoy clean air, clean water and healthy ecosystems.
6. Equity exists relative to the benefits and burdens of growth and change to the region's communities.

Use the 11 goals in the 2018 RTP to support the six desired outcomes. These goals are very important and are diminished with the focus on only four values/outcomes. At least, offer retreat opportunities for full discussion of how the 11 goals are narrowed to or relate to the proposed four outcomes. Some proposed outcomes presume policy direction that has not been vetted through the RTP process. These policies can be developed with updates to the 11 goals, objectives and performance targets through the RTP process.

Highlight the role of RTP to support the 2040 Growth Concept and other state land use requirements in addition to federal requirements if these values outcomes and actions are used.

State requirements will likely be modified through the adoption of Climate Friendly Equitable Outcomes rules and require changes to future RTPs if not sooner. The impact of these new rules can be referenced over the next year; new outcomes are not needed at this time.

The Action statements are premature. They seem to reflect the work plan elements yet, each work plan element supports multiple outcomes. For example, the HCT element supports climate and mobility. Plus, the work plan is not yet finalized and so the actions may change.

If the outcomes/actions move forward, add action statement to the mobility outcome to allow for new road capacity as a solution. The RTP needs to recognize value of aux lanes, ramp widening and other capacity investments. Federal rules already require us to demonstrate we were doing TDM etc. before adding capacity. The RTP demonstrates we are doing that in many ways The Draft action says "Congestion is managed on the throughway system by implementing a comprehensive mobility strategy that includes congestion pricing and other demand management and system management tools. Recommend adding an action: Support investments to reduce delay and improve travel times and safety on our region's throughways such as aux lanes, ramp improvements etc.



Oregon

Kate Brown, Governor

Department of Transportation

Region 1

123 NW Flanders Street

Portland, OR 97209

Phone: (503) 539-8454

Fax: (503) 731-8531

Kim Ellis and Molly Cooney-Mesker,

This memo conveys ODOT's initial comments on the draft RTP Values and Outcomes and Actions (VOA), following the questions posed by Metro staff at MTAC of, "do we have it right, is there anything missing?"

ODOT appreciated the discussion at the March MTAC meeting regarding the role of the draft VOA as an internal guide for the Metro project team. As expressed in our comments on the draft RTP work plan, it is premature for the VOA to be adopted prior to the Phase 2 policy work as it describes the specifics of a plan that has not yet begun.

Specific comments are below. Please see ODOT's separate comments on the draft RTP work plan and draft RTP engagement plan, sent last week.

Overarching Comments:

- Delay or modify the Draft VOA until the Phase 2 policy discussions. Prescribing Values, Outcomes and Actions in advance of the planning activity that would typically develop such material prematurely directs the policy work and project identification in upcoming phases. If the intention is to guide the practitioners, rather than setting policy upfront, the document would be more valuable without the directive actions as they are premature.
- Metro staff need to clarify how these five values will be coordinated with the RTP goals. The 2018 has eleven goals, each its own set of objectives, and four priorities.
- ODOT is concerned that many projects already planned and designed by local, regional and state agencies were developed under the current RTP and may not naturally "fit" under substantially different goals. City and county comprehensive plans are reliant on future implementation of planned facilities. Metro staff need to develop a "crosswalk" to allow projects developed under the current and prior RTPs to still move forward, as well as a strategy for encouraging future planning work to align with this RTP's values
- ODOT is also concerned that existing financing sources for transportation projects will not necessarily align with RTP values. Each agency also has programs with differing objectives. We recommend a discussion about how to incorporate these realities with the values.
- We recommend integrating equitable outcomes into each separate value
- Modify the structure of the document to include a statement for each value and convey desired outcomes. The current format is not straightforward. Some of the outcomes are descriptions of ideal

conditions in the future, others are current or upcoming actions. Many of the outcomes are very specific and lengthy; we recommend briefer and more universal statements that are less limiting. Further, the actions do not necessarily correlate with the outcomes to which they serve.

- The values and outcomes are each laudable. When applying the values however, there will be tradeoffs. Some outcomes will rise above others. For example, multi-modal and ADA projects on a roadway often require purchase of ROW, which is expensive and can impact businesses and housing. The RTP must be cognizant of this reality and provide guidance for decision makers and practitioners.
- Include outcomes related to economic development and prosperity—the RTP online survey, for example, has multiple questions related to economy and individual prosperity. Those outcomes should be present here too. The intro states “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,” however, goods and freight are generally not reflected in the draft VOAs.
- The introduction needs to include TPAC and MTAC as committees that will review and discuss the VOA.

Specific opportunities to improve to VOA if staff chooses to move the document forward at this time:

Value: Racial Equity

- Outcomes:
 - A number of the outcomes overlap or state similar outcomes in different ways. Recommend adjustments to create a series of related but separate outcomes.
 - Recommend removing “reverse” from first bullet since second bullet explains action in more detail.
 - Third bullet appears to go beyond the scope of an RTP in its goal to “achieve equity for all”, and that outcome is addressed in the prior bullet. It also appears in the actions (which may be a better location), so consider removing from outcomes. Otherwise consider updating to “transportation equity for all” or similar.
 - The 4th bullet could be enhanced since it could be argued that is the status quo. Consider conditioning the outcome, such as “Build an equitable transportation system that connects all people to their destinations *affordably*”
- Actions:
 - The 1st and 4th actions are very similar, suggest consolidation.
 - The last two actions are quite similar - perhaps further differentiate or combine
 - The Policy phase should include a shared understanding of the causes of displacement.

Value: Climate Leadership and Resilience

- Outcomes:
 - Regarding use of pricing tools - Include ODOT’s Statewide Transportation Strategy and Regional Mobility Pricing Project
 - Mention integration with Climate Friendly and Equitable Communities rulemaking
 - Recommend adding: Increase resilience on seismic lifeline routes.
- Actions:

- Include land use in the actions related to increasing transit service. Successful transit is dependent on the appropriate density, design, diversity of land use and network connectivity
- Safety is important but is more appropriate in the Equity and Mobility sections. Move, or restructure to make the connection to walking, biking and transit
- Consider using VMT per capita rather than VMT alone, to better account for regional growth and tie land use to transportation demand
- Consider adding this action from the ODOT Strategic Action Plan: Establish a carbon baseline for emissions from the construction of transportation projects.

Safe and Healthy Streets

- Outcomes:
 - Is the 1st bullet proposing adoption of a regional Vision Zero goal?
 - Reference the Livable Streets Handbook and BUD as guides for safer upgrades
 - On the 2nd bullet, clarify Universal Design and apply to all areas and not just high injury corridors in Equity Focus Areas.
 - On the 3rd bullet,
 - Remove “adopt policies” - the policies currently exist. In 2020 the Oregon Transportation Commission even moved this forward by delegating the authority to the Director
 - Remove reference to “all state-owned urban arterials”. The JT study identified 11 candidates, 2 of which both Metro and ODOT agree are not appropriate for transfer (namely 99W from I-5 south, and 99E from HWY 224 to the Ross Island Bridge)
- Actions:
 - The 2nd bullet isn’t necessary, as it is covered by the 1st and 3rd bullets

Value: Mobility

- Outcomes:
 - First bullet – is the purpose to identify importance of State of Good Repair, or to keep the system scaled as it exists today? If the later this could prevent planned projects that are required as per the TPR for implementation of local comprehensive plans
 - Second and third bullets are quite similar and are covered under Racial Equity value as well - suggest further differentiation or combination
 - Add a regionally balanced transportation system that supports all modes
- Actions:
 - Regarding congestion management – provide linkage to the Regional Mobility Pricing Project as it will influence this outcome
 - Enhance TOD relationship to transportation - Invest in TOD programs and development to provide affordable housing with direct access to the HCT network

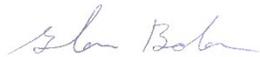
Value: Accountability and Transparency

- Outcomes:
 - Concerned about the last bullet. This could mean many things, but it implies a desire to invalidate local planning processes, including community engagement

Attachment 5. Comments Submitted by MTAC and TPAC members

- Actions:
 - 1st bullet, remove Get Moving 2020. That effort was developed with a limited segment of the public and didn't apply typical planning processes in which projects are developed and prioritized in support of adopted policies.
 - Add consistency with Statewide Planning Goals, State Plans, Legislative directions and Local TSPs
 - Reference Climate Friendly Equitable Communities' new requirements for engagement
 - Fifth outcome mentions three priority outcomes (climate, safety and equity). Where did these come from? The current RTP has four priorities, including congestion management
 - Consider adding: Make the RTP update process inclusive and accessible

Take care,



Glen Bolen AICP
Interim Planning Manager and MPO Liaison
Oregon Department of Transportation
123 NW Flanders St.
Portland, OR 97209
glen.a.bolen@odot.oregon.gov
Mobile: (503) 539-8454

Date: March 25, 2022
To: TPAC and *Interested Stakeholders*
From: Margi Bradway, Ted Leybold
Subject: Infrastructure Investments and Jobs Act (IIJA) Funding to Metro

As you are aware, the federal IIJA authorized an increased level of transportation funding to Metro as the region's Metropolitan Planning Organization (MPO). Following is a description of the increased level of expected transportation revenues and proposal for how to allocate those revenues.

Revenue Forecast

Metro staff has coordinated with the Oregon Department of Transportation to forecast expected transportation revenues provided by the new IIJA authorization legislation. Revenue increases have been forecasted for the existing federal transportation revenue streams that flow through MPOs: Surface Transportation Block Grant (STBG), Transportation Alternatives Program set-aside (TAP), and Congestion Management & Air Quality (CMAQ). The increase in these funds forecasted for Metro through the federal fiscal year 2027 above the previous pre-IIJA forecast is approximately \$10.4 million.

The IIJA also created a new funding program, the Carbon Reduction Program, that like the STBG funding program, has a portion allocated by State Departments of Transportation and a portion allocated by large MPOs such as Metro. This funding program has its own unique policy objectives and eligible activities and will be subject to federal rule making to provide further direction and guidance on its implementation. In order to expedite the expenditure of IIJA funds, Metro will separately propose an approach to allocating these funds to transportation projects and programs.

Allocation Proposal

Metro has the benefit of being in the process of a Regional Flex Fund (RFFA) allocation. In 2021, TPAC, JPACT and Metro Council discussed regional outcomes for RFFA and adopted a framework for the next RFFA allocation cycle. The RFFA Program Direction that was adopted by resolution identified programmatic activities in Step 1 and the amount of forecasted funds as available for the Step 2 allocation. We are currently mid-way through process, and the STEP 2 "Call for Projects." This means there is still time to add funding to this RFFA allocation cycle. The final RFFA allocation will be made in fall of 2022 after the Step 2 projects have been decided. The final action by TPAC, JPACT and Metro (by resolution) with any adjustment in forecast revenues accounted for at that time. With approval of the approach presented in this memorandum, the process will proceed as described and be incorporated into the resolution scheduled for adoption this fall.

To leverage additional transportation funding to the region and to maximize outcomes in the Regional Transportation Plan's investment priority outcomes of Safety, Equity, Climate, and

Congestion Relief, the funding increase is proposed to be allocated to both RFFA Step 1 and Step 2 elements.

Local Projects – Add \$6.1 million to future allocation (Step 2)

\$6.1 million is proposed to increase the funding available for RFFA Step 2 local project awards. This would bring that funding to a total of approximately \$47.35 million. This is in addition to \$20 million of Metro Parks Bond funding for trails projects being administered in a process coordinated with the allocation of RFFA Step 2 funding. This is an increase from previous cycles.

Region-wide Strategic Programs - \$4.3 million (Step 1)

Project Development and Grant Application Support for IJJA Discretionary Revenues: \$3 million total

The IJJA has authorized \$100 billion of new funding available through competitive grant application processes, including within existing funding programs such as New Starts and Small Starts transit capital programs, and by creating new competitive funding programs. Our region has a unique one-time opportunity to bring money to our region, but the staff and resource costs to developing applications is high.

Regional Corridor Project Development - \$2.5 million

Our region needs to spend funds on project development to be competitive with applications from other metropolitan areas. These funds will support the project development activities to prepare the three transit projects that have the highest likelihood of being competitive for federal funds. They will also advance our priority outcomes and leverage additional federal funding that will otherwise be directed to other cities across the country. These transit projects are: TV Highway Corridor, 82nd Avenue Corridor, and the McLoughlin Corridor. Metro will work in partnership with local agencies to schedule and carry out the project development activities.

Federal Discretionary Grant Application Support: \$.5 million

This \$.5 million allocation will be utilized to provide resources to make regional priorities competitive by securing consultant support for the region's priority federal discretionary grant applications. Candidate projects that are regionally significant and that clearly match the federal grant program criteria will be eligible for support. Consultant services will help lead agencies define their project scope description and application materials to be attractive to the relevant grant selection process. This will help to maximize federal discretionary funding awarded to the region.

Transportation System Management and Operations (TSMO) strategic plan implementation: \$1 million

The region has just adopted a new 10-year strategy to advance our capabilities in Transportation System Management and Operations (TSMO). TSMO activities improve the performance of the transportation system through investments that allow existing transportation facilities to operate more efficiently. Examples include signal timing that is responsive to real-time traffic conditions, agency coordination and operational agreements to clear crash sites more quickly, and information systems that inform the traveling public about route and modal alternatives to adjust their travel choices to real-time conditions. This particular allocation would support TSMO projects focused on enhanced mobility, deployment of new technology, and communications infrastructure to provide trip option information to the public.

Regional Photo (LiDAR) program - \$300,000

The Regional Aerial Photo Consortium (the Consortium) is an informally organized group of local governments and special districts in the Portland metropolitan area. The Consortium, administered by Metro, has pooled resources to share the costs and leverage public dollars for the purpose of acquiring high-quality aerial photography and fixed-wing aircraft LiDAR collection since the mid-1990s. Consortium products are available exclusively to contributing organizations for 3 years and then released as web services to the public through Metro's Regional Land Information System (RLIS).

The applications for these data products are multifaceted. While aerial photography is most recognized as an attractive visual context for maps and web applications, public and private organizations throughout the region depend on this high-resolution data to perform analysis and make decisions. This imagery is used by industries such as engineering for designing in CAD, environmental organizations analyzing vegetation or healthy tree canopy, and public agencies determining the impact of development.



Memo

Date: Friday, March 25, 2022
To: Transportation Policy Alternatives Committee and Interested Parties
From: Grace Cho, Metro
Subject: 2024-2027 MTIP – Transit Agency Annual Budget Process Update and Programming of Projects

Purpose

To provide TPAC an overview on the transit agencies' programming of federal revenues and local service investment recommendations from their annual budget process.

Introduction and Background

As part of Metro's responsibilities as a metropolitan planning organization, Metro is responsible for developing and implementing the Metropolitan Transportation Improvement Program (MTIP). The MTIP documents the process determining how federal transportation funding gets invested and spent across transportation projects and programs in the greater Portland region over the next four federal fiscal years.

The MTIP, in development looks to identify and outline the schedule of expenditures for federal fiscal years 2024 through 2027. As part of coordination efforts to develop the 2024-2027 MTIP and recognizing TPAC's role in the development and administration of the MTIP investment program, MTIP partners – namely ODOT, TriMet and SMART – provide a periodic update and discuss where federal and relevant state and local funds are planned for investment in the near-term.

Over the course of the next two TPAC meetings (April 1 and May 6, 2022), both TriMet and SMART will give a presentation on the development of the proposed budget. As part of the presentation, the transit agencies will give an overview of the proposed annual budget and the programming of federal funds in the upcoming year fiscal year (fiscal year 2022-2023). The budget presentation also helps to bridge how near-term priorities for the transit agency connect to anticipated investments to be identified in the 2024-2027 MTIP. TPAC and JPACT will be asked to take action on the 2024-2027 MTIP in summer 2023.

TriMet 2022-2023 Proposed Budget and Programming of Projects

TriMet will present the agency's proposed budget at the April 1st TPAC meeting, outlining the budget themes, budget highlights, challenges, and discuss how the budget priorities advance the goals of the Regional Transportation Plan. Relevant links have been provided below on each of the items.

TriMet is also currently taking public comments on both the proposed budget for fiscal year 2022-2023 and the federal programming of projects (POP).

TriMet Budget Summary:

<https://trimet.org/budget/>

TriMet Programming of Projects and Opportunity to Comment or Request a Virtual Public Hearing

<https://trimet.org/meetings/notice.htm>

Note: deadline to request a virtual public hearing on the federal programming of projects, that request must be received by 5 p.m. on Wednesday, March 30, 2022.

Materials following this page were distributed at the meeting.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: March 23, 2022
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments the End of February to Mid-March 2022

BACKGROUND

Formal Amendments Approval Process:

Formal/Full MTIP Amendments require approvals from Metro JPACT& Council, ODOT-Salem, and final approval from FHWA/FTA before they can be added to the MTIP and STIP. After Metro Council approves the amendment bundle, final approval from FHWA and/or FTA can take 30 days or more from the Council approval date. This is due to the required review steps ODOT and FHWA/FTA must complete prior to the final approval for the amendment.

Administrative Modifications Approval Process:

Projects requiring only small administrative changes as approved by FHWA and FTA are completed via Administrative Modification bundles. Metro normally accomplishes one "Admin Mod" bundle per month. The approval process is far less complicated for Admin Mods. The list of allowable administrative changes are already approved by FHWA/FTA and are cited in the Approved Amendment Matrix. As long as the administrative changes fall within the approved categories and parameters, Metro has approval authority to make the change and provide the updated project in the MTIP immediately. Approval for inclusion into the STIP requires approval from the ODOT. Final approval into the STIP usually takes between 2-4 weeks to occur depending on the number of submitted admin mods in the approval queue.

Added as Part of This Amendment Report Cycle:

From: ODOT Project Controls Office – Estimating Unit
Subject: March 3, 2022, "Commodity Price Escalations Expected to Impact Project Budgets

RE: The memo summarizes key commodities used in constructing transportation projects, such as steel, asphalt binder (cement) oil, and fuel are significantly increasing in cost since 2021. It is included for information, and the likelihood that the cost increases will result in numerous future amendments and administrative modifications to existing projects.

MTIP Formal Amendments
March 2022

Proposed March 2022 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: MA22-09-MAR Total Number of Projects: 9					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 22138	71091	Portland	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	Construct protected bike lanes, protected signal phasing for peds and bikes, transit islands to improve transit operations and comfort, ped islands to shorten crossing distance, and signal controller upgrades to better manage speeds and traffic flow.	SCOPE CHANGE: The formal amendment transfers \$120k of STBG from the construction phase to Key TBD4 (MTIP ID: 71262), adds scope of work plus funding to cover the new scope.
Project #2 Key TBD4	71262	Metro	Portland Transportation Demand Management Activities	Through the Metro Regional Travel Options program Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options to help reduce vehicle trips (2022-24 RFFA Award from Key 22134). Through the Regional Travel Options program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options to help reduce vehicle trips (2022-24 RFFA from Key 22134 and 22138).	ADD FUNDING: The formal amendment transfers \$120k of STBG-U from Key 22138 to this project to allow required TDM activities to occur separate from the safety improvements planned for Key 22138.
Project #3 Key 21606	71160	ODOT	OR224 at SE Monroe St	Full signal upgrade to replace the signal that is outdated and intersection modifications to increase safety for pedestrians and cyclists.	SPLIT FUNDS: The formal amendment splits \$1,547,633 from the Construction phase enabling the creation of a new pedestrian/bicycle improvement project on Monroe St for the city of Milwaukie
Project #4 Key 22576 New Project	TBD New	Milwaukie	Monroe St: SE 21st Ave - 34th Ave (Milwaukie)	Construct local pedestrian/safety improvements on Monroe St from SE 21st to SE 34th. Project will tie in the ODOT intersection improvements ODOT at OR224 to other parts of the Milwaukie Greenway project being delivered by the City of Milwaukie.	ADD NEW PROJECT The formal amendment adds the \$1,547,633 split from Key 21606 to create this new pedestrian & safety improvement project on Monroe St. The over funding in Key 21606 allows this split and the creation of the new project to occur
Project #5 Key 22316	71235	ODOT	I-5: Interstate Bridge, NB Electrical Components (Portland)	Restore the electrical components to make the system permanent, rather than a temporary fix. (Bridge ID: 01377A)	COST INCREASE: The formal amendment increases the project cost from \$500,000 to \$1,000,000. The project estimate used for programming only provided the Oregon portion of the project costs and is being corrected through this amendment.

Project #6 Key 22435	71257	ODOT	OR47/OR8/US30 Curb Ramps	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR47, OR8, and US30 to reduce mobility barriers and make state highways more accessible to disabled persons	<u>COST INCREASE:</u> The formal amendment adds \$2 million to the PE phase to address a phase funding shortfall.
Project #7 Key 20888	70871	Metro	Corridor and Systems Planning (2020)	Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions, desired outcomes, performance measures, investment strategies.	<u>INCREASE FUNDING:</u> The formal amendment transfers \$136,871 of STBG plus match (\$152,536 total) from Key 22154 to support anticipated SFY 23 UPWP needs
Project #8 Key 22154	71111	Metro	Next Corridor Planning (FFY 2022)	Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (FY 2022 UPWP allocation year)	<u>SPLIT FUNDING:</u> \$136,871 of STBG plus match (\$152,536 total) is being transferred to Key 20888 in FFY 2022 to support the SFY 2023 UPWP development
Project #9 Key 20889	70871	Metro	Corridor and Systems Planning (2021)	Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions and desired outcomes. (FY 2021 fund allocation year)	<u>ADVANCE PROJECT:</u> The formal amendment advances the project and funding to FFY 2022 to support SFY 2023 UPWP development needs.

Proposed I-205 Tolling PE Phase Project Formal Amendment					
Amendment Type: Formal/Full					
Amendment #: FB22-06-FEB					
Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 22507 New Project	TBD	ODOT	I-205: OR213 - Stafford Rd Variable Rate Tolling Project	Complete design & NEPA activities for variable rate tolling implementation across all lanes to manage congestion and to raise revenue to fund construction of the I-205 improvements projects from approximately OR213 to Stafford Rd.	<u>ADD NEW PROJECT:</u> The formal amendment adds the Preliminary Engineering phase consisting of \$27,257,890 of federal and matching funds to the FY 2021-26 MTIP

Both March Formal Amendment MA22-09-MAR Status:

- TPAC notification and approval: March 4, 2022
- JPACT approval: March 17, 2022
- Metro Council approval: Scheduled for April 14, 2022

Late February and Early March 2022 Administrative Modifications

Administrative Modification Bundle AM22-12-FEB2

Key	Lead Agency	Name	Change
22468	ODOT	US30BY Curb Ramps Group A: N Greeley Ave - I-5 (Portland) OR10 (Wash. Co.) & OR99E (Milwaukie/Oregon City) Curb Ramps	<u>SPLIT/COMBINE PROJECT:</u> Funding and ADA scope elements are rearranged among Key 22468, 22469, and 22470 for improved delivery. Key 22468 increase funding from 22469 and 22470 from improved construction delivery
22469	ODOT	OR99E Curb Ramps Group A: SE Woodward St - Oregon City US30BY & OR99E Curb Ramps (Portland)	<u>SPLIT/COMBINE PROJECT:</u> Funding and ADA scope elements are rearranged among Key 22468, 22469, and 22470 for improved delivery. Key 22469 also shifts funding to Key 22468.
22470	ODOT	OR10 Curb Ramps Group A: SW 198th Ave - SW Kinnaman Rd	<u>SPLIT/COMBINE PROJECT:</u> Funding and ADA scope elements are rearranged among Key 22468, 22469, and 22470 for improved delivery. Key 22470 shifts all funding to Key 22468.
20410	ODOT	I-84: I-205 - Marine Drive	<u>ADD PHASE:</u> The admin mod splits \$40k from the construction phase to create an Other phase. State funds will be used for the Other phase.

Administrative Modification Bundle AM22-13-MAR1

Key	Lead Agency	Name	Change
22129	Clackamas County	Clackamas County Regional Freight ITS - Phase 2B	<u>SPLIT FUNDS:</u> The administrative modification splits \$200k from the construction phase and transfers it to Key 18001 to support the construction phase. Note: Key 18001 and 22129 are ITS projects split into two phases
18001	Clackamas County	Clackamas County Regional Freight ITS Project	<u>COMBINE FUNDS:</u> The administrative modification splits \$200k from the construction phase of Key 22129 and transfers it to Key 18001 to support the construction phase
21255	ODOT	US26/OR213 Curb Ramps	<u>SLIP PHASE:</u> The administrative modification provides an additional \$230,095 from Statewide ADA funds and is being added to Preliminary Engineering to support the

			selected consultant cost which is higher than the current PE funding amount. Also, the ROW phase requires additional time which will impact UR and Cons. As a result, ROW, UR, and Cons are being slipped a year.
22431	ODOT	OR141/OR217 Curb Ramps	SLIP PHASE: The administrative modification slips the ROW phase from FFY 2022 to FFY 2023
21597	ODOT	US26: Glencoe Rd - Cornelius Pass Rd	LIMITS CORRECTION: The administrative modification provides a minor limits correction to the project.
21626	Portland	NE Killingsworth St: MLK Jr Blvd - 33rd Ave (Portland)	SFLP CONVERSION: The administrative modification converts the federal HSIP to ODOT approved SFLP per Agreement No. 34878/ 73000-00003544.

Administrative Modification Bundle AM22-14-MAR2

Key	Lead Agency	Name	Change
21620	Portland	SE Mt Scott Blvd: 101st Ave - 104th Ave (Portland)	SFLP Conversion
21622	Portland	SE Foster Rd: Barbara Welch Rd - Jenne Rd (Portland)	SFLP Conversion
21627	Portland	SE Belmont St: 7th Ave - 34th Ave (Portland)	SFLP Conversion
21631	Portland	NE Fremont St: 102nd Ave - 122nd Ave (Portland)	SFLP Conversion
21634	Portland	SE Gladstone St at Cesar Chavez Blvd (Portland)	SFLP Conversion
21432	ODOT	US30BY Curb Ramps	PHASE SLIP: Slip ROW to FFY 2023
21632	Washington County	NW West Union Rd at Neakahnie Ave (Washington County)	SFLP Conversion
22128	Washington County	Aloha Access Improvements: OR8 Area Cornelius Pass - SW 160th Aloha Access Improvements: SW 174th Ave - SW 187th Ave	ADD PLANNING PHASE: \$400k from PE is transferred to Planning to create planning phase for project development activities. ROW and UR are slipped to non-constrained years



Oregon

Kate Brown, Governor

Department of Transportation
Delivery & Operations Division
Project Development Section
Project Controls Office
Estimating Unit

Date: March 3, 2022

To: Region Tech Center Managers, Area Managers, Transportation Project Managers, Consultant Project Managers, Resident Engineers

From: Project Controls Office (PCO)– Estimating Unit

Subject: Commodity price escalations expected to impact project budgets

Key commodities used in constructing transportation projects, such as steel, asphalt binder (cement) oil, and fuel are significantly increasing in cost since 2021. (see attached graphs)

The two main impacts to construction budgets from these increases are escalation payments and higher bid costs.

Existing contracts with escalation/de-escalation clauses

ODOT contracts using significant amounts of fuel, steel, and asphalt binder oil may contain the following escalation/de-escalation clauses:

- **Asphalt Cement Material Price Escalation/De-escalation** on projects that have at least 150 tons of liquid asphalt if the base price changes by more than +/- 5%. (see subsection 00195.10)
- **Fuel Cost Price Escalation/De-escalation** on projects with estimated fuel usage in excess of 25,100 gallons if the base price changes by more than +/- 25%. (see subsection 00195.11)
- **Monthly Steel Materials Price Adjustment** for qualified steel items if selected by the Contractor if the base price changes by more than +/- 10%. (see subsection 00195.12(c))

Base prices for these materials are determined initially at the time a project bids, and then when the materials are incorporated into the project. If base prices change beyond prescribed thresholds, escalation/de-escalation payments or credits are made. Qualifying projects bid in 2020 through early 2022 that are still under construction, or have not started construction are experiencing, or will likely experience, escalation payments for fuel, steel, and asphalt binder. Asphalt binder oil base price stayed relatively constant during the second half of 2021, however is expected to increase significantly (20%) in 2022.

Bid prices and estimating for projects bidding in 2022

Since 2021, bid prices on ODOT projects have been higher than estimated. The PCO Estimating Unit anticipates bid costs will remain at these higher prices. We encourage project teams to review bid prices received in the last six months when estimating project construction costs. For example, total cost for asphalt pavement for paving preservation projects estimated at \$75-\$80 per ton are bidding at \$100-\$110 per ton. For paving projects bidding the first half of 2022 and qualifying for asphalt cement material price escalation/de-escalation, we strongly recommend that teams anticipate 20% escalation for asphalt cement and consider including anticipated items for escalation in the construction budget. We will continue to monitor

Steel-based items (reinforcement, sign supports, bridge girders, pipes) are bidding 30-70% higher than estimated since 2021. Fuel and steel base prices are expected to remain at their current higher pricing level for 2022, considering market and geopolitical conditions.

Resources

Bid prices:

Published bid tabulations: <https://www.oregon.gov/odot/Business/Procurement/Pages/BT.aspx>

“Find Bid Data” feature in ODOT’s AASHTOWare Project system: <https://awproject:9000/>

Asphalt cement and diesel fuel base prices: <https://www.oregon.gov/odot/Business/Pages/Asphalt-Fuel-Price.aspx>

Steel materials base price: <https://www.oregon.gov/odot/Business/Pages/Steel.aspx>

PCO Estimating Team:

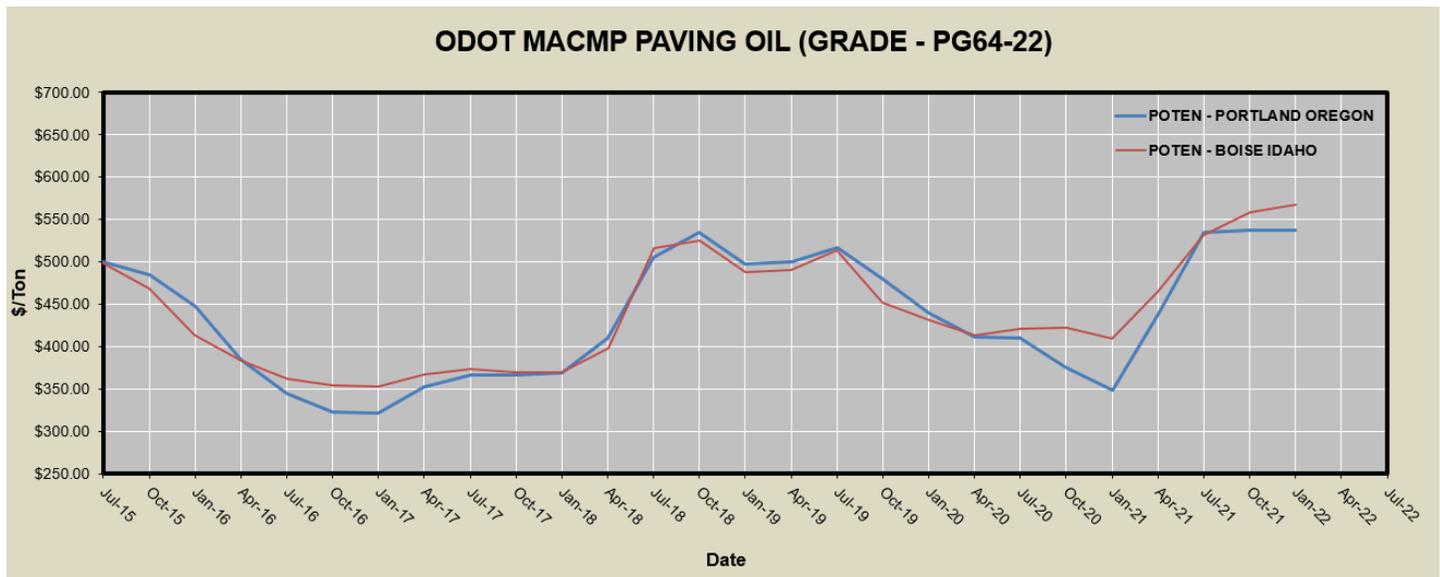
Joe.WOLF@odot.oregon.gov

Troy.C.WILSON@odot.oregon.gov

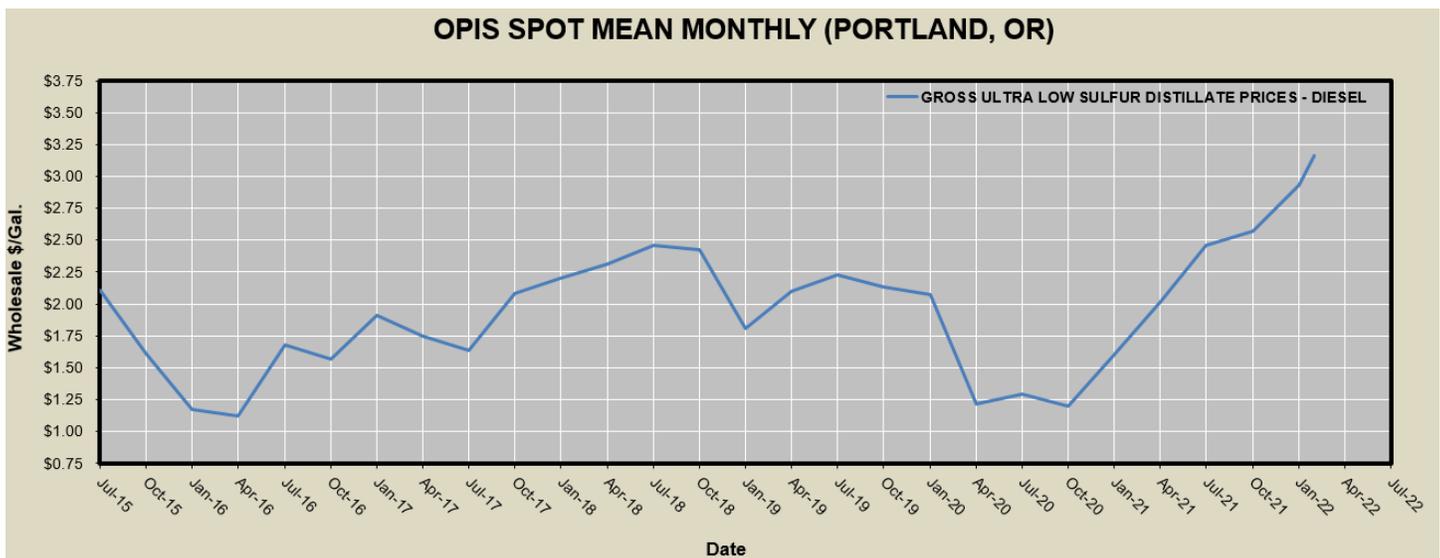
Lonnie.MCDONALD@odot.oregon.gov

Jay.DAVENPORT@odot.oregon.gov

ASPHALT CEMENT BASE PRICES



FUEL BASE PRICE



STEEL BASE PRICE

Data extracted on: February 24, 2022 (2:21:20 PM)

PPI Commodity Data

Series Id: WPU1017

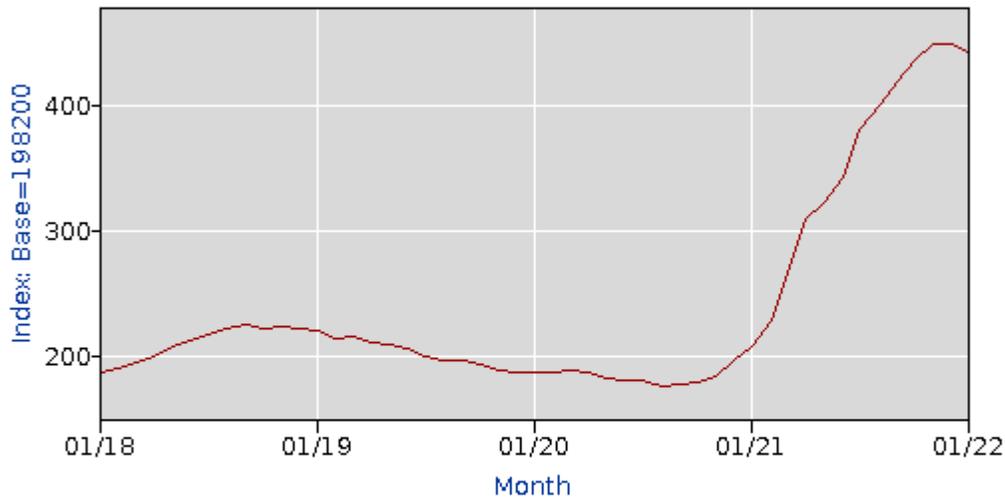
Not Seasonally Adjusted

Series Title: PPI Commodity data for Metals and metal products-Steel mill products, not seasonally adjusted

Group: Metals and metal products

Item: Steel mill products

Base Date: 198200



Download: [XLSX](#)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2018	187.2	191.4	195.6	200.5	208.5	213.9	217.7	222.3	225.3	223.4	224.4	223.0
2019	220.8	215.3	215.6	212.1	210.4	206.3	200.9	198.1	196.9	194.7	190.2	187.4
2020	187.3	187.4	188.7	187.4	182.6	181.5	180.8	177.6	177.7	180.5	184.8	197.2
2021	208.0	228.8	266.4	310.2	321.8	343.4	380.189	399.074	418.472	435.669(P)	448.746(P)	449.633(P)
2022	442.381(P)											

P : Preliminary. All indexes are subject to monthly revisions up to four months after original publication.



Memo

Date: March 25, 2022, 2022
 To: Transportation Policy Advisory Committee (TPAC), Metro Technical Advisory Committee (MTAC) and interested parties
 From: Lake McTighe, Regional Planner
 Subject: March 2022 Report - Traffic Deaths in the three 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. ¹

As of 3/24/22, there have been at least **29 traffic fatalities** in the three counties in 2022.

- More than half of the people killed were walking
- 19 traffic deaths were in Multnomah County, 5 were in Clackamas County and 5 were in Washington County

Traffic crash fatalities in Clackamas, Multnomah and Washington Counties

Source: ODOT preliminary crash report as of 3/9/22; police reports and news media as of 3/24/22

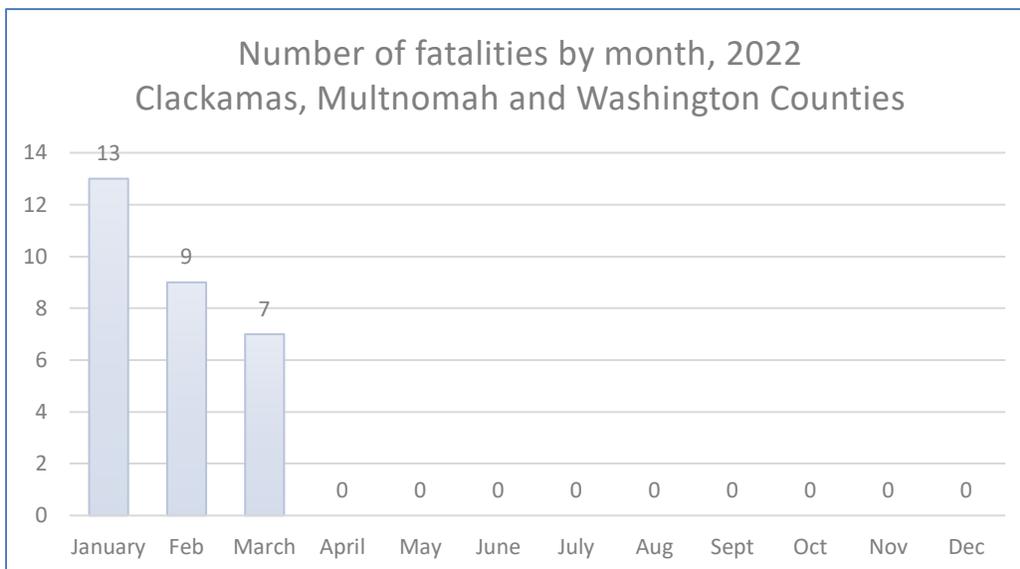
Fatalities	Name, age	Mode(s) of travel	Roadway	County	Date
29					
1	Unidentified	walking	Hall Boulevard & SW Farmington Road	Washington	3/16/22
1	Unidentified	motorcycling	N Vancouver Ave & NE Columbia Blvd.	Multnomah	3/24/22
1	Raymond M. McWilliams, 59	wheelchair	NE Vancouver Way & NE Gertz Road	Multnomah	3/18/22
1	Karen R. Kain, 57	walking	SW Hall Blvd & SW Lucille Ct.	Washington	3/4/22
1	Laysea Mykal Liebenow, 22	driving	US 30 Lower Columbia River HWY	Multnomah	3/7/22
1	Unidentified	driving	Hillsboro-Silverton HWY & SW Farmington Rd	Washington	3/6/22
1	Patrick Heath Bishop, 46	walking	SE Division St	Multnomah	3/3/22
1	Catherine McGuire Webber, 89	walking	SW Highland Dr & SW 11th St	Multnomah	1/3/22
1	Anthony Dean Ward, 55	driving	Firwood Rd near Cornog Rd	Clackamas	2/6/22
1	Clayton Edward Briggs, 48	driving	SE Sunshine Valley Rd	Clackamas	2/12/22
1	Alexander Lee, 23	walking	I-84	Multnomah	2/17/22
1	Cedar C. Markey-Towler, 41	walking	SE Foster	Multnomah	2/25/22

¹ 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.

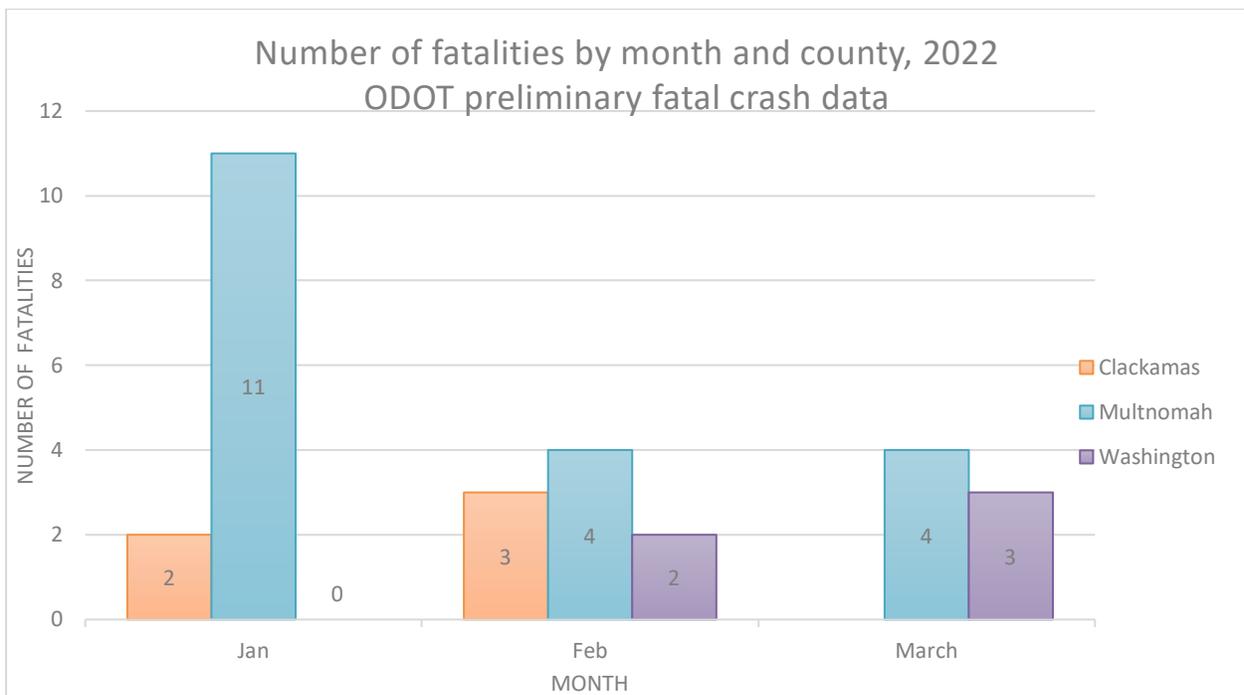
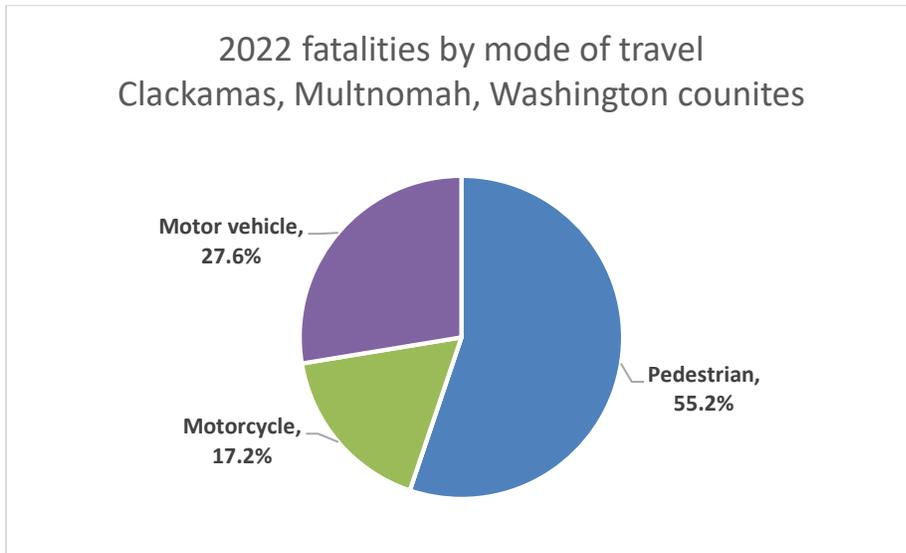
Metro monthly traffic fatalities report

2	Unidentified (Double), 11, 16	walking	SW Edy Rd & SW Trailblazer Pl	Washington	2/20/22
1	Jade Dominic Pruitt, 51	motorcycling	OR211 Eagle Creek-Sandy HWY & SE Eagle Creek Rd.	Clackamas	2/18/22
1	David N Wickham, 43	motorcycling	NE Glisan St. & NE 87th Ave.	Multnomah	2/16/22
1	Unidentified	motorcycling	I-5	Multnomah	2/5/22
1	Liam David Ollila, 26	walking	I-5	Multnomah	1/31/22
1	Duane M Davidson, 56	walking	SE Divison St & SE 101st Ave	Multnomah	1/29/22
1	Norman Ray Sterach Jr., 34	motorcycling	OR99E	Clackamas	1/28/22
1	Awbrianna Rollings, 25	walking	US26 SE Powell	Multnomah	1/22/22
1	Douglas Joseph Kereczman, 40	driving	OR99E SE McLoughlin	Multnomah	1/20/22
1	Marcos Pinto Balam, 30	walking	OR99E	Clackamas	1/16/22
1	Unidentified	walking	I-205	Multnomah	1/13/22
1	Kyle M. Beck, 35	walking	I-5	Multnomah	1/12/22
1	Mark Wayne Barnette, 60	driving	OR213	Multnomah	1/9/22
1	Unidentified	walking	NE Alderwood Rd/ NE Cornfoot Rd	Multnomah	1/3/22
1	Levi S. Gilliland, 33	driving	NE Glisan St & NE 56th Ave	Multnomah	1/3/22
1	Salvador Rodriguez-Lopez, 34	driving	I-5	Multnomah	1/2/22

Source for all charts: ODOT preliminary crash report as of 3/9/22; police reports and news media as of 3/24/22



Metro monthly traffic fatalities report



Traffic deaths in Clackamas, Multnomah and Washington counties since the last report*

Unidentified woman, walking, Hall Boulevard & SW Farmington Road, Beaverton, Washington, 3/16/2022

Unidentified, motorcycling, N Vancouver Ave & NE Columbia Blvd., Portland, Multnomah , 3/24/2022

Raymond M. McWilliams, 59, wheelchair, NE Vancouver Way & NE Gertz Road, Portland, Multnomah, 3/18/2022

Karen R. Kain, 57, walking, SW Hall Blvd & SW Lucille Ct., Tigard , Washington, 3/4/2022

Laysea Mykal Liebenow, 22, driving, US 30 Lower Columbia River HWY, Multnomah, 3/7/2022

Unidentified, driving, Hillsboro-Silverton HWY & SW Farmington Rd., Washington 3/6/2022

Patrick Heath Bishop, 46, walking, SE Division St., Portland, Multnomah, 3/3/2022

Catherine McGuire Webber, 89, walking, SW Highland Dr. & SW 11th St., Multnomah, 1/3/2022

Anthony Dean Ward, 55, driving, Firwood Rd near Cornog Rd., Clackamas, 2/6/2022

Clayton Edward Briggs, 48, driving, SE Sunshine Valley Rd, Clackamas, 2/12/2022

Alexander Lee, 23, walking, I-84 , Multnomah, 2/17/2022



**ODOT preliminary fatal crash report as of 3/9/22, police and news reports as of 3/25/22*



Climate-Friendly and Equitable Communities

Why this Rulemaking

In 2007, Oregon legislators adopted a goal to reduce Oregon’s climate pollution by 80% by 2050. That’s what the science calls for, if we’re going to avoid catastrophic impacts to our environment, communities, and economy.

Fifteen years later, we’re far off track in our efforts to meet those goals – and we’re already experiencing real-world impacts of climate disruption, with increasing wildfires, in size, severity, and timing, and record heat waves that have cost Oregonians their homes, and their lives.

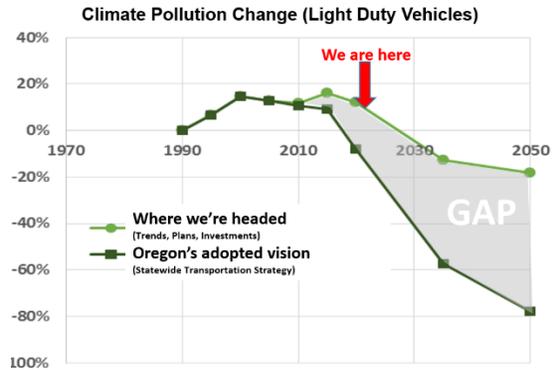
We’re particularly off-track in reducing pollution from transportation, responsible for about 38% of Oregon’s climate pollution. On our current path, Oregon will only reduce transportation pollution by about 20% by 2050. That means we’re polluting far more than we hoped, meaning more extreme weather events, more wildfires, more ocean acidification, and more record heat waves. In response, Governor Kate Brown directed state agencies to promote cleaner vehicles, cleaner fuels, and less driving.

Meanwhile, the State of Oregon is grappling with a troubling history and current patterns of inequity and discrimination, including in our land use, zoning, and transportation investment (and disinvestment) decisions. Wealth and health have been concentrated in the privileged, at the expense of others. This rulemaking aims to take some steps in redressing past harms.

Rulemaking Overview and Desired Outcomes

The Land Conservation and Development Commission launched the Climate-Friendly and Equitable Communities rulemaking in response to Governor Brown’s order. It directed the Department of Land Conservation and Development (DLCD), Oregon’s land use planning agency, to draft changes in Oregon’s planning system for communities in Oregon’s eight most populated areas (see map at right).

The rules require those communities to change their local transportation and land use plans to do more to ensure Oregonians have more safe, comfortable ways to get around, and don’t have to drive long distances just to meet their daily needs. The rules also aim to improve equity, and help community transportation, housing, and



Oregon is dramatically off-track. If current trends continue, Oregon will release more than 4 times more transportation pollution than our goal by 2050.



Thousands of Oregonians have lost their homes in recent wildfires. Missing our climate goals will mean more extreme and more frequent weather events such as heat bombs, droughts, and wildfires.



The rules apply in Oregon’s eight metropolitan areas shown above.

planning serve all Oregonians, particularly those traditionally underserved and discriminated against.

What does that mean on the ground? It means having some areas where rules don't get in the way of more walkable neighborhoods. The draft rules ask cities to designate climate-friendly areas, and to allow people to build taller buildings providing more housing. The rules don't *require* taller buildings, but make sure those buildings are *allowed*. In climate-friendly areas, a minimum density standard would help ensure transit can serve the neighborhood.

Other provisions of the rulemaking call for new buildings to support the growing electric vehicle transformation, reduce one-size-fits-all parking mandates, and increase local planning requirements to address critical gaps in our walking, biking, and transit networks. The rules ask communities to identify transportation projects needed so our climate goals could be met.

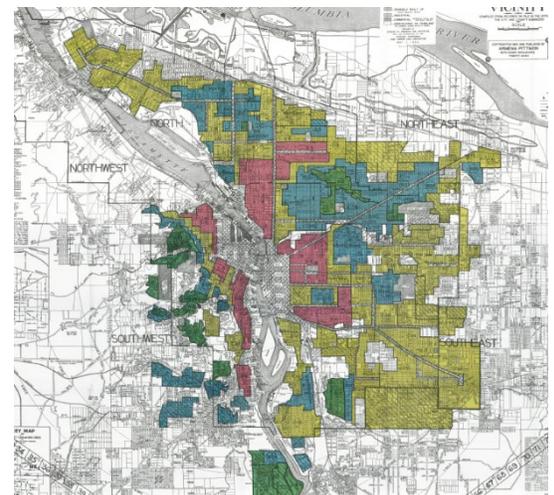
The rulemaking is mainly about letting climate-friendly development happen where people want to build it and the market calls for it. There's a lot of demand for housing where people can walk to where they want to go. While single-family homes will continue to be allowed and provide most housing, Oregonians have a diverse set of housing desires and deserve more affordable and climate-friendly choices. Those could better meet the changing shape of American households, as nearly a third of homes hold just one person. But again, people can choose what best meets their needs.

Equitable Mapping, Engagement and Decision-Making

One central outcome of this rulemaking is an increased emphasis on equity. The rulemaking has worked to integrate equity, starting with the rulemaking charge and title. Equity was key as DLCDC attempted to have the composition of the advisory committee reflect the diversity of Oregon's communities, and equity was one of the first tasks tackled by the group.

The rulemaking advisory committee spent significant time at many of its meetings discussing equity, and developed an [Equitable Outcomes Statement](#) to guide the rulemaking drafting and implementation. The rulemaking conducted a racial equity analysis of the rules and an analysis on how the rules could be improved to serve people with disabilities. The committee subsequently reviewed a table listing how each item in the Equitable Outcomes Statement was or was not brought forth into the draft rules, and what next steps might be.

The proposed rules define traditionally underserved populations to include Black and African American people, Indigenous people, People of Color, people with limited English proficiency, people with disabilities, low-income Oregonians, youth and seniors, and more. They require mapping of traditionally underserved populations, local consideration of a set of anti-displacement actions should decisions contribute toward displacement, centering the voices of underserved populations in decision-making, and regular reporting on efforts to engage traditionally underserved populations.



1938 Redlining map of Portland. Redlining allowed white people to build wealth through homeownership.

Climate-Friendly Areas

A climate-friendly area is an area where residents, workers, and visitors can meet most of their daily needs without having to drive. They are urban mixed-use areas that contain, or are planned to contain, a greater mix and supply of housing, jobs, businesses, and services. These areas are served, or planned to be served, by high quality pedestrian, bicycle, and transit infrastructure to provide frequent, comfortable, and convenient connections to key destinations within the city and region.

Why are climate-friendly areas important? A key component of Oregon's plan to meet our climate pollution reduction and equity goals is facilitating development of urban areas in which residents are less dependent upon the single occupant vehicle. Before the automobile became common in American life, cities grew more efficiently, with a variety of uses in city centers and other areas that allowed for working, living, and shopping within a walkable or transit accessible area. Over the last 100 years, the automobile and planning practices have served to separate activities, creating greater inequities within cities and widespread dependence upon climate-polluting vehicles to meet daily needs. Climate friendly areas will help to reverse these negative trends, with some actions taking place in the short term, and others that will occur with development and redevelopment over time.

The proposed rules will require cities, and some urbanized county areas, with a population over 5,000 within the seven metropolitan areas outside of Portland Metro to adopt regulations allowing walkable mixed-use development in defined areas within urban growth boundaries. The proposed rules for the Portland Metro area support implementation of the region's 2040 Growth Concept. Areas will be sized to accommodate a portion of the community's housing, jobs, and services. Local governments will determine where these areas will be located, but many of these areas will likely be established in existing downtowns that may currently allow for mixed uses and higher densities.

Associated requirements will ensure high quality pedestrian, bicycle, and transit infrastructure is available within these areas to provide convenient transportation options. The rules provide a process for local governments to first identify potential climate friendly areas, then later to adopt development standards for the areas best-suited for this purpose. The rules provide some minimum requirements for climate friendly areas, with a set of clear and objective standards that may be adopted, or a process for local governments to craft their own standards. Cities of more than 10,000 will monitor housing production within these areas over time and develop strategies to facilitate desired development.

Reforming Costly Parking Mandates

Excess parking has a significant negative impact on housing costs, business costs, the feasibility of housing development and business redevelopment, walkability, air and water pollution, climate pollution, and general community character. Parking mandates force people who don't own or use cars to pay indirectly for other people's parking. Carless households tend to be the poorest households. Parking demand varies significantly



Oregon already has some climate-friendly areas, pleasant places to meet one's needs without needing to drive.



Parking uses a huge amount of high-value land. Off-street parking in downtown Corvallis in red.

from development to development, and about one-sixth of Oregon renter households own zero vehicles. Planning practices of the past have imposed a one-size-fits-all requirement everywhere, creating incentives to own more cars and drive more.

The proposed rules encourage the diversity of parking needs to be met by the diversity of development. The rules would reduce or remove costly parking mandates for desired types of development, such as smaller housing types, small businesses, childcare facilities, multi-family housing, and historic buildings. The rules would completely remove parking mandates within one-half mile of frequent transit, where parking demand is lower per unit.

The rules give communities options to improve parking management. Those who adopt best practice parking policies would get more flexibility. The rules require more populous cities to do more management of on-street parking, through studying parking usage and using permits or meters to manage location or time-specific demand.

Getting Ready for Oregon’s Electric Vehicle Future

Making our vehicles cleaner is a key part in meeting Oregon’s climate goals. Oregon has a vision where 90% of new vehicles will be electric by 2035. To meet that goal, we need to ensure people can charge their vehicles. The most convenient place to do so is at home, but many Oregonians live in older multi-family homes that would be very expensive to retrofit.



Building a complete network of EV charging stations at commercial and multi-family housing locations could cut up to 11.9% of climate pollution

Thus, the rules propose new housing and mixed-use development would include electrical conduit (pipes) to 50% of spots, ready for adding wiring and charging stations to support electric vehicles as the market expands. Those providing faster chargers could provide conduit to fewer spaces.

Planning for a Future of Transportation Options

DLCD and other state agency partners including the Oregon Department of Transportation will provide a range of new and amplified services to help meet greenhouse gas reduction goals, including grants, technical assistance, tools, and publications, to help local governments adopt plans that meet or exceed the state’s greenhouse gas reduction goals.



Transportation options are critical for everyone, but particularly the one-in-three Oregonians who cannot drive.

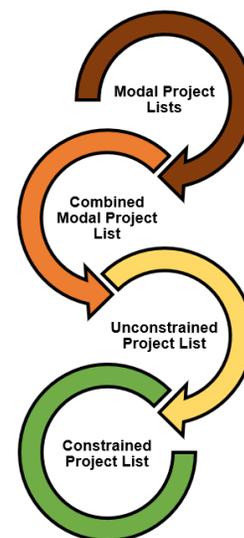
Local governments in Oregon have been required to make coordinated land use and transportation plans for decades. The updated rules would require local governments in metropolitan areas to:

- Plan for greater development in transit corridors and downtowns, where services are located and less driving is necessary;
- Prioritize system performance measures that achieve community livability goals;
- Prioritize investments for reaching destinations without dependency on single occupancy vehicles, including in walking, bicycling, and transit;
- Plan for needed infrastructure for electric vehicle charging; and
- Regularly monitor and report progress.

Planning to Meet Our Climate Goals

DLCD’s regional greenhouse gas reduction program allows areas to work together to consider statewide, regional, and local needs and issues. The flexible regional planning process allows communities to study economic development, fiscal impacts, resource use, pollution impacts, and the effects of different choices on the state, region, community, or households. The results are intended to help local government community members, elected and appointed leaders better understand issues and quantify the effect of potential policies as they review and update the area’s long-range plans and make investment decisions.

The rules would expand requirements for regional plans to meet the state’s climate pollution reduction targets from the Portland metropolitan area to the next largest metropolitan areas in the state (Eugene-Springfield and Salem-Keizer) initially. Other metropolitan areas will be required to evaluate their local plans towards meeting the state’s climate pollution reduction targets and amend their local plans towards meeting the target.



Community Engagement

We’ve heard from lots of Oregonians over the past eighteen months. We’ve heard from a 40-person advisory committee including representatives from all of Oregon’s impacted eight urban areas, several people who are home builders, realtors, representatives of the trucking industry, affordable housing advocates, land use advocates, community-based and other community-serving organizations.

To supplement those deliberations, staff held two separate series of virtual community conversations in 2021 – five in the spring, and four in the fall. Staff have hosted a series of nine technical work group meetings on specific topics, a series of practitioner meetings with local government staff in each region, and dozens of additional meetings with local elected officials, planning staff, and interest groups.



Some members of the rulemaking advisory committee

Upcoming conversations include events focused on what will be needed at the community level to support implementation and ongoing engagement strategies.

We’ve heard from hundreds of Oregonians who have attended one or more of the scores of meetings, community conversations, work groups, or practitioner meetings, and from hundreds of people who’ve submitted comments ([summary here](#)). Our rules are better for it, having continued to evolve and improve.

We’ll continue to hear from Oregonians through May, when we hope to adopt the rules. We invite your feedback and comments.

But the engagement won’t end there – the rules require local governments to engage their communities as they make key decisions on how the rules apply locally. If you’re interested in these issues, we encourage you to stay engaged beyond May.

Implementing the Rules: Resources and Timelines

If the Land Conservation and Development Commission adopts the rules, local governments will be asked to implement them. Many of the rules take effect when a community next does a major update of its Transportation System Plan (TSP), a community's core document describing its transportation needs and future plans. The rules do not set a specific deadline for most TSP updates. The rules have Salem-Keizer and Eugene-Springfield areas on a schedule to do regional scenario plans and update their TSPs by the end of 2027.

The land use components of the rules have specific deadlines. Communities are asked to study potential Climate-Friendly Areas by June 30, 2023, and adopt Areas by June 30, 2024. Parking reform is scheduled to happen in two phases - the first by the end of 2022, and the second by March 31, 2023. Communities may ask for some flexibility around most of these dates.

DLCD is providing or working to find resources for local governments to do this work, along with our agency partners at the Oregon Department of Transportation and the Oregon Housing and Community Services Department. The Oregon Legislature provided \$768,000 to assist with implementation.

Learn More

Information on how to submit comments, get rulemaking updates via email, and or review many additional materials including the draft rules language can be found at www.oregon.gov/lcd/LAR/Pages/CFEC.aspx

Contact Information

Bill Holmstrom, Transportation Planner
bill.holmstrom@dlcd.oregon.gov
971-375-5975

Kevin Young, Senior Urban Planner
kevin.young@dlcd.oregon.gov
503-602-0238

March 2022

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: March 25, 2022
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: John Mermin, Metro
Lake McTighe, Metro
Subject: 2023 Regional Transportation Plan (RTP) – Follow up from 3/9 TPAC Workshop discussion of Safe and Healthy Urban Arterials policy brief

PURPOSE

The purpose of this memo is to share feedback heard about the Safe and Healthy Urban Arterials policy brief at the 3/9 TPAC Workshop discussion and ask for additional feedback (especially on the recommended actions included in section 4 of the brief).

BACKGROUND

As part of the [2023 Regional Transportation Plan](#) update, Metro staff are developing policy briefs to frame policy options for consideration by regional leaders. Drafts will be refined based on input from TPAC and other stakeholders prior to Metro Council and JPACT discussion. The policy briefs are intended to frame existing conditions and potential options for how to incorporate new and updated policies in the 2023 RTP that will help guide the needs assessment and project list solicitation. Other policy briefs include: Emerging Trends, Mobility Policy, Congestion Pricing, Climate Leadership and High Capacity Transit. Policy brief topics were identified through input from regional partners during the scoping phase as priorities to address in the 2023 RTP.

The Safe and Healthy Urban Arterials policy brief is a relatively short informational document describing information, relevant work, and policy considerations. Persistent safety issues and lack of funding for urban arterials, despite decades of effort, planning and policy work, is identified as a major issue to be addressed in the 2023 RTP.

The policy brief will support JPACT and the Metro Council in developing an approach for urban arterials in the region that aims to address their complex needs. The policy brief will address the need for investment in safety and related bicycle, pedestrian and transit infrastructure using urban design best practices and standards.

The policy brief will refer to existing policy in the 2018 RTP as well as to planning and policy work that has occurred since the adoption of the 2018 RTP. It 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. Development of the policy brief and subsequent policy discussions on this topic will also support an update to the design policy section of the RTP, an implementation activity identified in Chapter 8 of the 2018 RTP.

Comments shared at March 9 TPAC Workshop

Metro included the draft policy brief in the workshop packet which was provided to TPAC members on March 2. Metro also provided the draft to members of the Getting There Together Coalition with the intent of sharing any input received with TPAC. (Metro received back one comment on the

importance of transit as a priority in street design decisions.) At the March 9 TPAC Workshop, Metro staff provided a presentation on the draft policy brief. *(The policy brief can be downloaded from the 3/9 meeting packet [here](#): It begins on p.132 of the packet)*

Comments heard at that workshop include:

- Consider including minor arterials in addition to major arterials, especially those in equity focus areas or along high crash corridors, as there is a lot of needs there as well.
- This is good work. Anything we can do to draw more attention to the significant need in our communities is helpful.
- Include more acknowledgement of all of the planning work that has been done on the urban arterials for years. The issue is that there isn't funding. Adjust tone and framing of brief to better reflect this, using an outcomes based approach.
- Frame up what is missing from current efforts. Is there more analysis that we need to do to get the funding that is needed and set ourselves up for success?
- Reflects shared goals of ODOT to address safety on arterials. However, would like to have a better understanding why the topic was identified as a need – where this is coming from.
- ODOT has an issue with using local standards for design on state highways. ODOT's Blueprint for Urban Design is being added into the Oregon Highway Design Manual, it has similarities with Metro's guide. ODOT engineers that stamp designs for state highways need to use state standards.
- ODOT would like to see RFFA funding continue to go towards safety. There is a clear link between the policy brief recommendations and that desire.
- One of the biggest issues is around funding. If we don't anticipate funding it constrains which projects can go into RTP. Would like to see background studies on how urban arterial issues may be limiting economic development on urban arterials, because we would like to know what we could do to support economic development. The communities along these arterials may look different depending on where they are located.
- Agree on the challenges reflected in the memo and it is good to have them all in one place going into the RTP update. There are many of us working on these actions, developing strategies and coordinating to get funding. Clarify who the actions are for, what will it inform, and the next steps for the brief from a TPAC perspective.
- Support for the intent of the policy brief. We need to build on what we have done, make us more effective, get us ready for any future regional investment measure, map out the work underway, support cross fertilization with Regional Mobility Policy.
- Jurisdictional transfer is an important part of this, but not the only outcome for how the state-owned arterials are improved; especially given the Blueprint for Urban Design we can be jointly investing in these facilities.
- Appreciating how this policy brief interacts with other levels of government, such as the FHWA report to Congress on the Complete Streets and the safe systems model. An

opportunity to align regional and local efforts with the federal efforts.

- This is an important issue. Families and lives are affected by the safety issues. The data in the policy brief raises a big question on why have not been making progress on safety (we are going backwards) despite a lot of efforts to address safety. Would be helpful to better answer why this is happening.
- Looking at the RTP FC list, there are not enough urban arterial projects on it. However, the reason that the Financially Constrained RTP list does not include projects to address all the needs identified in Regional Investment measure (RIM) is funding. To improve TV Hwy as a complete street with Enhanced Transit would use up nearly all of the County's RTP budget. So much more funding and investment is needed to achieve our goals.

NEXT STEPS

Metro staff will be revising the policy brief to reflect these comments and any additional comments provided by April 15. **Please send any additional feedback (especially comments on the recommended actions listed in section 4 of the brief) to John.Mermin@oregonmetro.gov and Lake.McTighe@oregonmetro.gov by April 15th.**

Additionally, please reach out to John Mermin and Lake McTighe if you would like to set up a time to discuss your comments by video chat.

After staff have refined the policy brief it will be brought to the Metro Council and JPACT for discussion later in the Spring and then would be used for creating new policy language in the RTP that will help guide the RTP Needs Assessment and Project list Solicitation.



TPAC Agenda Item

April 2022 Formal MTIP Amendment

Resolution 22-5256

Amendment # AP22-10-APR

Applies to the 2021-26 MTIP

Agenda Support Materials:

- Draft Resolution 22-5256
- Exhibit A to Resolution 22-5256 (amendment tables)
- Staff Report with 3 attachments

April 1, 2022

Ken Lobeck

Metro Funding Programs Lead

April 2022 Formal MTIP Amendment

Overview

- April 2022 Formal Amendment Overview:
 - Propose adding 2 projects
 - ODOT Grant to Metro Regional Travel Options (RTO) program (recurring grant allocation from ODOT)
 - Adds the PE phase for the new Earthquake Ready Burnside Bridge replacement/reconstruction project
- Cover both projects and then open to questions or project discussions
 - Programming modifications proposed for ERQB project
- Seek approval of modified motion for Resolution of 22-5256

April 2022 Formal MTIP Amendment

Project #1: Metro Transportation Options FFY22 - FFY24

Key 22583

- **Key 22583 - Metro Transportation Options FFY22 - FFY24:**
 - The Metro Regional Travel Options program (RTO) supports reducing automobile trips, better access to non-auto travel modes, increased use of non-SOV modes
 - RTO activities are aimed at educating and encouraging people to use transit, bicycling, walking, ridesharing and telework to reduce their use of SOVs

April 2022 Formal MTIP

Projects #1: Metro Transportation Options FFY22 - FFY24 Key 22583

- **Key 22583 - Metro Transportation Options FFY22 - FFY24:**
 - ODOT 3-year grant allocation supporting RTO program needs
 - Grant: \$416,197 federal funds
 - Intended to support Rideshare program area needs and Transportation Demand Management (TDM) activities
 - Programming now to obligate before end of FFY 2022

MPO CFR Compliance Requirements

MTIP Review Factors

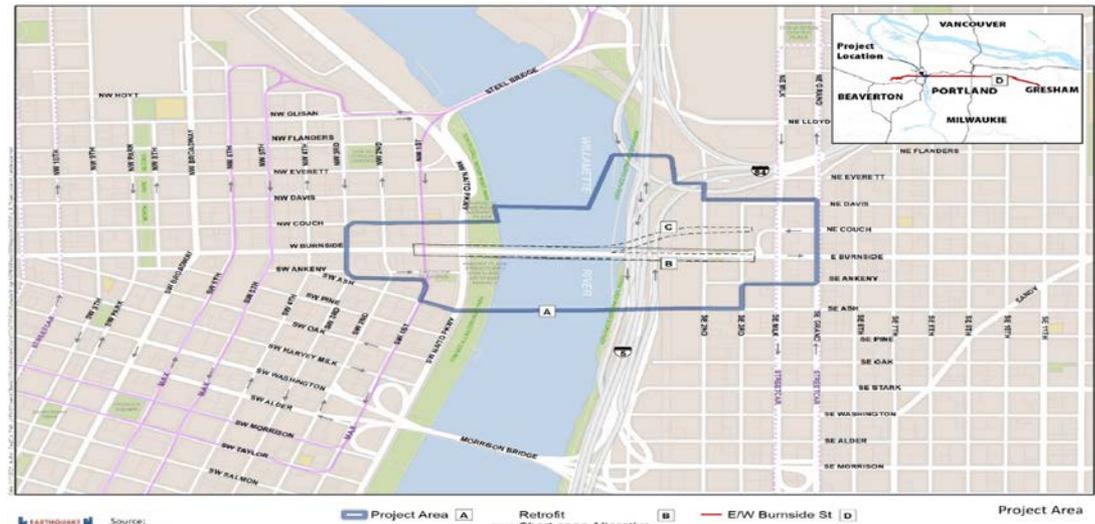
- ✓ Project must be included in and consistent with the current constrained Regional Transportation Plan
- ✓ Passes fiscal constraint review and proof of funding verification
- ✓ Passes RTP consistency review:
 - Reviewed for possible air quality impacts
 - Verified as a Regionally Significant project status
 - Verified correct location & scope elements in the modeling network
 - Verified RTP and MTIP project costs consistent
 - Satisfies RTP goals and strategies
- ✓ MTIP & STIP programming consistency is maintained against obligations
- ✓ Passes MPO responsibilities verification
- ✓ Completed public notification requirements plus OTC approval required completed for applicable ODOT funded projects
- ✓ Examined how performance measurements may apply and if initial impact assessments are required

Projects in the April 2022 Bundle

Project 2: Earthquake Ready Burnside Bridge (EQRB) New Project



Figure 1.3-1. Project Area



Projects in the April 2022 Bundle

Project 2: Earthquake Ready Burnside Bridge (EQRB)

- **Earthquake Ready Burnside Bridge EQRB Purpose:**
 - Create a seismically resilient Burnside Street lifeline crossing of the Willamette River that would remain fully operational and accessible for vehicles and other modes of transportation immediately following a major CSZ earthquake.
 - Support the region's ability to provide rapid and reliable emergency response, rescue, and evacuation after a major earthquake, as well as enable post-earthquake economic recovery.
 - Provide a long-term, low-maintenance safe crossing for all users.

Projects in the April 2022 Bundle

Earthquake Ready Burnside Bridge (EQRB)

NEPA-TIP Validation Requirement

- **Multnomah County EQRB:**
 - Add only the PE phase to the MTIP
 - MTIP programming need: To satisfy FHWA's NEPA-TIP Validation Requirement
 - As part of the NEPA approval and Record of Decision (ROD) for EA and EIS environmental documents, a programming verification check occurs
 - NEPA-TIP Validation verifies the project is being programmed in the MTIP consistently with the environmental document

Projects in the April 2022 Bundle

Earthquake Ready Burnside Bridge (EQRB)

- **Multnomah County EQRB:**
 - Add only the PE phase to the MTIP
 - Project status maintained as a planning project
 - No implementation phases programmed (ROW, UR, or construction)
 - Multnomah County has committed a total of \$300 million towards the project
 - \$23.5 million for PE initially met the proof-of-funding fiscal constraint requirements
 - Total PE estimate is \$90 million

ROW = Right of Way phase, UR = Utility Relocation phase

Projects in the April 2022 Bundle

Earthquake Ready Burnside Bridge (EQRB)

Post agenda submission discussions/public comments

- **Multnomah County EQRB:**
 - Meetings with project continued after TPAC agenda mail-out
 - Confirmation of project development funding and total PE phase funding obtained
 - As part of the public comment process, propose adjusting the project programming to **include project development funds of \$33.3 million and increase PE phase to \$90 million**

Projects in the April 2022 Bundle

Earthquake Ready Burnside Bridge (EQRB)

Add Project Development and PE phase funding

Local Funds			Planning	Prelim Engineering	Right of Way	Utility Relocation	Construction	
Other	OTH0	2021	\$ 33,300,000					\$ 33,300,000
Other	OTH0	2022		\$ 23,558,042				\$ -
Other	OTH0	2022		\$ 90,000,000				\$ 90,000,000
								\$ -
							Local Total	\$ 123,300,000
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 33,300,000	\$ 90,000,000	\$ -	\$ -	\$ -	\$ 123,300,000
							Year Of Expenditure (YOE):	\$ 900,000,000
Net Phase Funding Change:			\$ 33,300,000	\$ 90,000,000	\$ -	\$ -	\$ -	\$ 123,300,000
Phase Percent Change:			0.0%	100.0%	0.0%	0.0%	0.0%	Programs 13.7% of YOE

- Add \$33.3 million prior expended local funds for project development/pre NEPA activities
- Increase from PE phase from \$23.5 million to \$90 million
- Better reflects actual expenditure and PE phase cost
- Additional funds confirmed by Multnomah County CFO – meets proof of funding and fiscal constraint requirement

Projects in the April 2022 Bundle

Earthquake Ready Burnside Bridge (EQRB)

Post agenda submission discussions/public comments

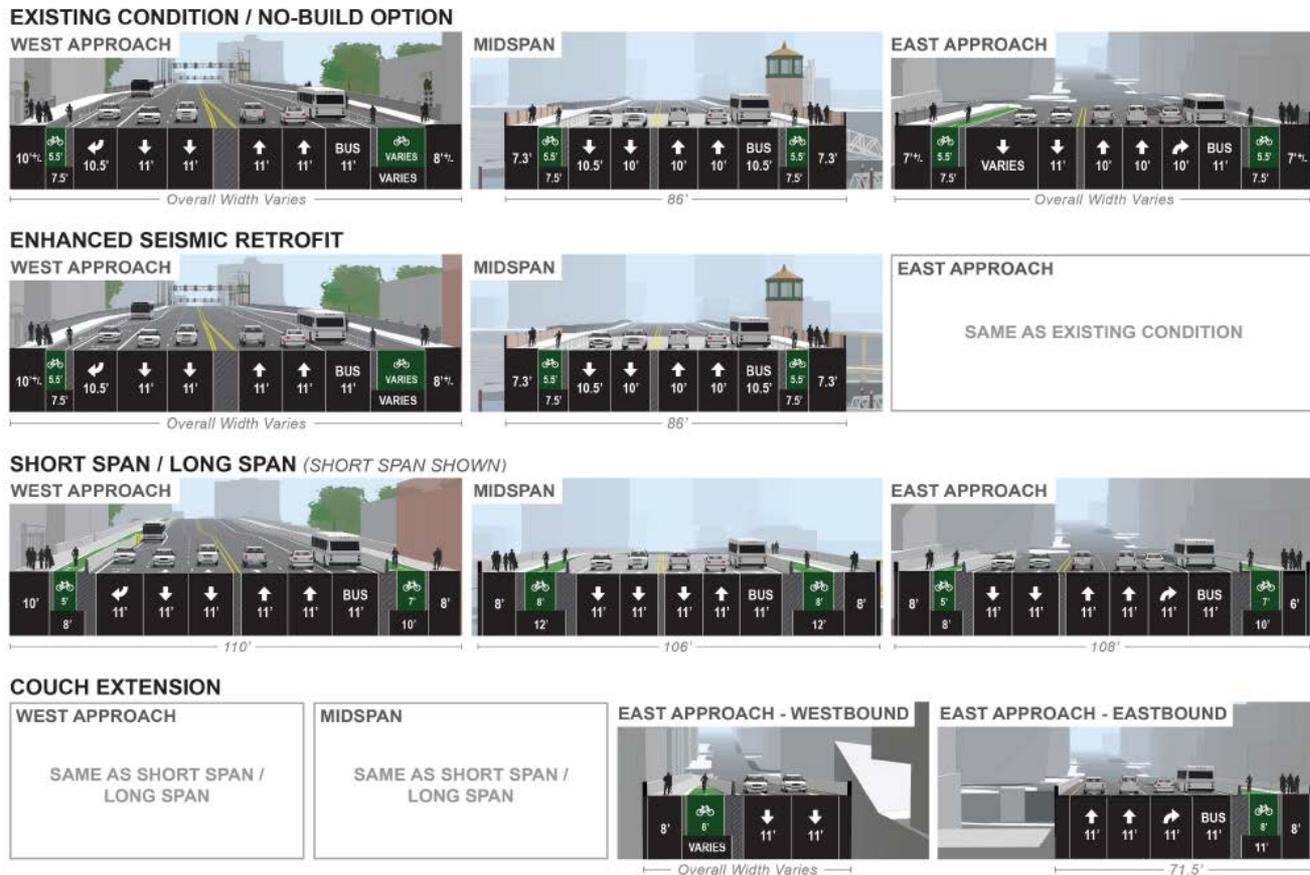
- **Detailed Description Modification Requested:**
 - Detailed Description is an internal Metro description to call-out major scope elements for consistency with the RTP
 - Not a visible field in the MTIP
 - Visible in the worksheet to help refine the project scope elements
 - Multiple alternatives under consideration, need to modify the Detailed Description as part of the amendment

Projects in the April 2022 Bundle

Earthquake Ready Burnside Bridge (EQRB)

Detailed Description and Multiple Alternatives

Figure 2.2-3. Lane Configurations



Projects in the April 2022 Bundle

Earthquake Ready Burnside Bridge (EQRB)

- **Detailed Description Modification Requested:**
 - From: ~~Replacement "Long Span" with a moveable span (Vertical or Bascule lift) for the best seismic resiliency standards, adjust lane capacity to be 2 EB through lanes, 1 EB dedicated bus lane and 2 WB through lanes, and with bicycle/pedestrian improvements covering limits of NE/SE Grand Ave to NW/SW 3rd Ave and from the I-84/I-5 split south to SE Ash St including street & intersection upgrades as required within the limits for increased public safety~~
 - To be: Replace and reconstruct existing Burnside Bridge to the best seismic resiliency standards plus various street required street improvements for public safety which may result in decreasing through-lane capacity from 5 to 4 lanes.

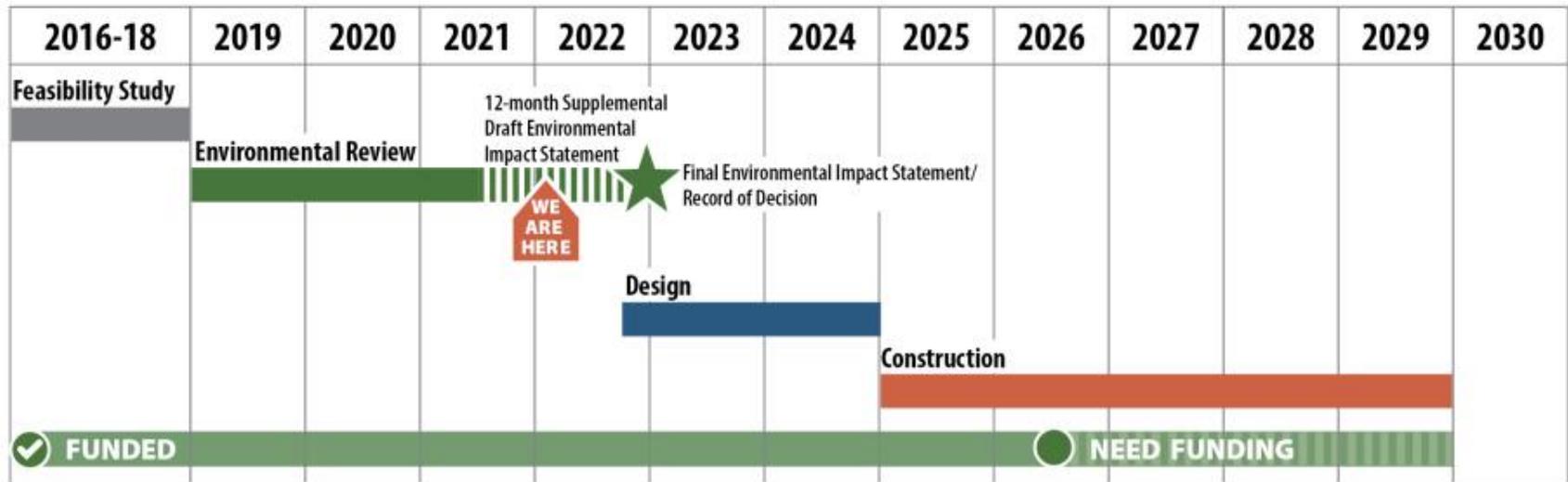
Projects in the April 2022 Bundle

Earthquake Ready Burnside Bridge (EQRB)

- **Detailed Description Modification Requested:**
 - Why: Provides additional flexibility for final alternative reviews and conflicts between MTIP and FEIS
 - When final alternative is clearer (around October) project name, short and detailed description will be updated accordingly in the MTIP.
 - FEIS ROD approval expected around November/December 2022 timeframe.

Projects in the April 2022 Bundle

ERQB Proposed Delivery Schedule



Projects in the April 2022 Bundle

Earthquake Ready Burnside Bridge (EQRB)

- **ERQB Programming MTIP/RTP Next Steps:**
 - Complete amendment to add the PE phase
 - October 2022 Timeframe:
 - Draft final alternative identified
 - Complete another amendment to update the project name, short and detailed descriptions as required
 - November/December 2022:
 - NEPA-TIP Validation check completed
 - NEPA ROD obtained
 - Multnomah County develops funding plan and adds construction phase to new RTP

MPO CFR Compliance Requirements

MTIP Review Factors

- The EQRB with only PE being added is considered a non-capacity enhancing “planning” project which reduces the MTIP Review factors:
 - ✓ Project must be included in and consistent with the current constrained Regional Transportation Plan
 - ✓ Passes fiscal constraint review and proof of funding verification
 - ✓ Passes RTP consistency review:
 - Reviewed for air quality impacts – N/A not capacity enhancing
 - Verified as a Regionally Significant project and impacts to the region
 - Verified correct location & basic scope elements
 - Verified RTP and MTIP project costs consistent
 - Satisfies RTP goals and strategies
- X** **Passes review of all phases & costs included in the constrained RTP? – No**
Construction phase with funding plan and costs needs to be added into the constrained RTP in order to add implementation phases to the MTIP. **Does not restrict adding the PE phase to the MTIP**

MPO CFR Compliance Requirements

MTIP Review Factors

- N/A MTIP & STIP programming consistency is maintained against obligations:
N/A. Project is currently locally funded. Federal obligation issues not yet in play
- ✓ MPO responsibilities verification (Programming requirement based on NEPA-TIP Validation Requirement federal approval step.
- ✓ Public notification completion plus OTC approval required completed for applicable ODOT funded projects
- N/A Performance Measurements initial impact assessments completed as required. Project is still considered only a planning project. Performance Measurements will come into play later.
- N/A Special Performance Evaluation Assessment completed? – No. Project exceeds \$100 million in cost, but is not capacity enhancing currently.

April 2022 Formal Amendments

Approval Timing & Steps

Action	Target Date
Start 30-day Public Notification/Comment Period	March 29, 2022
TPAC Notification and Approval Recommendation	April 1, 2022
JPACT Approval and Recommendation to Council	April 21, 2022
End 30-day Public Notification/Comment Period	April 27, 2022
Metro Council Approval	May 12, 2022
Amendment Bundle Submission to ODOT and USDOT	May 21, 2022
Estimated USDOT final approvals	Mid-June 2022

Notes:

1. The above target dates are planning estimates only. Changes may occur.
2. Comments via letters or personal testimony still may be submitted at the scheduled committees.

April Formal Amendment 22-5256

Approval Recommendation & Questions

TPAC Discussion & Approval Recommendation:

- Staff Modified Recommendation:
 - Update materials with necessary corrections
 - Provide an approval recommendation to JPACT for Resolution 22-5256 consisting of two projects and allow for three programming modifications to the ERQB project that include:
 - Adding \$33.3 million of local funds to show the project development investment
 - Increasing PE to \$90 million representing the total current authorize local commitment to PE
 - Modify the MTIP Detailed Description to avoid possible confusion with the alternatives under review



Metro

2022-23 Unified Planning Work Program

TPAC, April 1, 2022

John Mermin, Senior Transportation Planner

What is the UPWP

- Annual federally-required document that ensures efficient use of federal planning funds
- Describes:
 - Transportation planning tasks
 - Relationship to other planning activities in the region
 - Budget summaries

What the UPWP isn't

- Not a regional policy making document
- Not a funding decision document, does not allocate funds
- No construction, design, or preliminary engineering
- Only includes transportation planning projects, federal funds, coming fiscal year

What are we asking you to do?

- Recommend that JPACT adopts Resolution 22-5244 which includes
 - 2022-23 UPWP (Exhibit A)
 - Self-certification findings that demonstrate that Metro meets federal planning regulations (Exhibit B).

Next Steps

- April 1 TPAC Action
- April 19 Metro Council Informational
- April 21 JPACT Informational
- May 19 JPACT Action
- May 19 Metro Council Action
- May 21 Submit to USDOT & ODOT
- June 30 IGA signed by Metro COO

Questions?



Transportation Planning and Development

TO Kim Ellis, Metro
Molly Cooney-Mesker, Metro

CC Jon P Henrichsen, Multnomah County Engineer and Transportation Division
Director

FROM Jessica Berry, Transportation Planning and Development Manager

DATE March 16, 2022

RE: 2023 Regional Transportation plan update: work plan and engagement plan

Thank you for providing Multnomah County the opportunity to comment on the upcoming 2023 Regional Transportation Plan (RTP) update. We understand that the RTP is a major undertaking by Metro and all the partners around the region and we appreciate the ongoing coordination provided by Metro staff.

Overall Comments

We recognize this timeline is ambitious and the deadline is required. It is very helpful that you've provided the timeline and continue to show us the progress with each presentation. It will be helpful if Metro is very clear about the requests for comments or information from local jurisdictions - as well as which parts of the update and the process are actual decision points that we can weigh in on. Given how much information is expected to come to TPAC, it may be valuable for Metro to prioritize the RTP agenda items to ensure the deadlines are met. Additionally, we appreciate your ongoing willingness to share information at the East Multnomah County Transportation Committee (EMCTC) and technical advisory committee (TAC) meetings.

Attachment 1 & 2: Overview of Key tasks and Work Plan

The Key tasks section is helpful in outlining what to expect in each of the phases. We also appreciate the details in the work plan.

Phase 1: (October 2021- March 2022) We can see that the scoping and background research and RTP work plan development is underway (as part of this packet) and anticipated for adoption in April at TPAC and JPACT.

Phase 2: (April 2022 to August 2022) has a lot of activities in it. Are each of the Policy briefs coming to TPAC and JPACT for approval as individual items? Will you be asking TPAC and JPACT to approve the policy briefs? For example, on March 9th, the "Safe and Healthy Urban Arterials Policy Brief" was

Transportation Planning and Development

presented at the TPAC workshop. Is that the same thing as the “Safe and Healthy Urban Arterials Strategy” listed in Phase 2? The sub bullets under this item (in the Key Tasks table) include topics that extend beyond (and include corridors beyond) what is included in the presentation provided on March 9th. Please clarify how the March 9th presentation on Safe and Healthy Urban Arterial Policy is related to this Phase 2 item. As mentioned above, it will be helpful to know exactly what items coming to TPAC are decision points and to what extent TPAC will influence the final decision of that item.

Attachment 3: Draft Public Engagement Plan

Metro’s public engagement plan is ambitious and commendable. We support the work in this plan. We recommend that Metro include existing City and/or County advisory committees that are already engaged in Transportation and/or advocacy work. Multnomah County committees could include the following:

- Action Communities for Health, Innovation, and Environmental Change (ACHIEVE)
- Advisory Committee on Sustainability and Innovation (ACSI)
- Multnomah County Bicycle and Pedestrian Advisory Committee (BPCAC)

Attachment 4: Draft Values and Outcomes statement

Overall the values and outcomes statement is consistent with Multnomah County goals. However, it is unclear how this relates to or is influenced by/different from the input of the Community Leaders Forum (Attachment 5) and the Stakeholder interviews (Attachment 6) which identified different Transportation needs and Priorities. How will the different documents be reconciled? Will JPACT also develop values and outcomes or similar goals?

Racial Equity: East Multnomah County Transportation Committee (EMCTC) adopted Equity as one of their policy focus areas in February 2022. This is not specifically defined as racial equity. However, the focus on racial equity is consistent with Multnomah County’s efforts internally and externally for “leading with race.” In line with this, the Multnomah County Board of County Commissioners declared racism a public health crisis in 2021.

Climate Leadership and Resilience: Multnomah County Transportation division supports this focus area as well. Our efforts around environmental stewardship also encompass water quality and stream health as we realize transportation infrastructure is one of the single largest contributors to impervious surface and water runoff impacting stream health and wildlife habitat. We are also specifically interested in the region’s efforts to improve seismic resilience of our transportation infrastructure.

Safe and Healthy Streets: East Multnomah County Transportation Committee (EMCTC) adopted Safety as one of their policy focus areas in February 2022. We would like to strongly encourage Metro

Transportation Planning and Development

not to limit the focus on urban arterials to only Major Arterials. We have many examples in urban east Multnomah County where the freight routes, emergency transportation routes, and the high injury corridors are Minor Arterials and Major Collectors. These routes are frequently where there are both inadequate or nonexistent sidewalks or crosswalks and where failing or outdated fish bearing culverts need to be replaced for both environmental and asset preservation reasons. Limiting Metro's focus to Major Arterials overlooks these unsafe roadways that the County is looking for ways to make safer. Additionally this section includes action to "complete all gaps in regional bicycle and pedestrian networks." If this is Metro's goal it can't be achieved by focusing only on Major Arterials. The regional bicycle and pedestrian network includes minor arterials, major and minor collectors.

Mobility: We agree with this value focusing on the update to the Mobility Policy. How will the new Climate Friendly and Equitable Communities work be folded into this value and the RTP update? Additionally, the Community Leaders Forum (Attachment 5) put a strong focus on Transit availability and cost. Is this where those concerns will be addressed? This question is related to earlier questions about how the Values and Outcomes will reconcile with public input.

Accountability and Transparency: Metro's efforts to do extensive and transformational public engagement (as noted in the bullets of this item) are commendable. It will be good to set some realistic expectations with the public about where Metro's role begins and ends. For instance - it would be valuable to lift up the work of the Cities to develop their Transportation System Plans (TSPs). These are done at the local level and include public input and relationship building as well. For instance, the City of Troutdale is currently amending their TSP with a 21 member committee as part of their engagement. It will be valuable to engage City staff and elected officials in a conversation about how their planning efforts are important and reflective of the communities they serve in addition to the RTP work.



Oregon

Kate Brown, Governor

Department of Transportation

Region 1

123 NW Flanders Street

Portland, OR 97209

Phone: (503) 539-8454

Fax: (503) 731-8531

Kim Ellis and Molly Cooney-Mesker,

This memo conveys ODOT's initial comments on the draft RTP Values and Outcomes and Actions (VOA), following the questions posed by Metro staff at MTAC of, "do we have it right, is there anything missing?"

ODOT appreciated the discussion at the March MTAC meeting regarding the role of the draft VOA as an internal guide for the Metro project team. As expressed in our comments on the draft RTP work plan, it is premature for the VOA to be adopted prior to the Phase 2 policy work as it describes the specifics of a plan that has not yet begun.

Specific comments are below. Please see ODOT's separate comments on the draft RTP work plan and draft RTP engagement plan, sent last week.

Overarching Comments:

- Delay or modify the Draft VOA until the Phase 2 policy discussions. Prescribing Values, Outcomes and Actions in advance of the planning activity that would typically develop such material prematurely directs the policy work and project identification in upcoming phases. If the intention is to guide the practitioners, rather than setting policy upfront, the document would be more valuable without the directive actions as they are premature.
- Metro staff need to clarify how these five values will be coordinated with the RTP goals. The 2018 has eleven goals, each its own set of objectives, and four priorities.
- ODOT is concerned that many projects already planned and designed by local, regional and state agencies were developed under the current RTP and may not naturally "fit" under substantially different goals. City and county comprehensive plans are reliant on future implementation of planned facilities. Metro staff need to develop a "crosswalk" to allow projects developed under the current and prior RTPs to still move forward, as well as a strategy for encouraging future planning work to align with this RTP's values
- ODOT is also concerned that existing financing sources for transportation projects will not necessarily align with RTP values. Each agency also has programs with differing objectives. We recommend a discussion about how to incorporate these realities with the values.
- We recommend integrating equitable outcomes into each separate value
- Modify the structure of the document to include a statement for each value and convey desired outcomes. The current format is not straightforward. Some of the outcomes are descriptions of ideal

conditions in the future, others are current or upcoming actions. Many of the outcomes are very specific and lengthy; we recommend briefer and more universal statements that are less limiting. Further, the actions do not necessarily correlate with the outcomes to which they serve.

- The values and outcomes are each laudable. When applying the values however, there will be tradeoffs. Some outcomes will rise above others. For example, multi-modal and ADA projects on a roadway often require purchase of ROW, which is expensive and can impact businesses and housing. The RTP must be cognizant of this reality and provide guidance for decision makers and practitioners.
- Include outcomes related to economic development and prosperity—the RTP online survey, for example, has multiple questions related to economy and individual prosperity. Those outcomes should be present here too. The intro states “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,” however, goods and freight are generally not reflected in the draft VOAs.
- The introduction needs to include TPAC and MTAC as committees that will review and discuss the VOA.

Specific opportunities to improve to VOA if staff chooses to move the document forward at this time:

Value: Racial Equity

- Outcomes:
 - A number of the outcomes overlap or state similar outcomes in different ways. Recommend adjustments to create a series of related but separate outcomes.
 - Recommend removing “reverse” from first bullet since second bullet explains action in more detail.
 - Third bullet appears to go beyond the scope of an RTP in its goal to “achieve equity for all”, and that outcome is addressed in the prior bullet. It also appears in the actions (which may be a better location), so consider removing from outcomes. Otherwise consider updating to “transportation equity for all” or similar.
 - The 4th bullet could be enhanced since it could be argued that is the status quo. Consider conditioning the outcome, such as “Build an equitable transportation system that connects all people to their destinations *affordably*”
- Actions:
 - The 1st and 4th actions are very similar, suggest consolidation.
 - The last two actions are quite similar - perhaps further differentiate or combine
 - The Policy phase should include a shared understanding of the causes of displacement.

Value: Climate Leadership and Resilience

- Outcomes:
 - Regarding use of pricing tools - Include ODOT’s Statewide Transportation Strategy and Regional Mobility Pricing Project
 - Mention integration with Climate Friendly and Equitable Communities rulemaking
 - Recommend adding: Increase resilience on seismic lifeline routes.
- Actions:

- Include land use in the actions related to increasing transit service. Successful transit is dependent on the appropriate density, design, diversity of land use and network connectivity
- Safety is important but is more appropriate in the Equity and Mobility sections. Move, or restructure to make the connection to walking, biking and transit
- Consider using VMT per capita rather than VMT alone, to better account for regional growth and tie land use to transportation demand
- Consider adding this action from the ODOT Strategic Action Plan: Establish a carbon baseline for emissions from the construction of transportation projects.

Safe and Healthy Streets

- Outcomes:
 - Is the 1st bullet proposing adoption of a regional Vision Zero goal?
 - Reference the Livable Streets Handbook and BUD as guides for safer upgrades
 - On the 2nd bullet, clarify Universal Design and apply to all areas and not just high injury corridors in Equity Focus Areas.
 - On the 3rd bullet,
 - Remove “adopt policies” - the policies currently exist. In 2020 the Oregon Transportation Commission even moved this forward by delegating the authority to the Director
 - Remove reference to “all state-owned urban arterials”. The JT study identified 11 candidates, 2 of which both Metro and ODOT agree are not appropriate for transfer (namely 99W from I-5 south, and 99E from HWY 224 to the Ross Island Bridge)
- Actions:
 - The 2nd bullet isn’t necessary, as it is covered by the 1st and 3rd bullets

Value: Mobility

- Outcomes:
 - First bullet – is the purpose to identify importance of State of Good Repair, or to keep the system scaled as it exists today? If the later this could prevent planned projects that are required as per the TPR for implementation of local comprehensive plans
 - Second and third bullets are quite similar and are covered under Racial Equity value as well - suggest further differentiation or combination
 - Add a regionally balanced transportation system that supports all modes
- Actions:
 - Regarding congestion management – provide linkage to the Regional Mobility Pricing Project as it will influence this outcome
 - Enhance TOD relationship to transportation - Invest in TOD programs and development to provide affordable housing with direct access to the HCT network

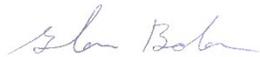
Value: Accountability and Transparency

- Outcomes:
 - Concerned about the last bullet. This could mean many things, but it implies a desire to invalidate local planning processes, including community engagement

- Actions:

- 1st bullet, remove Get Moving 2020. That effort was developed with a limited segment of the public and didn't apply typical planning processes in which projects are developed and prioritized in support of adopted policies.
- Add consistency with Statewide Planning Goals, State Plans, Legislative directions and Local TSPs
- Reference Climate Friendly Equitable Communities' new requirements for engagement
- Fifth outcome mentions three priority outcomes (climate, safety and equity). Where did these come from? The current RTP has four priorities, including congestion management
- Consider adding: Make the RTP update process inclusive and accessible

Take care,

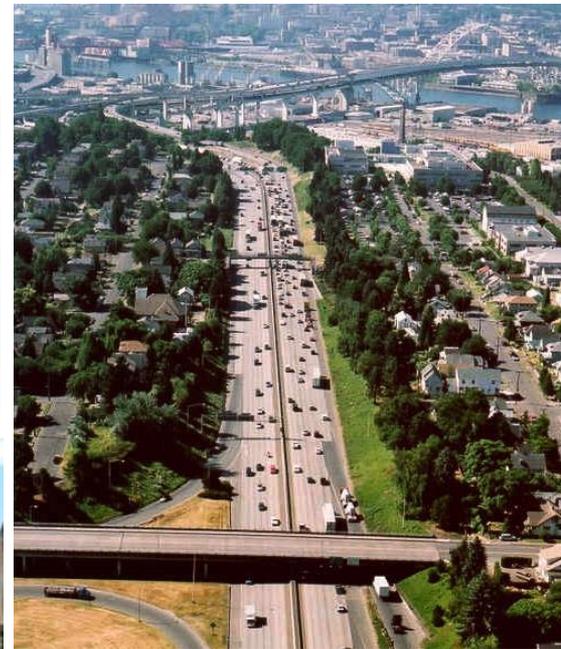
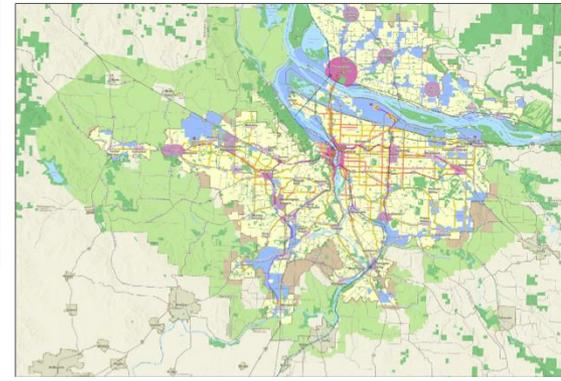


Glen Bolen AICP
Interim Planning Manager and MPO Liaison
Oregon Department of Transportation
123 NW Flanders St.
Portland, OR 97209
glen.a.bolen@odot.oregon.gov
Mobile: (503) 539-8454

2023 Regional Transportation Plan Update

Transportation Policy Alternatives Committee

April 1, 2022



Today's purpose

Overview of the scoping phase

Discussion and feedback and consider making a recommendation to JPACT on Res. No. 22-5255 and revised draft:

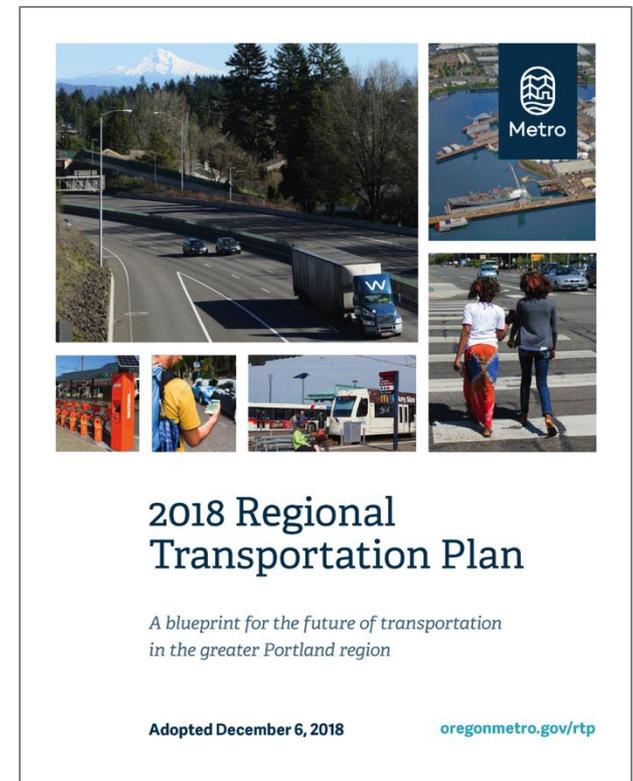
- work plan
- engagement plan
- *values, outcomes and actions?*



What is the Regional Transportation Plan (RTP)?

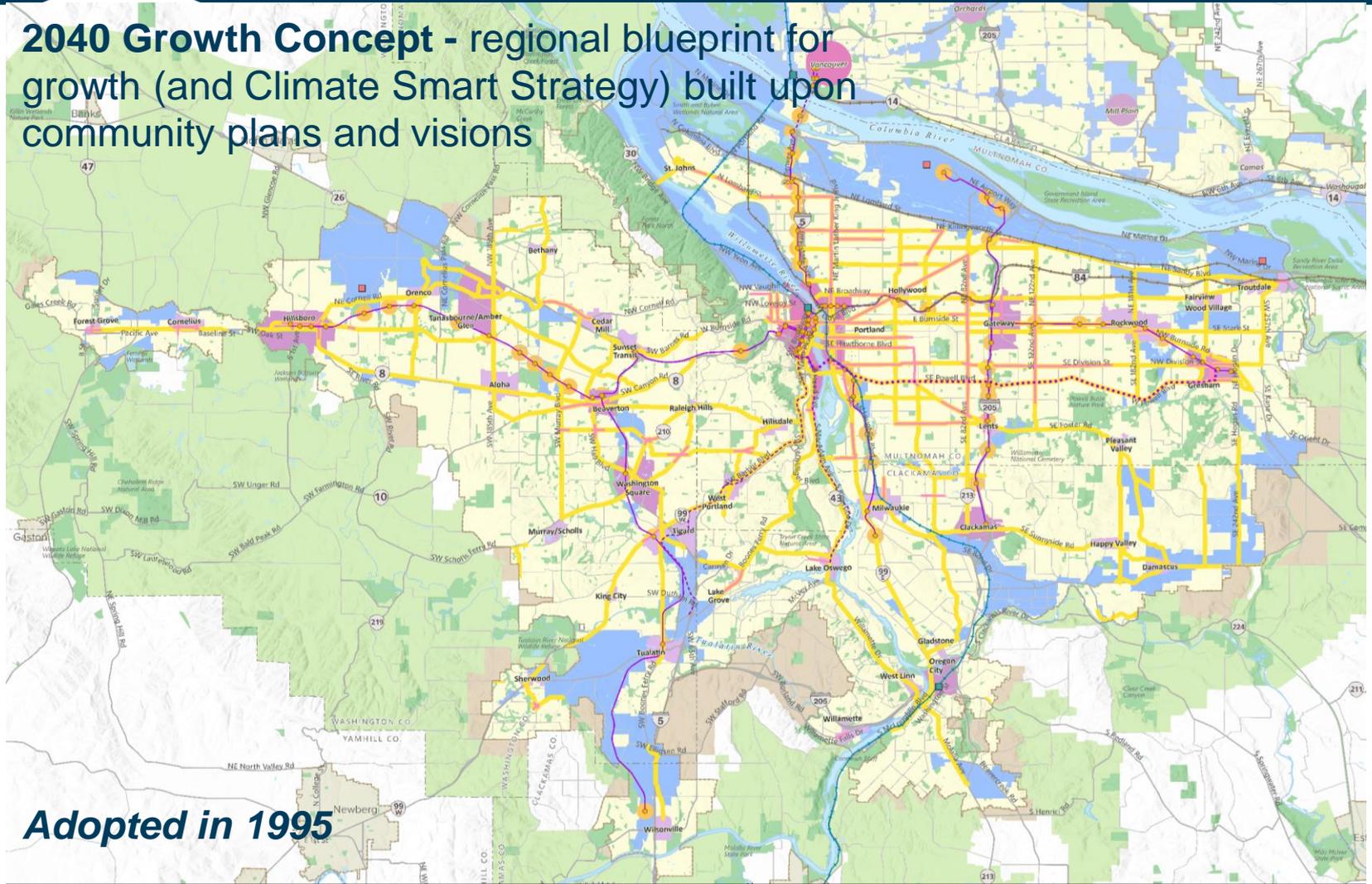
20+ year transportation plan

- 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



2040 Growth Concept

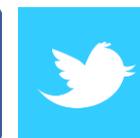
2040 Growth Concept - regional blueprint for growth (and Climate Smart Strategy) built upon community plans and visions



Adopted in 1995

Engaging partners and the public since October

- 20 briefings and presentations
- 4 language-specific focus groups
- 1 Community Leaders Forum
- 1 Tribal Summit on Climate Leadership
- 41 stakeholder interviews
- On-line survey
- 2 consultation meetings



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**



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 engagement and equity work already happening** in communities
- Ensure investment **priorities are informed by community and business**

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**
- **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 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.

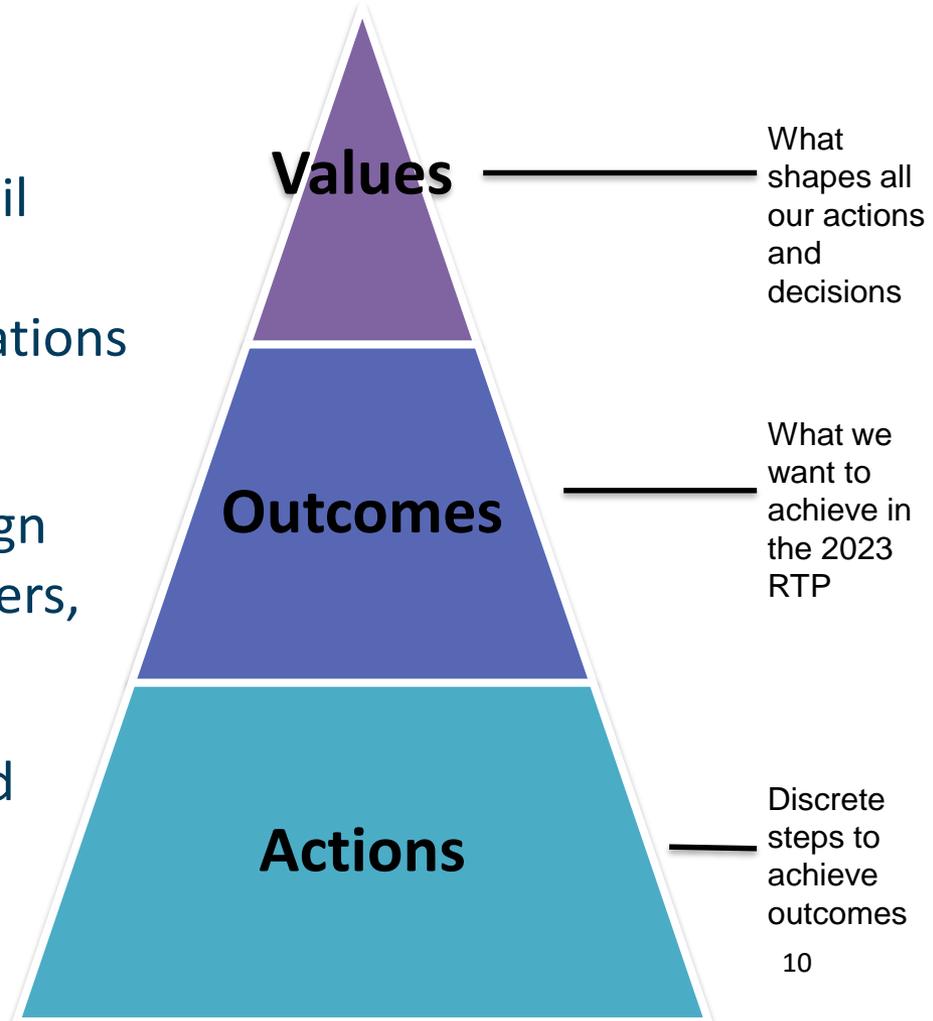
Identify underserved communities and barriers to meeting daily needs.

Better manage and operate the existing transportation system.

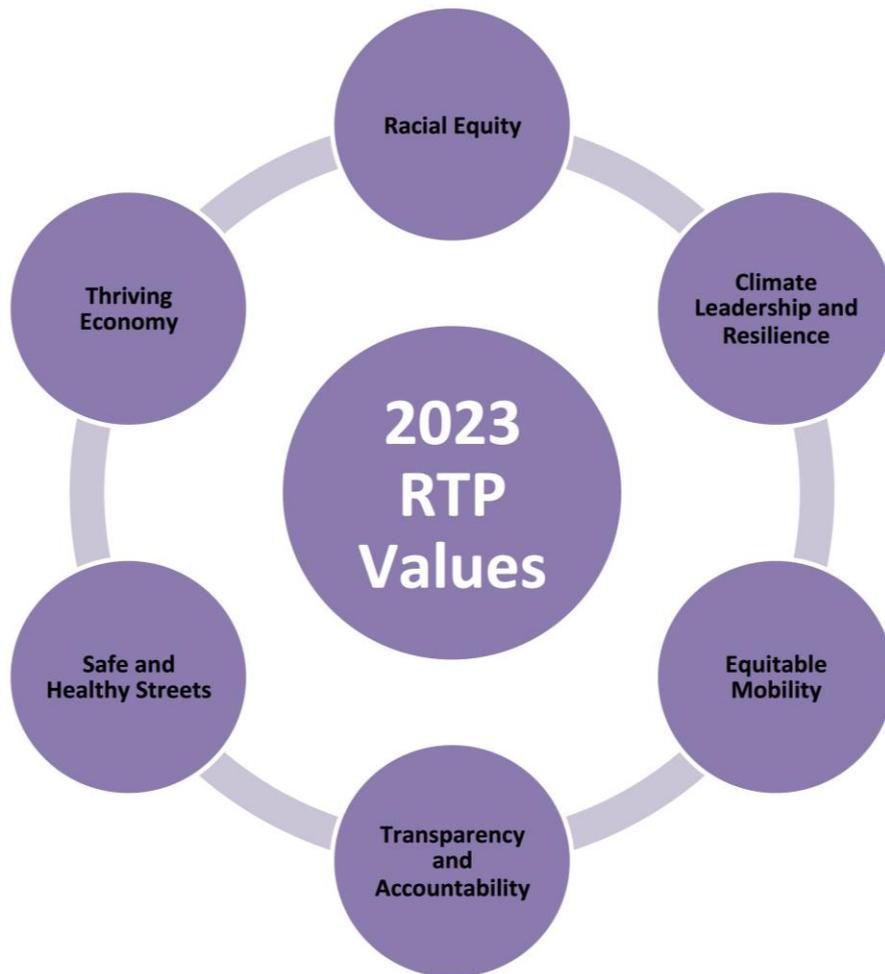
Values, Outcomes and Actions to guide the 2023 Regional Transportation Plan

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



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



The VOA is recommended to remain in draft form and be used as a starting point to guide the update.

Revisions made to address feedback, including addition of new Thriving Economy value.

VALUE: THRIVING ECONOMY

New Value and Actions

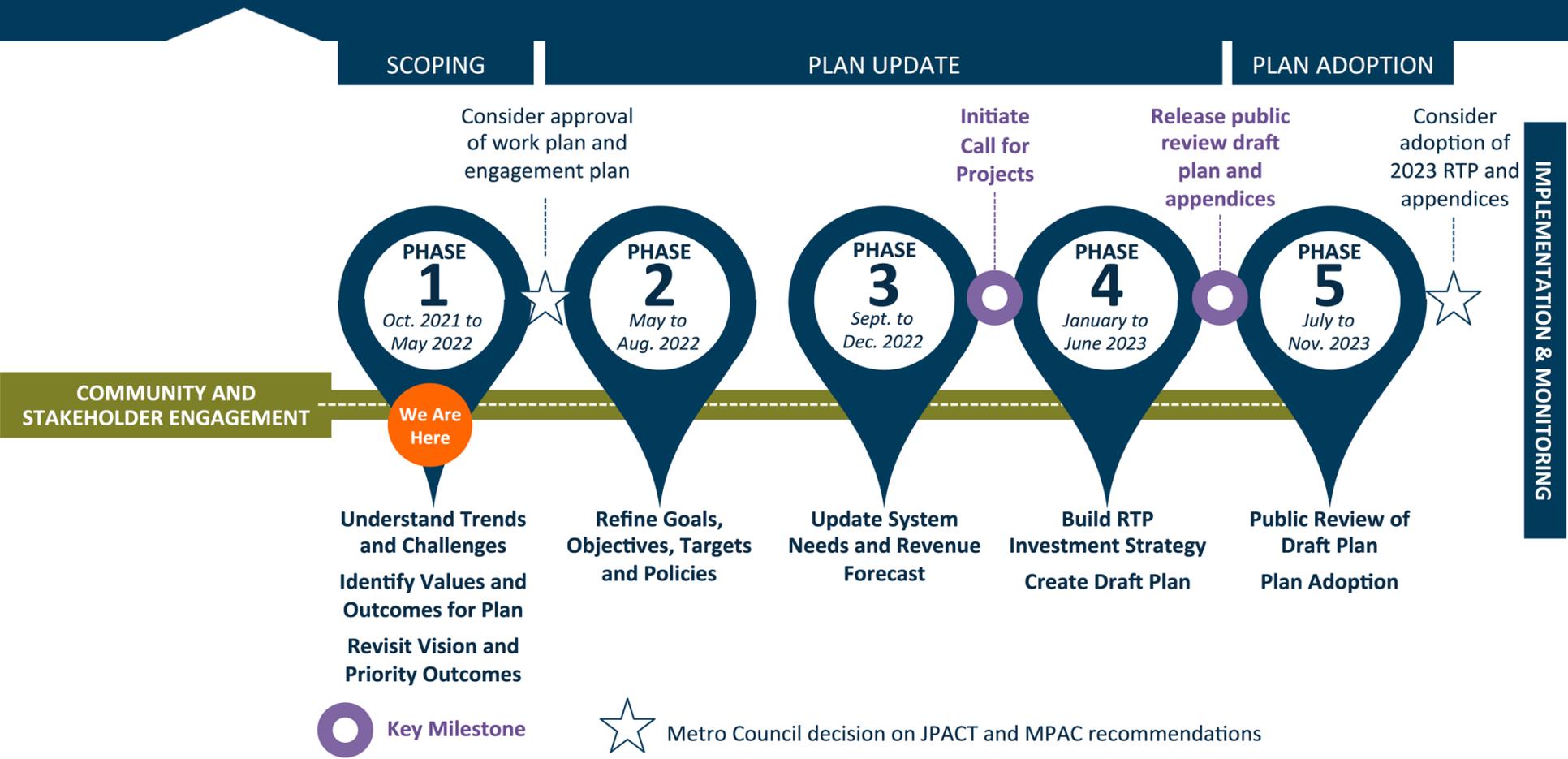
OUTCOMES

- The region's target traded-sector clusters and businesses are served by a multimodal transportation system that provides reliable access to employment centers, educational opportunities, markets and destinations within and beyond the region.
- Thriving businesses in downtowns and main streets, along transit corridors and in industrial areas and employment centers.
- Improved workforce access to job opportunities, particularly by transit.
- Housing, transportation and equitable economic development are linked, saving households and businesses money, supporting job creation, emerging markets and access to jobs, and increasing access to opportunities, goods and services people and businesses need to thrive.

KEY ACTIONS

- Engage the business, freight, economic development and labor community throughout the process.
- Increase affordable transportation access to low-income and middle-income jobs and educational opportunities.
- Improve access to intermodal facilities and industrial and employment areas identified in the *Greater Portland Comprehensive Economic Development Strategy (CEDS)*.
- Use the Economic Value Atlas to help identify investments that will improve access to family-wage jobs and support growing and emerging industries.
- Complete the Regional Freight Delay and Commodities Movement Study to identify the level and value of commodity movement on the regional freight network and explore how e-commerce is impacting and benefiting the transportation system and regional economy.

RTP timeline – key engagement and decision points



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?

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

Inclusive engagement strategies

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

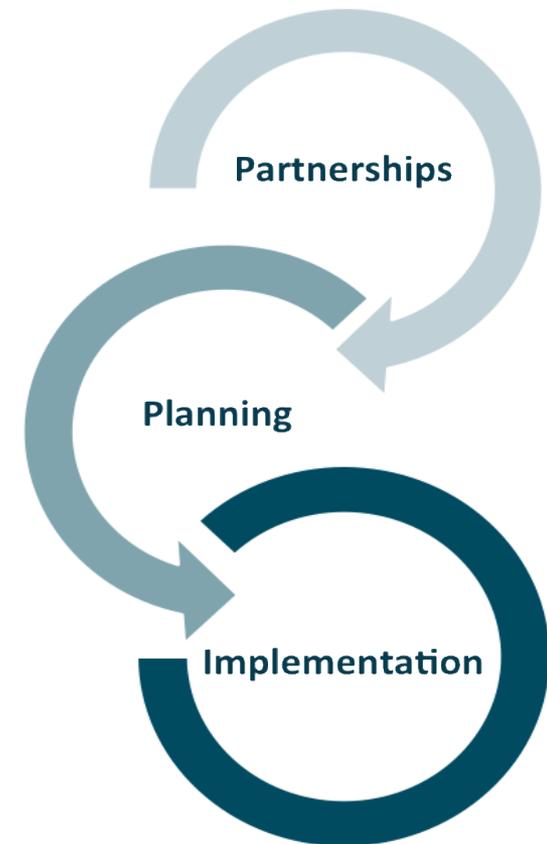
How: Metro Council, Metro technical and policy advisory committees, and county coordinating committees discussions, Community Leaders Forum, online survey, Consultation meetings, public comment period and hearings



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

What we heard more recently from TPAC and MTAC members

- **Be clear about the outcomes we are trying to achieve** through the update
- **Provide adequate time for discussion of the policy issues** identified in the VOA and work plan and opportunities for partners and other stakeholders to help shape the development of policy
- **Recognize local public engagement efforts and community project priorities** identified in local transportation system plans
- **Ensure transparency and diverse voices are engaged in defining project priorities** and **look for opportunities to highlight and build on past engagement** by partners
- **Ensure transparency in how the projects will be evaluated**
- **The pricing policy should be a significant focus of the RTP update**, and should clarify roles and responsibilities for implementing pricing in the region
- **Address the Climate Friendly and Equitable rulemaking that is underway in the 2023 RTP update**
- **Consider keeping the VOA in draft form and use as a starting point for updating the RTP goals and objectives in Phase 2**



Finalizing work plan and engagement plan

Schedule pending TPAC action today

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

April 21 JPACT considers action on TPAC recommendation

April 26 Metro Council discussion

April 27 MPAC recommendation to Metro Council

May 5 Metro Council considers JPACT action and MPAC recommendation

Learn more at:
oregonmetro.gov/rtp



Discussion and feedback

1. Feedback on the revised work plan and engagement plan?
2. Feedback on the revised VOA and how to address the concerns raised by TPAC and MTAC members?
3. Feedback on the draft resolution?
4. Are you ready to make a recommendation to JPACT on:
 - Resolution No. 22-5255
 - Work Plan
 - Engagement Plan
 - *VOA?*

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



Metro

Kim Ellis, AICP

RTP Project Manager

kim.ellis@oregonmetro.gov

Molly Cooney-Mesker

RTP Engagement Specialist

molly.cooney-mesker@oregonmetro.gov

oregonmetro.gov/rtp

TriMet Coordination with the Metropolitan Transportation Improvement Program (MTIP)

TPAC

April 1, 2022

Outline

1. FY2023 Budget Overview
2. FY2023 Budget Themes
3. Program of Projects and MTIP Coordination



Fiscal Year 2023 Budget

Our Vision: To be the leader in delivering safe, convenient, sustainable, and integrated mobility options necessary for our region to be recognized as one of the world's most livable places.

Our Mission: Connect people with valued mobility options that are safe, convenient, reliable, accessible, and welcoming for all.

Budget Timeline

Key Dates

- ✓ Public Rollout of Budget – March 16th
- ✓ Board approved budget for TSCC – March 23th
- TSCC Hearing – April 27th
- Adopt FY2023 Budget – May 25th
- FY2023 Budget Begins – July 1, 2022

Visit [Trimet.org/budget](https://trimet.org/budget) for full details

FY2023 Financial Forecast – Resources

- Employer Payroll Tax – Local Revenue
 - Total: \$470.1M
- Employee Payroll Tax – Local Revenue
 - HB2017/STIF Total \$30.7M
- Passenger Revenue – Local Revenue
 - Total: \$60.7M
 - No fare increase in FY2023, for the tenth straight year
 - Significant loss due to COVID-19 – down over 50%
- Federal Funding: Base year/year increase of roughly 2%
- Federal stimulus packages – OTO funding - has allowed TriMet to maintain services that would otherwise need to be cut, including maintaining the work force.
 - ARP funding of \$289.1 million *

* TriMet previously received CARES Act funding of \$189.9M and CRRSAA Funding of \$195.4M

Budget Overview—Requirements

- Total Budget of \$1.82 billion
- Total Operating Requirements \$736.7M
 - Day-to-Day Operating Budget: \$433.9M
 - Transportation & Maintenance
 - OPEB \$84.9M
 - Debt Service \$63.1M
- Capital and Operating Projects: \$246.1M
- Fund Exchanges & Pass Through Payments: \$16.6M
- Contingency: \$35.3M
- Ending Fund Balance: \$786.7M
 - Restricted bond proceeds = \$103.4M
 - Restricted debt service = \$43.9M
 - Unrestricted = \$639.4M
 - Forecasted to decrease by 18% in FY2023



FY2023 Budget Themes

1. Safety
2. Maintain and Preserve the System
3. Improve System Reliability
4. Build Ridership through Quality Service and Innovation
5. Advance Regional Corridor Projects and Zero Emissions Fleet transition
6. Service



Program of Projects Discussion

FY2023 Federal Funding

- Regional Flexible Funds
- PMLR Park and Ride improvements
- Program of Projects with other Federal Funding
 - Urbanized Area Formula [5307]
 - State of Good Repair [5337]
 - Enhanced Mobility for Seniors and Individuals with Disabilities [5310]

Regional Flexible Funds & ODOT Region 1 Enhance

For FY2023, TriMet is receiving funds for:

- Surface Transportation Block Grant
 - \$10.8M Regional Rail debt service
 - \$3.6M Bus & Rail Preventive Maintenance
- Congestion Mitigation & Air Quality
 - \$11.0M Regional Rail debt service

FY2023 Program of Proposed Projects using other Federal Funding

- Bus and Rail Preventive Maintenance
 - \$54.2M 5307 Urban Formula
 - \$39.7M 5337 State of Good Repair Formula
 - \$289.1M 5307 ARP
- Transportation for Seniors and Individuals with Disabilities
 - \$1.3M 5310 Enhanced Mobility

CIG Small Starts

- Red Line Red Line Extension & Reliability Improvements
 - \$99.9 M Section 5309
 - \$15.7 M Section 539 (ARP)
- Division Transit Project
 - \$12.9 M Section 539 (ARP)



Summary

- Federal funding continues to support focus on capital maintenance and service continuity
- Public engagement opportunities provided in programming of projects and budget processes
- Coordinating with MPO staff on proposed programming for 2021-24 and 24-27 MTIP
- Exploring federal discretionary grant funding to support zero emissions fleet transition, ridership recovery, state of good repair, vehicles and future high capacity transit network planning.



Fiscal Year 2023 Budget **Questions?**

Final OTC Flexible Fund Allocation

Program Area	Funding (Millions)
Enhance Highway	\$50
Fix-It	\$75
Great Streets	\$50
Safe Routes to School	\$30
Innovative Mobility Pilot	\$10
Local Climate Planning	\$15
Maintenance & Operations	\$40
ADA	\$95
Match for Competitive Grants	\$40
Business & Workforce Development	\$7
Total	\$412

