

# Agenda



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)  
Date: Friday, August 4, 2023  
Time: 9:00 a.m. to 12:00 p.m.  
Place: Virtual meeting held via Zoom  
[Connect with Zoom](#)  
Passcode: 665293  
Phone: 877-853-5257 (Toll Free)

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<b>9:00 a.m.</b>	<b>Call meeting to order, declaration of quorum and introductions</b>	Chair Kloster
<b>9:10 a.m.</b>	<b>Comments from the Chair and Committee Members</b> <ul style="list-style-type: none"><li>• Updates from committee members around the Region (all)</li><li>• Monthly MTIP Amendments Update (Ken Lobeck)</li><li>• Fatal crashes update (Lake McTighe)</li><li>• 2023 RTP Public Comment period, July 10 – Aug. 25 (Kim Ellis)</li></ul>	
<b>9:15 a.m.</b>	<b>Public communications on agenda items</b>	
<b>9:17 a.m.</b>	<b>Consideration of TPAC minutes, June 2, 2023 (<u>action item</u>)</b> <b>Consideration of TPAC minutes, July 7, 2023 (<u>action item</u>)</b> Send edits/corrections to Marie Miller	Chair Kloster
<b>9:20 a.m.</b>	<b>2023 Regional Transportation Plan (RTP): Update on Regional Mobility Policy Throughway Reliability Measure</b> Purpose: TPAC feedback on the revised methodology and findings from the revised Throughway reliability analysis. More discussion of the revised analysis and findings is planned for the TPAC/MTAC workshop on Aug. 16.	Kim Ellis, Metro Joe Broach, Metro Glen Bolen, ODOT
<b>10:20 a.m.</b>	<b>2023 Regional Transportation Plan: Chapter 8 (Implementation)</b> Purpose: TPAC feedback on the draft staff recommendations proposed to address feedback provided by TPAC and MTAC in July.	Kim Ellis, Metro
<b>11:20 a.m.</b>	<b>Committee comments on creating a safe space at TPAC</b>	Chair Kloster
<b>11:30 a.m.</b>	<b>Adjournment</b>	Chair Kloster

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## សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

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

## 2023 TPAC Work Program

**As of 7/28/2023**

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

**All meetings are scheduled from 9am - noon**

<p><b><u>TPAC meeting, August 4, 2023</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"><li>• Committee member updates around the Region (Chair Kloster &amp; all)</li><li>• Monthly MTIP Amendments Update (Ken Lobeck)</li><li>• Fatal crashes update (Lake McTighe)</li><li>• 2023 RTP Public Comment period, July 10-August 25 (Kim Ellis)</li></ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"><li>• 2023 RTP: Update on Regional Mobility Policy Throughway Reliability Measures (Kim Ellis and Joe Broach, Metro, Glen Bolen, ODOT, 60 min)</li><li>• 2023 RTP: Chapter 8 (Implementation) (Kim Ellis, Metro, 60 min)</li><li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li></ul>	<p><b><u>MTAC/TPAC joint workshop, August 16, 2023</u></b></p> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"><li>• Construction Career Pathways Overview and Update (Sebrina Owens-Wilson &amp; Andre Bealer, Metro, 45 min.)</li><li>• 2023 RTP Comments (Kim Ellis, 45 min)</li><li>• 2023 RTP: Regional Mobility Policy (Kim Ellis, Metro and Glen Bolen, ODOT, 30 min)</li><li>• 2023 RTP: Throughway Policy and Auxiliary Lanes (Kim Ellis, Metro and Neelam Dorman, ODOT, 50 min)</li></ul>
<p><b><u>TPAC meeting, September 1, 2023</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"><li>• Committee member updates around the Region (Chair Kloster &amp; all)</li><li>• Monthly MTIP Amendments Update (Ken Lobeck)</li><li>• Fatal crashes update (Lake McTighe)</li></ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"><li>• <b>MTIP Formal Amendment 23-XXXX Recommendation to JPACT</b> (Lobeck, 10 min)</li><li>• 2023 RTP: Draft Legislation and Overview of Public Comments Received and Draft Recommended Actions in Response to Public Comment (Kim Ellis, Metro; 30 min)</li><li>• Better Bus Call for Projects (Alex Oreschak, Metro/ Cara Belcher, TriMet; 30 min)</li><li>• TV Highway Transit and Development Project Update (Jessica Zdeb, 45 min)</li><li>• Freight Commodity Study: Draft Findings (Tim Collins, Metro, 30 min)</li><li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li></ul>	<p><b><u>TPAC workshop, September 13, 2023</u></b></p> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"><li>• 2023 RTP: Draft Public Comment Report and Recommended Actions in Response to Public Comment (Kim Ellis, 90 min)</li><li>• <i>Great Streets Program updates: Final project list (Chris Ford, ODOT; 30 min)</i></li><li>• <i>Statewide Carbon Reduction Program funding allocation: update and final project list (ODOT Climate office staff/TBD; 30 min)</i></li></ul>

**TPAC meeting, October 6, 2023**

Comments from the Chair:

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

**Agenda Items:**

- **MTIP Formal Amendment 23-XXXX**  
Recommendation to JPACT (Lobeck, 10 min)
- Ordinance 23-1496 2023 RTP: Draft Public Comment Report and Recommended Actions in Response to Public Comment (Kim Ellis, Metro, 90 min)
- 2023 High Capacity Transit Strategy (Resolution No. 23-5348) Discussion (Ally Holmqvist, Metro; 45 min)
- 82<sup>nd</sup> Avenue Transit Project Update (Elizabeth Mros-O'Hara/ TriMet TBD; 45 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

**TPAC meeting, November 3, 2023**

Comments from the Chair:

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

**Agenda Items:**

- **MTIP Formal Amendment 23-XXXX**  
Recommendation to JPACT (Lobeck, 10 min)
- **Ordinance 23-1496 on 2023 RTP, Projects and Appendices** Recommendation to JPACT (Kim Ellis, Metro, 90 min)
- **2023 High Capacity Transit Strategy (Resolution No. 23-5348)** Recommendation to JPACT (Ally Holmqvist, Metro; 45 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

**TPAC workshop, November 8, 2023**

**Agenda Items:**

- Regional Transportation Safety Performance Report (Lake McTighe, 30 min)
- 2027-30 STIP – options being discussed at OTC (Chris Ford, ODOT; 30 min)
- Freight Delay Study Report Update (Tim Collins; 45 min)

**TPAC meeting, December 1, 2023**

Comments from the Chair:

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

**Agenda Items:**

- **MTIP Formal Amendment 23-XXXX**  
Recommendation to JPACT (Lobeck, 10 min)
- Westside Multimodal Improvements Study (Kate Hawkins, Metro/ Stephanie Millar, ODOT; 45 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

### **Parking Lot: Future Topics/Periodic Updates**

- Columbia Connects Project
- 82<sup>nd</sup> Avenue Transit Project update (Elizabeth Mros-O'Hara & TBD, City of Portland)
- Best Practices and Data to Support Natural Resources Protection
- TV Highway Corridor plan updates
- High Speed Rails updates (Ally Holmqvist)
- MTIP Formal Amendment I-5 Rose Quarter discussion (Ken Lobeck)
- I-5 Rose Quarter Project Briefing (Megan Channell, ODOT)
- I-5 Interstate Bridge Replacement program update
- Ride Connection Program Report (Julie Wilcke)
- Get There Oregon Program Update (Marne Duke)
- RTO Updates (Dan Kaempff)

Agenda and schedule information E-mail: [marie.miller@oregonmetro.gov](mailto:marie.miller@oregonmetro.gov) or call 503-797-1766.

To check on closure or cancellations during inclement weather please call 503-797-1700.



# Memo

Date: July 21, 2023  
To: TPAC and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (Late June through mid-July 2023)

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## **BACKGROUND**

### **Formal Amendments Approval Process:**

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

### **Administrative Modifications Approval Process:**

Projects requiring only small administrative changes as approved by FHWA and FTA are completed via Administrative Modification bundles. Metro normally accomplishes one "Admin Mod" bundle per month. The approval process is far less complicated for Admin Mods. The list of allowable administrative changes is already approved by FHWA/FTA and are cited in the Approved Amendment Matrix. As long as the administrative changes fall within the approved categories and parameters, Metro has approval authority to make the change and provide the updated project in the MTIP immediately. Approval for inclusion into the STIP requires approval from the ODOT. Final approval into the STIP usually takes between 2-3 weeks to occur depending on the number of submitted admin mods in the approval queue.

### **Annual End-of-Year Project Phase Slip Amendment:**

Towards the end of the federal year (July time frame), Metro and ODOT review the project delivery status for programmed projects in the current federal fiscal year (i.e. FFY 2023). Project leads/project managers are contacted to obtain a status of their projects. The review examines unobligated project phases in the current federal fiscal year to determine if the phase will obligate its federal funds before the end of the federal fiscal year, or if the phase and funds need to slip to the next federal fiscal year (i.e. FFY 2024). Those projects requiring a phase slip are identified and pushed-out (or slipped) to FFY 2024 in the 2021-24 MTIP and STIP. As part of the first amendment to the 2024-27 MTIP and STIP, required phase updates involving slips will also occur to ensure the MTIP and STIP match up. Per authorization from FHWA and FTA, the project phase slip amendment occurs administratively since the changes remain in the fiscally constrained years. A formal/full amendment is not required to complete the slip actions. Based on the project phase slips, Metro and ODOT then can evaluate the obligation targets and determine if Metro will meet our 80% minimum obligation target requirement.

### MTIP Formal Amendments

**No formal/full amendments were submitted during July 2023**

### Administrative Modifications AM23-20-JUN3 (June 2023 Admin Mod #3)

Key	Lead Agency	Name	Change
21616	ODOT	OR99W: N Schmeer Rd- SW Meinecke Pkwy & US30B: Kerby-165th	<b>CANCEL PHASE:</b> Cancel ROW phase and shift nonobligated funds back to PE phase

### AM23-21-JUL1 (July 2023 Admin Mod #1) End of Year Annual Project Phase Slip Amendment

July 12, 2023

FFY 2023 End of Year Project Slip List to FFY 2024  
JULY 2023 #1 Administrative Modification #1 (AM23-21-JUL1)

Key	MTIP ID	Lead	Name	Phase	Current Year	Fund Type	Federal	Match	Overmatch or State	Total	Slip Action
<b>Category: Metro Funded Projects</b>											
21121	71018	Beaverton	OR210: SW Scholls Ferry Rd to SW Hall ITS	Construction	<del>2023</del> 2024	STP-U (Z530)	\$ 304,939	\$ 34,902	\$ -	\$ 339,841	Slip Construction phase with STP-U funds of \$304,939 plus match from FFY 2023 to FFY 2024
20814	70884	Portland	Jade and Montavilla Multi-modal Improvements	Construction	<del>2023</del> 2024	STBG-U (Y230)	\$ 1,241,536	\$ 142,099	\$ 3,657,157	\$ 5,040,792	Slip construction phase with \$1,241,536 of Metro STBG-U plus match and \$3,657,157 of overmatch from FFY 2023 to FFY 2024
20329	70882	West Linn	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	Other/Utility Relocation	<del>2023</del> 2024	CMAQ-Urban (Y400)	\$ 22,145	\$ 2,535	\$ 25,320	\$ 50,000	Slip Other/UR phase with Metro CMAQ of \$22,145 and match from FFY 2023 to FFY 2024
<b>Category: ODOT Funded Projects</b>											
22576	71269	Milwaukie	Monroe St: SE 21st Ave - 34th Ave (Milwaukie)	Construction	<del>2023</del> 2024	HB2017 (S070)	\$ -	\$ -	\$ 1,547,633	\$ 1,547,633	Slip Construction phase with state HB2017 amount of \$1,547,633 from FFY 2023 to FFY 2024
21128	71024	ODOT	US30: Watson Rd - Hoge Ave	ROW	<del>2023</del> 2024	NHPP (Y001)	\$ 62,811	\$ 7,189	\$ -	\$ 70,000	Slip ROW phase federal NHPP amount of \$62,814 and match from FFY 2023 to FFY 2024
21255	71055	ODOT	US26/OR213 Curb Ramps	UR/Other	<del>2023</del> 2024	State STBG (ACPO)	\$ 8,973	\$ 1,027	\$ -	\$ 10,000	Slip UR/Other phase with federal amount of \$8,973 plus match from FFY 2023 to FFY 2024.
21603	71157	ODOT	Portland Metro and Surrounding Areas Traffic Signal Upgrades	Construction	<del>2023</del> 2024	State (S010)	\$ -	\$ -	\$ 200,000	\$ 200,000	Slip Construction phase with \$200,000 of State funds from FFY 2023 to FFY 2024
21604	71158	ODOT	Portland Metro and Surrounding Areas Pavement Marking	Construction	<del>2023</del> 2024	State (S010)	\$ -	\$ -	\$ 200,000	\$ 200,000	Slip Construction phase with \$200,000 of State funds from FFY 2023 to FFY 2024
21605	71159	ODOT	Portland Metro and Surrounding Areas Signal Detection	Construction	<del>2023</del> 2024	State (S010)	\$ -	\$ -	\$ 200,000	\$ 200,000	Slip Construction phase with \$200,000 of State funds from FFY 2023 to FFY 2024
21609	71163	ODOT	Portland Metro and Surrounding Areas Traffic Monitoring Cameras	Construction	<del>2023</del> 2024	State STBG (Y240)	\$ 578,759	\$ 66,242	\$ -	\$ 645,001	Slip Construction phase with \$578,759 of federal State STBG plus match from FFY 2023 to FFY 2024
21618	71172	ODOT	Portland Metro & Surrounding Area Audible Crosswalk Signals	Construction	<del>2023</del> 2024	State (S010)	\$ -	\$ -	\$ 200,000	\$ 200,000	Slip Construction phase with \$200,000 of State funds from FFY 2023 to FFY 2024
21704	71193	ODOT	US30B: Bridge Over Private Driveway	ROW	<del>2023</del> 2024	State STBG (Z240)	\$ 12,008	\$ 1,374	\$ -	\$ 13,382	Slip ROW phase with \$12,008 of State STBG plus match from FFY 2023 to FFY 2024

July 12, 2023

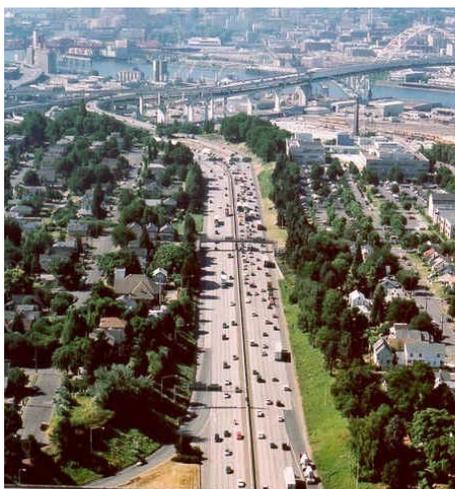
FFY 2023 End of Year Project Slip List to FFY 2024  
JULY 2023 #1 Administrative Modification #1 (AM23-21-JUL1)

Key	MTIP ID	Lead	Name	Phase	Current Year	Fund Type	Federal	Match	Overmatch or State	Total	Slip Action
21710	71196	ODOT	US30: Troutdale (Sandy River) Bridge	Other	<del>2023</del> 2024	State STBG (Z240)	\$ 103,460	\$ 11,841	\$ -	\$ 115,301	Slip Other phase with \$103,460 of federal State STBG plus match from FFY 2023 to FFY 2024
22315	71234	ODOT	I-5: Interstate Bridges Control Equipment (Portland)	Construction	<del>2023</del> 2024	HB2017 (S070)	\$ -	\$ 442,500	\$ 442,500	\$ 885,000	Slip Construction phase with \$442,500 of State HB2017 plus overmatch of \$442,500 from FFY 2023 to FFY 2024
22321	71277	ODOT	Oregon Transportation Network - TriMet FFY22	Other/ Transit	<del>2023</del> 2024	State STBG	\$ 3,735,416	\$ 427,535	\$ -	\$ 4,162,951	Slip Other phase with \$3,735,316 of State STBG plus match from FFY 2023 to FFY 2024
22322	71278	ODOT	Oregon Transportation Network - TriMet FFY23	Other/ Transit	<del>2023</del> 2024	State STBG	\$ 3,735,416	\$ 427,535	\$ -	\$ 4,162,951	Slip Other phase with \$3,735,316 of State STBG plus match from FFY 2023 to FFY 2024
22432	71248	ODOT	US30BY Curb Ramps	ROW	<del>2023</del> 2024	State STBG (Y240)	\$ 3,768,660	\$ 431,340	\$ -	\$ 4,200,000	Slip ROW phase federal State STBG amount of \$3,768,660 and match from FFY 2023 to FFY 2024
				Construction	<del>2023</del> 2024	State STBG (Y240)	\$ 20,099,520	\$ 2,300,480	\$ -	\$ 22,400,000	Slip Cons phase federal State STBG amount of \$20,099,520 and match from FFY 2023 to FFY 2024
22440	71261	ODOT	NW 112th Street and PNWR Rail Crossing Upgrades	Other and UR Phases	<del>2023</del> 2024	AC-RAIL RAIL (Z540)	\$ 1,044,000	\$ 116,000	\$ -	\$ 1,160,000	1. Convert federal fund type code of AC-RAIL to be "RAIL" (RAIL HWY CROSS HAZARD ELM FAST), fund code of Z540) 2. UR and Other phase are combined in MTIP due to lack of separate fields. Slip Other phase with \$1,044,000 of federal RAIL funds and match from FFY 2023 to FFY 2024 3. Slip action of both UR and Other is applicable in the MTIP. UR and Other will show up individually in the STIP in FFY 2024. Both phase slips to FFY 2024.
22469	71259	ODOT	US30BY Curb Ramps (Portland)	Other/ Utility Relocation	<del>2023</del> 2024	State STBG (Y240)	\$ 43,968	\$ 5,032	\$ -	\$ 49,000	Slip Oter/UR phase with \$43,968 of federal State STBG and match from FFY 2023 to FFY 2024
20332	70947	Portland	I-205 Overcrossing (Sullivans Gulch)	ROW	2024	Other-Local	\$ -	\$ -	\$ 107,900	\$ 107,900	No action required. ROW was previously slipped to FFY 2024 in both the STIP and MTIP
20384	70960	Portland	NW Thurman Street bridge over Macleay Park (Portland)	Construction	<del>2023</del> 2024	State STBG (Z240)	\$ 3,674,704	\$ 420,586	\$ -	\$ 4,095,290	Slip Cons phase with federal State STBG funds of \$3,674,704 and match from FFY 2023 to FFY 2024.
21630	71184	Portland	SE Stark St: 148th Ave - 162nd Ave (Portland)	PE	<del>2023</del> 2024	HSIP (Z530)	\$ 241,415	\$ 20,367	\$ -	\$ 261,782	Slip PE phase federal HSIP funds of \$241,415 and match from FFY 2023 to FFY 2024
21633	71187	Portland	SW Shattuck Rd at OR10 (Portland)	ROW	<del>2023</del> 2024	HSIP (Z530)	\$ 33,764	\$ 2,848	\$ -	\$ 36,612	Slip ROW phase with federal HSIP of \$33,764 and match from FFY 2023 to FFY 2024

July 12, 2023

FFY 2023 End of Year Project Slip List to FFY 2024  
JULY 2023 #1 Administrative Modification #1 (AM23-21-JUL1)

Key	MTIP ID	Lead	Name	Phase	Current Year	Fund Type	Federal	Match	Overmatch or State	Total	Slip Action
21635	71189	Portland	SE Flavel St at 72nd Ave (Portland)	Construction	<del>2023</del> 2024	HSIP (Z530)	\$ 776,826	\$ 65,536	\$ -	\$ 842,362	Slip Cons phase with federal HSIP amount of \$776,826 plus match from FFY 2023 to FFY 2024
21283	71054	Portland	NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)	Construction	<del>2023</del> 2024	State STBG (Z240)	\$ 1,589,049	\$ 181,874	\$ -	\$ 1,770,923	Slip Construction phase with \$1,589,049 of State STBG plus match from FFY 2023 to FFY 2024
20488	70979	Tigard	North Dakota Street: Fanno Creek Bridge	ROW	<del>2023</del> 2024	AC-STBGS (ACPO)	\$ 385,839	\$ 44,161	\$ -	\$ 430,000	Slip ROW phase with federal AC-STBGS of \$385,839 plus match from FFY 2023 to FFY 2024
				Construction	<del>2023</del> 2024	AC-STBGS (ACPO)	\$ 2,170,524	\$ 248,426	\$ 907,914	\$ 3,326,864	Slip Cons phase with \$2,170,524 of AC-STBGS plus match and \$907,914 of overmatch from FFY 2023 to FFY 2024
22543	71268	Troutdale	North Beaver Creek Bridge Replacement	Other	<del>2023</del> 2024	Recreational Trails (Z940)	\$ 150,000	\$ 37,500	\$ 509,860	\$ 697,360	Slip Other phase with \$150,000 of federal Recreational Trails funds plus match and \$509,860 of overmatch from FFY 2023 to FFY 2024
<b>Category: Transit Projects</b>											
22192	71144	SMART	SMART Bus Purchase/PM/Amenities and Technology 2022	Other/Transit	<del>2023</del> 2024	5307	\$ 576,323	\$ 144,081	\$ -	\$ 720,404	Slip Other phase with federal 5307 funds of \$576,323 and match from FFY 2023 to FFY 2024.
22195	71145	SMART	SMART Bus Purchase/PM/Amenities and Technology 2023	Other/Transit	<del>2023</del> 2024	5307	\$ 550,000	\$ 137,500	\$ -	\$ 687,500	Slip Other phase with federal 5307 funds of \$550,000 and match from FFY 2023 to FFY 2024.
22175	71204	TriMet	TriMet Bus Purchase (2023)	Other/Transit	<del>2023</del>	5339 Bus and Bus Facilities	<del>\$ 3,140,339</del>	<del>\$ 785,085</del>	<del>\$ -</del>	<del>\$ 3,925,424</del>	Update 5339 & match funding levels and Slip Other phase with \$3,930,569 total from FFY 2023 to FFY 2024
				Other/Transit	2024	Updated 5339	\$ 3,144,455	\$ 786,114	\$ -	\$ 3,930,569	
22178	71207	TriMet	TriMet Bus and Rail Preventive Maintenance (2023)	Other/Transit	<del>2023</del>	5307	<del>\$ 53,488,316</del>	<del>\$ 13,372,079</del>	<del>\$ -</del>	<del>\$ 66,860,395</del>	Update 5307 and match. Slip Other phase and revise 5307/match amount from FFY 2023 to FFY 2024
				Other/Transit	2024	Updated 5307	\$ 52,981,197	\$ 13,245,299	\$ -	\$ 66,226,496	



Public comment opportunity - July 10 to Aug. 25, 2023

# 2023 Regional Transportation Plan

*Your input will help guide decision-makers as they work together to finalize the policies, strategies and projects that will shape Greater Portland's transportation system through 2045.*

How people get around shapes their communities and everyday lives. The economic prosperity and quality of life in greater Portland depend on a transportation system that provides every person and business with access to safe, reliable and affordable ways to get around.

## Your voice is important

The Metro Council and other decision-makers want to hear from you. From July 10 through Aug. 25, 2023, provide your feedback on the [2023 Regional Transportation Plan](#) and [High Capacity Transit Strategy](#).

## 2023 Regional Transportation Plan

The Regional Transportation Plan is a blueprint that guides investments in for all forms of travel – driving, transit, biking and walking – and the movement of goods and services throughout the greater Portland region. This update to the plan

defines how the region will create a safe, reliable and affordable transportation system today through 2045.

During this comment period, the Metro Council will ask for public review and comment on the draft policies in the 2023 Regional Transportation Plan, draft strategy for high capacity transit and the projects recommended by transportation agencies to address the region's significant and growing transportation needs.

## High Capacity Transit Strategy

High capacity transit is public transportation that moves a lot of people quickly and often, such as light rail or bus rapid transit.

The purpose of the High Capacity Transit Strategy is to provide a coordinated vision and a set of policies to make transit service faster and more reliable for more people in the greater Portland region.

## Share your thoughts

There are a variety of ways to comment.

**Take the online survey or use the online comment form**

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

### Write a letter

Metro Planning  
600 NE Grand Ave Portland, 97232

### Email

[transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov)

### Call

503-797-1750

503-797-1804 TDD

### Comment at a Metro Council public hearing

10:30 a.m. on July 27 or Sept. 28, 2023

Metro Council meets in person at Metro Regional Center, 600 NE Grand Ave., Portland, 97232 and online via Zoom.

Visit [www.oregonmetro.gov/council](https://www.oregonmetro.gov/council).

To request language or other accommodations contact:  
[transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov)  
503-797-1750

# Meeting minutes



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: **Transportation Policy Alternatives Committee (TPAC)**  
Date/time: Friday June 2, 2023 | 9:00 a.m. to 12:00 p.m.  
Place: Virtual online meeting via Web/Conference call (Zoom)

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## **Members Attending**

Ted Leybold, Vice Chair  
Allison Boyd  
Dyami Valentine  
Judith Perez  
Eric Hesse  
Jaimie Lorenzini  
Jay Higgins  
Tara O'Brien  
Chris Ford  
Gerik Kransky  
Laurie Lebowsky-Young  
Bill Beamer  
Sarah Iannarone  
Danielle Maillard  
Katherine Kelly  
Steve Gallup

## **Affiliate**

Metro  
Multnomah County  
Washington County  
SW Washington Regional Transportation Council  
City of Portland  
City of Happy Valley and Cities of Clackamas County  
City of Gresham and Cities of Multnomah County  
TriMet  
Oregon Department of Transportation  
Oregon Department of Environmental Quality  
Washington State Department of Transportation  
Community member at large  
The Steet Trust  
Oregon Walks  
City of Vancouver  
Clark County

## **Alternates Attending**

Jamie Stasny  
Steve Williams  
Sarah Paulus  
Dayna Webb  
Will Farley  
Gregg Snyder

## **Affiliate**

Clackamas County  
Clackamas County  
Multnomah County  
City of Oregon City and Cities of Clackamas County  
City of Lake Oswego and Cities of Clackamas County  
City of Hillsboro and Cities of Washington County

## **Members Excused**

Karen Buehrig  
Mike McCarthy  
Lewis Lem  
Ellie Gluhosky  
Jasia Mosley  
Indi Namkoong  
Jasmine Harris  
Shawn M. Donaghy  
Ned Conroy  
Rian Sallee

## **Affiliate**

Clackamas County  
City of Tualatin and Cities of Washington County  
Port of Portland  
OPAL Environmental Justice Oregon  
Community member at large  
Verde  
Federal Highway Administration  
C-Tran System  
Federal Transit Administration  
Washington Department of Ecology

### **Guests Attending**

An Bui  
Aria (no last name)  
Austin Barnes  
Jeff Owen  
Jonathan Maus  
Mat Dolata  
Sara Wright  
Tia Williams  
Vanessa Vissar

### **Affiliate**

Marion County  
HRD  
Bike Portland  
City of Hillsboro  
  
WSP  
Oregon Department of Transportation

### **Metro Staff Attending**

Ally Holmqvist, Caleb Winter, Cindy Pederson, Connor Ayers, Daniel Audelo, Grace Cho, Jodie Kotrlik, John Mermin, Kate Hawkins, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Matthew Hampton, Molly Cooney-Mesker, Summer Blackhorse, Ted Leybold.

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

Vice Chair Leybold called the meeting to order at 9:00 a.m. Introductions were made. A quorum of members present was declared. Reminders where Zoom features were found online was reviewed. A reminder was given to let us know if, as alternate member attending in place of a member to be placed as a panelist. Input was encouraged for providing safe space for everyone at the meeting via the link in chat. Comments would be shared at the end of the meeting.

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

- Eric Hesse announced a recent Portland Bureau of Transportation grant award from the Department of Energy to help support public charging stations with regional partners.
- Chris Ford announced that ODOT Public Transportation Division was hiring for a Policy and Implementation Manager. The role works with transit funding around the state and active transportation projects. The link to apply was shared, with applications due June 14.  
[https://oregon.wd5.myworkdayjobs.com/SOR\\_External\\_Career\\_Site/job/Salem--ODOT--Mill-Creek-Building/Policy-and-Implementation-Manager\\_REQ-128689-1](https://oregon.wd5.myworkdayjobs.com/SOR_External_Career_Site/job/Salem--ODOT--Mill-Creek-Building/Policy-and-Implementation-Manager_REQ-128689-1)
- **Monthly MTIP Amendments Update** (Ken Lobeck) Reference to the memo in the packet was made on the monthly submitted MTIP formal amendments submitted from May 1, 2023 through late May 2023. Questions on the memo can be directed to Mr. Lobeck.
- **Fatal crashes update** (Lake McTighe) The monthly fatal crash report for Clackamas, Multnomah and Washington Counties was provided. There have been at least 17 traffic fatalities since the last months report, and 58 traffic fatalities since the year began.
- **Cascadia Corridor Ultra-High-Speed Transportation program update** (Ally Holmqvist) Since the last update on the technical and policy committee work was reported, the Washington legislative report is now being developed with the program team. It is expected to be completed in late June. Two grants have been submitted for the project work. It was noted a one-pager was included in the meeting packet illustrating the broad timeframes of activities and milestones anticipated between July 2023 and July 2024.

- **FHWA new discretionary grant program announcement** (Vice Chair Leybold) It was announced there has been notice received from FHWA for a new discretionary federal funding opportunity grant, the Public Protect Program. The purpose is to ensure transportation resiliency from natural hazards/disasters and climate change. There is a planning grant category and a capital grant category. Application deadline to apply is August 18. Metro requests for agencies interested in applying to contact us to check if projects are eligible to receive funds through the MTIP.

Jay Higgins asked if this was planned as a required regional approach. Vice Chair Leybold noted Metro has not and any conversations with regional Federal staff or congressional staff. But with most federal discretionary grants it's good to have a coordinator to reach at the regional level. Tara O'Brien thought the resilience plans were not required to apply as a regional approach. Infrastructure opportunities are included in the grant program with TriMet planning to apply. They will keep Metro contacted. Eric Hesse noted the City of Portland is also looking into this possibility. Dyami Valentine noted Washington County also is looking into the grant program opportunity.

**Public Communications on Agenda Items** – none received

**Consideration of TPAC Minutes from May 5, 2023**

Minutes from TPAC May 5, 2023 were approved as written by majority vote of the committee. Abstaining: Tara O'Brien.

**Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 23-5345** (Ken Lobeck, Metro) The June FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal Amendment was presented which contained four projects. Three are new projects being added to the MTIP. Two of the new projects originate from the Oregon Department of Environmental Quality's (DEQ) Congestion Mitigation Air Quality (CMAQ) funding call. One new project originates from a discretionary grant award from FHWA's Bridge Investment Program (BIP). Adding the three projects now will enable them to initiate various required project delivery actions.

The fourth project is being canceled and removed from the MTIP and STIP. The project is a Clackamas County ODOT funded Highway Safety Improvement Program (HSIP) project which proposed various safety upgrades along Redland Rd. However, other related project has completed several of the safety improvements in the project area. The remaining High Friction Surface Treatment (HFST) cost review determined additional costs would be required to complete the scope of work. Upon review by ODOT and Clackamas County, both provided concurrence to cancel the project. The HSIP funds will be returned to ODOT's All Roads Transportation Safety (ARTS) program.

**MOTION: To provide JPACT an approval recommendation of Resolution 23-5345 to add the three new projects and cancel the Clackamas County HSIP funded Redland Rd project to the 2021-24 MTIP.**

Moved: Gerik Kransky                      Seconded: Tara O'Brien

**ACTION: Motion passed unanimously with no abstentions.**

**2023 Regional Transportation Plan (RTP): Finalizing draft RTP and list of project and program priorities for public review** (Kim Ellis, Metro) The presentation provided an update on development of the draft RTP, project list and HCT Strategy for public review. It was noted our region is growing and changing, with insufficient transportation funding to meet our needs today and in the future. Project priorities in the draft plan came from adopted local, regional and state plans in support of regional vision, goals and policies.

The RTP document under development was presented with highlights from the chapters. Community engagement and online survey results were shared. Resolution No. 23-5343 for the purpose of releasing the draft 2023 Regional Transportation Plan (RTP), project list and draft 2023 HCT Strategy for public review and policy discussion was presented. It was noted this action supports minor updates to exhibits to prepare them for public review and recognizes additional work that will continue this summer and early fall.

Comments from the committee:

- Molly Cooney-Mesker noted the draft online survey #3 summary is posted on the RTP webpage with some of the details that Kim referenced. The sections of the summary are bookmarked. Note the project-specific comments, sorted by nominating agency, are included in Appendix C of the survey summary.  
[https://www.oregonmetro.gov/sites/default/files/2023/06/01/2023\\_0522\\_Metro2023RTP\\_survey3\\_summary-report\\_draft\\_V4.pdf](https://www.oregonmetro.gov/sites/default/files/2023/06/01/2023_0522_Metro2023RTP_survey3_summary-report_draft_V4.pdf)
- Laurie Lebowsky-Young asked if the Interstate Bridge Replacement (IBR) was included in the RTP. Ms. Ellis noted it was in the project list and in project development of Chapter 8. It was also included in the financial forecast. It was asked in terms of process without full information, how will that work for future draft given to TPAC in the form of a resolution. Ms. Ellis noted following public comment period TPAC will be asked to make a recommendation to JPACT on the ordinance this fall. Asked what parts not have yet, it was noted that Chapter 5 sections haven't been completed yet but would be given to JPACT for their upcoming packet.
- Eric Hesse asked for confirmation with chapters going to JPACT in their upcoming packet. The financial information related to tolling discussions was noted and asked how this fit into the process. Ms. Ellis noted they are still gathering information on this. Appreciation for pointing out the areas where mobility policy and climate solutions are drafted. A work plan on where all the pieces are fitting together would be helpful. ODOT's letter in the packet discussing motor vehicle policy and throughway capacity was noted. Chris Ford added ODOT is having a series of conversations with Metro and more information will be brought forward.
- Jaimie Lorenzini recognized the purpose of materials to help move us closer to public comment period but suggested the full RTP draft be presented in the future beforehand. Noting Metro Council directed Metro staff direction to draft RTP scenarios with certain outcomes. How will that direction be implemented and work in this process. Ms. Ellis noted we are going back to Council to discuss expectations with the project list with high level assessments. TPAC will receive more information following direction from the Council after their June 13 meeting.

It was noted the auxiliary lane policy changes suggested by ODOT had concerns shared by

constituents, specifically addressing safety and operation issues. It was asked if ODOT could reassess these policies. Ms. Ellis noted JPACT is discussing these issues. It was clarified these are not new policies but have been in the RTP plan. Further information was provided on auxiliary lane plans written into the RTP.

- Tara O'Brien asked with understanding the next steps in the process if proposed changes in text that are flagged now and were minor, these could be sent to Ms. Ellis for consideration to incorporate. This was confirmed. Regarding the chapters not available for review it was asked what the best way to provide feedback. Ms. Ellis noted what is drafted and presented at the public comment period should receive feedback that can be considered for changes with updates to the chapters. It was confirmed the revenue forecast would be part of the recommendation to JPACT.
- Dyami Valentine noted the challenge of capturing a representative sample on surveys, but the Multnomah County respondents may not have been provided from a regional approach. For this RTP and future RTP how can we better reflect the regional input. In terms of project priorities that are reflected in the summary it was suggested to consider how these inform future conversations. Ms. Ellis noted the survey is just one tool of engagement that occurred with the RTP process regionally. The project priorities reflect who we are hearing from identified from across the region.

A suggested edit to the resolution with call to projects and the role the project lists plays around land use, TPR, locally adopted plans, as well as reasonable assumptions around these projects in terms of how they fall being constructed and eligible for federal funding was noted.

This was added to the chat: Per my comment, here's a suggested edit to better reflect and communicate the reality of how projects were picked with local input and the role they play: "WHEREAS, as part of the process, Metro issued a call for projects through which jurisdictional partners and transportation agencies were asked to identify projects that addressed regional and local needs and challenges and supported regional goals, were adopted in local Transportation System Plans or other locally adopted plans, reflected public priorities, were reasonably expected to be constructed within the timeframes established within a regionally-coordinated financially constrained revenue forecast, and provide eligibility for strategic state and federal funding opportunities."

- Laurie Lebowski-Young referred to page 381 of the meeting packet on policy 6 with adding capacity. It was suggested to define capacity. Auxiliary lanes could facilitate, for instance bus on shoulder for transit moving in and out of travel lanes, how to influence the capacity for transit and freight traffic with regional economic importance. A question was asked on new policy 6 regarding IBR and discussion on auxiliary lanes that were not yet defined and what their project timing was. Ms. Ellis noted capacity is defined in the glossary. In terms of timing with the IBR and other projects they are far along in the project development work. These are not totally definitive but recognize that new things are being added with new processes being developed and new changes identified.

*At this time the committee took a short break, then resumed with the discussion.*

- Steve Williams noted concern about the characterization of auxiliary lanes that appears in

the RTP draft. Noting the high percentage of freight travel in Clackamas County between local roads the arterials, truck movement challenges should be called out for auxiliary lane freight travel with the importance to economy.

- Chris Ford noted ODOT wants to ensure the RTP process is consistent with legislative direction and the decision-making process. Letters from ODOT were noted in the packet that suggested alternative language in policies. Expectations on policies with more enclosure from state requirement and direction was asked. Two possible amendments may be proposed: one with pricing and the other around auxiliary lanes. It was felt more discussion was needed on both.

The letters noted in the packet summarizes remaining requested changes from the Oregon Department of Transportation (ODOT) on the Pricing Policies, and motor vehicle and auxiliary lane policies in draft 2023 RTP update that contains new language on the Motor Vehicle Network, however, with no analysis of the possible effects of the proposed new policies to the system and the RTP goals of economy, mobility, safety, equity and climate.

- Jaimie Lorenzini asked if you could speak more to how the proposed auxiliary lane policy will impact ODOT differently than the current policy. Mr. Ford noted some of this hasn't been figured out yet in regard to transportation and CFEC rules. He was not sure what Metro is proposing which is why he'd like to discuss further. Ms. Ellis noted page 384 in the packet, *Analysis of throughway and auxiliary lanes*, that defined auxiliary lane planning consistent with the Congestion Management Process and Regional Mobility Policy.
- Sarah Iannarone noted not seeing better alignment between agencies that address the pricing issue and safety. Everyone is fighting for vehicle capacity and yet people are dying around the region on roads. During the last 6 months in the state legislature funding for safe streets and making improvements on corridors has been decreasing. There seems to be no strategy to address deadly arterials that run through our region and address safety concerns. It appears the funding for auxiliary lanes is being debated, but funding with accountability on safety where HCT and high-density affordable housing with jobs, retail and schools will be located is missing in plans to upgrade and reach safety goals.
- Gregg Snyder made 4 points of discussion on the RTP before it goes out for public review. Starting on page 183 of the packet (Appendix C – survey comments) the comments about HCT and arterial capacity in terms of infrastructure is written typically different than what is heard at Washington Co. The County views this as more completed connections to communities with roads & bridges to transit, bikes and pedestrians to transit, parks and location connections. The wording embedded in public comments differs from complete connectiveness approach.

The importance of Chapter 8 was acknowledged. The work plan for regional major projects (I-5 Bridge as an example), but lacked the enclosure of Highway 26 where economic development plans will require auxiliary lanes and capacity planning. Noting the HCT strategy discussions held around the County, elected and stakeholders have reached out to Metro on foreseen transit strategy gaps in the system. The mayors and city leaders were very clear they appear not have been heard.

The last point regarded the Mobility Policy and Motor Vehicle Policy. It was noted the importance of housing needs in the county. This RTP makes it easier for local governments

to build the infrastructure necessary to build housing, but does it make it the same system to reach goals, or make it more difficult. While the county plans for more housing it was questioned if the goals of the Mobility Policy help toward this.

- Chris Ford noted the RTP is an overview of many regional projects planned, with local TSPs and the STIP listing more specific details on projects. A brief description of ODOT's Safety and Operations program was given. This current STIP will fund roughly 75% of the budget toward ADA issues and bridges, with the remaining funds on safety. The next cycle of the STIP is expected to be 25% lower than the current cycle. Funding priorities from regions and stakeholders will be sought.

**MOTION: TPAC recommend to JPACT approval of Resolution No. 23- 5343, releasing draft 2023 RTP, project list and draft HCT Strategy for public review and policy discussion.**

Moved: Steve Williams

Seconded: Jaimie Lorenzini

Discussion on the motion:

- Jaimie Lorenzini asked if there was space in this motion to include comments raised at TPAC. Vice Chair Leybold noted a summary of TPAC comments were provided to JPACT in the staff report given to them for their meeting.
- Dyami Valentine re-read the proposed addition to the resolution "WHEREAS, as part of the process, Metro issued a call for projects through which jurisdictional partners and transportation agencies were asked to identify projects that addressed regional and local needs and challenges and supported regional goals, were adopted in local Transportation System Plans or other locally adopted plans, reflected public priorities, were reasonably expected to be constructed within the timeframes established within a regionally-coordinated financially constrained revenue forecast, and provide eligibility for strategic state and federal funding opportunities."

Vice Chair Leybold asked Steve Williams and Jaimie Lorenzini if they agreed to this addition to their motion. They agreed. Vice Chair Leybold asked if there were any objections to the proposed amendment to the motion.

- Bill Beamer objected to the proposed amendment due to change in language that suggested connections and alignment with community that might not be true or necessary. Favor of moving forward with the original motion was noted.

**MOTION: Moved to amend the original motion with proposed addition to the resolution as previously stated.**

Moved: Dyami Valentine

Seconded: Gregg Snyder

Discussion on proposed amendment:

- Tara O'Brien asked to consider how the wording is constructed differently, for instance project or program, and project funding opportunities. It was felt projects being developed that were not necessarily in the staff plan and have not been formally adopted yet are OK in leaving out at this point since they are included in the process moving forward. Ms. Ellis noted she felt the amendment was to note local projects being adopted in TSPs and local project processes.
- Eric Hesse asked to confirm the amendment included support of public priorities. It was believed this is in the original draft resolution with existing language but could be problematic for some to accept.

- Bill Beamer noted it would be presumptuous to say we are picking and choosing community priorities. If this is placed in the language it could be telling communities yes, we did this without communities weighing in on priorities. Government priorities, yes. Community priorities, no. This doesn't reflect priorities or balance of priorities with others. It's more complex than as presented.
- Jaimie Lorenzini noted the equity engagement feedback from the presentation. It was asked if consideration of a second "Whereas" in the resolution might summarize this engagement and reflect community feedback.
- Chris Ford asked for consideration of adding "if applicable" in regard to adopted local Transportation System plans or other locally adopted plans.
- Bill Beamer noted that when talking about impacts to communities it's not the impact they are looking for given the way the language and proposed projects are framed. You are attempting to create economic prosperity and equity through these projects but putting in infrastructure that makes neighborhoods attractive with out actions that address equity actions is useless. Our region's demographics are changing and communities experiencing these disparities are not thriving from plans developed now, this region will not thrive in the future. It was highly recommended to take out the language on community priorities reflected in the plans.
- Allison Boyd supported striking language discussed by Mr. Beamer (reflected public priorities, and made progress toward the draft 2023 RTP vision and goals for the future transportation system), and keep Mr. Valentine's amendment changes to the motion. The suggested funding opportunities language from Ms. O'Brien was added. The suggestion of adding "if applicable" from Mr. Ford was changed to "consistent" by Mr. Valentine.

**Proposed amendment to Resolution 23-5343:**

WHEREAS, as part of the process, Metro issued a call for projects through which jurisdictional partners and transportation agencies were asked to identify projects that addressed regional and local needs and challenges and supported regional goals, consistent with adopted local Transportation System Plans or other locally adopted plans, were reasonably expected to be implemented within the timeframes established within a regionally-coordinated financially constrained revenue forecast, and provide eligibility for strategic state and federal funding opportunities.

Voted:

In favor or amendment: 15      Opposed to amendment: 1, Sarah Iannarone      No abstentions.

**Amendment to motion passed.**

**MOTION: Proposed amendment to draft 2023 RTP to exclude the Motor Vehicle Policies, section 3.3 Regional Network Visions, Concepts and Policies before sending recommendation to JPACT on accepting for public review.**

Moved: Chris Ford                      Seconded: Steve Williams

Discussion on proposed amendment:

- Gregg Snyder asked if we exclude this policy from the draft release, when would it theoretically come back to us for a second review. Allison Boyd asked if it was possible to still have further discussion on the policy if keeping it included in the draft public review. Ms. Ellis confirmed further discussions were planned on the policy before final adoption of the plan.
- Jaimie Lorenzini noted the need to highlight concerns raised in this discussion to JPACT.

**MOTION (restated): Proposed amendment to draft 2023 RTP to exclude the Motor Vehicle Policies, section 3.3 Regional Network Visions, Concepts and Policies before sending recommendation to JPACT on accepting for public review.**

Voted:

In favor of amendment: 4 (Chris Ford, Bill Beamer, Steve Williams, Danielle Maillard)

Opposed to amendment: 8

Abstentions: 3 (Laurie Lebowsky-Young, Judith Perez, Gregg Snyder)

**Amendment to motion failed.**

**MOTION (original restated): TPAC recommend to JPACT approval of Resolution No. 23- 5343, releasing draft 2023 RTP, project list and draft HCT Strategy for public review and policy discussion.**

**With proposed amendment to Resolution 23-5343 that was approved (restated):**

WHEREAS, as part of the process, Metro issued a call for projects through which jurisdictional partners and transportation agencies were asked to identify projects that addressed regional and local needs and challenges and supported regional goals, consistent with adopted local Transportation System Plans or other locally adopted plans, were reasonably expected to be implemented within the timeframes established within a regionally-coordinated financially constrained revenue forecast, and provide eligibility for strategic state and federal funding opportunities.

Voted:

In favor to approve the motion with amendment: 12

Opposed to motion with amendment: 0

Abstentions: 3 (Chris Ford, Laurie Lebowsky-Young, Judith Perez)

**Motion passed.**

**2024-2027 Metro Transportation Improvement Program (MTIP) Adoption Draft and Public Comment Report** (Grace Cho, Metro) An overview of the 2024-2027 MTIP adoption draft and report back on the public comment was provided. The 2024-2027 MTIP represents an estimate of approximately \$1.3 billion dollars of investment over 130 projects. Just under half (48%) of the investment profile is represented by maintenance and preservation projects. The remaining 52% reflects capital investments (39%), planning (3%), and (8%) on system management and operations. Over \$635 million of the 2024-2027 MTIP is focused on maintenance and preservation investments. The remaining \$687 million are split between capital investments, planning, regional programs, and other transportation activities.

As part of developing and finalizing the adoption draft of the 2024-2027 MTIP, a public comment period took place. In total, the 2024-2027 MTIP public review draft received 18 public comments, which is significantly less than previous MTIP cycles. Main conclusions:

- Dissatisfaction at pace and level of investment to advance equity, safety, and climate change
- Agreement more needs to be done to reduce greenhouse gas (GHG) emissions from transportation.

It was noted several amendments following the adoption of the MTIP will be expected on major projects. These include:

- Rose Quarter, I-205 Tolling, Regional Mobility Pricing
- TV Highway, 82nd Avenue Transit
- Burnside Bridge

- Discretionary Grants
- Congressionally Directed Spending

In July TPAC will be asked to make a recommendation to JPACT on the 2024-27 proposed MTIP.

Comments from the committee:

- Tara O'Brien noted the schedule with OTC approval did not appear to be aligned with enclosure of the STIP. It was asked if there could be some delay in moving forward with these federal funds. Ms. Cho noted all investments in the MTIP are included in the STIP. If ODOT or other agency partners want to proceed forward with getting expedited with federal partners on projects, all our investments are reflected there. This would be part of the review at the approval process. We also have an overlapping year between the 21-24 MTIP and 24-27 MTIP, so we always have an effective MTIP in place, even if there are scheduling issues, which will not cause issues with federal funds for projects.
- Danielle Maillard asked about the accountability around the lack of survey responses and next steps as to why that was such a small number and plans on making public engagement done better. Ms. Cho noted the MTIP is developed every 3 years for a 4-year package. Engagement around the MTIP on public comments tend to be higher numbers when more higher profile projects are listed. This current MTIP doesn't have a high-profile project included.

There are a number of processes that happen along the way in the development of the MTIP, particularly on the capital investments, RFFA as an example, that goes through an allocation of federal funding process, which have their own public engagements. Metro has a mandate about holding public engagement but needs to discuss how this can be presented and make it more meaningful.

- Chris Ford acknowledged the good work Ms. Cho and staff have done drafting the MTIP. It was suggested that if TPAC was interested in motioning to approve this at the meeting now that idea could be entertained. Vice Chair Leybold cautioned against this given the agenda now running long and scheduled for next month.
- Eric Hesse noted in evaluating whether or not to extend the meeting for an action, with consideration to help us program monies faster so that they get onto the ground faster, he'd be willing to consider a motion if the committee agreed. Ms. Cho noted Metro does not have scheduled with JPACT as an action item in June, but as a discussion item as done here at TPAC. Legislative materials are required for action and will be submitted to JPACT for their July meeting. Mr. Lobeck added the approval schedule will not impact the availability of federal funds for projects, with the Fiscal Year starting October 1.
- Tara O'Brien agreed with keeping the planned schedule since no missed opportunity for missing federal funding with approval deadlines are affected.
- Gregg Snyder appreciated the comments in the attempt to keep everything we do in trying to deliver the package of programs in an efficient and quick manner.

**Committee comments on creating a safe space at TPAC** (Vice Chair Leybold) none received.

### **Adjournment**

There being no further business, meeting was adjourned by Vice Chair Leybold at 12:15 p.m. Respectfully submitted,  
Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, June 2, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	6/2/2023	6/2/2023 TPAC Agenda	060223T-01
2	2023 TPAC Work Program	5/25/2023	2023 TPAC Work Program as of 5/25/2023	060223T-02
3	Memo	5/24/2023	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (May 1, 2023 through late May 2023)	060223T-03
4	Handout	May 2023	Cascadia Ultra-High-Speed Ground Transportation: 1-Year Program Outlook	060223T-04
5	Draft Minutes	5/5/2023	Draft minutes from May 5, 2023 TPAC meeting	060223T-05
6	RESOLUTION NO. 23-5345	N/A	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	060223T-06
7	Exhibit A to Resolution 23-5345	N/A	Exhibit A to Resolution 23-5345	060223T-07
8	Staff Report to Resolution 23-5345	5/24/2023	TO: TPAC and interested parties From: Ken Lobeck, Funding Program Lead RE: June FFY 2023 MTIP Formal Amendment & Resolution 23-5345 Approval Request	060223T-08
9	Memo	5/26/2023	TO: TPAC and interested parties From: Kim Ellis, RTP Project Manager RE: Resolution No. 23-5343: Release of the Draft 2023 Regional Transportation Plan (RTP) and Draft 2023 High Capacity Transit Strategy for Public Review and Policy Discussion – RECOMMENDATION TO JPACT REQUESTED	060223T-09
10	RESOLUTION NO. 23-5343	N/A	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	060223T-10
11	Staff Report to Resolution 23-5343	May 26, 2023	STAFF REPORT IN CONSIDERATION OF 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	060223T-11

12	Report	May 2023	2023 Regional Transportation Plan Summaries of public engagement and agency consultation – Spring 2023	060223T-12
13	Exhibit A to Resolution 23- 5343 - Draft 2023 RTP	May 26, 2023	Exhibit A to Resolution 23-5343 - Draft 2023 RTP	060223T-13
14	Exhibit B to Resolution No. 23-5343	May 26, 2023	Exhibit B to Resolution No. 23-5343 RTP Project List	060223T-14
15	Exhibit C Resolution No. 23-5343	May 2023	Exhibit C Resolution No. 23-5343 DRAFT 2023 HCT Strategy	060223T-15
16	Letter	May 3, 2023	ODOT Letter to TPAC RE: Pricing policies in draft 2023 RTP update	060223T-16
17	Letter	May 3, 2023	ODOT Letter to TPAC RE: Motor vehicle and auxiliary Lane policies in draft 2023 RTP update	060223T-17
18	Memo	5/26/2023	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner RE: 2024-2027 MTIP Adoption Draft and Public Comment Report	060223T-18
19	Slide	6/5/2023	Monthly fatal traffic crash report for Clackamas, Multnomah and Washington counties	060223T-19
20	Presentation	6/2/2023	June 2023 Formal MTIP Amendment Resolution 23-5345	060223T-20
21	Presentation	6/2/2023	2023 Regional Transportation Plan Update Resolution No. 23-5343	060223T-21
22	Presentation	6/2/2023	2024-2027 MTIP – Overview of Adoption Draft	060223T-22

# Meeting minutes



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: **Transportation Policy Alternatives Committee (TPAC)**

Date/time: Friday July 7, 2023 | 9:00 a.m. to 12:00 p.m.

Place: Virtual online meeting via Web/Conference call (Zoom)

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## **Members Attending**

Tom Kloster, Chair  
Karen Buehrig  
Allison Boyd  
Dyami Valentine  
Judith Perez  
Eric Hesse  
Jaimie Lorenzini  
Jay Higgins  
Mike McCarthy  
Tara O'Brien  
Chris Ford  
Gerik Kransky  
Laurie Lebowsky-Young  
Bill Beamer  
Sarah Iannarone  
Danielle Maillard  
Jasia Mosley  
Indi Namkoong  
Katherine Kelly

## **Affiliate**

Metro  
Clackamas County  
Multnomah County  
Washington County  
SW Washington Regional Transportation Council  
City of Portland  
City of Happy Valley and Cities of Clackamas County  
City of Gresham and Cities of Multnomah County  
City of Tualatin and Cities of Washington County  
TriMet  
Oregon Department of Transportation  
Oregon Department of Environmental Quality  
Washington State Department of Transportation  
Community member at large  
The Steet Trust  
Oregon Walks  
Community member at large  
Verde  
City of Vancouver

## **Alternates Attending**

Dayna Webb  
Will Farley  
Gregg Snyder  
Glen Bolen

## **Affiliate**

City of Oregon City and Cities of Clackamas County  
City of Lake Oswego and Cities of Clackamas County  
City of Hillsboro and Cities of Washington County  
Oregon Department of Transportation

## **Members Excused**

Lewis Lem  
Ellie Gluhosky  
Jasmine Harris  
Steve Gallup  
Shawn M. Donaghy  
Ned Conroy  
Rian Sallee

## **Affiliate**

Port of Portland  
OPAL Environmental Justice Oregon  
Federal Highway Administration  
Clark County  
C-Tran System  
Federal Transit Administration  
Washington Department of Ecology

## **Guests Attending**

Cody Field  
Frank Stevens

## **Affiliate**

City of Tualatin

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Jacqui Treiger	Oregon Environmental Council
Jean Senechal Biggs	City of Beaverton
Jeff Owen	HRD
Josh Channell	WSP
Kirsten Beale	WSP
Mike Mason	Oregon Department of Transportation
Nick Fortey	Federal Highway Administration
Rachel Haukkala	WSP
Sara Wright	
Stephanie Millar	Oregon Department of Transportation
Vanessa Vissar	Oregon Department of Transportation

### **Metro Staff Attending**

Ally Holmqvist, Caleb Winter, Cindy Pederson, Daniel Audelo, Eliot Rose, Grace Cho, John Mermin, Kate Hawkins, Ken Lobeck, Kim Ellis, Marie Miller, Marne Duke, Matt Bihn, Monica Krueger, Summer Blackhorse, Ted Leybold, Thaya Patton, Tom Kloster.

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

Chair Kloster called the meeting to order at 9:00 a.m. Introductions were made. A quorum of members present was declared. Reminders where Zoom features were found online was reviewed. Input was encouraged for providing safe space for everyone at the meeting via the link in chat. Comments would be shared at the end of the meeting.

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

- Laurie Lebowsky-Young announced that US Department of Transportation Secretary Pete Buttigieg would be in Washougal that morning for the dedication of the 32<sup>nd</sup> Street underpass project.
- Sarah Iannarone noted the visit from Secretary Buttigieg at 82<sup>nd</sup> Avenue later today. Ms. Iannarone shared feedback from community members that have been asked to provide input on Metro projects and programs through the RTP engagement process. While informational sessions and workshops have been appreciated multiple organizations have lost interest from holding space for their feedback from the black community and exhausted from constantly asked to participate. There is a lack of trust between our organizations and state systems when there are truly not changes that reflect our feedback or priorities. Metro's community groups need to move at the speed of trust. They cannot start with transactional approaches but earn trust with the black community first. Metro is encouraged to move beyond feedback given to implementing action policies and decision making with funding.
- **Monthly MTIP Amendments Update** (Ken Lobeck) Reference to the memo in the packet was made on the monthly submitted MTIP formal amendments submitted from late May 2023 through late June 2023. Questions on the memo can be directed to Mr. Lobeck.
- **Fatal crashes update** (Chair Kloster) The monthly fatal crash report for Clackamas, Multnomah and Washington Counties was provided. There have been at least 13 traffic fatalities since the May fatal crash report. There have been at least 64 fatalities in the three counties since the start of the year, and 260 in Oregon.



Briefly, the 2024-27 STIP program funding categories were reviewed. Funding priority policy direction utilizes considerations when setting priorities and making decisions to balance how needs are addressed across all tiers. Funding scenarios focus areas highlighted were maintenance on critical assets, key corridors, and lifeline routes, safety addressing fatalities and serious crashes, multimodal with critical connections in high-need locations, and timely investments such as transportation electrification.

It was noted the 2027-30 STIP will be limited in funding due to:

- Rising costs
- HB 2017 named projects will be nearing completion
- Federal infrastructure bill expires in 2026
- State Highway Fund revenues are flat
- Funds shifted from the STIP to cover ODOT's operations and maintenance shortfall
- ADA commitment

It is expected there will be 25% lower funding available this cycle.

Comments from the committee:

- Chair Kloster asked where current projects in the current MTIP aren't completed before the new cycle begins are placed. Mr. Ford noted these can be amended into the MTIP up to the September 2024 deadline. It was asked how revenue could be spent beyond the 2027 projection (slide named State Highway Fund Cash Balance) if the balance is 0? Mr. Ford noted federal dollars can be moved and shifted to reflect changing program scope and budgets. It was noted the draft STIP lists \$300m unallocated funds which could be used for revenue shortfalls.
- Eric Hesse asked if the ADA program scenario included the additional allocation in the 27-30 base STIP. Mr. Ford noted after the 24-27 STIP there will need to be some discussion for additional funds that will come over time from this starting point. Mr. Hesse noted it's helpful seeing the projected funds already accounted for and where discretionary funds might be placed. Interest was given in where programs under Great Streets may be placed. Mr. Ford noted Great Streets started with funding from IJA allocation. The lines get blurred when discussing safety and mobility to find more funds that carry the program forward. It was noted more discussion is need on how we can make limited funds reach our goals between Federal, state and local funds.
- Sarah Iannarone noted the Great Streets conversation in the legislature this session landed with a giant thud at \$1M dollars. Hall Blvd received \$3M and Powell Blvd received \$0.
- Glen Bolen with smaller funding it's likely to have ability for funding programs when the outcomes fall in the same location/program area. Taking advantage of matches and descriptions will maximize benefits.
- Danielle Maillard asked what the matrix was for considering safety projects when allocating remaining funds. What makes a project "safe"? Mr. Ford noted different descriptions between the RTP and ODOT allocations. Examples were given. Input is welcome on where safety projects would be given priorities in the STIP. A link was noted to the ARTS program. I believe this is where most of the Safety funds are allocated in 24-27 draft STIP:  
<https://www.oregon.gov/odot/engineering/pages/arts.aspx>
- Indi Namkoong noted that based on feedback for community members involved in the RTP process, safety was the highest priority for the most vulnerable people on streets and transportation. These programs seem to be the first cut or decreased for funding. It was

suggested to have strings attached and define what the projects mean when allocating funds based on the needs of the most vulnerable.

- Ted Leybold encouraged an ongoing conversation in terms of coming back with feedback around policy outcomes. ODOT had more funds when IJJA passed with significant money and policy conversations taking place. It was encouraged to have the same approach with development of this conservative forecast, or a concern the same programs will be funded and cut the more innovative programs. Funds may come in higher than projected, and discussions should include these possibilities of funding, not just what we are cutting back. Policy outcomes around safety need to be incorporated.
- Jaimie Lorenzini noted the forecasts don't always anticipate funding we know are in the pipeline, so this may be a good time to prepare for future funding and be ready when funds are available. The Oregon Community Paths Program was noted. There was interest in understanding the crosswalk between public and active transportation safety elements. Mr. Ford agreed projects listed in one category are often elements of several safety projects. Mr. Bolen noted the Oregon Community Paths Program has a certain amount of money that cannot be moved due to the revenues raised from the bicycle tax.
- Mike McCarthy listed his two top priorities as maintaining and preserving the current system for roads, bridges and infrastructure, and spending on the system safety where we have a demonstrated history where fatalities happen. It was noted that if we had added indexed gas tax to inflation we wouldn't have to have this conversation now. As far as funding mechanisms support as you go, if you want to pay less, drive less.

Support was not given to tolls that would cause traffic to divert off freeways and onto surface arterials causing serious crashes. Support was given to gas tax per vehicle mile, tax for electrical vehicles, and better pay as you go if it wouldn't cause diversion off one facility onto another.

- Chair Kloster asked about where OReGO is going and if there are plans to ramp this up to create a better option to pay as you go. Mr. Ford noted more will be known soon with plans for the program and reported. Mr. Bolen noted plans being discussed are for a focused road user charge. The OReGO is set up to be about the same gas tax you'd get on a 20mpg vehicle. <https://www.oregon.gov/odot/programs/pages/orego.aspx>
- Karen Buehrig noted we like Great Streets but where does it live? Clackamas County has two types of projects that would fit into this category: road improvements in Rhododendron on Highway 26, and McLoughlin investment strategy. Regarding additional funding sources, it would be helpful to understand impacts on projects with these potential new funding sources that may come into the 24-30 cycle. As an example, toll revenue and what the impacts of this with revenue coming in possibly 2026 and what that means to projected impacts for funding. Another program that may be implemented in this time frame is the mentioned OReGO program.
- Sarah Iannarone noted the HCAS study showed freight overpaying by 30% of the system, and passenger and transit underpaying. It was asked how the recalibration would affect projections and priorities in the STIP. It was noted ODOT has quite a significant amount tied to the ADA liability. When looking at project costs this is a significant investment.

It was suggested to emphasize the need for a statewide Safe Streets investment strategy that highlights safety and generates funding from the system, while not undermining funding for most needed areas from equity focus areas. It was asked how we are integrating

all of these processes in our region and how do we go beyond the equity matrix that was established from Great Streets.

- Indi Namkoong asked if there has been any exploration of larger projects captured in the 27-30 STIP that looks at reducing scope or scale due to rising costs. Mr. Ford noted projects get funded in many ways. ODOT's Office of Urban Mobility and Mega Project Delivery has information on funding with large projects that could help describe these sources.

*There was a short break at this time in the meeting.*

**2023 Regional Transportation Plan (RTP): Overview of Fall adoption package and discussion of draft Chapter 8** (Kim Ellis and John Mermin, Metro) The presentation began with a reminder of two memos in the meeting packet; 2023 Regional Transportation Plan – Schedule and Adoption Package, and 2023 Regional Transportation Plan (RTP) – Chapter 8 – RTP Implementation. The public comment period for the RTP opens July 10 and ends August 25. Various methods to share feedback and input was shared.

Chapter 8: Moving Forward Together (Implementation) was reviewed. Updates made to draft Chapter 8 so far include:

- Minor edits to Introduction
- Updated descriptions of regionwide planning and regional programs, completed efforts removed and new efforts added
- Updated descriptions of corridor refinement planning
- Updated descriptions of major project development and new efforts added
- Updated descriptions of data and tool development and two new analysis tools added

Region-wide planning (next 5 years) was reviewed with lead agencies and proposed timing. Included in Chapter 8 is corridor refinement planning that will develop shared investment strategies to address unmet multimodal transportation needs within identified multimodal mobility corridors, link equity, economic, housing and other goals with multimodal management and capital solutions and recommend strategies and phasing to catalyze investment. Innovative data and tools to address existing and emerging planning and policy priorities was described. The process and timeline for updating Chapter 8 was presented.

Comments from the committee:

- Danielle Maillard shared community comments from outreach engagements that felt it was hard to see climate as a priority in the RTP, along with several large projects the focus. Presented was land use structures and infrastructure with vehicle travel accounted for most. It was suggested to take climate out if it's not really going to be a priority. Ms. Ellis noted feedback is welcome with the plans of the RTP that are in draft now, with input to make goals more successful. We are trying to balance goals, including climate strategies, but other projects coming into the RT have not always prioritized climate goals. Public feedback and the committee input is important to learn what we need to change before final approval.
- Laurie Lebowsky-Young referred to draft Chapter 8, page 102 regarding corridors in the refinement plans. It was noted *This section will be further updated this Summer and informed by analysis of the RTP project list using the newly updated regional mobility policy.* It was asked are you looking at the process for corridor refinement planning, stakeholder groups per corridor, the prioritization and timing of projects, and when the process is plans; this summer or at a different time.

Ms. Ellis noted RTP is not at this time prioritizing for the refinement plan. Planning for corridors will be prioritized when funding is available. Mr. Mermin noted Columbia 2 Clackamas Corridor is the refinement plan that has been completed and is no longer shown in Ch.8. Identifying needs and issues with future corridor planning is ongoing with some projects involved in the process now. Examples given were the new mobility policy, quarterly reports in project planning in the UPWP, and the HCT project development strategy prioritizing projects.

- Karen Buehrig noted the importance of Chapter 8 with the end of the process. It was suggested the chapter be reformatted or restructured to be clearer what projects the region should be working on to reach our goals and what the priorities are. What is already funded and which one don't need to match the funding? MTIP data and tools was suggested to go into a different chapter. It gets lost in other projects. More consistency between projects, programs and system planning is needed.

Regarding the corridor refinement planning, the mobility corridors needs to be tied to how they may be funded. Some funding is through the investment programs, which can be more opportunistic vs. actually identified by priorities. The committee can help with engagement on this. It was suggested to describe projects more clearly as so many have similar names and are hard to distinguish from each other.

It was suggested to focus on investment strategies for regional transportation projects. Define the project and funding specifically. Define funding with carbon reduction programs or climate reduction programs, and tie this in with our climate goals. It was suggested to have more engagement in implementation of electrification of vehicles and how that relates to our work. The 2040 Refresh description needs updating. Many references to pre-quarter strategy are outdated and do not connect with our priorities. It should better reflect what our intent is of the 2040 Refresh strategy.

- Jaimie Lorenzini suggested Chapter 8 strengthen the tie between Metro's work and transportation with the outcomes we are trying to achieve such as good land use and communities and strategies to achieve them. It was noted Metro Council placed a high value on transportation readiness in expansion areas. It was suggested to expand to focus on transportation readiness in expansion areas, particularly Clackamas County given recent Urban Growth Boundary adjustment. Are there other RTP programs that could help expansion areas achieve infrastructure readiness?

Regarding congestion pricing, the current draft seems to focus on alignment between policies of various governments. It was suggested to clarify how the various plans layer and how the RTP will apply at the project-level. Regarding Connecting First and Last Mile: Accessing Mobility - Should this study also contemplate urban expansion areas, levels of service in suburban/urban expansion areas, user safety/amenities, and TriMet's former work on a pedestrian access plan? Regarding tolling it was asked how will Chapter 8 approach changing assumptions (i.e., postponing third lane on I-205) if projects are delayed.

Ms. Ellis appreciated the specific feedback which is helpful in further discussions about each topic. Regarding changing assumptions this is something we need to figure out. Other challenges we have for Chapter 8 in future planning are trying to incorporate multiple goals within projects and noting the length of transportation planning over time and scope.

- Eric Hesse noted the importance of priority focus that provides context to show how we get our goals. It was suggested the appendices might be helpful in providing this focus. Additional elements that come forward on corridor refinement plans with specific timelines and details will be helpful. The coming discussion on Regional Mobility Policy measures tested can help inform for evaluations considered for potential corridors. It was suggested the pricing policies continuing work may include possible Functional Plan language.

It was asked how much the RTP will duplicate what the UPWP does on an annual basis, than what the RTP does in a 5-year plan. Ms. Ellis noted we needed a place to document the quarterly refinement plan per requirements. There are 17 identified in the RTP. It has evolved over time to map out priorities with the UPWP providing what studies and scopes of projects can build on the project descriptions in the RTP. It was noted there be known more about coupling congestion pricing amendments with the funding structure, and tools for evaluating planned projects.

- Eliot Rose added several links in chat that were relevant to the conversation: For those who want to learn more about VisionEval, there's homepage with full documentation of how the model works here: <https://visioneval.org/>  
Climate and Transportation Expert Panel: <https://www.oregonmetro.gov/events/climate-and-transportation-expert-panel/2022-06-22>  
Congestion Pricing Study Expert Panel (scroll down): <https://www.oregonmetro.gov/regional-congestion-pricing-study>  
ODOT's Statewide Transportation Strategy has more information on how and why responsibility for reducing GHGs is divided between the state and local/regional agencies: <https://www.oregon.gov/odot/planning/pages/sts.aspx>
- Mike McCarthy noted the example presented with I-5/Highway 99 connector, and how this state highway dead ends in Sherwood with traffic that continues to increase. It was asked what modeling tools and assumptions are being used to get us to our climate goals in the RTP. Ms. Ellis noted Metro has some data, but ODOT's Office of Urban Mobility has developed tools that are being shared. Presentations on this information will be provided at future meetings. Mr. McCarthy noted the focus on reducing greenhouse gas emissions is at odds with the modeling where you have stepped away from using these proxies. It was felt the best proxy to use would be fuel consumption. Vehicle hours traveled seemed a little closer. When you get to vehicle miles traveled we are getting farther away because we are looking into a scenario that puts more congestion into the system, which produces much more pollutants into the air over free-flowing traffic. Ms. Ellis noted the state sets the rules in measuring which we are obligated to follow, but future planning and modeling can improve this.
- Dyami Valentine noted the importance of mobility corridors but it was problematic in Washington County because of the number of regional needs that aren't reflected in the mobility corridors that are encountering rapid growth and travel. It was asked if there would be consideration for re-prioritizing in the next RTP or amended into the current planned RTP. Ms. Ellis noted information on UGB expansions and county level planning would be helpful to know.

**Committee comments on creating a safe space at TPAC** (Chair Kloster) none received.

**Adjournment**

There being no further business, meeting was adjourned by Chair Kloster at 12:01 p.m.

Respectfully submitted,

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, July 7, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	7/7/2023	7/7/2023 TPAC Agenda	070723T-01
2	2023 TPAC Work Program	6/30/2023	2023 TPAC Work Program as of 6/30/2023	070723T-02
3	Memo	6/29/2023	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (Late May 2023 through late June 2023)	070723T-03
4	Handout	July 2023	Public comment opportunity - July 10 to Aug. 25, 2023 2023 Regional Transportation Plan	070723T-04
5	Memo	6/30/2023	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner RE: 2024-2027 MTIP Adoption Draft	070723T-05
6	RESOLUTION NO. 23-5335	N/A	Resolution No. 23-5335 FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA	070723T-06
7	Exhibit A to Resolution 23-5335	June 2023	Exhibit A to Resolution 23-5335 2024-2027 ADOPTION DRAFT Metropolitan Transportation Improvement Program	070723T-07
8	Exhibit B to Resolution 23-5335	June 2023	Exhibit B to Resolution 23-5335 Appendices 2024-27 Metropolitan Transportation Improvement Program (MTIP)	070723T-08
9	Staff Report	6/29/2023	2024-2027 MTIP adoption draft Staff Report IN CONSIDERATION OF RESOLUTION NO. 23-5335, FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA	070723T-09
10	Memo	6/30/2023	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner RE: 2027-2030 Metropolitan Transportation Improvement Program (MTIP) Development – ODOT 2027-2030 State Transportation Improvement Program (STIP) Revenue Discussion	070723T-10
11	Presentation	July 7, 2023	2027-2030 STIP Development (sent with packet)	070723T-11

12	Memo	July 7, 2023	TO: TPAC and interested parties From: Kim Ellis, RTP Project Manager RE: 2023 Regional Transportation Plan – Schedule and Adoption Package	070723T-12
13	Memo	June 30, 2023	TO: TPAC and interested parties From: Kim Ellis, RTP Project Manager, and John Mermin, Senior Transportation Planner RE: 2023 Regional Transportation Plan (RTP) – Chapter 8 – RTP Implementation	070723T-13
14	Draft Chapter	6/30/2023	Chapter 8 Moving Forward Together 2023 Regional Transportation Plan	070723T-14
15	Slide	7/7/2023	Monthly fatal traffic crash report for Clackamas, Multnomah and Washington counties	070723T-15
16	Presentation	7/7/2023	2024-2027 MTIP – Overview of Adoption Draft	070723T-16
17	Presentation	7/7/2023	2027-2030 STIP Development (UPDATED)	070723T-17
18	Presentation	7/7/2023	2023 Regional Transportation Plan Process Update & Chapter 8	070723T-18

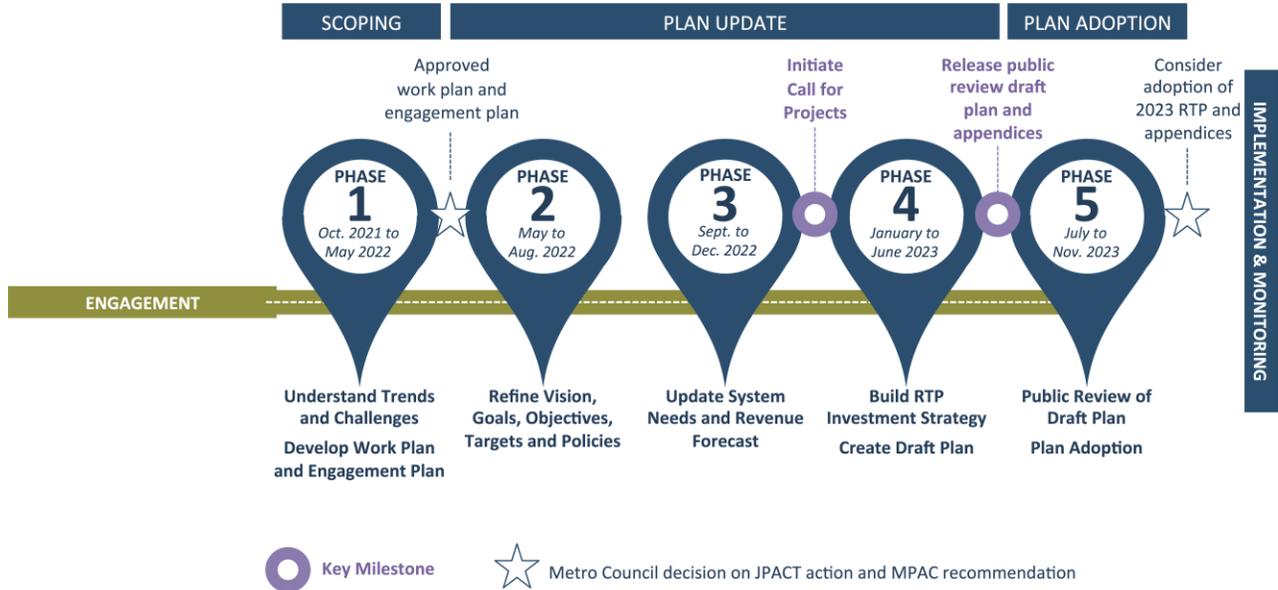


# 2023 REGIONAL TRANSPORTATION PLAN UPDATE

## Key Dates for Finalizing the 2023 Regional Transportation Plan and 2023 High Capacity Transit Strategy for Adoption

July to November 2023

Dates are subject to change.



Note: Under Federal law, the current Regional Transportation Plan expires on Dec. 6, 2023.

July	7/7	TPAC	<ul style="list-style-type: none"> <li>Public comment period announcement (comment from the chair)</li> <li>Overview of Fall adoption package (Ordinance, Resolution &amp; Exhibits)</li> <li>Discuss draft RTP Ch. 8 and identify topics for discussion</li> </ul>
	7/10		<b>45-day public comment period begins:</b> <ul style="list-style-type: none"> <li>online survey</li> <li>online comment form</li> <li>email, letters and phone</li> <li>public hearing on 7/27/23</li> <li>individual consultation meetings with Tribes</li> <li>joint consultation meetings of federal/state/regional/resource agencies</li> <li>county-level coordinating committee briefings</li> <li>Metro Council and regional advisory committee discussions</li> </ul>
	7/12	TPAC Workshop	<ul style="list-style-type: none"> <li>Discuss RTP mobility policy measures: <ul style="list-style-type: none"> <li>TDM/TSMO system completion</li> <li>TSMO Key Corridors</li> </ul> </li> </ul>

	7/19	MTAC	<ul style="list-style-type: none"> <li>Overview of draft RTP and public comment period announcement and Fall adoption package (Ordinance, Resolution &amp; Exhibits)</li> <li>Discuss draft RTP Ch. 8 and identify topics for discussion</li> </ul>
	7/20	JPACT	<ul style="list-style-type: none"> <li>Overview of draft RTP and public comment period announcement (comments from the Chair)</li> <li>Discuss freight delay and commodity movement study findings</li> </ul>
	7/20	CORE	<ul style="list-style-type: none"> <li>RTP public comment period announcement (Metro Council updates)</li> </ul>
	7/27	Metro Council	<ul style="list-style-type: none"> <li>Public hearing on draft 2023 RTP, project list and draft HCT Strategy</li> </ul>
<b>August</b>	8/4	TPAC	<ul style="list-style-type: none"> <li>2023 RTP: Regional Mobility Policy Measures (VMT/capita and throughway reliability)</li> <li>Discuss draft RTP Ch. 8 and/or RTP policies, if needed</li> </ul>
	8/16	TPAC/MTAC Workshop	<ul style="list-style-type: none"> <li>Overview of public comments received to date</li> <li>Discuss RTP mobility policy and VMT/capita analysis</li> <li>Overview of RTP throughway policy and auxiliary lanes</li> </ul>
	8/23	DLCD	<ul style="list-style-type: none"> <li>Submit Notice of Post Acknowledgement Plan Amendment (PAPA) – 35 days prior to first read</li> </ul>
	8/25		<ul style="list-style-type: none"> <li>45-day public comment period ends at 5 PM</li> </ul>
<b>September</b>	9/1	TPAC	<ul style="list-style-type: none"> <li>Draft adoption legislation and overview of public comments received and draft Metro staff recommended actions in response to public comments</li> <li>Discuss draft RTP Ch. 8 and/or RTP policies, if needed</li> <li>Discuss freight delay and commodity movement study draft findings</li> </ul>
	9/12	<i>Metro Council (requested)</i>	<ul style="list-style-type: none"> <li><i>Discuss draft RTP Ch.8 (Implementation) and RTP Ch. 3 draft (pricing policies)</i></li> </ul>
	9/13	TPAC Workshop	<ul style="list-style-type: none"> <li>Discuss public comments received and draft Metro staff recommended actions in response to public comments</li> <li>Identify policy topics for JPACT discussion</li> </ul>
	9/20	MTAC	<ul style="list-style-type: none"> <li>Draft adoption legislation</li> <li>Discuss public comments received and draft Metro staff recommended actions in response to public comments</li> <li>Identify topics for MPAC discussion</li> </ul>
	9/21	JPACT	<ul style="list-style-type: none"> <li>Overview of adoption package (Ordinance, Resolution &amp; Exhibits)</li> <li>Overview of public comments received and draft Metro staff recommended actions in response to public comments, and policy topics identified by TPAC for JPACT discussion</li> <li>Discuss draft Ch.8 (Implementation) and Ch. 3 draft (pricing policies)</li> </ul>

	9/21	<i>CORE (requested)</i>	<ul style="list-style-type: none"> <li>Overview of public comments received and draft Metro staff recommended actions in response to public comments</li> <li>Discuss draft Ch.8 (Implementation) equity-related future work</li> </ul>
	9/27	MPAC	<ul style="list-style-type: none"> <li>Overview of adoption package (Ordinance, Resolution &amp; Exhibits)</li> <li>Overview of public comments received and draft Metro staff recommended actions in response to public comments and policy topics identified by MTAC for MPAC discussion</li> <li>Discuss draft Ch.8 (Implementation) and Ch. 3 draft (pricing policies)</li> </ul>
	9/28	Metro Council	<ul style="list-style-type: none"> <li><b>Public hearing (first evidentiary hearing/first read)</b> on Ordinance 23-1496</li> </ul>
<b>October</b>	10/6	TPAC	<ul style="list-style-type: none"> <li>Discuss draft Metro staff recommended actions in response to public comments and identify draft recommended actions for JPACT discussion</li> </ul>
	10/18	MTAC	<ul style="list-style-type: none"> <li><b>Make final recommendation to MPAC</b> on adoption of 2023 RTP (Ordinance 23-1496) and 2023 HCT Strategy (Resolution No. 23-5348), and recommended actions in response to public comments</li> </ul>
	10/19	JPACT	<ul style="list-style-type: none"> <li>Discuss draft TPAC recommended actions in response to public comments (focus on actions identified by TPAC for JPACT discussion)</li> </ul>
	10/25	MPAC	<ul style="list-style-type: none"> <li><b>Make final recommendation to Metro Council</b> on adoption of 2023 RTP (Ordinance 23-1496) and 2023 HCT Strategy (Resolution No. 23-5348), and recommended actions in response to public comments</li> </ul>
<b>November</b>	11/3	TPAC	<ul style="list-style-type: none"> <li><b>Make final recommendation to JPACT</b> on adoption of 2023 RTP (Ordinance 23-1496) and 2023 HCT Strategy (Resolution No. 23-5348), and recommended actions in response to public comments</li> </ul>
	11/7	<i>Metro Council</i>	<ul style="list-style-type: none"> <li><b><i>Discuss MPAC recommendation and TPAC recommendation to JPACT on adoption of 2023 RTP (Ordinance 23-1496) and 2023 HCT Strategy (Resolution No. 23-5348), and recommended actions in response to public comments</i></b></li> </ul>
	11/16	JPACT	<ul style="list-style-type: none"> <li><b>Make final recommendation to Metro Council</b> on adoption of 2023 RTP (Ordinance 23-1496) and 2023 HCT Strategy (Resolution No. 23-5348), and recommended actions in response to public comments</li> </ul>
	11/30	Metro Council	<ul style="list-style-type: none"> <li><b>Public hearing and consider final action</b> on adoption of 2023 RTP (Ordinance 23-1496) and 2023 HCT Strategy (Resolution No. 23-5348), and recommended actions in response to public comments</li> </ul>

# Memo

Date: July 28, 2023  
 To: Transportation Policy Alternatives Committee (TPAC) and interested parties  
 From: Kim Ellis, AICP, RTP Project Manager  
 Subject: 2023 Regional Transportation Plan: Update on Regional Mobility Policy Next Steps

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## PURPOSE

The purpose of this memo is to provide an update on additional work completed and underway to inform finalizing the draft policy, measures and targets/thresholds for the 2023 Regional Transportation Plan (RTP). This memo replaces an earlier memo dated July 5, 2023.

## ACTION REQUESTED

Initial TPAC feedback on the revised throughway reliability analysis methodology and findings that will be presented at the meeting. More time for discussion of the revised analysis and findings is planned for the TPAC/MTAC workshop on Aug. 16. A more in-depth memo describing the updated throughway reliability methodology and findings is under development and will be provided in advance of the August 16 TPAC/MTAC workshop.

## BACKGROUND

The Regional Mobility Policy is a policy in the RTP as well as the Oregon Highway Plan (OHP). It applies to transportation system planning and plan amendment processes within the Portland metropolitan area. The policy is used to identify transportation needs and solutions during updates to the RTP and local transportation system plans (TSPs), and to evaluate the potential impacts of local comprehensive plan amendments and zoning changes.

An update to the regional mobility policy has been underway since 2019, through a joint effort of Metro and the Oregon Department of Transportation (ODOT). In November and December 2022, JPACT and the Metro Council accepted the new draft policies and supported further development of the draft performance measures and targets during 2023 RTP system analysis that continues. These actions were informed by deep research, technical analysis and significant input from policymakers, practitioners and other stakeholders.<sup>1</sup>



This work has shifted the discussion of mobility from simply being about the number of vehicles to moving people, goods and services in a much more tangible and comprehensive way. When finalized, the updated mobility policy will guide the development of regional and local

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<sup>1</sup> The research, a project video and summary reports of the engagement activities are posted on the project website at [www.oregonmetro.gov/mobility](http://www.oregonmetro.gov/mobility).

transportation plans and studies, and the evaluation of potential impacts of local comprehensive plan amendments and zoning changes on the transportation system.

The updated policy will remove housing and economic development barriers and support the region in advancing desired outcomes for transportation and land use, including:

- Land use efficiency, with more housing, jobs, services and mixed use development in the region's centers.
- Roadways designed and built for people of all ages and abilities.
- Travel options and connectivity that allow people to reliably and safely walk, bike, drive, and take transit to get where they need to go.
- Safe, efficient and reliable travel speeds for people, goods and services.

Another key outcome of the regional mobility policy update is cross-agency coordination and collaboration to implement transportation plan updates and state land use rules in the Portland area.

#### **STATUS OF DRAFT POLICY STATEMENTS**

The draft policy statements have been incorporated in Chapter 3 of the public review draft 2023 RTP.

#### **STATUS OF THE DRAFT MEASURES AND TARGETS/THRESHOLDS**

The draft regional mobility policy for the 2023 RTP identifies three mobility performance measures: vehicle miles traveled per capita, system completion for all modes (including TDM and TSMO) and throughway reliability using travel speed. The measures and their respective targets/thresholds were recommended as a starting point to be tested and refined in 2023. A summary of their status (as of 7/28/23) follows:

- **Vehicle miles traveled** – Recent updates to Oregon's transportation planning rules (TPR) require local governments to adopt transportation performance standards for use in evaluating updates to local transportation plans, and requires that cities and counties make land use decisions<sup>2</sup> that do not increase vehicle miles travelled (VMT) per capita.<sup>3</sup> The TPR further requires that an increase in vehicle miles travelled per capita be measured by comparing future projections with existing plans against future projections with the proposed land use decision. Metro staff are working with staff from ODOT and the Department of Land Conservation and Development (DLCD) to develop an approach for evaluating household-based VMT per capita and VMT per employee to aid cities and counties when making land use decisions in the Portland area to help the region achieve its greenhouse gas reduction target. Early discussions with ODOT and DLCD staff identified the need to coordinate this work with state-level work that ODOT is leading to develop technical methods and guidance to support implementation of the [Climate Friendly and Equitable Communities](#) program. Metro and ODOT staff will engage TPAC and the Metro Technical Advisory Committee (MTAC) in this work at future meetings.
- **System completeness** – For the system completeness performance measure, the 2023 RTP "planned" networks include: Regional Motor Vehicle Network, Regional Freight Network,

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<sup>2</sup> Land use decisions are defined in OAR 660-012-0215 to be local legislative decisions that amend plans or land use regulations. Amendments are currently being considered by the Land Conservation and Development Commission to explicitly exclude individual development permits and urban growth boundary decisions.

<sup>3</sup> OAR 660-012-0010, 660-012-0012, and 660-012-0215.

Regional Transit Network, Regional Pedestrian Network, Regional Bicycle Network and the Transportation System Management and Operations (TSMO) Network. Maps of these networks have been updated to reflect housekeeping edits identified by local, regional and state agencies. The updated network maps are included in Chapter 3 of the public review draft 2023 RTP. Reporting on system completeness for all modes of travel is reflected in Chapter 4 and Chapter 7 of the public review draft 2023 RTP.

Development of an approach for measuring system completeness for both transportation demand management (TDM) and transportation system management and operations (TSMO) continues. Materials summarizing this work were included in the July 12 workshop packet. Staff are working with the consultant team to update the materials in response to feedback provided at the workshop, and will provide another update in September.

- **Throughway reliability** – Metro and ODOT staff worked together to develop and refine a methodology to build upon observed traffic data with Metro’s travel demand model to identify probable throughway segments exceeding the reliability thresholds of the draft mobility policy. As a reminder, this measure is intended to help identify transportation needs on throughways designated in the RTP, and does not preclude other analysis that may be conducted at a more detailed scale such as during development of a facility plan. When a need is identified using this measure via observed data or traffic simulation models, transportation agencies should then follow the adopted congestion management process and ODOT’s Oregon Highway Plan Policy 1G to identify solutions to address the identified need.

A memo summarizing this initial work was included in the July 12 TPAC workshop packet. Since the July 12 workshop, Metro and ODOT staff continued to improve the technical methodology in response to feedback we received about the memo included in the July 12 packet. Staff also found data gaps that are being addressed in the updated approach. A preview of the revised methodology and findings will be presented at the August 4 meeting for feedback. A more in-depth memo describing the updated methodology and findings is under development and will be provided in advance of the August 16 TPAC/MTAC workshop.

#### **STATUS OF THE IMPLEMENTATION ACTION PLAN**

Implementation actions identified in 2022 will also be updated, as needed, in Chapter 8 of the public review draft 2023 RTP following the public comment period. Updates are anticipated to address feedback provided by TPAC and MTAC this summer as well as public feedback received during the public comment period. Other updates may be identified as a result of statewide work underway to support local and Metro implementation of the Climate Friendly and Equitable Communities (CFEC) Program.

More information about the regional mobility policy update can be found at:  
[www.oregonmetro.gov/mobility](http://www.oregonmetro.gov/mobility)

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: July 28, 2023  
To: Transportation Policy Alternatives Committee (TPAC) and interested parties  
From: Kim Ellis, RTP Project Manager, and John Mermin, Senior Transportation Planner  
Subject: 2023 Regional Transportation Plan (RTP) – Initial Metro Staff Recommendations to Follow-up on TPAC and MTAC Feedback on Chapter 8 (Implementation) of the 2023 RTP

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## **PURPOSE**

The purpose of this memo is to summarize initial recommendations from Metro staff to address feedback received from Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) in July on [Chapter 8](#) of the 2023 Regional Transportation Plan (RTP). In July, TPAC and MTAC members suggested specific updates to Chapter 8 and requested the chapter be restructured to provide a clearer call to action to advance safety, climate, equity, mobility and economic vitality goals in the RTP and work needed to continue to improve community engagement practices informing regional transportation planning decisions.

## **Action Requested**

TPAC discussion and feedback on initial recommendations from Metro staff related to restructuring Chapter 8 of the draft 2023 RTP to provide a clearer call to action and continue to improve community engagement practices.

### TPAC discussion questions:

- Does TPAC have any feedback on the proposed revisions?
- Does TPAC have any feedback on other revisions or additions to Chapter 8?

## **BACKGROUND**

Chapter 8 “Moving Forward Together” outlines future studies and other work needed to advance implementation of the RTP or resolve issues that could not be fully addressed during the update. The chapter is currently organized into sections describing regional programs, region-wide planning efforts, corridor refinement planning, major project development and data/tools development.

A summary of recommended updates to Chapter 8 of the draft 2023 RTP follows. These updates are mainly intended to shift detailed content to the appendices and sharpen the focus of the chapter.

## **Draft 2023 RTP Implementation Chapter (Chapter 8)**

### **Section 8.1 Introduction/Call to Action**

- Sharpen the introduction to focus on areas the region is falling short of RTP vision and goals and make a call to action for future planning and implementation activities.

**Section 8.2.2 Metro’s Regional Programs**

- Rename “**Metro Programs that Support Local and Regional Implementation of the RTP**”
- **8.2.2.1 Civil Rights and Environmental Justice Program** - Update to acknowledge Metro's public engagement guide will be updated in 2023, Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion plan will be updated in 2023-24; call for these and other efforts to continue building partnerships with community organizations and improving community engagement practices to support deeper, ongoing engagement of community in advance of the next RTP update; and to revise last sentence to read "Through the 2017–18 fiscal year, four departments are developing Metro continues to implement department-level racial equity plans to reach the goals of the racial equity strategy: Planning and Development and Research, Parks and Nature, Property and Environmental Services and the Oregon Zoo."
- 
- **8.2.2.8 Air Quality and Climate Change Monitoring Program** - Expand description to provide more information about the Carbon Reduction Program.
- **Add new narrative to Section 8.2.2** that draws from introductions of subsections of Section 8.4 (which would be moved to appendix) to describe the ongoing data and tools work to support performance-based planning and programming.

**Section 8.2.3 Regionwide Planning**

- Rename “**Future Planning and Collaboration to Address Key Transportation Issues of Regional Concern**”
- **8.2.3.1 Regional Mobility Policy Implementation Action Plan** – delete this narrative and add references to this work in Regional Transportation Functional Plan update (8.2.3.11).
- **8.2.3.2 Transit Planning** - this is an ongoing activity and reflected in the UPWP; add more specific activities such as Forward Together Part 2; Coordinated Transportation Plan for Seniors and People with Disabilities Update (due by 7/1/24), Fleet Electrification.
- **8.2.3.3 Connecting First and Last Mile: Accessing Mobility through Transit study** – update description to specifically look at serving UGB expansion areas and urban areas not currently served by transit.
- **8.2.3.4 Steel Bridge Transit Bottleneck Study** - move to refinement planning section (Section 8.2.4, which will be moved to appendix).
- **8.2.3.5 Cascadia Corridor Ultra-High-Speed Ground Transportation Project Planning** - move to refinement planning section, (section 8.2.4, which will be moved to appendix)
- **8.2.3.6 Equitable Development Strategies** – delete this section and integrate within investment areas program description and refinement planning section (Section 8.2.4, which will be moved to appendix); this work is part of ongoing investment areas planning work conducted by Metro.
- **8.2.3.8 Funding Strategy for Regional Bridges** - broaden this description to include developing a funding strategy for regional transportation infrastructure investments, including regional bridges.
- **8.2.3.12 2040 Refresh** - update description; remove detailed reference to Green Corridors beyond considering how they should be addressed as part of scoping the update.
- **8.2.3.13 Columbia Connects** – delete this section since development of the shared investment strategy has been completed and work now is focused on implementation through the investment areas program and other efforts.

With the proposed revisions above, the following planning activities would be listed in Section 8.2.3:

- Regional Transportation Funding Strategy
- Workforce Diversification in Regional Transportation Infrastructure Projects
- Connecting First and Last Mile: Accessing Mobility through Transit study
- Forward Together Part 2 (TriMet)
- TriMet Coordinated Transportation Plan for Seniors and People with Disabilities Update (due by 7/1/24)
- Fleet Electrification
- Regional Emergency Transportation Routes Project Phase 2
- Regional Freight Rail Study
- 2040 Refresh

#### **Section 8.2.4 Corridor Refinement Planning**

- Rename “**Advancing Multimodal Refinement Planning to Move Projects Forward to Address Regional Transportation Needs**”
- Move this section to a new Appendix that is recommended to be further updated post-RTP adoption.
- Update and move Table 8.4 and Figure 8.4 summarizing future refinement planning to Section 8.2.2.11 Investment Areas Program.
- Move Steel Bridge Bottleneck Study (8.2.3.4) and Cascadia Corridor Ultra-High Speed Ground Transportation Project (8.2.3.5) into new Refinement Planning appendix.
- Update refinement planning narratives to the extent possible.
- Provide direction in RTP adoption legislation to sequence refinement planning post-RTP adoption.

#### **Section 8.3 Projects**

- Rename “**Status of Current Major Projects**”
- Move section to new Appendix, except for Metropolitan Transportation Improvement Program (8.3.2).
- Update Table 8.5 to add projects that received federal decisions, including:
  - Oregon Passenger Rail Project, received federal record of decision on the final EIA on April 14, 2021
- Move Section 8.3.2 (Metropolitan Transportation Improvement Program) into Section 8.2 (Regional Programs) since this is an ongoing planning/MPO activity.

#### **Section 8.4 Data & Tools**

- Rename “**Data & Tools to Support Performance Based-Planning and Implementation**”
- Move details of data and tools development to Appendix L.
- Add new narrative to Section 8.2 Regional Programs that draws from introductions of subsections of Section 8.4 to describe the ongoing work.
- Delete section (8.4.2.5 Multimodal Network Data) which is a duplicate of section 8.4.2.4.

**Process to update Chapter 8**

TPAC and MTAC had opportunities to discuss Chapter 8 at their July 7 and July 19 meetings, respectively. TPAC will have further opportunities to discuss Chapter 8 at its Aug. 4 and Sept. 1 meetings. The Sept. 13 TPAC workshop is another opportunity to discuss recommended actions in response to public comments received on the RTP, including Ch. 8, and to identify topics for discussion by the Joint Policy Advisory Committee on Transportation (JPACT). MTAC will have another opportunity at its Sept. 20 meetings to discuss Chapter 8 and identify topics for discussion by the Metro Policy Advisory Committee (MPAC).

Thus far, the need to clarify future pricing-related implementation work has been flagged for discussion by the Metro Council, JPACT and MPAC in September. Note – the current discussion of pricing within Chapter 8 is located within the narratives for the Regional Congestion Pricing Program (section 8.2.2.13) and the I-5 & I-205 Regional Mobility Pricing Project (8.3.1.7).

Additionally, all jurisdictions, members of the public and community-based organizations are encouraged to send Metro formal comments describing any recommended changes to Chapter 8 during the public comment period (July 10-August 25, 2023). Metro staff will respond to all substantive comments provided during the public comment period and share these responses with TPAC in September for discussion and to identify topics for JPACT discussion.

**Next Steps**

- August 4 TPAC – Continue discussion of Chapter 8
- September 1 TPAC – Continue discussion of Chapter 8 *(if needed)*
- September 12 *(tentative date)* Metro Council - Discussion of Chapter 8
- September 13 TPAC workshop – Discussion of Metro staff recommended actions in response to public comments, including requesting changes to Chapter 8; identify topics for JPACT discussion
- September 20 MTAC – Discussion of Metro staff recommended actions in response to public comments, including requesting changes to Chapter 8; identify topics for MPAC discussion
- September 21 JPACT - Discussion of Chapter 8 and public comments on draft RTP and draft HCT Strategy
- September 27 MPAC – Discussion of Chapter 8 and public comments on draft RTP and draft HCT Strategy

Please contact [kim.ellis@oregonmetro.gov](mailto:kim.ellis@oregonmetro.gov) and [John.Mermin@oregonmetro.gov](mailto:John.Mermin@oregonmetro.gov) with any questions or concerns.

[To view the Public Review Draft Chapter 8, please visit this link.](#)

Materials following this page were distributed at the meeting.

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

Onesty L. Jones, 15, and Kamareon Smith, 13, driving, I-205 onramp at SE Foster Road and SE 96th Avenue, Portland, Multnomah, 7/5

Ryan Ambrose, 11, driving, SE 102 Ave & SE Washington St, Portland, Multnomah, 7/8

Julian McKenna Hays, 25, driving, SW Roy Rodgers Rd and SW Elsner Rd, Washington, 7/13

Unidentified, driving, Southwest Barbur Boulevard, Portland, Multnomah, 7/14

Seth Thomas Roberts, 21, motorcycling, N Marine Dr & N Bybee Lake Rd, Portland, Multnomah, 7/15

Jean Diaz, walking (at bus stop), SE Cesar Chavez Blvd., Portland, Multnomah, 7/15

Samual Kusaj, 52, walking, I-5 at Northeast Weidler Street, Portland, Multnomah, 7/16

Brent Killinger, 50, motorcycling, Hwy 219 and SW Jaquith Rd, Washington, 7/18

Hannah E. Fetters, 18, Grace I. Fetters, 18, and Julie D. Skeen, 55, driving, SE Powell Boulevard at SE 63rd Ave., Portland, Multnomah, 7/20

Unidentified, driving, US 26, Mt Hood Hwy, Portland, Multnomah, 7/21

Seraphin Ibrahim, 23, driving, SW Barbur Blvd., Portland, Multnomah, 7/21

Constantino Guzman-Rojas, 76, bicycling, NW Susbauer Road and NW Hornecker Road, Washington, 7/21

Kristina Marie Copeland, 32, driving, Hwy 212, Woodburn-Eastacada Hwy, Clackamas, 7/23

Natasha Luce, 32, driving, 12300 Blk Redwood Ave., Milwaukie, Clackamas, 7/24

Unidentified, motorcycling, N Halsey Street at NE 111th Ave., Portland, Multnomah, 7/28

Unidentified, walking, NE Glisan Street at NEt 60th Ave., Portland, Multnomah, 7/30

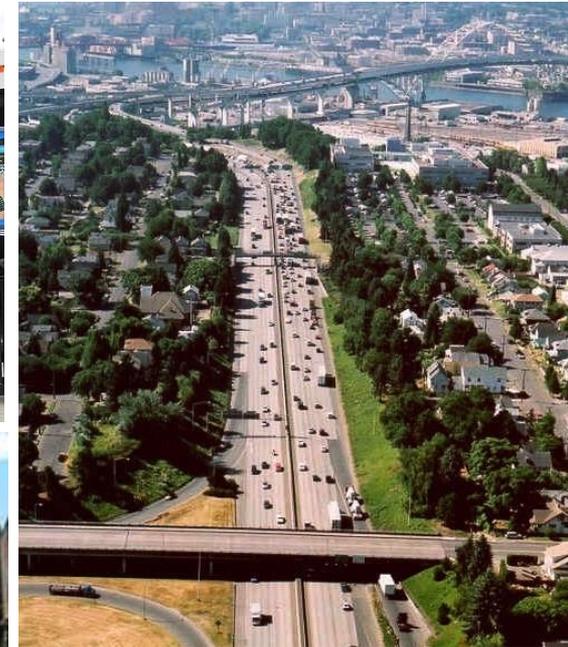
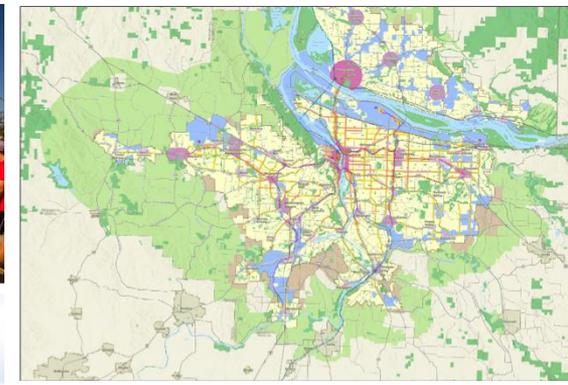
*\*ODOT initial fatal crash report as of 8/3/23 – all information is preliminary and subject to change*



# Draft Regional mobility policy for the 2023 RTP

TPAC

August 4, 2023



# Project purpose

- Update the mobility policy and how we define and measure mobility for the Portland area transportation system
- Recommend amendments to the RTP and Oregon Highway Plan Policy 1F for the Portland area



**Visit [oregonmetro.gov/mobility](https://oregonmetro.gov/mobility)**

# Application of mobility policy and measures

## System Planning

- Apply VMT/capita as target in planning
- Define the planned complete transportation system in planning
- Identify needs and potential solutions
- Set standards for plan amendments based on what the system plan is able to achieve



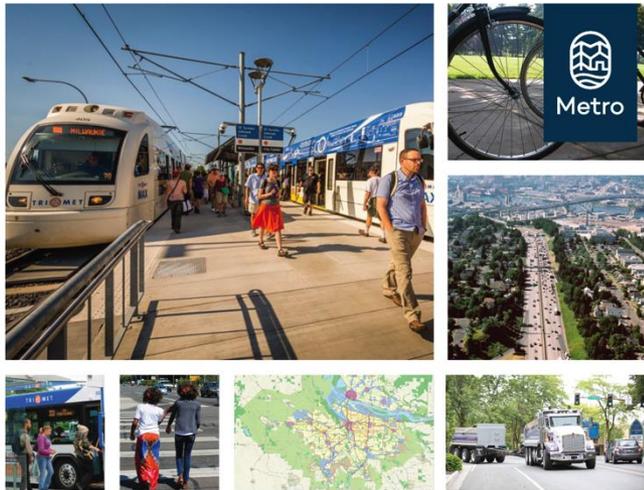
## Plan Amendments

- Identify if there is a measurable change in performance compared to standard(s). *(Does amendment exceed VMT/capita targets?)*
- If significant impact, **identify appropriate mitigations.** *(What projects need to be completed to reduce VMT/capita?)*



# Regional Mobility Policy Update

## Why Now?



PUBLIC REVIEW DRAFT

### 2023 Regional Transportation Plan

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

July 10, 2023

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

Better align 23-year old interim policy with state, regional and community values and goals:

- **Land use efficiency** that includes more housing, jobs, services and mixed-use in 2040 centers implementing the transportation planning rule
- **Travel options and connectivity** that allow people to reliably and safely walk, bike, drive, and take transit to get where they need to go
- **Safe, efficient and reliable travel** speeds for people, goods and services

## Deep research, analysis, and extensive feedback shaped draft policy

2020

- Share research on current policy and measure
- Identify mobility policy elements
- Define universe of potential measures (more than 100)
- Seek feedback on criteria for evaluating and selecting measures



2021

- Develop vision for urban mobility
- Seek feedback on mobility policy elements and potential measures for testing in case studies (narrowed from 38 to 17 to 12 measures)

More than  
600  
participants  
2020-22

2022

- Report case study findings
- Seek feedback on draft mobility policies, measures, targets and how/where to apply them
- Develop implementation plan
- Forward draft policy and measures to 2023 RTP update

# Chapter 3 | Transportation System Policies to Achieve Our Vision

## A new vision and policies for mobility



- Integrating land use and transportation to support use of travel options and reduce the need to drive
- Completing the region's multimodal networks to provide a variety of travel options
- Prioritizing equity, safety and comfort of travelers
- Maintaining reliability on the region's throughways



# DRAFT mobility policies for the Portland region

## Mobility Policy 1

Ensure that **land use decisions and investments in the transportation system enhance efficiency in how people and goods travel** to where they need to go.

## Mobility Policy 2

**Provide people and businesses a variety of seamless and well-connected travel modes and services** that increase connectivity, travel choices and access to low carbon transportation options so that people and businesses can conveniently and affordably reach the goods, services, places and opportunities they need to thrive.

## Mobility Policy 3

**Create a reliable transportation system** that people and businesses can count on to reach destinations in a predictable and reasonable amount of time.

## Mobility Policy 4

**Prioritize the safety and comfort of travelers in all modes** when planning and implementing mobility solutions.

## Mobility Policy 5

**Prioritize investments that ensure** that Black, Indigenous and people of color (BIPOC) community members, federally recognized tribes, and people with low incomes, youth, older adults, people living with disabilities and other **marginalized and underserved communities have equitable access** to safe, reliable, affordable, and convenient travel choices that connect to key destinations.

## Mobility Policy 6

Use mobility **performance targets and thresholds** for system planning and evaluating the impacts of plan amendments including **Vehicle Miles Travelled (VMT) per capita** for home-based trips, VMT/employee for commute trips to/from work, **system completeness for all travel modes** and **travel speed reliability** on the throughways.



# DRAFT mobility policy performance measures and targets/thresholds

**Outcome:** Policy and measures establish compliance with state law (OAR 660-012, particularly Sections -0160, -0215)



- **Target:** 20% by 2035, 30% reduction by 2045, 35% reduction by 2050
- **Outcome:** Land Use and Transportation Efficiency

**VMT/Capita**



- **Target:** Complete the “planned” network and system
- **Outcome:** Complete multimodal networks

**System Completeness**



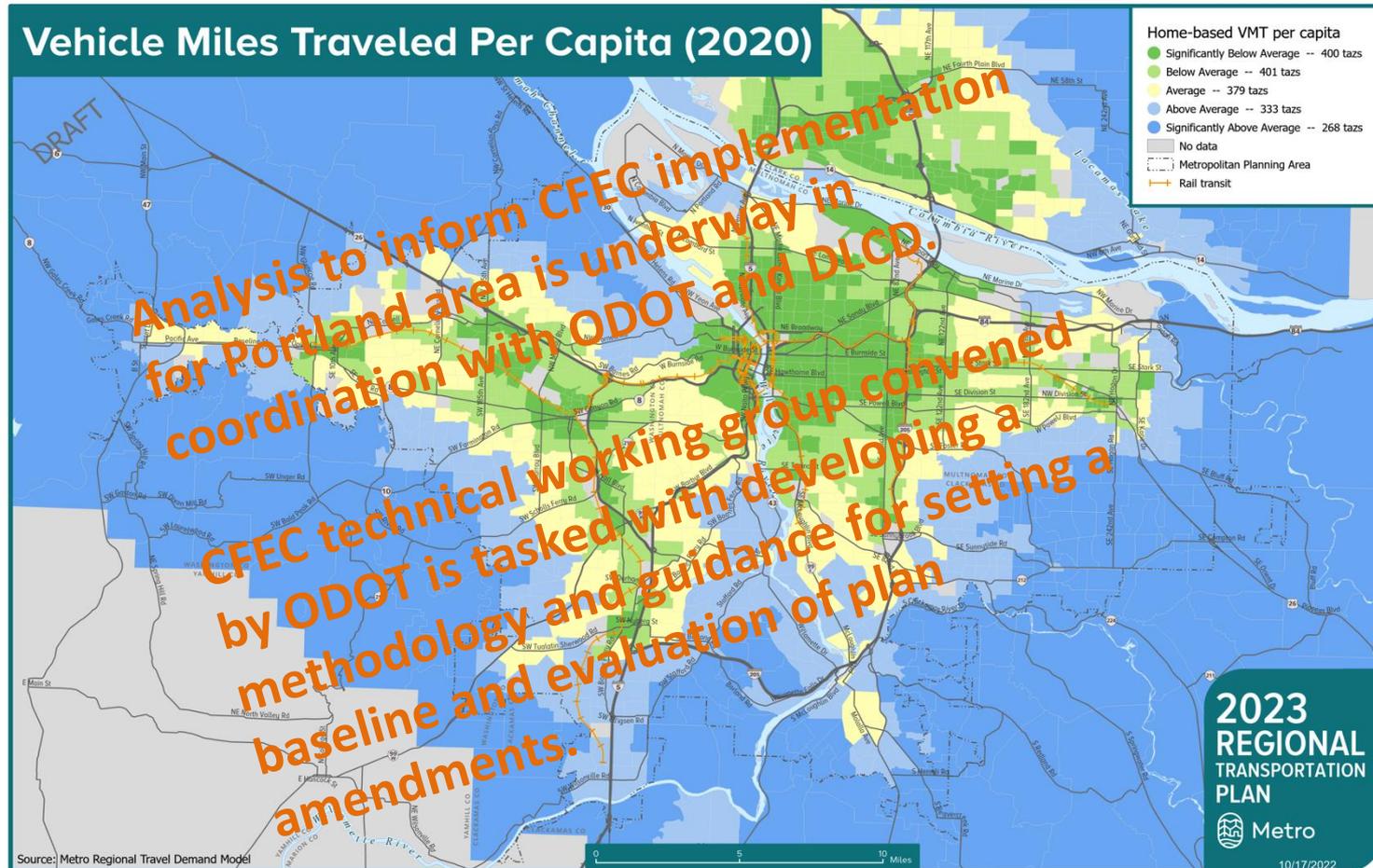
- **Threshold:** 4 or fewer hours per day that average throughway speeds drop below 35 or 20 MPH, varies by throughway
- **Outcome:** Reliable travel speeds for goods and services

**Reliability of Throughways**



Secondary measures used to identify needs and inform development of planned system.

# RTP must meet state VMT per capita target and will set future baseline



Source: Metro Travel Demand Model Data from 2018 RTP

# RTP policies define system completion for the regional system for all modes



## Regional Transportation Plan

The Regional Transportation Plan is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The plan identifies current and future transportation needs, investments needed to meet those needs and what funds the region expects to have available to over the next 25 years.

### Pedestrian

- Pedestrian Parkway
- Regional Pedestrian Corridor

### Motor Vehicle

- Throughway
- Major Arterial
- Minor Arterial
- Arterial Outside UGB

### Transit

- Light Rail Transit
- Commuter Rail
- Streetcar
- HCT In Progress
- Future HCT
- Intercity High Speed Rail
- Enhanced Transit Connector
- Frequent Bus
- Regional Bus
- Bus Service Outside MPA
- Major Bus Stop
- Transit Center
- Air Terminal
- Bus Station

### Regional Design

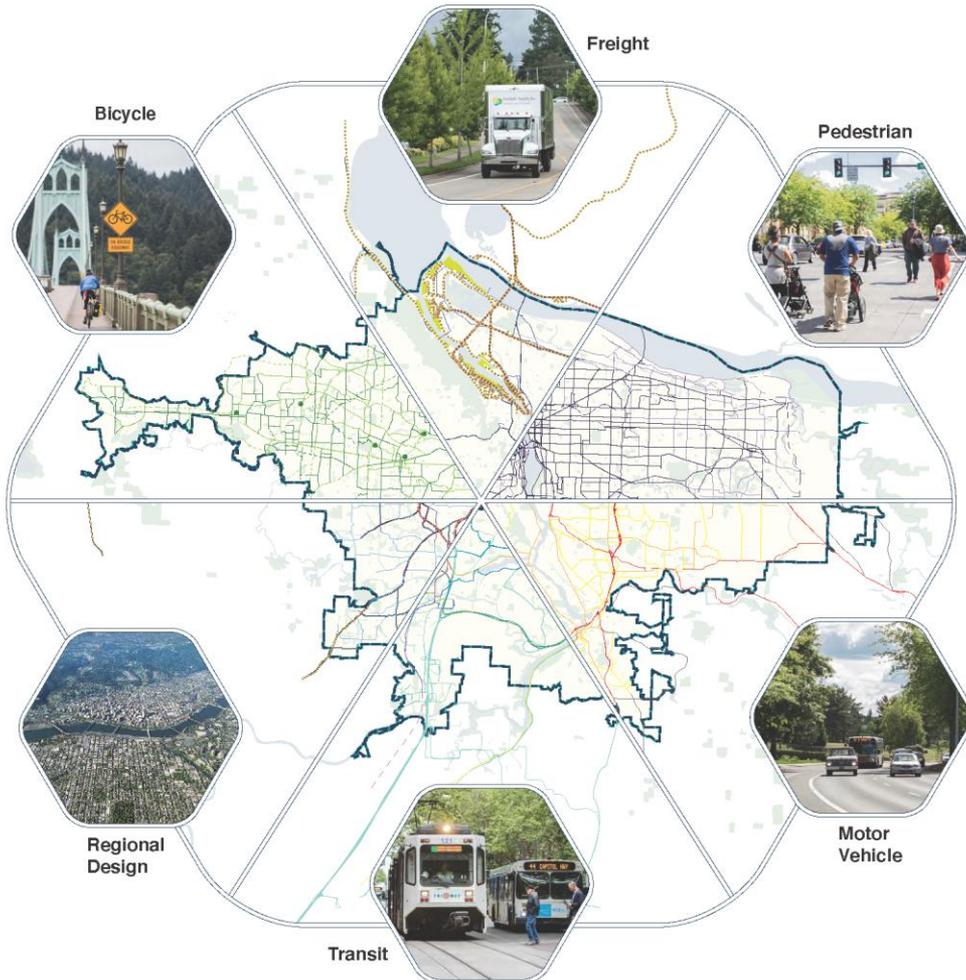
- Freeway
- Highway
- Regional Boulevard
- Regional Street
- Community Boulevard
- Community Street
- Industrial Street

### Bicycle

- Bicycle Parkway
- Regional Bikeway
- Bike Transit Facility

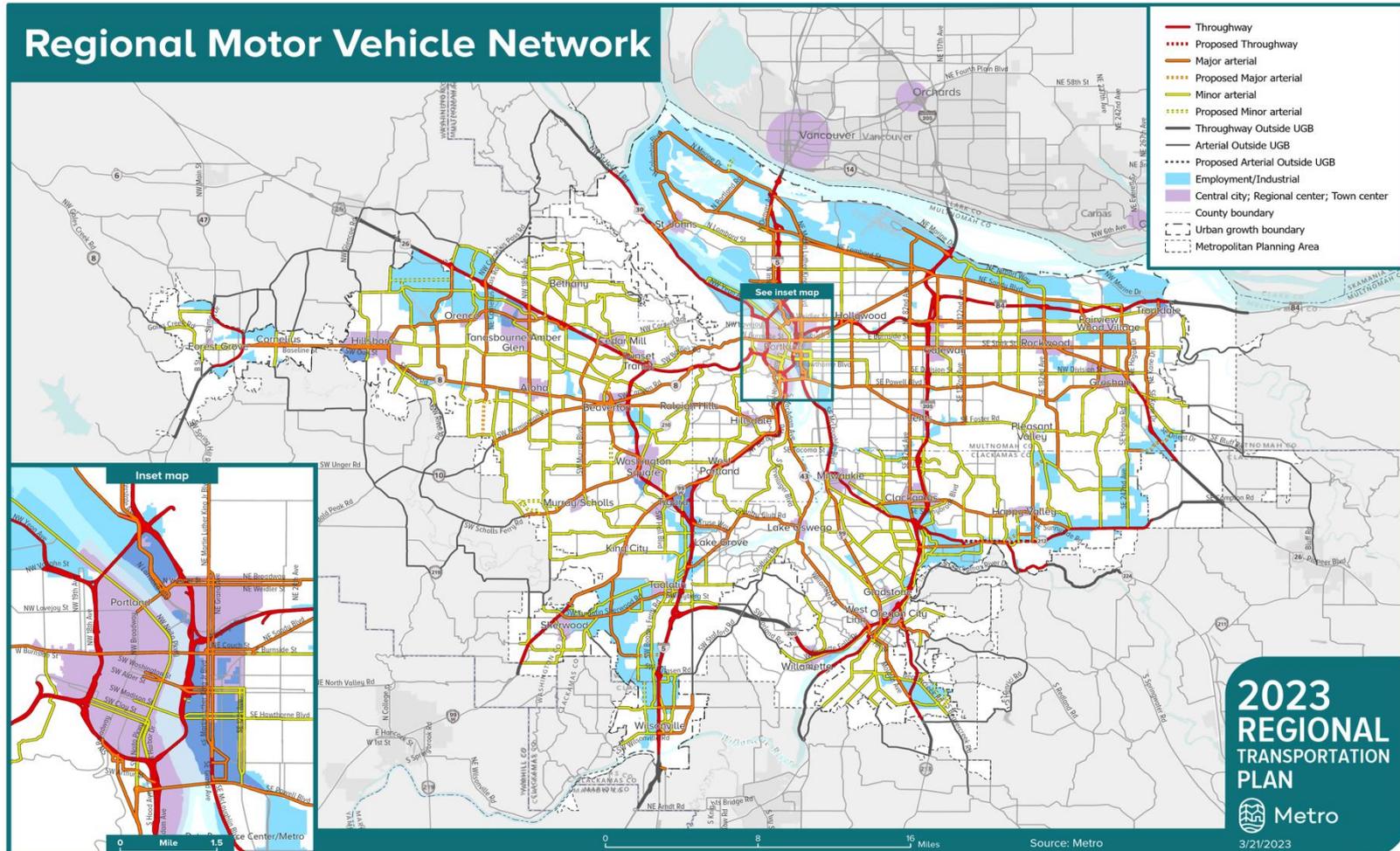
### Freight

- Main Rail Lines
- Branch Rail Lines
- Main Roadway Routes
- Roadway Connectors
- Freight Routes Outside MPA Boundary
- Regional Intermodal Connectors
- Marine Facilities
- Rail Yards
- Metropolitan Planning Area



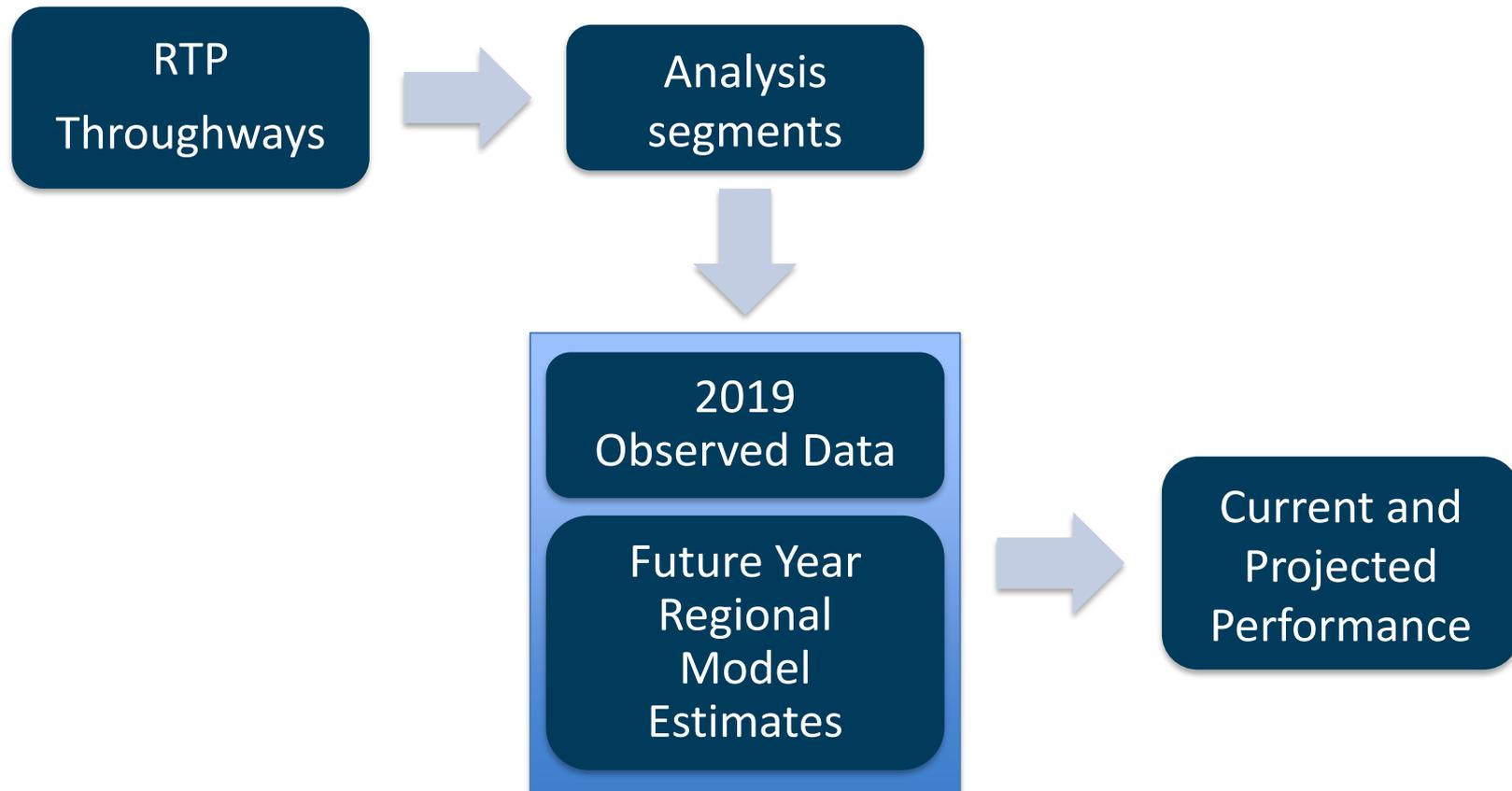
Dashed lines represent future plans and not specific alignments.  
 Bus route geometry is based on modeled networks and may not be geometrically accurate.

# RTP policies designate throughways in the region



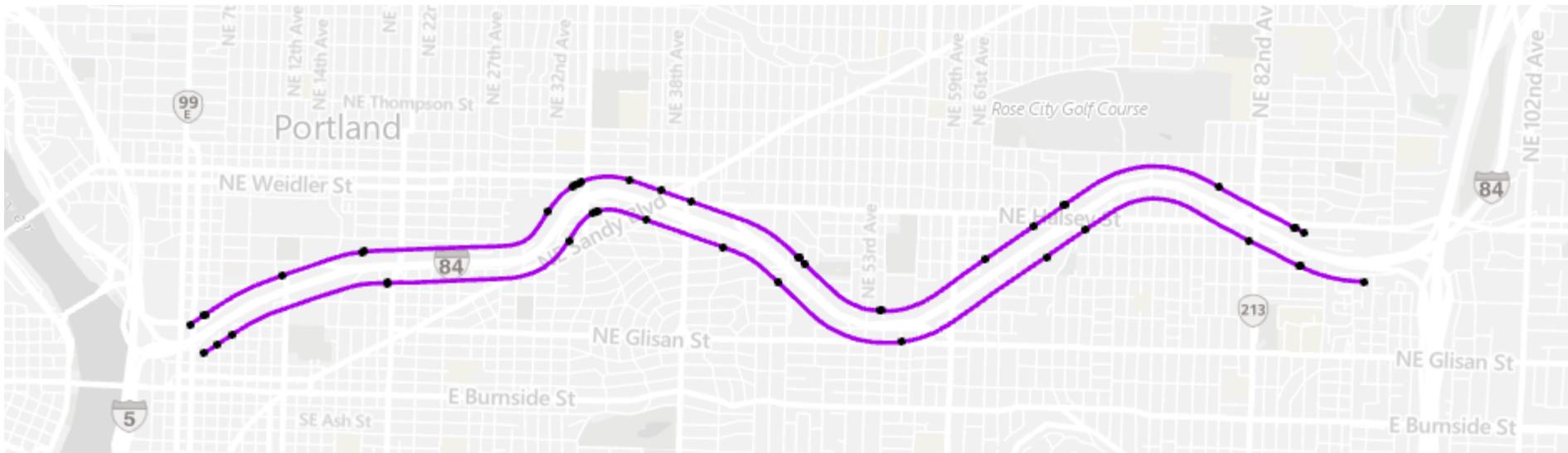
Source: Public Review Draft 2023 RTP Chapter 3 (Transportation System Policies to Achieve Our Vision)

# RMP travel speed reliability analysis framework



# Observed data: TMC network

Continuous vehicle probe data from Inrix, provided by USDOT and ODOT via RITIS platform. Attached to proprietary TMC network:

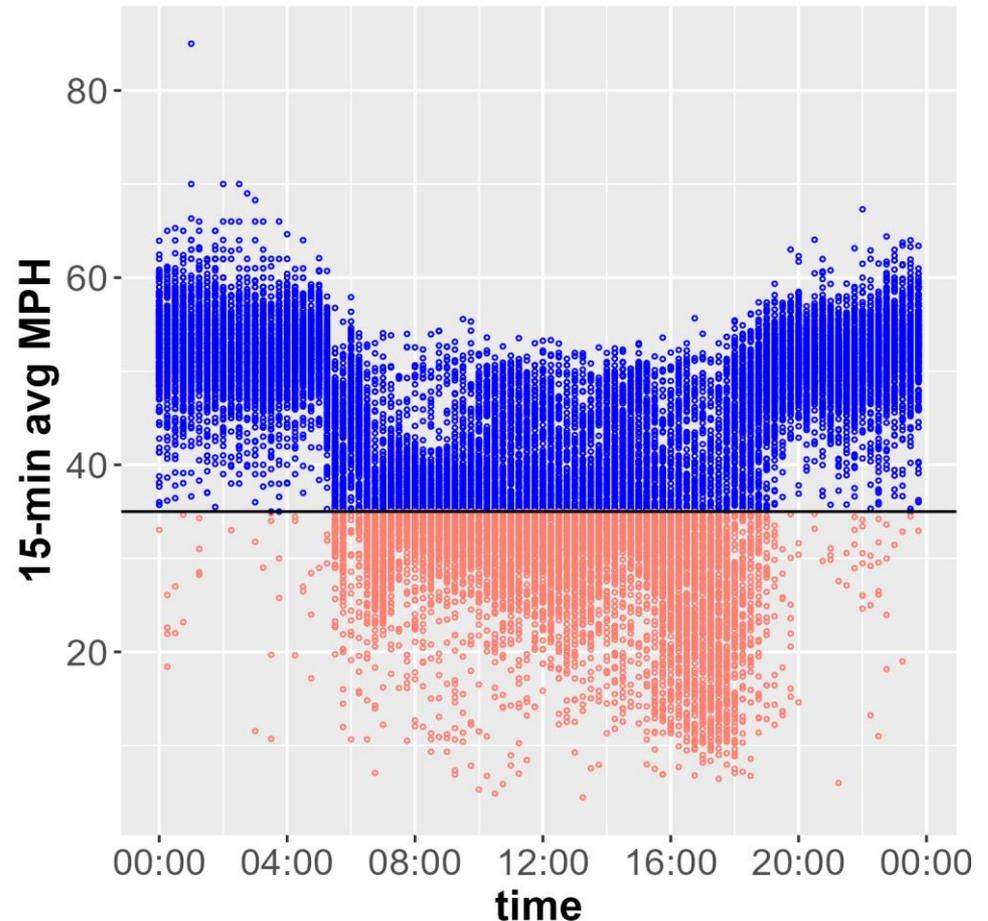


# Observed data: travel speed

Annual data for single I-84 TMC link shown, above and below policy threshold (35 mph)

15-minute average speeds for all non-holiday weekdays

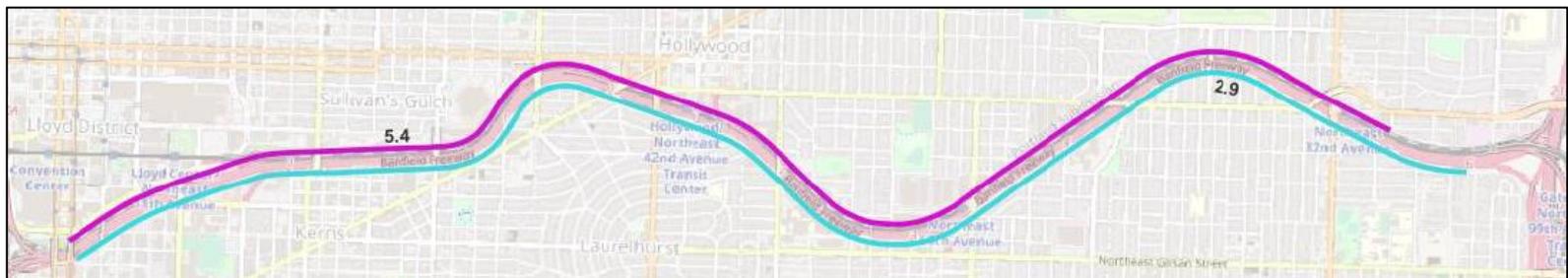
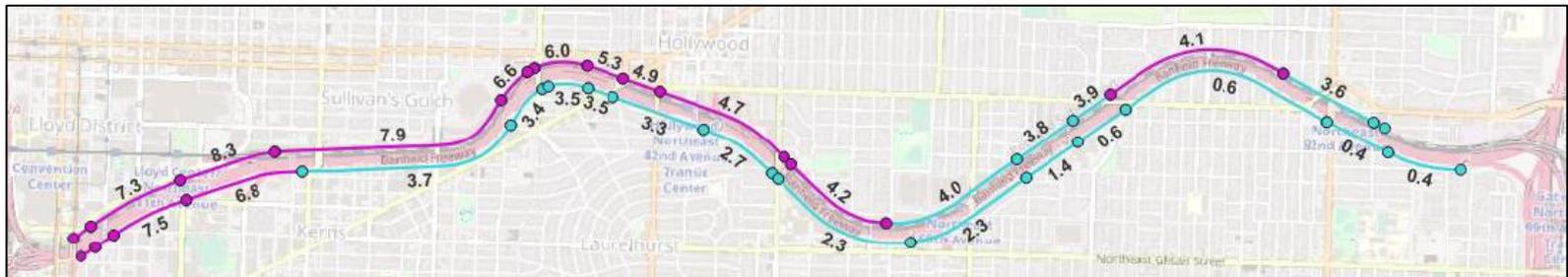
Data not always available





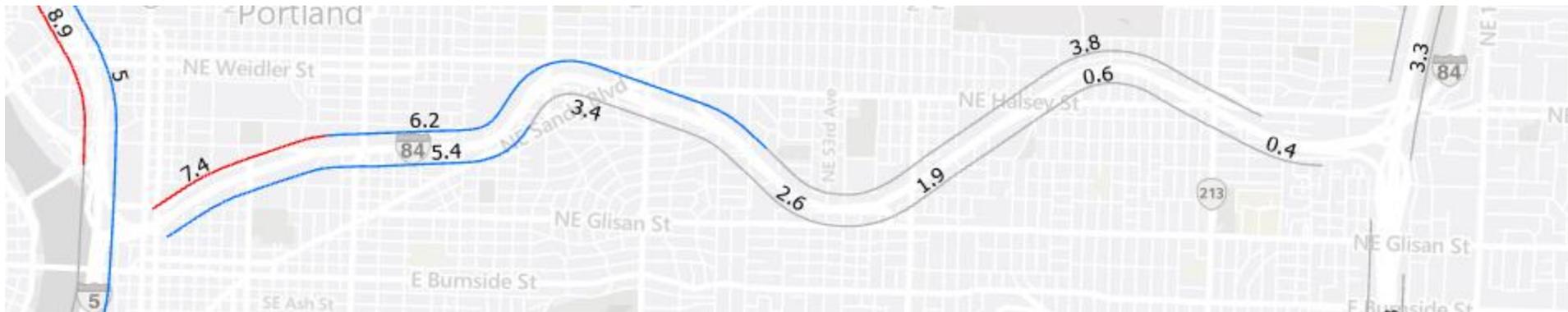
# Observed data: summarizing by analysis segment

Calculated average weekday hours not meeting policy for each TMC link. Initially, tested aggregating up to full throughway segments.

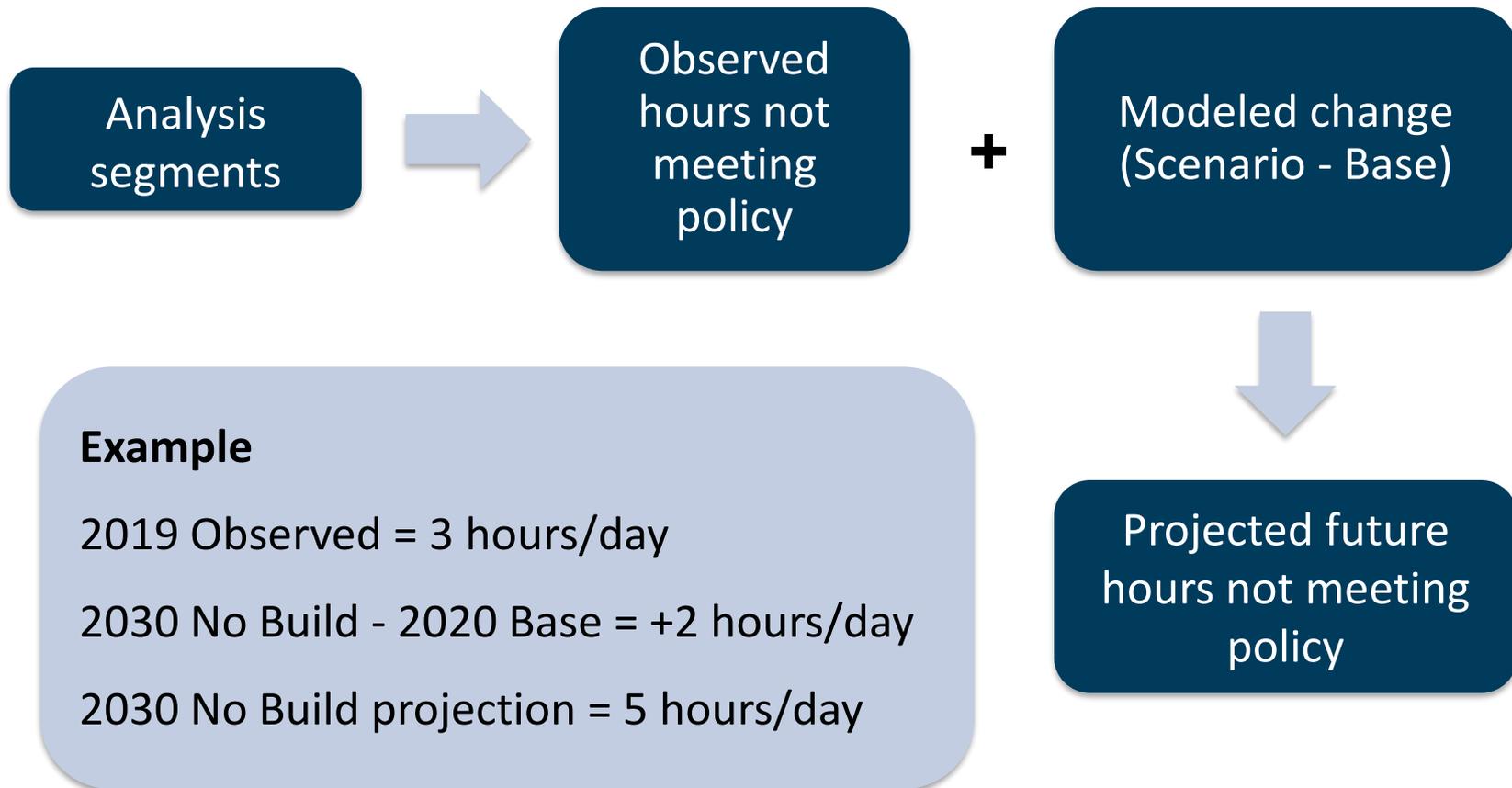


# Observed data: revised segments

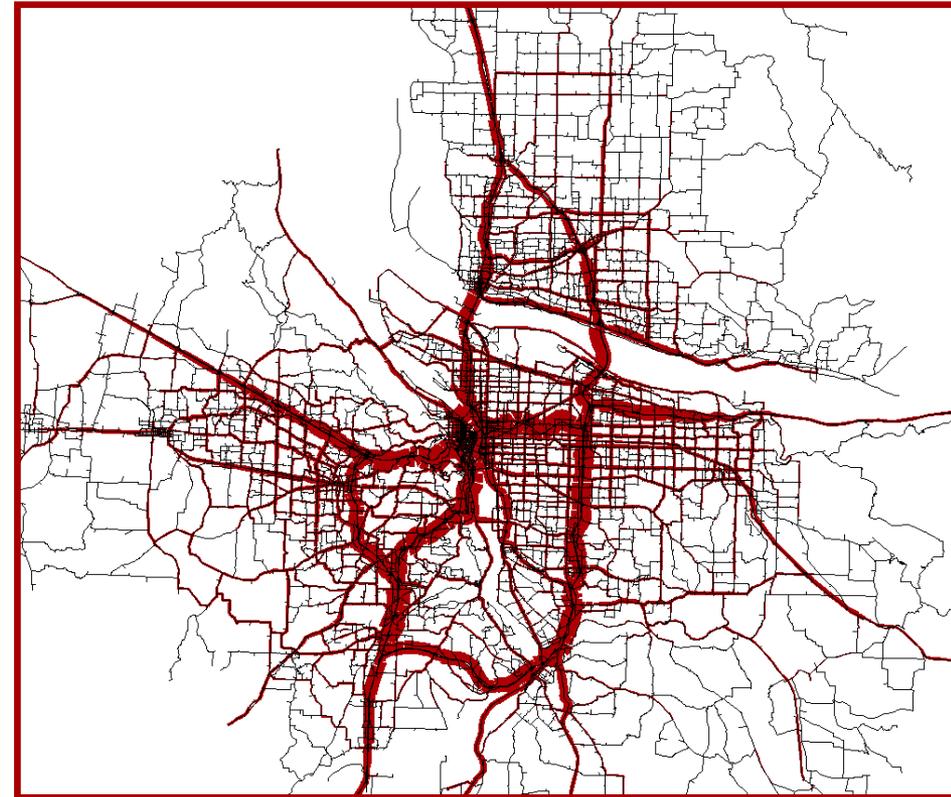
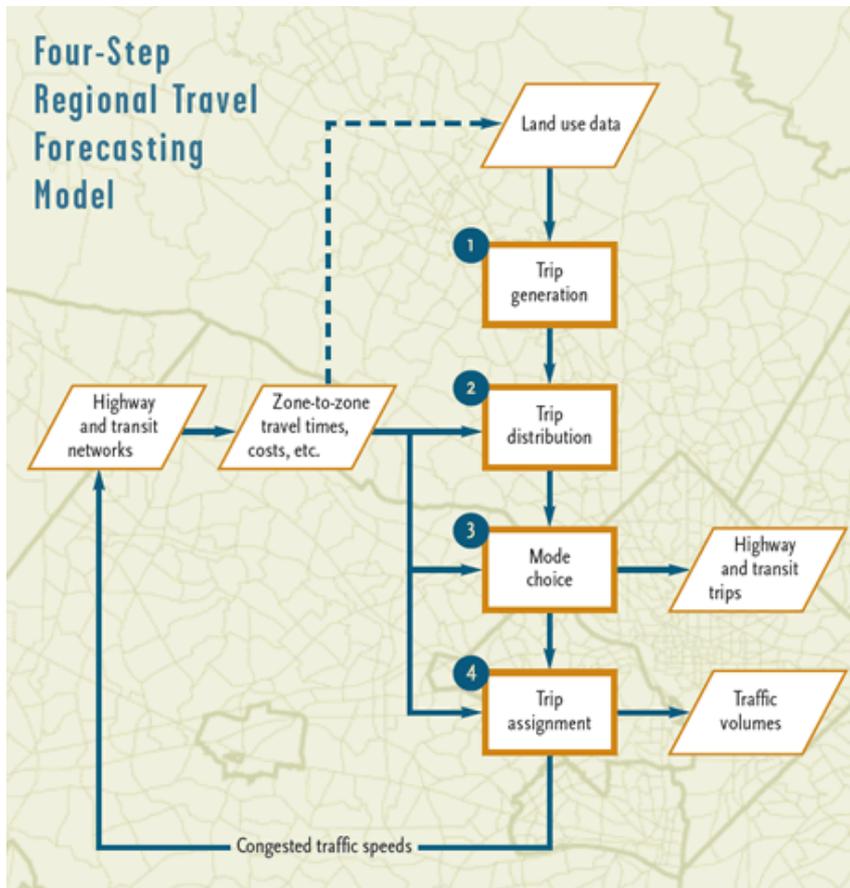
Tested several segmentation methods, and settled on off-ramp to off-ramp (or between major intersections for signalized throughways)



# Observed data: projecting to future



# Metro Regional Travel Demand Model (RTDM)



Source: Metropolitan Washington Council of Governments - [www.mwcog.org](http://www.mwcog.org)

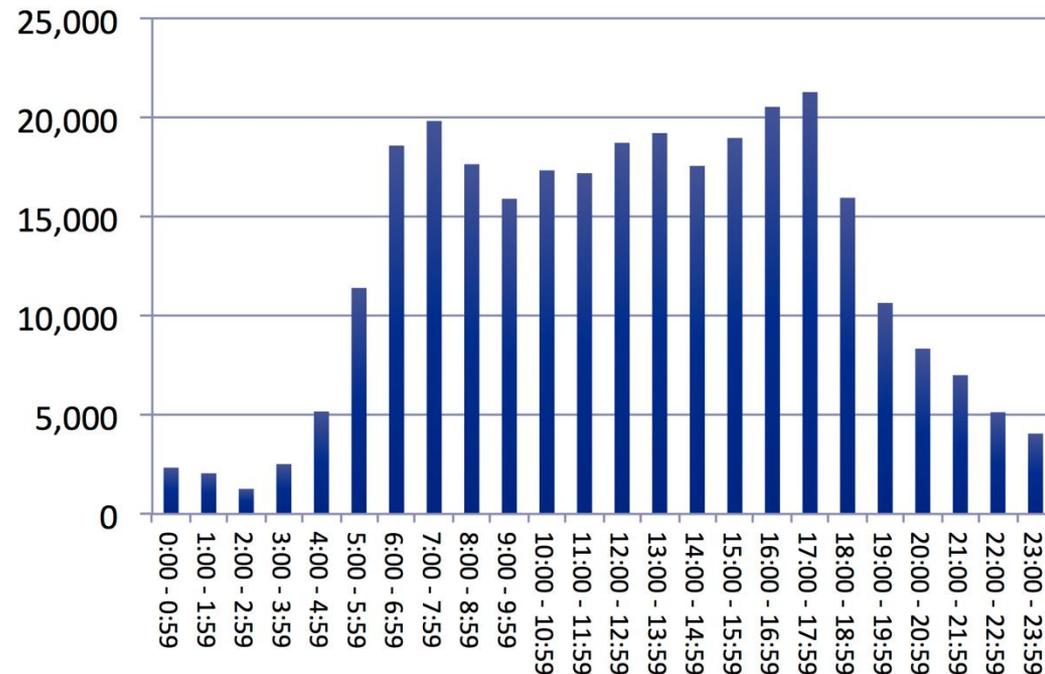
# Limitations of model – hourly aggregation

- RTDM only assigns trips to whole hours
- Can only measure AVERAGE speed over hour
- Can't capture congestion that occurs over multiple hour bins

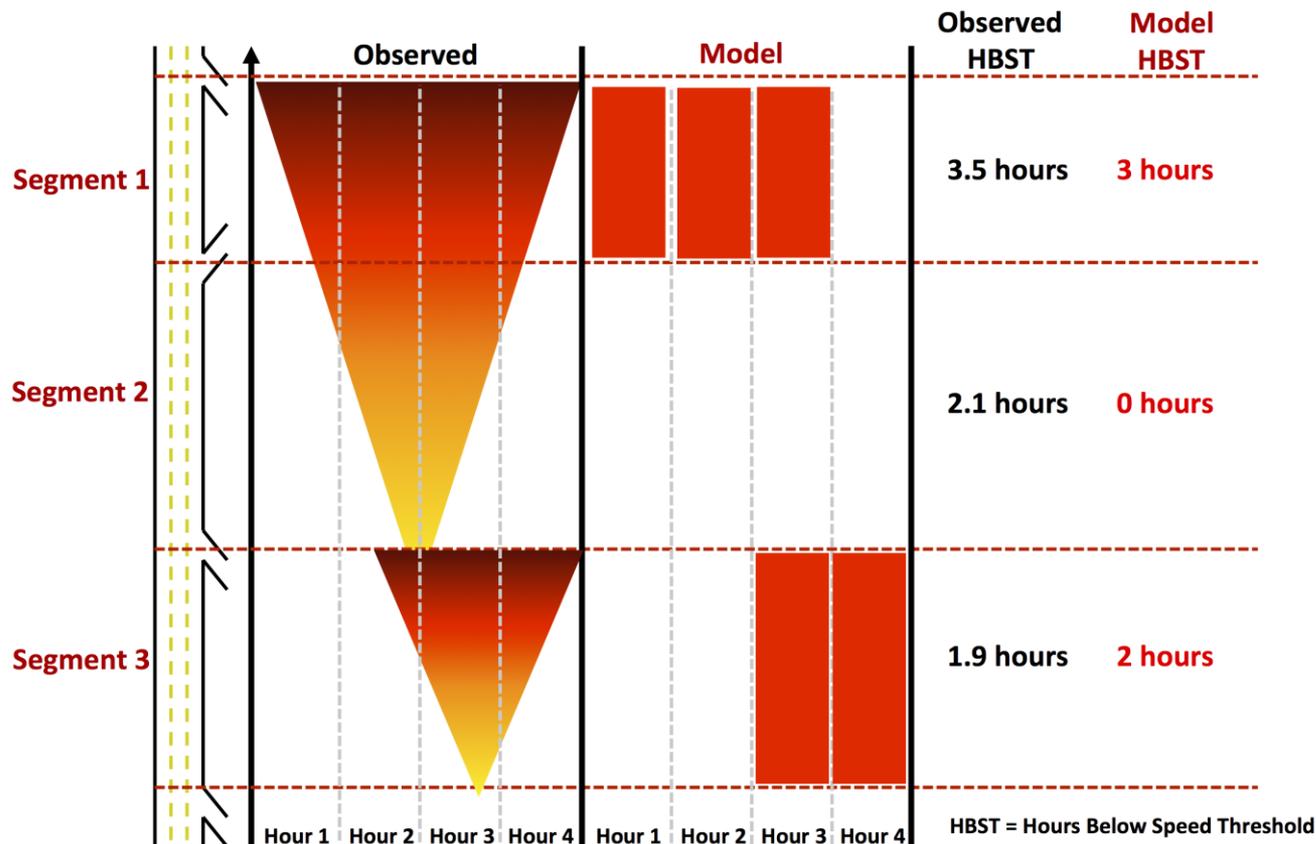
**Example:** Congestion occurs on segment between 5:30pm and 6:30pm IRL

1. RTDM may show 2 hours of congestion (5-6pm AND 6-7pm)
2. RTDM may show 1 hour of congestion (5-6pm OR 6-7pm)
3. RTDM may show 0 hours of congestion

**Example of Hourly Segment Volumes**

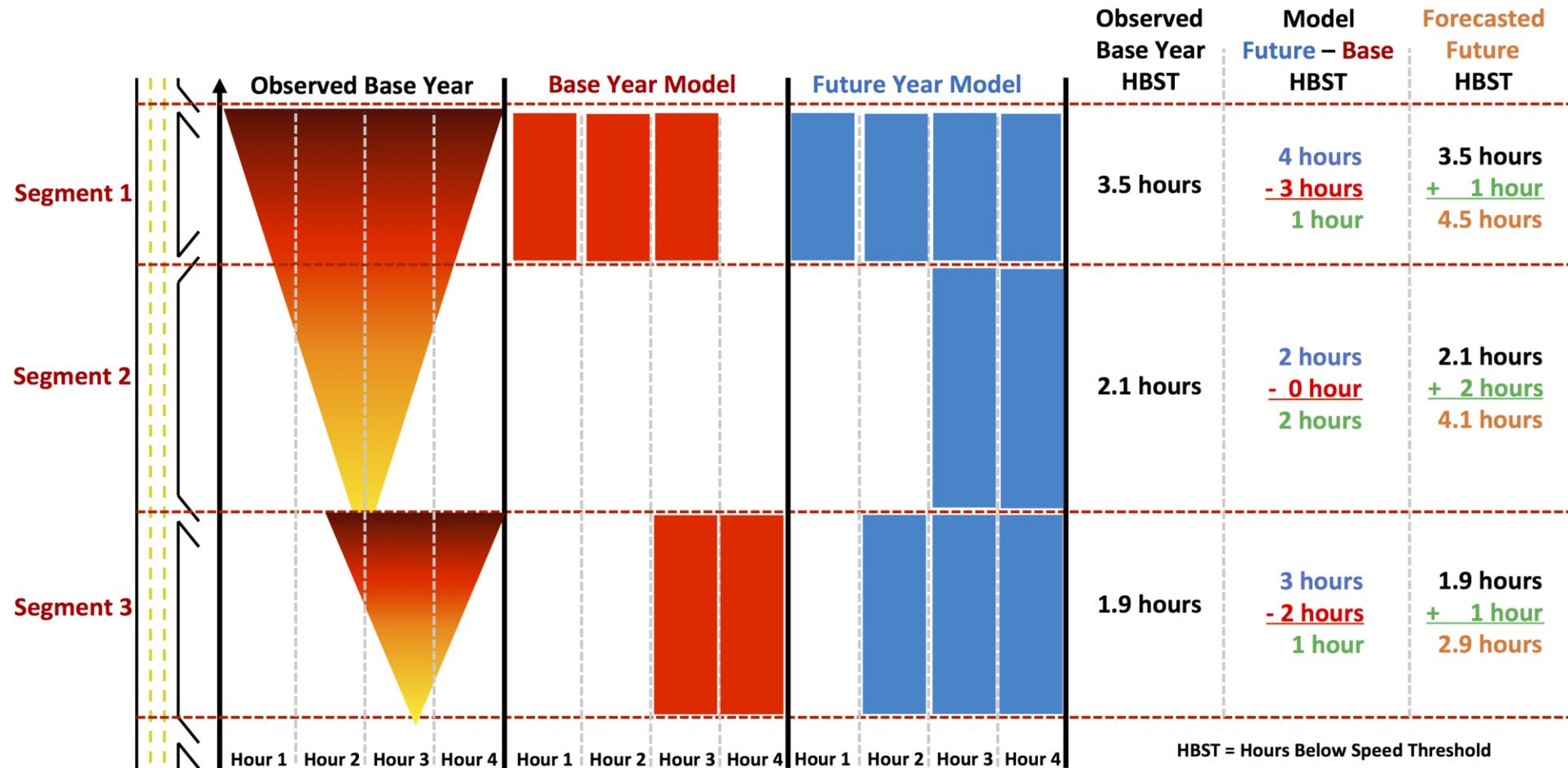


# Limitations of model – congestion and queuing

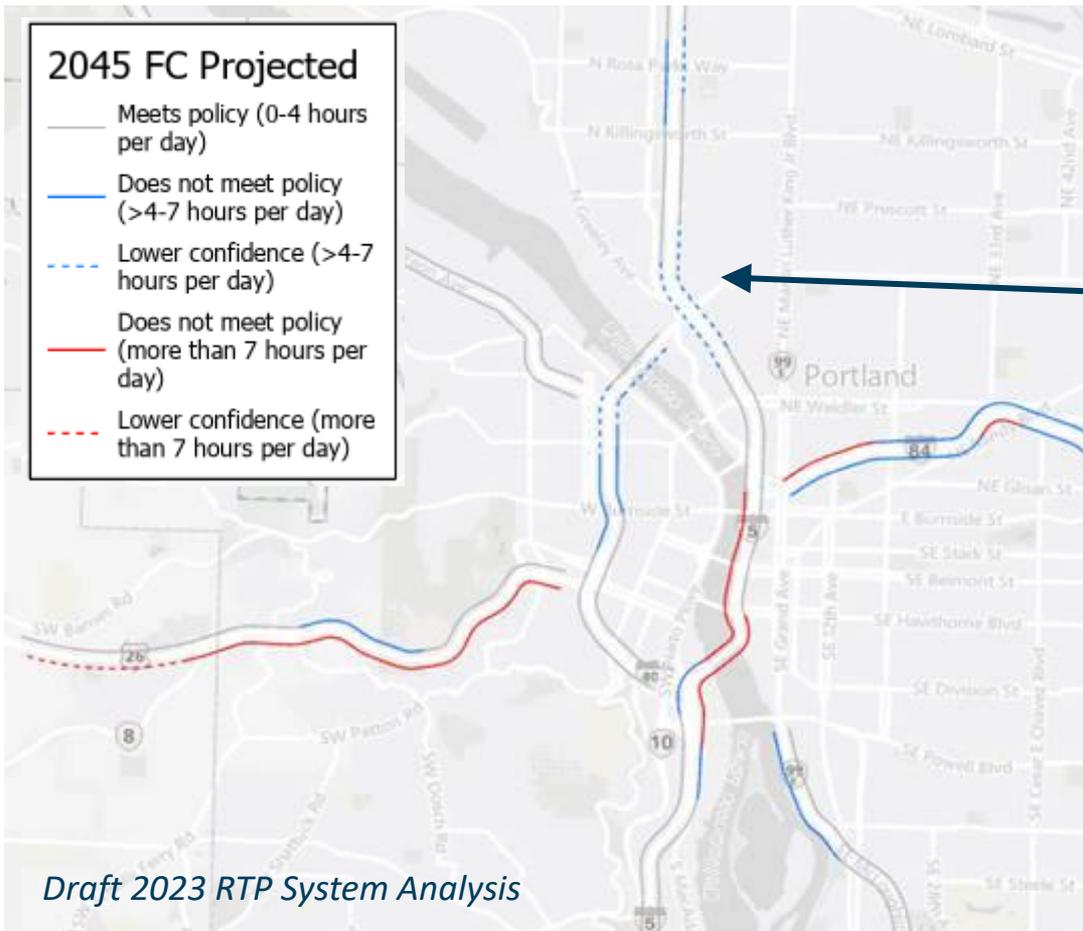


- RTDM captures initial congestion locations reasonably well
- RTDM does not capture queuing effects
- Model can underestimate congestion related to bottlenecks

# Forecasting using model data



# Draft results of forecast methodology

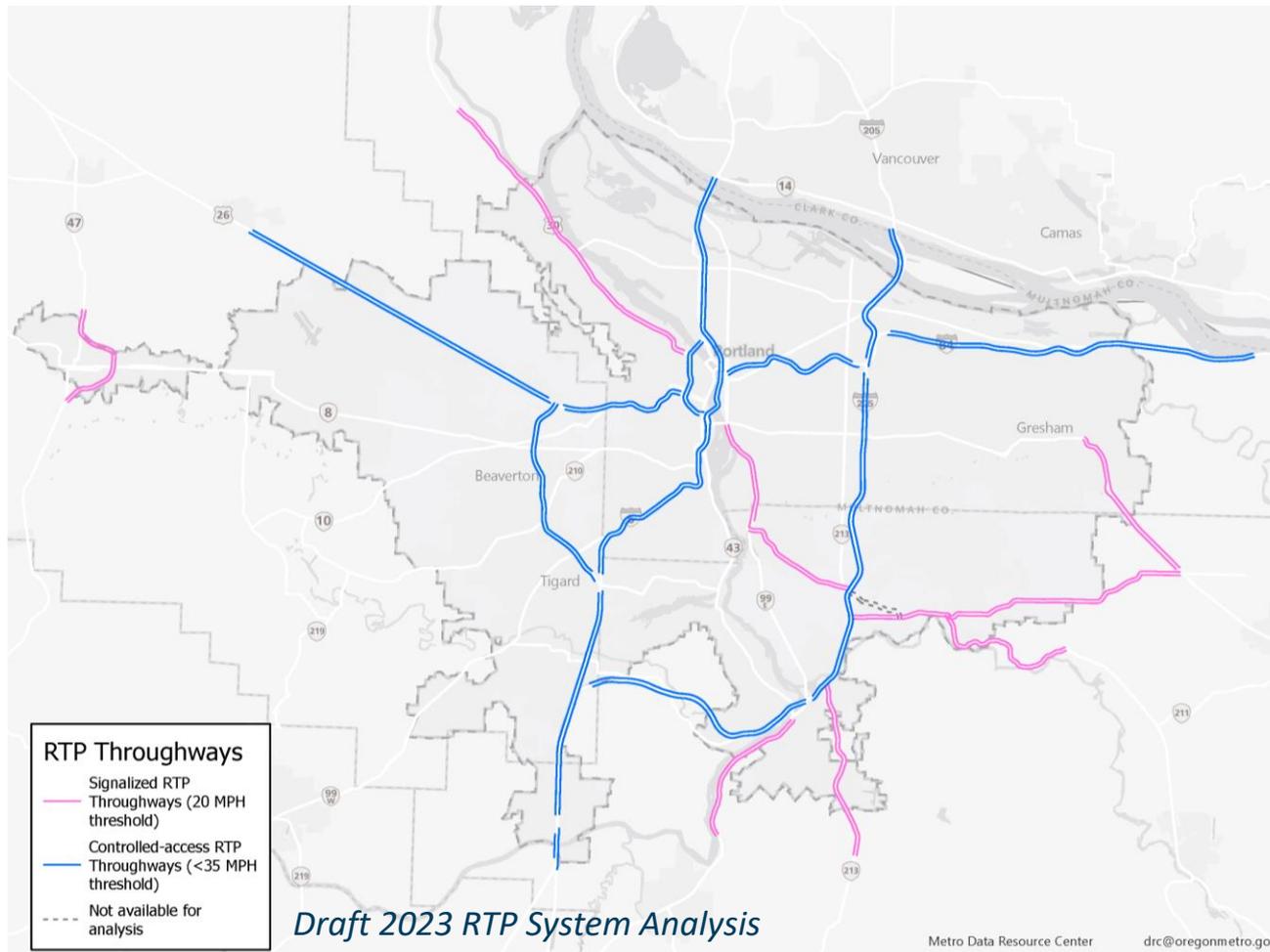


- All future year scenarios are built from adjusting Observed data with Model data

(Base Year Observed) + (Future Year Model – Base Year Model)

- Areas where Base Year Model deviates more than 4 hours from Observed Data is marked as *Lower Confidence*
- Shown as *Dashed Lines* on draft mobility policy maps

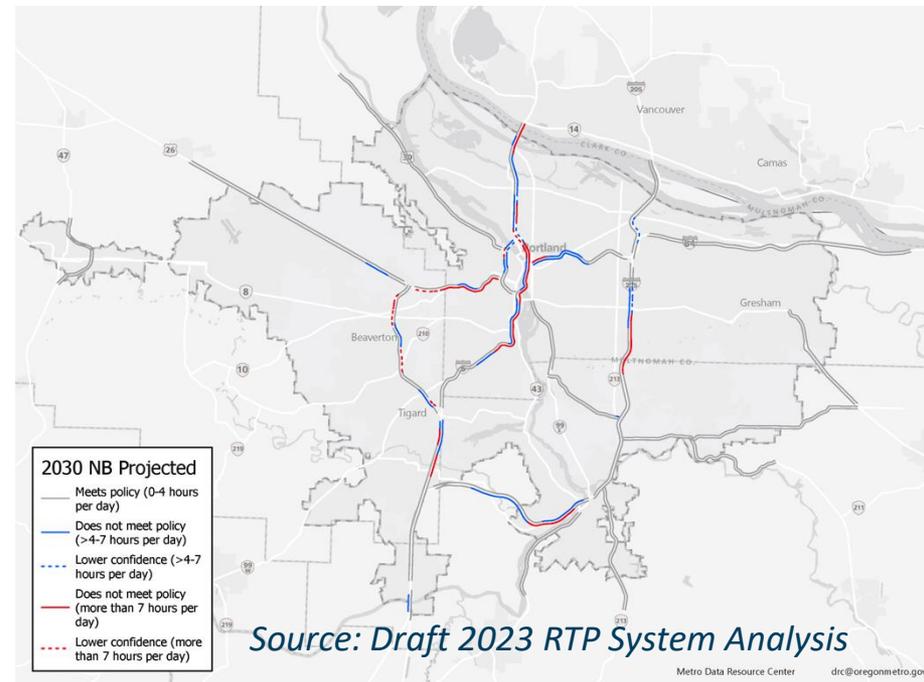
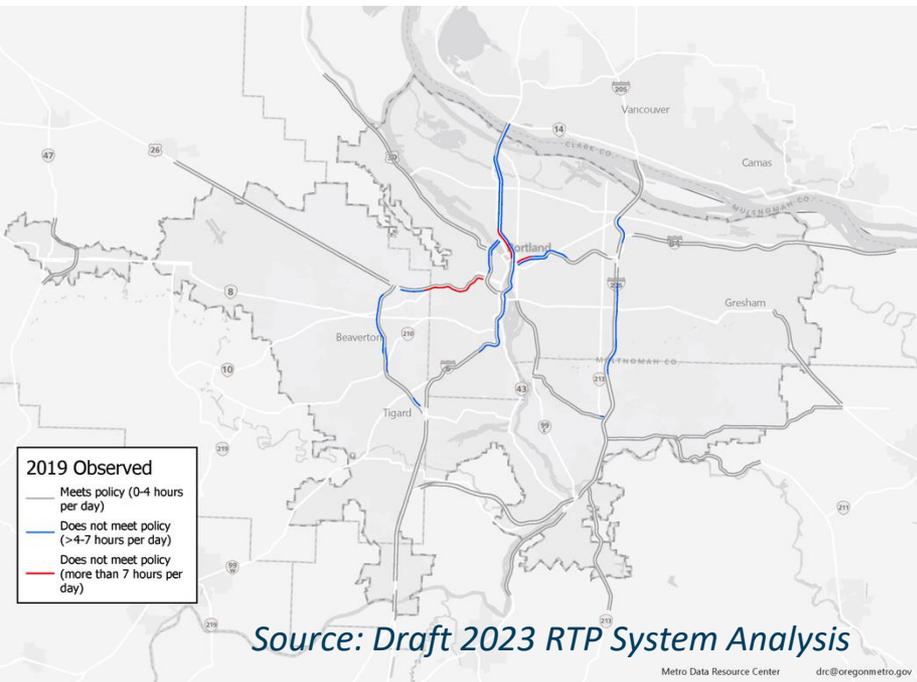
# Throughway segments evaluated in regional travel demand model



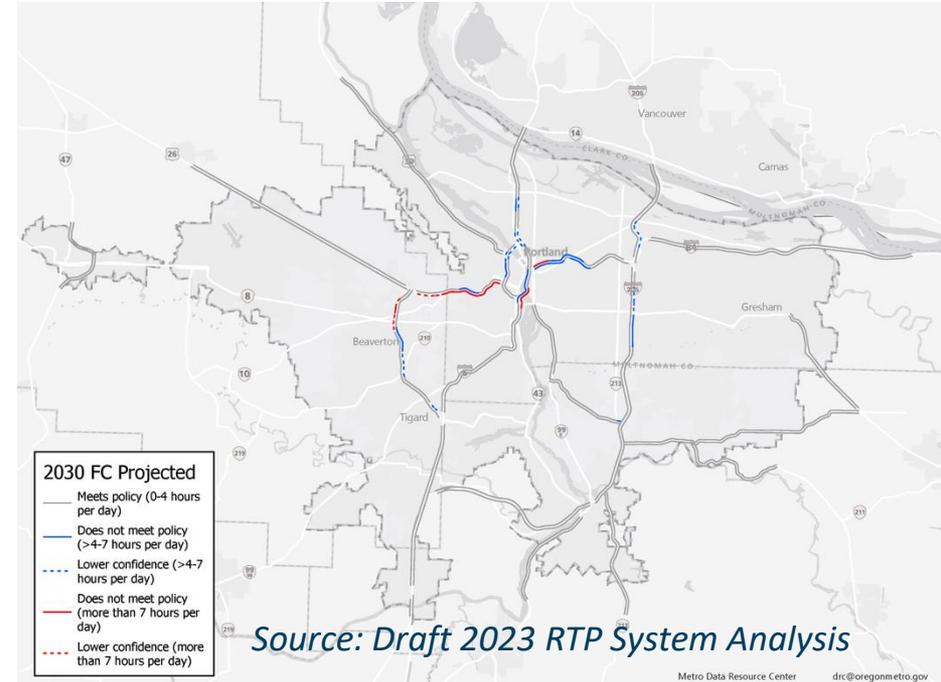
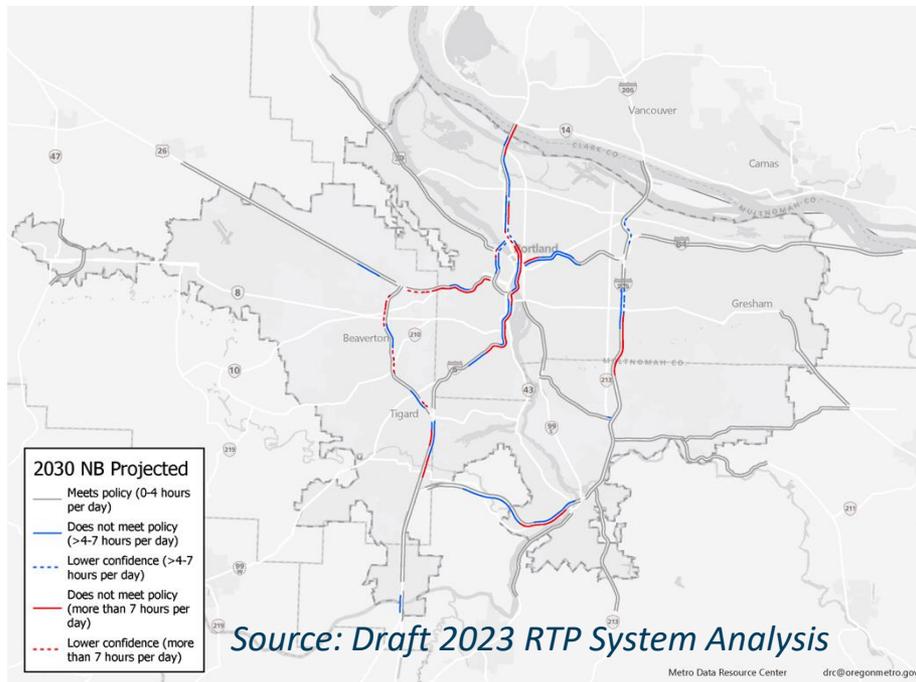
Additional work is needed on the signalized throughways (shown in pink):

- Methodology
- Revisit throughway classification for some facilities

# 2019 and 2030 No Build



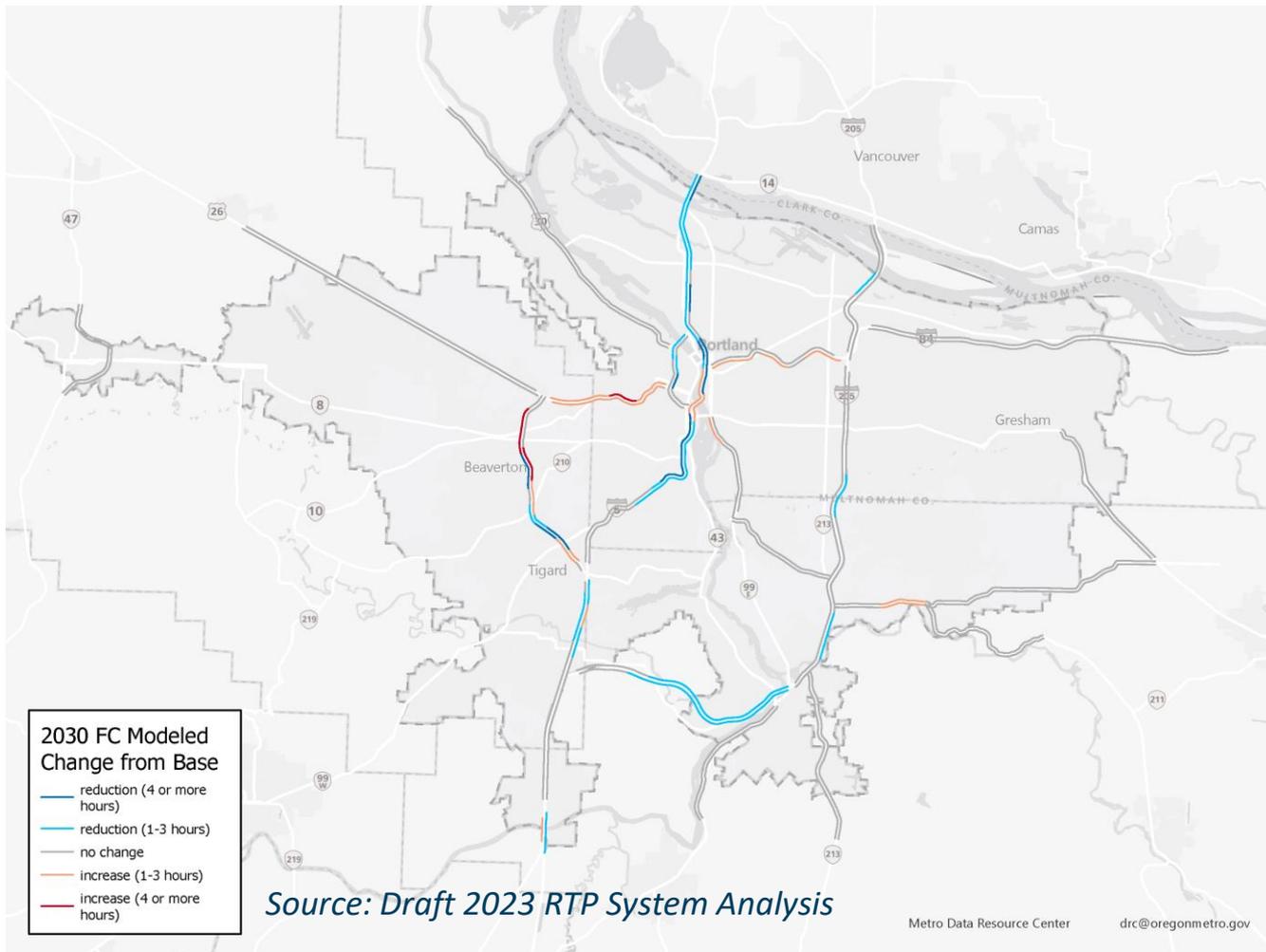
# 2030 No Build and 2030 Constrained



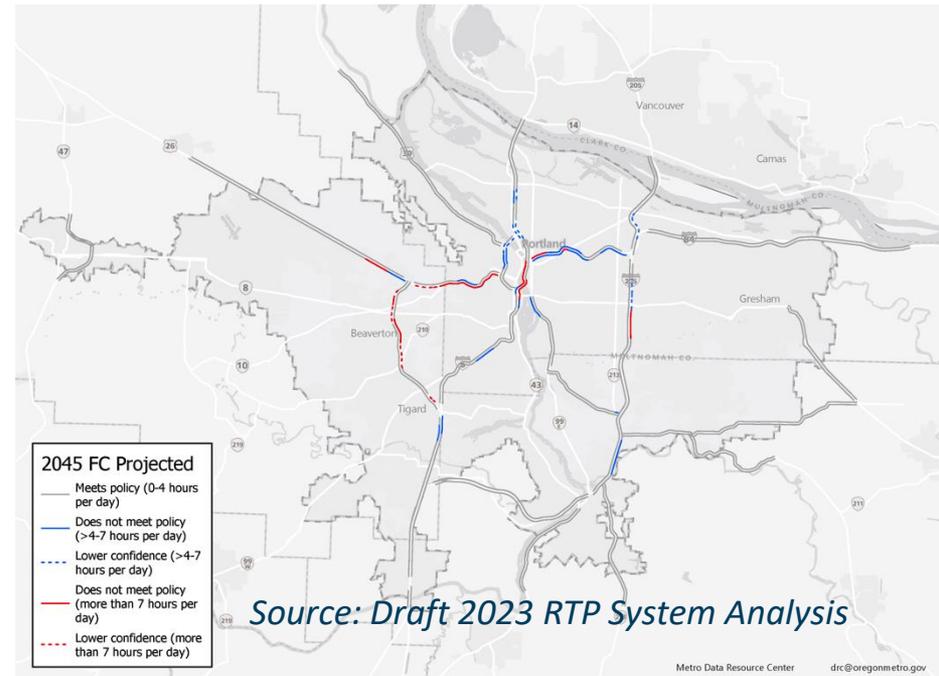
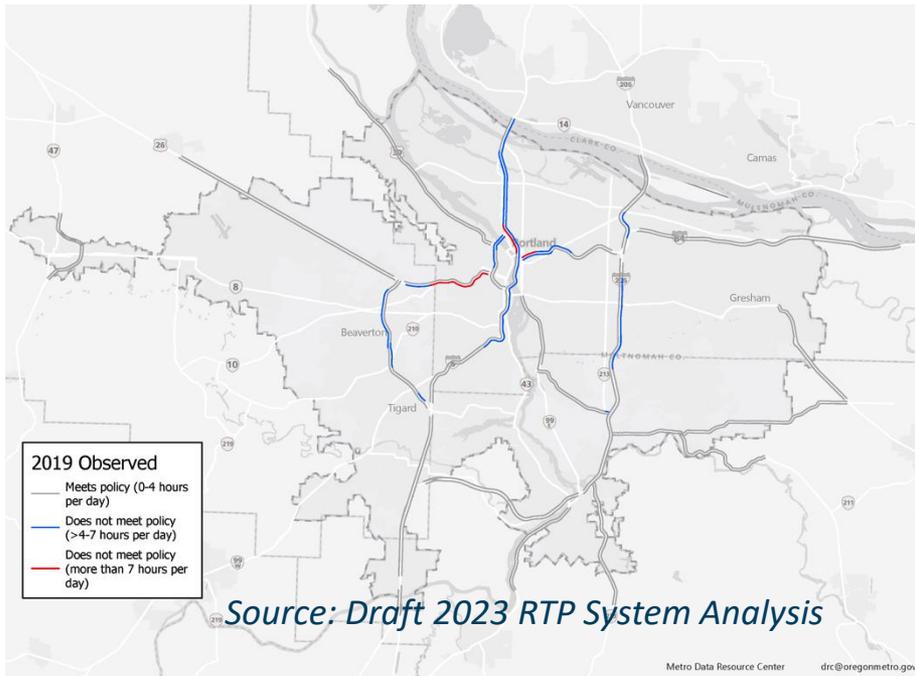
## Major projects modeled in 2030 Constrained

I-5 Rose Quarter Project, pre-IBR Tolling, I-205/Abernethy, I-205 Toll Project and Widening, Regional Mobility Pricing Project, OR 224 widening, MAX Red Line Improvements, 82<sup>nd</sup> Avenue HCT and TV Highway HCT

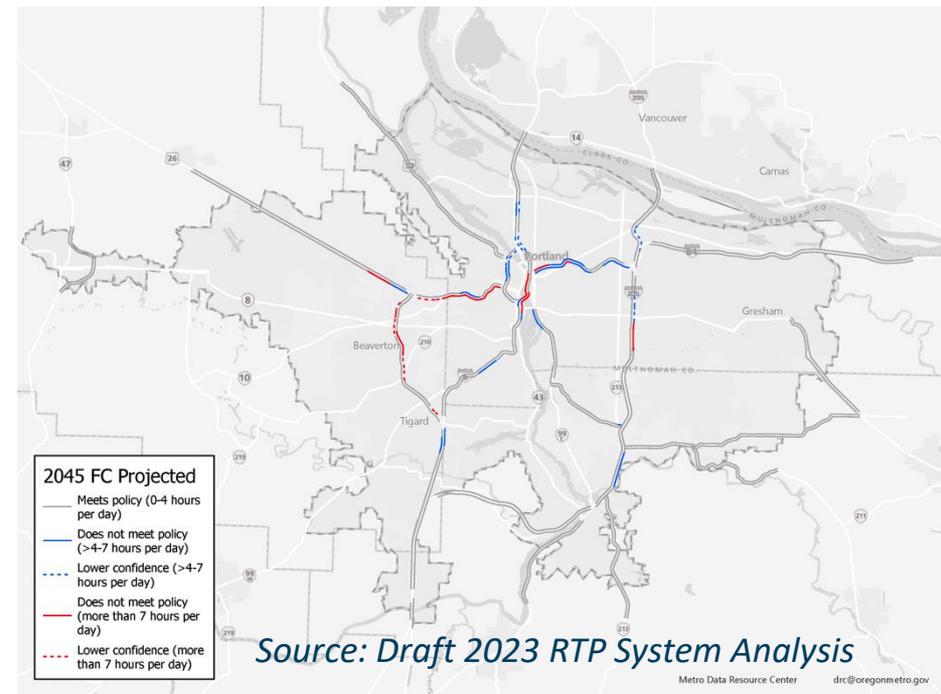
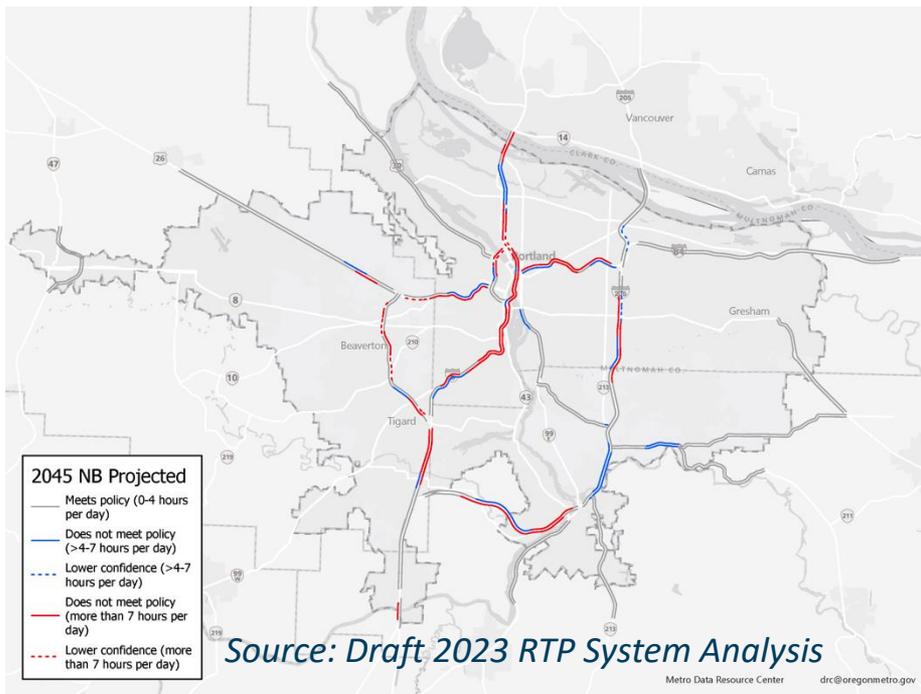
# 2030 Constrained (change from base year)



# 2019 Base year and 2045 Constrained



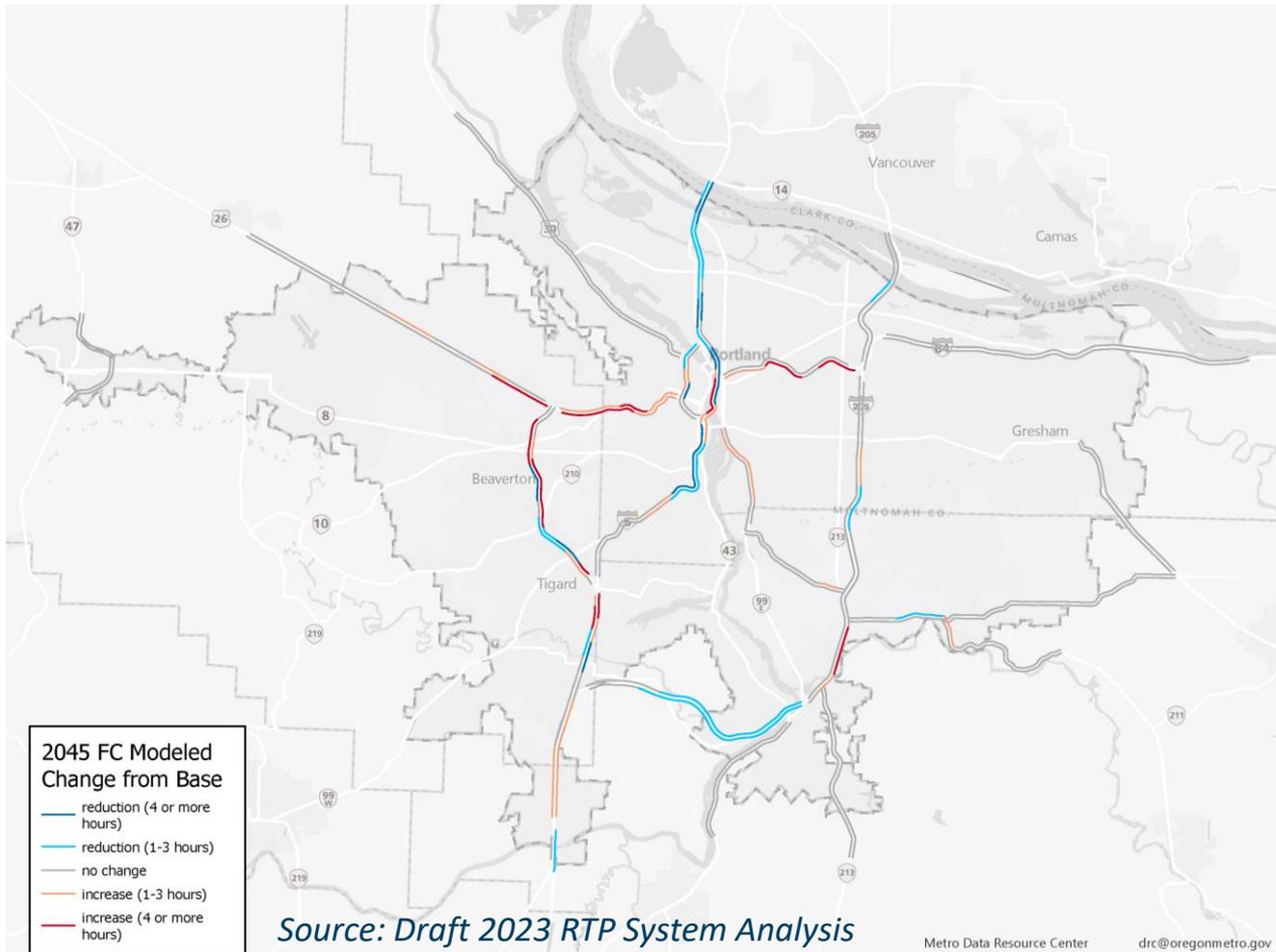
# 2045 No Build and 2045 Constrained



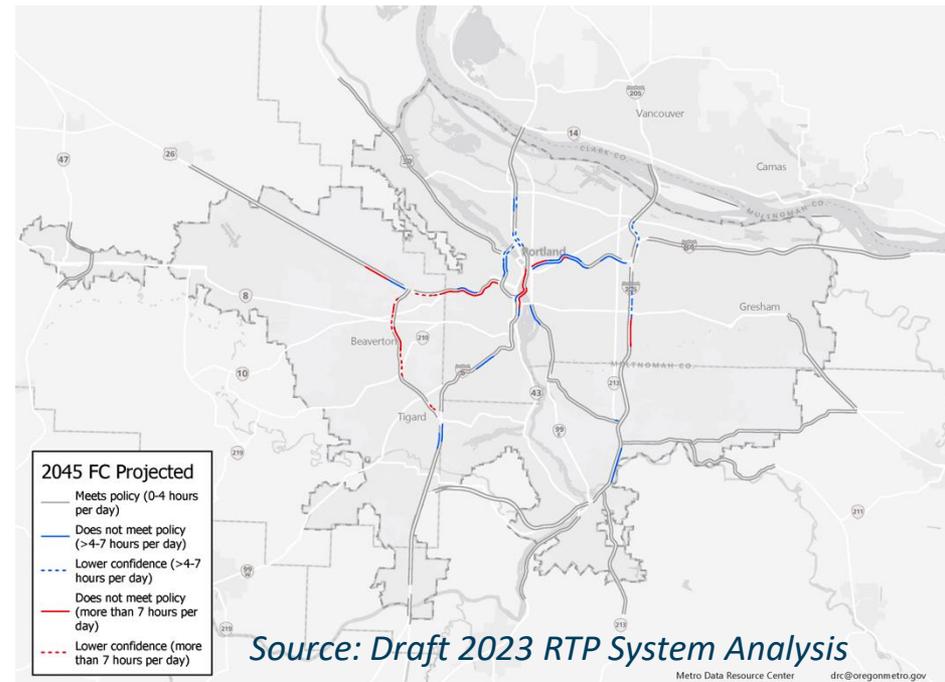
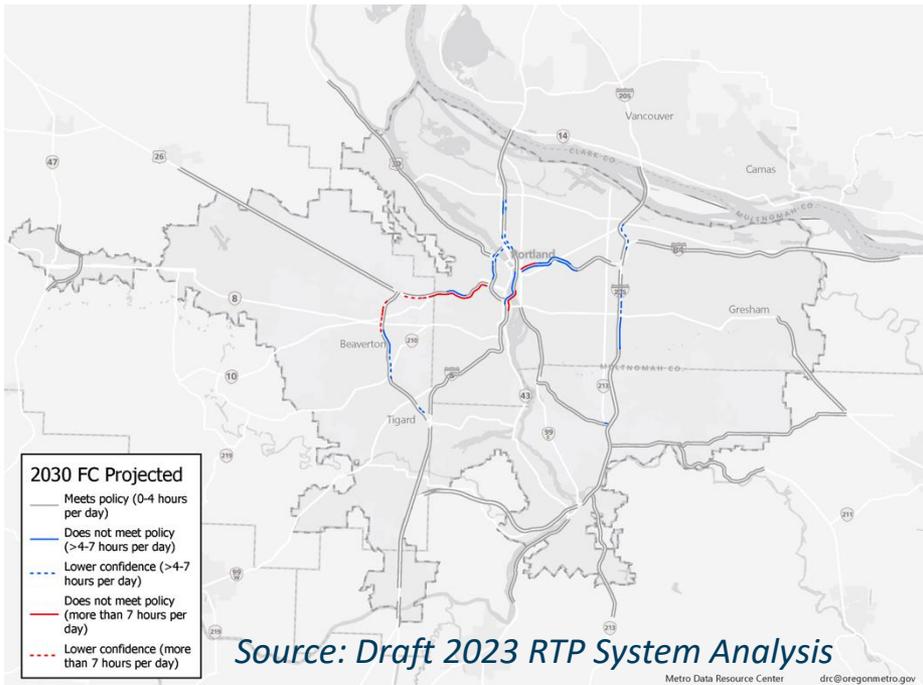
## Major projects modeled in 2045 Constrained

2030 Constrained, plus I-5 Interstate Bridge Replacement Program, Sunrise Project Ph. 2, I-5 NB and SB auxiliary lanes and SB truck climbing lane, I-5 NB and OR 217 braided ramps, I-5 Boone Bridge, Southwest Corridor LRT

# 2045 Constrained (change from base year)

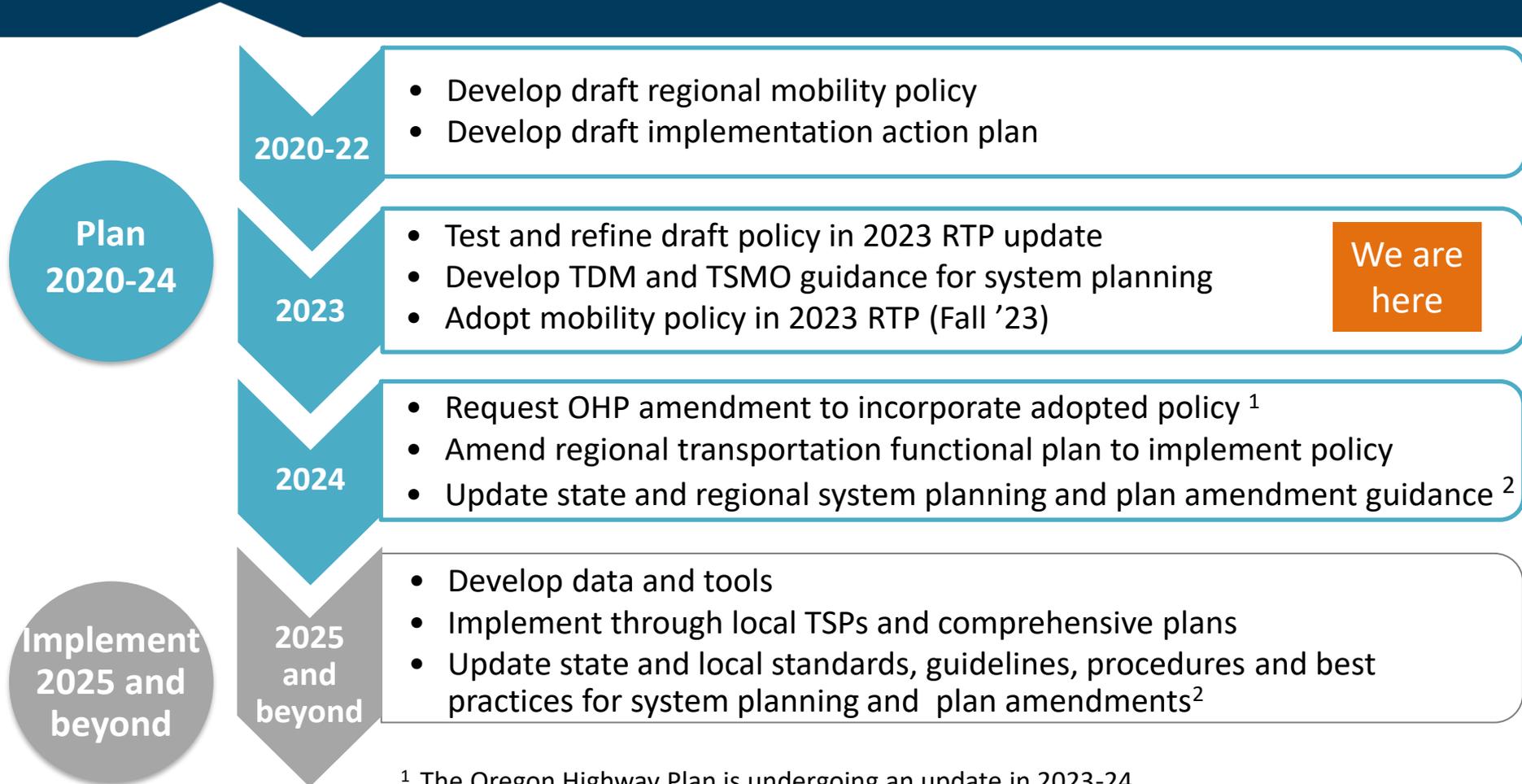


# 2030 Constrained and 2045 Constrained





# DRAFT implementation action plan



<sup>1</sup> The Oregon Highway Plan is undergoing an update in 2023-24.

<sup>2</sup> ODOT and DLCDC are updating state guidelines, procedures and other tools in 2023-24 to support Climate-Friendly and Equitable Communities (CFEC) implementation.

# Supports statewide policy and implementation

This policy intersects with statewide planning efforts underway.

This policy will support regional and local implementation of statewide policies.

Climate-Friendly and Equitable Communities (2022)

Oregon Highway Plan (2023-2024)

Oregon Transportation Plan (2023)

Regional Transportation Plan (2023)

Regional Mobility Policy (2019-2023)

# Questions for TPAC

- What questions or comments do you have about the revised methodology?
- What observations do you have about the revised analysis?
- What additional information would be helpful for discussion at August 16 TPAC/MTAC workshop?
- What additional information or future work is needed to recommend adoption of the mobility policy in the 2023 RTP?

**Learn more at:**

[oregonmetro.gov/mobility](https://oregonmetro.gov/mobility)



**Metro**



**Oregon  
Department  
of Transportation**

# Thank you!

**Kim Ellis, Metro**

[kim.ellis@oregonmetro.gov](mailto:kim.ellis@oregonmetro.gov)



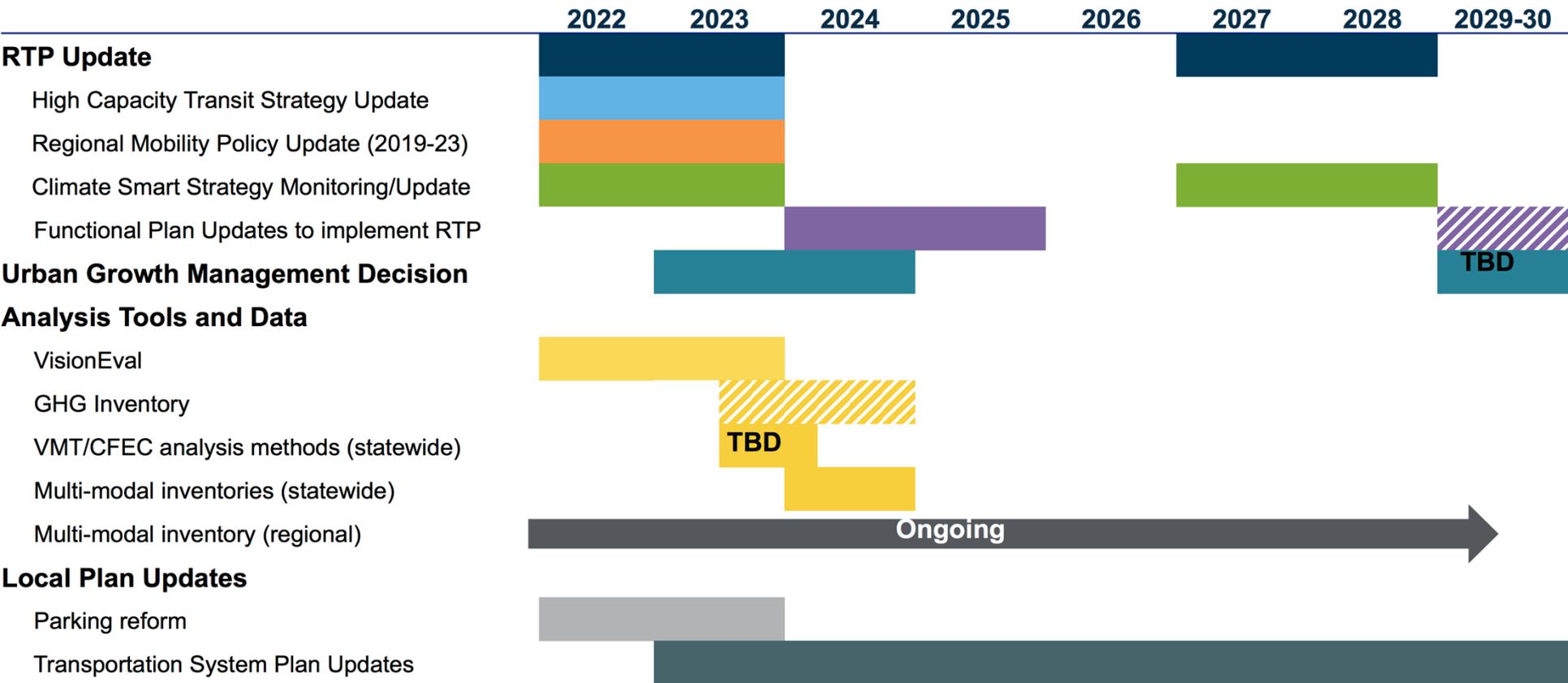
**Glen Bolen, ODOT**

[Glen.A.BOLEN@odot.oregon.gov](mailto:Glen.A.BOLEN@odot.oregon.gov)



# Supplemental slides

# CFEC implementation in region



# DRAFT Policy Implementation Actions

## 2023 Actions

### Test and refine the draft Regional Mobility Policy through 2023 RTP update (Metro)

- Develop travel speed forecasting approach for throughways analysis (Metro and ODOT)
- Report draft mobility performance in system analysis (Metro)
- Establish baseline VMT/capita for home-based trips and VMT/employee for commute trips to/from work for TBD geographies (e.g., by 2040 type, jurisdictional boundaries, etc. ) in the 2023 RTP (Metro and ODOT)
- Further define and map TSMO “Key Corridors” for inclusion in 2023 RTP (Metro/TransPort)
- Develop implementation guidance for TDM/TSMO to support the Regional Mobility Policy (Metro)
- Further operationalize policy in RTP congestion management process and corridor refinement planning policies (Metro)
- Adopt the final Regional Mobility Policy in the 2023 Regional Transportation Plan (Metro)

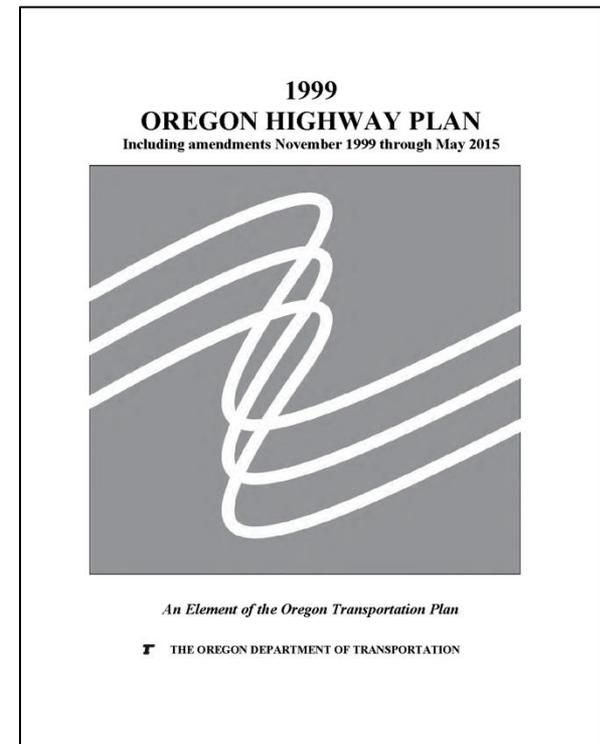


### Update Multimodal System Inventories (ODOT)

# DRAFT Policy Implementation Actions

## 2024 Actions

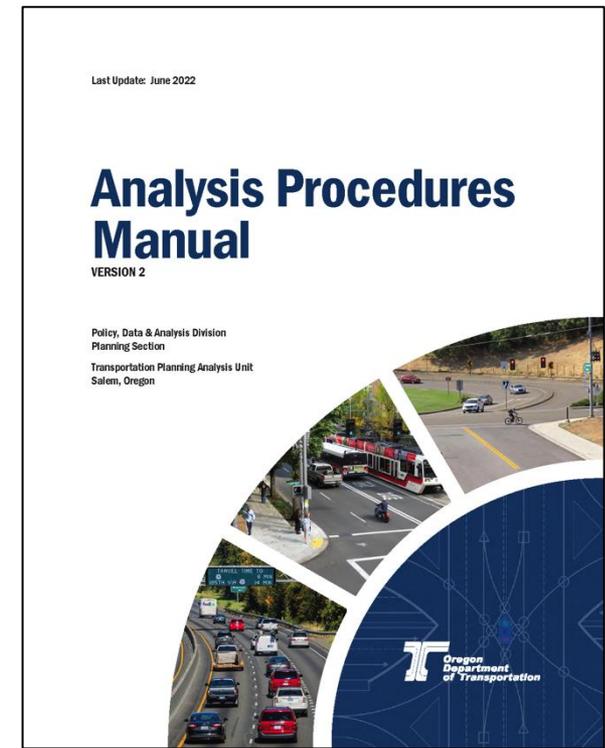
- Request consideration of the updated Mobility Policy for the Portland metropolitan area in the updated Oregon Highway Plan (Metro and ODOT)
- Amend Regional Transportation Functional Plan, Title 3, Transportation Project Development, to reflect the Regional Mobility Policy (Metro)
- Develop a VMT method and guidance to support evaluation of plan amendments (ODOT, 2023-2025 timing)



# DRAFT Policy Implementation Actions

## 2024 Actions (continued)

- Update Regional Transportation Functional Plan to encompass additional relevant TSMO and TDM system planning guidance (Metro)
- Update ODOT's Analysis Procedures Manual, development review procedures, and TSP guidelines to reference the updated Regional Mobility Policy (ODOT, 2023-2024 timing)
- Determine remaining needs for updates to the Oregon Highway Design Manual to acknowledge the adopted Portland Metro area mobility policy (ODOT)
- Develop model codes and guidance to support local implementation (Metro)



# DRAFT Policy Implementation Actions

## 2025 and Beyond Actions

- Implement Regional Mobility Policy through local TSP and comprehensive plan updates (Cities and Counties)
- Incorporate regional mobility policy implementation guidance for TDM into Metro's Regional Travel Options (RTO) Strategy Update (Metro, 2025-2026 timing)
- Update Transportation Analysis Zones (TAZs) to support local and regional planning needs (Metro, 2026-2028 timing)
- Expand the region's Dynamic Traffic Assignment capabilities (Metro, timing TBD)
- State and Regional Modeling Collaboration (Metro and ODOT, timing TBD)

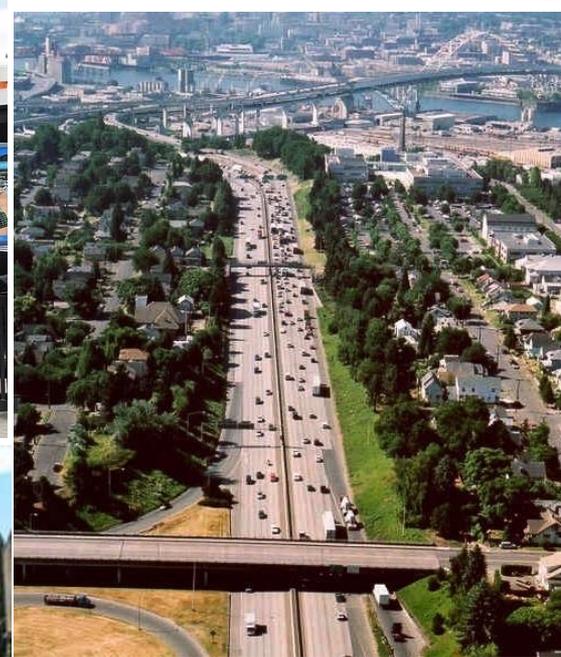
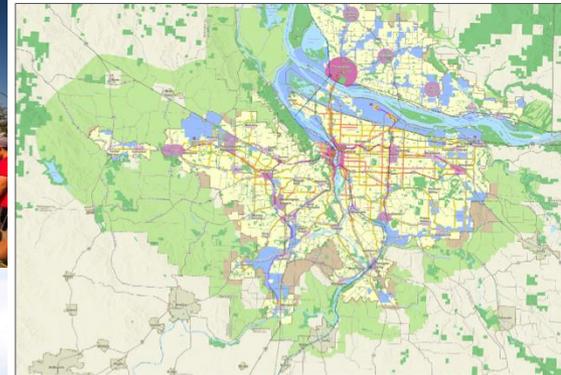


# 2023 Regional Transportation Plan

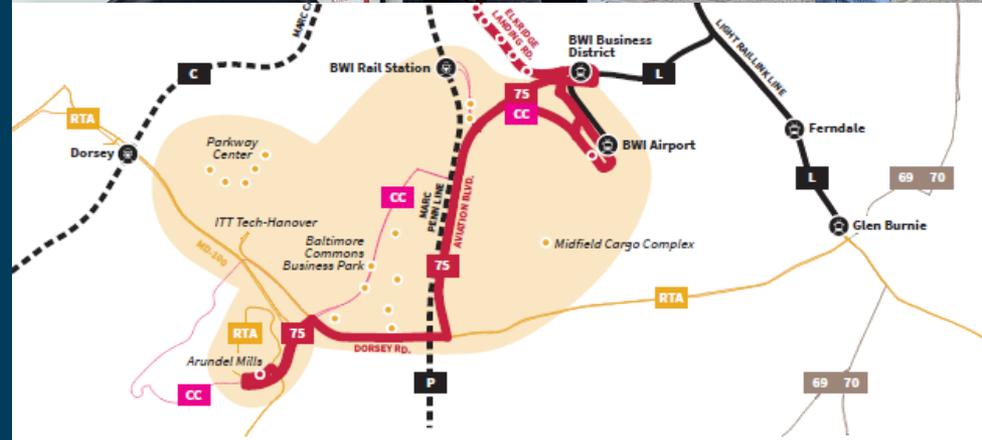
## Chapter 8 Implementation

TPAC

August 4, 2023



# Chapter 8 – Moving Forward Together (5-year work plan)



# Proposed chapter updates



**Introduction** – *update to provide a stronger call to action*

**Metro Programs** – *rename and minor updates*

**Region-wide Planning** – *rename and move selected items to appendices noted below*

**Corridor Refinement Planning** – *rename and move to a new appendix*

**Major Project Development** – *rename and move to a new appendix*

**Data and Tools Development** – *rename and move to Appendix M*

Proposed changes address feedback from TPAC and MTAC and are highlighted in 7/28/23 memo to TPAC.

## Section 8.2 | Planning and Programs

# Region-wide planning (next 5 years)

Planning activity	Lead Agency(ies)	Proposed timing
Regional Transportation Funding Strategy <i>(new)</i>	TBD	TBD
Workforce Diversification in Regional Transportation Infrastructure Projects	Metro	2024
Connecting First and Last Mile: Accessing Mobility through Transit Study	Metro	2024-25
Forward Together Part 2 <i>(new)</i>	TriMet	TBD
Coordinated Transportation Plan for Seniors and People with Disabilities <i>(new)</i>	TriMet	2024
Regional Transportation Functional Plan Update - includes regional mobility policy implementation	Metro	2024-25
Emergency Transportation Routes Project Phase 2	Metro, RPDO	2024-26
Regional Freight Rail Study	Metro, Port	2024-26
2040 Refresh	Metro	TBD
Funding Strategy for Regional Bridges	Counties	2024-28

Reflects revisions proposed by Metro staff to address feedback provided by TPAC and MTAC in July.



# Process/timeline for Chapter 8

<del>July 7</del>	<del>TPAC discussion</del>
<b>July 10 to Aug. 25</b>	Public comment period, including public hearing
<del>July 19</del>	<del>MTAC discussion</del>
August 4	TPAC discussion of Metro staff proposed changes
<i>September 1</i>	<i>TPAC discussion (if needed)</i>
<b>September 12 (tentative)</b>	Metro Council discussion
<b>September 13</b>	TPAC Workshop - <i>as part of discussion of Metro staff recommended actions in response to public comments requesting changes to Chapter 8</i>
<b>September 21</b>	JPACT discussion
<b>September 27</b>	MPAC discussion

# Questions for TPAC

- Questions or feedback about the proposed revisions?
- Other revisions or additions to Chapter 8?

**Learn more at:**

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



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



**Metro**

**Kim Ellis, AICP**

RTP Project Manager

[kim.ellis@oregonmetro.gov](mailto:kim.ellis@oregonmetro.gov)

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