



2023 Regional Transportation Plan Scoping

Agency Consultations Report

Summaries of consultation meetings held with Federal, State, local and natural resources agencies during the scoping phase for the 2023 Regional Transportation Plan update.

April 2022

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

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions. This means JPACT approves MPO decisions and submits them to the Metro Council for adoption. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

Project web site: oregonmetro.gov/rtp

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

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INTRODUCTION

In October 2021, Metro began the process of updating the Regional Transportation Plan. The first phase of 2023 Regional Transportation Plan (2023 RTP) included scoping the Work Plan and Engagement Plan and refining the RTP's vision and priority outcomes. Throughout the scoping phase, Metro involved a range of stakeholders including agencies and jurisdictions through five Metro advisory committees – the Committee on Racial Equity (CORE), the Transportation Policy Alternatives Committee (TPAC), the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC) and the Metro Technical Advisory Committee (MTAC), County Coordinating Committees.

In addition to consultation that occurred through at these advisory committees, Metro held consultation meetings to ensure agencies had the opportunity to be involved early in the 2023 RTP process. Metro held two meetings.

1. Resources agencies: February 23, 2022, 1:30 – 3:00 p.m.
2. Federal, state and local agencies: March 1, 2022, 1:30 – 3:00 p.m.

Metro invited 40 federal, state, and local transportation, historic and natural resource, wildlife, port and land management and regulatory agencies to consult on the 2023 RTP, in accordance with 23 CFR 450.316 and 23 CFR 450.324 section (f)(10). Metro invited seven American Indian Tribes to consult on the 2023 RTP. A list of invited agencies and Tribes is included as Attachment A. To-date, Metro has not held 2023 RTP meetings with Tribes. The project team is working closely with Metro's Tribal Policy Advisor to learn when and how Tribes wish to be involved in the RTP update process.

In advance of the consultation meeting, Metro staff sent participants RTP background material for reference. At each of the consultations Metro staff presented an overview of what the RTP is and why it is important and the 2023 RTP Draft Work Plan, Engagement Plan and project timeline. (See Attachment B for the presentations.) Agency staff were invited to comment and ask questions during and after the presentation. Detailed meeting summaries are included at Attachment C. Following the consultation meetings, meeting material was provided to all agencies invited to consult. Agencies were encouraged to submit comment letters and indicate their preferences for ongoing involvement in the 2023 RTP with a brief online survey. (See Attachment D for comment letters and Attachment E for survey responses.)

SUMMARY

The consultation meetings invited agency staff to provide input on the following topics and any other areas of interest or topics of concern related to the 2023 RTP:

- opportunities and challenges for the 2023 RTP update
- how their agency would like to be involved in the process
- an approach for effectively coordinating with their agency's staff on plans and planning activities

The input agencies provided during and following the meetings have helped to inform the 2023 RTP Draft Work Plan and Engagement Plan as well as kicking off agency coordination. Comment letters have been shared with advisory groups and decision makers as they have considered the Draft Work Plan and Engagement Plan for the 2023 RTP.

Input provided at each of the consultation meetings is summarized below.

Resource agencies

The resource agency consultation meeting included 11 staff representing six agencies. The presentation and discussion focused on the environmental assessment for the 2023 RTP. Agency staff discussed available data and relevant projects that should be considered in the analysis of the environmental impacts of transportation projects. The conversation is briefly summarized below, organized by topics of concern and resources available to support the RTP work. The detailed meeting summary is available in Attachment C.

Topics of concern

- Several specific species of concern were mentioned including: salmonids, Lamprey and oak woodlands.
- The increase of chemicals in streams from tires, particles and other effluent from electric vehicles.
- Concentrations of (6PPD-quinone) from tire particles in stormwater were found to be lethal for coho following exposures lasting only a few hours. Additional (forthcoming) research has shown that steelhead are vulnerable, and other species of ESA-listed salmonids tested (e.g., Chinook), are also affected.
- A mercury Total Maximum Daily Load (TMDL) was recently established for the Willamette Basin. Metro is a Designated Management Agency for the Willamette and Tualatin TMDLs. Most of our mercury comes from air deposition, therefore controlling soil erosion/runoff are key to reducing mercury input. Whatever the RTP can do to help control soil erosion and runoff will be helpful.
- Heat driven emissions criteria and risks related to ozone emissions.

- Can RTP advocate for leveraging projects such as coordination between sewer and road.
- Consider who the RTP coordinates with the buildable lands inventory – also another opportunity for coordination at the local level.

Available resources

- Oregon Connectivity Assessment and Mapping Project, a statewide connectivity assessment for priority movement corridors (ODFW)
- Regional Habitat Connectivity model
- A newly formed subcommittee habitat workgroup to review habitat crossing issues.
- EPA has launched an environmental justice screening tool: www.epa.gov/ejscreen
- Guidance from US EPA about how to use MOVES for a GHG analysis
- Information and direction on use of Statewide Wetlands Inventory is included in the comment letter from the Department of State Lands (see Attachment D).
- Promote concepts from FHWA's Eco-Logical
- Clean Water Services and its partners might be able to provide data on existing and planned resources related project.

Federal, state and local agencies

There were 27 staff representing ten agencies at the consultation meeting for federal, state and local agencies. The presentation and discussion focused on relevant policies, plans, programs, data or other information should Metro be aware of to ensure coordination. The conversation is briefly summarized below, organized by topics of concern and relevant planning work, resources and opportunities for coordination. The detailed meeting summary is available in Attachment C.

Topics of concern

- Consider trends in freight and goods movement. In particular, at seaport marine terminals there have been some significant changes in transportation patterns following the onset of COVID-19, consistent with supply chain issues nationally.
- It will be important to include electric vehicle infrastructure and charging stations in this RTP update.
- It will be important to find ways to connect with community members, seniors and others who may have less access to online resources.
- Many veterans are both senior and/or experience mobility challenges. There's a need to address issues of mobility for those groups to access services around the region.

Relevant planning work, resources and opportunities for coordination

- Ensure consistency of the RTP with Oregon Department of Transportation (ODOT) Plans, including the Oregon Transportation Plan and the Oregon Highway Plan, both of which are in the process of being updated. In addition, development of regional congestion pricing policies for the RTP should be in coordination with ODOT's Urban Mobility Office.
- The State has modal plans that provide policy direction. ODOT and OTC also programs, projects and reports that can be consulted and incorporated into the RTP. (See Attachment D for ODOT's comment letter with lists of plans and reports.)
- The Southwest Washington Regional Transportation Council (RTC) is also working on a transportation plan update along similar timeline with completion expected in December 2023.
- Ensuring the RTP addresses new planning, evaluation and engagement-related requirements in the Climate Friendly and Equitable Communities statewide rulemaking and the updated greenhouse gas emissions reduction targets that address the Governor's Executive Order 20-04.
- FHWA's Bipartisan Infrastructure Law (BIL): <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>
- Greenhouse gas and other emissions analysis conducted for the RTP should take into account recently adopted rules and programs including [DEQ rules on Vehicle & Fuel Tech](#), Climate Protection Program, Advanced Clean Trucks Rule and upcoming rulemaking, including the Clean Fuels Program Update and Advanced Clean Cars. It will be important to consult with EPA, DEQ, ODOT and DLCD on the emissions analysis assumptions and tools used.
- Coordinating the RTP and the MTIP through well-scoped and well-defined projects in both documents.

NEXT STEPS

The RTP team will continue to work with resource, federal, state and local agencies throughout the 2023 RTP process. Metro will involve staff at the key opportunities for coordination that were highlighted during the consultation meetings.

ATTACHMENT A

AGENCIES INVITED TO CONSULT IN THE 2023 RTP SCOPING PHASE

ATTACHMENT A - AGENCIES INVITED TO CONSULT IN THE 2023 RTP SCOPING PHASE

Resource agencies

- Clackamas County Water Environment Services
- Clean Water Services
- Metro Parks and Nature
- National Marine Fisheries Service (NOAA)
- National Park Service (Pacific West Region)
- Oregon Department of Agriculture
- Oregon Water Resources Department
- Oregon Watershed Enhancement Board
- Oregon Department of State Lands
- Oregon Department of Fish and Wildlife
- Oregon Department of Forestry
- Portland Bureau of Environmental Services
- United States Environmental Protection Agency
- United States Fish and Wildlife Service
- United States Forest Service
- United States Bureau of Land Management

Federal, state and local transportation agencies

- Bonneville Power Administration
- Federal Aviation Administration
- Federal Highway Administration
- Federal Railroad Administration
- Federal Transit Administration
- Federal Transit Administration
- United States Army Corps of Engineers
- United States Department of Labor
- United States Department of Veterans Affairs
- United States Coast Guard

- Oregon Bureau of Labor and Industries
- Oregon Department of Energy
- Oregon Department of Environmental Quality
- Oregon Department of Land Conservation and Development
- Oregon Department of Transportation
- Oregon Department of Veterans Affairs
- Oregon Parks and Recreation Department
- Oregon State Historic Preservation Office
- Portland of Portland
- Port of Vancouver
- TriMet
- South Metro Area Regional Transit (SMART)
- C-TRAN
- Southwest Washington Regional Transportation Council (RTC)

Native American Tribes

- Confederated Tribes of Siletz Indians
- Confederated Tribes of Grand Ronde
- Confederated Tribes of Warm Springs
- Confederated Tribes of the Umatilla Indian Reservation
- Confederated Tribes and Bands of the Yakama Nation
- Nez Perce Tribe
- Cowlitz Indian Tribe

ATTACHMENT B

CONSULTATION MEETING PRESENTATIONS

2023 Regional Transportation Plan

Consultation with resource agencies

Feb 23, 2022



Metro



Today's purpose

Provide an opportunity for federal, state and other partners to consult with Metro on:

- Work plan for the 2023 RTP, particularly the environmental assessment and potential mitigation strategies
- Priorities, interests and plans of federal, state and resource agencies that may intersect with the RTP
- Desired level and type of consultation throughout the process (now through 2023)



APPENDIX F
2018 Regional Transportation Plan
Environmental
assessment and potential
mitigation strategies

December 6, 2018

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What is Metro?

Elected regional government, responsible for planning (and services) for:

- Land use (urban growth boundary)
- Transportation (metropolitan planning organization)
- Parks and natural areas
- Garbage and recycling
- Oregon Zoo, convention center, Expo, P5

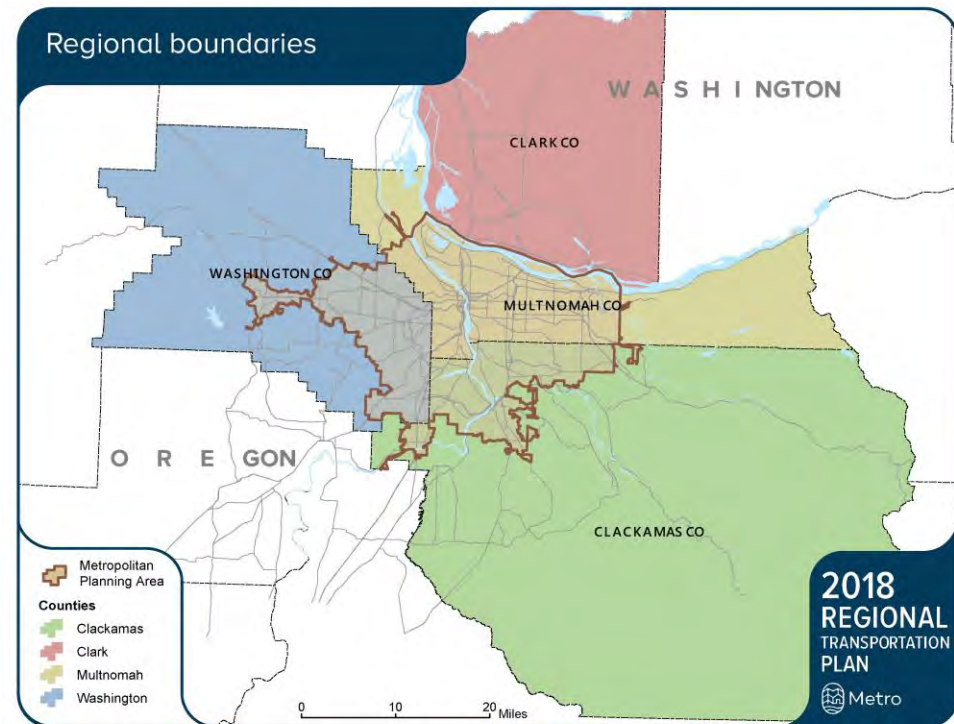
Serving 1.5 million people, 24 cities in three counties, 463 square miles



Metro serves as the metropolitan planning organization

Authorized by Congress and designated by the Governor of the State of Oregon to coordinate and plan investments in the regional transportation system

Necessary for the region to qualify for federal transportation funds

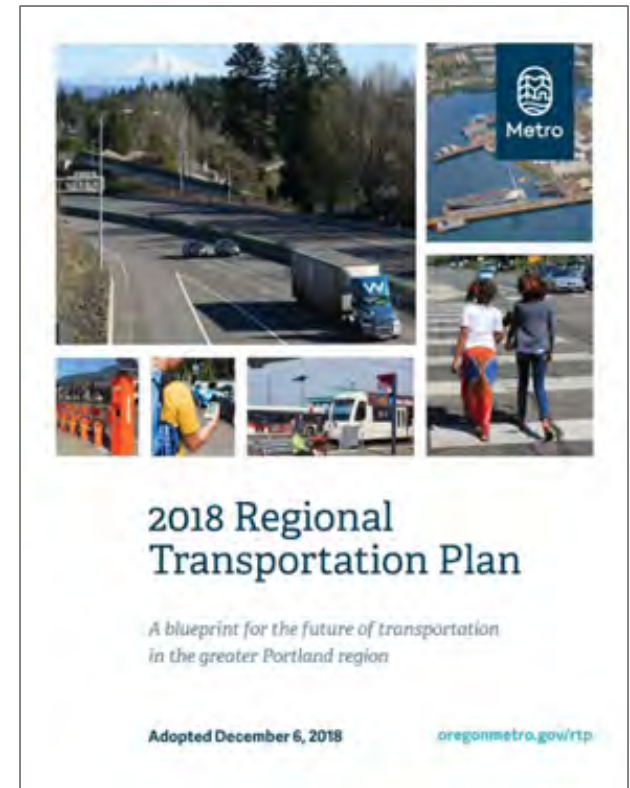


Metropolitan planning area boundary (MPA) is the area shown in brown

What is the Regional Transportation Plan (RTP)?

20+ year transportation plan

- Sets the stage for what communities will look like in the future
- Guides investments in the regions transportation system
- Includes policies and projects
- Coordinates local, regional, and state investments
- Establishes priorities for federal and state funding



RTP outcomes-based framework to guide planning and decision making

People – Responsibility of the plan to the people of the region

Planet – Responsibility of the plan to our environment

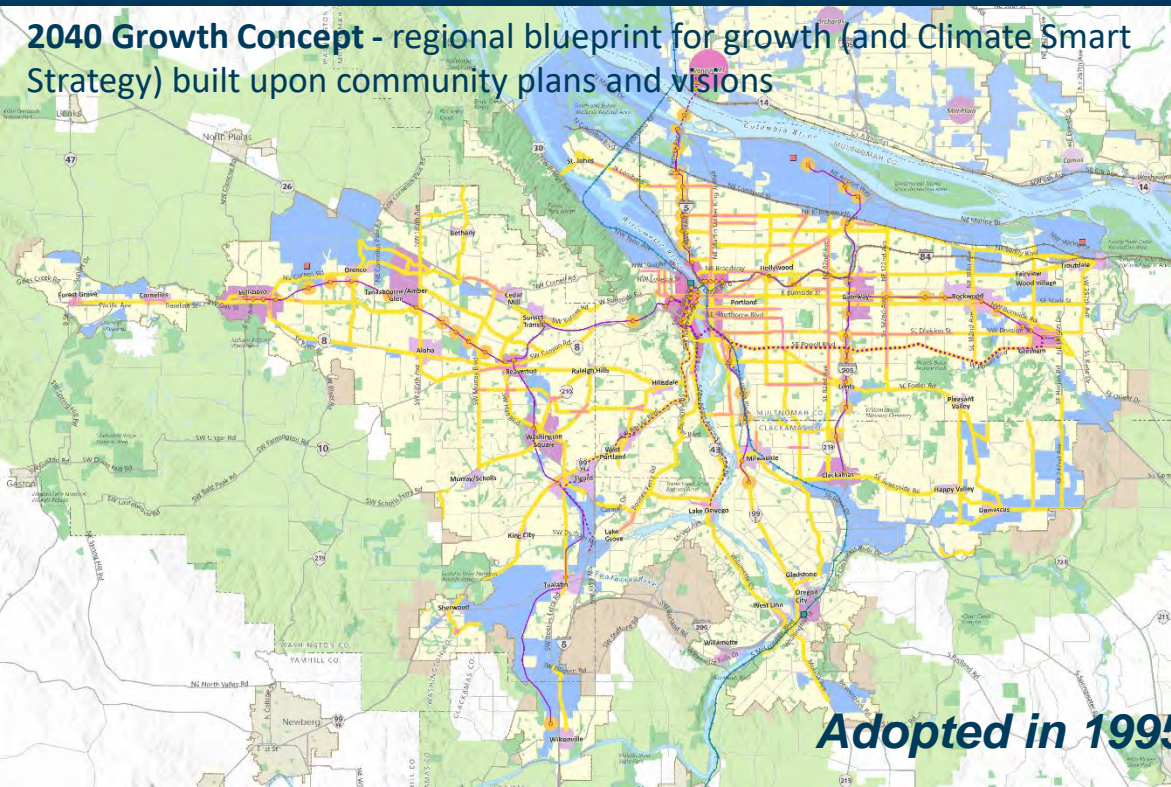
Prosperity – Responsibility of the plan to the economic prosperity of the region



2018 Regional Transportation Plan Vision Statement and Priorities

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

2040 Growth Concept - regional blueprint for growth (and Climate Smart Strategy) built upon community plans and visions



Adopted in 1995



Source: 2018 RTP (Chapter 2)

2018 Regional Transportation Plan Goals

WHAT WE WANT TO ACHIEVE

Vibrant communities

Shared prosperity

Transportation choices

Reliability and efficiency

Safety and security

Healthy environment

Healthy people

Climate leadership

Equitable transportation

HOW WE GET THERE

Fiscal stewardship

Transparency and accountability

GOAL 6: Healthy Environment

The greater Portland region's biological, water, historic and cultural resources are protected and preserved.



- **Objective 6.1 Biological and Water Resources** – Protect fish and wildlife habitat and water resources from the negative impacts of transportation.
- **Objective 6.2 Historic and Cultural Resources** – Protect historic and cultural resources from the negative impacts of transportation.
- **Objective 6.3: Green Infrastructure** – Integrate green infrastructure strategies in transportation planning and design to avoid, minimize and mitigate adverse environmental impacts.
- **Objective 6.4: Light Pollution** – Minimize unnecessary light pollution to avoid harm to human health, farms and wildlife, increase safety and improve visibility of the night sky.
- **Objective 6.5: Habitat Connectivity** – Improve wildlife and habitat connectivity in transportation planning and design to avoid, minimize and mitigate barriers resulting from new and existing transportation infrastructure.

Key performance measures*



Potential habitat
impact



Potential
historic
resources
impact



Potential
tribal lands
impact

2018 RTP Goal 6

Healthy Environment

GOAL 7: Healthy People

People enjoy safe, comfortable and convenient travel options that support active living and increased physical activity, and transportation-related pollution that negatively impacts public health are minimized.



- **Objective 7.1 Active Living** – Improve public health by providing safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.
- **Objective 7.2 Clean Air** – Reduce transportation-related air pollutants, including criteria pollutants and air toxics emissions.
- **Objective 7.3 Other Pollution Impacts** – Minimize air, water, noise, light and other transportation-related pollution health impacts.

Key performance measures



Public health



Clean air

2018 RTP Goal 7 Healthy People

GOAL 8: Climate Leadership

The health and prosperity of people living in the greater Portland region are improved and the impacts of climate change are minimized as a result of reducing transportation-related greenhouse gas emissions.



- **Objective 8.1 Climate Smart Strategy Implementation** – Implement policies, investments and actions identified in the adopted Climate Smart Strategy, including coordinating land use and transportation; making transit convenient, frequent, accessible and affordable; making biking and walking safe and convenient; and managing parking and travel demand.
- **Objective 8.2 Greenhouse Gas Emissions Reduction** – Meet adopted targets for reducing transportation-related greenhouse gas emissions.
- **Objective 8.3 Vehicle Miles Traveled** – Reduce vehicle miles traveled per capita.
- **Objective 8.4 Low and Zero Emissions Vehicles** – Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the adoption of more fuel-efficient vehicles and alternative fuel vehicles, including electric and hydrogen vehicles.
- **Objective 8.5 Energy Conservation** - Reduce transportation-related consumption of energy and reliance on sources of energy derived from petroleum and gasoline.
- **Objective 8.6 Green Infrastructure** – Promote green infrastructure that benefits both climate and other environmental objectives, including improved stormwater management and wildlife habitat.

Key performance measures



Climate change



Vehicle miles
traveled



Climate Smart
implementation

2018 RTP Goal 8

Climate Leadership

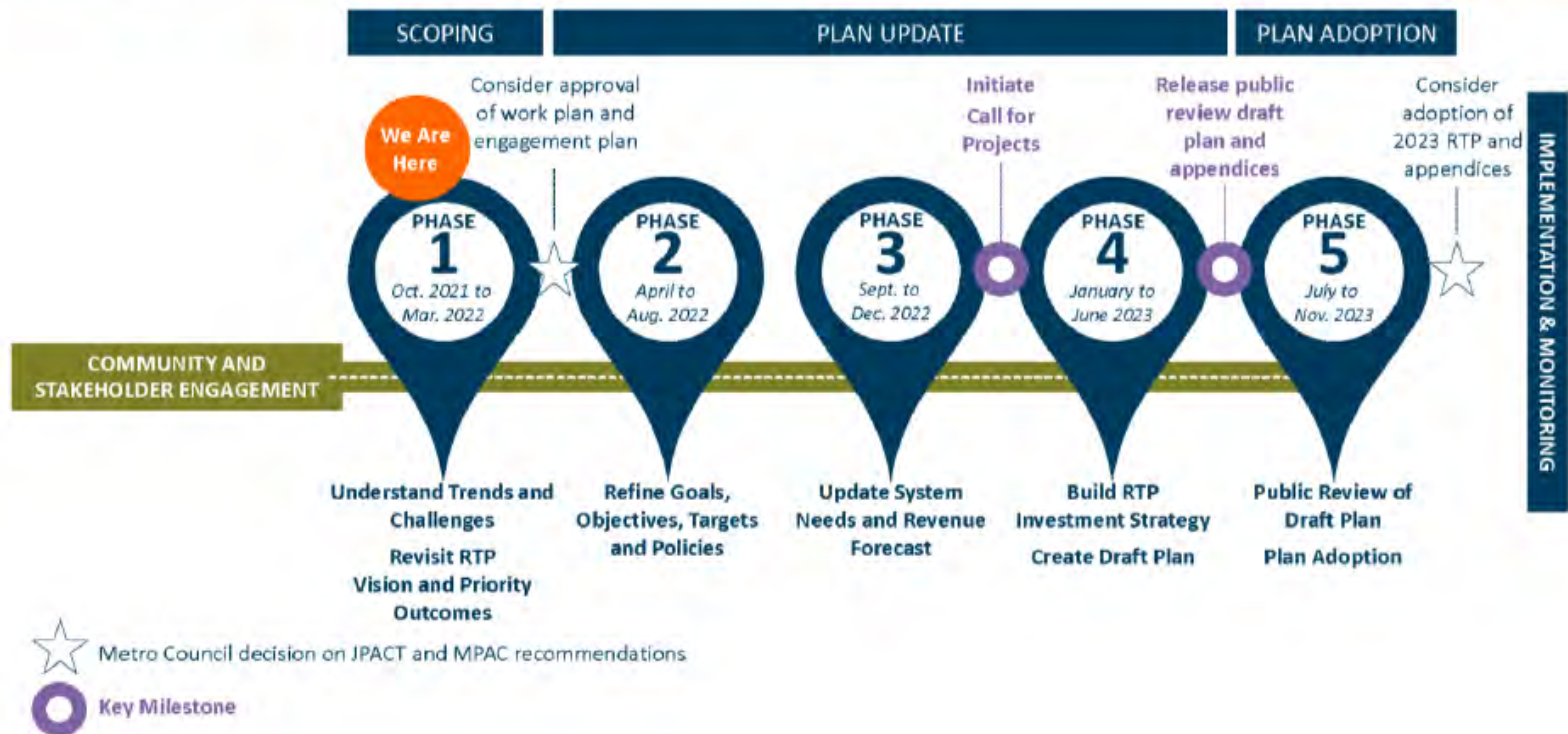
Environmental mitigation themes informing the 2023 RTP

- Importance of including green infrastructure in transportation projects
- Importance of addressing natural resource impacts early in the planning process, using best available data and accurately capturing costs
- Importance of weaving natural resource protection into policies and actions in the RTP
- Importance of conducting an environmental assessment that provides better understanding of potential environmental impacts and proposes appropriate mitigation strategies

Would you add or change anything?

RTP timeline – key engagement and decision points

WHAT IS THE ANTICIPATED TIMELINE FOR THE UPDATE?



We will send a follow up survey asking when and how you would like to engage in the process. Do you have anything you want to share or ask now?

Green infrastructure policies



- RTP policies recognize Green Street benefits
- Supports role of streets in managing runoff to meet both watershed and transportation needs
- Guideline for 800 to 1,200 foot average spacing for Title 3 stream crossings
- “Shall consider” guidelines for local development codes to allow green street practices

A system-level environmental analysis of the RTP

The transportation system planning process provides an opportunity to identify natural resources that could be affected by proposed projects and warrant special consideration during the more detailed project development process.

Appendix F provides a 30,000 feet, system-level analysis.



APPENDIX F

2018 Regional Transportation Plan

Environmental
assessment and potential
mitigation strategies

December 6, 2018

oregonmetro.gov/rtp

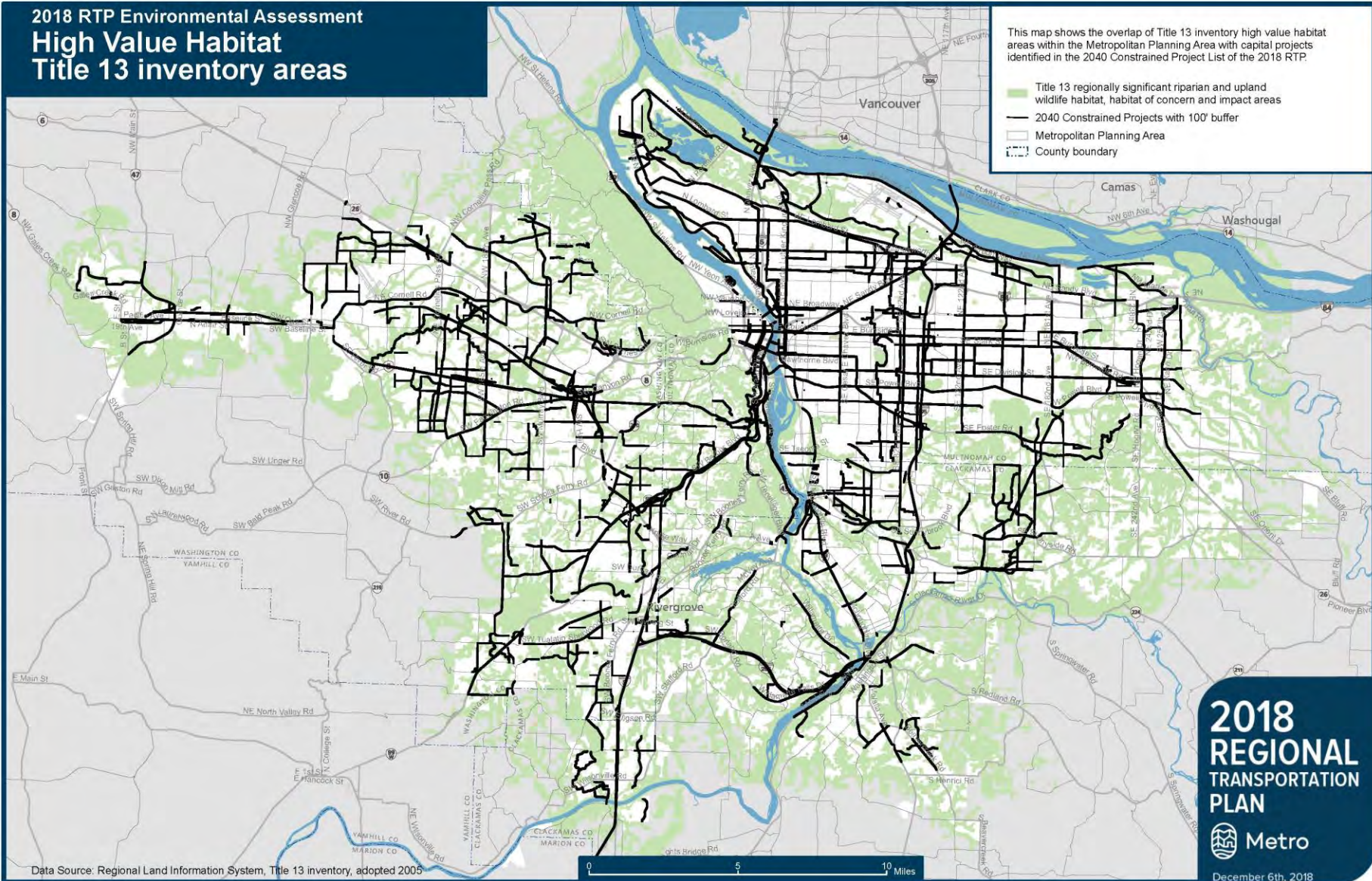
Identification of potential impact areas – potential habitat impact

Table 7.35 Number of 2040 Constrained projects potentially impacting environmental resources, by project type

Type of capital project	Title 13 high value habitat areas	RCS high value habitat areas	Oregon COAs	Fish bearing streams	Fish passage barriers	Wetlands	Floodplain and flood hazard areas
Roads and bridges	319	269	113	167	102	244	173
Throughways	35	32	18	29	30	32	29
Transit capital	36	32	27	29	21	29	36
Freight	27	18	20	8	8	16	30
Bike and pedestrian	289	266	110	149	100	211	172
Transportation System Management	20	17	13	13	8	10	19

2018 RTP finding: Potential significant impact. A total of 459 projects in the RTP intersect with high value habitats identified in the Regional Conservation Strategy, while 544 intersect with Title 13 inventory high value habitat areas - 59 percent and 70 percent, of all projects, respectively. (Ch. 7 RTP)

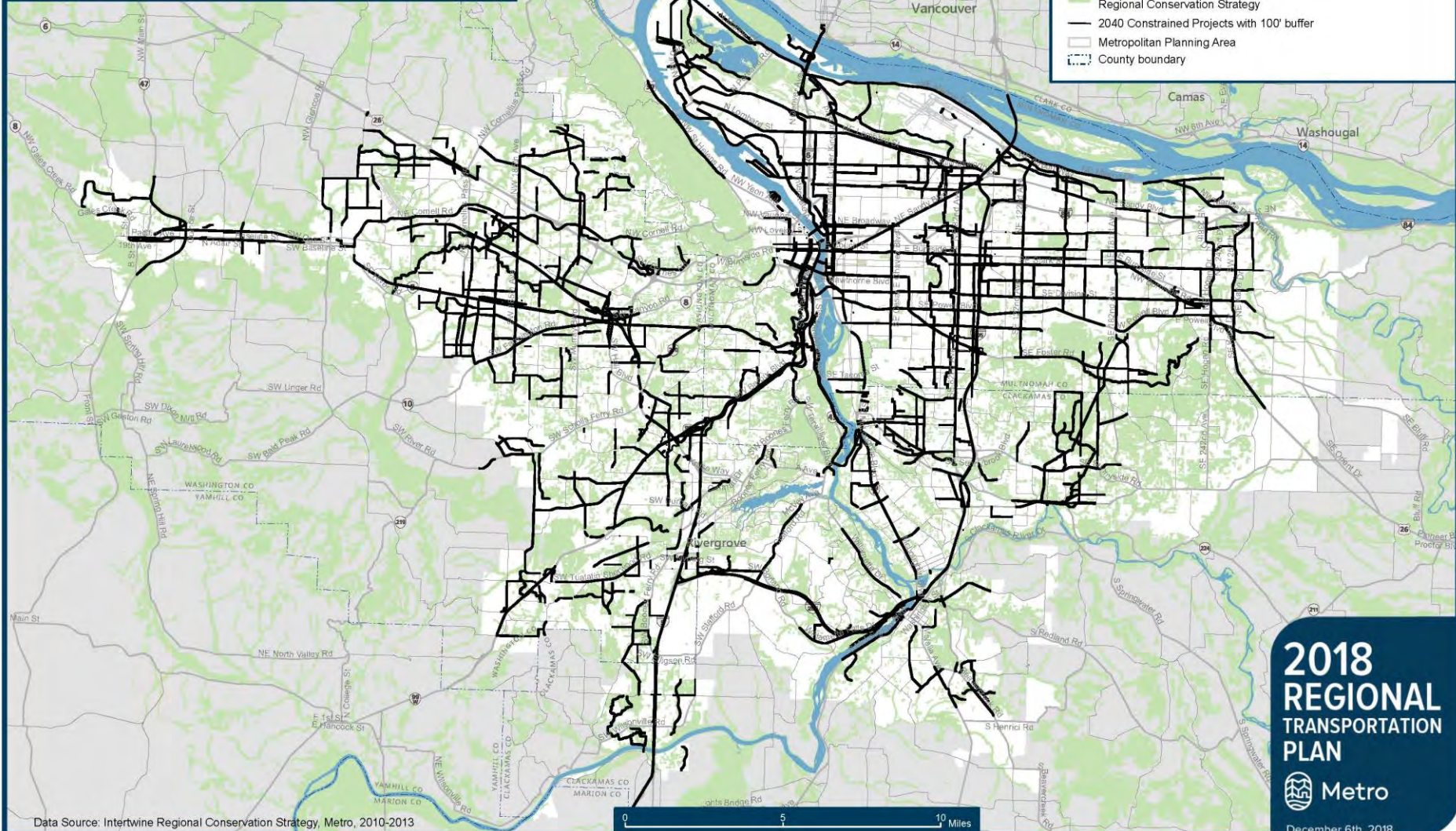
2018 RTP Environmental Assessment High Value Habitat Title 13 inventory areas



2018 RTP Environmental Assessment High Value Habitat Regional Conservation Strategy

This map shows the overlap of the top 25 percent scoring high value habitat areas identified in the Regional Conservation Strategy (within an eight mile buffer of the region's Urban Growth Boundary) with the capital projects identified in the 2040 Constrained Project List of the 2018 RTP.

- Top 25 percent high value habitat
Regional Conservation Strategy
- 2040 Constrained Projects with 100' buffer
- Metropolitan Planning Area
- County boundary



Data Source: Intertwine Regional Conservation Strategy, Metro, 2010-2013

2018 REGIONAL TRANSPORTATION PLAN

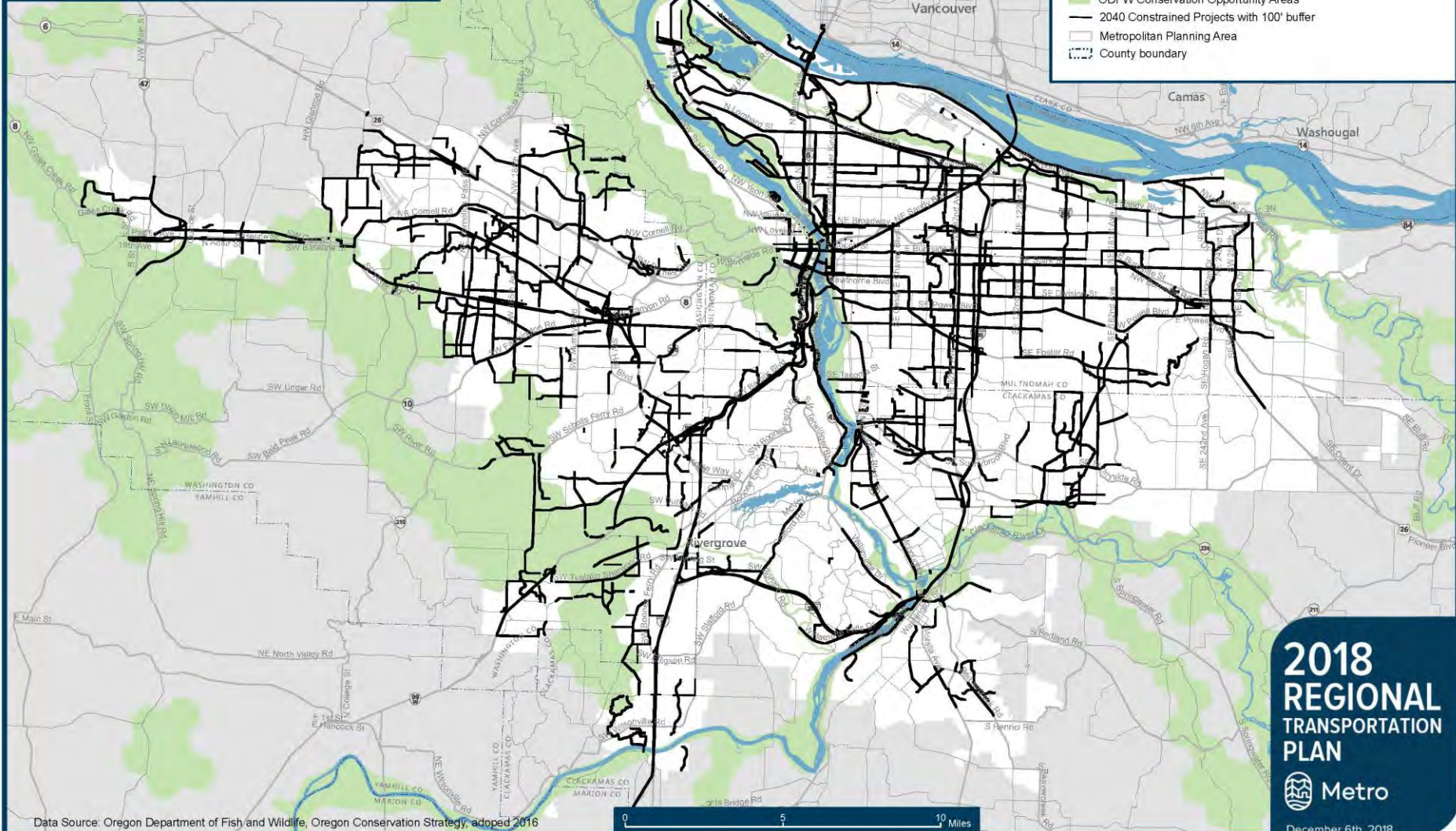


December 6th, 2018

2018 RTP Environmental Assessment ODFW Conservatoin Opportunity Areas

This map shows the overlap of Conservation Opportunity Areas identified by the Oregon Department of Fish and Wildlife with capital projects identified in the 2040 constrained Project List of the 2018 RTP.

- ODFW Conservation Opportunity Areas
- 2040 Constrained Projects with 100' buffer
- Metropolitan Planning Area
- County boundary



Data Source: Oregon Department of Fish and Wildlife, Oregon Conservation Strategy, adopted 2016

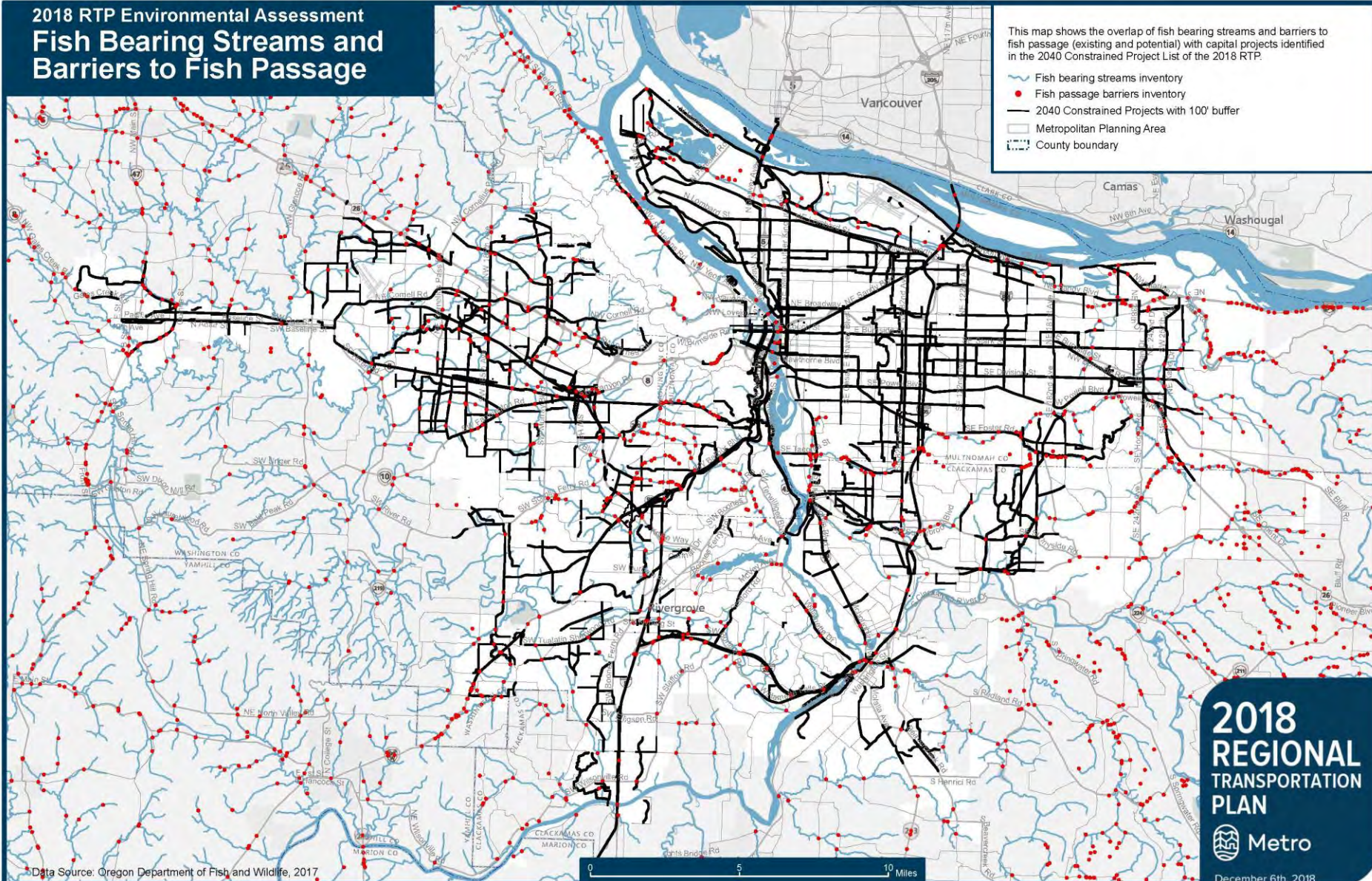
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**2018
REGIONAL
TRANSPORTATION
PLAN**



December 6th, 2018

2018 RTP Environmental Assessment Fish Bearing Streams and Barriers to Fish Passage



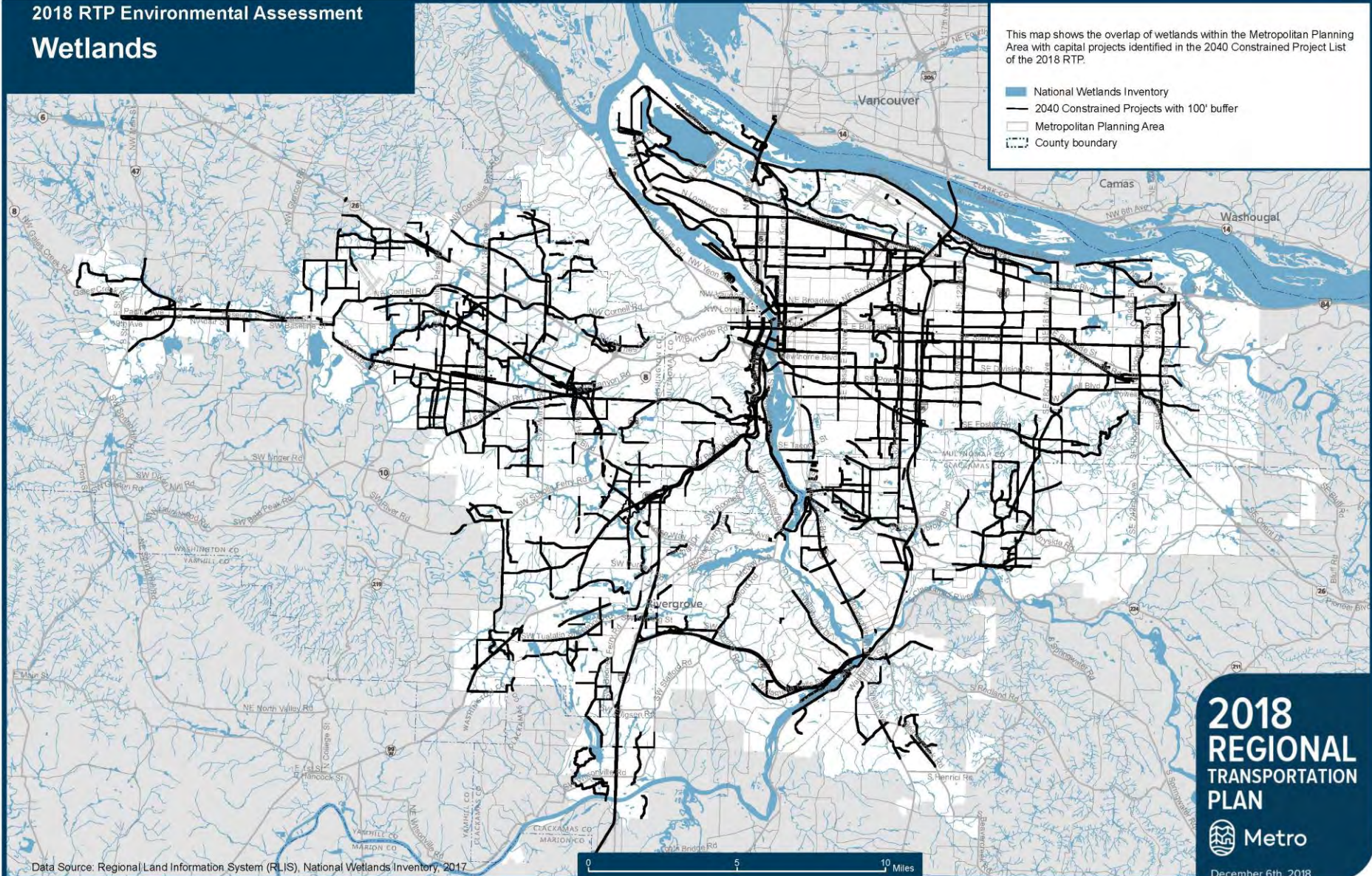
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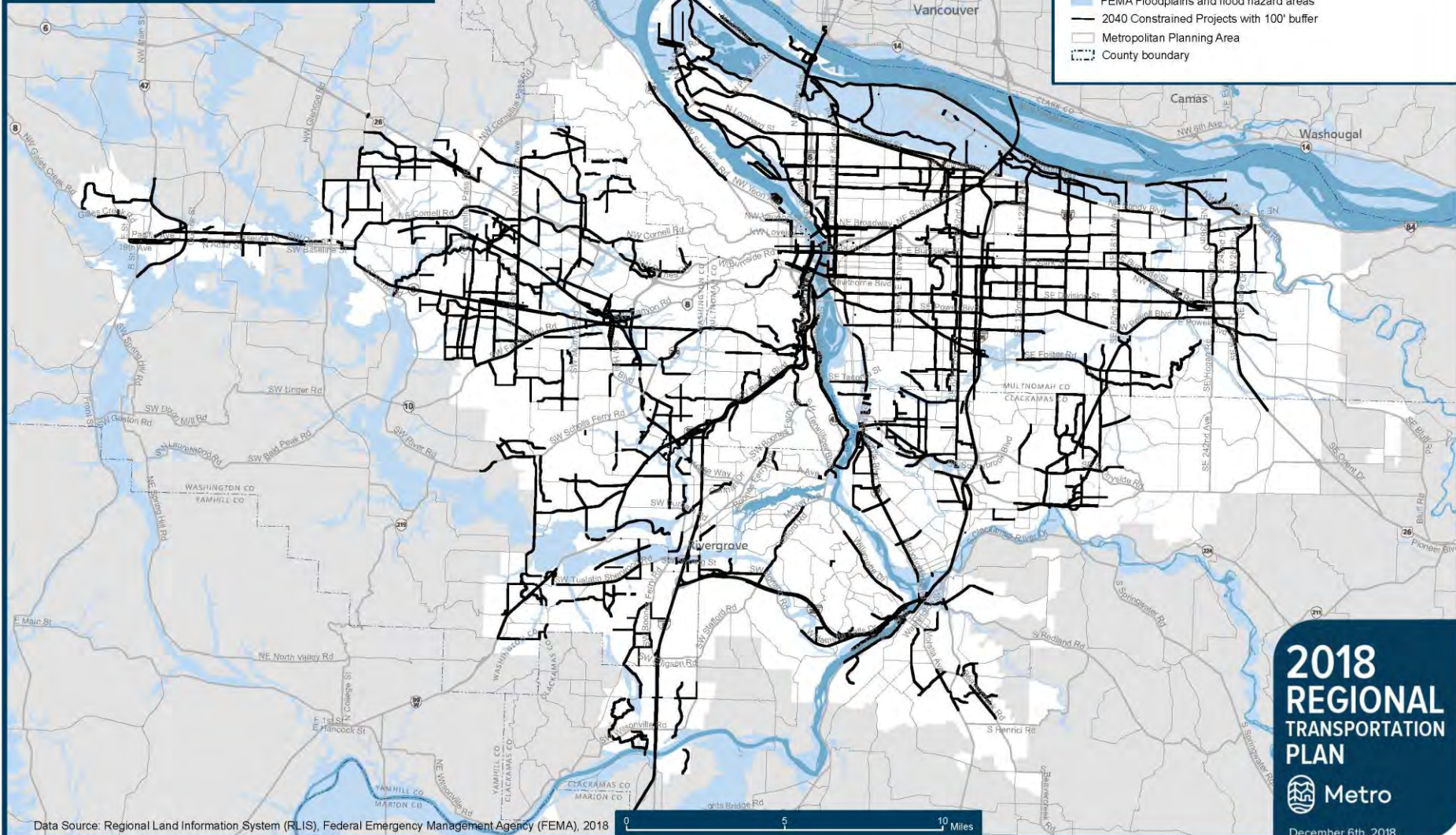
December 6th, 2018

2018 RTP Environmental Assessment

Wetlands



2018 RTP Environmental Assessment Floodplains and Flood Hazard Areas



Identification of potential impact areas – carbon emissions

Table 7.30 Projected mobile source greenhouse gas emissions — all vehicles

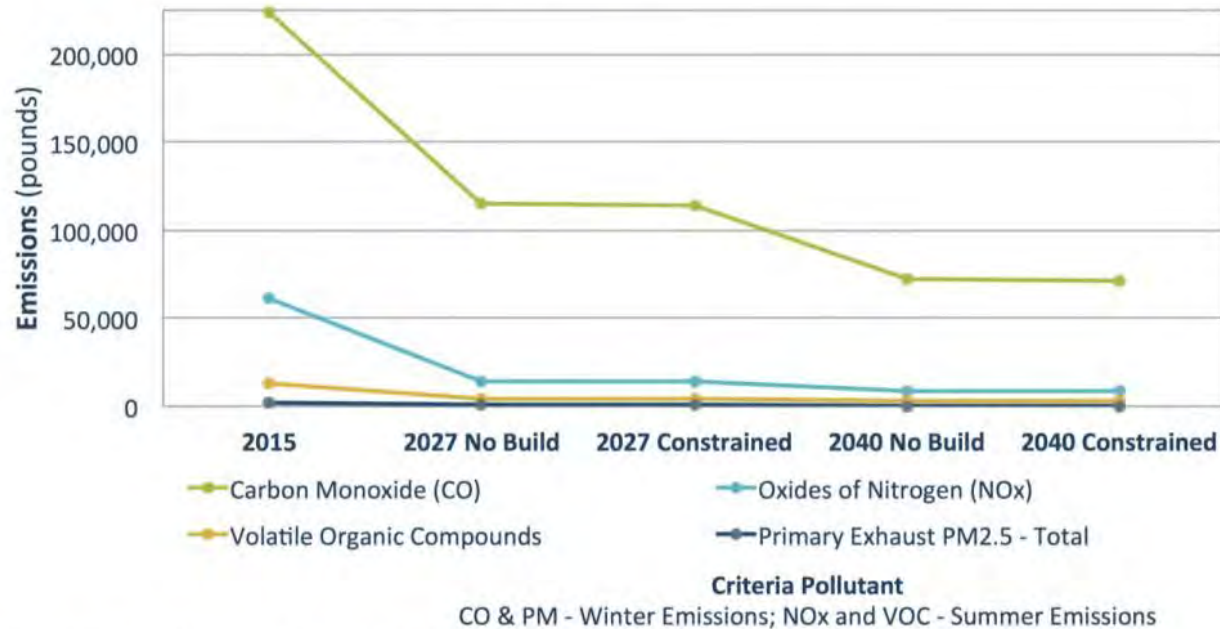
	2015 Base Year	2027 No Build	2027 Constrained	2040 No Build	2040 Constrained	2040 Strategic
Average daily GHG emissions from all vehicles (metric tons)	14,418	12,773	12,625	11,942	11,670	11,597
Percent reduction from 2015	N/A	-11%	-12%	-17%	-19%	-20%
Percent reduction per person from 2015	N/A	-25%	-26%	-39%	-40%	-41%

Note: Results are from MOVES 2014a and reflect summer emissions within the metropolitan planning area boundary.

2018 RTP finding: Satisfactory progress is made towards implementing the Climate Smart Strategy and, if fully funded and implemented, can reasonably be expected to meet the state-mandated targets for reducing per capita greenhouse gas emissions from cars and small trucks (light-duty vehicles) for 2035 and 2040. (Ch. 7 RTP)

Identification of potential impact areas – air quality

Figure 7.36 Estimated mobile source criteria pollutant emissions by RTP Investment Strategy



Note: One of several graphs and tables

Source: Regional Travel Demand Model and MOVES Model

2018 RTP finding: A significant reduction of criteria pollutants emissions and transportation-related air toxics emissions from mobile source pollution compared to 2015 base year emissions. (Ch. 7 RTP)

Identification of potential impact areas – tribal lands and historic resources

Table 7.36 Number of 2040 Constrained RTP projects potentially impacting historical and cultural resources or tribal lands, by project type

Type of capital project	Number of projects located within 100 feet of listed historic and cultural resources	Number of projects located on tribal lands
Roads and bridges	21	0
Throughways	1	
Transit capital	17	
Freight	1	
Bike and pedestrian	17	
Transportation system management	5	

Note: Operations and programmatic projects were not included in this analysis.

2018 RTP finding: No federally-recognized tribal lands are located within the planning area. 72 projects within the planning area are located within 100 feet of historic properties listed in the National Register. (Ch. 7 RTP)

Environmental resources and mitigation areas of consideration *(refer to handout)*

1. High value fish and wildlife habitat areas and biodiversity corridors
2. Threatened and endangered species, including vertebrate species and plants
3. Vegetation and wildlife
4. Fisheries
5. Wetlands and waterways
6. Flood hazard areas/floodplains
7. Stormwater management
8. Soil erosion and sediment control
9. Historic resources
10. Tribal lands and legacies
11. Vehicle emissions, including criteria pollutants, air toxics and greenhouse gas emissions

Would you add or change anything?

Proposed data approach

- Use best available data in analysis (**refer to hand out** for list of proposed data and sources)
- Encourage use of best available data in planning, project development
- Make data easily accessible to jurisdictional partners

What opportunities are there to coordinate with your agency?

What relevant data, resources or planning work should Metro be aware of to ensure coordination?

Proposed environmental assessment approach

- For land based data, use GIS to intersect project location data with resource data to identify number of projects, type of projects (e.g. trail, road), percent of projects, miles of project identified as having a ‘potential impact’
- Identify select group of projects from GIS analysis for more in depth review (excluding those in NEPA, or that have already been evaluated in pilot)
- For air quality and greenhouse gas emissions, estimate future mobile source emissions of criteria pollutants and air toxics emissions using travel demand model and MOVES

Potential mitigation strategies approach

- Avoid, minimize or mitigate approach
- Drawn from federal, state, regional and local resources, Title 3 and 13 of the Metro's Urban Growth Management Functional Plan and Metro's Livable Streets design guidance
- Identify potential impacts and mitigation strategies early in the planning process
- Acknowledge, many RTP projects are in concept stage will have less detailed mitigation strategies

What activities (policies, programs, strategies, or projects) might have the greatest potential to restore and maintain the environmental functions affected by the RTP?

Planning Department efforts to implement and encourage environmental mitigation activities

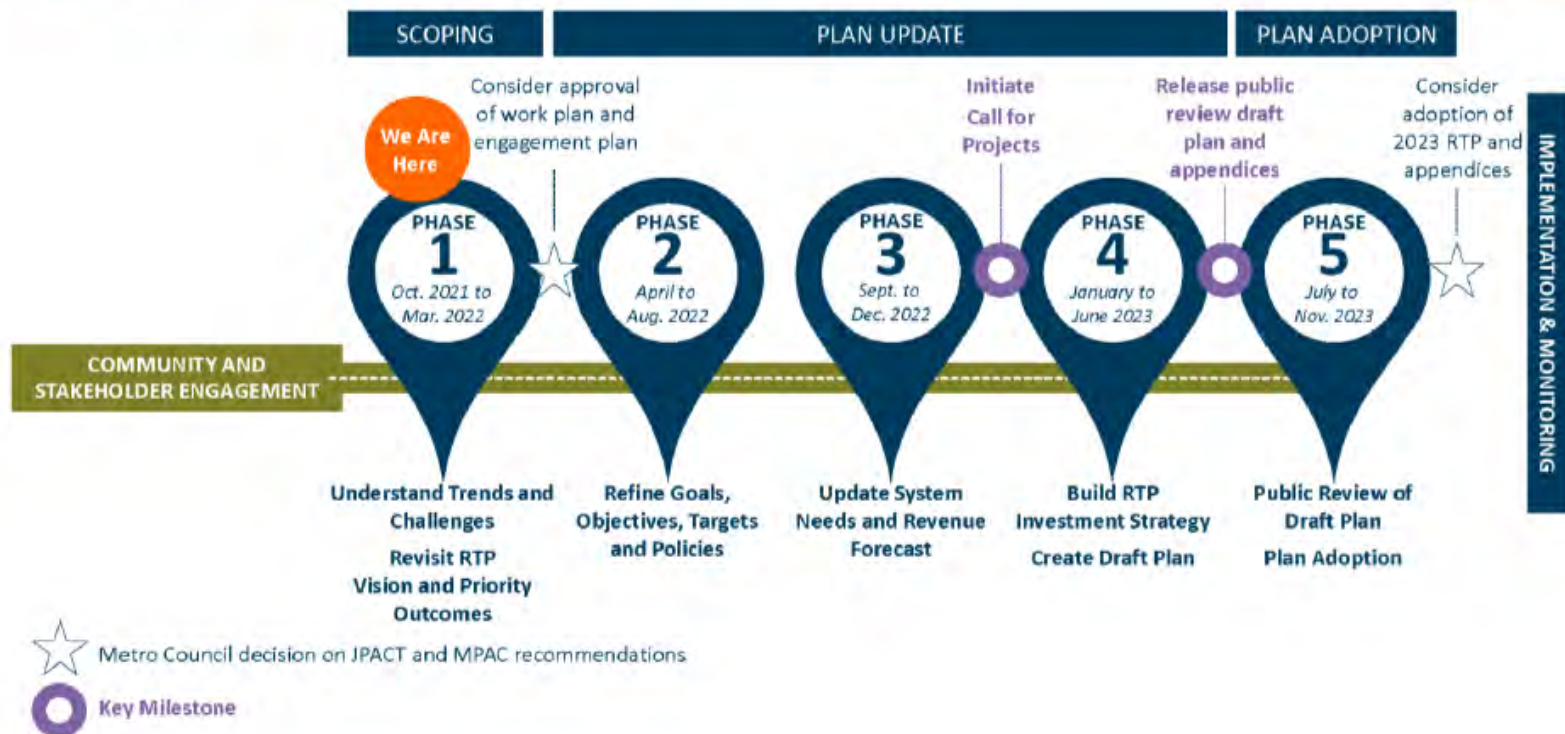
- RTP goals and policies
- Complete streets program/ Green infrastructure policies/Livable Streets Design Guidance
- Top Ten Natural Resource Considerations for Trails Planners (2014 ATP)
- Climate Smart Strategy implementation
- Growth Management Program (urban growth boundary decisions)
- Regional Functional Plans
- Transportation engineer to assist local project development
- Transportation planner to assist with design
- Ongoing coordination with Parks and Nature Department
- Regional Flexible Funds Allocation and other grant funding
- Ongoing consultation activities

Parks and Nature Department environmental mitigation activities and resources

- Technical Assistance for Natural Resource Data
- Metropolitan Greenspaces Master Plan and parks planning/ Parks and Nature System Plan
- Regional Natural Areas Acquisition program
- Nature in Neighborhoods Initiative (Title 13) and Title 13 Performance Evaluation (2016)
- Nature in Neighborhood grants
- Regional Conservation Strategy
- Native American Legacies
- Metro Culvert Inventory and Wildlife Hotspot Crossing Inventory
- Partnership with the Intertwine Alliance and Regional Conservation Strategy, including: Wildlife corridors and connectivity inventory, Oregon white oak habitats inventory

Next steps

WHAT IS THE ANTICIPATED TIMELINE FOR THE UPDATE?



How would you like to engage during the update? We will send a follow up survey asking when and how you would like to engage in the process.

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



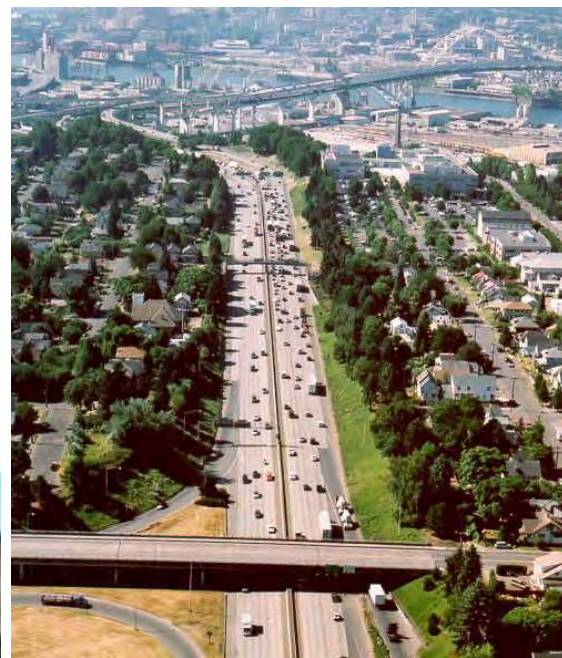
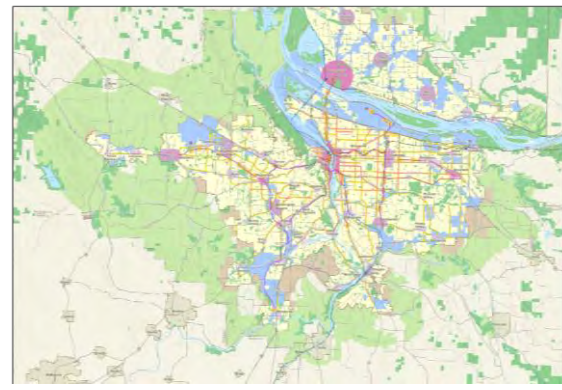
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2023 Regional Transportation Plan Consultation with federal, state and regional agencies

March 1, 2022



Today's purpose

Provide an opportunity for federal, state and regional partners to consult with Metro on:

- Work plan for the 2023 RTP
- Priorities, interests and plans of federal, state and regional agencies that may intersect with the RTP
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What is Metro?

Elected regional government, responsible for planning (and services) for:

- Land use (urban growth boundary)
- Transportation (metropolitan planning organization)
- Parks and natural areas
- Garbage and recycling
- Oregon Zoo, convention center, Expo, P5

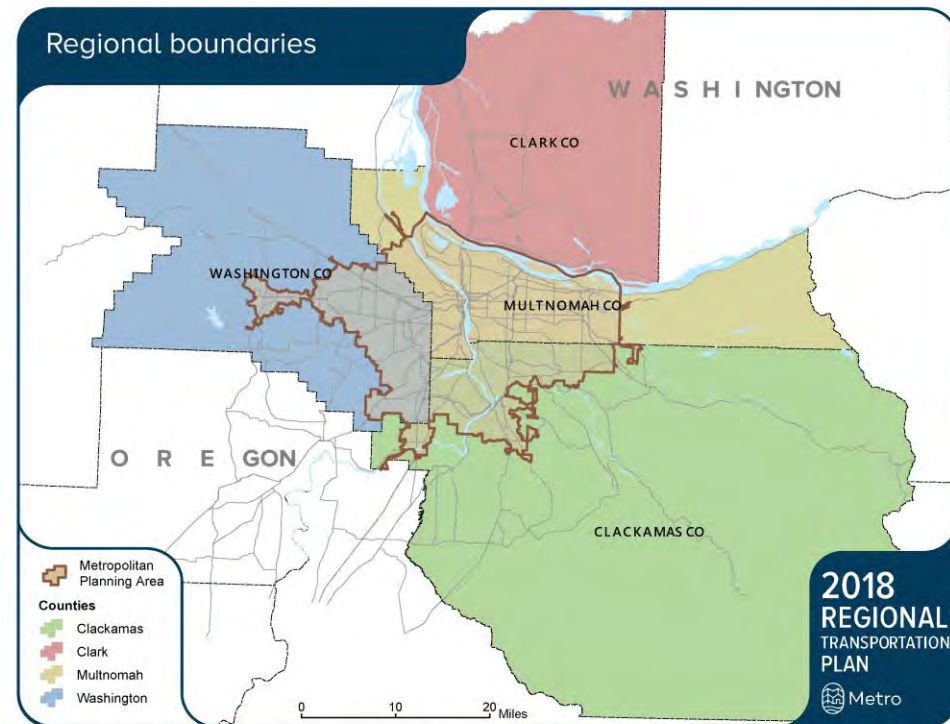


Serving 1.6 million people, 24 cities in three counties, 463 square miles

Metro serves as the metropolitan planning organization

Authorized by Congress and designated by the Governor of the State of Oregon to coordinate and plan investments in the regional transportation system

Necessary for the region to qualify for federal transportation funds

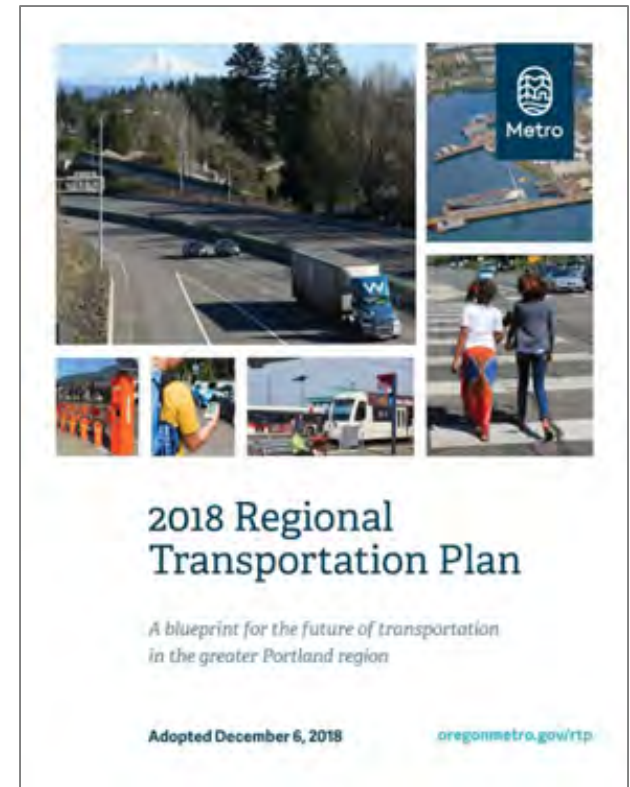


Metropolitan planning area boundary (MPA) is the area shown in brown

What is the Regional Transportation Plan (RTP)?

20+ year transportation plan

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



Outcomes-Based RTP since 2010



Regional Transportation Plan 2014

Adopted July 17, 2014
www.oregonmetro.gov/rtp



2018 Regional Transportation Plan

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

Adopted December 6, 2018
oregonmetro.gov/rtp



Vision Statement

Establishes the overarching vision of the plan



Goals

Expand on the Vision Statement to describe outcomes of emphasis



Objectives

Define focused, measurable outcomes of the Goals



Policies and Strategies

Detail an approach to meet desired outcomes (Goals and Objectives)



Performance Measures

Track progress in achieving the Objectives

Engaging partners and the public since October

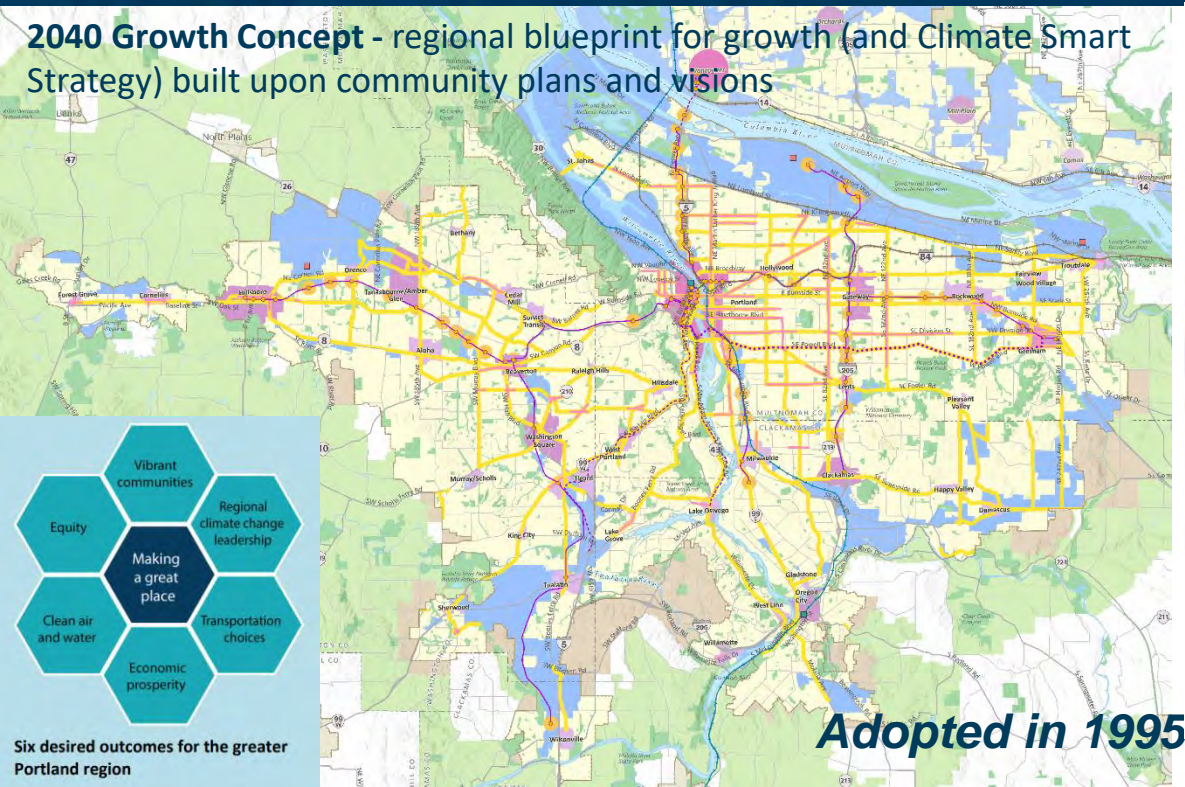
- Briefings and presentations
- Language-specific focus groups
- Community Leaders Forum
- Tribal Summit on Climate Leadership
- Stakeholder interviews
- On-line survey (*live Feb 16*)
- Consultation meetings (*Feb 23/Mar 1*)



2018 Regional Transportation Plan Vision Statement and Priorities

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

2040 Growth Concept - regional blueprint for growth (and Climate Smart Strategy) built upon community plans and visions



Adopted in 1995



Source: 2018 RTP (Chapter 2)



Six desired outcomes for the greater Portland region

2018 Regional Transportation Plan Goals

WHAT WE WANT TO ACHIEVE

Vibrant communities

Shared prosperity

Transportation choices

Reliability and efficiency

Safety and security

Healthy environment

Healthy people

Climate leadership

Equitable transportation

HOW WE GET THERE

Fiscal stewardship

Transparency and accountability

What we heard from Council

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

Lead with racial equity.

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

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

Accelerate implementation of the Climate Smart Strategy.

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

Identify underserved communities and barriers to meeting daily needs.

Better manage and operate the existing transportation system.

What we heard from committees (JPACT, MPAC, MTAC and TPAC)

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

Center this RTP on equity and climate. This is the last RTP to meaningfully address climate issue.

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

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

Policies, funding and investment priorities need to be connected with our values.

It is important for this process to include lots of community engagement and engagement with elected leaders to create a shared vision for equity and climate.

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

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

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

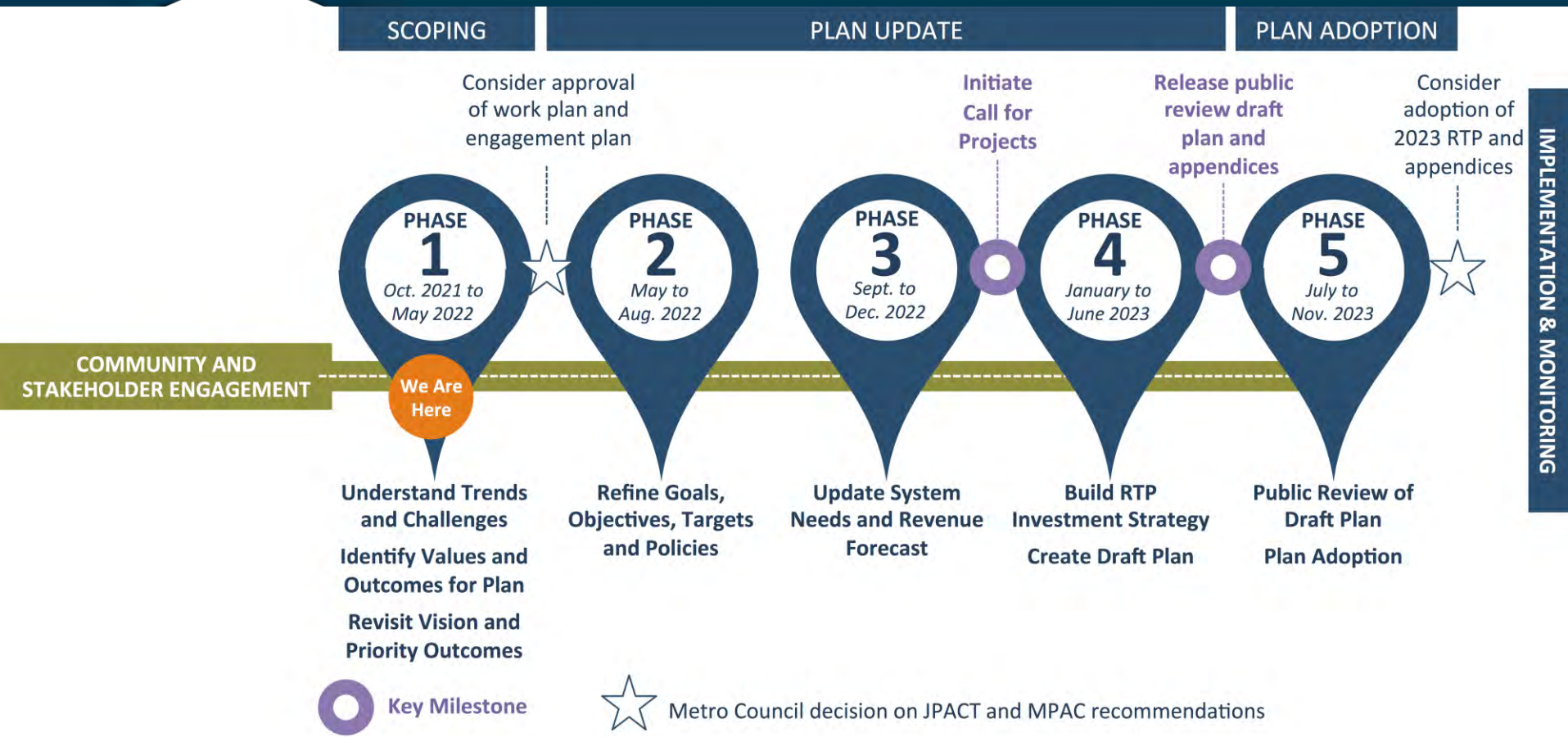
People need a transportation system with options and alternatives that provide equitable, safe choices that work for them and get them where they need to go in an equitable, climate-friendly way that is safe and responsive to their needs.

What we have heard and continue to hear from community members

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



RTP timeline – key engagement and decision points



Do you have anything you want to share or ask now?

PHASE

1

Oct. 2021 to
May 2022

Scoping

October 2021 to May 2022

What:

Research trends and challenges

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

Review vision and priority outcomes

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

Develop work plan and engagement plan to guide the update

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

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



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



Data and Policy Analysis

May to August 2022

What:

Refine vision, goals, objectives and targets

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

Update data, tools and methods

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

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

How: Metro Council and Metro technical and policy advisory committees discussions and workshops, climate expert panel, mobility expert panel, on-line survey, informational sessions, community partnerships

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



PHASE

3

Sept. to
Dec. 2022

Revenue and Needs Analysis

August to December 2022

What:

Document regional transportation needs and identify investment priority gaps

Update forecast of revenues anticipated to pay for priority investments

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

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

Jurisdictional partners (revenues and needs)

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

Outcome: Updated constrained revenue forecast and needs/gaps assessment



Build RTP Investment Strategy

January to June 2023

What:

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

Seek public feedback on draft project lists

Evaluate and report performance

Identify revisions to project lists

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

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

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



Public Review and Adoption Process

July to November 2023

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

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

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



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

Recommended engagement strategies



- Community leaders forums
- Community stories and video tours
- Community partner-led engagement
- Tribal and Agency Consultations
- Business roundtables
- Freight stakeholder advisory committee
- JPACT topical workshops
- CORE, TPAC, MTAC, JPACT, MPAC and county-coordinating committee discussions
- TPAC/MTAC workshops
- Small group meetings (TBD topics)
- “Policy in Action” expert panels on climate and mobility
- Safe Systems approach training and workshop
- On-line surveys
- Social media, newsfeeds, project website

Planning completed since 2018



State

Multi-Agency

- Every Mile Counts Implementation Work Plan (2020)

ODOT

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



Regional

Metro

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

Transit Planning

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

Southwest Washington RTC



Local/Regional

Local project development

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

Local/investment areas planning

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

Other efforts that should be considered?

Opportunities for coordination



State

DLCD

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

ODOT

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

DEQ

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



Regional

Metro

- Regional Regional Mobility Policy Update (2019-22)
- Regional Transportation Trends (2021-22)
- Regional Freight Commodity Flow Study (2022-23)
- Regional HCT Strategy Update (2022-23)
- Active Transportation Return On Investment (2022)
- Regional Emergency Transportation Routes Update (Ph. 2 in 2022-23)
- Regional Flexible Funds Allocation (2022)
- Metropolitan Transportation Improvement Program (2022-23)
- Southwest Washington RTC RTP Update



Local/Regional

Local project development

- Burnside Bridge Locally-Preferred Alternative

Transit Planning

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

Local/investment areas planning

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

Other opportunities?

Bi-State coordination

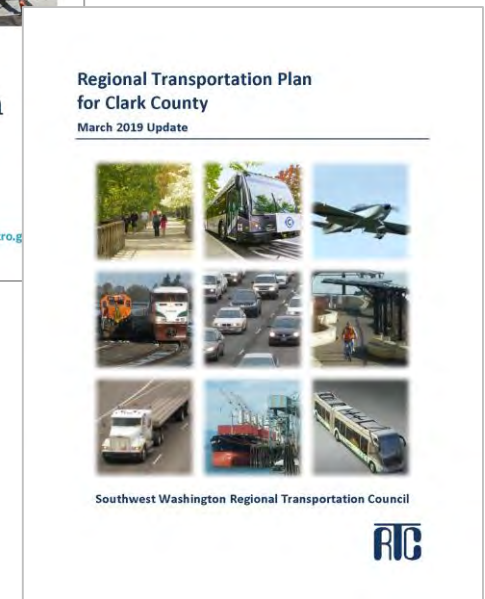
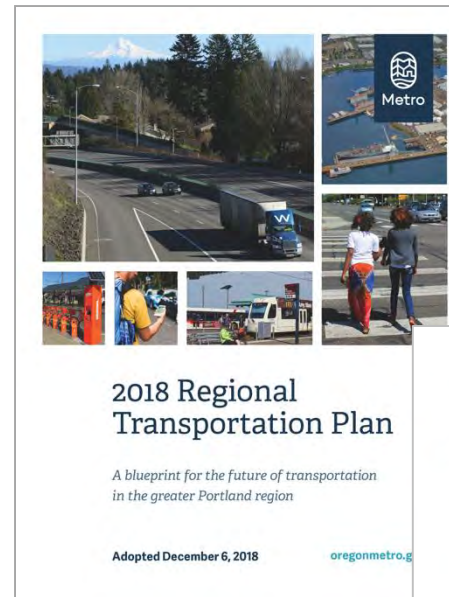
Shared plan horizon year of 2045

Analysis using shared regional travel model and growth forecast

Cross-representation on our MPO policy boards and at TPAC and RTAC

Year-to-year coordination through UPWP process

Close coordination in bi-state facilities on projects



Next steps



How would you like to engage during the update?

We will send a follow up survey asking when and how you would like to engage in the process.

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



Kim Ellis, AICP
RTP Project Manager
kim.ellis@oregonmetro.gov

Molly Cooney-Mesker
RTP Engagement Lead
molly.cooney-mesker@oregonmetro.gov

oregonmetro.gov/rtp

ATTACHMENT C

CONSULTATION MEETING DETAILED SUMMARIES

Meeting summary



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: 2023 RTP Natural Resource Agencies Consultation

Date/time: Tuesday, February 23, 2022

Location: Virtual via Zoom

Agency representatives:

Chris Faulkner, Oregon Clean Water Services
Laura Porter, Oregon Clean Water Services
Susan Sturges, Region 1 Environmental Protection Agency
Karl Pepple, Region 1 Environmental Protection Agency
Bill Ryan, Oregon Department of State Lands
Jevra Brown, Oregon Department of State Lands
Erin Abernethy, US Fish and Wildlife Service
Rachel Wheat Oregon Department of Fish and Wildlife
Jonathan Soll, Metro Parks + Nature
Lori Hennings, Metro Parks + Nature
Leslie Bliss-Ketchum, Samara Group

Metro staff in attendance:

Kim Ellis
Molly Cooney-Mesker
Margi Bradway
Tom Kloster
Lake McTighe
Matthew Hampton
Lisa Hunrichs

Following introductions, Margi Bradway welcomed agency partners and provided an overview of the Regional Transportation Plan (RTP), noting that the document is updated every five years and serves as an important framework for decision making, and is used to align the region's desired outcomes and values with goals and objectives, policies and projects. The plan update requires partnership and close coordination with all of the agencies in the region. She noted the recent issuance of the federal Planning Emphasis Areas (PEAs) which align very well with Metro's values: emphasizing equity, addressing climate mitigation and adaptation, the need for data-informed decision making, as well as complete streets and traffic safety.

Presentation

Kim Ellis shared a PowerPoint presentation that outlines the process for the 2023 RTP update, discussed the vision and priorities that were adopted in the 2018 RTP, provided a draft timeline for the key engagement and decision points, and asked agencies to further define how they might like to be engaged and consulted throughout the process. Lake McTighe added information about the update for green infrastructure policies which will be updated for consistency with the more recently published Livable Streets and Trails Guide. Additional information was provided regarding the proposed approach for data resources and mitigation strategies that will be used to inform the work.

Questions and comments

Lori Hennings (Metro) noted in the chat: “Regarding natural resource protection, is there anything in the current draft about protecting special habitats such as oak woodlands?” Metro staff indicated that additional guidance on how this can best be included in the update would be helpful.

A question about Title 3 and Title 13 regulated resources was asked. Metro staff noted that the functional plan will be updated soon, and the RTP will inform the transportation sections of the functional plan. There is some value in distinguishing between planning doc and something more specific in terms of what our partners must include. Staff clarified that this came from a thorough transportation analysis which reviewed the Title 3 and Title 13 regulated under the functional plan to minimize impacts to streams, while ensuring maximum connectivity. These criteria were adopted in the Green Streets Handbook which was developed to address this requirement and will be included in the next Design Guidelines update.

Jonathan Soll (Metro) noted in the chat: “reaching out early to Tribal Nations to make them aware of this effort and including at a minimum a desk top cultural resources survey and potentially a standard inadvertent discovery plan for all construction projects could be possibilities.” Staff confirmed that Metro is coordinating with tribal liaison to schedule consultations with tribal partners.

Lori Hennings (Metro) noted in the chat: “In addition to salmonids are you looking at Lamprey, which are very important to the Indigenous Community? We have data but I don't think it's complete.” Metro staff appreciated the comment and will follow up.

Karl Pepple (R1EPA) noted the increase of chemicals in streams from tires, particles and other effluent from electric vehicles and agreed to share additional documentation with staff.

Rachael Wheat (ODFW) noted in the comments “ODFW is working on the Oregon Connectivity Assessment and Mapping Project, a statewide connectivity assessment for priority movement corridors at a 30-m resolution statewide. I'm not sure the RTP revision process and the OCAMP timelines will align, but I'd like to put it out there that we (are) anticipating having our connectivity models complete by the end of 2022 and that might be an additional resource to look into. Lori Hennings (Metro) added that the Regional Habitat Connectivity model may provide additional an resource, as well as wetland connectivity data. Ms. Bliss-Ketchum (Samara) noted that the Regional Permeability Model is another resource that may provide additional data.

Karl Pepple noted that there is guidance from USEPA about how to use MOVES for a GHG analysis and offered to help with any questions on this powerful tool. Following the meeting, he provided the following [link to MOVES GHG guidance](#) and other resources. He noted that the GHG guidance was written for MOVES2014b, and that the MOVES3 data had just been released. However, the vast majority of that still pertains. Karl encourages staff to reach out with questions.

Ms. Hennings also mentioned a newly formed subcommittee habitat workgroup to review habitat crossing issues.

Karl Pepple discussed some heat driven emissions criteria and the risks related to ozone emissions which could affect the design value. Ms. Bradway provided additional information about Metro’s work and ongoing partnership with Oregon Department of Environmental Quality (DEQ). Metro receives the most current ozone data and is partnering with DEQ on the EcoRule with regard to greenhouse gas reduction as well as other monitoring data.

Ms. Hennings also noted “The Willamette Basin has a new mercury TMDL. Most of our mercury comes from air deposition, therefore controlling soil erosion/runoff are key to reducing mercury input. Metro is a Designated Management Agency under the Willamette and Tualatin TMDLs. Whatever the RTP can do to help control soil erosion and runoff will be helpful.”

Susan Sturges (R1EPA) provided information that EPA has launched an environmental justice screening tool and that trainings will be available on the tool in coming months.

Staff will share the presentation and the survey at this link:

<https://www.surveymonkey.com/r/consultationpreferences>

Comments can be shared with Molly Cooney-Mesker at molly.cooney-mesker@oregonmetro.gov

Letters submitted are attached to this meeting summary.

Meeting summary



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: 2023 RTP State and Federal Agencies Consultation

Date/time: Tuesday, March 1, 2022

Location: Virtual via Zoom

Agency representatives:

1. Rachael Tupica, Federal Highway Administration
2. Ned Conroy, Federal Transportation Administration
3. Glenn Bolen, ODOT Region 1
4. Erik Havig, ODOT Region 1
5. Chris Ford, ODOT Region 1 Urban Mobility Office
6. Rian Windsheimer, ODOT Region 1
7. Suzanne Carlson, ODOT Climate Policy Office
8. Tara Weidner, ODOC Climate Policy Office
9. Michael Rock, ODOT Statewide Transportation Planning Group
10. Matt Ransom, RTC Clark County
11. Lynda David, RTC Clark County
12. Kirsten Greene, Department Land Conservation Development
13. Laura Kelly, DLCD
14. Cody Meyer, DLCD
15. Bill Holmstrom, DLCD
16. Kevin Young, DLCD
17. Anna Potter, Oregon Department of Veterans Affairs
18. Sharron Glasey, Department of Veterans Affairs
19. Michelle Lovejoy, Oregon Department of Veterans Affairs
20. Dwight Brashear, SMART Transit
21. Kelsey Lewis, SMART Transit
22. Eric Loomis, SMART Transit
23. Emerald Bogue, Port of Portland
24. Lewis Lem, Port of Portland
25. Jim Hagar, Port of Portland
26. JC Vannatta, TriMet
27. Taylor Eidt, C-Tran

Metro staff in attendance:

Kim Ellis
Molly Cooney-Mesker
Margi Bradway
Tom Kloster
Clifford Higgins
Lisa Hunrichs

Following introductions, Margi Bradway welcomed agency partners and provided an overview of the Regional Transportation Plan (RTP), noting that the document is updated every five years and serves as a framework for decision making, and is used to align desired outcomes and values with goals and

objectives, policies and projects. The plan update requires partnership and close coordination with all of the agencies in the region. She noted that feedback from past RTPs included request to be involved earlier in the process so are pleased to be connecting with partners now, during the scoping phase. Ms. Bradway noted the recent issuance of the federal Planning Emphasis Areas (PEAs) which align very well with Metro's values: emphasizing equity, addressing climate mitigation and adaptation, the need for data-informed decision making, as well as complete streets and traffic safety.

Presentation

Kim Ellis shared a PowerPoint presentation that outlines the process for the 2023 RTP update, discussed the vision and priorities that were adopted in the 2018 RTP, provided a draft timeline for the key engagement and decision points, and asked agencies to further define how they might like to be engaged and consulted throughout the process. Molly Cooney-Mesker provided additional information on plans for engaging community, jurisdictional partners, natural resource agency partner and Metro Council, and shared the feedback and priorities heard so far from interviews, meetings, and consultations so far in the process.

Questions and comments

Glen Bolen (ODOT) pointed out the need to ensure consistency between the Oregon Transportation Plan, the Oregon Hwy Plan, and whether there would be another revision after the adoption of the Oregon Hwy Plan. Ms. Ellis appreciated the comment and noted that staff is working to ensure that consistency and working to best determine timing and through planning processes to address. Ms. Bradway noted the importance of coordination an ongoing partnership with agencies to ensure these concerns are addressed.

Kelsey Lewis – SMART will be updating a master plan in 2022.

Ms. Cooney-Mesker posted in the chat:

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

- What opportunities are there to coordinate with your agency?
- What relevant policies/plans/programs/data or other information should Metro be aware of to ensure coordination?
- How would you like to engage during the update? A follow up survey will be sent out following the meeting.

Erik Havig (ODOT): In addition to the Planning Emphasis Areas, it is also important to connect any of the latest Certification Findings from FHWA/FTA and ensure they are addressed where applicable. This is something likely for ODOT to coordinate with the MPO. But wanted to channel Rachael and Ned for those items as well.

Lewis Lem, Port of Portland: Would just like to encourage Metro to consider freight and goods movement in this RTP update cycle, consistent with federal and state guidelines. At the seaport marine terminals in particular, we have been seeing some significant changes in transportation patterns following the onset of COVID, consistent with much of the public discussions around supply chain topics nationally. The Port would be happy to share information on what we are seeing from our vantage points in the transportation system. Ms. Tupica agreed and noted the importance of coordination on federal and national issues. Ms. Bradway appreciated the comment and noted the goal of addressing

the changes over time in freight issues, and pointed out the ongoing work of Metro's Freight Commodities Study.

Margi Bradway provided a link to new federal Planning Emphasis Areas (PEAs):

<https://www.transit.dot.gov/sites/fta.dot.gov/files/2022-01/Planning-Emphasis-Areas-12-30-2021.pdf>

Rachael Tupica (FHWA) provided a link to the FHWA's Bipartisan Infrastructure Law (BIL):

<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/> and expressed support from FHWA/FTA during the process of developing the RTP.

Tara Weidner (ODOT Climate Office): noted the progress on vehicle and fuel technology and the importance of including charging stations. Links provided in chat: [DEQ rules on Vehicle & Fuel Tech](#): Adopted: Climate Protection Program, Advanced Clean Trucks & Expected in 2022: Advanced Clean Cars, Clean Fuels Update. Ms. Bradway expressed appreciation for this information and noted the importance of close coordination on this topic. She discussed Metro's focus on emerging technology.

Lynda David (RTC) noted that the RTC is also working on a transportation plan update along similar timeline with completion expected in December 2023.

Anna Potter, Oregon Department of Veterans Affairs noted the importance of connecting with community members, seniors and others who may have less access to online resources. Also noted connections with Oregon Department of Disability. Metro staff appreciated that comment, and noted plans to work creatively to connect with those communities, via focus groups, community groups and other ways to provide access to the technology. In the past staff reached out via phone conversations as well.

Kirstin Greene, Department of Land Conservation and Development commended Metro and region partners for working to achieve climate outcomes. In the work on Climate Friendly and Equitable Communities, there is still work to ensure that greenhouse gas is addressed. As you work to monitor to how the region is meeting Climate Smart goals, how can this be used to demonstrate to others in the state who are working on similar goals. Ms. Ellis noted the importance of continuing discussions with ODOT and DEQ to allow more direct comparison for how targets are set. In the expert panels we will be scheduling on climate issues, we are hoping to explore how the maintenance plans can work to address these issues, and also want to work to ensure consistency between plans and goals. Metro is hoping to use some of the covid relief funding to work towards these goals. Ms. Bradway added that previous feedback from communities has indicated that the public would like more information on greenhouse gas modeling, so some of the expert panels on best practices and other topics would help address the communication and increase transparency and knowledge on these issues.

Sharron Glasey (Oregon Department of Veterans Affairs) noted that many veterans are both elderly and/or mobility challenged. Any work that can be done to address issues of mobility for those groups to access services around the region and state. Looking forward to being a part of the conversation moving forward. Ms. Cooney-Mesker noted similar comments from other consultations and feedback and will be reaching out to connect on this topic and ensure ODVA is involved.

Mr. Bolen encouraged strategic thinking on how funding can be best coordinated with regard to the RTP and the MTIP. Ms. Bradway appreciated the comment and noted the goals of ensuring well-scoped and well-defined projects in each document so that amendments and time-consuming administrative work can be minimized.

Staff shared the presentation and a survey asking agencies how they want to participate in the 2023 RTP. Agencies were invited to submit written comments.

ATTACHMENT D

LETTERS SUBMITTED BY CONSULTING AGENCIES

- 1. Clean Water Services**
- 2. Department of Land Conservation**
- 3. Department of State Lands**
- 4. EPA Region 1**
- 5. ODOT Region 1**

Thu 2/24/2022 12:01 PM
Chris Faulkner

Hey Molly,

Many thanks for the opportunity to participate yesterday. It was a really informative meeting and I look forward to continue participating throughout the process in whatever way might be helpful!

After reflecting on the information presented yesterday, I had a few thoughts I wanted to share. Please feel free to ignore if the team doesn't feel they're relevant. Conversely, if these do strike as helpful, I'd be more than happy to discuss further!

--> Possible to show existing / planned resource related projects?

- Could those be a mitigation opportunity?
- CWS and it's partners might be able to provide some data on this topic in terms of past, current, and/or future projects.

--> Broader view, how can the RTP best advocate for leveraging projects?

- Ex. Sani & road?
- Promote concepts from FHWA's Eco-Logical? This has the added benefit of addressing NEPA in a more streamlined way (or so goes my understanding).
- Understanding the RTP is focused on a regional network, perhaps there is an opportunity for including links to local projects that might be of interest. We're starting to gather county-wide data to do a more intentional job of looking where potential projects overlap and where they might benefit from increased coordination. Having not read through all the documents, I have no doubt there is some existing language around leveraging and co-locating projects as it was mentioned yesterday.

--> How will this RTP align with or coordinate with the upcoming Buildable Lands Inventory?

- As a utility, being able to anticipate growth areas is key. Understanding the relationship could help with that and also provide another opportunity for coordination at the local level.

Thanks again for the opportunity to be a part of such an important planning effort and I look forward to more conservation in the coming months!

Chris

Chris Faulkner, AICP | Water Resources Program Manager
[Clean Water Services](#) | Systems Planning & Development Services
2550 SW Hillsboro Hwy | Hillsboro OR 97123
o 503.681.3692 | f 503.681.4439
engage [permits](#) | [news](#) | [facebook](#) | [twitter](#)

From: [KELLY Laura * DLCD](#)
To: [Margi Bradway](#); [Kim Ellis](#); [Tom Kloster](#); [Clifford Higgins](#); [Molly Cooney-Mesker](#)
Cc: [HOLMSTROM Bill * DLCD](#); [GREENE Kirstin * DLCD](#); [CRALL Matt * DLCD](#); [YOUNG Kevin * DLCD](#); [MEYER Cody * DLCD](#); [MANVEL Evan * DLCD](#)
Subject: [External sender]Follow up- 2023 RTP Consultation Meeting
Date: Wednesday, March 2, 2022 12:22:41 PM

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

Margi, Kim, Tom, Clifford, and Molly,

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

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

Thanks,
Laura



Laura Kelly

Metro, Clackamas and Multnomah County Regional Representative

Portland Metro Regional Solutions

Oregon Department of Land Conservation and Development

Cell: 503-798-7587 | Main: 503-373-0050

laura.kelly@dlcd.oregon.gov | www.oregon.gov/LCD

From: [BROWN Jevra * DSL](#)
To: [Molly Cooney-Mesker](#)
Subject: [External sender]RE: Regional Transportation Plan consultation - Feb 23 -follow up
Date: Thursday, March 3, 2022 2:26:10 PM

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

Hello Molly & Metro RTP group,

Thank you for inviting comments from the Department of State Lands on the draft work that the RTP group is doing concerning natural and other resources. I reviewed Appendix F as provided prior to the meeting (https://www.oregonmetro.gov/sites/default/files/2019/03/01/RTP-Appendix_F_EnvironmentalAnalysisMitigationStrategies190301.pdf). Some of these items are carried into the “2023-RTP-proposed-environmental-assessment-data-mitigation-strategies-2-15-22.pdf” document and should also be addressed there.

Notes on Appendix F:

Page 8, “Areas of 2018 RTP environmental analysis” numbered list:

4. Should now read “SWI” (Statewide Wetlands Inventory) and at the time written (2018) should have read “NWI and LWIs” (Local Wetlands Inventories). The use of both the NWI and LWIs is included on page 9 bulleted list, page 12, and elsewhere in Appendix F and the “proposed-environmental-assessment-data-mitigation-strategies” document.

The SWI includes the NWI, LWIs, DSL approved delineations, subsets of the National Hydrography Dataset (NHD) and subsets of the NRCS combined SSURGO/STATSGO dataset for Oregon.

Is the data available? Yes, except for the DSL approved delineations, there are no GIS data for these documents, however we do provide the cities and counties with the approved mapping with their copy of the approval letter. Some local governments with the capacity to do so have digitized this mapping. The datasets that make up the SWI may either be brought into local GIS using DSL’s services or may be downloaded and configured to match the SWI rendering using the directions in the “How to Configure” document found at the bottom of the SWI web page (this document is in the process of being updated to be posted soon): <https://www.oregon.gov/dsl/WW/Pages/SWI.aspx>
Approved LWI datasets are available for download:
<https://www.oregon.gov/dsl/WW/Pages/Inventories.aspx>

Why use the SWI? For the purposes of planning/scoping level of work the SWI provides better information than the NWI alone both for waters, as represented by the NHD subsets, and representing wetlands that are likely unmapped on the NWI including small, forested, seasonal and farmed wetlands. These areas are captured by the “SWI soils subsets” as a “flag” showing where these unmapped wetlands might exist. In all cases and by rule (141-086-) within their study areas the approved LWI mapping replaces the NWI as the LWIs are the approved and adopted Goal 5 documents and are more accurate than the above listed SWI datasets, including the NWI (other than approved delineations).

(FYI, SWI datasets coming, not yet available: Compensatory mitigation sites mapped as polygons –

significance: all ground disturbance within CM sites requires DSL (and possibly Corps) permits.)

Page 14, bulleted list, and on the proposed-environmental-assessment-data-mitigation-strategies document: DSL is not Division of State Lands, it is the Department of State Lands.

Page 16 and elsewhere, The focus on the first steps of mitigation, to avoid and minimize, is appreciated and recommended.

Page 17, Consider using Essential Salmonid Habitat (ESH), not just critical habitat. The ESH dataset is determined by ODFW and stewarded by DSL. The significance is that all ground disturbance within ESH waters and hydrologically connected wetlands requires DSL permits.

<https://maps.dsl.state.or.us/esh/> Consider clarifying the relationship between “fish bearing stream” and “ESH.”

Page 21-22 and 26, Table 4, The statement, “Create new wetland areas at ratios established by the permitting agency,” may be better stated if modified and/or merged with next line, “restore or rehabilitate damaged wetlands and waterways.” Consider that credit accounting calculations are made to determine the amount of mitigation needed to replace lost wetland and waters functions and values. In the end these calculations do result in required replacement ratios so the existing statements may be shorthand for a more complex process, or may be leftover from the old, more strictly ratio based determination of mitigation requirements.

Page 65 Wetlands map, looks like only used NWI? Assume you will be updating the map?

In the final table, approximately 26 pages of projects that intersect with resource areas, there is a column for wetlands. What column represents the intersect with all potentially jurisdictional waters? What subset of all potentially jurisdictional waters does the Title 13 inventory column represent? If the SWI NHD subsets are more inclusive, that is they map more potentially jurisdictional waters then those datasets would be a better planning level source for potential project intersections. Is the “fish passage and fish bearing stream” column a subset of the Title 13 inventory column? These definitions and comparisons may be in the body of the report and not included in Appendix F. If Appendix F is to be considered on its own then consider including some of these definitions.

Best,

Jevra Brown, Aquatic Resource Planner
Department of State Lands
Cell 503-580-3172

NOTE NEW EMAIL ADDRESS:

Checking for wetlands and waters? – Use the STATEWIDE WETLANDS INVENTORY

To help prevent the spread of COVID-19 many of the DSL staff are telecommuting.

From: Molly Cooney-Mesker

Sent: Thursday, February 24, 2022 11:29 AM

To: Molly Cooney-Mesker

From: [Sturges, Susan](#)
To: [Molly Cooney-Mesker](#)
Cc: [Pepple, Karl](#); [Gockel, Catherine](#)
Subject: [External sender] Follow-up on 6PPD-quinone - Metro agency consultation
Date: Friday, March 4, 2022 4:56:52 PM

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

Hello Molly,

I almost missed providing you requested resources on 6PPD-quinone and connecting you with Catherine Gockel (206-553-0325) who is with our EPA Region 10 Puget Sound Program. Catherine is a great contact for any questions that you may have on 6PPD-quinone from tire particles in stormwater and its dire effects to coho salmon. Thank you for reaching out to EPA as you continue to work on Metro's 2023 RTP.

We recently provided comments to Puget Sound Regional Council on their 2023 Draft RTP and I've included below the portion of our comments that provides a brief overview of the science with citations:

New Stormwater Science Highlights Impact of Roads on Salmon Mortality

Research published in the journal *Science*^[1] and authored by Puget Sound scientists attributed coho salmon death to an acutely toxic chemical degradation product (6PPD-quinone) from tire particles in stormwater. Concentrations in stormwater were found to be lethal for coho following exposures lasting only a few hours. Additional (forthcoming) research has shown that steelhead are vulnerable, and other species of ESA-listed salmonids tested (e.g., Chinook), are also affected. More recently, the Tian et al. team published that 6PPD-Q also was 8.3 times more toxic than previously calculated and should be categorized as a "very highly toxic" pollutant for aquatic organisms.^[2]

6PPD-quinone is acutely toxic to coho salmon, is ubiquitous in tires, and no substitute has been identified yet. However, Green Stormwater Infrastructure (GSI) is effective at reducing mortality rates for coho exposed to stormwater, and relatively inexpensive mitigation measures like bioswales can dramatically improve water quality and promote salmon survival.^[3]

EPA would like to emphasize that stormwater is an extremely complex chemical mixture, and 6PPD is only one of many stormwater contaminants.^[4] There are thousands of chemicals in road runoff (including PAHs, metals, pharmaceuticals, pesticides, and other contaminants of emerging concern), many of which are uncharacterized and have the potential to be toxic.

[1] (Tian et al., 2021). <https://www.science.org/doi/10.1126/science.abd6951>

[2] (Tian et al., 2022). <https://pubs.acs.org/doi/10.1021/acs.estlett.1c00910>

[3] (Spromberg et al., 2016). <https://besjournals.onlinelibrary.wiley.com/doi/pdfdirect/10.1111/1365-2664.12534>

[4] (Du et al., 2020). <https://pubs.acs.org/doi/abs/10.1021/acs.estlett.0c00749>

Please let me know if you have other questions or need additional information. Have a great weekend!

Kind regards, Susan

Susan Sturges

NEPA Reviewer, Transportation Sector Lead

U.S. Environmental Protection Agency Region 10
Policy and Environmental Review Branch
1200 6th Avenue, Suite 155 | Seattle, WA 98101
206.553.2117 | sturges.susan@epa.gov

From: Molly Cooney-Mesker

Sent: Wednesday, February 23, 2022 3:17 PM

To: Pepple, Karl ; Sturges, Susan **Subject:** RE: EJScreen 2.0 Training Webinar on March 9th, 2022 at Noon E.T.

Thanks so much, Susan and Karl!

This information sharing and collaboration is much appreciated.

It was nice meeting both of you.

Best,
Molly

From: Pepple, Karl

Sent: Wednesday, February 23, 2022 3:13 PM

To: Sturges, Susan <Molly.Cooney-Mesker@epa.gov>

Subject: [\[External sender\]](#) RE: EJScreen 2.0 Training Webinar on March 9th, 2022 at Noon E.T.

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

Molly,

Here is a [link](#) to a page where the MOVES GHG guidance can be found, as well as some other resources. Please note that the GHG guidance was written for MOVES2014b, and we just released MOVES3. However, the vast majority of that still pertains.

Feel free to have staff reach out with questions.

Thank you!

KP

From: Sturges, Susan >
Sent: Wednesday, February 23, 2022 3:03 PM
To:
Cc: Pepple, Karl
Subject: FW: EJScreen 2.0 Training Webinar on March 9th, 2022 at Noon E.T.

Hello Molly,

As promised, see below for information on EPA's upcoming virtual public training for EJScreen 2.0 scheduled for March 9th.

Note the noon start time is in the eastern time zone, so for us West Coasters, the training begins at 9 AM (PST).

Thank you for the presentation and outreach on Metro's 2023 RTP. It was nice meeting you today!

Best, Susan

Susan Sturges
NEPA Reviewer, Transportation Sector Lead
U.S. Environmental Protection Agency Region 10
Policy and Environmental Review Branch
1200 6th Avenue, Suite 155 | Seattle, WA 98101
206.553.2117 |

From: Environmental-Justice <Environmental-Justice@epa.gov>
Sent: Wednesday, February 23, 2022 7:55 AM
To: Environmental Justice information <epa-ej@lists.epa.gov>
Subject: [epa-ej] EJScreen 2.0 Training Webinar on March 9th, 2022 at Noon E.T.

please do not reply to this email

EJScreen 2.0 Training Webinar on March 9th, 2022 at Noon E.T.

Following the launch of [EJScreen](#) 2.0 on February 18, 2022, EPA will host a virtual public training on the updated version of the Agency's award-winning environmental justice (EJ) screening and mapping tool. This webinar will include information on the updates made to EJScreen, a demonstration of the newly available features, and tips on how to use the tool. The webinar is free and will be held on **Wednesday, March 9th, 2022 at 12:00 pm (Noon) E.T.** Registration is not required.

Join the webinar here: <https://usepa.zoomgov.com/j/1611366191>

We hope that you will join this training webinar on March 9th at 12:00 pm E.T. to learn more about EJScreen 2.0 and the updated features that are now publicly available.

Background

This updated version of EJScreen, known as EJScreen 2.0, makes important improvements to better meet the needs of users and provides expanded insight into EJ concerns in overburdened communities. The redesigned interface of EJScreen 2.0 includes new data on environmental burdens, socioeconomic factors, climate change, health, and critical service gaps.

For more information on EJScreen 2.0, please visit: <https://www.epa.gov/ejscreen>.

For additional questions, please contact Tai Lung (Lung.Tai@epa.gov).

For up-to-date information about Environmental Justice funding opportunities, events, and webinars, subscribe to EPA's Environmental Justice listserv by sending a blank email to: join-epa-ej@lists.epa.gov. Follow us on Twitter: [@EPAEnvJustice](https://twitter.com/EPAEnvJustice)

Para recibir información actualizada sobre oportunidades de financiamiento de Justicia Ambiental, eventos y seminarios web, suscríbase al listserve de Justicia Ambiental de la EPA enviando un mensaje en blanco de correo electrónico a: join-epa-ej@lists.epa.gov. Síguenos en Twitter: [@EPAEnvJustice](https://twitter.com/EPAEnvJustice).

[1] (Tian et al., 2021). <https://www.science.org/doi/10.1126/science.abd6951>

[2] (Tian et al., 2022). <https://pubs.acs.org/doi/10.1021/acs.estlett.1c00910>

[3] (Spromberg et al., 2016). <https://besjournals.onlinelibrary.wiley.com/doi/pdfdirect/10.1111/1365-2664.12534>

[4] (Du et al., 2020). <https://pubs.acs.org/doi/abs/10.1021/acs.estlett.0c00749>



Oregon

Kate Brown, Governor

Department of Transportation

Region 1

123 NW Flanders Street

Portland, OR 97209

Phone: (503) 539-8454

Fax: (503) 731-8531

Kim Ellis and Molly Cooney-Mesker,

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

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

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

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

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

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

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

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

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

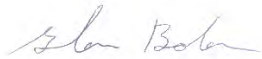
In addition to the modal plans, ODOT and the OTC have programs, projects and reports that Metro should consult and incorporate for the RTP update, including:

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

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

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

Take care,



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

ATTACHMENT E

AGENCY PREFERENCES FOR INVOLVEMENT IN THE 2023 RTP

Respondents: Clean Water Services (CWS) Department of Land Conservation and Development (DLCD) Oregon Dept of Fish and Wildlife (ODFW) Oregon Department of Veterans' Affairs (ODVA) US Fish and Wildlife Service (USFW)	Interested persons list notification (email to all parties signed up for updates; includes comment opportunities)	Direct notification via email	Formal notification via letter	Invitation to a "group" briefing and discussion (multiple agencies invited)	Individual briefing and discussion (Metro staff and your staff)	Invitation and coordination to comment to decision-making bodies (Joint Policy Advisory Committee on Transportation, Metro Council)	Urban Growth Boundaries	Natural areas preservation program	Regional transportation studies and investment areas planning
2023 RTP Phases									
1. Scoping – stakeholder identification, work plan development, engagement plan development	CWS	CWS	CWS	CWS	CWS	CWS			
	DLCD	DLCD		DLCD					
	ODFW	ODFW							
	ODVA	ODVA	ODVA	ODVA					
	USFW	USFW		USFW					
2. Framework development – key trends and challenges identification, transportation system vision refinement, outcomes prioritization		CWS		CWS					
	DLCD			DLCD					
				ODFW		ODFW			
	ODVA			ODVA					
	USFW			USFW					
3. Building the investment strategy – defining policy changes, project list updates, draft project list assessment, project list refinement		CWS			CWS	CWS			
	DLCD								
					ODFW	ODFW			
	ODVA	ODVA			ODVA				
	USFW				USFW				
4. Adopting the plan –refinement and adoption of the plan		CWS	CWS	CWS		CWS			
	DLCD			DLCD		DLCD			
				ODFW		ODFW			
	ODVA	ODVA		ODVA		ODVA			
	USFW			USFW		USFW			
Other MPO processes									
Initiation – policy update and partner agreements		CWS		CWS	CWS				
	DLCD			DLCD					
				ODFW		ODFW			
	ODVA								
	USFW			USFW					
Metro’s regional flexible funds allocation – process for distributing the small amount of federal funds provided directly to Metro for distribution (decisions fund regional programs and local projects that meet regional priorities)				CWS	CWS				
	DLCD								
				ODFW		ODFW			
	USFW			USFW					
3. Adopting the MTIP – review and comment and adoption process		CWS		CWS	CWS				
	DLCD			DLCD					
				ODFW		ODFW			
	ODVA								
	USFW			USFW					

Respondents: Clean Water Services (CWS) Department of Land Conservation and Development (DLCD) Oregon Dept of Fish and Wildlife (ODFW) Oregon Department of Veterans' Affairs (ODVA) US Fish and Wildlife Service (USFW)	Interested persons list notification (email to all parties signed up for updates; includes comment opportunities)	Direct notification via email	Formal notification via letter	Invitation to a "group" briefing and discussion (multiple agencies invited)	Individual briefing and discussion (Metro staff and your staff)	Invitation and coordination to comment to decision-making bodies (Joint Policy Advisory Committee on Transportation, Metro Council)	Urban Growth Boundaries	Natural areas preservation program	Regional transportation studies and investment areas planning
4. Amending the MTIP – review and comment and adoption of amendments (additional funding becomes available, conditions on the ground lead jurisdictions to delay one project in favor of another)				CWS	CWS				
	DLCD			DLCD					
				ODFW					
						ODFW			
	USFW			USFW					
Additional areas of interest							CWS	CWS	CWS
							DLCD		DLCD
							ODFW	ODFW	ODFW
							USFW	USFW	USFW
Agency	Contact								
Clean Water Services (CWS)	Chris Faulkner								
Department of Land Conservation and	Laura Kelly								
Oregon Dept of Fish and Wildlife (ODFW)	Rachel Wheat								
Oregon Department of Veterans' Affairs (ODVA)	Sheronne Blasi								
US Fish and Wildlife Service (USFW)	Dr. Erin Foster Aber								

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

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

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