



Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, July 20, 2023

7:30 AM

<https://zoom.us/j/91720995437> (Webinar
ID: 917 2099 5437) or 877-853-5257 (Toll
Free)

1. Call To Order, Declaration of a Quorum & Introductions (7:30 AM)

This meeting will be held electronically. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/91720995437> or by calling +1 917 2099 5437 or 888 475 4499 (toll free).

If you wish to attend the meeting, but do not have the ability to attend by phone or computer, please contact the Legislative Coordinator at least 24 hours before the noticed meeting time by phone at 503-813-7591 or email at legislativecoordinator@oregonmetro.gov.

2. Public Communication on Agenda Items (7:35 AM)

Written comments should be submitted electronically by mailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you

wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Updates from the JPACT Chair (7:40 AM)

4. Consent Agenda (7:45 AM)

- 4.1 Resolution No. 23-5335 For the Purpose of Adopting the 2024-2027 Metropolitan Transportation Improvement Program (MTIP) [COM 23-0714](#)
- Attachments: [JPACT Worksheet](#)
[Resolution 23-5335](#)
[Exhibit A](#)
[Exhibit B](#)
[Adoption Draft](#)
[Staff Report](#)
- 4.2 Consideration of the June 15, 2023 JPACT Minutes [COM 23-0723](#)
- 5. Information/Discussion Items (7:50 AM)**
- 5.1 Legislative Update [COM 23-0715](#)
- Presenter(s): Anneliese Koehler (she/her), Metro
Erin Doyle, Washington County
Taylor Steenblock, Multnomah County
Chris Lyons, Clackamas County
Miles Pengilly, TriMet
Carmen Merlo, Port of Portland
Derek Bradley, City of Portland
- Attachments: [JPACT Worksheet](#)
- 5.2 Regional Freight Delay and Commodities Movement Study: Draft Findings [COM 23-0716](#)
- Presenter(s): Tim Collins (he/him), Metro
- Attachments: [JPACT Worksheet](#)
- 5.3 TOD Update [COM 23-0717](#)
- Presenter(s): Andrea Pastor, Metro
- Attachments: [JPACT Worksheet](#)
[TOD Strategic Plan](#)

5.4 Construction Careers Pathways Program (C2P2) Update

[COM 23-0718](#)

Presenter(s): Sebrina Owens-Wilson, Metro
Andre Bealer (he/him), Metro

Attachments: [JPACT Worksheet](#)

6. Update from JPACT Members (9:20 AM)

7. Adjourn (9:30 AM)

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act and other statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1890. 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 503-797-1890 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. Individuals with service animals are welcome at Metro facilities, even where pets are generally prohibited. For up-to-date public transportation information, visit TriMet's website at trimet.org

Thông báo về sự Metro không kỳ thị của

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

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧视公告

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

Ogeysiiska takooris la'aanta ee Metro

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

Metro의 차별 금지 관련 통지서

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

Metro의 差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください。公開会議で言語通訳を必要とされる方は、Metroがご要望に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់តំបន់អាស៊ីប៉ាស៊ីហ្វិកនៃសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានព័ត៌មានបន្ថែមសូមទូរស័ព្ទទៅលេខ www.oregonmetro.gov/civilrights។

បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច័ន្ទិយ) ប្រាំពីរថ្ងៃ ថ្ងៃច័ន្ទិយ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

إشعار بعدم التمييز من Metro

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

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

Notificación de no discriminación de Metro

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

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

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

2023 JPACT Work Program

As of 7/10/2023

Items in italics are tentative

<p><u>July 20, 2023</u></p> <ul style="list-style-type: none">• Resolution No. 23-5335 For the Purpose of Adopting the 2024-2027 Metropolitan Transportation Improvement Program (MTIP) (consent)• Legislative Update (Anneliese Koehler, Metro, Erin Doyle, Washington County, Taylor Steenblock, Multnomah County, Chris Lyons, Clackamas County, Miles Pengilly, TriMet, Carmen Merlo, Port of Portland; 20 min)• Freight Commodity Study: Draft Findings (Tim Collins (he/him), Metro; 25 min)• TOD update (Andrea Pastor, Metro; 25 min)• Construction Careers Pathways Program (C2P2) Update (Sebrina Ownes-Wilson, Metro, Andre Bealer (he/him), Metro; 25 min)	<p><u>August 17, 2023 - CANCELED</u></p>
<p><u>September 21, 2023</u></p> <ul style="list-style-type: none">• Better Bus update (Kelly Betteridge, 10 min)• 2023 RTP Draft Implementation Plan (Kim Ellis (she/her), Metro)• RTP Chapter 3 tolling language discussion• <i>TV Highway update</i>	<p><u>October 19, 2023</u></p> <ul style="list-style-type: none">• <i>2023 RTP ordinance introduction</i>• <i>HCT Plan resolution introduction</i>• <i>82nd avenue transit plan</i>
<p><u>November 16, 2023</u> - Hybrid</p> <ul style="list-style-type: none">• 2023 RTP (action)• High-Capacity Transit Plan (action)	<p><u>December 14, 2023</u></p> <ul style="list-style-type: none">• <i>Safety Update (Lake McTighe (she/they), Metro)</i>• WMIS Update• <i>Sunrise corridor visioning project update</i>• I-5 Interstate Bridge Replacement Program Update (IBR): SDEIS

**4.1 Resolution No. 23-5335 For the Purpose of Adopting the 2024-2027
Metropolitan Transportation Improvement Program (MTIP) (7:45 AM)**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, July 20, 2023

JPACT Worksheet

Agenda Item Title: 2024-2027 Metropolitan Transportation Improvement Program (MTIP) adoption draft

Presenters: Grace Cho, Ted Leybold

Contact for this worksheet/presentation: Grace Cho (grace.cho@oregonmetro.gov)

Purpose/Objective

To request JPACT approve and submit to Metro Council for adoption the 2024-2027 MTIP adoption draft.

Outcome

JPACT members approve and submit to Metro Council the adoption draft of the 2024-2027 MTIP.

What has changed since JPACT last considered this issue/item?

Metro staff provided an overview of the 2024-2027 MTIP adoption draft at the June meeting of JPACT. JPACT members asked general questions about the development process of the 2024-2027 MTIP and focused in on the public comment process purpose and lack of comments. Additionally, there were other specific comments on wanting to see more investments in certain types of projects in future MTIPs. (Example, further investment into electrification.)

There were not any substantive comments to necessitate modification of the 2024-2027 MTIP prior to the request for adoption action. Input and feedback received will help inform the development of the 2027-2030 MTIP, which will begin after adoption of the 2024-2027 MTIP.

What packet material do you plan to include?

- Cover memorandum
- Resolution 23-5335 for the Purpose of Adopting the 2024-2027 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area with Exhibits (includes the 2024-2027 MTIP adoption draft and appendices)
- Staff Report to Resolution 23-5335

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2024-)	RESOLUTION NO. 23-5335
2027 METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM FOR THE)	Introduced by Chief Operating Officer
PORTLAND METROPOLITAN AREA)	Marissa Madrigal in concurrence with Council President Lynn Peterson

WHEREAS, the Portland metropolitan area Metropolitan Transportation Improvement Program (MTIP), which reports on the programming of all federal transportation funds to be spent in the region, must be periodically updated in compliance with federal regulations; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) have proposed programming for federal fiscal years 2025-2027 through the regional flexible funds allocation process for a portion of the federal allocation of transportation funds to this region, as adopted by Metro Resolution 22-5284 and 21-5194; and

WHEREAS, the Oregon Department of Transportation has proposed programming for federal fiscal years 2024-2027 of federal transportation funds for projects in the Portland metropolitan area through funding allocation processes they administer; and

WHEREAS, the transit service providers TriMet and South Metropolitan Area Rapid Transit (SMART) have proposed programming of federal transit funds for federal fiscal years 2024-2027; and

WHEREAS, the draft 2024-2027 MTIP for the Portland, Oregon metropolitan area, attached as Exhibit A, demonstrates compliance with all relevant federal regulations; and

WHEREAS, the 2021-2024 Metropolitan Transportation Improvement Program is the second cycle to be undertaken under new federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the federal performance targets; and

WHEREAS, the proposed 2024-2027 MTIP is consistent with the 2018 Regional Transportation Plan, adopted by Metro Ordinance No. 18-1421; and

WHEREAS, a public process has provided an opportunity to comment on the performance evaluation and programming of federal funds to specific projects in specific fiscal years and whether the programming meets all relevant laws and regulations; and

WHEREAS, extensive public processes were used to select projects to receive federal transportation funds; and

WHEREAS, on July 7, 2023 TPAC recommended approval of this resolution and the 2024-2027 Metropolitan Transportation Improvement Program;

WHEREAS, on July __, 2023 JPACT recommended approval of this resolution and the 2024-2027 Metropolitan Transportation Improvement Program; now therefore

BE IT RESOLVED that the Metro Council adopt the 2024-2027 Metropolitan Transportation Improvement Program for the Portland metropolitan area as shown in Exhibit A; and

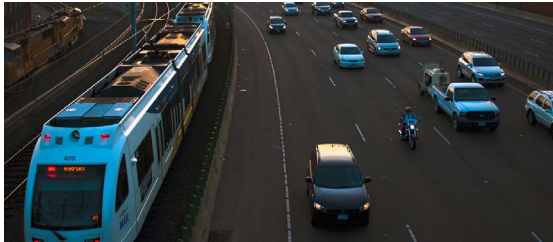
BE IT RESOLVED that projects in the existing 2021-2024 MTIP that do not complete obligation of funding prior to September 30, 2023 will be programmed into the 2024-2027 MTIP.

ADOPTED by the Metro Council this ___ day of July 2023.

Lynn Peterson, Council President

Approved as to Form:

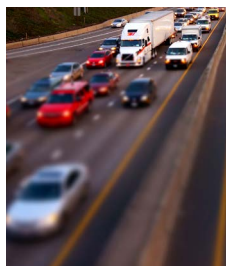
Carrie MacLaren, Metro Attorney



2024-2027 ADOPTION DRAFT

Metropolitan Transportation Improvement Program

June 2023



Appendices

2024-27 Metropolitan Transportation Improvement Program (MTIP)

June 2023

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.

Metro fully complies with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act that requires that no otherwise qualified individual with a disability be excluded from the participation in, be denied the benefits of, or be subjected to discrimination solely by reason of their disability under any program or activity for which Metro receives federal financial assistance.

If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1536.

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. 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 assures 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/mtip

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Thursday, July 6, 2023
To: Joint Policy Advisory Committee on Transportation and Interested Parties
From: Grace Cho, Senior Transportation Planner
Subject: 2024-2027 MTIP Adoption Draft

Purpose & Request

Request JPACT approve and submit the 2024-2027 MTIP adoption draft to Metro Council for adoption.

Background

As part of Metro's responsibilities as the metropolitan planning organization for the Portland region, the agency must develop a schedule of regionally significant transportation expenditures for the upcoming federal fiscal years, known as the metropolitan transportation improvement program (MTIP). In the development of the MTIP, the document must demonstrate how the MTIP as a package of investments complies with federal requirements, implements the Regional Transportation Plan (RTP), and outline the procedures for administering the MTIP once adopted.

2024-2027 MTIP – Adoption Draft

The 2024-2027 MTIP adoption draft is the short-term investment strategy to implement the region's vision for the transportation system and demonstrates compliance with federal regulations. The 2024-2027 MTIP includes several disparate funding allocation processes led by Metro, ODOT, SMART, and TriMet as the four entities in the region with allocation authority for federal transportation funding. These funding allocation processes were brought to TPAC and JPACT at different stages in their process. The 2024-2027 MTIP adoption draft reflects the collective outcomes of those allocation and decision processes and the balancing of regional, state, local, and agency priorities and objectives.

The 2024-2027 MTIP includes a little over \$1.3 billion dollars of investment over 130 projects. Just under half (47%) of the investment profile are maintenance and preservation projects. Capital investments (40%), planning (4%), and system management and operations (8%) make up the remainder. Around 78% of the 2024-2027 MTIP is made up of federal dollars where the remaining 22% is local match.

The 2024-2027 MTIP is scheduled to become operational on October 1, 2023, the beginning of federal fiscal year 2024. To do so, the 2024-2027 MTIP must be adopted and submitted to the Governor for inclusion in the 2024-2027 State Transportation Improvement Program (STIP) by summer 2023. The 2024-2027 STIP will be submitted to federal agencies requesting approval prior to the start of the federal fiscal year.

Attached to this memorandum is Resolution 23-5335 whose exhibits include the 2024-2027 MTIP and appendices, and the draft staff report. For easier access, the 2024-2027 MTIP adoption draft can be found at: <https://www.oregonmetro.gov/public-projects/2024-27-metropolitan-transportation-improvement-program>

TPAC and JPACT Feedback on the 2024-2027 MTIP Adoption Draft

In June 2023, Metro staff provided an overview of the 2024-2027 MTIP adoption draft at TPAC and JPACT meetings. The overview outlined a summary of the 2024-2027 MTIP investment profile, highlighted several notable projects, and discussed the outcome of the public comment period. At the TPAC meeting, members of TPAC felt comfortable with the 2024-2027 MTIP adoption draft and

some members sought to recommend approval to JPACT at the June meeting. However, once TPAC members learned that advancing the recommendation to JPACT would not advance the adoption schedule, no further motion was made. At the JPACT meeting, members were comfortable with the 2024-2027 MTIP, but had further follow up questions related to the MTIP public comment process. There were some other specific comments on wanting to see more investments in certain types of projects in future MTIPs. (Example, further investment into electrification.)

No further modifications have been included based on these June committee discussions. Input and feedback received will help inform the development of the 2027-2030 MTIP, which will begin after adoption of the 2024-2027 MTIP.

At the July meeting of TPAC, there was no further discussion on the 2024-2027 MTIP. After discussion closed, members of TPAC passed a motion to recommend for JPACT approval the adoption draft of the 2024-2027 MTIP and submit to the Metro Council for adoption.

Next Steps

The following timeline outlines the next steps for the 2024-2027 MTIP.

Timeline

Activity	Timeline
Request TPAC recommendation to JPACT	July 7, 2023
Request JPACT approval and recommendation for Metro Council adoption	July 20, 2023
Metro Council adoption	July 20, 2023
Submit 2024-2027 MTIP to Governor for inclusion in the 2024-2027 STIP	Late Summer 2023
Federal approval	Anticipated Fall 2023

IN CONSIDERATION OF RESOLUTION NO. 23-5335, FOR THE PURPOSE OF
ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT
PROGRAM FOR THE PORTLAND METROPOLITAN AREA

Date: June 29, 2023
Department: Planning, Development, and
Research
Meeting Date: July 15, 2023

Prepared by: Grace Cho,
grace.cho@oregonmetro.gov, 267-909-
3490
Presenter: Grace Cho, she/her, Senior
Transportation Planner
Length: TBD

ACTION REQUESTED

Approval of the 2024-2027 Metropolitan Transportation Improvement Program (MTIP).

IDENTIFIED POLICY OUTCOMES

Advancement of the 2018 Regional Transportation Plan investment priorities of safety, climate emission reduction, social equity, and mobility.

POLICY QUESTION(S)

The 2024-2027 MTIP is a program implementation tool, not a policy document. It includes an investment profile and performance analysis of the progress expected toward the 2018 Regional Transportation Plan's priority policy outcomes of safety, climate, equity and mobility by the next four years of regionally significant transportation investments. The data contained in the MTIP may serve to inform JPACT and the Metro Council as they consider updating regional transportation policy through the 2023 Regional Transportation Plan process. It may also inform future MTIP program direction and input to future funding allocation decisions by transportation agencies in the region.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Approval of JPACT's recommendation for Metro Council to adopt Resolution 23-5335, affirms the 2024-2027 MTIP meets federal transportation programming regulations and the package of transportation investments contained in the MTIP is consistent with the Regional Transportation Plan.

If JPACT and the Metro Council elect to not act, transportation projects and programs scheduled to receive federal transportation funding or in need of a federal approval, will not be able to move forward starting in federal fiscal year 2024.

STAFF RECOMMENDATIONS

Approve and recommend Metro Council adoption of Resolution 23-5335.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Approval of the 2024-2027 MTIP allow prior funding allocation decisions to move forward by affirming certain federal transportation fund programming regulations have been met and that the package of investments contained in the MTIP are consistent with the 2018 Regional Transportation Plan. The prior funding allocation decisions include funding to projects and programs from the Metro led Regional Flexible Fund Allocation Process as well as allocation decisions made by the Oregon Department of Transportation and by the public transportation agencies TriMet and SMART through their annual budget processes.

The investment profile and transportation system performance analysis of the 2024-2027 MTIP indicate slight progress toward the transportation priorities of marginalized communities but much more work is needed to meet long-term goals for an equitable transportation system. Implementation of the projects and programs included in the 2024-2027 MTIP will advance system safety and more complete active transportation facilities in equity focus areas where higher than regional average marginalized communities live.

Due to the large percentage of investments in the 2024-2027 MTIP being directed to maintenance and preservation activities and the lack of any major-scale transportation projects, the current project investments contributions to reducing climate change related emissions is limited to smaller scale investments to build out the active transportation network. These are important elements to supporting access and trips by walking, rolling and public transit, but are not at a scale to be measured in a meaningful way by regional emission models.

Input and feedback provided during the public comment opportunities were not as extensive as prior MTIP cycles, likely due to the lack of any major project in this cycle. Comments received did provide a consistent message indicating concern about the lack of progress and enough investment to reduce emissions contributing to climate change.

Approval of the 2024-2027 MTIP will allow the funding allocation to transportation projects and programs that will advance Metro's racial equity goals and reduce carbon emissions to proceed. This includes funding allocations needed to implement Metro-led transportation programs such as the Transit Oriented Development program, the Regional Travel Options program, and the Transportation Systems Management & Operations program through fiscal year 2028, a portion of which are included in the recently adopted FY 2024 Metro Budget. It will also allow funding to proceed for the Metro Transportation planning activities and new tools to better understand and advance Metro's racial equity and climate policies.

Legal Antecedents

- ORDINANCE NO. 18-1421: FOR THE PURPOSE OF AMENDING THE 2014 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW AND AMENDING THE REGIONAL FRAMEWORK PLAN
- RESOLUTION NO. 22-5284 FOR THE PURPOSE OF ALLOCATING \$152.8 MILLION OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2025-2027, PENDING ADOPTION OF THE 2024-2027 MTIP

• RESOLUTION NO. 21-5194 FOR THE PURPOSE OF ADOPTING THE 2025-2027 REGIONAL FLEXIBLE FUNDS PROGRAM DIRECTION FOR THE PORTLAND METROPOLITAN AREA

BACKGROUND

Metro, as the metropolitan planning organization (MPO) for the Portland metropolitan region, is responsible for development and administration of the Metropolitan Transportation Improvement Program (MTIP) as part of its federal responsibilities. The MTIP is an implementation vehicle for the Regional Transportation Plan (RTP) by tracking federal transportation funding expenditures and ensures federal eligibility rules and regulations are met. As part of the demonstrating compliance with federal transportation funding rules, an evaluation takes place to assess how planned transportation investment advance the Portland metropolitan region’s shared goals for the transportation system.

A public review draft of the 2024-2027 MTIP was developed between January through March 2023. The public review draft includes the schedule of expenditures for regionally significant transportation projects for federal fiscal years 2024 through 2027. The public review draft also includes information on how the draft near-term investment package meets federal requirements such as fiscal constraint and the investment package performance to RTP goals. An executive summary provides a summary of the 2024-2027 MTIP and its implementation of the Regional Transportation Plan.

The 2024-2027 MTIP represents an estimate of approximately \$1.3 billion dollars of investment over approximately 130 projects.

In terms of performance, overall, the 2024-2027 MTIP makes minimal progress towards the 2018 RTP priorities of equity, safety, climate, and mobility. In some individual areas, the 2024-2027 MTIP investment package performs slightly better, but generally, the emphasis on preservation and maintenance as well as the limited number of capital investments primarily focused on community-oriented projects constrains the ability to have measurable regional-scale impacts across the transportation system. Further detail on the investment performance can be found in Chapter 3 of the 2024-2027 MTIP public review draft.

None of the ODOT-led major projects (e.g. Interstate Bridge Replacement, I-5 Rose Quarter, Regional Mobility Pricing Project, I-205 expansion) under development are included in the 2024-2027 MTIP at this time. For these projects to move forward to their next phase, a request to amend for inclusion in the 2024-2027 MTIP will need to be made and approved.

In addition, for the first time since the mid-to-late 1990’s, the 2024-2027 MTIP does not include a high-capacity transit project. Similar to the other major projects, the two high-capacity transit projects currently in project development – the Tualatin Valley Highway high-capacity transit project and the 82nd Avenue high-capacity transit projects – will need to request a formal amendment for inclusion in the 2024-2027 MTIP in the future.

All projects proposed for inclusion in the 2024-2027 MTIP are included in and consistent with the 2018 Regional Transportation Plan's financially constrained project list or were determined to not be required. The performance analysis provided indicates the package of investments may be considered consistent with the Regional Transportation Plan policy of the priority investment outcomes regarding safety, climate, equity, and mobility. All additional federal programming requirements such as fiscal constraint and funding eligibility have also been checked by Metro MTIP staff and found to be met.

A 30-day public comment for the 2024-2027 MTIP was held between Wednesday April 5th and Friday May 5th. A public hearing opportunity was held at the mid-point of the public comment period. Lastly, the public review draft of the 2024-2027 MTIP and the public comment survey were made available online. In total 18 comments were provided on the 2024-2027 MTIP. Based on the comments, Metro staff developed comment themes and provided responses to the themes in the public comment report, which is included as part of the appendix to the 2024-2027 MTIP.

No further modifications have been included based on these June committee discussions. Input and feedback received will help inform the development of the 2027-2030 MTIP, which will begin after adoption of the 2024-2027 MTIP.

4.2 Consideration of the June 15, 2023 JPACT Minutes (7:45 AM)

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, July 20, 2023



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

June 15, 2023

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Juan Carlos González
Christine Lewis
Travis Stovall
Paul Savas
Nafisa Fai
Carley Francis
Anne McEnerny-Ogle
Mingus Mapps
Rian Windsheimer
Steve Callaway
Ashton Simpson
Shawn Donaghy
Susheela Jayapal
Ali Mirzakhali

AFFILIATION

Metro Council
Metro Council
Cities of Multnomah County
Clackamas County
Washington County
Washington State Department of Transportation
City of Vancouver
City of Portland
Oregon Department of Transportation
Cities of Washington County
Metro Council
C-Tran
Multnomah County
Oregon Department of Environmental Quality

MEMBERS EXCUSED

Sam Desue
Joe Buck
Curtis Robinhold

AFFILIATION

TriMet
Cities of Clackamas County
Port of Portland

ALTERNATES PRESENT

Emerald Bogue
Jef Dalin
Brett Sherman
Ty Stober
Scott Langer

AFFILIATION

Port of Portland
Cities of Washington County
Cities of Clackamas County
City of Vancouver
Washington State Department of
Transportation

OTHERS PRESENT: Mat Dolata, Chris Smith, Rye Baerg, Sarah Paulus, Alan Lehto, Mike McCarthy, Laurie Lebowsky-Young, Jean Senechal Biggs, Monica Krueger, Dwight Brashear, Neelam Dorman, Jessica Pelz, Julie Gustafson, Jaimie Lorenzini, Allison Boyd, Brenda Bartlett, Michael Orman, Shoshana Cohen, Will Farley, Dave Roth, Taylor Steenblock, Eric Hesse, Brett M., Tia Williams, Sarah Iannarone, Margi Bradway, Karen Buehrig, Caleb Winter, Jeff Gudman, Mark Lear, Stephen Roberts, Mark Ottenad, Sandy Glantz, Vanessa Vissar, Sarah Wright, Katherine Kelly, Kate Hawkins, Laurie Petrie, Matthew Hampton, Jamie Snook, Cody Field, Jeffrey Hood, Sara Ryan, Tom Markgraf

STAFF: Grace Cho, Jeff Kain, Cindy Pederson, Connor Ayers, Carrie MacLaren, Jaye Cromwell, Ina Zucker, Molly Cooney-Mesker, John Mermin, Lake McTighe, Eliot Rose, Marielle Bossio, Matt Bihn, Katie McDonald, Ken Lobeck, Ally Holmqvist, Lisa Hunrichs

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Juan Carlos Gonzalez (he/him) called the meeting to order at 7:30 am.

Chair Gonzalez called the role and declared a quorum.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

No members of the public chose to provide testimony.

3. UPDATES FROM THE CHAIR

Metro Planning and Development Department Director Catherine Ciarlo (she/her) shared the names and ages of traffic victims during the month of April:

Clifford Victor Bergland, 71, Katherine Lyda, 40, Cody William Hoffman, 30, David Ray Coffman, 73, Joanna M. Sunseri, 81, Daniel Q. London, 19, Luigina Elmer, 81, Christian Sage, 21, Rebecca Rae Barnet, 32, Lara C. Morrow, 35, and seven unidentified victims.

Chair Gonzalez introduced Ciarlo to the JPACT committee.

Chair Gonzalez then discussed the JPACT trip to Washington D.C., recounting the events of the trip and thanking key staff members.

Lastly, the Chair noted that the December JPACT meeting date has been moved from the 21st to the 14th of the month.

4. CONSENT AGENDA

Chair Gonzalez noted that there are two items on the consent agenda, Resolution No. 23-5345 For the Purpose of Adding Three new Projects and Canceling One Project to the 2021-24 MTIP Enabling Required Federal Approval Actions to Move Forward, and Consideration of the May 18, 2023 JPACT minutes.

MOTION: Oregon Department of Environmental Quality Air Quality Administrator Ali Mirzakhilili moved to approve the consent agenda seconded by City of Vancouver Mayor Anne McEnerny-Ogle.

ACTION: With all in favor, consent agenda passed.

5. ACTION ITEMS

5.1 Resolution No. 23-5343 For the Purpose of Releasing the Draft 2023 Regional Transportation Plan (RTP) and Project List for Public Review and Policy Discussion

6/15/2023 JPACT

Minutes 2

Chair Gonzalez introduced Metro Staff Kim Ellis (she/her).

Staff provided a brief presentation detailing the role of the public review process in the RTP. Ellis noted that several policies within the RTP have been updated following the guidance of the Metro Council as well as the JPACT and MPAC committees. Staff reviewed the projected progress of the RTP's outcomes towards fulfilling the target goals, highlighting that the region is on track to meet climate targets, that the RTP advances mobility, equity, and economy goals, and that the safety target will likely not be met by the projects within the RTP. Opportunities to further advance RTP goals were discussed, along with initial feedback from community engagement workshops.

Clackamas County Commissioner Paul Savas provided an anecdote from the JPACT trip to Washington D.C. about wildfire smoke and pollution. He then asked staff when the unfinalized sections of the RTP will be completed.

Ellis responded, stating that these sections will be complete by July 10th.

Commissioner Savas shared concerns that the RTP does not adequately consider the impact that will be caused by congestion tolling, questioning if it is possible to postpone the final release of the RTP until these concerns are addressed.

Ellis began by noting that it is not possible to request an extension to the RTP release deadline, explaining that federal requirements prevent such shifts.

Commissioner Savas reiterated his concern of using congestion pricing as a catch-all solution for reaching the region's climate goals.

Metro Councilor Christine Lewis highlighted that the public review process for the RTP should serve to display what is missing from the plan, not just critiquing the included projects. She remarked that she observed a discussion on the West Linn Community Facebook page of potential transportation projects, noting that this is the kind of response regional leaders should look to include in the governmental process. Lastly, she commented that this is the last RTP cycle in which governments can rely on the gas tax as a major source of funding, and that we need to begin engaging in more conversations about securing adequate funding in the future.

Mayor McEnery-Ogle questioned if there are opportunities to make changes or amendments to the RTP.

Ellis remarked that it is possible to amend the RTP through a lengthy process if it is decided that the amendment is necessary and cannot wait until the following cycle.

City of Hillsboro Mayor Steve Callaway remarked that there should be a focus on reducing new administrative hurdles, particularly in regards to housing development. He commented that he would like to see the multi-modal study found in the RTP is incorporated into future policymaking.

Oregon Department of Transportation Regional Administrator Rian Windsheimer began by thanking Councilor Lewis for her comments regarding the importance of finding a funding replacement for the gas tax. He remarked that he shares several of the concerns raised about the timeline of the RTP, noting that he still feels it

important to move the project forward today and receive public comment.

Metro Councilor Ashton Simpson discussed the urgent need for better pedestrian safety.

Mirzakhali remarked that transit investments will be the key to the region's long-term transportation needs, as personal vehicle centric funding streams such as the gas tax or a vehicle mile traveled (VMT) tax are not compatible with a regional transportation system that deemphasizes personal vehicles.

Commissioner Savas stated that reduced gas tax funds is not only a problem for ODOT, but for the cities and counties as well. He expressed a desire for the state legislature to more actively engage with smaller jurisdictions to find better solutions to improving the transportation system.

Washington County Commissioner Nafisa Fai asked about the purpose of the public comment period, as well as how public comments will be incorporated into the plan.

Ellis explained that the public review of the RTP helps to further refine the current plan, as well as establishing direction and policy ideas for future developments.

Windsheimer discussed the importance of taking steps such as updating transportation system plans (TSPs) to improve the project selection process for future cycles of the RTP.

City of Happy Valley Councilor Brett Sherman requested clarification on how the RTP goals are defined, questioning how to navigate a plan that is projected to fall short of several key metrics.

Ciarlo noted that transportation planning is by nature a slow process that can be heavily impacted by circumstance. She stated that there are opportunities for local jurisdictions to focus on projects that will have the greatest impact towards the listed goals.

Seeing no further discussion, Chair Gonzalez called for a vote to adopt the resolution.

MOTION: Mayor McEnerney-Ogle moved to adopt the resolution seconded by Councilor Simpson.

Commissioner Savas interjected to explain that he would be voting no to demonstrate that there is still a vast amount of work that needs to be done on this project.

ACTION: The resolution was adopted.

6. INFORMATION/DISCUSSION ITEMS

6.1 Update on the 2024-2027 Metropolitan Transportation Improvement Program (MTIP)

Chair Gonzalez introduced Metro Staff Ted Leybold (he/him) and Grace Cho (she/her).

Cho began the presentation by overviewing the MTIP program, a multifunctional document that includes a list of regionally significant transportation projects and programs scheduled to receive funding in the upcoming

four years. She then discussed how the MTIP seeks to reach its mobility, climate, equity, and safety goals. Conclusions from the project's public comment period were provided, with the main feedback being dissatisfaction with the pace and level of investment into equity, safety, and climate change focused programs. A timeline for the program's next steps was explained.

C-Tran Chief Executive Officer Shawn Donaghy questioned how the included projects will be managed and prioritized over the duration of the MTIP cycle.

Leybold clarified that the MTIP serves as an amalgamation of many individual funding allocation decisions.

Mirzakhilili asked what the staff response will be to the public comments regarding the dissatisfaction with the pace of investments and concerns about climate change.

Cho explained that this feedback will be directly incorporated into the 2027-2030 MTIP, which will begin to be developed as soon as the 2024-2027 MTIP is adopted.

Mirzakhilili questioned if this strategy will be truly satisfactory to the public review process.

Leybold remarked that the public comment period is required by the federal requirements of the MTIP, imposing regulations on when this process must be conducted.

Chair Gonzalez commented that the public comment period is necessary for guiding staff towards including projects that will serve to better reach our outlined goals.

Commissioner Savas announced that our region should direct more focus towards electric vehicle charging stations, welcoming future technologies and incorporating them into our transportation system.

Leybold highlighted that the public comment period allows for the MTIP projects to be viewed as a collective, rather than a series of individual projects, which can allow for greater discussion on the program's direction holistically.

Donaghy questioned whether the general concern is related to public comment is a function of outcomes, or the public's concern over policy and decision-making within the MTIP.

Cho remarked that the public comments staff received didn't clearly delineate between these two aspects, but rather expressed a more straightforward dissatisfaction with the pace of investment.

Ciarlo discussed the importance of the public comment period as a regional collaboration forum.

Mirzakhilili expressed concerns that the public engagement efforts may be made too late in the process, after all the key policy decisions have already been established.

7. UPDATES FROM JPACT MEMBERS

Washington Department of Transportation Southwest Regional Administrator Carly Francis provided

6/15/2023 JPACT

Minutes 5

construction updates around the Seattle area.

Mirzakhilili noted that the Department of Environmental Quality has hired a transportation strategy expert.

Donaghy announced that C-Tran will be opening their second bus rapid transit (BRT) line on October 1st.

8. ADJORN

Chair Gonzalez adjourned the meeting at 9:18 AM.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Jeff Kain".

Jeffrey Kain
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JUNE 15, 2023

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Presentation	06/15/2023	Fatal Crash Slide	061523-01
5.1	Presentation	06/15/2023	2023 Regional Transportation Plan Update	061523-02
6.1	Presentation	06/15/2023	2024-2027 MTIP – Overview of Adoption Draft	061523-03

5.1 Legislative Update (7:50 AM)

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, July 20, 2023

JPACT Worksheet

Agenda Item Title: 2023 State Legislative Update

Presenters: Anneliese Koehler, Metro; Erin Doyle, Washington County; Taylor Steenblock, Multnomah County; Chris Lyons, Clackamas County; Miles Pengilly, Trimet; Carmen Merlo, Port of Portland.

Contact for this worksheet/presentation: Anneliese Koehler

Purpose/Objective: give JPACT a recap on the transportation legislation efforts of the 2023 Legislative Session.

Outcome: JPACT members leave with an understanding of the major pieces of transportation legislation and their outcomes for the 2023 Legislative Session.

What has changed since JPACT last considered this issue/item?

The 2023 Legislative Session has concluded and we know the outcomes of transportation priorities.

What packet material do you plan to include?

None.

5.2 Freight Commodity Study: Draft Findings (8:10 AM)

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, July 20, 2023

JPACT Worksheet

Agenda Item Title: Regional Freight Delay and Commodities Movement Study: Draft Findings.

Presenters: Tim Collins, Metro

Contact for this worksheet/presentation: Tim Collins, Metro

Purpose/Objective

The purpose of the study is to evaluate the level and value of commodity movement on the regional freight network and to have a policy framework for commodity movement in the region; with a history of how COVID-19 economic impacts have affected freight truck travel, e-commerce and delivery services.

The main objectives of the study are to:

- Identify which mobility corridors are carrying the highest volumes and highest values of commodities;
- Explore how increases in e-commerce are impacting the transportation system and regional economy;
- Examine how congestion and unreliability on the regional transportation system impacts commodity movement;
- Make recommendations for future regional policy and planning efforts to improve commodity movement; while addressing equity, safety and climate when applicable.

Outcome

Inform and update JPACT on e-commerce trends and impacts, regional level findings on commodities movement, impacts of COVID 19 on deliveries, and freight policy questions. Provide answers to questions and receive input from JPACT about the study.

What has changed since JPACT last considered this issue/item?

Staff presented study objectives, a freight policy framework for the study, and the status and general impacts of COVID-19 on e-commerce and delivery services to JPACT on June 16, 2022. The study has advanced, and staff can now provide information about e-commerce trends and impacts, regional level findings on commodities movement, and more specific impacts of COVID 19 on deliveries.

What packet material do you plan to include?

There will be a PowerPoint presentation that will be provided to JPACT.

5.3 TOD Update (8:35 AM)

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, July 20, 2023

JPACT Worksheet

Agenda Item Title: Transit Oriented Development (TOD) Program Strategic and Work Plan Update

Presenters: Eryn Kehe and Andrea Pastor

Contact for this worksheet/presentation: Andrea.pastor@oregonmetro.gov

Purpose/Objective

To update the committee on coming changes to the TOD program's strategic direction that will be implemented through work plan changes in the coming months.

Outcome

The committee will learn about the new direction the program is taking with a more intense focus on affordability, equity and climate action.

What has changed since MPAC last considered this issue/item?

Residential affordability and the hazards of climate change have both become much more obvious and pronounced since the TOD program last presented at MPAC. Program staff spent the past 18 months on a strategic planning effort to update the program to ensure that its funding is making a significant positive impact by supporting projects that set a high bar for both equity and sustainability outcomes. Staff presented to TPAC and MTAC at the outset of that process to frame the scope of the plan and are presenting the plan's recommendations and next steps toward implementation.

What packet material do you plan to include?

The TOD Program Strategic Plan.



Transit Oriented Development Program

Strategic Plan Update

2023



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.

Metro fully complies with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act that requires that no otherwise qualified individual with a disability be excluded from the participation in, be denied the benefits of, or be subjected to discrimination solely by reason of their disability under any program or activity for which Metro receives federal financial assistance.

If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1536.

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.

TABLE OF CONTENTS

Executive Summary..... 1

Background & Introduction 2

Vision, Mission & Desired Outcomes..... 4

Plan Development and Stakeholder Engagement 6

Strategic Recommendations 8

Appendix A: Stakeholder engagement

Appendix B: Analysis maps

This page intentionally left blank.

EXECUTIVE SUMMARY

Metro’s Transit Oriented Development (“TOD”) program makes strategic investments in high-density communities along the greater Portland area’s high-frequency transit network. Since its establishment in 1998, the TOD program’s work plan and strategic approach have evolved in response to changes in the region and emerging best practices. This strategic plan update builds upon an evolution that began in 2017 when the program first prioritized affordable housing. Since then, the program has experienced rapid growth in the number of grants made to regulated affordable housing projects. This increased demand has resulted in more affordability near frequent service transit, but it has also stretched the TOD program’s annual funding, leading the program to reduce the size of grants and delay further site acquisitions.

The TOD program responded to Metro’s explicit commitments to racial equity and prioritized actions that respond to climate change by partnering with non-profit developers and community organizations, incentivizing building design that encourages active transportation and incorporating community-serving uses such as early childhood education, workforce training and non-profit office space into TOD projects. Metro’s equitable development plans identified TOD as a tool to address potential gentrification in future transit system investments such as Southwest Corridor Light Rail and Division Bus Rapid Transit.

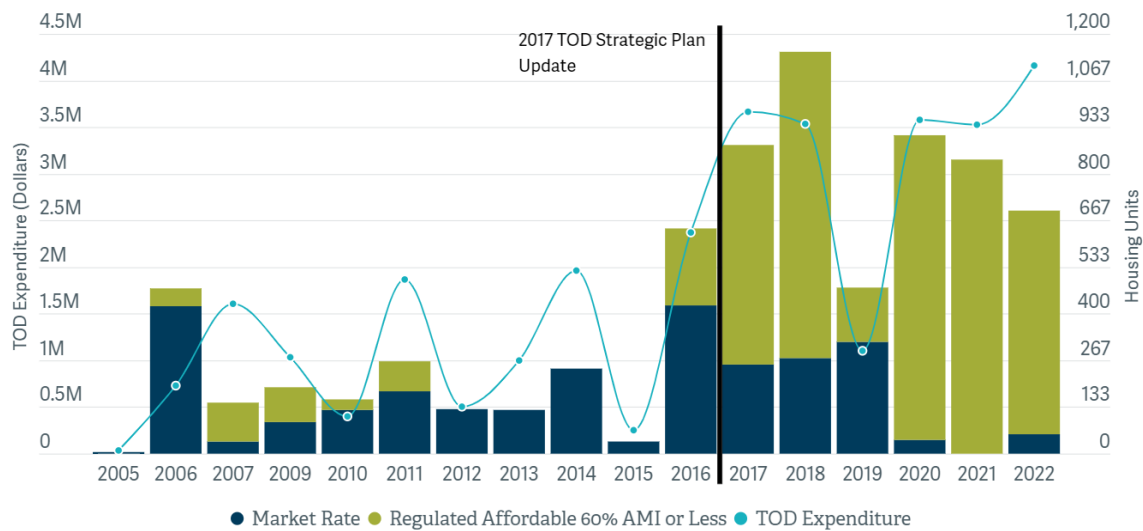
The 2023 strategic plan **updates the TOD program’s mission and desired outcomes** to better reflect the agency’s evolving priorities. The plan formalizes and expands on Metro’s commitment to fostering equitable and climate-friendly communities along the region’s transit system by **setting new goals around affordability, climate and racial equity**, and exploring ways to leverage additional funding to increase the program’s impact over time. These updates to the program are intended to align with existing goals and requirements from other programs, including the Climate-Friendly and Equitable Communities rules adopted by the State in 2022, to help incentivize much-needed housing production without adding administrative or regulatory burden to projects. **Land acquisition is also identified as a key part of the region’s anti-displacement toolkit**, and the strategic plan sets a direction to pursue greater impacts through community-led development partnerships on publicly acquired land.

BACKGROUND & INTRODUCTION

Greater Portland has changed significantly since Metro’s Transit-Oriented Development (TOD) program began in 1998. Over time, the program’s goal of increasing the density of development near transit has not changed, but each strategic plan update has refined that focus to meet the changing needs of the region.

The 2011 TOD work plan directed staff to review and update the program strategic plan every five years. In 2017, upon review and in response to the regional housing affordability crisis, the program adopted a new methodology to account for the higher transit ridership of lower-income households. With the addition of a new category of “Housing Choice” projects that included significant affordability, the updates changed the focus of the program’s funding. The program shifted from primarily awarding funds to market rate buildings focusing on economic development outcomes to prioritizing affordable housing projects.

TOD Program Funded Units by Affordability



When work began on the current update in 2022, briefings with Metro Council members, the program’s Steering Committee, as well as with Metro’s regional transportation and policy technical advisory committees, TPAC and MTAC, helped frame the stakeholder engagement and set goals for the strategic planning process. The goals for this strategic plan are to: 1) align the TOD program with Metro’s racial equity and climate goals, and 2) identify ways to stabilize and increase the program’s budget.

Racial equity

In the past five years, Metro has done significant work to elevate racial equity as a regional priority. The Strategic Plan to Advance Racial Equity, Diversity and Inclusion (SPAREDI), along with the Planning and Development Department's racial equity strategy, guide Metro's work and provide clear strategies for program improvement. Some practices that are included in the following strategic recommendations, such as partnering with culturally specific community organizations on development projects, have been a part of the TOD program for several years, but had not been formalized. Others, like tracking workforce demographics and hours worked by underrepresented groups, are new to the TOD program. However, all were identified as potential strategies to pursue in Metro's earlier planning documents.

Climate leadership

Heat emergencies in the Metro area have brought an increased awareness of the dangers of the urban heat island effect and wildfires have come increasingly close to heavily populated urban areas in recent years. These impacts of climate change solidify the need for action. Metro's Climate Smart Strategy, adopted in 2014, lays out the region's priorities to reduce carbon emissions that exacerbate climate change, including promoting transit-oriented development as a key land use strategy to lower the region's carbon footprint. This strategic plan update includes several elements of the Climate Smart Strategy that were not previously incorporated into the TOD program, such as supporting the transition to cleaner energy sources and reducing greenhouse gas emissions in residential development.

Program stability and growth

Since the last strategic plan update, the program has experienced a dramatic increase in grant requests. The demand for program funds is a sign of success but has resulted in less available funding for site acquisition, which has been a key element of the program since its inception. For this reason, this plan update explores ways to maximize the program budget and impact to support the expanded goals of the program.

Five strategic goals to achieve an equitable and prosperous region

The Strategic Plan to Advance Racial Equity, Diversity, and Inclusion identifies five long-term goals to direct Metro in creating specific objectives, actions and measures of evaluation and accountability as the agency works to help greater Portland reach an equitable and prosperous future.

Goal A

Metro convenes and supports regional partners to advance racial equity.

Goal B

Metro meaningfully engages communities of color.

Goal C

Metro hires, trains and promotes a racially diverse workforce.

Goal D

Metro creates safe and welcoming services, programs and destinations.

Goal E

Metro's resource allocation advances racial equity.

VISION, MISSION & DESIRED OUTCOMES

The TOD program’s mission has remained consistent over its history. The program was designed to help create compact, walkable communities by incentivizing higher density and mixed-use buildings near frequent service and high-capacity transit. In some significant ways that mission has been achieved in parts of the region. Vertical development is found in many station areas, centers and corridors; walkable neighborhoods command high market prices; and the region has a robust development community and plentiful examples of high-density housing that demonstrate project feasibility to lenders.



However, as land values have risen over the past decade, areas with the best transit access have also seen dramatic demographic changes. Lower income households who rely the most on public transit find it increasingly difficult to find modestly priced housing in the urban core and regional centers. Analysis by TriMet has shown that displacement of lower-income households away from areas well-served by transit investments has negatively impacted transit ridership. Gentrification and displacement of lower income households has led to a lost sense of belonging for some communities and an increase in housing insecurity. Updating the way Metro approaches transit-oriented development is necessary to meet the region’s racial equity and climate goals.

Reflecting input from stakeholders, the mission statement has been updated to reflect the current needs of our region. This strategic plan also updates the program’s desired outcomes which help measure program success.

Updated mission statement

Metro’s TOD program makes catalytic investments to build climate-friendly communities near transit that prioritize the needs of low-income households and people of color.

This updated mission highlights a vision for the region that extends beyond the built environment to consider the people who live in the buildings funded by the TOD program, and how those developments interact with the environment. The new mission also explicitly references Oregon’s new Climate-Friendly and Equitable

Communities regulations that promote density, efficient land use and investments in sustainable infrastructure. Together these changes prompted updates to the program's desired outcomes to place equity and healthy communities at the core:

1. *Higher density that supports transit ridership*
2. *Places that are safe, convenient and enjoyable without a car*
3. *Preventing displacement of communities of color and people with low incomes*
4. *Increased number of affordable housing units near frequent service transit*
5. *Economic benefits for people with low incomes and people of color*
6. *Innovation in housing development and design to advance equity, demonstrate climate-leadership and achieve cost efficiency*

The result of this update is an evolution toward a more equitable program that will make investments to impact the area beyond the walls of each funded development by increasing community stability and environmental sustainability. The updated mission will also build on the work in other parts of the agency and by public and private partners to create more sustainable and resilient places.

PLAN DEVELOPMENT AND STAKEHOLDER ENGAGEMENT

TOD staff began work on a strategic plan update early in 2022. The process of plan development spanned a little over a year and involved frequent discussions with the TOD Steering Committee, a group that provides expert guidance, review and recommendations on Metro's transit-oriented development investment activities, and other stakeholders.



7

Each new strategic plan is approved by the TOD Steering Committee. Once approved, the TOD program work plan will be updated to reflect the recommendations of the new strategic plan. The work plan guides program implementation. Proposed revisions are reviewed by the TOD Steering Committee and Metro's Chief Operating Officer prior to seeking Metro Council approval.

Stakeholder interviews

A critical part of the process was understanding the program's impacts, opportunities and challenges from those involved in the program. Outreach focused on collecting a broad range of perspectives on possible changes to the program's structure and requirements that would help achieve the desired outcomes defined by the Steering Committee. Staff conducted interviews with former and current grantees, community-based organizations and program staff from similar grant programs at Oregon Housing and Community Services and Hennepin County, Minnesota, the only other regional TOD program in the country not administered by a transit agency. Staff also worked to refine potential requirements with departments and programs across Metro including the following teams:

- Diversity, Equity and Inclusion, to align with regional trends in workforce equity tracking requirements
- Regional Travel Options, on strategies for increasing transit use
- Capital Asset Management, on green building requirements

- Metro’s new Housing department, on coordination on affordability updates to the program and alignment on racial equity requirements

Previous grantees and other stakeholders were asked about the TOD program’s current impact on their development plans and about several potential changes to the TOD program that would further Metro’s racial equity, climate and program operation goals. The strategic recommendations made in the following section are a result of this engagement and are driven by the themes that emerged from those conversations.

Key themes that emerged

- Maintain a strong connection to transit use, while elevating other priorities.
- Keep the program’s simplicity and ease of use.
- The TOD program should be an anti-displacement tool in broader regional planning efforts.
- The region’s housing crisis requires a focus on affordable housing development, particularly in areas well-served by public transit.
- Ensure that economic benefits of the program, not just affordability, lead to racial equity outcomes.
- New requirements should be consistent with those of other existing programs whenever possible.
- Clear, upfront requirements make it more likely that projects will be shaped to meet them.

Appendix A includes a full list of stakeholders who participated, and a summary of the feedback received.

STRATEGIC RECOMMENDATIONS

The recommended changes to the TOD program will ensure affordability, align the program with Metro's climate and racial equity goals, maximize the program's impact and support its financial sustainability. Specific updates to program requirements will be implemented through the TOD program work plan.

Focus on anti-displacement strategies

These strategies focus on ways the program can help keep people with lower incomes and people of color in their neighborhoods of choice, bolster economic outcomes and support community stability.

Require affordability. The TOD program should require a degree of regulated affordability within each project it supports beyond what is required by the local jurisdiction. The program should balance finding a degree of affordability that will lead to meaningful gains in the number of units affordable to people with lower incomes, with allowing developers flexibility in how they finance a project.



The site for Orchards on 82nd was acquired by TOD program during Division transit planning. Partnerships with APANO and Rose CDC helped the community shape the design.

Set aside for site acquisition. The program should set aside a portion of its annual budget for acquiring land in areas well-served by transit. Past grantees noted that buying land near transit investments is one of the TOD program's most impactful tools. Historically, the TOD program purchased land in advance of the development of the Blue and Red MAX lines, and that allowed for demonstrations of higher

density development. By developing affordable housing on its properties, the TOD program can help ensure that transit ridership remains strong and grows while providing an opportunity for development partnerships with community-based organizations that lead to more positive impacts for community.

Leverage solicitations to strengthen community partnerships. When Metro owns the land, the TOD program should use the developer solicitation process to encourage good faith and mutually beneficial development partnerships with culturally specific community-based organizations that build organizational capacity. The TOD program should encourage community engagement from people with similar life experiences as future residents. Engagement can identify desired outcomes for each project including design, amenities and services, and inform developer selection. Deep engagement with marginalized community members can help identify hyper-local needs resulting in ground floor spaces that are community assets.

Developer solicitations are also a key point where Metro can incorporate its racial equity and climate-friendly goals into developments. Discussion of the kinds of requirements the TOD program should include in solicitations are detailed in the next section.



The concept for Glisan Landing (expected December 2024) was based on extensive community engagement as expressed through the statement of community values included in the developer solicitation issued for the site.

Align & leverage to maximize impact

These strategies are centered on setting new and ambitious requirements while aligning them with funding programs available to developers and community-based organizations from other local, state or federal government or philanthropic agencies. Coordinating with other Metro departments and local agencies will help

drive faster adoption of shared goals on racial equity and climate action and reduce the administrative and regulatory burdens on applicants.

Require contracting equity goals. The program should adopt the contracting goals used by the regional housing bond for all its projects. The goals for contracting COBID-certified firms are well established among affordable housing developers and are modest enough that they do not pose an undue burden on development.

Pilot workforce equity tracking. The program should encourage grant funded development projects to track workforce hours by race, gender and job classification. This type of tracking should be a requirement for projects built on Metro-owned land. The program should work toward incorporating established and heavily negotiated workforce equity goals from Metro's Construction Careers Pathways Program. Doing so will help further Metro's racial equity goals by increasing developer and contractor awareness of workforce equity efforts and by expanding the pool of contractors who can bid on future Metro projects.

Require climate-friendly design. The program should provide developers with a menu of options to choose from that they must incorporate in their projects. These should include the following: strategies to combat urban heat islands, a reduction of onsite parking, energy efficient design, installing renewable energy and electric vehicle infrastructure and providing options for shared mobility for residents.



The Radiator (completed 2015) showcased innovative energy efficiency and was the tallest wood building in Oregon when it received TOD funding.

Leverage other public investments, especially Metro's to spur innovation. The program should work to coordinate with other Metro grant programs, when possible, to have a greater impact in and around development sites. The strategic planning process allowed staff to explore areas where different programs could support mutual goals. Promising coordination opportunities were identified with the following programs:

- The Regional Travel Options program can fund staffing and infrastructure to reduce single-occupancy car trips.
- Community Placemaking grants can help fund cultural events, community gatherings, art installations and other projects to improve the public realm and support community stability.
- The Parks and Nature bond has several grant programs that can support the restoration of natural areas near housing and transit, including the Nature in Neighborhoods program and the Large-Scale Community Visions program.

Partner with TriMet. TriMet's Transit-Oriented Development team recently completed a feasibility analysis of their real estate portfolio. Metro should partner with TriMet to identify high opportunity sites near or adjacent to parcels that TriMet is likely to redevelop. The two teams should also explore coordinating strategies to guarantee that affordable housing will be developed on publicly owned land.

Optimize program to catalyze investments

This set of strategies focuses on the program's structure, honing its current strengths and making needed updates.

Renew and rename. The program should consider revisiting its name and identity to communicate the expanded mission and focus on affordability, racial equity and climate leadership.

Keep requirements clear and applications rolling. TOD grants are highly valued as a reliable source of funding that can be accessed by meeting clear and objective threshold requirements. By setting clear design priorities and incentivizing elements that align with Metro's goals, the TOD program can increase its overall impact.

Make commitments that catalyze development, contingent on results. To better leverage the program's reliability and predictability in the early stages of development, Metro should shift the grant program from gap to catalytic funding. The program should pilot making early commitments to projects contingent on developers delivering designs that meet or exceed the program's requirements.

Historically, the TOD grant program has been a gap financing tool for development projects that would not occur “but for” the Metro subsidy. While this strategy has worked for many years, the move to supporting regulated affordable housing requires a change to this approach. Affordable housing finance is complicated and unpredictable. Making TOD grant funding commitments early in a project’s finance planning serves as a vote of confidence that helps secure other funding.

Update analysis and performance metrics to meet the moment. The TOD program should report new performance metrics regarding racial equity and climate leadership and revisit the types of market analysis that have previously guided investments. The program should also reevaluate ridership assumptions and support projects that meet the region’s economic and housing needs. The following sections of this report provide more details.

Adjust analysis to account for housing needs

Metro’s TOD program invests only in eligible areas, defined as the zones within ¼ mile of Frequent Service Bus lines and Portland Streetcar routes and within ½ mile of MAX stations. Since 2011, Metro’s TOD program has prioritized investments based on the market strength and transit orientation of these station areas and transit corridors. Using data about market strength and the physical environment, the 2011 strategic plan and subsequent updates characterized each station area from a TOD perspective as ‘Plan and Partner’, ‘Catalyze and Connect’ or ‘Infill and Enhance’. Plan and Partner described areas with the weakest market and least transit-oriented environment while Infill and Enhance described areas with the strongest real estate markets and transit orientation.

These typologies helped TOD program staff prioritize investments in areas where they would have the most impact in supporting higher density, walkable and amenity rich transit communities. Projects in Catalyze and Connect areas received the highest priority for TOD investment because of the belief that Metro’s investment could help achieve higher density projects and enhanced neighborhood walkability than would occur without public support. In contrast, projects in Infill and Enhance as well as Plan and Partner areas faced greater scrutiny because of the belief that Metro’s investments were less needed or less likely to significantly improve the transit orientation of the investment area.

With the TOD program’s increased focus on affordable housing and amenities that serve low-income communities, the program’s use of these typologies has changed and will continue to evolve. With increased gentrification pressure and a region-wide housing affordability crisis, new affordable housing is needed in all areas served by Frequent Service and High Capacity Transit. Further, the long-term nature of affordable housing investments and the difficulty of securing transit-adjacent sites means that investments in housing may sometimes need to occur in advance of

the infrastructure improvements or amenities that characterize the region's most pedestrian-friendly areas.

As a result, Metro's TOD program will continue to track the market strength and transit orientation of the places where it makes grants and acquires land and will seek to acquire sites in the areas with the amenities affordable housing residents need to succeed but will no longer use the typologies framework to screen out potential investments in affordable housing. See Appendix B for transit-orientation and market strength maps, updated in 2022.

Update metrics to reflect new program impacts

Tracking metrics are a key part of accountability and an important aspect of measuring program impact. Currently, TOD program staff look at several metrics to determine whether projects meet threshold requirements for grant funding. Staff also generate additional performance measures that are reported annually. The update to the program's mission and desired outcomes necessitates an update to the metrics to incorporate the program's desired outcomes around racial equity and climate action.

Current TOD program metrics

- Total number of units
- Number of affordable units
- Level of affordability
- Parking ratio
- Transit ridership generated
- Construction jobs created
- Acreage preserved by developing more density

Proposed additional metrics

- Number of bedrooms developed
- Percent of projects where workforce hours are available for tracking
- Number of hours worked by equity priority populations when the data is available
- Total dollar amount of contracts to COBID certified minority-owned, woman-owned or emerging small businesses
- Number of projects that installed renewable energy infrastructure

Adding these metrics to project staff reports and annually reported performance metrics will allow staff to better understand and communicate impacts as related to Metro's racial equity and climate leadership goals.

Future funding strategies

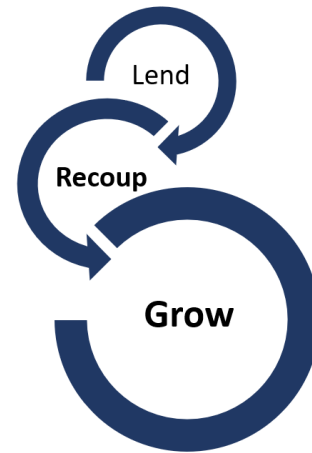
The TOD program budget has not substantially increased since the program's inception in 1998, and the demand for grant funds has increased dramatically over the past five years. This presents a significant barrier to achieving the program's potential impact in the region. The upcoming task for program staff is to identify ways to grow the budget to achieve its long-term vision.

Use current sources more efficiently. Metro should consider structuring TOD grants as loans and recovering land acquisition funds at closing or at the time a project refinances for long term sustainability of the program.

Pursue new sources of funding. Explore federal loan sources available for TOD joint development projects, such as the Transportation Infrastructure Finance and Innovation Act (TIFIA) program which provides loans for TOD projects of regional significance.

Include site acquisition funds in future funding measures. All new funding measures should include money explicitly set aside to purchase sites for multifamily housing along transit investments as an anti-displacement strategy and to support increased transit use.

By acquiring and making sustainable investments in multiple sites along planned transit corridors the TOD program can have a sizable impact as an anti-displacement tool. This will help ensure that the people who most need transit can stay in their communities, close to new and existing transportation infrastructure.



Acknowledgments

Metro TOD Steering Committee

Derek Abe
Madeline Baron
Guy Benn, TriMet representative
Tai Dunson-Strane, OHCS representative
Mark Ellsworth, committee chair
Juan Carlos Gonzalez, Metro Council alternate
Robert Hastings
Duncan Hwang, Metro Council
John Southgate

Planning, Development & Research

Clint Chiavarini, Senior GIS Specialist
Laura Dawson-Bodner, Program Assistant
Eryn Kehe, Urban Development and Policy Manager
Patrick McLaughlin, Senior Development Project Manager
Andrea Pastor, Senior Development Project Manager
Andy Shaw, Interim Planning Development and Research Director
Maribeth Todd, Senior Researcher and Modeler (former)
Malu Wilkinson, Equitable Development and Investment Program Director
Jonathan Williams, Principal Development Project Manager

Communications

Clifford Higgins, Manager
Choya Renata, Senior Public Affairs Specialist

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.

Stay in touch with news, stories and things to do.
oregonmetro.gov/news

Follow oregonmetro



Metro Council President
Lynn Peterson

Metro Councilors

Ashton Simpson, District 1
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

APPENDIX A – STAKEHOLDER ENGAGEMENT

Throughout the strategic planning process there was an effort to collect a broad range of perspectives on possible changes to the program’s structure and requirements that would help achieve the desired outcomes defined above. Staff conducted interviews with former and current grantees, community-based organizations, and program staff from a range of similar grant programs. A complete list of interviewees and staff consulted throughout the process and a summary of the feedback received follows.

Previous grant recipients – Topic: Program goals and requirements

Bob Beauchemin, BC Group

Sherry Grau, BRIDGE Housing

Jessica Woodruff and Thomas Eldridge, Community Development Partners

Levi Curran, Guardian

Andrew Clarke, Hugh Development

Ryan Winterberg-Lipp and Dan Eddie, Human Solutions

Destin Ferdun, Northwest Housing Alternatives

Nick Sauvie, Rose CDC

Community Based Organizations- Topic: Development partnerships and solicitations

Duncan Hwang, Asian Pacific American Network of Oregon (APANO)

Nathan Teske, Bienestar

Travis Phillips, Catholic Charities of Oregon

Ernesto Fonseca and Beatriz Kravetz, Hacienda CDC

Oscar Arana, Native American Youth and Family Center (NAYA)

Hanna Osman and Hamdi Abdullahi, Somali Empowerment Circle

Sahaan McKelvey and Stephanie Marquez, Self Enhancement, Inc

Ty Brown, Urban League of Portland

Staff – Topic: Grant program and policy development

Metro

Andre Bealer – Workforce Equity Project Manager

Marne Duke, Commute Program Coordinator

Jenna Garmon, Sustainability Manager

Dana Lucero, Community Placemaking Grant Manager

Noel Mickelberry, School and Community Programs Coordinator

Lisa Miles, 2040 Grants Program Manager (former)

Jimmy Oporta, Housing Program Coordinator

Oregon Housing and Community Services

Dan Elliot – Senior Policy Analyst, Energy Services

Hennepin County, Minnesota

Ryan Kelley – Manager, Transit-Oriented Development

Summary of feedback

Racial equity

Affordability requirement: Interviewees were asked about a proposed requirement that 50% of units be regulated affordable at 80% AMI. This target was set based on the requirement used by the Oregon Multifamily Energy Program as well as recent projects funded by the TOD program. The threshold was used as an example of a level of affordability that could potentially be achieved by developers without relying on tax credit financing, given the limitations on private activity bonds that can be issued by the State of Oregon. Affordable housing developers who are eligible for tax credits must meet much stricter affordability requirements for their projects, so none had any concerns about this addition to the program. One market rate developer suggested alternatives to requiring that all projects include affordable units.

Developer solicitations: Developers and community-based organizations agreed that having the TOD program acquire sites presents a significant opportunity for furthering Metro's impact on racial equity. Owning the land gives Metro the leverage to secure broader community benefits that extend past affordability. Community organizations suggested several ways the solicitation process might lead to better racial equity outcomes:

- 1) Make solicitation and procurement processes simpler and the solicitation period longer to allow more time for the establishment of positive development partnerships with community-based organizations.
- 2) Request that the benefits and responsibilities of development partnerships are laid out clearly in project proposals.

- 3) Recognize that the contribution of land is a significant benefit to a development project that should be shared. Plan to help local, culturally specific community-based organizations benefit from land write-downs.

Through the solicitation process, Metro can specify the types of development partnerships that influence ground floor uses and ensure they serve the local community and can set ambitious standards for contracting and workforce equity requirements.

Minority-owned, Woman-owned or Emerging Small Business (MWESB) contracting requirements: Developers generally expressed support for establishing contracting standards intended to improve racial equity outcomes in the world of housing development. Many previous grantees already have self-imposed goals for subcontracting to COBID-certified firms that meet or exceed the goals set by the state and the City of Portland (30% of all contract dollars spent on hard costs and 20% of soft costs). However, several developers said that these goals would be difficult to meet without counting firms that qualify under the emerging small business category, which does not guarantee impact on racial equity outcomes.

Workforce equity: In an effort to increase the diversity of employment in construction trades, several jurisdictions currently require that affordable housing projects that receive regional housing bond funds report certified payroll documenting the share of hours worked by women and people of color in each job class. Metro has a similar requirement on capital improvement construction projects it manages through the Construction Careers Pathways Program. Developers were asked how such a requirement would impact their projects. Several developers expressed that a requirement to report workforce demographics and hours worked by apprentices in all trades would represent a considerable burden to the small firms they subcontract to. Discussions with procurement staff at Metro also illustrated some of the challenges that emerge when incorporating new workforce tracking requirements on general contractors. Nevertheless, many interviewees stated that workforce tracking was likely to yield a higher racial equity impact than a COBID certification requirement. Workforce demographic tracking and equity goals were also seen as a necessary step in building a pipeline of diverse skilled labor that can command middle-class wages.

Other opportunities for greater impact: Interviewees identified opportunities to have an impact on racial equity by strengthening requirements for culturally specific partnerships and seeking feedback about those partnerships from community-based organizations, requiring affirmative marketing strategies and low barrier screening for tenants, and appropriate funding for property management and resident services which are currently not eligible for funding through bond subsidies.

Climate leadership

Sustainability certifications: Tax credit funded affordable housing projects are required by Oregon Housing and Community Services to obtain Earth Advantage Gold certification which requires working with an energy consultant and incorporating elements to improve energy efficiency. Earth Advantage is seen as the most affordable path to green building

certification for multifamily housing, however it still presents a significant expense that increases the cost of development. Some developers expressed that working with an energy consultant without seeking certification could potentially achieve many of the benefits in energy savings without raising costs as significantly.

Solar panel installation: Building code changes at the state level require all new multifamily construction be “solar ready,” however several interviewees explained that it is unlikely a developer or building owner would install solar panels post-occupancy. Some developers noted that other building decisions, such as the longevity of the roof chosen for the building, impacted whether solar panel installation made financial sense. Several affordable housing developers were already working on finding sources of funding at the state-level that help offset the cost of solar arrays. Others noted that if solar panels were required to qualify for TOD funds it would lead them to prioritize solar in design and construction.

Urban heat island mitigation: Several developers noted that there are many competing requirements that impact their ability to include elements like shaded parking lots that reduce urban heat islands, but that the main barrier was the local jurisdiction’s parking requirements. Every tree well in the parking lot represents one fewer parking space, as well as an added maintenance expense. Nevertheless, most developers stressed that their architects often took steps to address the issue in their designs.

Electrification: State-level changes to residential building codes have required electrification and the installation of “electric vehicle-ready” (EV-ready) infrastructure. However, as with solar panels, the final installation of the infrastructure greatly depends on whether it is required by any project funders. Interviewees were generally supportive of requirements when paired with incentives for installation of EV chargers but urged Metro to align its requirements with those of other agencies’ grant programs.

Other opportunities for greater impact: Stakeholders expressed that allowing flexibility in the design and implementation of climate-friendly features was important. Many preferred a menu approach where they could select from an array of preferred design elements. Several developers mentioned design elements that addressed other environmental concerns, such as permeable pavers in parking lots, low-impact stormwater retention facilities and low-flow fixtures to prevent water waste.

TOD Program structure

Impact on decision making: The TOD program is highly valued by grant recipients; with several developers saying TOD funding helps drive their decisions to acquire sites near transit. Those who said the grant program did not impact their site selection noted that residents’ need for transit access drives their decisions to build near transit. Some developers stated that grant funding to support pre-development and site acquisition would be very useful.

Competition: There was consensus among previous grantees to keep the program non-competitive and increase threshold investment criteria rather than changing to a

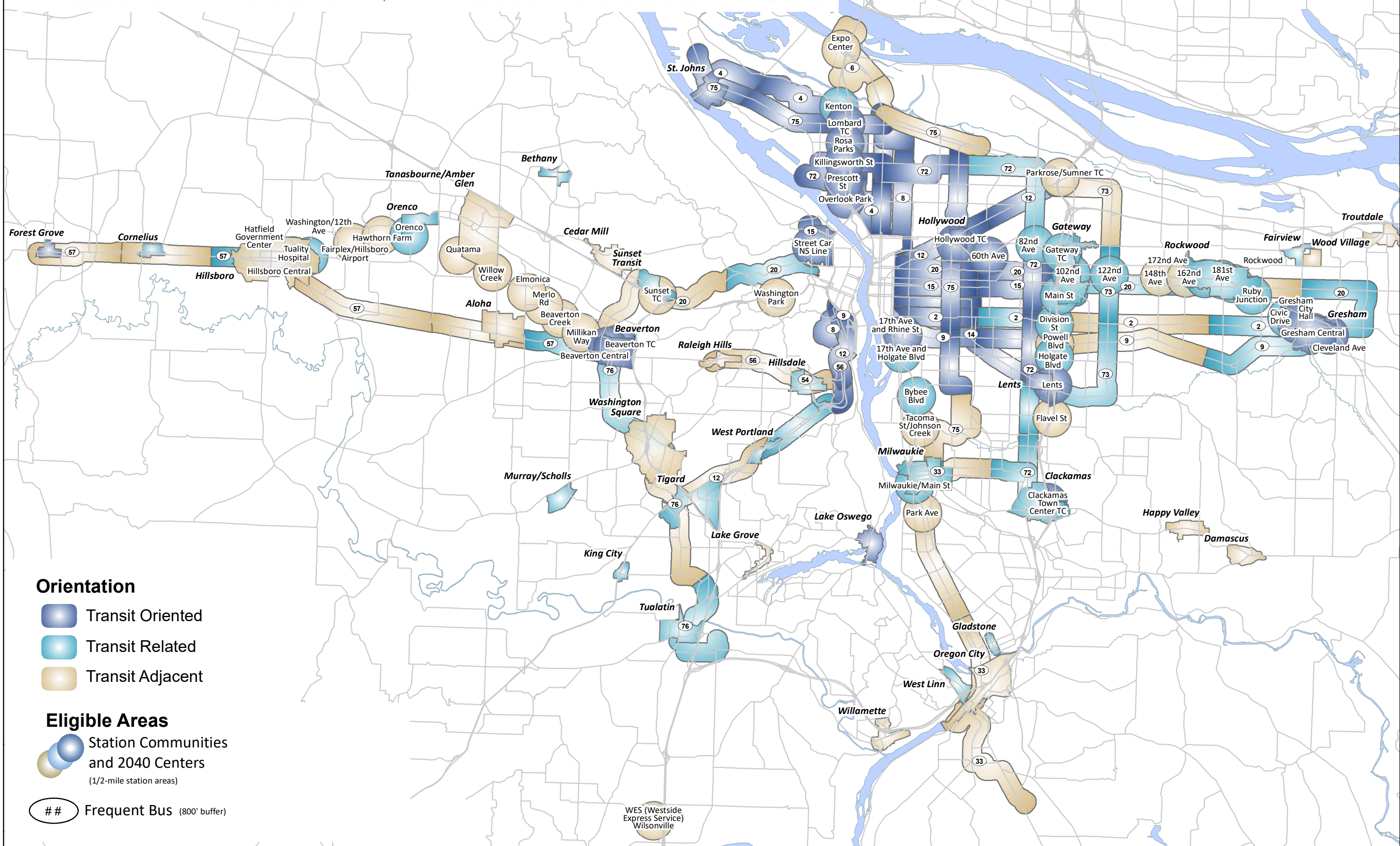
competitive grant funding round. Interviewees were in favor of choosing from a menu of requirements to maximize flexibility of their design and approach.

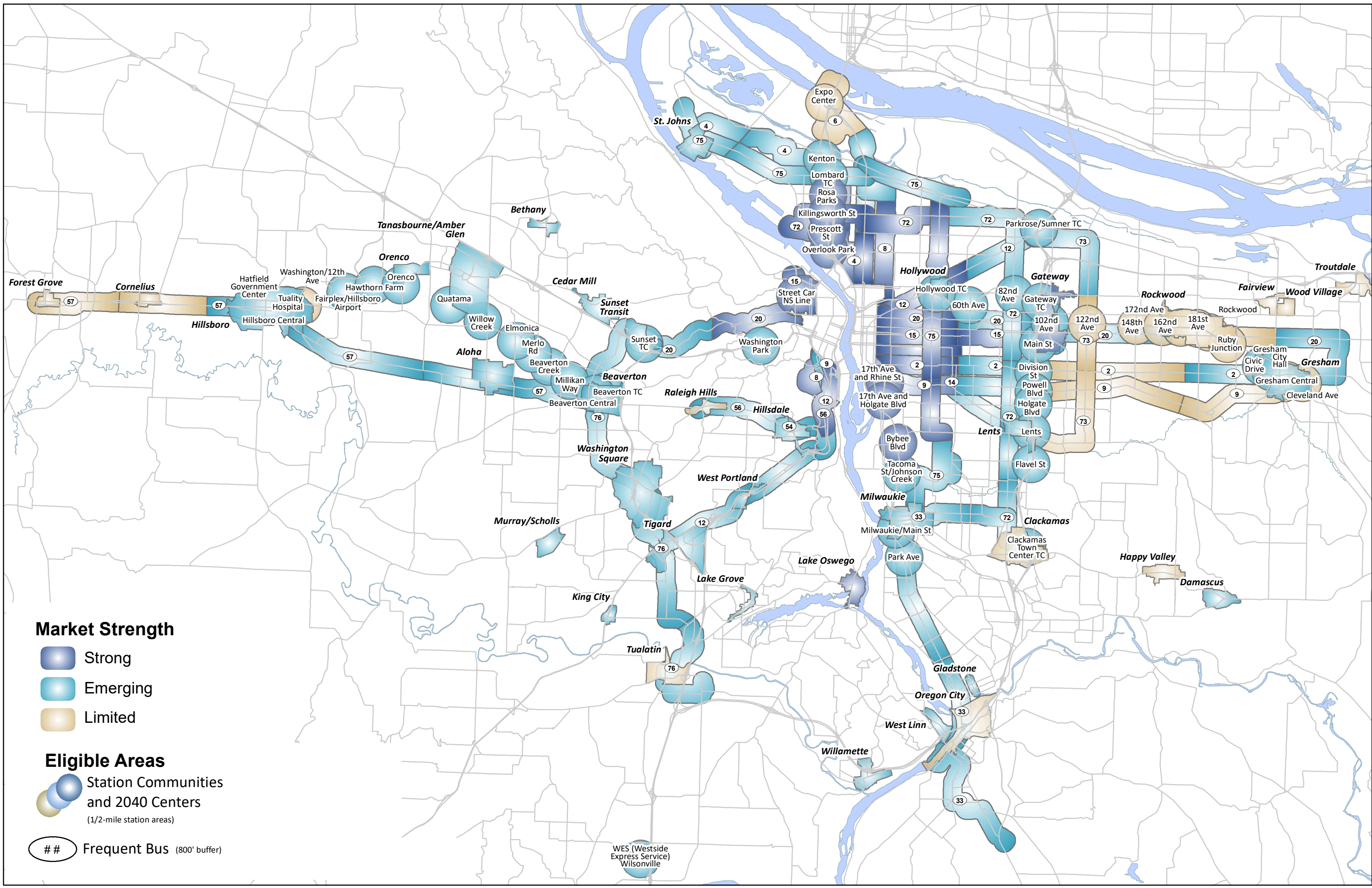
Threshold requirements: Previous grantees understood the need for more stringent threshold requirements to increase the program's impact on racial equity and climate goals. Some interviewees said there should be clarity around what the program is intended to be incentivizing, pointing out that the lower grant amounts would not cover the costs of all the threshold requirements. In the event of new requirements, stakeholders broadly supported aligning them with those of other common public agency grant programs whenever possible to minimize confusion and competing standards. Metro staff from other programs and staff from Oregon Housing and Community Services also stressed the value of aligning program requirements and leveraging resources in a coordinated fashion to maximize the racial equity, affordability and sustainability impact of funding in each area or project.

Site acquisition: Stakeholders were asked whether site acquisition should be a budget priority for the TOD program. Many previous grantees saw the benefits of setting aside a defined amount of the TOD program budget for future site acquisition. Affordable housing developers expressed that it is often a struggle to hold land long enough to secure financing for housing development and they supported the TOD program setting funding aside to pursue sites that are well-served by transit.

Grant size: Interviewees were asked whether reducing the maximum available grant amount would decrease their likelihood to pursue TOD funding. Affordable housing developers noted that even at a lower level, the TOD program would be a priority funding source. They stressed the importance of showing institutional investors that a project has a degree of certainty for other sources of funding, and the TOD program's current threshold requirements provide that certainty. Some market rate developers commented that the smaller grant amount would make them less likely to take the time to apply for the program in the current inflationary environment.

APPENDIX B – TRANSIT ORIENTATION AND MARKET STRENGTH ANALYSIS





Market Strength

- Strong
- Emerging
- Limited

Eligible Areas

- Station Communities and 2040 Centers (1/2-mile station areas)
- ## Frequent Bus (800' buffer)

WES (Westside Express Service) Wilsonville

5.4 Construction Careers Pathways Program (C2P2) Update (8:55 AM)

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, July 20, 2023

JPACT Worksheet

Agenda Item Title: Construction Career Pathways Program Overview and Update

Presenters: Sebrina Owens-Wilson, Metro; Andre Bealer, Metro

Contact for this worksheet/presentation: Andre Bealer

Purpose/Objective

The Construction Career Pathways Regional Framework, outlines a set of strategies to help agencies deliver racial equity outcomes on publicly funded projects. The Framework's aim is to ensure BIPOC and women workers have access to quality construction jobs by creating opportunities through public investments. The purpose of this presentation is to provide JPACT members with an overview of the Construction Career Pathways program and an update on program advancements since last coming to JPACT in 2019.

Outcome

JPACT members are up to date on the progress of Construction Career Pathways and consider how this effort can help meet the demand for a skilled construction workforce as the region invests in the transportation system

What has changed since JPACT last considered this issue/item?

Since last coming to JPACT in 2019, nine public agencies have adopted the Construction Career Pathways Framework:

- Metro
- City of Portland
- Multnomah County
- Washington County
- Clackamas County
- TriMet
- Prosper Portland
- Portland Public Schools
- Portland Community College

The Regional Collaborative Committee has been established as the convening body for Construction Career Pathways implementation and program development.

Regional Respectful Workplace Curriculum have been developed to ensure welcoming and safe job sites. These anti-harassment training programs are now being implemented on projects across the region.

The Regional Workforce Equity Agreement (RWEA) has been finalized. As one of the first multi-jurisdictional workforce agreements in the country, the RWEA pairs a comprehensive strategy for supporting the recruitment of BIPOC and women workers with strong protections for BIPOC and women-owned construction firms. Metro, Multnomah County and the City of Portland along with the Columbia-Pacific Building Trades Council and the Pacific Northwest Regional Council of Carpenters have approved the agreement and are implementing it on projects.

The Regional Funder's Collaborative has aligned nearly \$3 million in collective workforce development funding to grow the capacity of the regional workforce development partners, to recruit and train more workers.

What packet material do you plan to include?

The Construction Career Pathways Regional Framework

Materials following this page were distributed at the meeting.

Monthly fatal traffic crash report for Clackamas, Multnomah and Washington counties*

**ODOT initial fatal crash report as of 6/29/23 – all information is preliminary and subject to change*

Clark Jakob Soden, 62, driving, I-84, Multnomah, 5/30

Larry Valdez, 22, and Adrian Gama, 22, driving, Morrison Bridge, Portland, Multnomah, 6/4

Lorn A. Thompson, 47, walking, US 30 Northeast Portland Hwy, Portland, Multnomah, 6/6

Lorenzo Porter, 58, driving, N Fremont St & N Williams Ave, Portland, Multnomah, 6/6

Cordell Dylan Tate, 23, motorcycling, E Main St & NE 55th Ave, Hillsboro, Washington, 6/14

Adrian Trujillo, 26, motorcycling, SE Stark St and SE 135th Ave, Portland, Multnomah, 6/22

Unidentified, driving, NW Broadway & NE Cesar Chavez Blvd, Portland, Multnomah, 6/23

Jennifer Leigh Parise, 40, driving, NE Glisan St & 146th Ave, Portland, Multnomah, 6/25

Unidentified, driving, SW Wilsonville Rd and SW Brown Rd, Wilsonville, Clackamas, 6/25

Unidentified, driving, Mt Hood Hwy, Sandy, Clackamas, 6/26

Unidentified, driving, SW Walnut & Pathfinder, Tigard, Washington, 6/29

Travis Philmlee, Jr., 26, walking, NE 33rd Drive and NE Elrod Road, Portland, Multnomah, 6/29





Metro

Regional Freight Delay and Commodities Movement Study

E-commerce, freight policy, and regional findings

JPACT meeting, July 20th, 2023

Tim Collins, Metro

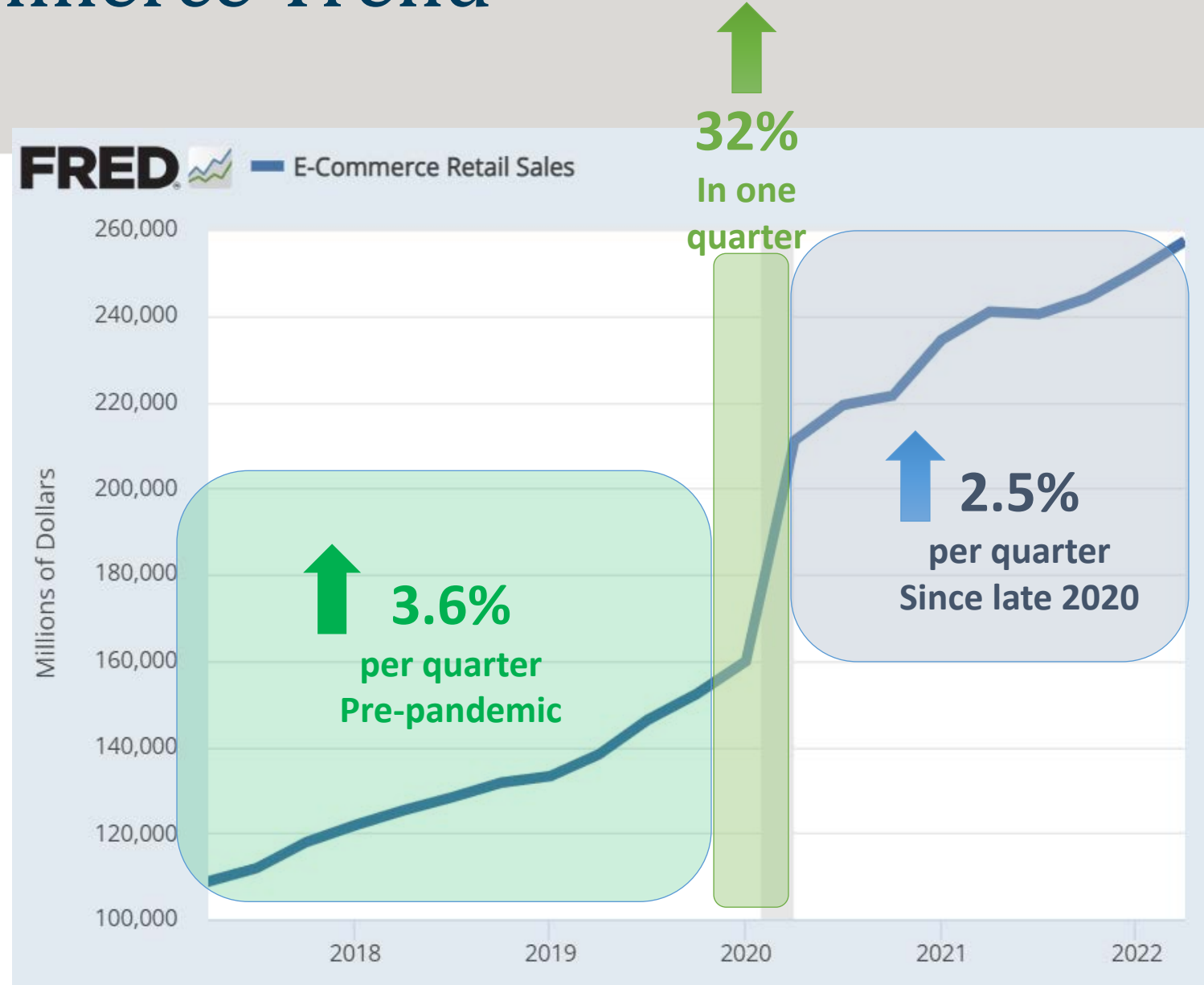
Main Study Objectives

- Identify highest volumes and values of commodities
- Explore increases in e-commerce and delivery
- Examine congestion and unreliability on the transportation system
- Make recommendations for future freight policy



National E-Commerce Trend

- Tremendous spike in e-commerce demand in 2020
- Growth rate has **slowed** since, but sales and deliveries continue to increase
- What effects has the pandemic had on e-commerce in this state and region?



E-Commerce Impacts in the Region

- Rise of E-Commerce means more:
 - Industrial real estate development
 - Deliveries
 - Jobs and wages in key sectors
- Uncertainty on:
 - Net traffic and environmental impacts



Regional Level Key Findings for 2020 (modeled)

1. Locations with largest daily dollar values for 'All Goods':
 - I-5 south of downtown Portland to Wilsonville
 - I-84 east of I-205 to Troutdale
 - I-5 north of downtown Portland to Vancouver
2. Electronics, Food, Misc. Manufacturing, and Motor Vehicles are the most common commodity types, by percentage of daily dollar value, on all the interstate and state highways.

Regional Level Key Findings for 2020 – Commodity value at North end of the region

1. Daily \$ values for 'All Goods' exiting at north end of the region:

- I-5 NB at Columbia River is \$67.1 M
- I-205 NB at the Columbia River is \$24.7 M

2. Daily \$ values for 'All Goods' entering at north end of the region:

- I-5 SB at Columbia River is \$65.5 M
- I-205 SB at the Columbia River is 49.2 M

Effects of COVID-19 on Deliveries

- Less than truckload (LTL) carrier
 - Increased demand for residential deliveries
 - Congestion has been returning, delivery challenges in CBD and other mixed-use districts



Source: Sarah Gandy / Portland Bureau of Transportation, via OPB.org

Effects of COVID-19 on Deliveries

- Industrial real estate
 - E-commerce contributing to demand for large Distribution Centers
 - Limited large-footprint sites, and persistent demand for Portland’s “bread and butter” manufacturing and small distribution



Smaller-scale distribution facilities in Tualatin, OR
Source: Street View, retrieved May 16, 2023. Google Maps.

Refining Freight Policies in the 2023 RTP

What are emerging trends in the freight sector that have certain types of impacts on the transportation system?

- Uncertainty/resiliency
- Technology
- Shifts in demand – products and locations

When and how should the public sector play a role in addressing the growth impacts that e-commerce and goods delivery is having?

- When e-commerce impacts public infrastructure or policy:
 - Transportation system and curb management
 - Land use policy
 - Workforce and economic development

Are there new ways to address goods movement performance and what is relevant to know about freight and goods movement?

- Industry thinks about cost of delay and unreliability
- Equity and community impacts

What are ways in which the freight sector can reduce greenhouse gas emissions?

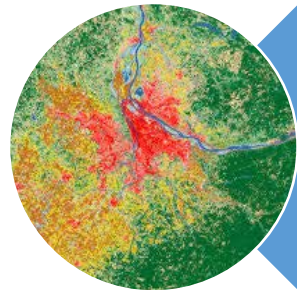
- Electrification
- More efficient routing and delivery
- Demand management/customer incentives

Logistics Strategies

Public Sector Strategies: Reducing the impacts of the last mile



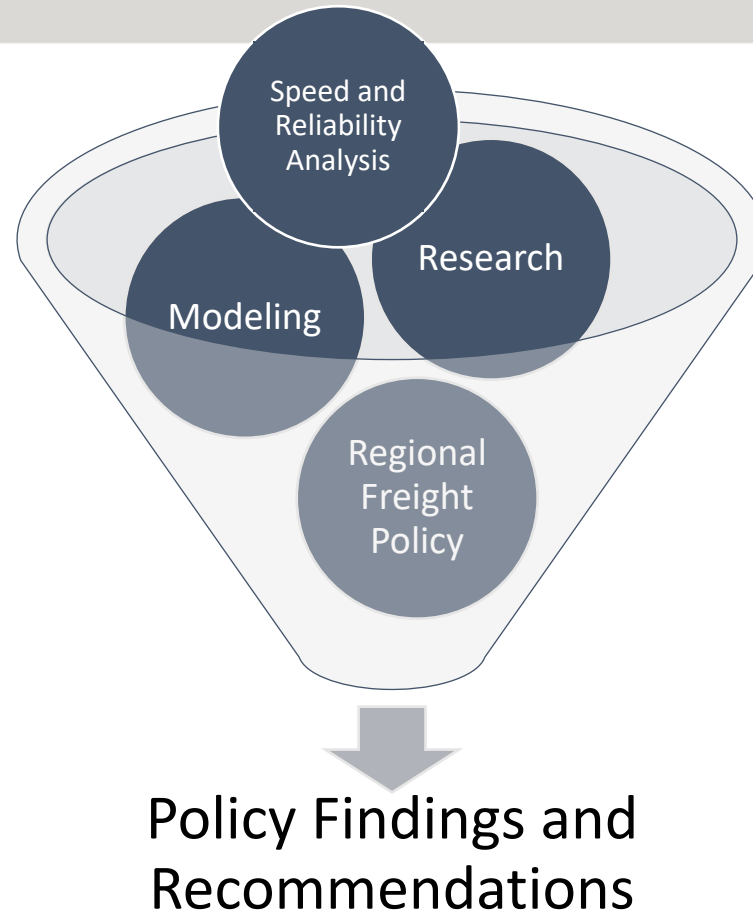
Curb management:
Loading zones and curb
access for deliveries



Land Use policy:

- Industrial zoning
- Development regulations
- “Dark store” considerations

“Putting it All Together”



Next Steps

- Study to be completed in Fall of 2023
- Final report with findings and freight policy recommendations presented to JPACT as part RTP adoption



Comments and feedback

Questions?





TOD Program Strategic Plan Update

July 20, 2023

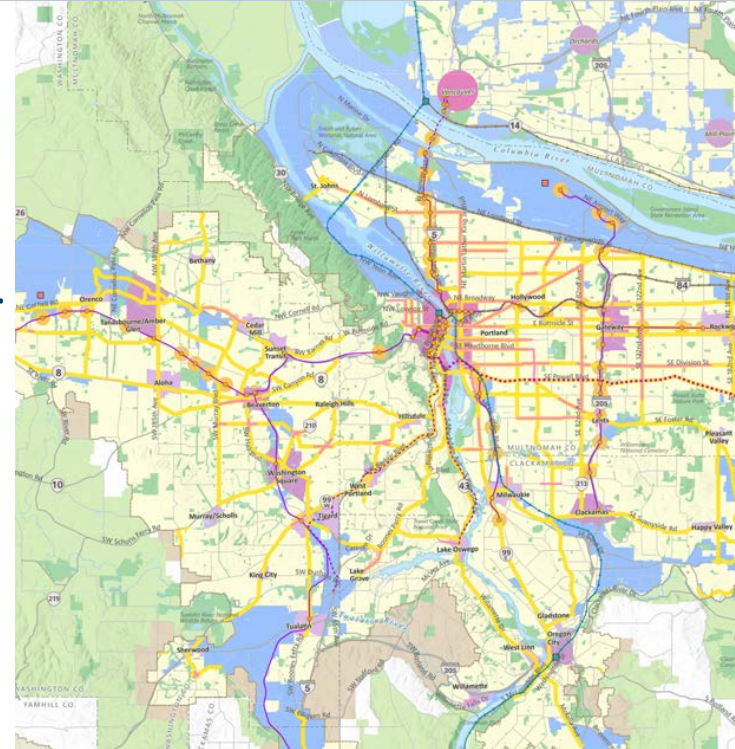
Today

- TOD program origins & mechanics
- Program evolution
- Strategic plan process & recommendations
- Questions

TOD Program origins

Implement the 2040 Metro Growth Concept

- Build higher density, mixed-use
- Create compact, walkable communities



TOD Program Mechanics

\$3.5 million annual budget

Three tools:

- Gap financing
- Land acquisition
- Urban Living Infrastructure



2017 Update: Shift to affordability

TOD Program Funded Units by Affordability

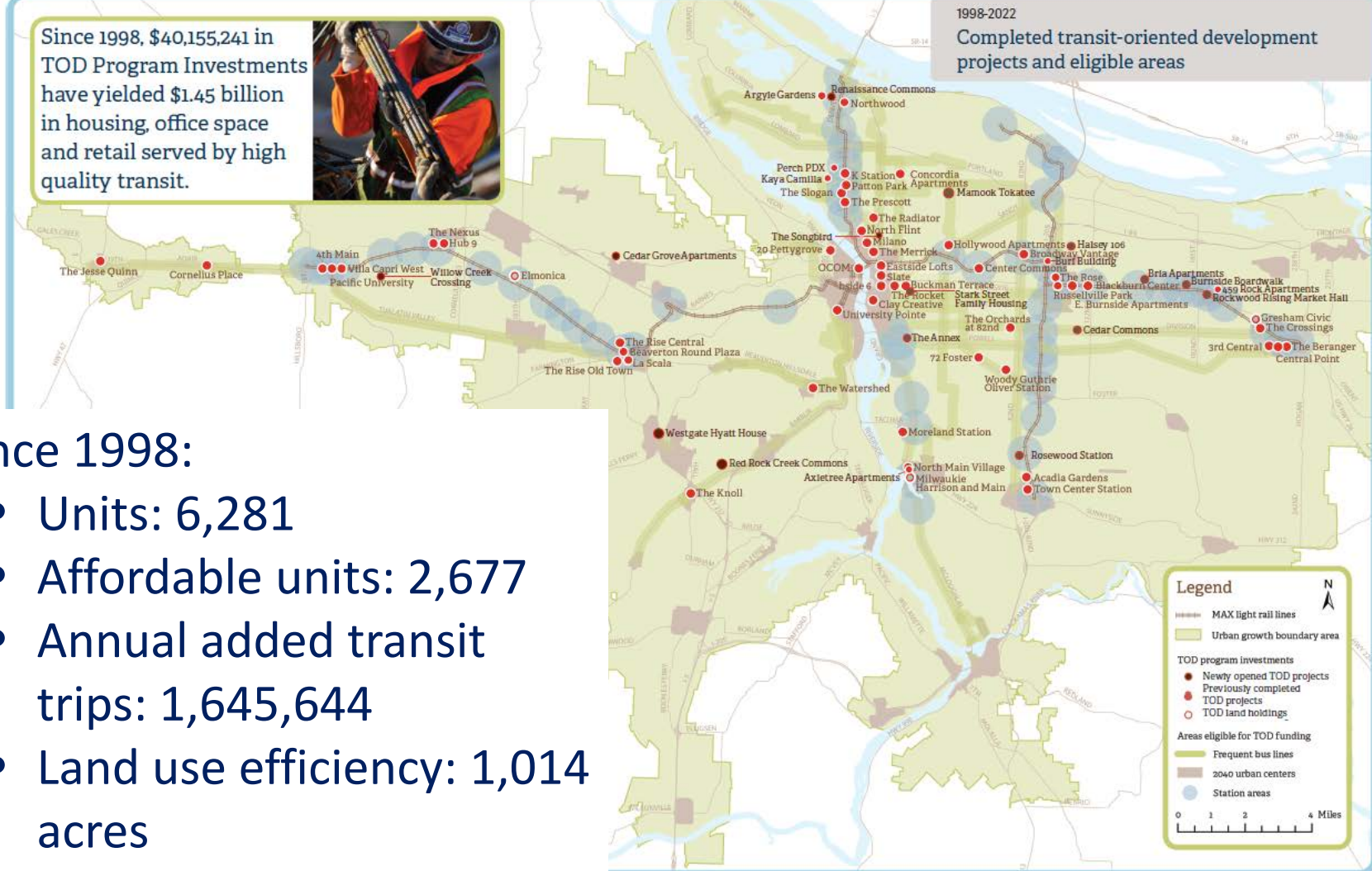


Since 1998, \$40,155,241 in TOD Program Investments have yielded \$1.45 billion in housing, office space and retail served by high quality transit.



1998-2022

Completed transit-oriented development projects and eligible areas



Since 1998:

- Units: 6,281
- Affordable units: 2,677
- Annual added transit trips: 1,645,644
- Land use efficiency: 1,014 acres

2022 Strategic plan update



In-depth interviews



TOD new program mission

Metro's TOD program makes catalytic investments to build climate-friendly communities near transit that prioritize the needs of low-income households and people of color.

-TOD Strategic Plan
adopted April 2023

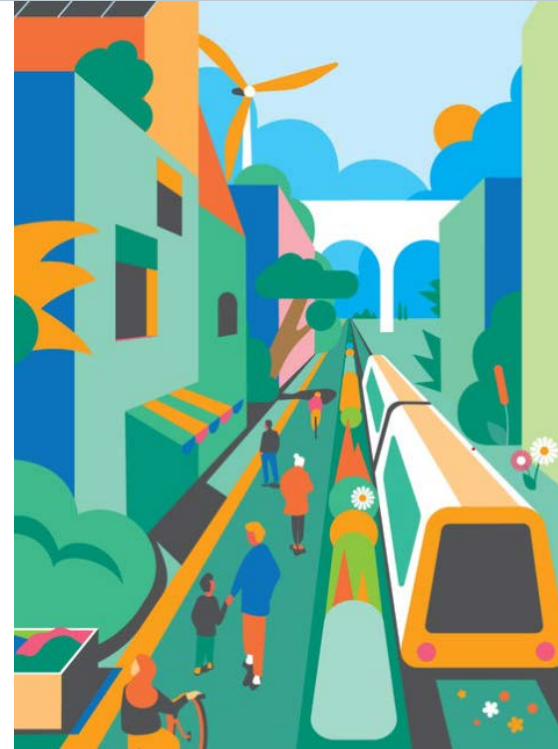
TOD program desired outcomes

- Higher density that supports transit ridership
- Places that are safe, convenient and enjoyable without a car
- Preventing displacement of communities of color and people with low incomes
- Increased number of affordable housing units near frequent service transit
- Economic benefits for people with low-incomes and people of color
- Innovation in housing development and design to advance equity,¹⁰ demonstrate climate-leadership and achieve cost efficiency

Focus on anti-displacement

Image source: United Nations Environment Programme

- Dedicate set-aside for site acquisition
- Require affordability on all projects, with deeper affordability on sites we own
- Strengthen partnerships through solicitations



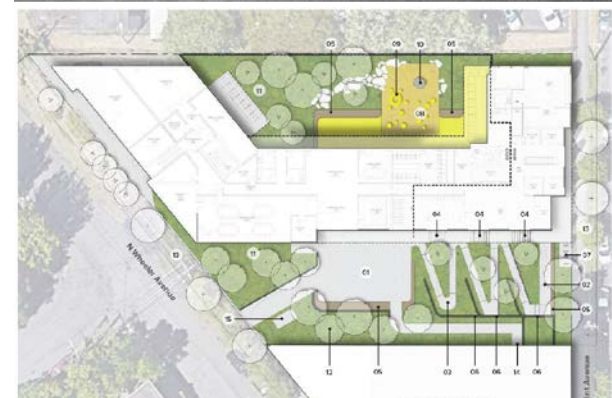
Align & leverage to maximize impact

- Require contracting equity goals
- Pilot workforce equity tracking
- Require climate-friendly design
- Align requirements with existing resources, especially Metro's



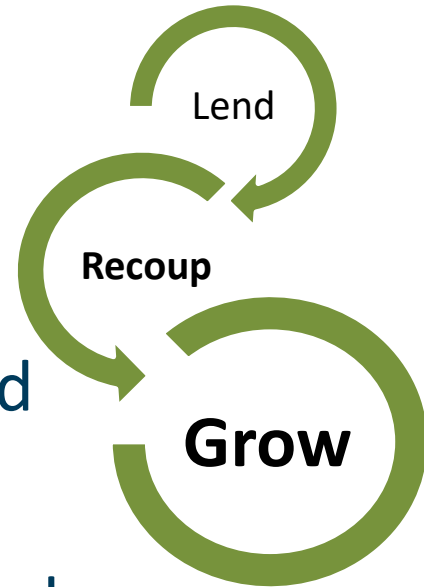
Catalytic investments in affordability

- Make early commitments to catalyze projects, contingent on results
- Keep requirements clear & applications non-competitive
- Update analysis and performance metrics to account for housing and economic need



Explore ways to grow

- Recover land purchase price
- Consider making grants recoverable loans
- Pursue new sources of funding for land acquisition
- Partner with TriMet to identify sites and coordinate strategies



Questions?

Contact: Andrea Pastor, Sr.
Development Project
Manager
[andrea.pastor@
oregonmetro.gov](mailto:andrea.pastor@oregonmetro.gov)

oregonmetro.gov



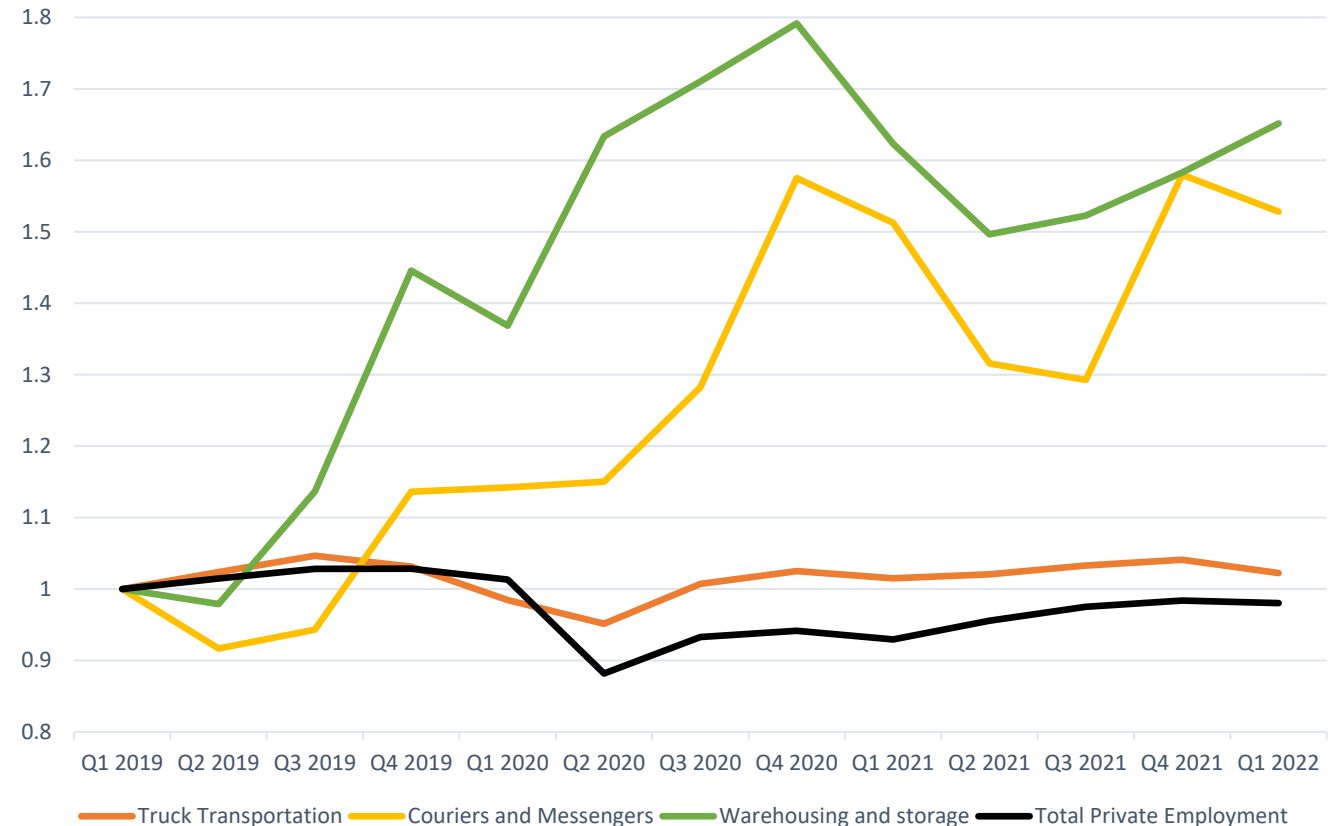
Regional Employment Trends in Key “E-Commerce Sectors”

- Employment in key e-commerce sectors boomed during 2019-2021

	Q1 2019	Q1 2022	Change	% Change
Truck Transportation	8,992	9,192	200	2.2%
Couriers and Messengers	7,043	10,763	3,720	52.8%
Warehousing and Storage	7,749	12,799	5,050	65.2%
Total Private Employment	906,575	888,565	-18,010	-2.0%

Source: State of Oregon Employment Department
Data represent the Portland-Vancouver, OR-WA MSA

Employment in Key Sectors, indexed to 2019 Q1
Quarterly, 2019 Q1 through 2022 Q1





Construction Career Pathways

JPACT

Sebrina Owens-Wilson | Metro | Director of Diversity, Equity and Inclusion

Andre Bealer | Metro | Workforce Equity Program Manager



July 20, 2023

A Unified Policy Strategy

Nine public agencies in the greater Portland region have made policy commitments to implement Construction Career Pathways to grow and diversify the construction workforce.



Construction Career Pathways is recognized as a national model of how governments can work together to create the conditions for advancing racial equity in construction.

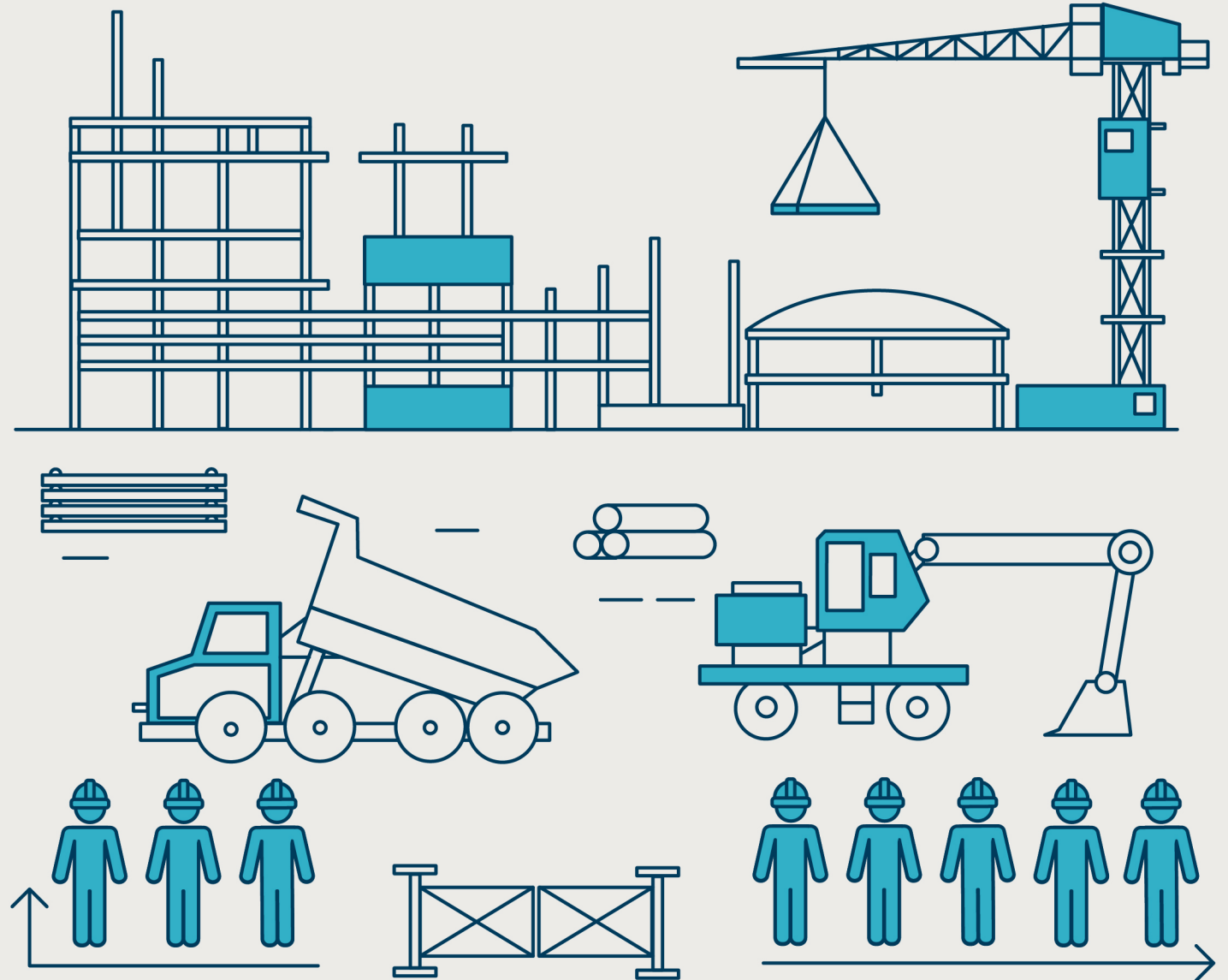
Construction Career Pathways

Outcomes

- Increase construction career opportunities for Black, Indigenous, and people of color and women
- Help meet the regional demand for a skilled construction workforce
- Utilize regional coordination to leverage collective efforts
- Establish consistent recruitment, training and retention policies & practices
- Make equitable industry standards the norm

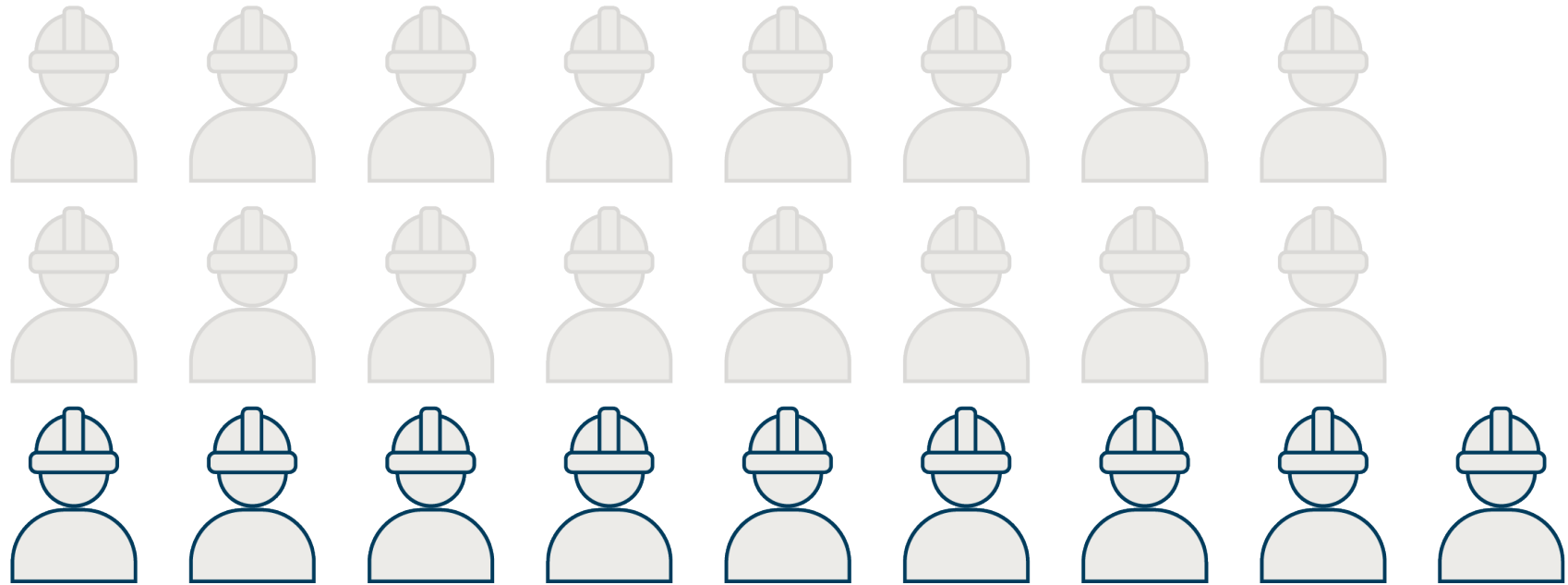
Construction Career Pathways

In 2018, public agencies across the Portland region needed 14,000 additional construction workers for 80+ capital projects. The number of projects and demand for workers has only grown.



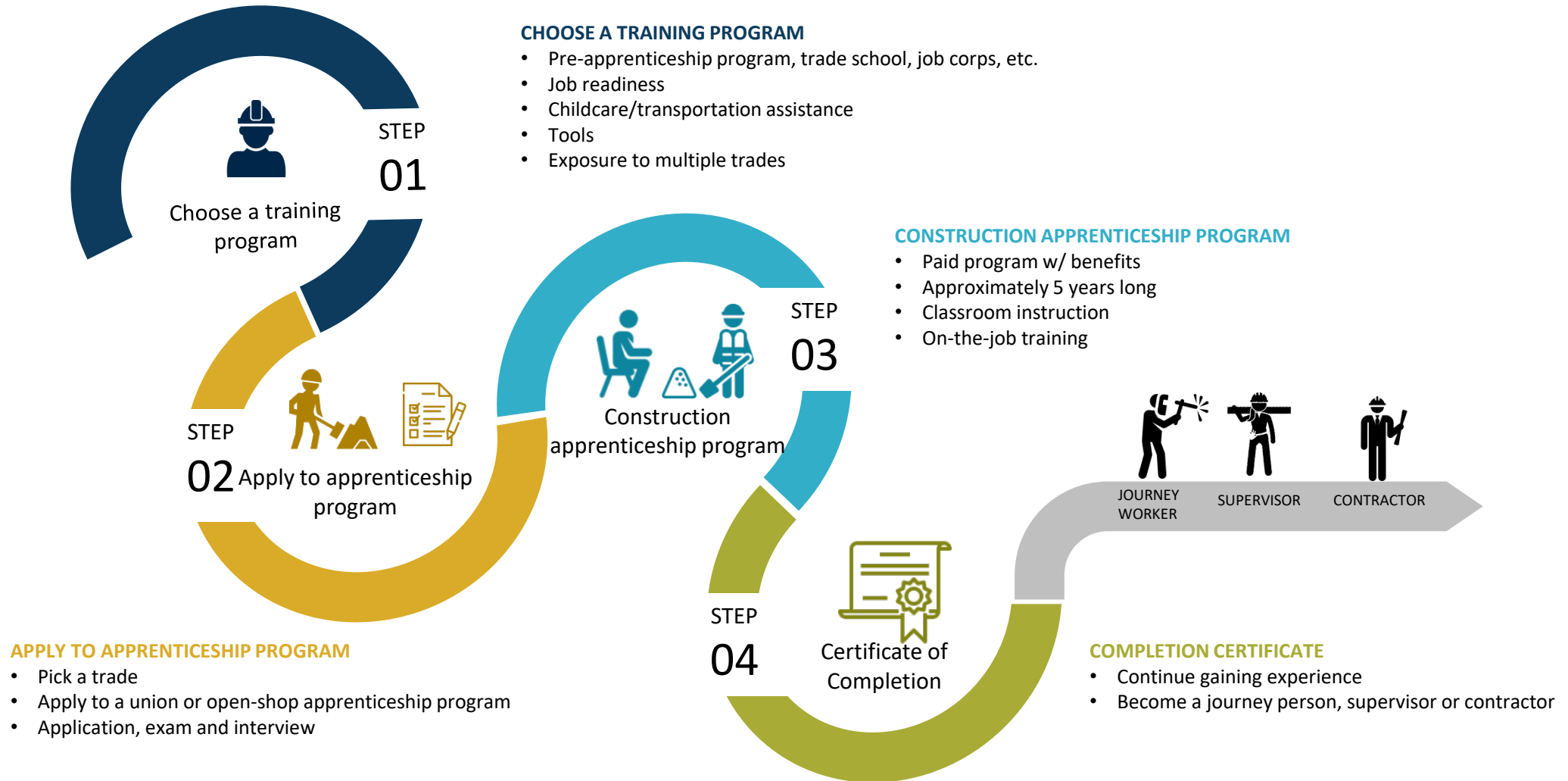
Women and people of color leave the construction workforce at higher rates

For every 25 people of color who enter the construction industry, only 9 advance to complete an apprenticeship program.



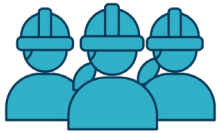
Source: Oregon Bureau of Labor and Industries

Construction Career Pathways



Construction Career Pathways Framework

Public agencies in the Portland Metro region are working together to grow and diversify the construction workforce by:



Setting consistent workforce diversity goals



Increasing recruitment & retention of diverse workers



Building accountability through tracking and workforce agreements



Ongoing regional collaboration

Construction Career Pathways Accomplishments



What's next for Construction Career Pathways?

Data alignment and regional dashboard

Regional market analysis

New agency supports

Program expansion

Discussion

In what ways can we partner with you to identify how Construction Career Pathways can support infrastructure investments throughout the region?



Questions?

Sebrina Owens-Wilson
Diversity, Equity and Inclusion Director
Sebrina.Owens-Wilson@oregonmetro.gov

Andre Bealer
Workforce Equity Program Manager
Andre.Bealer@oregonmetro.gov

Sent on behalf of Kim Ellis and Molly Cooney-Mesker

Dear JPACT members and interested parties,

The 2023 Regional Transportation Plan is open for public comment now until Aug. 25, 2023. Public input during this period will help refine the final policies, strategies and investment priorities in the 2023 Regional Transportation Plan and High Capacity Transit Strategy.

Visit the [2023 Regional Transportation Plan webpage](#) to review the plan and the interactive project map and list. Provide your feedback with an [online survey](#) or [comment form](#). Or, share your comments by email, mail, phone or at a public hearing on [July 27, 2023, 10:30 a.m.](#) More information about the ways to provide public comment is available at: oregonmetro.gov/rtp.

Over the last year, thousands of people who live, work and travel across greater Portland have shared their transportation needs and priorities. People want safe, affordable and reliable transportation – no matter where they live, where they go each day or how they get there. This input contributed to the 2023 Regional Transportation Plan’s vision and strategy for investing in a transportation system that serves everyone. The input will continue to be considered, along with feedback received during this public comment period, as the 2023 Regional Transportation Plan and High Capacity Transit Strategy are finalized this fall.

Please share this opportunity for comment with your communities. There is a sample social media post below to help get the word out.

--

Sample social media post:

Share your thoughts about the future of transportation in greater Portland. Comment on the 2023 Regional Transportation Plan and High Capacity Transit Strategy from now until August 25. Visit [2023 Regional Transportation Plan webpage](#) to complete a survey, submit a comment form or learn about the other ways to provide feedback.

Your Invited!

We would like to invite JPACT members and interested parties to view and vote for our projects that have been accepted into an international contest to help build a better future.

Third Bridge Now a freeway corridor adjacent to the BNSF Rail line that connects to I-5 in Vancouver and I-5 and I-84 in Portland in a bi-pass that includes the ports, Rivergate and HWY-30.

Third Bridge Now freeway corridor has two community awards in North Portland and the smaller earlier version was recommend for further study for merit from the I-5 Portland / Vancouver Transportation and Trade Partnership 2002, The Bridge Influence Area 2002, the SW WA RTC Vision Corridor Study in 2008. ***You may remember several bi-participation letter with elected official's signatures that our project was removed from the CRC, the NEPA Process was not followed.

The Realignment of I-5 and I-84 was also accepted in to the contest. This project was accepted in the I-5 Partnership in 2002 and Mayor Katz's removed the Rose Quarter area from the process the NEPA Process was not followed.

Vote Now Please!

Congratulations! Your entries have been qualified

The 2023 Create the Future Design Contest
Help build a better tomorrow

(1)
Congratulations! Your entry "Third Bridge Now " has been qualified by the review team as meeting the requirements for the Create the Future Design Contest.
View your submission here:

<https://contest.techbriefs.com/2023/entries/automotive-transportation/12571>

Voting on entries is now under way, so share this link with colleagues to build your page views and vote totals. The top ten entries receiving the most votes from site registrants will win valuable prizes.

Good luck in the contest! Winners will be announced in September.

(2)
Congratulations! Your entry "I-5 and I-84 freeway realignment and additional access " has been qualified by the review team as meeting the requirements for the Create the Future Design Contest.

View your submission here:

<https://contest.techbriefs.com/2023/entries/automotive-transportation/12433>

Voting will be open until September 8, 2023 (11:59 pm EDT).

Since Tech Briefs magazine launched the Create the Future Design contest in 2002 to recognize and reward engineering innovation, over 15,000 design ideas have been submitted by engineers, students, and entrepreneurs across six continents. You can also join the innovators who dared to dream big and build a better tomorrow by entering this year's contest.

The best design ideas will serve a public good by:

- Improving quality of life
- Preventing or reducing injuries
- Saving lives
- Improving public safety and security
- Saving time and money
- Improving productivity
- Automating tedious tasks
- Offering alternative energy solutions
- Reducing consumption of natural resources
- Reducing waste
- Creating jobs
- Bolstering the economy
- Enabling other product improvements

The best entries clearly and concisely answer the following questions and are accompanied by an illustration that complements and illuminates the text:

Innovation -- Is the design novel? Does it represent an important advance over the current state of the art?

Feasibility / Manufacturability -- How easy would it be to implement? Could it be cost-effectively manufactured/produced? Has it been demonstrated to work?

Marketability -- Does the idea have practical applications? Is there a well-defined market for its use?

Sustainable Technology -- Products that reduce dependence on non-renewable energy resources, as well as products designed for other purposes using environmentally friendly materials or manufacturing processes.

Manufacturing & Materials -- Products and processes that speed or streamline manufacturing and production; advances in materials and materials processing.

Automotive/Transportation -- Products that enable and improve mobility on the ground, in the air, or on/under water.

What problem does your design idea solve?

What are the potential benefits?

How does your design work?

How is your idea novel or an improvement on what is currently available in the marketplace?

Where would this idea be applied?

What is the market potential?

How would your product be manufactured?

How would the production cost compare with products already in the marketplace?

The 2023 Create the Future Design Contest

<https://contest.techbriefs.com/>



sharonnasset@aol.com/Inbox Your Contest Entry is Qualified
Jul 11 at 5:01 AM

Create the Future Design Contest <info@createthefuturecontest.com>
To: Sharon Nasset <sharonnasset@aol.com>

Dear Sharon,

Congratulations! Your entry "Third Bridge Now " has been qualified by the review team as meeting the requirements for the Create the Future Design Contest.
View your submission here:

<https://contest.techbriefs.com/2023/entries/automotive-transportation/12571>

Voting on entries is now under way, so share this link with colleagues to build your page views and vote totals. The top ten entries receiving the most votes from site registrants will win valuable prizes.
Good luck in the contest! Winners will be announced in September.

- Contest Administrators

Third Bridge Now Freeway Corridor
Is Necessary For Our
Health, Safety, Economy, Environment, And Sanity

The 2002 transportation study concerning Portland / Vancouver pointed out that with have fewer bridges than similar size metropolitans. The study showed adding two bridges would still tie us for last place. The need to add capacity vehicle, pedestrian, and freight trains across the Columbia River has been identified and adopted into state and regional transportation plans since the 1960's.

In the 1980's the I-5 freeway through Portland to the Columbia River was identified as over-capacity, rated F, tens of thousands of vehicles daily using neighborhood streets adjacent to I-5 to reach the bridges over the Columbia.

In 2002 both transportation studies included in their recommendations a new bridge adjacent the BNSF rail bridge a port to port connection for significant north, south, east, west movement of people, goods, and services. Data showed our earlier alternative a minor arterial carrying 48,000 vehicles was full upon opening and over 42,000 vehicles that were driving 6-miles each way out to I-205 returned to I-5 freeway the number one destination. That arterial removed 11 to 15 – million vehicles annually from driving the extra miles on I-84 and east-west arterials in Portland and Vancouver between I-5 and I-205 freeway.

2005 the updated electrical and inspection report on the Columbia River Crossings (I-5) gave 60 years of serviceable lift and no restrictions. The bridges are on the Federal Register for Historical Significance in engineering.

The community supported and awards winning, Third Bridge Now freeway corridor. The construction of a bi-pass freeway loop connecting I-5 freeway in the Northern and Southern terminus with connections to ports and industrial areas. The multi –modal freeway corridor removes several freight and hazardous material routes from neighborhoods in both Portland and Vancouver while providing direct freeway accesses to industrial areas.

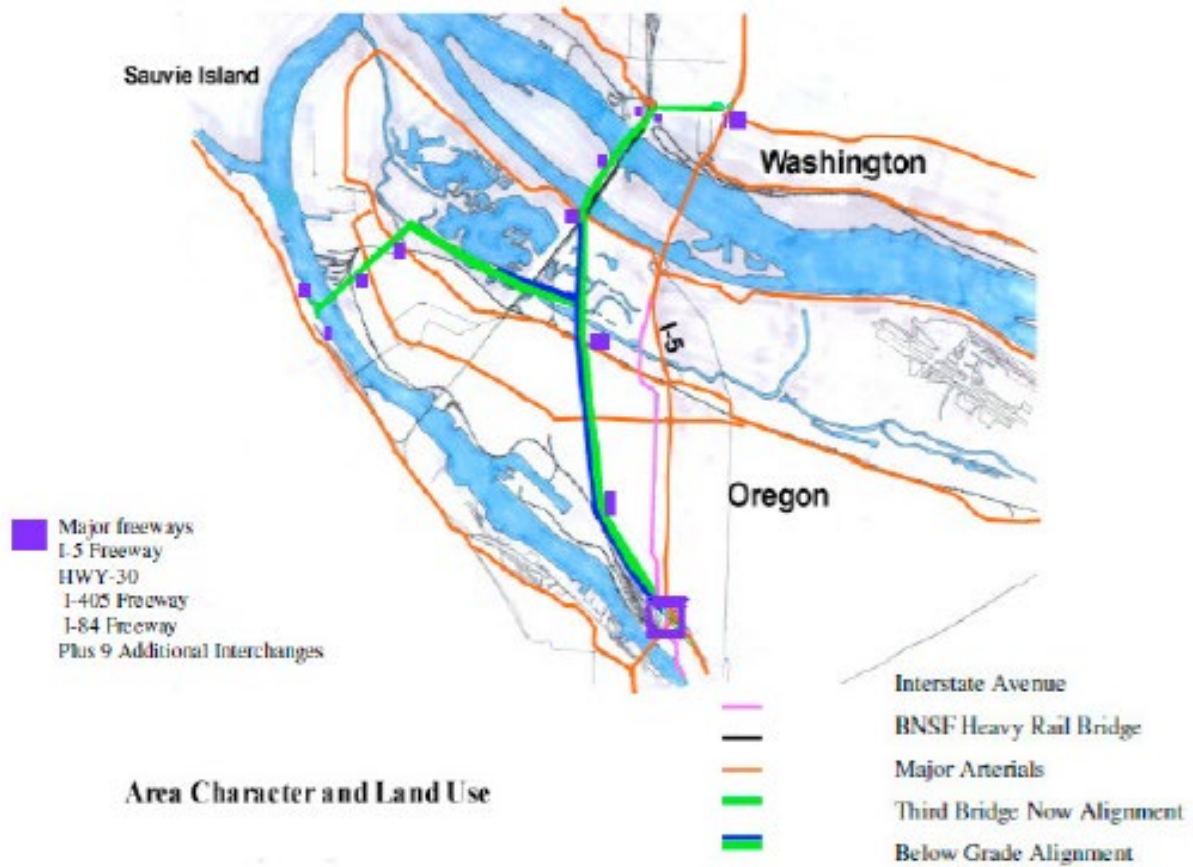
The majority of the land is vacant, publicly owned and inside of industrial areas. The new construction does not cause additional construction congestion. The three bridges can be constructed in a controlled environment barged into place protecting fish, and community from location construction. After crossing the Columbia River trenching and tunneling removes conflicts with heavy rail, street grade, and neighborhoods plus new technologies and collections emissions.

Multi-modal includes pedestrian, bike, small engine (PBSE) and the freeway. The first in the nation to a have a freeway corridor that provide PBSE between two major downtown's, into ports and industrial areas, from residential areas, and connects the 40-mile loop for recreation. The project includes 2- tracks heavy rail commuter and freight from Longview WA to the Rose Quarter in Portland.

Businesses loose billions of dollars annually because of congestion in our region. The project includes upgrades on I-5, I-5 and I-84 realignment and two other port bridge crossing the Columbia River. No tolls instead impact infrastructure fees on land for direct freeway access to the ports and industrials areas.

The time to choose a project is now please help us!
Third Bridge Now power point
<https://www.youtube.com/watch?v=vMImfyT1iEA>
Thanks

Third Bridge Now Freeway Corridor By-Pass



www.ThirdBridgeNow.org



sharonnasset@aol.com/InboxYour Contest Entry is Qualified

Jul 3 at 7:54 AM

Create the Future Design Contest <info@createthefuturecontest.com>

To: Sharon Nasset <sharonnasset@aol.com>

Dear Sharon,

Congratulations! Your entry "I-5 and I-84 freeway realignment and additional access " has been qualified by the review team as meeting the requirements for the Create the Future Design Contest.

View your submission here:

<https://contest.techbriefs.com/2023/entries/automotive-transportation/12433>

Voting on entries is now under way, so share this link with colleagues to build your page views and vote totals. The top ten entries receiving the most votes from site registrants will win valuable prizes.

Good luck in the contest! Winners will be announced in September.

- Contest Administrators

The I-5 and I-84 Realignment and Additional Access into the Area

The I-5 and I-84 interchange in Portland Oregon is the worse congested and most accidents for the state. The I-5 converts to one land through the area with several weaves to access I-5 and I-84.

The Rose Quarter and Lloyd Center is an event center and shopping center. The events centers are the Memorial Coliseum 8,000, the Rose Quarter 20,000 and the Oregon Convention Center 12,000. The combined 40,000 venue, employees, and road members use the same exit and entrance on to I-5 and I-84 as in the 1960's with no additions to accommodate event traffic

Within the Right Of Way of the I-5 freeway and the City of Portland with almost no flaggers on the I-5 freeway needed for construction. The weaves are removed, almost a mile of freeway access to I-84 is constructed, access to I-84 without having to go onto the I-5 freeway from street surface level, new entrance to south I-5, and new access off of I-5 before I-84 reenters the I-5 freeway.

The traffic coming from I-5 south will be able to access the area without having to climb to the top of the hill where the exit is now. Only to have to drive down the hill once off of the I-5 freeway to access the event centers.

The new access on and off of I-5 freeway will remove the extreme congestion and confusing in the area and the pollution level from idling traffic every day.

This new alignment is the cheapest project suggested for the area, shortest construction time, stays totally inside the current Right Of Way, and with little freeway change it does not affect any new designs the area may want in the future.

The project is part of Third Bridge Now. www.ThirdBridgeNow.org
New Freeway Corridor connecting the ports of Portland, Vancouver, Rivergate and Swan Island with HWY-30

The project is paid and infrastructure impact fee in the industrial areas to pay back a 30 year bond of \$5-billion Oregon portion of the project.

The current Rose Quarter Project by the Oregon Transportation Project is not supported by the people and our project is supported by the community and has been keep out of the current AE and EIS Please help us.

Peace,
Sharon Nasset
503.283.9585

New 2-lane exit to the Rose Quarter Lloyd Center using the Oregon convention center current access

Realignment of the I-5 and I-84 freeways and new entrance and exit to the Rose Quarter and Lloyd Center

