



2023 Regional Transportation Plan Update

Work Plan

May 5, 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

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PURPOSE AND BACKGROUND

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

Background

The [Regional Transportation Plan](https://oregonmetro.gov/rtp) (RTP) is the state- and federally-required long-range transportation plan for the Portland metropolitan area. The plan sets regional transportation policy that guides local and regional planning and investment decisions to meet the transportation needs of the people who live, work and travel in greater Portland – today and in the future.



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

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

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

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

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

INTRODUCTION

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

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

PROJECT GOAL

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

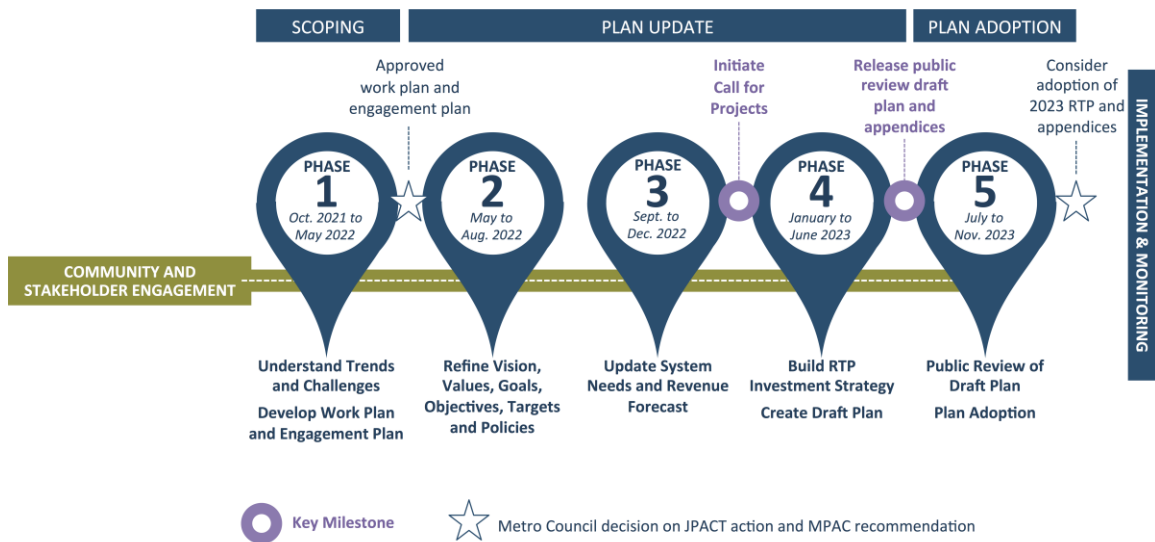
PROJECT TIMELINE AND DECISION MILESTONES

2023 RTP Timeline

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

During 2022 and 2023, the Metro Council and staff will engage the public and local, regional and state partners to update the Regional Transportation Plan to meet current and future transportation needs through the year 2045.

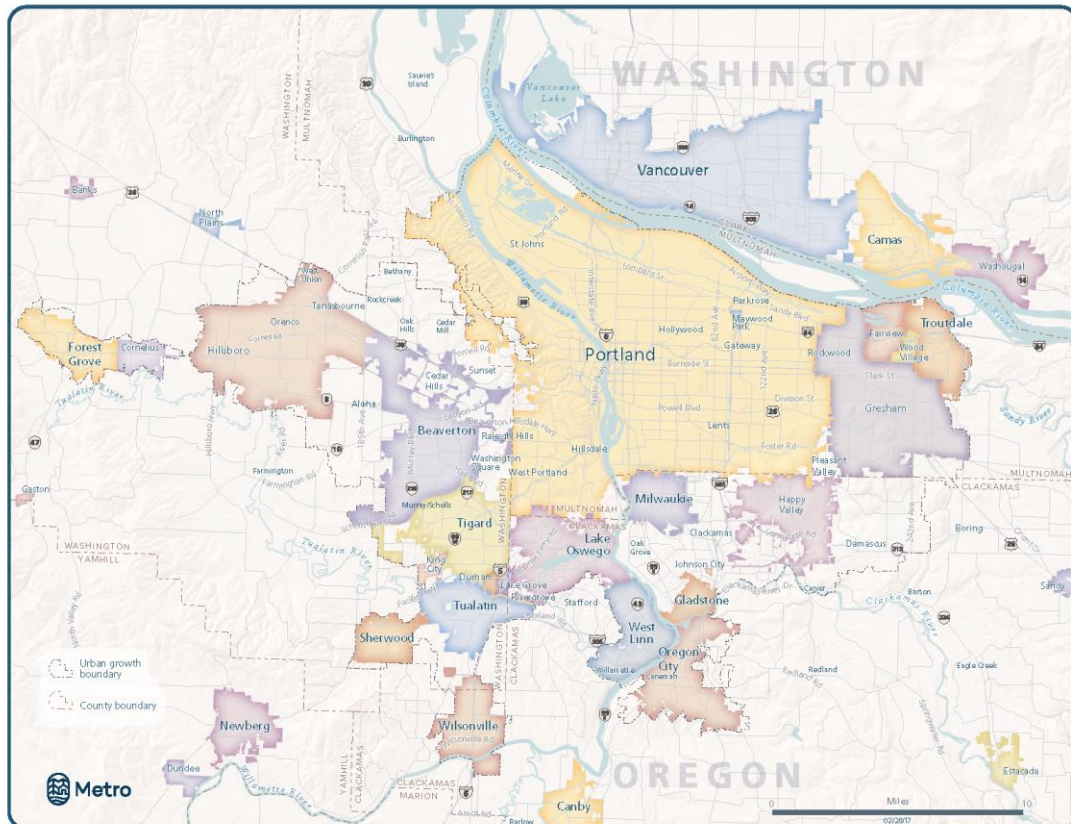
Figure 1. Timeline for the 2023 Regional Transportation Plan Update



POLICY FOUNDATION AND GUIDANCE

The Portland metropolitan area encompasses the urban portions of 3 counties (Clackamas, Multnomah, and Washington) and 24 cities, including Portland, Beaverton, Hillsboro, Tigard, Tualatin, Wilsonville, Happy Valley, Oregon City, Milwaukie, Gresham, and Troutdale, as shown in **Figure 2**.

Figure 2. Cities and counties in the greater Portland region



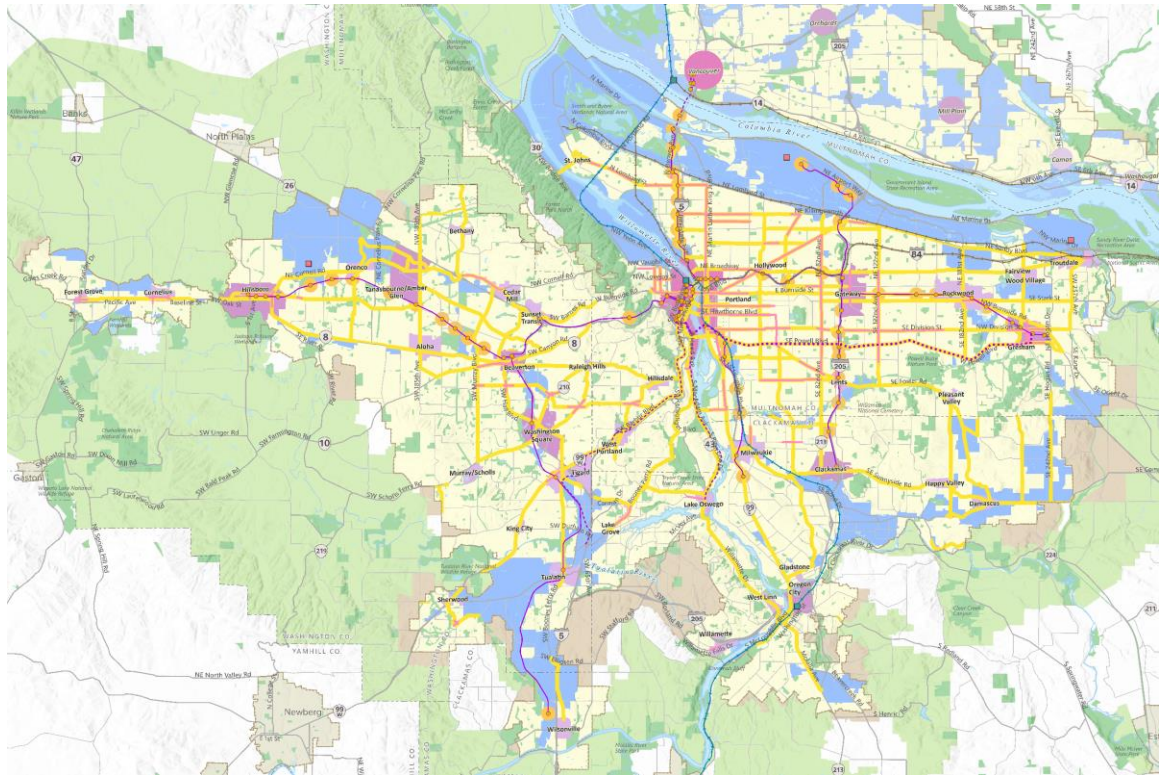
Metro Regional Framework Plan and 2040 Growth Concept

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

Acknowledged by LCDC under state law, the plan defines how and where the region plans to grow through the year 2040. The 2040 Growth Concept includes land use and transportation building blocks that express the region's aspiration to incorporate population growth within existing urban areas as

much as possible and expand the urban growth boundary only when necessary.

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



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

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

The RTP recognizes the importance of prioritizing transportation investments in the 2040 growth areas to support the region's economic vitality and

commercial activity. These are the areas where the greatest growth is planned for and where the most trips will be occurring:

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

The Regional Framework Plan (RFP), adopted in 1996 and periodically updated to reflect new regional policies, unites all of Metro's adopted land use and transportation planning policies (including the 2040 Growth Concept) and requirements into one policy document that directs Metro. The RFP contains regional policies on key regional growth issues, including accommodation of projected growth and the coordination of transportation and land use planning. The RFP is the basis for coordination of the comprehensive plans and implementing regulations of the cities and counties in the Metro jurisdictional boundary.

The RFP brings together the 2040 Growth Concept and other policies related to compact urban form, housing, transportation, natural hazards and natural resources. Chapter 2 of the RFP contains the RTP goals and objectives. Metro's functional plans, the Urban Growth Management Functional Plan and Regional Transportation Functional Plan, further direct how local jurisdictions implement the regional policies contained in the RFP and RTP.

Metro's Racial Equity Framework

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

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

This update will concentrate on eliminating the disparities that people of color experience. By addressing the barriers experienced by people of color, the update will also identify solutions and remove barriers for other marginalized groups. This strategic direction provides an opportunity to make a difference

in the lives of marginalized communities, while having a positive impact on the Portland region's overall quality of life and economic prosperity.

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

Oregon Statewide Land Use Planning Program

The RTP is the transportation system plan for the Portland metropolitan region. The first RTP was approved in 1982. The latest update to the plan, the 2018 RTP, was adopted in December 2018.

As the regional TSP required under the Statewide Land Use Planning Program and Transportation Planning Rule, under state law:

- the RTP must comply with Oregon's statewide planning goals, including Goal 12 Transportation;
- the RTP must be consistent with the Oregon Transportation Plan and adopted modal and topic plans, including the Oregon Highway Plan; and
- local transportation system plans must be consistent with the RTP and with the OTP and adopted state modal and topic plans.



New federal and state planning requirements and policy guidance

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

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

The 2023 RTP update will address RTP-related corrective actions identified by the USDOT in the most recent Federal certification review (2021) and consider the most recently published [FHWA/FTA Planning Emphasis Areas](#) (12/30/2021):

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Climate Friendly and Equitable Communities Rulemaking

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

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

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

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

additional measure(s) beyond congestion when evaluating the transportation impacts of land use;

- New modeling and analysis methods to account for additional driving (and related climate pollution) that may be induced by specified types of projects that increase street or highway capacity;
- Updated rules for project lists, including development of a “constrained” forecast and constrained project list that meets climate targets (defined as VMT/capita reduction targets); and
- Updated monitoring and reporting requirements that call for more frequent reporting to DLCD.

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

Updates to the Oregon Transportation Plan and Oregon Highway Plan

In addition, the Oregon Transportation Commission has initiated an update to the Oregon Transportation Plan, which will be followed by an update to the Oregon Highway Plan. The OTP and OHP updates will be guided by the [2021-23 Strategic Action Plan Priorities](#) adopted by the OTC in 2021:

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

The priorities to be addressed through this work plan are aligned with and support the OTC SAP priorities. This work plan is also aligned with and supports the OTC’s priorities for the [OTP update](#), including:

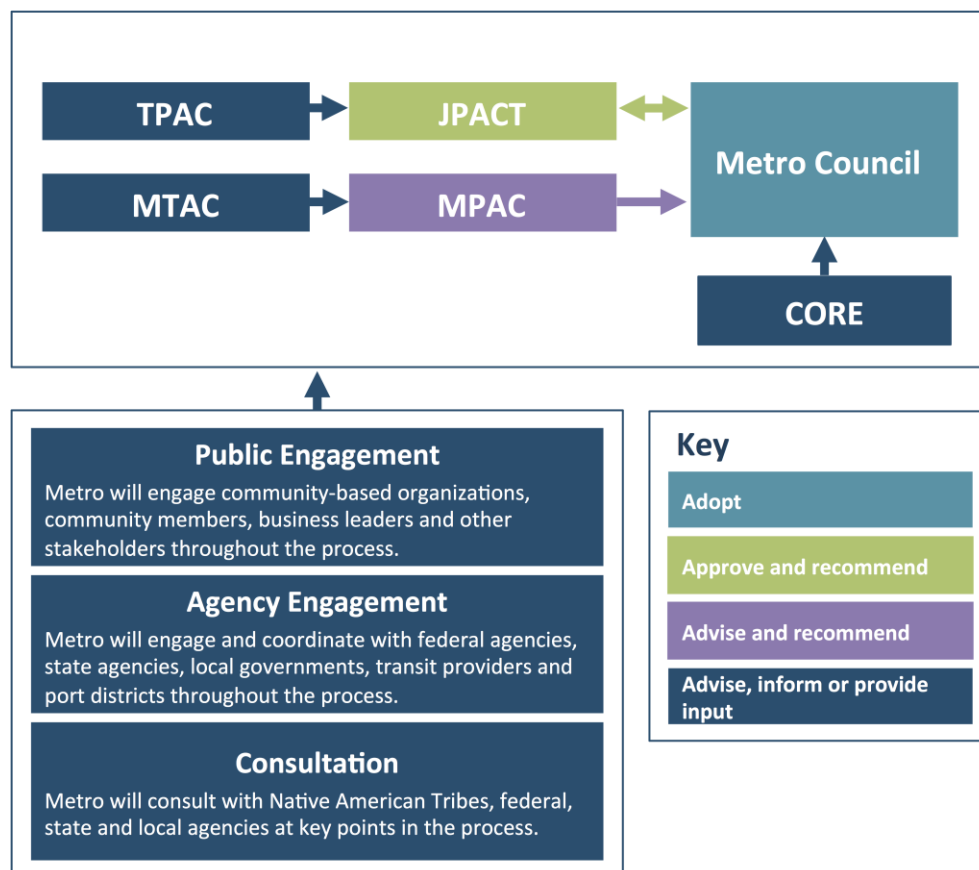
- **Advancing social equity** – Conducting a process and creating outcomes that are equitable and responsive to the needs of traditionally underserved or excluded populations, in both urban, suburban and rural communities.
- **Alleviating congestion** – Identifying ways to alleviate congestion, both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

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

REGIONAL TRANSPORTATION DECISION-MAKING FRAMEWORK

The RTP update will rely on Metro’s role as the federally mandated Metropolitan Planning Organization (MPO) designated by the governor for the Portland metropolitan region and its existing decision-making framework.

Figure 4. Regional Transportation Decision-Making Framework



Shown in **Figure 4**, the decision-making framework includes the Metro Council and five advisory committees that have varying levels of responsibility to review, provide input, and make recommendations on the development of the 2023 RTP. **Integral to this decision making process are timely opportunities for partners and the public to provide meaningful input to the Metro Council and the technical and policy advisory committees prior to key decision milestones.**

Metro's Committee on Racial Equity (CORE) advises Metro Council and staff on the implementation of [the Strategic Plan to Advance Racial Equity, Diversity and Inclusion](#). CORE will provide input at key points in the 2023 RTP process. CORE's input will be shared with Metro's other advisory committees for consideration.

The Metro Policy Advisory Committee (MPAC) advises and makes recommendations to the Metro Council on growth management and land use issues, including the RTP, at the policy level, and the Metro Technical Advisory Committee provides input to MPAC at the technical level.

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 updating the RTP every five years. The Transportation Policy Alternatives Committee (TPAC) provides input to JPACT at the technical level.

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. For the purposes of the RTP, JPACT approves the RTP and periodic amendments and submits them to the Metro Council for adoption. The Metro Council adopts the recommended action or refers it back to JPACT with a recommendation for amendment.

PROJECT OVERVIEW

The development of the 2023 Regional Transportation Plan (RTP) will involve a wide range of individuals, regional advisory committees community-based organizations, business groups and other stakeholders. Metro is responsible for coordinating development of the plan, public engagement and adoption of the final plan.

Under federal law, the 2018 Regional Transportation Plan expires on December 6, 2023. The development of the 2023 Regional Transportation Plan will be completed from May 2022 to November 2023.

A summary of the key planning and engagement activities, and key decision milestones for each phase of the update follows.

Summary of planning and engagement activities and key milestones

When	What
Phase 1: Scoping Oct. 2021 to May 2022	Develop a shared understanding of trends and challenges facing the region and priorities for the update to address
Milestone: April/May 2022	MPAC makes recommendation to the Metro Council JPACT and the Metro Council consider adoption of the work plan and public engagement plan
Phase 2: Data and Policy Analysis May to August 2022	<p>Planning Focus: Refine the plan's vision, goals, objectives, performance targets and policies; update data and analysis tools to support process.</p> <p>Engagement Focus: Refine vision, goals, objectives, and shape key policy updates to inform the Needs Assessment in Ph. 3 and Call for Projects in Ph. 4. Refine criteria for evaluating and prioritizing projects and educate about opportunities and constraints for stakeholders to influence Ph. 4 Call for Projects process.</p> <ul style="list-style-type: none">• Launch community partnerships• Metro Councilor engagement with constituents, including city councils• Policy-maker topic-specific workshops• TPAC/MTAC workshops• TPAC workshops• Expert panel discussions on measuring impact of transportation on climate and measures of mobility to inform targets• Regional transportation tools and data workshop(s)• Small group stakeholder meetings• RTP informational sessions• Presentations and discussions at county-level coordinating committees and regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings <p><i>Note: RFFA public comment is planned for May 2022. Public input could help inform Phase 3.</i></p>
Milestone: August 2022	No action taken

When	What
Phase 3: Revenue and Needs Analysis September to December 2022	<p>Planning Focus: Update regional transportation needs and revenue forecast to guide updating the RTP project and program priorities.</p> <p>Engagement Focus: Community engagement to identify needs, priority project types and project locations.</p> <ul style="list-style-type: none"> • Video tours of needs and successes featuring community priorities for types of investments across the region (e.g. safety—lights, bus stops in underserved areas) and priority geographies (e.g. urban arterials such as 82nd, Tualatin Valley Highway and Sunrise Corridor) (video tours could be combined with community stories) • Community stories: multimedia story telling that elevates lived experiences of community members from across the region to deepen understanding of system needs and inform the investment strategy. • Online interactive survey that invites input on place-based and system wide needs • Business roundtable meeting • Community partner engagement • Policy-maker topic-specific workshops • TPAC/MTAC workshops • TPAC workshops • Small group stakeholder meetings • Presentations and discussions at county-level coordinating committees and regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings
Milestone: January 2023	Initiate Call for Projects
Phase 4: Build RTP Investment Strategy January to June 2023	<p>Planning Focus: Update regional project and program priorities and prepare a draft plan and appendices.</p> <p>Engagement Focus: Communities and stakeholders consider projects and tradeoffs. Metro will give feedback to transportation agency partners on these projects based on their ability to advance regional goals with a focus on climate, equity, safety and mobility</p> <ul style="list-style-type: none"> • Online interactive survey that explores investment priorities and for input on preferred priorities • Community partner-led engagement • Community leaders forum • TPAC/MTAC workshops • TPAC workshops • Business roundtable meeting • Small group stakeholder meetings, with focus on bridging community leaders, business leaders and other interested members of the public with the decision-making bodies—MPAC, JPACT and Metro Council • Presentations and discussions at county-level coordinating committees and regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings
Milestone: July 2023	Release draft 2023 RTP for public review
Phase 5: Public Review and Plan Adoption July to November 2023	<p>Planning Focus: Conduct 45-day public comment period</p> <p>Engagement Focus: Receive feedback on Draft 2023 RTP (and its components)</p> <ul style="list-style-type: none"> • Online interactive survey

When	What
	<ul style="list-style-type: none"> • Tribe and agency consultations • At least two public hearings • TPAC/MTAC workshops • TPAC workshops • Presentations and discussions at county-level coordinating committees and regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings
Milestone: November 2023	MPAC makes recommendation to the Metro Council JPACT and the Metro Council consider adoption of the 2023 Regional Transportation Plan (and its components) for submittal to DLCD and U.S. DOT.

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



PHASE 1 | SCOPING | OCTOBER 2021 TO MAY 2022

What do we value? What is our vision for the future? What trends and challenges are priorities to address? How do we work together to update the plan?

Desired outcome: By May 2022, JPACT and the Metro Council approve the work plan and public engagement plan that will guide the update.

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

Phase 1 Key Tasks and Activities	
Planning	<ul style="list-style-type: none"> • Report on key trends shaping the region's future, highlighting where we have been, where we are now, opportunities and challenges looking forward • Identify draft values, outcomes and actions (VOA) for the 2023 RTP • Develop work plan and public engagement plan • Develop background data, tool and methods to document key trends and support the regional transportation needs (gaps and deficiencies) analysis in Phase 3 and the evaluation of investment priorities in Phase 4 • Begin assessing baseline and future conditions of the region's transportation system
Engagement	<ul style="list-style-type: none"> • Engage regional advisory committees, county coordinating committees, elected officials, jurisdictional partners, business and community leaders and community members to identify trends and challenges, review current vision and priorities for the transportation system • Engage regional advisory committees in development of the work plan, engagement plan and draft values, outcomes and actions (VOA)

Phase 1 Key Tasks and Activities	
Milestones	<ul style="list-style-type: none"> • MPAC considers recommendation to the Metro Council on the work plan and public engagement plan • JPACT considers approval of the work plan and public engagement plan • Metro Council considers approval of the work plan and public engagement plan
Key Products	<ul style="list-style-type: none"> • Work plan • Public engagement plan • Draft Values, Outcomes and Actions (VOA) to inform the update • Summary report(s) of engagement activities, including: language-specific focus groups, a Community Leaders Forum, stakeholder interviews, on-line survey and consultation meetings with resource agencies, state and federal agencies and tribes



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

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

The second phase of the process will update the plan's vision for the transportation system and regional goals, objectives, policies and performance targets will address feedback provided during Phase 1. This work will inform the needs analysis in Phase 3 and updates to the RTP project and program priorities in Phase 4.

Vision, Goals, Objectives and Policies: This will include refining the region's vision for the transportation system and goals, objectives and policies, considering community and stakeholder feedback from Phase 1. The updated vision and supporting goals, objectives and policies will identify specific outcomes the region wants to achieve with investments in the transportation system to realize the plan's vision and six desired regional outcomes.

Policy Updates: Priority policy topics were identified through input from the Metro Council, regional technical and advisory committees, community leaders and other stakeholders engaged during the scoping phase as key policy updates to address in the 2023 RTP update. Policy briefs will be developed for each of these key policy updates. The policy briefs will be informational documents describing

information, existing RTP policy, relevant work, and policy considerations for further discussion and/or recommendations. Their purpose is to support JPACT and Metro Council discussions on whether and how to update RTP policies and/or actions in response to these issues.

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

- **Key Policy Updates:** New policies and updates to RTP Chapter 3 policies will be developed to reflect the new Federal Planning Emphasis Areas and new information for each of these topics:
 - **Regional Mobility Policy Update:** A joint effort of Metro and the Oregon Department of Transportation (ODOT), this work is underway and will continue to follow the the work plan and engagement plan adopted by JPACT and the Metro Council in 2019. The effort is planned to be complete in Fall 2022 and will update how the region defines and measures mobility in the RTP. The updated policy will guide the development and evaluation of regional and local transportation plans and studies, including the 2023 RTP, and the evaluation of potential transportation impacts of local comprehensive plan amendments. A policy brief will be developed that recommends policy language, performance measures and standards for the 2023 RTP and the Oregon Highway Plan for the Portland area. A supporting action plan will also be developed that recommends data collection, methodologies and processes needed to support implementation of the updated policy at the local, regional and state levels. The recommended regional mobility policy will be incorporated into the RTP, replacing the Interim Regional Mobility Policy adopted in the RTP 2000. Recommendations for the OHP and highways will be forwarded to the Oregon Transportation Commission for consideration as an amendment to the OHP. More information is available on the project webpage: oregonmetro.gov/mobility.
 - **Regional Congestion Pricing Policy Update:** This work will incorporate the findings and recommendations from the Regional Congestion Pricing Study accepted by JPACT and the Metro Council in 2021. A policy brief on this topic will include a gap analysis of existing RTP policy related to congestion pricing, development of new policy language, as needed, as well as structural recommendations related to where the policies should be integrated in the 2023 RTP and how they

relate to and/or support other policy areas and 2023 RTP priorities. The policy brief will support JPACT and the Metro Council in developing a clear regional policy on congestion pricing for the Portland region. This work will be coordinated with ODOT's Tolling Program and Urban Mobility Office.

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

The policy brief will refer to existing policy in the 2018 RTP as well as to planning and policy work that has occurred since adoption of the 2018 RTP. It will incorporate recommendations from the Jurisdictional Transfer Framework Study and Phase 1 Regional Emergency Transportation Routes (ETR) update accepted by JPACT and the Metro Council in 2021. Development of the policy brief and subsequent policy discussions on this topic will support updates to the design policy section in Chapter 3 of the RTP, an implementation activity identified in Chapter 8 of the 2018 RTP.

- **Climate Leadership Policy and Climate Smart Strategy Update:** This work will include updating the Climate Smart Strategy and supporting RTP policies and investments, as needed, to meet the region's state-mandated greenhouse gas emissions reduction targets. This work will begin with preparing a policy brief on implementation of key elements of the Climate Smart Strategy. The policy brief will assess whether key policy elements or actions assumed in the Climate Smart Strategy are being implemented.

The policy brief will also report the findings from a new analysis of the estimated greenhouse gas emissions anticipated from the 2018 RTP using VisionEval. VisionEval is the carbon emissions estimation tool used by State Agencies – ODOT, ODEQ, DLCD and ODOE - to set carbon emissions reduction targets for the Portland region and Oregon's seven other metropolitan areas. VisionEval is also being used by ODOT to estimate carbon emissions reductions from policies and strategies contained in the Statewide Transportation Strategy (STS) for Reducing Greenhouse Gas Emissions.

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

The technical and policy analysis will help inform a JPACT and Metro Council discussion on whether the assumptions underlying the region's Climate Smart Strategy are realistic, including transit service levels, shifts in travel behavior, percent of workforce participating in commute options programs, areas with managed or priced parking, and state and federal policies on vehicle technology, fleet and fuels, and consideration of new or updated policies and additional GHG reduction strategies that are not currently included in Climate Smart Strategy.

This technical and policy analysis will help inform whether updates to the Climate Smart Strategy and further regional policy changes, plans or programs in the RTP are needed to address transportation trends and support additional progress on implementation of Executive Order 20-04, transportation electrification and implementation of new transportation planning requirements identified through the Climate Friendly and Equitable Communities (CFEC) rulemaking effort. The CFEC rulemaking effort is anticipated to conclude in May 2022. A work plan for elements that cannot be addressed during the RTP update will be defined in Chapter 8 of the RTP.

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

This work will build off of the work and HCT network updates completed during development of the 2018 Regional Transit Strategy to focus on developing a vision for a regional bus rapid transit system that advances RTP goals and supports the transportation system. This work will include reevaluating the broader high capacity transit vision to consider potential new corridors; capacity, reliability and speed improvements to existing service; extensions to existing lines; and potential new system connections. It will also assess readiness to establish regional priority projects competitive for federal funding that will provide guidance for decisions regarding high capacity transit projects for the 2023 RTP update.

At the same time, Metro staff will be scoping an Access to Transit Study with partners to identify transit access and transit service needs across the region. A work plan for the Access to Transit Study will be defined in Chapter 8 of the RTP.

- **Other Policy Updates:** Other updates to existing RTP Chapter 3 policies to reflect new information from work completed since 2018 and new Federal Planning Emphasis Areas (PEAs) will include:
 - **RTP System Maps Update:** Review and update the planned regional design and classifications of transportation facilities identified on the RTP Chapter 3 system maps, as needed, for each of these networks – motor vehicle, freight, transit, bicycle and pedestrian and transportation system management and operations (TSMO) – to align local, regional and state classifications. The RTP network maps identify planned regionally-significant transportation facilities and the plan’s vision for design and each element of the transportation system.
 - **Transportation Equity Policy Update:** Review and update RTP transportation equity policies and actions related to consideration of affordability and anti-displacement strategies in transportation planning and project development activities.
 - **Regional Freight Policy Update:** Review and update RTP freight policies as needed to address growth in e-commerce and delivery services and recommendations from the Regional Freight Delay and Commodities Movement Study.
 - **TSMO and RTO Policy Update:** Review and update RTP TSMO policies to incorporate recommendations from the 2019 Regional Travel Options (RTO) needs assessment and the 2021 TSMO Strategy.
 - **Emergency Transportation Routes Map and Transportation Resilience Policy Update:** Review and update resilience related policies to further address the federal resilience planning factor, incorporate the Phase 1 Regional Emergency Transportation Routes (ETR) update findings and recommendations accepted by JPACT and the Metro Council in 2021 (including the updated routes), and consider green infrastructure policy recommendations identified when the 2018 RTP was adopted in 2018. This work will also incorporate the Phase 1 ETRs in Chapter 3 of the RTP to define a network for targeted resiliency mitigation/ management funding.
 - **Regional Transportation Functional Plan:** Review the Regional Transportation Functional Plan to identify potential updates to address new and updated RTP policies and new transportation planning requirements identified through the statewide Climate Friendly and Equitable Communities rulemaking effort. Recommended updates to the

functional plan will be addressed through subsequent work following the RTP update. A work plan for updating the functional plan, including regional parking policies, will be defined in Chapter 8 of the 2023 RTP.

Data, Methods and Tools Updates: This key task will include further development of data, methods and analytic tools needed to address [federal transportation performance management \(TPM\)](#) requirements, Climate Smart Strategy performance monitoring, and improve our ability to evaluate and understand the performance, impacts and benefits of projects and programs with a focus on RTP priority outcomes, including equity, climate, safety and mobility.

- **Emerging Transportation Trends Study:** This project assesses how transportation behavior changed during the COVID-19 pandemic, whether these changes are likely to continue into the future, and how these changes could impact the region's goals – particularly access to opportunities and transportation options for BIPOC and low-income people. A series of fact sheets will be developed to communicate key research findings and recommendations on potential analytical approaches and policy considerations to account for changing transportation behavior in development of the 2023 RTP.
- **Existing Conditions Analysis and Updates to the RTP Performance Evaluation Framework and Targets:** Assemble relevant data to support the existing conditions analysis and updates to the plan's performance evaluation framework, including but not limited to inventory of bike, pedestrian, transit networks, TDM and TSMO data, safety data, socioeconomic data, economic value atlas data, reliability data, environmental data and infrastructure condition and transit asset management data. This work will include preparing the regional travel demand model, transportation analysis zone assumptions and networks for use in the update, reflecting 2020, 2030 and 2045 conditions. This work will include preparing VisionEval to be used at a regional level to evaluate greenhouse emissions. This work will continue advancing the region's performance based planning efforts and address federal and state planning requirements, including reporting on the region's adopted congestion management process (CMP). This information will also be used to will help demonstrate how the RTP project and program priorities align with the plan's values, vision, goals, objectives, policies and performance targets.

In Phase 2, an analysis of performance of the transportation system today (2020 base year) and the 2018 RTP projects and program priorities will help identify where the region is on track to meet the plan's transportation goals or falling short and inform the transportation needs analysis in Phase 3. This work will be documented in a Federal System Performance Report and Chapter 4 of the plan. Updates to the data, methods and tools will also inform

how the region will assess the performance, benefits and impacts of projects and programs that are identified for inclusion in the plan's "constrained" and "strategic" project lists in Phase 4.

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

- **Project List Review:** Work with project sponsors to review the 2018 RTP project list to identify and report on projects completed since 2018, update the categorization of projects and identify information needed for each project to develop a clear and transparent approach for updating RTP project and programs priorities in Phase 4. Each project will be categorized by primary project type, additional project benefits and the RTP values and outcomes addressed by the project to inform a qualitative assessment of the project list. This work will help demonstrate how current RTP projects and programs advance the values and outcomes identified for the 2023 RTP and support identifying gaps and deficiencies in the needs assessment in Phase 3 and updating RTP project list priorities in Phase 4. This work will also improve communication of the benefits of different projects and their relationship to RTP outcomes and regional transportation needs.
- **Updates to the Transportation Equity Analysis:** The 2018 RTP equity policies call on Metro and partner agencies to take a two-step approach to transportation equity in future transportation planning that involves conducting outreach to and collecting more data from underserved communities, and finding new opportunities to apply that information to shape transportation decision-making.

Since the 2018 RTP update, Metro has been conducting outreach to underserved communities through multiple projects and deepening our efforts to apply the Equity Focus Areas and other analysis tools in regional plans, policies and projects. This work will include sharing lessons learned since 2018, feedback on communities needs and priorities and exploring new data and approaches to support the analysis. This will inform development of recommendations about how to refine the 2023 RTP equity analysis methods as needed to support the needs analysis in Phase 3 and evaluate the RTP project and program priorities in Phase 4.

This work will also serve to meet a federal requirement to evaluate whether marginalized communities are being disproportionately impacted by the RTP project and program priorities – and if so, recommend actions to avoid, reduce, and/or mitigate identified impacts. Additional work may be necessary to fully comply with CFEC rulemaking that is not yet complete. This will be determined following adoption of the CFEC rules by LCDC.

Phase 2 Key Tasks and Activities	
Planning	<ul style="list-style-type: none"> • Update RTP vision to reflect Phase 1 feedback • Review and update goals, objectives and related performance targets • Review and update the performance evaluation framework <ul style="list-style-type: none"> ○ Update performance measures and targets, data and methods ○ Update system evaluation framework, data and methods • Review and update RTP System Maps to reflect changes recommended in local and regional planning efforts • Begin to update local, regional, state and federal revenue forecast • Begin research on financing mechanisms • Begin to identify regional transportation needs and potential solutions
Engagement	<ul style="list-style-type: none"> • Continue to engage partners and community members to refine vision, goals, objectives and performance targets and shape key policy updates to address Phase 1 feedback • Engage partners and the community to begin identifying regional transportation needs and the types of projects that will help address those needs • Host two expert panels – one on climate and one on mobility – to learn about best practices for climate and mobility analysis, limitations of current regional tools and methods and inform recommendations for the 2023 RTP • Host at least one regional transportation tools and data workshop for practitioners and other stakeholders to learn about the analysis tools and data being used to support development of the 2023 RTP
Key Products	<ul style="list-style-type: none"> • Data and Tools <ul style="list-style-type: none"> ○ Household, population and employment data and maps showing housing and job growth in the 2045 Distributed Forecast¹ ○ 2020 Metropolitan Planning Area Boundary and Map ○ RTP Equity Focus Areas Designations Map and related data ○ RTP High Injury Corridors and Intersections Designations Map and related data ○ On-line storymap visualizing various datasets to help identify needs and gaps in transportation projects and programs ○ Regional freight commodities movement data ○ Transportation trends data ○ VisionEval tool for the Portland region

¹ Adopted by the Metro Council in 2021 after extensive consultation with and review by local governments, the Metro Technical Advisory Committee and the Metro Policy Advisory Committee, the land use assumptions are based on the LCDC-acknowledged 2040 Growth Concept and the seven-county 2045 Regional Forecast previously adopted by the Metro Council in 2018.

Phase 2 Key Tasks and Activities

- Updated RTP System Maps
- Policy Briefs
 - Regional Congestion Pricing Policy Update
 - Regional Mobility Policy Update
 - Safe and Healthy Urban Arterials Policy Update
 - Climate Smart Strategy Update
 - High Capacity Transit Strategy Update
- Emerging Transportation Trends Findings and Recommendations Fact Sheets and Report
- Updated transportation equity analysis approach
- Updated mobility policy analysis approach
- Federal System Performance Report
- Summary and map of RTP projects completed since 2018
- RTP Project Hub and project list categorization updates
- Draft Regional Vision, Goals, Objectives and Targets (Chapter 2)
- Draft Regional Transportation System Policies (Chapter 3)
- Draft Growing and Changing Region/Existing Conditions (Chapter 4)



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

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

The third phase of the process will include updating financial assumptions for the plan period and documenting transportation needs and disparities in the region with a focus on RTP priority outcomes identified in Phases 1 and 2, including equity, climate, safety and mobility.

Financial Plan: The purpose of the financial plan is to understand and document the funds available to fund our region's transportation needs. This financial plan will also address corrective actions identified in Metro's 2021 Federal certification review. Cooperatively updating the plan's financial assumptions will include working with transportation providers to document and forecast the amount of local, regional, state and federal funding expected to be available to address current and future transportation needs, including adequately maintaining and operations of the existing transportation system.

This will include documenting existing revenue sources (i.e., fees, taxes, fines, fares) collected at the local, regional, state and federal levels, documenting historic levels of funding by revenue source, forecasting "reasonably expected" revenue for the plan period (i.e. financially constrained revenue forecast or "constrained budget") and identifying potential new funding mechanisms. A "Constrained RTP" near-term (2024-2030) and long-term (2031-2045) revenue forecast will be developed consistent with federal requirements.

This information will be used to support a policy discussion on the sources and levels of funding needed to implement the region's project and program priorities in the near- and long-term and meet federal requirements for demonstrating fiscal constraint in the RTP. This work will be informed by regional congestion pricing policy development and coordinated with ODOT's Tolling Program, and may inform other concurrent funding discussions happening at the local, regional, state

Defining terms

Constrained budget

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

Constrained list

Projects that can be built by 2045 within the constrained budget

Strategic list

Additional priority projects that could be achieved with additional resources

and federal levels. In order to be eligible for federal or state transportation funding, a project must be included on the “constrained” list.

This research will also help build an understanding of how the regional system is funded today, illuminating how revenue collection and disbursement may contribute to transportation inequities. A policy brief will be developed providing an assessment of the equity impacts of current RTP revenue collection and disbursement on people with lower income and communities of color. The equity assessment will inform the RTP finance plan. The policy brief will also identify financing strategy options, identifying potential revenue sources that could improve equitable outcomes and other equitable financing strategies. Additionally, potential policy changes may be identified for a more equitable financing approach in the future. Equitable financing options and potential policy changes could inform implementation actions in Chapter 8 of the 2023 RTP.

Transportation Needs Analysis: An updated regional transportation needs report will be prepared to inform jurisdictions as they update their project and program priorities in the next phase. The report will also highlight disparities in the region with a focus on RTP priority outcomes, including equity, climate, safety and mobility and provide recommendations for how to address them in the next phase. Staff will work with the Metro Council and JPACT to understand the region’s needs with respect to safety, equity, climate and mobility; identify specific types of projects that address different needs; and report back on RTP spending on each of these project types alongside related performance measures in Phase 4. **Figure 5** provides examples of the types of projects and programs that are contained in the RTP to address transportation needs in the region.

This work will provide additional context to help the Metro Council and JPACT understand how RTP project and program priorities advance RTP goals and priority outcomes and inform policy direction for updating the RTP project and program priorities in the next phase.

Figure 5. RTP Project and Program Examples To Address Regional Needs

Projects

Bridge and road maintenance

Bridge and road pavement resurfacing, preventive maintenance, preservation and rehabilitation

Bus and rail vehicle maintenance and replacement

Preventive maintenance for fleet and facilities, transit vehicle replacement, etc. to keep system in good repair

Complete streets for all users

Modernize street and intersection designs to reduce conflicts and better serve all modes and users

Freight access to industry and ports

Road and railroad crossing upgrades, port and intermodal terminal access improvements, rail yard and rail track upgrades

Throughway expansion

Interchange fixes, strategic widening, auxiliary lane additions in areas of consistent bottlenecks

Main street retrofits

Retrofit streetscapes in areas with shopping, restaurants and local services to include street trees, improved lighting, street furniture, such as benches, garbage bins, wider sidewalks, bike parking, etc.

Seismic upgrades

Retrofit roads and bridges to increase resiliency to earthquakes, particularly major river crossings

Street connections and expansion

New arterial and collector street connections, strategic widening, highway overcrossings, etc.

Transit service enhancement and expansion

Increased bus service coverage, speed and frequency, MAX and streetcar extensions, expanded WES commuter rail service, employee and community shuttles, separate travel lanes for buses, etc.

Walking and biking connections

Protected and/or separated bike lanes, sidewalks, crosswalks and curb ramps on major streets, off-street trails, etc.

Programs

Affordable transit pass program

Provide affordable transit passes to students, seniors and low-income riders

Programs and incentives to reduce vehicle trips

Regional travel options programs, paid and timed parking in centers, encourage walking, biking, use of transit, carpooling, carsharing, ridesharing, telecommuting, etc.

Smart technology and traffic management

Traffic signal and transit priority coordination, vehicle charging stations, clearing crashes quickly, etc.

Transit amenities

Bus shelters and benches, passenger boarding areas, transit stop and station access, lighting at stops, etc.

Transit oriented development

Policy and market incentives to encourage building higher-density, mixed-use projects in centers and along corridors served by high capacity and frequent transit

Transportation safety and education programs

Improved and expanded Safe Routes to Schools programs, speed enforcement, Safe Routes to Transit programs, etc.

Transportation services for older adults and people with disabilities

On-call paratransit services, door-to-door pick up, etc.

Other tools that could be supported by policies

Emerging market-based technologies

Freight movement technology, self-driving vehicles, shared mobility services (e.g., Uber and Lyft), etc.

High occupancy vehicle/tolled lanes, express lanes/congestion pricing

High occupancy vehicle (HOV) lanes, high occupancy tolled (HOT) lanes, tolling, managed lanes, congestion pricing

Metro

Policy Direction and Desired Outcomes for RTP Project and Program

Priorities: The Call for Projects process that will guide updating the RTP project list will be more fully defined during Phase 3 to provide policy direction on how the “Constrained” and “Strategic” project lists should be updated and prioritized in the next phase.

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

Phase 3 Key Tasks and Activities	
Planning	<ul style="list-style-type: none">• Update RTP financial plan<ul style="list-style-type: none">○ Research transportation revenue sources○ Update the financially constrained revenue forecast with local and state partners, building ODOT’s <i>Financial Assmptions for Development of Metropolitan Transportation Plans SFY 2018-2047</i>○ Set funding targets for the “Constrained RTP” near-term (2024-2030) and long-term (2031-2045) project and program priorities○ Identify potential new funding mechanisms to assume to implement the more aspirational “Strategic RTP” and set funding target for additional project and program priorities the region would pursue if additional resources became available○ Make recommendations on financing strategy options, including potential policy changes, for a more equitable financing approach• Identify regional transportation needs and priorities, including:<ul style="list-style-type: none">○ Identify gaps and deficiencies○ Identify opportunities to support increased use of alternative fuel vehicles, transportation electrification (including buses, e-bikes and other mobility devices), connected vehicles, driverless vehicles and other advanced technologies○ Identify transportation disparities experienced by marginalized communities○ Identify potential transportation risks and vulnerabilities of Regional Emergency Transportation Routes to inform opportunities for making the transportation system resilient to natural and security hazards, climate change and extreme weather events• Define process to guide update to list of RTP project and program priorities

Phase 3 Key Tasks and Activities	
Engagement	<ul style="list-style-type: none"> • Continue to engage partners and community members to identify regional transportation needs and possible solutions • Engage regional technical and policy advisory committees to define Call for Projects process • Engage transportation providers to document and forecast reasonably available funding sources
Outcome	<ul style="list-style-type: none"> • JPACT and the Metro Council provide direction on process for updating and evaluating RTP project and program priorities and prioritizing the RTP “Constrained” and “Strategic” project lists
Deliverables	<ul style="list-style-type: none"> • Regional Transportation Needs Assessment Report • Draft RTP Transportation Needs (Chapter 4) • Equitable Financing Strategies Policy Brief • Draft Finance Plan (Chapter 5) • Regional Transportation Priorities Call for Projects Packet • Public Engagement Report



PHASE 4 | BUILDING A SHARED STRATEGY | JANUARY TO JUNE 2023

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

The fourth phase of the process will include updating the region’s project and program investment priorities and future actions recommended in Chapter 8 of the RTP to support implementation of the plan. The Call for Projects process will be defined in Phase 3. Staff will evaluate priority investments and strategies following the process and policy direction defined by JPACT and the Metro Council in Phase 3. Opportunities for input on the updated project lists, evaluation results and project and program investment priorities will be provided during this phase. Work will also include updating Chapter 8 of the RTP to identify future actions and work needed to support implementation of the 2023 RTP.

Phase 4 Key Tasks and Activities	
Planning	<ul style="list-style-type: none"> • Develop draft RTP project and program priorities • Solicit and coordinate updates to list of the region’s transportation investment priorities, consistent with Metro Council and JPACT policy direction • Compile recommended local transportation system plan and corridor refinement plan updates • Address identified regional transportation needs and opportunities • Compile draft RTP “constrained” and “strategic” project lists in publicly-accessible website • Conduct and report on system-level evaluation of investment priorities relative to plan’s goals, objectives and performance targets • Identify tradeoffs and choices for regional discussion relative the identified needs and revenues anticipated to be available during the plan period • Refine draft RTP project and program priorities to address public feedback and findings from the performance evaluation • Update recommended actions in Chapter 8 to support plan implementation, including securing adequate funding • Update performance monitoring framework, data and methods as needed

Phase 4 Key Tasks and Activities	
Engagement	<ul style="list-style-type: none"> • Engage partners and the public to review draft list of project and program priorities and system performance • Engage partners and the public to update Chapter 8 of the RTP to support implementation • Engage regional advisory committees to finalize recommendations to the Metro Council on direction for draft 2023 Regional Transportation Plan
Outcome	<ul style="list-style-type: none"> • Public review draft RTP, appendices, and project lists
Deliverables	<ul style="list-style-type: none"> • Regional Transportation Projects and Programs Evaluation Report • Regional Freight Delay and Commodity Movement Study Findings and Recommendations Report • Draft RTP Finance Strategy (Chapter 5) • Draft RTP Action Plan (Chapter 8) • Draft Regional Framework Plan and Functional Plan amendments • Public Engagement Report



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

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

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

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

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

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