

# Agenda



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)  
 Date: Friday, September 1, 2023  
 Time: 9:00 a.m. to 12:00 p.m.  
 Place: Virtual meeting held via Zoom  
*video recordings are available online within a week of each TPAC meeting*  
[Connect with Zoom](#)  
 Passcode: 665293  
 Phone: 877-853-5257 (Toll Free)

<b>9:00 a.m.</b>	<b>Call meeting to order, declaration of quorum and introductions</b>	Chair Kloster
<b>9:10 a.m.</b>	<b>Comments from the Chair and Committee Members</b> <ul style="list-style-type: none"> <li>• Updates from committee members around the Region (all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> <li>• Reminder of upcoming FY 2024-25 Unified Planning Work Program (UPWP) kickoff and request to share new projects (John Mermin)</li> </ul>	
<b>9:25 a.m.</b>	<b>Public communications on agenda items</b>	
<b>9:27 a.m.</b>	<b>Consideration of TPAC minutes, August 4, 2023 (<u>action item</u>)</b> Send edits/corrections to Marie Miller	Chair Kloster
<b>9:30 a.m.</b>	<b>Decision-Making Refresh &amp; Democratic Rules of Order</b> Purpose: Prepare for the upcoming 2023 Regional Transportation Plan recommendations to JPACT with a review of our meeting protocols and decision-making structure under the Democratic Rules of Order.	Chair Kloster
<b>10:00 a.m.</b>	<b>2023 Regional Transportation Plan (RTP): Overview of Draft Adoption Legislation and Next Steps for Responding to Public Comments Received</b> Purpose: TPAC understands the process for finalizing the committee's recommendation to JPACT on adoption of the 2023 RTP and High Capacity Strategy and prepares to begin discussion of draft Metro staff recommended actions to respond to public comments at the September 13 workshop. Draft Metro staff recommendations are not yet available and will be provided in advance of the September 13 TPAC workshop. These recommendations will become formalized for the October TPAC meeting. TPAC will be requested to make a final recommendation to JPACT on adoption of the 2023 RTP and High Capacity Strategy at the November TPAC meeting.	Kim Ellis, Metro
<i>Meeting Break</i>		
<b>11:00 a.m.</b>	<b>Better Bus Update</b> Purpose: Provide an update on the Better Bus Program, including upcoming workshops and call for partnership.	Alex Oreschak, Metro Cara Belcher, TriMet
<b>11:30 a.m.</b>	<b>Committee comments on creating a safe space at TPAC</b>	Chair Kloster
<b>11:35 a.m.</b>	<b>Adjournment</b>	Chair Kloster

# Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act and other statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit [oregonmetro.gov/civilrights](http://oregonmetro.gov/civilrights) or call 503-797-1890. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. Individuals with service animals are welcome at Metro facilities, even where pets are generally prohibited. For up-to-date public transportation information, visit TriMet's website at [trimet.org](http://trimet.org)

## Thông báo về sự Metro không kỳ thị của

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

## Повідомлення Metro про заборону дискримінації

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

## Metro 的不歧視公告

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

## Ogeysiiska takooris la'aanta ee Metro

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

## Metro의 차별 금지 관련 통지서

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

## Metroの差別禁止通知

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

## សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

## إشعار بعدم التمييز من Metro

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

## Paunawa ng Metro sa kawalan ng diskriminasyon

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

## Notificación de no discriminación de Metro

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

## Уведомление о недопущении дискриминации от Metro

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

## Avizul Metro privind nediscriminarea

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

## Metro txoj kev ntxaug daim ntauw ceeb toom

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

## 2023 TPAC Work Program

As of 8/25/2023

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

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

<p><b><u>TPAC meeting, September 1, 2023</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"><li>• Committee member updates around the Region (Chair Kloster &amp; all)</li><li>• Monthly MTIP Amendments Update (Ken Lobeck)</li><li>• Fatal crashes update (Lake McTighe)</li><li>• Reminder of upcoming FY 2024-25 UPWP kickoff and request to share new projects (John Mermin)</li></ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"><li>• Decision-Making Refresh &amp; Democratic Rules of Order (Chair Kloster; 30 min)</li><li>• 2023 RTP: Overview of Draft Adoption Legislation and Next Steps for Responding to Public Comments Received (Kim Ellis, Metro; 30 min)</li><li>• Better Bus Update (Alex Oreschak, Metro/ Cara Belcher, TriMet; 30 min)</li><li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li></ul>	<p><b><u>TPAC workshop, September 13, 2023</u></b></p> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"><li>• 2023 RTP: Draft Public Comment Report and Recommended Actions in Response to Public Comment (Kim Ellis, 95 min)</li><li>• <i>Great Streets Program updates: Final project list (Chris Ford, ODOT; 30 min)</i></li><li>• <i>Statewide Carbon Reduction Program funding allocation: update and final project list (ODOT Climate office staff/TBD; 30 min)</i></li></ul>
<p><b><u>TPAC meeting, October 6, 2023</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"><li>• Committee member updates around the Region (Chair Kloster &amp; all)</li><li>• Monthly MTIP Amendments Update (Ken Lobeck)</li><li>• Fatal crashes update (Lake McTighe)</li><li>• Reminder of upcoming FY 2024-25 UPWP kickoff and request to share new projects (John Mermin)</li></ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"><li>• <b>MTIP Formal Amendment 23-XXXX Recommendation to JPACT</b> (Lobeck, 10 min)</li><li>• Distribution of revenues to 2027-20 ODOT funding programs (ODOT staff TBD, Ted Leybold, Metro; 30 min) <i>possible action item</i></li><li>• Ordinance 23-1496 2023 RTP: Draft Public Comment Report and Recommended Actions in Response to Public Comment (Kim Ellis, Metro, 90 min)</li><li>• 2023 High Capacity Transit Strategy (Resolution No. 23-5348) Discussion (Ally Holmqvist, Metro; 45 min)</li><li>• 82<sup>nd</sup> Avenue Transit Project Update (Elizabeth Mros-O'Hara/ TriMet TBD; 25 min)</li><li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li></ul>	

<p><b><u>TPAC meeting, November 3, 2023</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 23-XXXX</b> <u>Recommendation to JPACT</u> (Lobeck, 10 min)</li> <li>• <b>Ordinance 23-1496 on 2023 RTP, Projects and Appendices</b> <u>Recommendation to JPACT</u> (Kim Ellis, Metro, 90 min)</li> <li>• <b>2023 High Capacity Transit Strategy (Resolution No. 23-5348)</b> <u>Recommendation to JPACT</u> (Ally Holmqvist, Metro; 45 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li> </ul>	<p><b><u>TPAC workshop, November 8, 2023</u></b></p> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• Regional Transportation Safety Performance Report (Lake McTighe, 60 min)</li> <li>• 2027-30 STIP – options being discussed at OTC (Chris Ford, ODOT; 30 min)</li> <li>• Freight Delay Study Report Update (Tim Collins; 45 min)</li> </ul>
<p><b><u>TPAC meeting, December 1, 2023</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 23-XXXX</b> <u>Recommendation to JPACT</u> (Lobeck, 10 min)</li> <li>• Westside Multimodal Improvements Study (Kate Hawkins, Metro/ Stephanie Millar, ODOT; 45 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li> </ul>	

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

- Columbia Connects Project
- Best Practices and Data to Support Natural Resources Protection
- TV Highway Corridor plan updates
- High Speed Rails updates (Ally Holmqvist)
- MTIP Formal Amendment I-5 Rose Quarter discussion (Ken Lobeck)
- I-5 Rose Quarter Project Briefing (Megan Channell, ODOT)
- I-5 Interstate Bridge Replacement program update

Agenda and schedule information E-mail: [marie.miller@oregonmetro.gov](mailto:marie.miller@oregonmetro.gov) or call 503-797-1766.  
 To check on closure or cancellations during inclement weather please call 503-797-1700.



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: August 24, 2023  
To: TPAC and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments during August 2023

---

## **BACKGROUND**

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

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

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

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

**MTIP Formal Amendments****No formal/full amendments were submitted during August 2023****Administrative Modifications****AM23-22-AUG1**

(August 2023 Admin Mod #1)

Key	Lead Agency	Name	Change
21615	ODOT	Washington County Safety, Bike and Pedestrian Improvements	<b><u>CANCEL PHASE:</u></b> Cancel UR phase. Shift and add funds to construction to address minor phase funding shortfall.
20472	ODOT	OR99E: Clackamas River(McLoughlin) Bridge	<b><u>PHASE SLIP:</u></b> Slip ROW phase to FFY 2024
20304	Portland	City of Portland Safety Project	<b><u>PHASE SLIP:</u></b> Slip ROW phase to FFY 2024. Update AC fund type codes with conversion codes
21629	Portland	SE Division St: 148th Ave - 174th Ave (Portland)	<b><u>PHASE SLIP:</u></b> Slip PE phase to FFY 2024
22666	TriMet	Willamette Shore Line Rail & Trestle Repair-Phase I (TriMet)	<b><u>PHASE SLIP:</u></b> Slip PE phase to FFY 2023 to reflect TrAMS grant year of obligation approval

**AM23-23-AUG2**

(August 2023 Admin Mod #2)

Key	Lead Agency	Name	Change
21602	ODOT	<del>I-5: Marquam Bridge - Capitol Highway</del> I-5: Marquam Bridge - SW Terwilliger Blvd.	<b><u>LIMITS CHANGE:</u></b> Adjust limits by 0.7 miles and update project name as a result
21617	ODOT	OR8: SE Brookwood Ave - OR217	<b><u>PHASE SLIP:</u></b> Slip ROW phase to FFY 2024

**AM23-24-AUG3**  
 (August 2023 Amin Mod #3)  
 (Change #1)

Key	Lead Agency	Name	Change
21613	ODOT	US30: Sandy River - OR35	<b>PHASE SLIP:</b> Slip ROW phase to FFY 2024
<del>20522</del>	<del>ODOT</del>	<del>US30BY at Bridge Ave East Ramp</del>	<del><b>PHASE SLIP:</b> Slip construction phase to FFY 2024</del>
21597	ODOT	US26: Glencoe Rd - Cornelius Pass Rd	<b>MINOR LIMITS CHANGE:</b> Overall limits are adjusted by 0.05 miles and are now MP 57.0 to MP 62.34
19327	Tigard	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	<b>COST INCREASE:</b> Add local overmatch to construction phase to enable bid award to now occur
19357	Tualatin Hills PRD	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	<b>FUND SHIFT:</b> Shift unexpended and now de-obligated \$141k of planning funds to support PE
23462	Beaverton School District	Beaverton School District EV chargers	<b>PHASE SLIP:</b> Slip PE phase to FFY 2024
20328	Washington County	OR8 Corridor Safety and Access to Transit II	<b>PHASE SLIP:</b> Slip ROW phase to FFY 2024

Note: An update to Key 20522 post submission indicated that the construction phase will now obligate before the end of FFY 2023 and does not need to be slipped to FFY 2024. As a result, the August Admin Mod #3 was changed to remove Key 20522 from the bundle.

# Meeting minutes



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

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

Date/time: Friday August 4, 2023 | 9:00 a.m. to 12:00 p.m.

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

---

## **Members Attending**

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

## **Affiliate**

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

## **Alternates Attending**

Jamie Stasny  
Steve Williams  
Sarah Paulus  
Will Farley  
Gregg Snyder  
Neelam Dorman  
Glen Bolen

## **Affiliate**

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

## **Members Excused**

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

## **Affiliate**

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

### Guests Attending

Ariadna  
Barbara Fryer  
Bryan Graveline  
Cody Field  
Danielle Casey  
Erik Having  
Jacqui Treiger  
Jean Senechal Biggs  
Jeff Owen  
Joseph Auth  
Josh Channell  
Kenny Werth  
Laura Terway  
Max Nonnamaker  
Peter Swinton  
Steve Koper

### Affiliate

City of Cornelius  
Portland Bureau of Transportation  
City of Tualatin  
FTA  
Oregon Department of Transportation  
Oregon Environmental Council  
City of Beaverton  
HRD  
City of Hillsboro  
WSP  
Oregon Department of Transportation  
City of Happy Valley  
Multnomah County  
Tualatin Hills Park & Recreation District  
City of Tualatin

### Metro Staff Attending

Ally Holmqvist, Caleb Winter, Cindy Pederson, Clint Chiavarini, Dan Kaempff, Eliot Rose, Grace Cho, Isaiah Jackman, Joe Broach, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Matt Bihn, Matthew Hampton, Nick Christensen, Peter Bosa, Ted Leybold, Thaya Patton, Tim Collins, Tom Kloster.

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

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

### Comments from the Chair and Committee Members

- Eric Hesse announced that City of Portland Commissioner has named Melissa Williams the new Director of the Portland Bureau of Transportation.
- **Monthly MTIP Amendments Update** (Ken Lobeck) Reference to the memo in the packet was made on the monthly submitted MTIP formal amendments submitted from late June through mid-July 2023. Questions on the memo can be directed to Mr. Lobeck.
- **Fatal crashes update** (Lake McTighe) Sarah Iannarone noted her request on having the fatal crash information placed on the website with locations of crashes when known and accessible to the public. Chair Kloster noted future reports are planned on how we can take action for better outcomes for Zero Vision. Lake McTighe noted that after the RTP is adopted there is planned a bi-monthly data update that will be posted to the webpage. Plans are also including a “hub” that shared information of fatality locations. A workgroup is planned to help develop new systems of providing simple to use and accessibility on fatal crashes.

The monthly fatal crash report for Clackamas, Multnomah and Washington Counties was provided. In the three counties, there have been at least 19 traffic fatalities July. There have been at least 84 fatalities in the three counties since the start of the year. And 307 in Oregon.

There has been at least one fatality already this month, in Gresham a 33 year old man on a motorcycle.

- **2023 RTP: Public Comment period, July 10 – Aug. 25** (Kim Ellis) A reminder was given on the RTP public comment period with opportunities to add input from methods listed on the fact sheet in the meeting packet. Comments received to date will be shared at the August 16 workshop. At the Sept. 1 TPAC meeting staff will bring forward recommended changes for consideration on the RTP and High Capacity Transit Strategy.

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

**Consideration of TPAC Minutes from June 2, 2023 and July 7, 2023**

A clarification was noted for the July 7, 2023 minutes on page 4, to clarify the limitations of moving federal dollars between programs. Some federal dollars that are required for eligible programs or considered with changes to gas tax for state funds may have limitations. This correction in the minutes was made.

Minutes from June 2, 2023 were approved with two abstentions: Mike McCarthy and Steve Williams. Minutes from July 7, 2023 were approved with one abstention: Steve Williams.

**2023 Regional Transportation Plan (RTP): Update on Regional Mobility Policy Throughway**

**Reliability Measure** (Kim Ellis & Joe Broach, Metro/ Glen Bolen, ODOT) The presentation provided an update on additional work completed and underway to inform finalizing the draft policy, measures and targets/thresholds for the 2023 Regional Transportation Plan (RTP). The committee was reminded of application of mobility policy and measures in system planning and plan amendments.

The Regional Mobility Policy update will better align 23-year old interim policy with state, regional and community values and goals:

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

DRAFT mobility policies for the Portland region were shared. The draft regional mobility policy for the 2023 RTP identifies three mobility performance measures: vehicle miles traveled per capita, system completion for all modes (including TDM and TSMO) and throughway reliability using travel speed. The measures and their respective targets/thresholds were recommended as a starting point to be tested and refined in 2023. It was noted the RTP must meet state VMT per capita target and will set future baseline.

Joe Broach presented the Regional Mobility Policy travel speed reliability analysis framework. Observed data from 2019 (pre-pandemic) uses continuous vehicle probe data from Inrix, provided by USDOT and ODOT via RITIS platform. The link to RITIS and includes an option to request a login: <https://www.oregon.gov/odot/data/pages/ritis.aspx> Observed data related to travel speed was presented. Analysis segments of data leading to observed hours not meeting policy with model changed scenario base (such as no build projection) leads to projected future hours not meeting

policy. Glen Bolen added the maps are not the policy. The policy is the speed and the time. The maps are showing areas of traffic and possible improvements of traffic provided by modeling.

Peter Bosa presented information on the Metro Regional Travel Demand Model (RTDM). Steve Williams noted the challenge of the calibration behind modeling speed vs actual speed. The models are good at forecasting volume and origin of beginning & end destinations. But not as good projecting speeds. It was thought a better analysis comes from destinations. Mr. Bosa highlighted some of these limitations:

- RTDM only assigns trips to whole hours
- Can only measure AVERAGE speed over hour
- Can't capture congestion that occurs over multiple hour bins
- RTDM captures initial congestion locations reasonably well
- RTDM does not capture queuing effects
- Model can underestimate congestion related to bottlenecks

Draft results of forecast methodology were noted for all future year scenarios are built from adjusting Observed data with Model data. Areas where Base Year Model deviates more than 4 hours from Observed Data is marked as Lower Confidence.

Ms. Ellis noted throughway segments evaluated in regional travel demand model show additional work is needed on the signalized throughways. Jay Higgins asked if projects listed in the modeling not included with tolling. Ms. Ellis noted the projects planned in the RTP include those with tolling in the 2030 constrained list (I-5, I-205, Abernathy Bridge and Interstate Bridge Pre-IBR). Appendix M of the RTP has more details.

Dyami Valentine noted the network map didn't seem to show the 99W South of Sherwood section. Ms. Ellis noted steps in the model could account for this and the segment can be reentered. Jaimie Lorenzini asked if the 2045 Constrained model include the 2030 constrained. Ms. Ellis confirmed the 2045 continues where the 2030 constrained ended, all one model.

Mike McCarthy noted starting with observed data from 2019 given pre-pandemic more understandable, but a huge change in travel patterns and increased traffic is now evident. The 2023 data is of interest since this is observed and what we have now. Ms. Ellis noted part of the 2020-2045 analysis includes this but may need to flag specific section of congestion mentioned. It was asked if we had the system in place to get the current observed data. Glen Bolen noted ODOT publishes a performance report every 2 years with traffic counts. Ms. Ellis added this is the same data source as the National data system and on the Metro Regional Barometer, but not regularly updated. We are looking for better tools and reporting that makes the data useful and available to the public via ODOT and web interface.

Eric Hesse noted as this work is being applied it would be helpful to uncover the most beneficial tools as we reach into the higher functional levels to make better sense. Interest was noted for the TPR application, multimodal system with travel time gap and gaining the knowledge and feedback with partners that modelers can incorporate. It was appreciated with map discussion and what pricing is doing to the context and showing on roadways. Another modeling run was suggested for system performance to show the effects of pricing as developed.

Steve Williams noted the whole analysis is based on the relation between speed and congestion with the data you are collecting. You can forecast that reliability into the future using the travel

model. In terms of forecasting volume, it is based on the quality of the calibration in the model. Has there been a specific model count for speed and can we see a statistical analysis of that calibration for speed. Until we have this we will have a difficult time showing the approach to decision makers and the public.

Peter Bosa noted we feel the speeds are fairly accurate in relating to data in heavily congested situations. There are specific instances that vary elements with situations but tools that address these are difficult to resource at a regional level so we are left with the regional travel demand model. It was felt we are trying to use the comparative nature of the model to identify the areas where conditions are getting worse and not improving and use this with observed data.

Jaimie Lorenzini had a concern with the data reliability, predominantly because we know some of the assumptions from the 2030 list may look different from what we anticipated now. State investments have been postponed. I feel it's important these investments stay on the list but unsure how postponing things like the I-205 widening project will affect the outcomes of these metrics. Ms. Ellis noted changes may come from the public comment period now and with conversations happening with statewide projects. We will look to ODOT to know if significant changes are needed. Changes on the project list will be run post RTP adoption. Data changes will be incorporated into future system planning.

Mike McCarthy asked how the model looks at mode shifts and time of day in trip making and how to make a determination in what a person should do for travel choice. Mr. Bosa noted the model assigns mode to traveler based on changes to travel time, costs and accessibility to other modes. Scenario to scenario will show shifts in cost destinations. A change in mode shift is not just a change in mode; we often see shifts in SOV to HOV. In terms of times of day there is some sensitivity in the model but we try to get a model that reacts reasonably to time of day questions.

Laurie Lebowsky-Young noted the I-205 bridge on the map showing a reduction (2045 constrained). Ms. Ellis noted this could be part of the data showing trips on the system, pricing projects in the system or other modeling elements that have been discussed. Jaimie Lorenzini asked for information on how signalized throughways are represented on the map and how that could change with additional refinement. Mike McCarthy asked, for the workshop, would it be possible to bring a comparison of how much traffic is currently diverting around freeway issues with the amount that would divert with tolling and the RTP projects? Because of the time limits on agenda staff will be providing follow up after the meeting. The timeline for the draft implementation action plan was shared. This policy intersects with statewide planning efforts underway and will support regional and local implementation of statewide policies.

*A 10-minute break in the meeting took place.*

**2023 Regional Transportation Plan (RTP): Chapter 8 (Implementation)** (Kim Ellis, Metro) The presentation provided an overview of initial recommendations from Metro staff related to restructuring Chapter 8 of the draft 2023 RTP to provide a clearer call to action and continue to improve community engagement practices. A summary of recommended updates to Chapter 8 of the draft 2023 RTP was included in the meeting packet memo.

Section 8.2 | Planning and Programs Region-wide planning was noted for revisions proposed by Metro staff to address feedback provided by TPAC and MTAC in July. New planning activities

proposed included Regional Transportation Funding Strategy, Forward Together Part 2, and Coordinated Transportation Plan for Seniors and People with Disabilities.

Comments from the committee:

- Tara O'Brien noted potential transit changes with planning efforts that may make sense with the transit section 8.2.3 to reference some of those planning efforts that TriMet will be working on during the RTP planning period and listing out new planning activities. Forward Together 2.0 will be looking at what comes next in terms of service enhancements, starting in the next fiscal year. There is ongoing planning transitional work to the Zero Emissions fleet. TriMet, like others, is working on their climate action plan as it relates to transportation. Interest was expressed in knowing what type of coordination effort is planned for regional work on this in Chapter 8. Ms. Ellis noted plans are being developed with climate action with significant efforts to the work planned.
- Sarah Iannarone noted a disconnect in Chapter 8 between so much of what we hope to accomplish. The roadmap on how we get there, such as policy or funding shifts and how we are building accountability through the performance measures are challenging given the amount of work by deadlines. Steering us in the right direction with a clear matrix and measurements, such as reduced VMT by 20% by 2030 or 2045 can help. What is not accomplished should be built into the next plan with opportunities identified. Investments need to show we are not increasing disparities or displacements. Outcomes should show in the results.
- Indi Namkoong noted that knowing the community engagement working with the planning process every 5 years, it was important for accountability to validate what is planned and really happening. It was suggested to note ways to highlight or identify where various partners are coming back to community members and impacts on stakeholders throughout these projects. Implementation is critical to accomplishing what's in Chapter 8. The way it's carried out is make or break for future trust and goodwill.
- Allison Boyd noted the Funding Strategy for Regional Bridges that broadens this description to include developing a funding strategy for regional transportation infrastructure investments, including regional bridges. The County was interested in learning what this larger clarity of funding strategy looks like. It was important to continue to call out specific bridge funding in the plan. As noted, there are some unique challenges with our aging bridges which were called out in the last RTP and not yet accomplished. Dyami Valentine also really supports having a new broader funding strategy in addition to the bridges funding strategy.
- Glen Bolen asked how best to prepare for September JPACT and Metro Council meetings that discuss the pricing implementation plan so the ODOT team can bring relevant information. Ms. Ellis noted there is a desire to discuss more on how projects will be implementing the tolling policies and what is the future work needed around tolling policies and the implementation of them. If ODOT is proposing planning policy changes they should come with plans and/or options to discuss.
- Jaimie Lorenzini noted that Metro Council has emphasized development, land readiness and urban expansion areas, which come with transportation infrastructure challenges to these areas for housing and land use. It was suggested to amend Chapter 8 to place the focus on how to create transportation readiness along urban reserve areas where growth may be expected. Also suggested is light refinement in the new Regional Transportation Funding Strategy that can advocate for more resources, coordination with the 2040 Refresh, and the

Investment Areas Program.

- Eric Hesse was interested in learning more about the intent of the region's fleet electrification in regard to the Climate Smart Strategy. Ms. Ellis noted the climate smart strategies differ somewhat from the electrification goals of reducing greenhouse gas emissions. It's important we report on progress with our transportation strategies in addition to meeting specific project goals. The state has set aggressive goals for electrification including our region and supports efforts to work on climate issues. All are part of comprehensive climate actions.
- Dyami Valentine suggested it would be helpful in Chapter 8 to have an outline of what the process and engagement plan for the next RTP would include with the work program as more engagement has been encouraged with a project development list. Discussions on outcomes from the freeway analysis could lead to how this informs some of the mobility corridor refinement plans. Support was given for opportunities with new urbanizing areas.
- Tara O'Brien noted some of the discussion points that may be delivered to JPACT for further discussion. These included the new Regional Transportation Funding Strategy, if pricing strategy was separate from this, the 2040 Refresh and what the scope of this looked like, a broader approach to climate action transitioning to zero emissions across the transportation sectors, and more engagement and project list development in the next RTP.
- Mike O'Brien noted land use planning is pushing a lot of our development in the urban fringe areas for housing, but few jobs are near these areas that require long drives or transit for employment. It was suggested we look at ways to set up our expansion areas for transit and mode shifts from driving where growth is expected.
- Indi Namkoong noted this is a really important point for climate and equity goals - especially as people are priced out of those denser areas and moving to areas where housing is expanding, they may incur additional VMT and exchange housing cost burden for transportation cost burden.
- Tara O'Brien noted past work with the 2040 Refresh was looking at how we are doing in our transit supported services and infrastructure policies in corridors, which can be part of the next 2040 Refresh discussion.

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

### **Adjournment**

There being no further business, meeting was adjourned by Chair Kloster at 11:55 a.m.

Respectfully submitted,

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, August 4, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	8/4/2023	8/4/2023 TPAC Agenda	080423T-01
2	2023 TPAC Work Program	7/28/2023	2023 TPAC Work Program as of 7/28/2023	080423T-02
3	Memo	7/21/2023	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (Late June through mid-July 2023)	080423T-03
4	Fact Sheet	July 2023	Public comment opportunity - July 10 to Aug. 25, 2023 2023 Regional Transportation Plan	080423T-04
5	Draft Minutes	6/2/2023	Draft minutes from TPAC June 2, 2023 meeting	080423T-05
6	Draft Minutes	7/7/2023	Draft minutes from TPAC July 7, 2023 meeting	080423T-06
7	Handout	7/25/2023	Key Dates for Finalizing the 2023 Regional Transportation Plan and 2023 High Capacity Transit Strategy for Adoption	080423T-07
8	Memo	7/28/2023	TO: TPAC and interested parties From: Kim Ellis, AICP, RTP Project Manager RE: 2023 Regional Transportation Plan: Update on Regional Mobility Policy Next Steps	080423T-08
9	Memo	7/28/2023	TO: TPAC and interested parties From: Kim Ellis, RTP Project Manager, and John Mermin, Senior Transportation Planner RE: 2023 Regional Transportation Plan (RTP) – Initial Metro Staff Recommendations to Follow-up on TPAC and MTAC Feedback on Chapter 8 (Implementation) of the 2023 RTP	080423T-09
10	Slide	8/4/2023	Monthly fatal traffic crash report for Clackamas, Multnomah and Washington counties	080423T-10
11	Presentation	8/4/2023	Draft Regional mobility policy for the 2023 RTP	080423T-11
12	Presentation	8/4/2023	2023 Regional Transportation Plan Chapter 8 Implementation	080423T-12

# Democratic Rules Cheat-Sheet: Making Decisions

*(distilled from the Democratic Rules of Order)*

---

*"I second that emotion!" -Smokey Robinson & The Miracles*

## ***Making a Motion***

1. Committee decisions are made with motions in which a member says "I move [*that some action be taken*]."
2. Before any motion can be considered it must be seconded by another member. This prevents time being spent on an idea that has little chance of approval.
3. A new motion cannot be made until the motion on the floor has been withdrawn or voted on except for these motions, which speak to the motion on the floor:
  - *Motion to amend*
  - *Motion to postpone*
4. If the motion is clear and has been seconded, the Chair or Secretary should repeat the motion to make sure it is understood and recorded correctly.
5. The mover typically speaks to the motion first and again at the end of the discussion.
6. During discussion, ideas for improving the motion may occur and may be accepted by the mover provided the new wording is seconded by another member. Rewording can be continued until the motion is as perfect as the mover, assisted by the committee members, can make it.
7. Once the mover has decided on new wording and it has been seconded, the Chair or Secretary should read out the reworded motion, and this becomes a new motion on the floor, replacing the previous one.

## ***Amending a Motion***

1. If the mover does not (or cannot, because of objections) make a suggested change to the motion, any member may move an amendment to the original motion. An amendment may delete, substitute, or add words that will modify the original motion but must not negate it or change the intent.
2. The amendment, when accepted by the chair and seconded, immediately becomes a new motion on the floor, temporarily replacing the original motion.

3. The details of the proposed amendment are discussed, not the original motion, and then the amendment is voted on.
4. An amendment cannot be amended but can be defeated and replaced with another amendment.
5. If the amendment passes, the Secretary should read the newly amended previous motion, which is now a new motion on the floor to be discussed and voted on. It cannot be reworded or withdrawn by the original mover's privilege now, but this new motion can be passed, defeated, or amended again.
6. If the amendment fails, the previous motion again becomes the motion on the floor.
7. A non-binding opinion poll (straw vote) can be held by the Chair any time during the meeting if the members are willing.

### ***Postponing a Motion***

1. Any time before the motion has been voted on, a member may move to postpone the motion on the floor (including any amendments passed) to a future date or to refer it to a standing or ad hoc committee for further study.
2. A motion cannot be postponed permanently.

### ***Voting on a Motion***

1. When all members who wish to speak have done so, the Chair should call for a vote.
2. Members shall vote in favor or opposed to the motion, or abstain from the vote.
3. A decision is made (the motion is passed) when a quorum is present and more than half the votes are in favor. Abstentions are not counted toward the decision.
4. Members who believe discussion is complete may call out "question," or the chair may ask "Are you ready to vote?" The response is a guide for the chair only and does not force a vote.
5. A member who believes that the chair is calling for the vote too early or is delaying too long can move that "we delay the vote for more discussion" or that "we vote now." Such a motion needs seconding and should be voted on with little or no discussion.
6. The Chair or Secretary should announce the outcome of the vote for the record.

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: August 25, 2023  
To: Transportation Policy Alternatives Committee (TPAC) and interested parties  
From: Kim Ellis, AICP, RTP Project Manager  
Ally Holmqvist, HCT Strategy Project Manager  
Subject: Draft Legislation and Next Steps for Finalizing the 2023 Regional Transportation Plan (RTP) and 2023 High Capacity Transit (HCT) Strategy for Adoption

---

## PURPOSE

This memo provides the draft legislation for adoption of the 2023 Regional Transportation Plan (RTP) and 2023 High Capacity Transit (HCT) Strategy and summarizes the process for finalizing the committee's recommendation to the Joint Policy Advisory Committee on Transportation (JPACT) on adoption of the RTP and HCT Strategy.

## ACTION REQUESTED

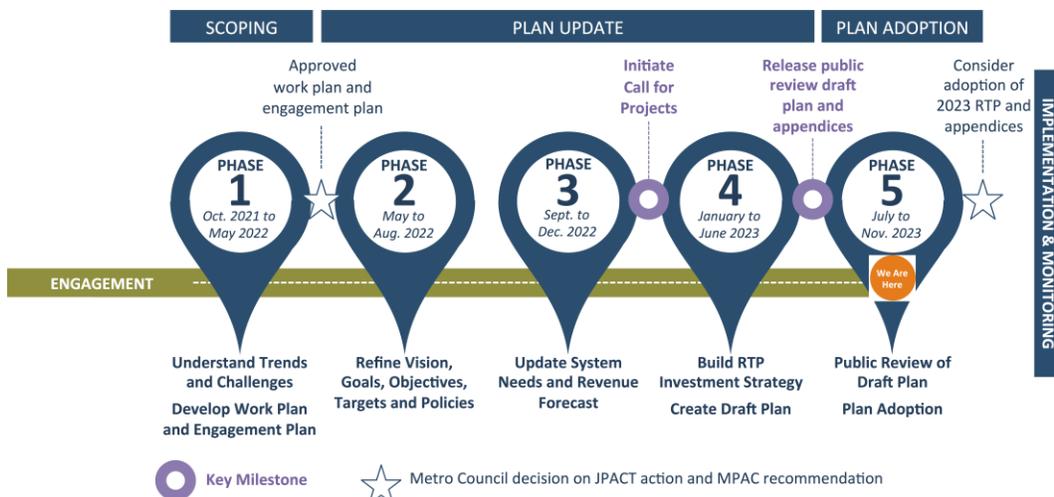
The September 1 meeting provides an opportunity for TPAC members to ask questions and prepare to begin discussion of draft Metro staff recommended actions to respond to public comments on the RTP and HCT Strategy at the September 13 workshop.

## BACKGROUND

The greater Portland region's economic prosperity and quality of life depend on a transportation system that provides every person and business in the region with equitable access to safe, reliable, climate-friendly and affordable travel options. Since Fall 2021, the Metro Council and staff have extensively engaged with policymakers, jurisdictional staff, federally recognized tribes, transportation agencies, community-based organizations and business groups, businesses, and members of the public to update the region's vision, goals and policies for the transportation system and understand the region's transportation trends, needs and priorities for investment.

Shown in **Figure 1**, the region is in the final adoption phase for the 2023 RTP and 2023 HCT Strategy.

**Figure 1. Timeline**



A schedule of remaining discussions and actions is provided for reference.

## FINAL PUBLIC COMMENT PERIOD

A final 45-day public comment period was held from Monday, July 10 to Friday, August 25, 2023. Engagement activities included:

- **Notifications and notices** – Public notices of the comment period were provided to local neighborhood involvement and community outreach offices and community planning organizations in Washington County. Notices were published in Portland Tribune, Clackamas Review, Hillsboro News Times, Forest Grove News Times, Valley Times News, Beaverton Valley Times, El Latino de Hoy, The Asian Reporter and on the Metro website. Notifications were sent to the RTP interested persons list (nearly 2,772 people) in addition to Metro’s four regional advisory committees and their respective interested parties. Partner agencies and community and business organizations engaged throughout the RTP update posted notifications of the comment period through E-newsletters, social media and other methods to inform their members and interested parties of the comment opportunity.
- **On-line survey and public review draft materials** – An on-line survey, an interactive map and interactive project list, and public review drafts of the 2023 RTP, project lists, appendices and High Capacity Transit Strategy were posted on the 2023 RTP web page at [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp). Members of the public, regional advisory committees, partner agencies and other interested parties were invited to comment on the draft materials. Nearly 600 people responded to the on-line survey and more than 250 people and agencies submitted comments through an online comment forum. A final public comment report is being prepared that will document all comments received, including responses to the on-line survey. Draft Metro staff recommendations responding to comments received on the public review draft materials will be included in the September 13 TPAC workshop packet.
- **Public hearing** – The Metro Council held a public hearing on July 27, 2023. The closed caption transcript of hearing testimony will be included in the final public comment report. Draft Metro staff recommendations responding to testimony comments will be included in the September 13 TPAC workshop packet.
- **Consultation** – Metro staff invited federally-recognized Tribes and several federal, state and local resource, wildlife, land management and regulatory agencies to consult on the public review draft RTP and High Capacity Transit Strategy in accordance with [23 CFR 450.316\(b\)](#) and [23 CFR 450.324\(f\)\(10\)](#). Metro convened two separate consultation meetings on August 17 and 22. Summaries of the consultation meetings will be included in the final public comment report. Draft Metro staff recommendations responding to consultation comments will be included in the September 13 TPAC workshop packet.
- **Legislative hearings** – The Metro Council is scheduled to hold a legislative hearing on the RTP on September 28, 2023. Comments on the HCT Strategy may also be provided at the hearing. A final hearing and Metro Council action on the RTP and HCT Strategy is scheduled for November 30, 2023.

## DRAFT LEGISLATION FOR ADOPTION OF THE 2023 REGIONAL TRANSPORTATION PLAN

The RTP is a component of the Regional Framework Plan, which is a governing document for the greater Portland region. First adopted in 1997, the RFP identifies regional policies to implement the 2040 Growth Concept, including regional transportation.<sup>1</sup> When the Metro Council adopts amendments to the RTP or other components of the Regional Framework Plan, it is adopting legislation that must be adopted by ordinance in order to create legally binding requirements on local governments in the region. The RTP will also be adopted as the federally recognized metropolitan

---

<sup>1</sup> <https://www.oregonmetro.gov/regional-framework-plan>

transportation plan for the region under federal law and the regional transportation system plan for the region under state law.

The draft RTP adoption ordinance and a list of exhibits are provided for reference:

**Ordinance No. 23-1496** For the Purpose of Amending the 2023 Regional Transportation Plan to Comply With Federal and State Law

- **Exhibit A – Public Review Draft 2023 Regional Transportation Plan and Appendices.** This exhibit includes the public review draft 2023 Regional Transportation Plan and appendices, including the financially constrained project list. *Amendments to this exhibit will be documented in Exhibit C, but will not be incorporated in Exhibit A until after adoption by JPACT and the Metro Council.*
- **Exhibit B – Regional Framework Plan Amendments.** This exhibit amends the existing Chapter 2 of the Regional Framework Plan with the new goals and objectives included in Chapter 2 of the 2023 Regional Transportation Plan. *Metro staff will develop this exhibit for the October 7 meeting.*
- **Exhibit C – Summary of Comments Received and Recommended Actions.** This exhibit documents substantive comments received and recommended actions, including amendments to Exhibit A. *Metro staff is developing this exhibit for the September 13 workshop.*
- **Exhibit D – Findings of Fact and Conclusions of Law.** This exhibit includes legal findings that demonstrate consistency of the RTP with federal, state and regional requirements. *The Office of Metro Attorney will develop this exhibit for the Metro Council final action on November 30.*

The staff report to Ordinance No. 23-1496 will be provided in the October meeting packet.

#### **DRAFT LEGISLATION FOR ADOPTION OF THE 2023 HIGH CAPACITY TRANSIT STRATEGY**

The RTP is supported by several modal and topical strategies, including the 2023 High Capacity Transit Strategy. These plans and strategies are primarily guidance documents that provide a vision, policies and recommendations for the region that support implementation of the RTP. The HCT Strategy is will be adopted by resolution, like other strategies have been adopted, because much of each strategy consists of recommendations that do not impose binding obligations on local governments. However, key elements from each of the strategies that create binding obligations on local governments are incorporated into the 2023 RTP, including: recommended transit network concepts, system maps that define functional classifications for transit, and policies for transit. Adoption of the HCT Strategy by resolution expresses the intent of the Metro Council to support and implement the strategy, and is appropriate for strategies that provide guidance and policy direction.

The draft adoption resolution and a list of exhibits are provided for reference:

**Resolution No. 23-5348** For the Purpose of Adopting the 2023 Regional High Capacity Transit Strategy

- **Exhibit A – Public Review Draft 2023 Regional High Capacity Transit Strategy.** This exhibit includes the public review draft 2023 Regional High Capacity Transit Strategy. *Amendments to the HCT will documented in Exhibit B, but will not be incorporated in Exhibit A until after adoption by JPACT and the Metro Council.*
- **Exhibit B – Summary of Comments Received and Recommended Actions.** This exhibit documents substantive comments and recommended actions, including amendments to Exhibit A. *This exhibit will be developed by Metro staff for the October TPAC meeting and will reflect HCT Strategy specific comments and recommended actions identified in Exhibit C to Ordinance No. 23-1496 described above.*

The staff report to Resolution No. 23-5348 will be provided in the October meeting packet.

## FINAL STEPS

Metro staff are preparing a Final Public Comment Report that includes the online survey results, online feedback and copies of all emails, letters, and transcriptions of voicemails received during the formal comment period as well as consultation meeting summaries and transcriptions of verbal testimony provided during the public hearing. The final public comment report will be available in advance of the September 13 workshop.

In addition, Metro staff are drafting recommended actions to respond to comments received and identifying key concerns that warrant more in-depth discussion by TPAC and MTAC on September 13 and September 20, respectively, and subsequent meetings. The recommended actions will include amendments to the public review draft RTP and HCT Strategy, recommendations for no change with an explanation as to why no change is recommended, and recommendations for future work.

Draft Metro staff recommendations will be brought forward for consideration in two parts:

1. **Summary of Comments Received and Recommended Actions Identified for Further Discussion** – *aka Discussion Items for Consideration* – These Metro staff recommendations, and the public comments they respond to, raise important policy considerations that warrant further policy discussion by MPAC, JPACT and the Metro Council. TPAC and MTAC will begin discussion of these items at their September 13 and September 20 meetings. An overview of these topics will be provided to MPAC, JPACT and Metro Council at their September meetings.
2. **Summary of Comments Received and Recommended Actions for Consideration on a “consent basis”** – *aka Consent Items for Consideration* – These Metro staff recommendations address technical edits, fine-tuning and other clarifications identified through the public review process for consideration on a “consent basis” without further discussion. TPAC members may request discussion of any of these consent items at the September 13 workshop or October 1 meeting. MTAC members may request discussion of any of these consent items at the September 20 or October 18 meeting. MPAC, JPACT and Metro Council will be requested to take action on these recommendations without discussion as part of their respective final action. However, members may request discussion of individual consent items prior to or as part of their final action.

The draft Metro staff recommendations will become formalized as Exhibit C to Ordinance No. 23-1496 for further consideration at the October 6 TPAC meeting and October 18 MTAC meeting. MTAC will be asked to make a recommendation to the Metro Policy Advisory Committee (MPAC) on adoption of the 2023 RTP and 2023 HCT Strategy at the October 18 meeting. TPAC will be requested to make a final recommendation to the JPACT on adoption of the 2023 RTP and 2023 HCT Strategy at the November 3 TPAC meeting; at that time, the Metro staff recommendation becomes a TPAC recommendation to JPACT.

In September, MPAC and JPACT will receive an update on the process, public comments received and topics recommended for policy discussion. JPACT discussion of these topics will continue at the October 19 meeting. MPAC will be asked to make their respective recommendations to the Metro Council on October 25. JPACT will consider TPAC’s recommendation on November 16. The Metro Council is scheduled to consider MPAC and JPACT’s recommendations on November 30, before the current RTP expires on Dec. 6, 2023.

### /Attachments

- Schedule of Key Dates for Finalizing the 2023 RTP and 2023 HCT Strategy for Adoption
- Draft Ordinance No. 23-1496 (RTP Adoption Legislation)
- Exhibit A to Ordinance No. 23-1496 (Public Review Draft RTP and Appendices)
- Draft Resolution No. 23-5348 (HCT Strategy Adoption Legislation)
- Exhibit A to Resolution No. 23-5348 (Public Review Draft HCT Strategy and Appendices)

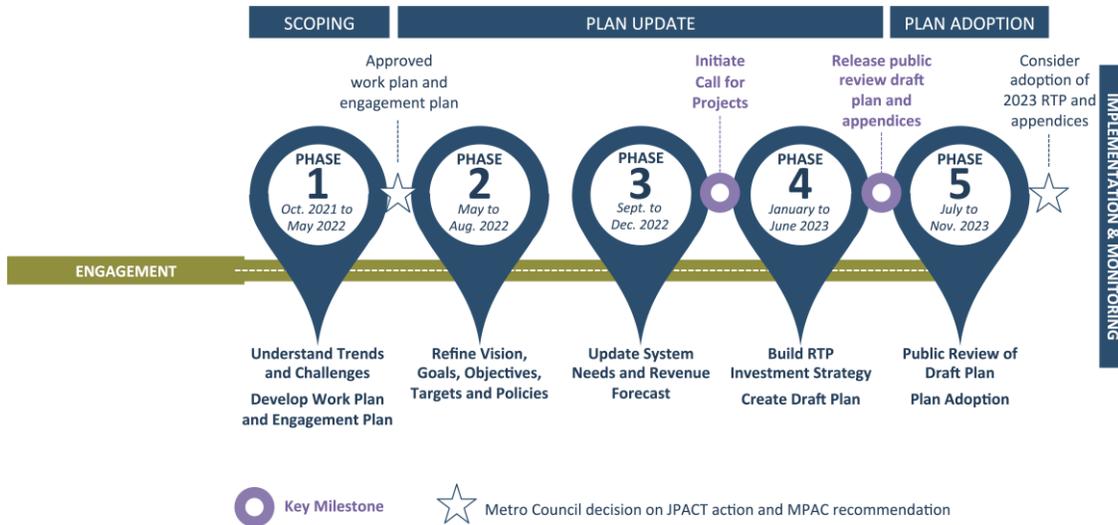


# 2023 REGIONAL TRANSPORTATION PLAN UPDATE

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

September to November 2023

Dates are subject to change.



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

September	9/1	TPAC	<ul style="list-style-type: none"> <li><b>DISCUSSION:</b> Overview of draft adoption legislation and update on draft Metro staff recommended actions in response to public comments</li> </ul>
	9/12	Metro Council	<ul style="list-style-type: none"> <li><b>DISCUSSION:</b> Process update and feedback on draft RTP policies and implementation chapter (Ch. 8)</li> </ul>
	9/13	TPAC Workshop	<ul style="list-style-type: none"> <li><b>DISCUSSION:</b> Discuss draft Metro staff recommended actions in response to public comments received</li> <li>Review policy topics for JPACT discussion</li> </ul>
	9/20	MTAC	<ul style="list-style-type: none"> <li><b>DISCUSSION:</b> Draft adoption legislation</li> <li>Discuss draft Metro staff recommended actions in response to public comments received</li> <li>Review policy topics for MPAC discussion</li> </ul>
	9/21	JPACT	<ul style="list-style-type: none"> <li><b>DISCUSSION:</b> Overview of adoption package (Ordinance, Resolution &amp; Exhibits), public comments received and policy topics identified for JPACT discussion</li> <li>Feedback on draft Ch.8 (Implementation)</li> </ul>
	9/21	CORE (requested)	<ul style="list-style-type: none"> <li><b>DISCUSSION:</b> Overview of public comments received and draft Metro staff recommended actions in response to public comments</li> <li>Feedback on draft Ch.8 (Implementation) equity-related future work</li> </ul>

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

*Dates in italics are tentative.*

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2018	)	ORDINANCE NO. 23-1496
REGIONAL TRANSPORTATION PLAN (RTP)	)	
TO COMPLY WITH FEDERAL AND STATE	)	Introduced by Chief Operating Officer
LAW AND AMENDING THE REGIONAL	)	Marissa Madrigal in concurrence with
FRAMEWORK PLAN	)	Council President Lynn Peterson

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

WHEREAS, the Regional Transportation Plan (RTP) is the federally recognized transportation policy for the Portland metropolitan region, and must be updated every five years to ensure continued compliance with federal planning regulations and funding eligibility of projects and programs using federal transportation funds in the region; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Statewide Planning Goal 12, as implemented through the Transportation Planning Rule (Oregon Administrative Rules Chapter 660 Division 12) and the Metropolitan Greenhouse Gas Emissions Reduction Rule (Oregon Administrative Rules Chapter 660 Division 44); and

WHEREAS, the RTP is a central tool for implementing Metro's Region 2040 Growth Concept and Climate Smart Strategy and constitutes a policy component of the Regional Framework Plan; and

WHEREAS, the last update to the RTP was adopted by the Metro Council on December 6, 2018 and subsequently approved and acknowledged by the Land Conservation and Development Commission; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2023 RTP work plan and public engagement plan on April 21 and May 5, 2022, respectively; and

WHEREAS, from May 2022 through November 2023, the Metro Council and Metro staff engaged the public, community, and business leaders, and local, regional and state partners to update the RTP, including its vision, goals, objectives, policies, performance measures, and projects; and

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

WHEREAS, central to the 2023 RTP is an overall emphasis on making progress toward the region's safety, equity, climate, economic and mobility goals, and state goals for reductions in per capita vehicle miles traveled and corresponding greenhouse gas emissions; and

WHEREAS, on July 10, 2023 Metro released the initial draft of the 2023 RTP and Appendices for public review and comment, providing a 45-day public comment period on the draft 2023 RTP

through August 25, 2023, and held a public hearing on July 27, 2023 to accept public testimony and comments; and

WHEREAS, Metro staff invited federally-recognized tribes, the Federal Highway Administration, the Federal Transit Administration and other federal, state and regional resource, wildlife, land management and regulatory agencies to consult on the 2023 RTP and Appendices in accordance with 23 CFR 450.316, and convened six separate consultation meetings in Fall 2021, Spring 2023 and on August 17 and 22, 2023; and

WHEREAS, the Metro Council, JPACT, the Metro Policy Advisory Committee (MPAC), the Metro Technical Advisory Committee, the Transportation Policy Alternatives Committee, TriMet, the South Metro Area Regional Transit, local government elected officials and staff, small and large businesses and economic development interests, business and community leaders, and the public, particularly underrepresented communities including Black, Indigenous and people of color communities, people with low income, people who speak limited English, people experiencing a disability, youth and older adults, assisted in the development of the 2023 RTP and provided comment throughout the planning process; and

WHEREAS, the 2023 RTP sets the foundation for local transportation plan updates, future region-wide planning efforts, regional efforts to seek transportation infrastructure funding, and defines specific activities for Metro and regional partners to take over the next few years to support the outcomes identified through the RTP update; and

WHEREAS, JPACT and MPAC have made recommendations to the Metro Council on adoption of the 2023 RTP and Appendices; and

WHEREAS, the Metro Council held two additional public hearings on the 2023 RTP and its components identified in Exhibit A, Exhibit B, Exhibit C, and Exhibit D on September 28 and November 30, 2023; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The 2018 Regional Transportation Plan is hereby amended to become the 2023 Regional Transportation Plan, as indicated in attached Exhibit A and Appendices, and the addendum to Exhibit A, which are all attached and incorporated into this ordinance.
2. Chapter 2 (Transportation) of Metro's Regional Framework Plan is hereby amended, as indicated in Exhibit B, attached and incorporated into this ordinance, to reflect the updated Transportation policies in the 2023 RTP in Exhibit A.
3. The "Summary of Comments Received and Recommended Actions," attached as Exhibit C, is incorporated by reference and any amendments reflected in the recommended actions are incorporated in Exhibit A.
4. The Findings of Fact and Conclusions of Law in Exhibit D, attached and incorporated into this ordinance, explain how these amendments comply with the Regional Framework Plan, statewide planning laws and the Oregon Transportation Plan and its applicable components.
5. Staff is directed to submit this ordinance and exhibits to the Land Conservation and Development Commission (LCDC).

6. The 2023 RTP is hereby adopted as the federally-recognized metropolitan transportation plan and shall be transmitted to the U.S. Department of Transportation

ADOPTED by the Metro Council this 30th day of November 2023.

---

Lynn Peterson, Council President

Attest:

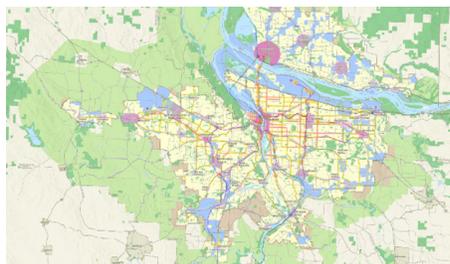
Approved as to Form:

---

Connor Ayers, Recording Secretary

---

Carrie MacLaren, Metro Attorney



# PUBLIC REVIEW DRAFT

# 2023 Regional Transportation Plan

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

**July 10, 2023**

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

## **Metro respects civil rights**

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

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

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

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

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

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Regional Transportation Plan website: [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp)

The preparation of this strategy 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 strategy are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

## 2023 REGIONAL TRANSPORTATION PLAN | LIST OF CONTENTS

### Executive Summary

This section provides an overview of the plan, how it was developed, key trends and challenges it will address and the outcomes it will deliver. The executive summary is a standalone document for the public review draft plan.

### Chapter 1 | Toward a Connected Region

This chapter introduces the greater Portland region and Metro’s role in transportation planning, how the plan addresses regional, state and federal requirements, its relationship to other adopted plans and strategies, and the public process that shaped development of the plan.

### Chapter 2 | Our Shared Vision and Goals for Transportation

This chapter presents the plan’s aspirational vision for the region’s transportation system. The vision is further described through goals, objectives and performance targets that reflect the values and desired outcomes expressed by the public, policymakers and community and business leaders engaged in development of the plan. This outcomes-based policy framework guides future planning and investment decisions as well as monitoring plan implementation.

### Chapter 3 | Transportation System Policies to Achieve Our Vision

This chapter defines overarching policies for safety, equity, climate, mobility and pricing as well as the vision and policies for the modal networks of the regional transportation system – motor vehicle, transit, freight, bike and pedestrian - and for transportation system management and operations (TSMO) and transportation demand management (TDM). The policies will help the region make progress toward the plan’s vision and goals and implementation of the 2040 Growth Concept and Climate Smart Strategy. Together the policies will guide the development and implementation of the regional transportation system, informing transportation planning and investment decisions made by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

### Chapter 4 | Our Growing and Changing Region

This chapter provides a snapshot of current regional growth trends and existing conditions and outlines key transportation challenges the plan will address and opportunities for building a regional transportation system that reflects our values and vision for the future.

### Chapter 5 | Our Transportation Funding Outlook

This chapter provides an overview of local, state and federal funding expected to be available to pay for needed investments.

### Chapter 6 | Regional Programs and Projects to Achieve Our Vision

This chapter describes how the region plans to invest in the transportation system, with expected funding.

### Chapter 7 | Measuring Outcomes

This chapter reports on the expected system performance of the region’s investment priorities and documents whether the region achieves regional performance targets in 2045.

### Chapter 8 | Moving Forward Together

This chapter describes ongoing and future efforts to implement the RTP, consistent with federal, state and regional requirements. The chapter summarizes ongoing regional programs, regional and state planning efforts and major project development activities underway in the region, and data and research activities to support Metro’s performance-planning responsibilities and plan implementation.

### Glossary

### Common Acronyms

## APPENDICES

Appendix A	Constrained Priorities – Near-term Constrained Project List (2023 to 2030); Long-term Constrained Project List (2031 to 2045)
Appendix B	Unconstrained Priorities – 2031 to 2045 Strategic Project List
Appendix C	Federal Air Quality Attainment Status Certification Letter (effective Oct. 2, 2017)
Appendix D	Public and Stakeholder Engagement and Consultation Summary <i>Note: This appendix is under development and will be included in final RTP Appendices.</i>
Appendix E	<i>not assigned</i>
Appendix F	Environmental Assessment and Potential Mitigation Strategies
Appendix G	Coordinated Transportation Plan for Seniors and People with Disabilities (adopted in June 2020 by the TriMet Board)
Appendix H	Financial Strategy Documentation
Appendix I	Performance Evaluation Documentation
Appendix J	Climate Smart Strategy Implementation and Monitoring
Appendix K	Performance Targets <i>Note: This appendix will be included in final RTP Appendices.</i>
Appendix L	Federal Performance-Based Planning and Congestion Management Process Documentation
Appendix M	Regional Analysis Documentation
Appendix N	Southwest Corridor Project Locally Preferred Alternative (adopted Dec. 6, 2018)
Appendix O	Earthquake Ready Burnside Bridge Preferred Alternative (adopted March 16, 2023)
Appendix P	East Metro Connections Plan (adopted in June 2013)
Appendix Q	Sunrise Project Locally Preferred Alternative (adopted in July 2009)
Appendix R	I-5/99W Connector Study Recommendations (adopted in Feb. 2009 by Project Steering Committee)
Appendix S	I-5/Columbia River Bridge Replacement Modified Locally Preferred Alternative (adopted in July 2022)
Appendix T	Clackamas to Columbia Corridor Plan (adopted in 2020)
Appendix U	Summary of Comments Received and Recommended Actions <i>Note: This appendix will be developed following the final public comment period and included in final RTP Appendices.</i>

## LIST OF TOPICAL AND MODAL STRATEGIES AND PLANS\*

	<b>Adoption date</b>
Regional Transportation System Management and Operations Strategy	Jan. 6, 2022
Regional Transportation Safety Strategy	Dec. 6, 2018
Regional Emerging Technology Strategy	Dec. 6, 2018
Regional Freight Strategy	Dec. 6, 2018
Regional Transit Strategy	Dec. 6, 2018
Regional Travel Options Strategy	May 24, 2018
Climate Smart Strategy (incorporated in the RTP in Dec. 2018)	Dec. 18, 2014
Regional Active Transportation Plan	July 17, 2014

\* All strategies and plans were adopted by the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT).



## Supplement to Exhibit A to Ordinance No. 23-1496: 2023 Regional Transportation Plan Appendices

Due to the size of the 2023 Regional Transportation Plan Appendices, it is being included in the packet electronically via this document. The appendices can be found at <https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/public-comment> or click on the blue links below to view the individual documents. Printed copies are available on request.

- [\*\*Appendix A - 2023 RTP Constrained Priorities Project List\*\*](#) (2023 to 2045 project lists and [interactive map](#) and [interactive project list](#)). This appendix documents the projects that fit within “financially constrained” budget of federal, state and local funds the greater Portland region can reasonably expect through 2045, consistent with federal and state law. These projects are eligible for state and federal funding under federal law. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 23-1496.*
- [\*\*Appendix B - 2023 RTP Unconstrained Strategic Priorities Project List\*\*](#) (2023 to 2045 strategic project list and [interactive map](#) and [interactive project list](#)). This appendix documents additional priority projects that could be constructed with additional resources. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 23-1496.*
- [\*\*Appendix C - Federal Air Quality Attainment Status Certification Letter\*\*](#). This appendix contains a certification letter from the U.S. Environmental Protection Agency declaring the region’s attainment status for air quality and that transportation conformity requirements no longer apply for federally-funded transportation projects. The region remains responsible for implementation of transportation control measures contained in the Oregon State Implementation Plan.
- [\*\*Appendix D - 2023 RTP Public and Stakeholder Engagement and Consultation Summary\*\*](#). This appendix documents the engagement and consultation process to inform development of the 2023 RTP and comments received during the final public comment period. *This appendix is under development and will be finalized following adoption of the 2023 RTP and Appendices.*
- [\*\*Appendix E - 2023 RTP Regional Mobility Policy Documentation\*\*](#). This appendix documents the research, policy development and related engagement activities conducted to inform development of the 2023 RTP regional mobility policy and action plan for future work. *This appendix will be developed and reflect final recommendations in Exhibit C to Ordinance No. 23-1496.*
- [\*\*Appendix F - 2023 RTP Environmental Assessment and Potential Mitigation Strategies\*\*](#). This appendix documents the methods and data used to conduct a system-level environmental analysis of the 2023 RTP projects and discusses environmental requirements and potential environmental mitigation strategies. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 23-1496.*
- [\*\*Appendix G - Coordinated Transportation Plan for Seniors and People with Disabilities\*\*](#). Adopted in June 2020 by the TriMet Board, this appendix documents regional planning conducted to assess the transportation needs of seniors and people with disabilities, fulfilling federal requirements for a coordinated human services plan.
- [\*\*Appendix H - 2023 RTP Financial Strategy Documentation\*\*](#). This appendix documents the methods and data used to develop the financially constrained revenue forecast for the 2023 RTP. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 23-1496.*

## Supplement to Exhibit A to Ordinance No. 23-1496: 2023 Regional Transportation Plan Appendices

- [Appendix I – 2023 RTP Performance Evaluation Documentation](#). This appendix documents the regional system performance evaluation outputs. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 23-1496 and finalized once the final model runs are complete.*
- [Appendix J – 2023 RTP Climate Smart Strategy Implementation and Monitoring](#). This appendix documents progress implementing the adopted Climate Smart Strategy and the analysis tools and technical assumptions used to forecast future greenhouse gas emissions and related vehicle miles traveled per capita. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 23-1496.*
- [Appendix K – 2023 RTP Performance Targets Summary](#). This appendix documents the RTP performance targets. *This appendix will be finalized once the final model runs are complete following adoption of the 2023 RTP by Ordinance No. 23-1496. See Chapter 2 for information about performance measures and targets. See Chapter 7 for information performance of the draft plan.*
- [Appendix L – 2023 RTP Federal Transportation Performance Management and Congestion Management Process Documentation](#). This appendix documents the region’s approach for addressing federal transportation performance management and congestion management monitoring and reporting requirements. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 23-1496.*
- [Appendix M – 2023 RTP Regional Modeling and Analysis Documentation](#). This appendix documents travel model assumptions, regionally coordinated and adopted land use forecast and transportation analysis zone assumptions. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 23-1496 and finalized once the final model runs are complete.*
- [Appendix N – Southwest Corridor Light Rail Locally Preferred Alternative](#). This appendix documents the locally preferred alternative for Southwest Corridor light rail project adopted by JPACT and the Metro Council by Resolution No. 18-4915.
- [Appendix O – Earthquake Ready Burnside Bridge Locally Preferred Alternative](#). This appendix documents the locally preferred alternative for the Earthquake Ready Burnside Bridge Project adopted by JPACT and the Metro Council by Resolution No. 23-5306.
- [Appendix P – East Metro Connections Plan](#). This appendix documents the adopted final action plan recommendations contained in the East Metro Connections Plan.
- [Appendix Q – Sunrise Project Locally Preferred Alternative](#). This appendix documents the adopted locally preferred alternative for the Sunrise Project.
- [Appendix R – I-5/99W Connector Study Recommendations](#). This appendix documents the locally-adopted I-5/99W Connector Study recommendations.
- [Appendix S – I-5 Interstate Bridge Replacement Modified Locally Preferred Alternative](#). This appendix documents the modified locally preferred alternative for the I-5 Interstate Bridge Replacement Program endorsed by JPACT and the Metro Council by Resolution No. 22-5273.
- [Appendix T – Clackamas to Columbia Corridor Plan](#). This appendix documents the final recommendations contained in the Clackamas to Columbia Corridor Plan.
- [Appendix U – 2023 RTP Summary of Comments and Recommended Actions](#). *This appendix will be developed following adoption of the 2023 RTP by Ordinance No. 23-1496.*

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2023 ) RESOLUTION NO. 23-5348  
HIGH CAPACITY TRANSIT STRATEGY )  
) Introduced by Chief Operating Officer  
) Marissa Madrigal in concurrence with  
) Council President Lynn Peterson

WHEREAS, transit is a central tool for implementing the region’s 2040 Growth Concept, Climate Smart Strategy and Regional Transportation Plan (RTP); and

WHEREAS, in 2014 the Metro Council adopted the Climate Smart Strategy via Ordinance No. 14-1346B, which calls for increased investment in our regional transit system in order to help meet state-required targets for reducing greenhouse gas emissions from light-duty vehicles; and

WHEREAS, in 2018 the Metro Council adopted the Regional Transit Strategy (RTS) as a component of the RTP via Resolution No. 18-4892, which established the regional vision to make transit more frequent, convenient, accessible and affordable for everyone and included new and updated high capacity transit-related polices and identified high capacity transit lines on the Regional Transit Network map to reflect that vision; and

WHEREAS, the High Capacity Transit (HCT) Strategy is a component of the 2018 RTS; and

WHEREAS, Metro and TriMet, as a Project Management Team, created a High Capacity Transit Working Group consisting of transit, city, and county and state agency partners that met more than eight times from 2022 to 2023 to provide technical input and recommendations to the team regarding the development of a new regional HCT Strategy to be adopted concurrently with the 2023 RTP; and

WHEREAS, development of the 2023 HCT Strategy aimed to increase regional collaboration and coordination through a combination of existing and new partnerships, focused policy discussions, sound technical work, and inclusive public engagement designed to build public trust in government, build support for and momentum to adopt the 2023 HCT Strategy, and make the case for funding and investment in the region’s transportation system as part of updating the vision, goals, policies and investment priorities for the region’s transit system; and

WHEREAS, the 2023 HCT Strategy includes a new coordinated vision and strategy for high capacity transit in the greater Portland region, new and updated high capacity transit-related polices, and updated high capacity transit lines on the Regional Transit Network map aimed at providing a stronger backbone for the regional transit system in the greater Portland region; and

WHEREAS, the 2023 HCT Strategy supports ongoing efforts to link land use and transportation planning to implement the 2040 Growth Concept and community visions within fiscal constraints while addressing urgent global and regional challenges facing the region, including rising inequities, climate change and safety, affordability, public health and economic disparities intensified by the global pandemic; and

WHEREAS, the 2023 HCT Strategy updates existing transit-related policies, performance measures and actions that are described in the RTP, 2018 RTS and Climate Smart Strategy; and

WHEREAS, on July 10, 2023 Metro released the initial draft of the 2023 HCT Strategy for public review and comment, providing a 45-day public comment period through August 25, 2023, and held a public hearing on July 27, 2023 to accept public testimony and comments; and

WHEREAS, Metro staff invited federally recognized Tribes, the Federal Highway Administration, the Federal Transit Administration and other federal, state and regional resource, wildlife, land management and regulatory agencies to consult on the 2023 HCT Strategy in accordance with 23 CFR 450.316 and convened six separate consultation meetings in Fall 2021, Spring 2023 and on August 8, 17 and 22, 2023; and

WHEREAS, the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Metro Technical Advisory Committee, the Transportation Policy Alternatives Committee, TriMet, South Metro Area Regional Transit, local government elected officials and staff, small and large businesses and economic development interests, business and community leaders, and the public, particularly underrepresented communities including Black, Indigenous and people of color communities, people with low income, people who speak limited English, people experiencing a disability, youth and older adults, assisted in the development of the 2023 HCT Strategy and provided comment throughout the planning process; and

WHEREAS, JPACT and MPAC have recommended approval of the 2023 HCT Strategy by the Metro Council; and

WHEREAS, the Metro Council held two additional public hearings on the 2023 HCT Strategy on September 28 and November 30, 2023; now therefore,

BE IT RESOLVED that:

1. The Metro Council adopts the 2023 High Capacity Transit Strategy attached to this Resolution as Exhibit A as a component of the 2023 Regional Transportation Plan that complements the 2018 Regional Transit Strategy.
2. The "Summary of Comments Received and Recommended Actions," attached as Exhibit B, is incorporated by reference and any amendments reflected in the recommended actions are incorporated in Exhibit A.

ADOPTED by the Metro Council this 30th day of November 2023.

---

Lynn Peterson, Council President

Approved as to Form:

---

Carrie MacLaren, Metro Attorney

[Click here to download electronically.](#)



# HIGH CAPACITY TRANSIT Strategy





**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Friday, August 25, 2023  
To: Transportation Policy Alternatives Committee (TPAC) and interested parties  
From: Alex Oreschak, Project Manager, Metro  
Subject: Better Bus Program Update

---

## **Purpose**

The purpose of this memo is to provide an update to TPAC on the development of the Better Bus Program.

## **Background**

In 2018, Metro, in partnership with TriMet, introduced the Regional Enhanced Transit Concept (ETC) pilot program to enhance transit across the region. Metro solicited applications from jurisdictions throughout the region and allocated \$5 million to this initial draft of projects. From 2018 to 2022, hundreds of projects were studied and designed, and more than 50 have been implemented.

The Regional ETC pilot program has since been rebranded as the Better Bus Program. This program will support Metro, TriMet, and their partners in delivering the next phase of Better Bus improvements. The Better Bus program will contribute up to \$10 million towards the planning and delivery of capital projects that address hotspot bottlenecks or congested corridors. It will deliver projects in partnership with local jurisdictions and facility owners. TriMet and Metro are working with a consultant team led by Nelson/Nygaard to update the project identification methodology, analysis tools, and evaluation process.

## **Relationship to RTP Better Bus Projects and HCT Corridors**

As described in the Draft 2023 Regional Transportation Plan's High Capacity Transit (HCT) Strategy, these types of treatments are also part of the strategy for improving transit speed and reliability. However, some previously identified ETC corridors were also brought into the HCT Strategy as Tier 2 priorities when reconsidering the network with rapid bus investment. Additionally, both the constrained and strategic project lists in the RTP include proposed Better Bus corridor investments in the most congested corridors where these types of treatments could provide the most benefit for reliability when applied over a broader corridor as part of a project.

Through conversations with local jurisdictions and the analysis underway, the Better Bus projects identified through this effort may look different than the projects in the current draft RTP list. As the Better Bus program moves forward, there will be further coordination with local jurisdictions to identify whether and how Better Bus improvements could be integrated into HCT corridors or may move forward more quickly.

## **Local Jurisdiction Outreach**

Starting in August 2023, Metro and TriMet began a series of meetings with local jurisdictions to introduce the project team, provide an overview of the previous ETC work and the Better Bus program, and to learn from local jurisdictions about their needs and interests. The presentation

shared at those meetings is included as Attachment 1 to this memo. Table 1, below, identifies the completed and scheduled meetings with local jurisdictions.

Local jurisdictions were asked the following questions:

- Where are your local capital projects already planned (CIP projects)? What is the timeline and scope of these projects?
- What areas in your jurisdiction do you know are experiencing transit delay (anecdotally)?
- What transit needs have you heard of from your community in terms of delay and safety?
- What travel commute or development changes have you seen in your area since COVID-19 that have caused changes in bus needs?

### Next Steps

In late September and early October, the Better Bus program will re-engage local jurisdictions in a series of workshops to review the program methodology and initial data analysis, working together to identify potential Better Bus candidate projects. The workshops will be followed by a call for partnership in late October / early November. Project evaluation and selection will occur in November, followed by initial project development in early 2024. This is anticipated to be a multi-year program with additional opportunities for project identification in future years.

Table 1: Better Bus Program Partner Outreach		
	Date	Jurisdiction
Completed	August 7	SMART/ City of Wilsonville
	August 7	Washington County
	August 8	City of Sherwood
	August 10	City of Happy Valley
	August 15	City of Durham
	August 16	City of Milwaukie
	August 17	City of Portland
	August 17	City of Tualatin
	August 17	City of Tigard
	August 18	City of Beaverton
	August 18	City of Gresham
	August 22	City of Lake Oswego
	August 23	Multnomah County
Scheduled	August 28	City of Estacada
	August 29	City of Hillsboro
	August 30	ODOT
	August 31	Clackamas County
	August 31	City of Oregon City
	September 28	City of Gladstone
	September 28	Cities of Wood Village, Fairview, and Troutdale
TBD	City of West Linn	

**Attachments**

Attachment 1: Better Bus Program: Intro to Program Re-launch (August 2023)



TRIMET



# Better Bus Program

Intro to Program Re-Launch

August 2023



# Agenda

- 1 **What is Better Bus?**
- 2 **Purpose of program**
- 3 **ETC Projects and Performance**
- 4 **Call for Partnership**
- 5 **Next steps**



**What is Better Bus?**

**1**

# What is Better Bus?

- Formerly known as Enhanced Transit Concepts (ETC).
- A data-driven approach to planning and designing transit priority projects throughout the TriMet service district.
- **A partnership between Metro, TriMet, and local jurisdictions** to make bus travel more effective and more attractive.
- Approximately **\$10 million** to be invested in design and construction



# Examples of Transit Priority Tools

- Dedicated bus lanes
- Business access and transit (BAT) lanes (or bus and turn lanes)
- Pro-time (peak period only) transit lanes
- Queue jumps / right-turn only except bus
- Transit signal priority and signal improvements
- Transit-only apertures
- Improved multi-modal interactions – bikes/peds/bus
- Bus stop consolidation
- Curb extensions at stops for in lane bus operation
- Far-side bus stop placement



Bus-only lane on SW Main Street. Source: TriMet



Curb extension at NE Killingsworth and NE 52<sup>nd</sup>. Source: PBOT



Transit only aperture. Source: PBOT

# Purpose of the Program



2

# Why do we need Better Bus?

## 01 Reliability

People want to be on time to work and appointments. Reliability means the bus arrives on schedule, day after day.



Consistency builds confidence in the bus



Riders rely on accurate real-time travel data

## 02 Speed

Transit priority treatments can make transit trips faster, better serving today's riders and attracting new riders.



Bus lanes make transit travel times closer to driving travel times

TODAY



IN 10 YEARS



Investment today keeps the bus on time even if congestion increases

# Why do we need Better Bus?

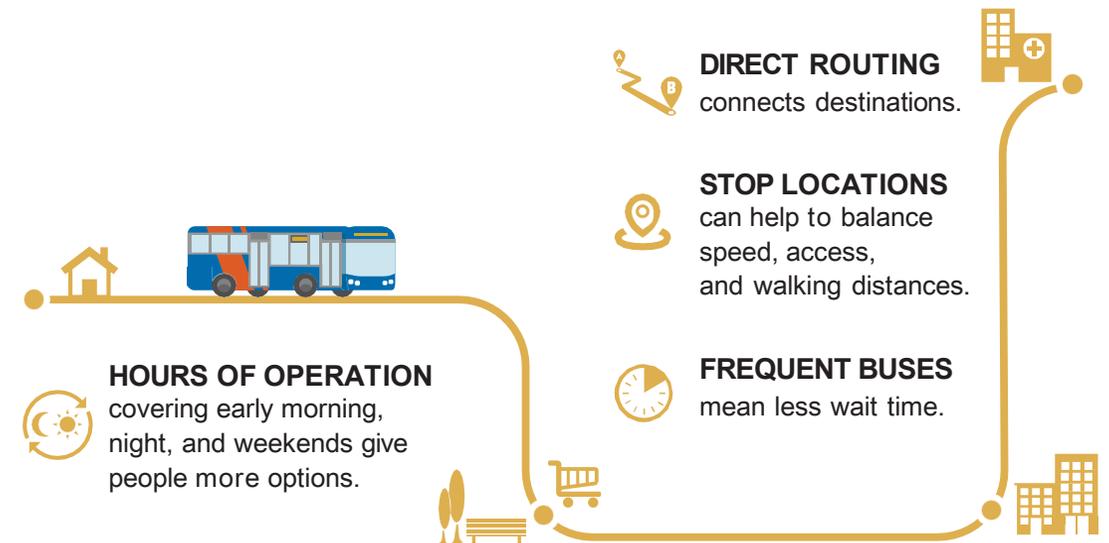
## 03 Comfort

A comfortable and safe travel experience from door-to-door makes transit a stress-free option.



## 04 Convenience

Service design can make the bus a convenient option.



# Why do we need Better Bus?

- Nearly 60% of the region's residents drive alone to work.
- Metro's Regional Transportation Plan (RTP) calls for a tripling of transit mode share by 2035.
- Daily hours of traffic congestion continues to increase post pandemic - This means buses are also stuck in traffic and moving more slowly
- The region projected to grow by 500,000 people by 2040.
  - If driving levels hold the region would experience unsustainable levels of traffic congestion, pollution, and household spending on transportation



# ETC Projects & Performance

3

# Projects Studied

- 

Projects serve **61 routes** (which represents **96%** of TriMet's bus ridership)

---

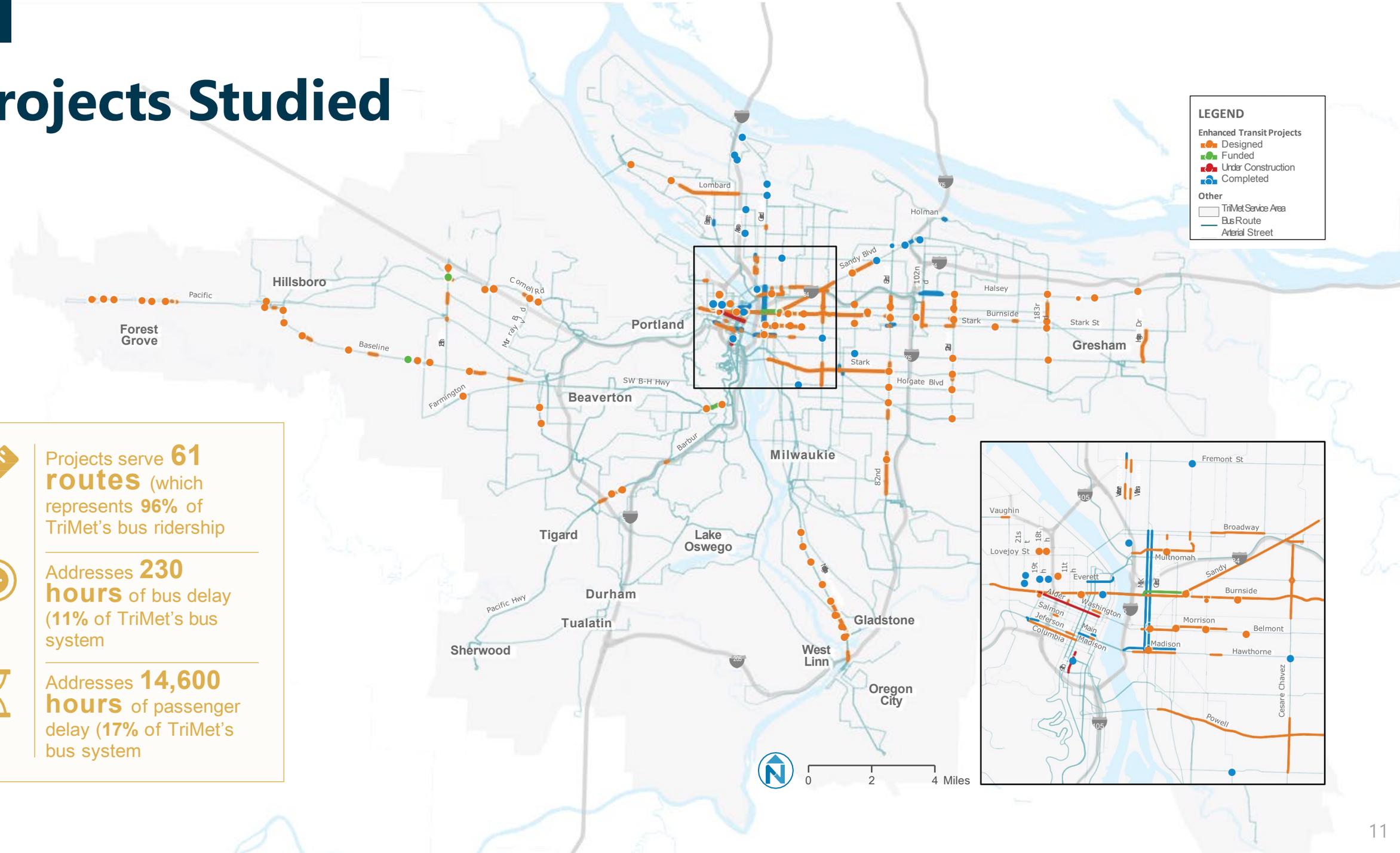
- 

Addresses **230 hours** of bus delay (**11%** of TriMet's bus system)

---

- 

Addresses **14,600 hours** of passenger delay (**17%** of TriMet's bus system)

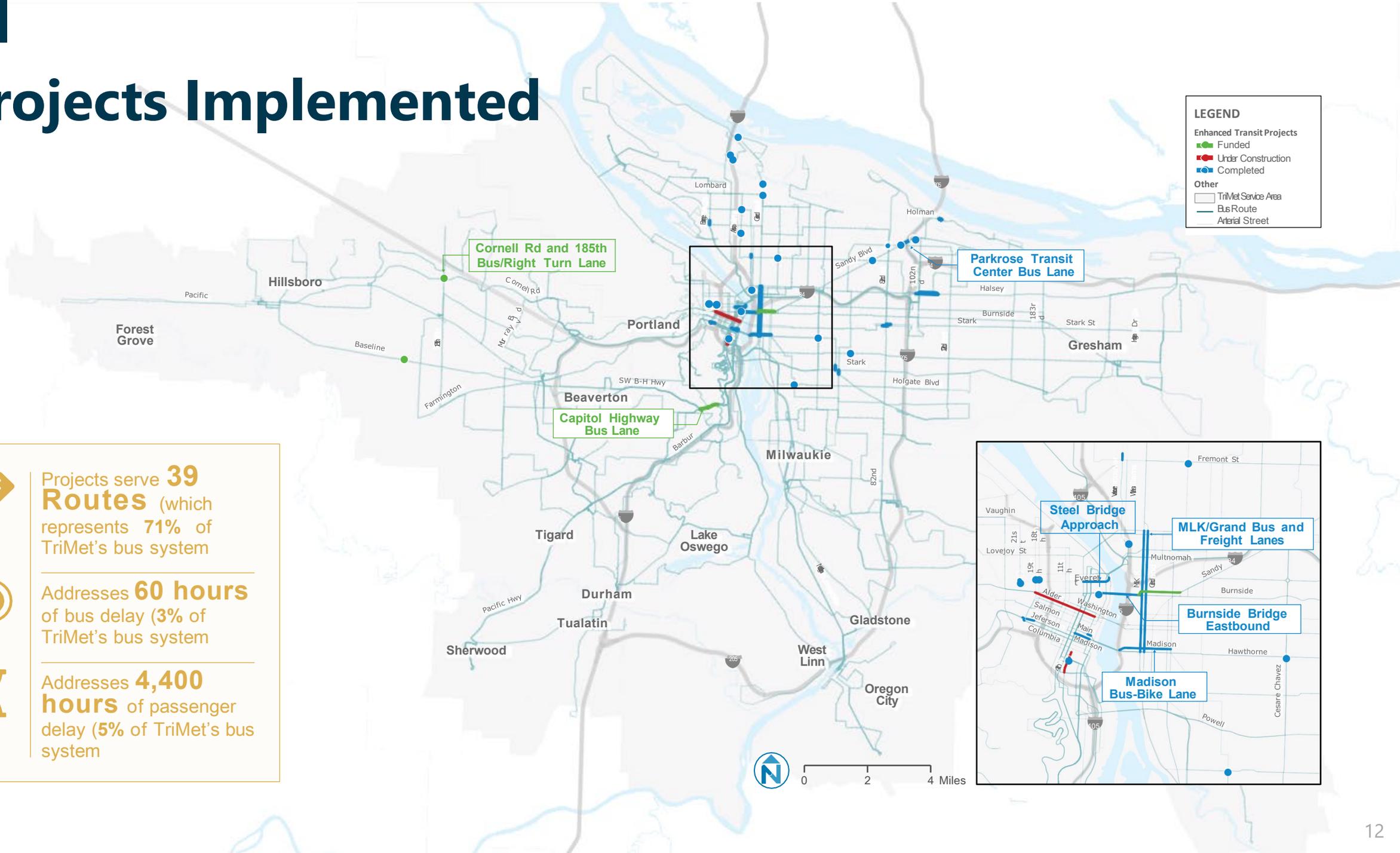


# Projects Implemented

**LEGEND**

- Enhanced Transit Projects
  - Funded (Green line with dot)
  - Under Construction (Red line with dot)
  - Completed (Blue line with dot)
- Other
  - TriMet Service Area (Light grey background)
  - Bus Route (Thin blue line)
  - Arterial Street (Thick grey line)

-  Projects serve **39 Routes** (which represents **71%** of TriMet's bus system)
-  Addresses **60 hours** of bus delay (**3%** of TriMet's bus system)
-  Addresses **4,400 hours** of passenger delay (**5%** of TriMet's bus system)



# Achievements

## SW Madison Bus & Bike Lane



- SW Madison carries 26 buses and hundreds of bikes onto the Hawthorne Bridge during the afternoon rush hour
- Dedicated bus and bike lane implemented in May 2019
- Reduced travel time by approximately 40 seconds per trip.

## Burnside Bridge Bus-Only Lane



- Eastbound bus-only lane was added in November 2019
- Serves three bus lines
- Carries 16 buses per hour during afternoon rush
- Reduced travel time by 2 minutes

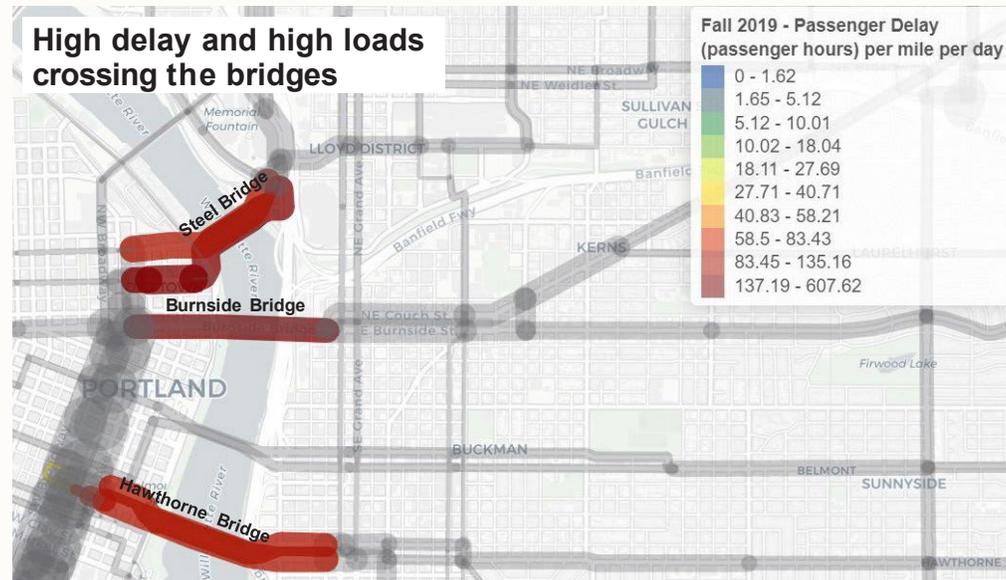
## SW Capitol Highway BAT Lane



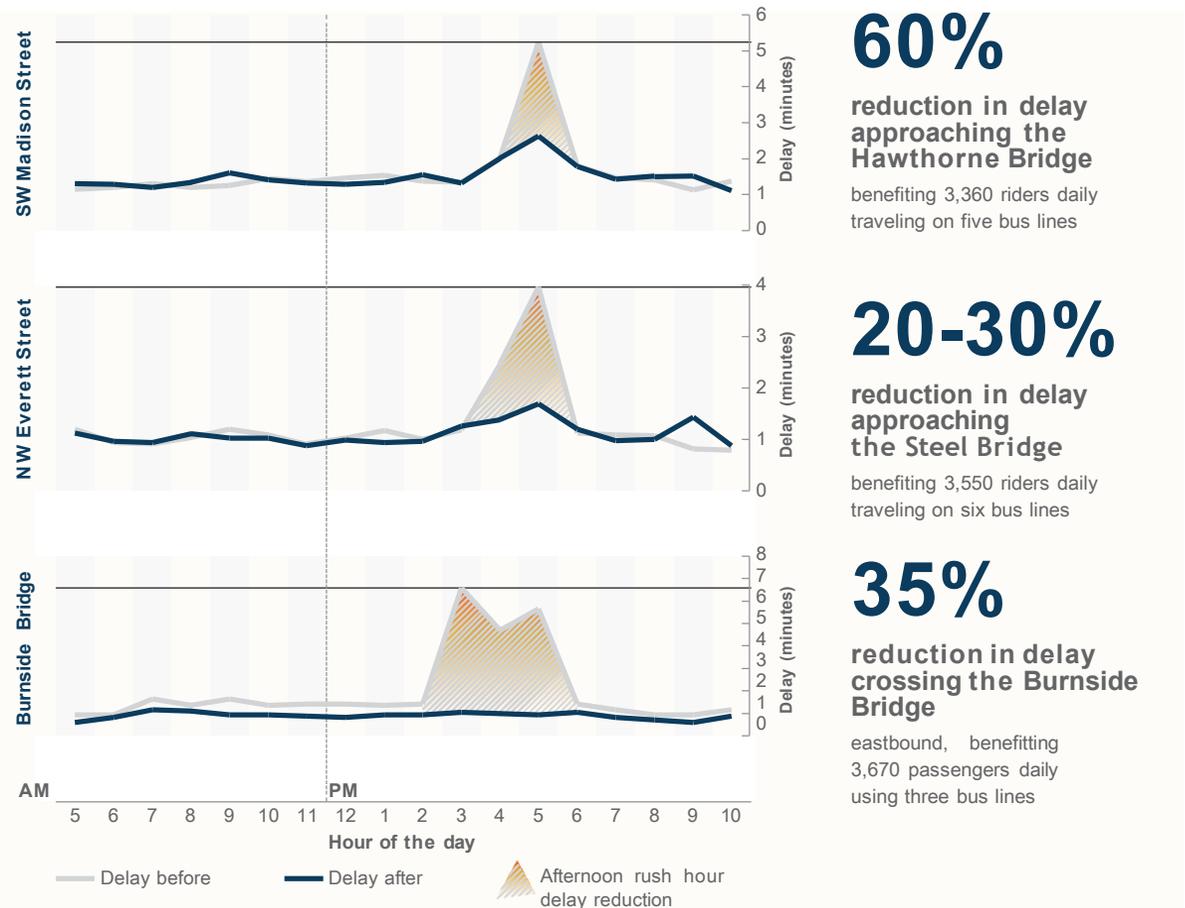
- Bus-only lane from Barbur Blvd to Bertha Court in both directions
- Serves nine bus lines
- Over 11,000 bus riders along this corridor in 2019

# Achievements

**Three major projects** tackled high-delay areas through the Enhanced Transit Corridors program. Multiple bus lines cross the river via **the Steel, Burnside, and Hawthorne Bridges**. Bus lanes on and approaching these bridges made rush hour faster for thousands of daily riders.



Average minutes of delay before and after ETC investments



# Achievements

## 185<sup>th</sup> Ave and Cornell

- Partnership with Washington County
- Dashboard saw delay for two bus lines
- Strong partnership made it a top priority
- Creative de-construction to remove the concrete "cushion" to allow for a bus only lane



**Call for Partnership**

**4**

# Call for Partnership

## Partnerships with jurisdictions like yours are crucial for the success of Better Bus

We want to know:

- Where are your **local capital projects** already planned (CIP projects)? What is the timeline and scope of these projects?
- What areas in your jurisdiction do you know are **experiencing transit delay** (anecdotally)?
- What **transit needs** have you heard of from your community in terms of delay and safety?
- What **travel commute or development changes** have you seen in your area since COVID-19 that have caused changes in bus needs?



**Next Steps**

**5**

# Next Steps

August 2023	September 2023	October 2023	November 2023	December 2023 – April 2024
<ul style="list-style-type: none"><li>• Data-based exploration of project locations and opportunities</li><li>• Initial engagement with stakeholders and jurisdictions</li></ul>	<ul style="list-style-type: none"><li>• Detailed review of potential project locations systemwide to understand equity, policy, geographic distribution, and other factors</li><li>• Preparation for workshops</li></ul>	<ul style="list-style-type: none"><li>• Workshops to do a deeper dive into promising project locations</li><li>• Call for partnerships open (mid-late-October)</li></ul>	<ul style="list-style-type: none"><li>• Project evaluation</li><li>• Project selection</li></ul>	<ul style="list-style-type: none"><li>• Initial project development</li><li>• Up to 15% design</li><li>• Preparation for project-specific task orders</li></ul>

# Thank You!



TRI MET



Metro

Materials following this page were distributed at the meeting.

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

Frederick Kortlever, 90 and Erez Mayer, 50, driving, Highway 26, near milepost 52, Washington, 8/15

Braden Josiah Lungren, 20, walking, SE Foster Road near Happy Valley, Clackamas, 8/11

Mark Hendrickson, 48, bicycling, Timberline Highway, Clackamas, 8/5

Glen Terrence Dante, 33, motorcycling, 16700 block of SE Stark St, Gresham, Multnomah, 8/3

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

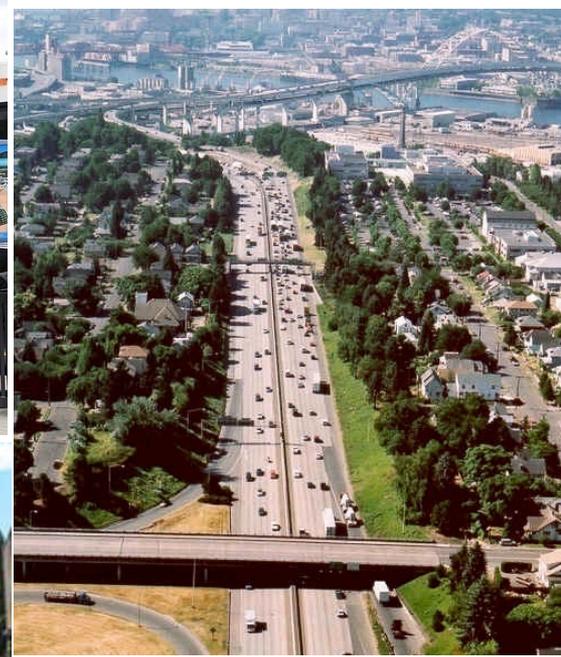
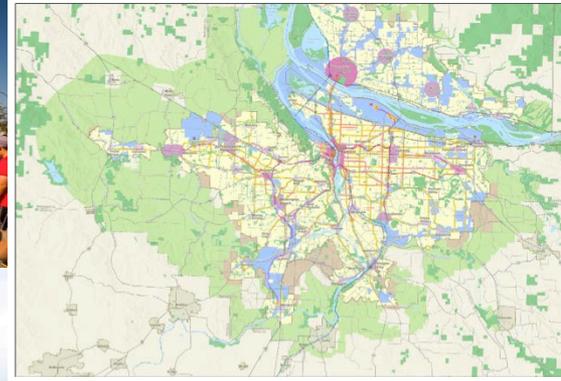


*Transportation Policy  
Alternatives Committee (TPAC)*

# Decision Making Refresh

TPAC Meeting  
September 1, 2023

*Tom Kloster AICP  
TPAC Chair*



# Foundation: Creating a Safe Space

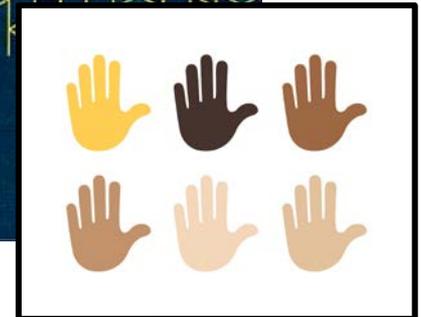
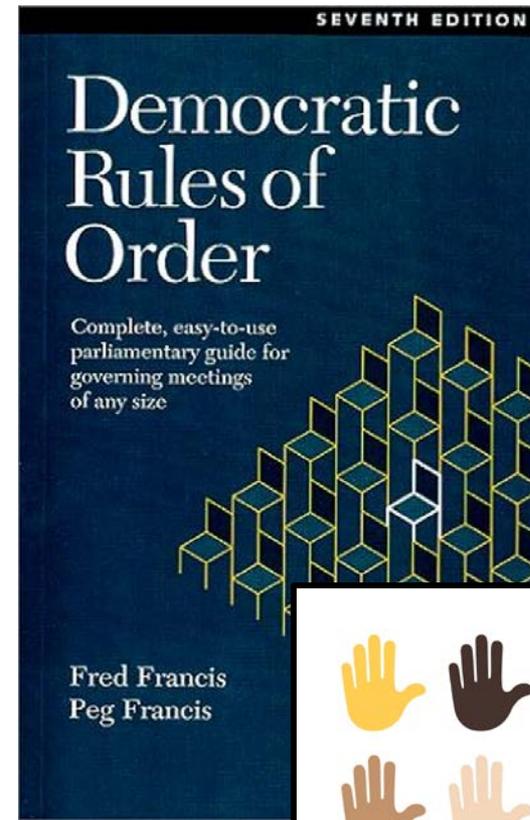
- Follow safe space protocols
- Follow virtual meeting protocols
- Make space for other members
- Make space for community voices
- Represent your constituents



CAT HANGOUTS

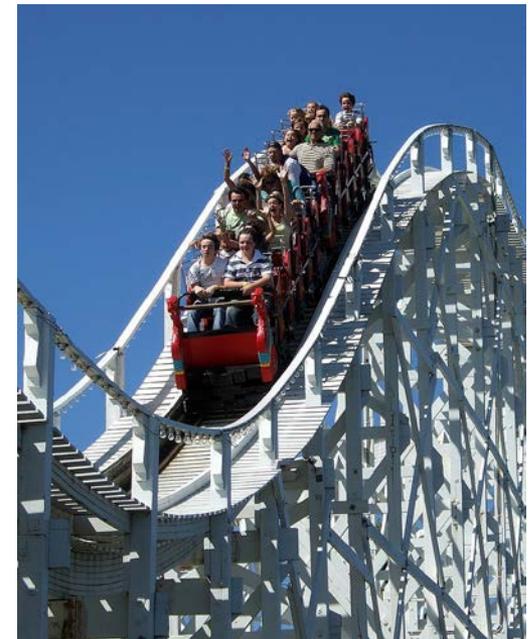
# Democratic Rules of Order: Basics

1. Making a motion
2. Amending a motion
3. Postponing a motion
4. Voting on a motion



# 1. Making a Motion

- Anyone can make a motion
- Motions must be seconded before they can be discussed
- One motion on the floor at a time
- Rewording may be suggested, but must be accepted by the mover and seconded to revise the motion
- This can continue until the Chair calls for a vote on the final motion



# 2. Amending a Motion

- Amendments to motions can be proposed by anyone when revisions are not accepted, but must be seconded and voted upon
- Amendments cannot be amended, only approved or defeated by vote
- When an amendment is approved, a new version of the original motion with the amended language is now on the table, replacing the original



# 3. Postponing a Motion

- Members may move to postpone action on a motion at any time before the motion is voted upon
- Postponements can be to a future date or delegate the issue or topic to a subcommittee or staff for further work
- Postponements that would delay a timely action by JPACT and the Council will not be accepted by the Chair



# 4. Voting on a Motion

1. The Chair calls for a vote on the motion after members have had an opportunity to discuss
2. Members must vote in favor of the motion, opposed or abstain from the vote
3. Motions are passed when a quorum is present and more than half the members have voted in favor
4. Abstentions are not counted



# Questions?





**Metro**

Arts and conference centers

Garbage and recycling

Land and transportation

Oregon Zoo

Parks and nature

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

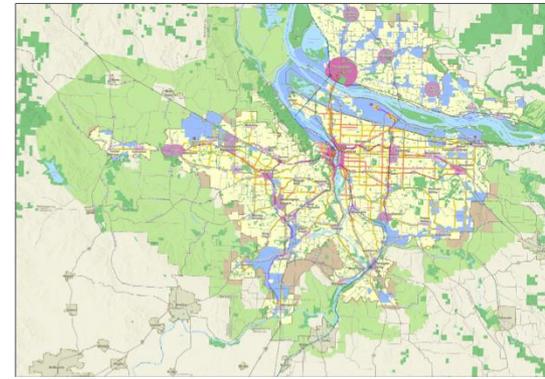


# 2023 Regional Transportation Plan Final Steps to Adoption

TPAC

September 1, 2023

*Kim Ellis, RTP Project Manager*

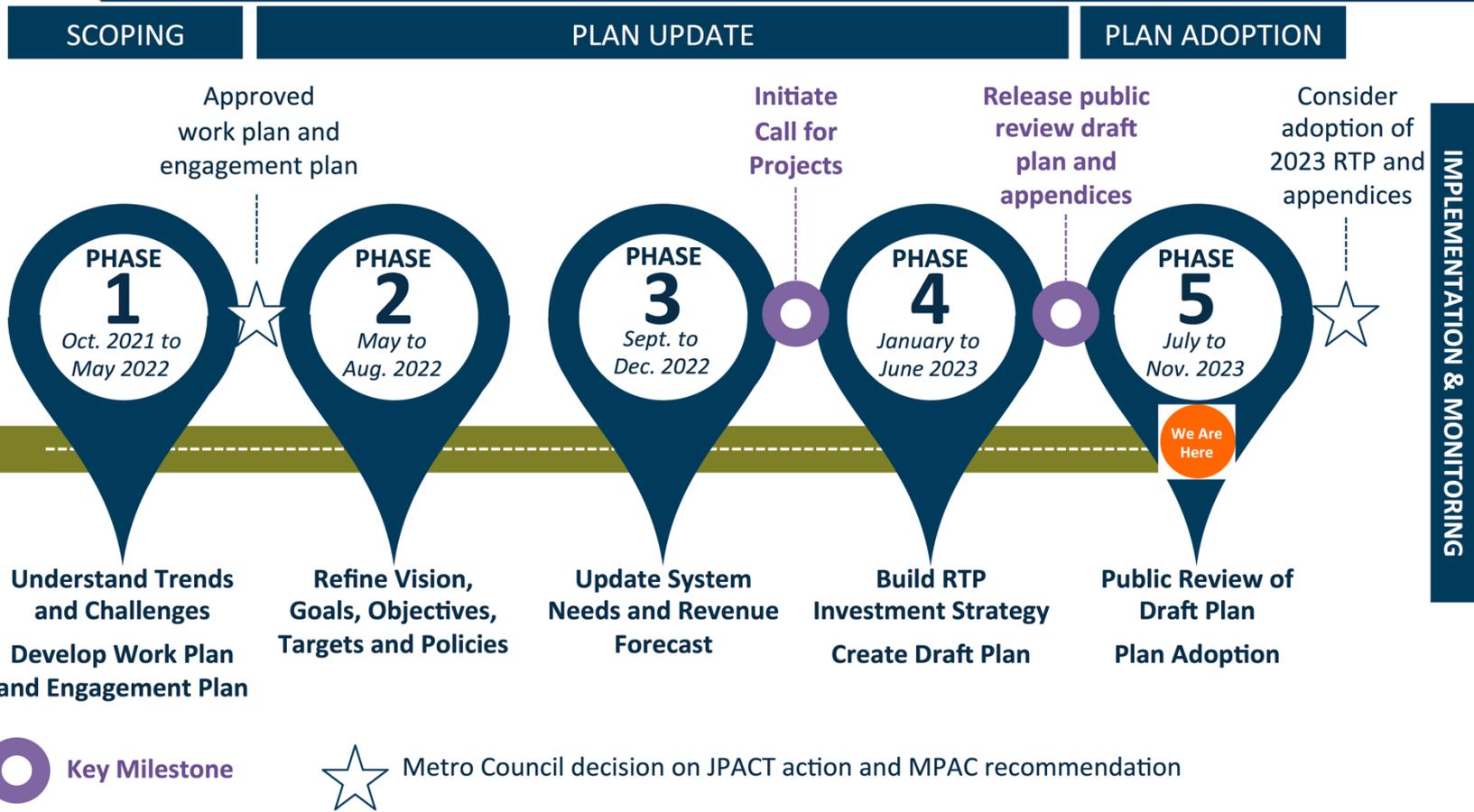


# Key outcomes for today

- Update on timeline and decision process
- Overview of public comments received



# Timeline for the 2023 RTP update



# Public Review Draft documents

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



The cover features a collage of transportation-related images: a light rail train at a station, a Metro logo, a highway with a bridge, a person walking, a map, and a truck. The text is centered on the page.

PUBLIC REVIEW DRAFT  
**2023 Regional  
Transportation Plan**  
*A blueprint for the future of transportation in  
the greater Portland region*

July 10, 2023 [oregonmetro.gov/rtp](https://oregonmetro.gov/rtp)



The cover features a collage of transit-related images: a green MAX light rail train at Union Station, a Metro logo, and a person walking. The title is in a white box. The text at the bottom is centered.

**HIGH CAPACITY TRANSIT  
Strategy**

REPORT PUBLIC REVIEW DRAFT - July 10, 2023

Appendices and supporting documents

# JULY 10 to AUG. 25, 2023

## 45-day comment period builds on engagement conducted since 2021

The public comment period for the RTP is from July 10 - Aug. 25, 2023.

**SUBMIT YOUR PUBLIC COMMENT HERE** 



- Online survey
- Online comment form
- Email, letters and phone
- Public hearing held on 7/27/23
- Metro Council and regional advisory committee discussions

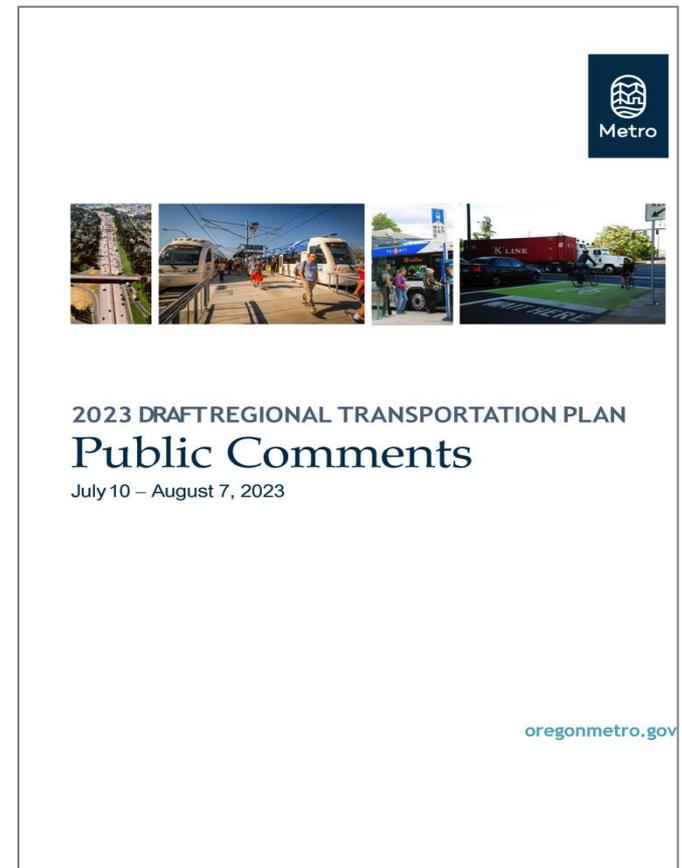
- Consultation with Tribes
- Consultation with federal, state, regional and resource agencies
- County-level coordinating committee briefings

# Public comments received

*July 10 to August 25, 2023*

Draft compilation of all comments received available next week

Metro staff recommendations on comments received under development



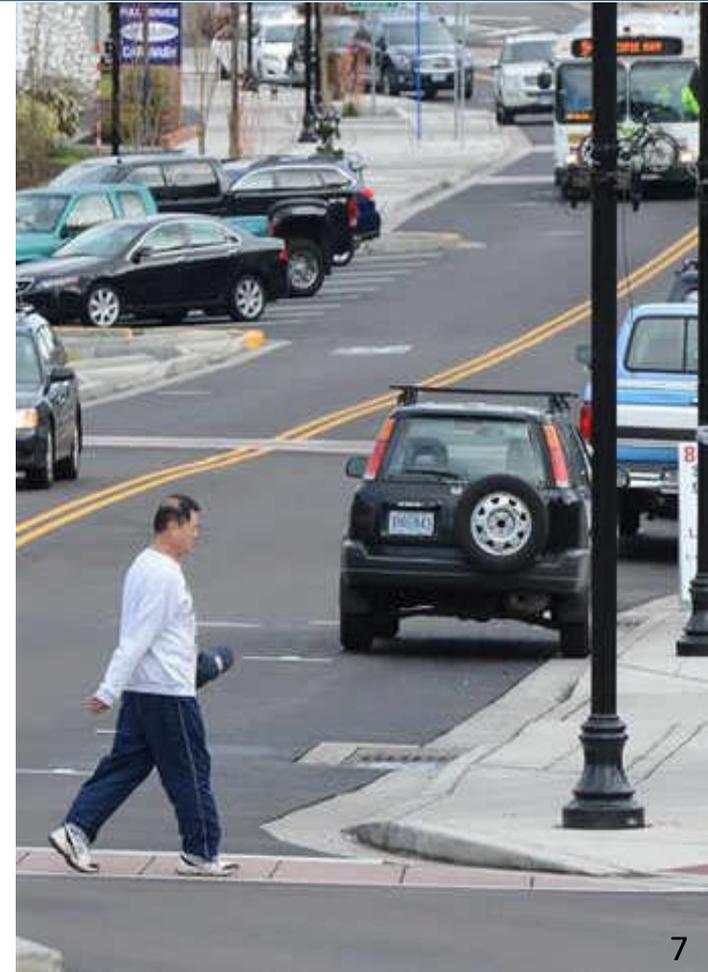
# Online comment form

*July 10 to August 25, 2023*

311 total comments

The comment forms ask commenters to comment on:

- a specific chapter, appendix or section
- page number
- specific project



# Metro Council public hearing

*July 27, 2023*

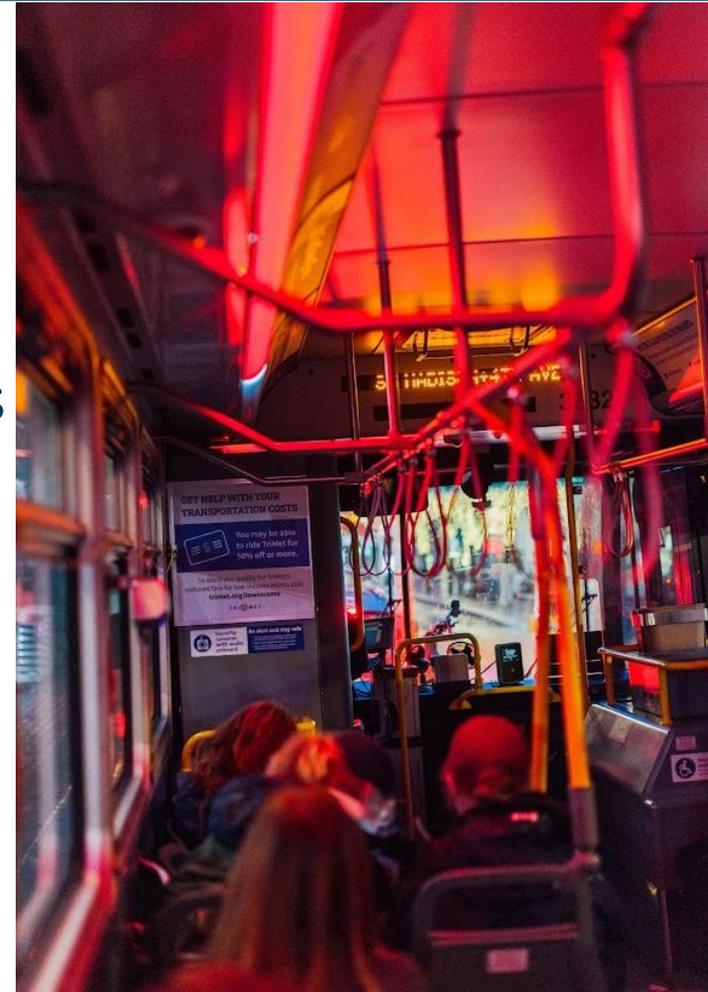
Parking Reform Network  
Cascade Policy Institute  
Oregon Walks  
Verde  
Street Trust  
City Observatory  
Getting There Together  
Oregon Environmental Council  
1000 Friends of Oregon



# Key themes

*July 10 to August 25, 2023*

- Safety
- Transit service
- Investment emphasis and distribution of funding across modes
- Accountability to ensure policies implemented
- Climate
- Project specific feedback



# Online public survey

*July 10 to August 25, 2023*

663 people participated

Weighed in on:

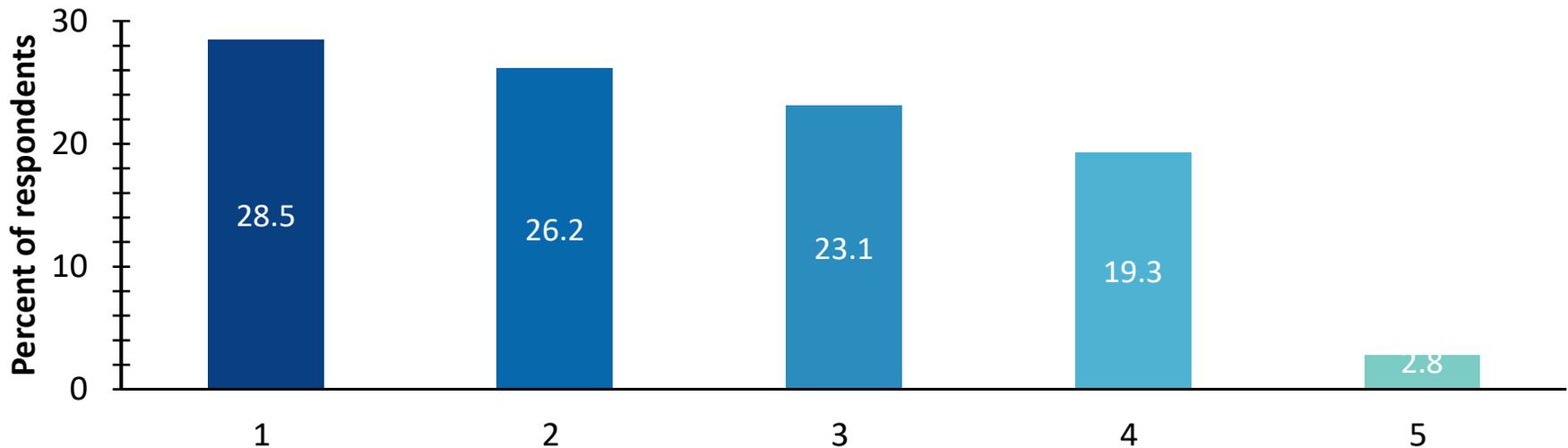
- new and updated policies
- RTP investment priorities
- High Capacity Transit Strategy



# Feedback on investment priorities

*July 10 to August 25, 2023*

How well does the mix of investments in the 2023 RTP project list align with your priorities?  
(N=389 responses)

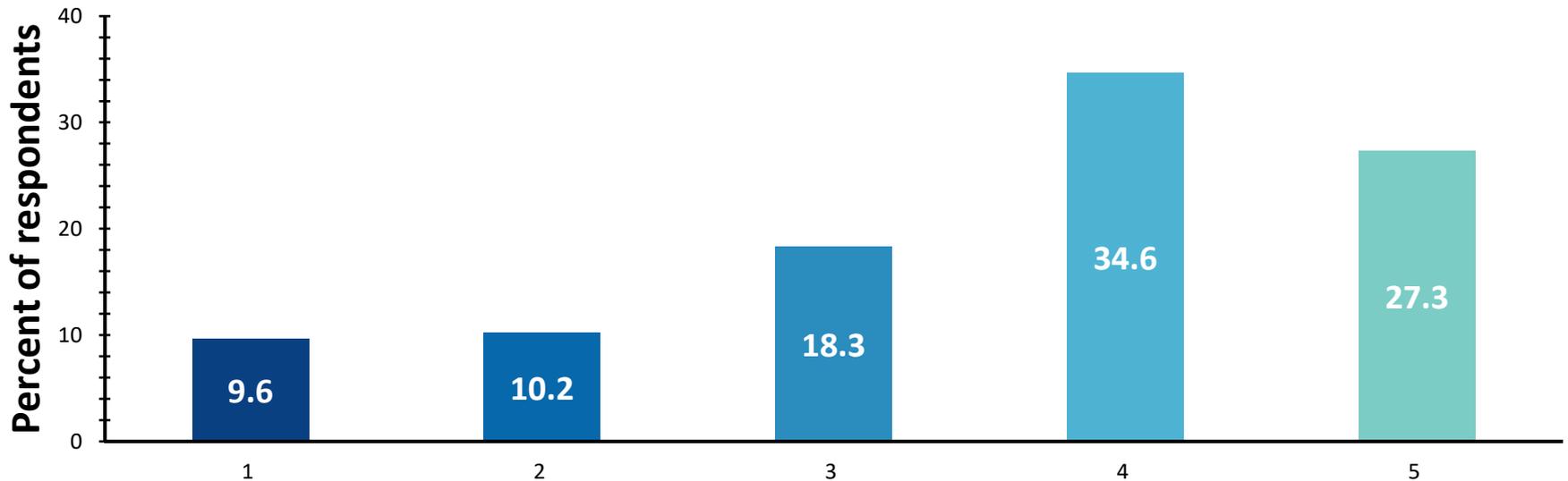


**“1” indicates this mix does not align with my priorities and “5” indicates that this mix aligns with my priorities**

# Feedback on HCT priorities

*July 10 to August 25, 2023*

On a scale of 1 to 5, how well do you think the priorities for high capacity transit will improve travel in the greater Portland region? (N=344 responses)

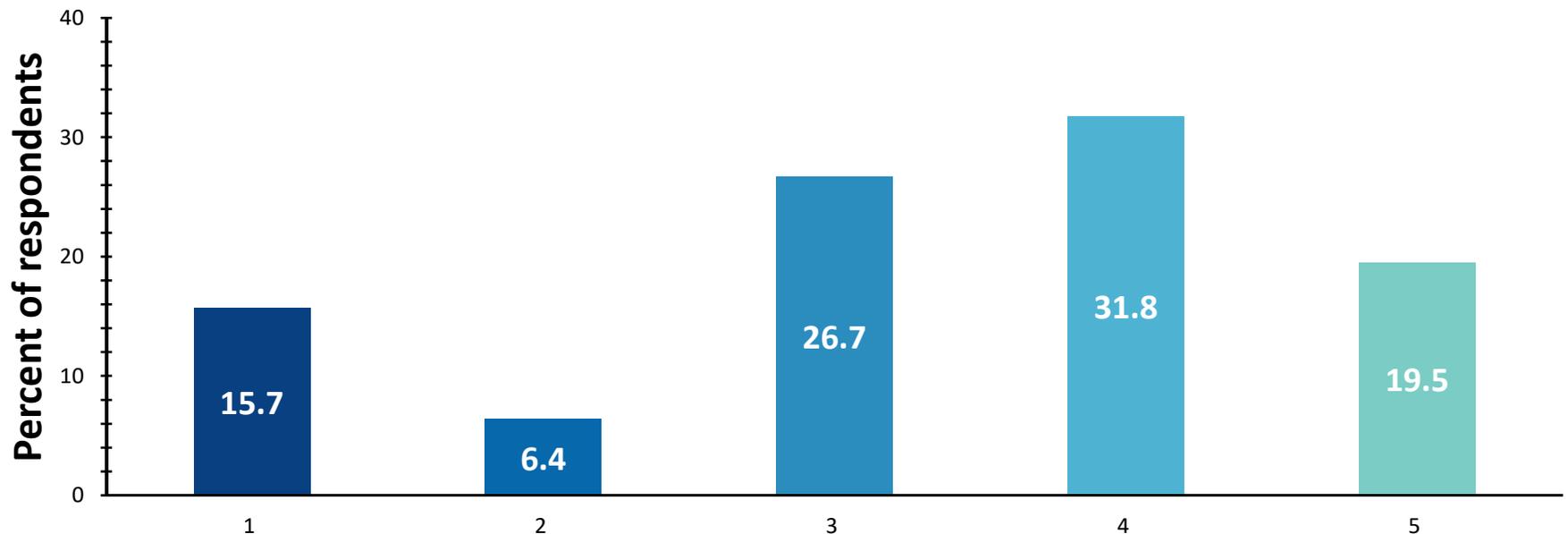


**"1" indicates the priorities will make little to no improvement to travel in our region and "5" indicates the priorities will greatly improve...**

# Feedback on pricing policies

*July 10 to August 25, 2023*

On a scale of 1 to 5, how well do you think the pricing policies guide the region's transportation system in the right direction? (N=236 responses)

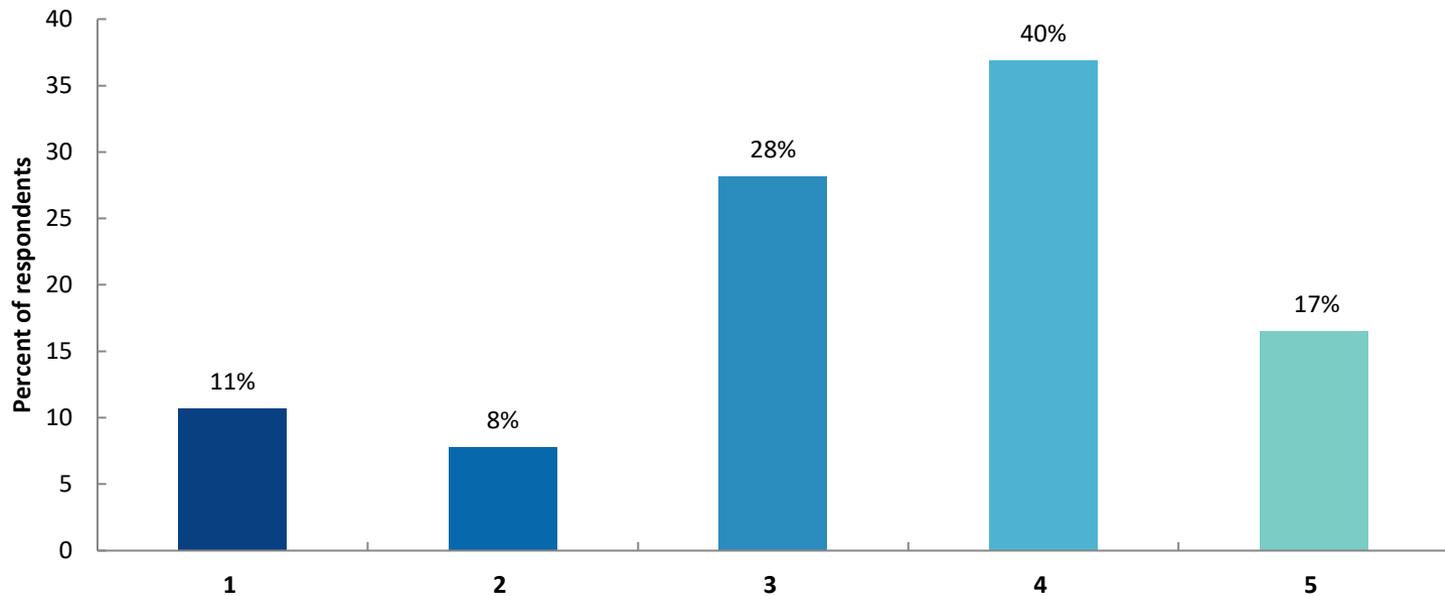


**"1" indicates wrong direction and "5" indicates right direction**

# Feedback on mobility policies

*July 10 to August 25, 2023*

On a scale of 1 to 5, how well do you think the mobility policies guide the region's transportation system in the right direction? (N=222 responses)



"1" indicates wrong direction and "5" indicates right direction

# Key topics for further discussion

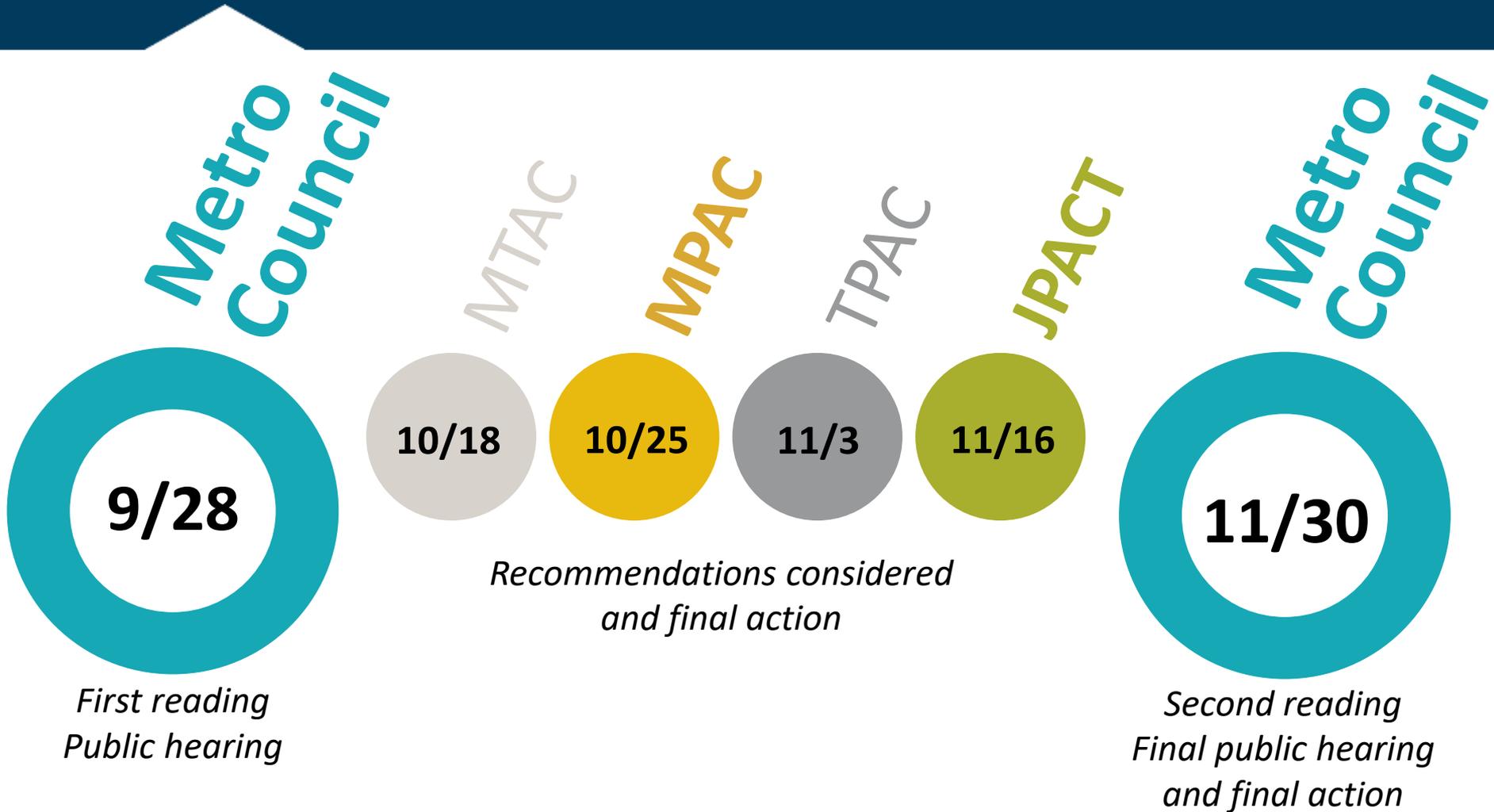
## Focus of discussions in Sept. – Nov.

1. Investment emphasis
2. Pricing policy application to ODOT toll projects
3. Increasing regional transportation investments (funding)
4. Mobility policy implementation
5. Climate tools and analysis

# Next steps for finalizing the RTP and HCT strategy for adoption

- **September to October** Regional advisory committees and Metro Council review public input and discuss recommendations on addressing public comments
- **September 28** Metro Council public hearing
- **October** MTAC and MPAC final action
- **November** TPAC, JPACT and Metro Council final action

# Key dates for considering adoption



**Questions?**

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



**Metro**

**Kim Ellis, AICP**

RTP Project Manager

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

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



TRIMET



# Better Bus Program

Transportation Policy Alternatives Committee

September 1, 2023



# Agenda

- 1 Meet the Better Bus Team!
- 2 What is Better Bus?
- 3 Project Identification Methodology
- 4 Jurisdictional Outreach
- 5 Next Steps



**Meet the Better Bus Team!**

**1**

# The Better Bus Team—TriMet and Metro

- **Cara Belcher**, Senior Project Manager (TriMet)
- **Alex Oreschak**, Senior Transportation Planner (Metro)
- **Maria Ramirez**, Project Manager (TriMet)
- **Nubia Martinez**, Assistant Transportation Planner (Metro)

# The Better Bus Consultant Leads

- **James McGrath**, Senior Project Manager (Nelson Nygaard)
- **Briana Lovell**, Project Manager (Nelson Nygaard)
- **Brenda Martin**, Partner Engagement (EnviroIssues)
- **Ashley Pryce**, Senior Associate II (Nelson Nygaard)
- **Bryan Blanc**, Senior Data Scientist (Nelson Nygaard)
- **Randy Johnson**, Traffic Analysis Lead (DKS)

## Design Leads

- **Jenna Hori**, DEA
- **Adrianna Stanley**, Parametrix
- **Keith Ferguson**, HDR



**What is Better Bus?**

**2**

# What is Better Bus?

- Formerly known as Enhanced Transit Concepts (ETC).
- A data-driven approach to planning and designing transit priority projects throughout the TriMet service district.
- Address speed, reliability, comfort, and convenience
- **A partnership between Metro, TriMet, and local jurisdictions** to make bus travel more effective and more attractive.
- Approximately **\$10 million** to be invested in design and construction



# Examples of Transit Priority Tools

- Dedicated bus lanes
- Business access and transit (BAT) lanes (or bus and turn lanes)
- Pro-time (peak period only) transit lanes
- Queue jumps / right-turn only except bus
- Transit signal priority and signal improvements
- Transit-only apertures
- Improved multi-modal interactions – bikes/peds/bus
- Bus stop consolidation
- Curb extensions at stops for in lane bus operation
- Far-side bus stop placement



Bus-only lane on SW Main Street. Source: TriMet



Curb extension at NW 21st and NW Pettygrove Source: Google



PBOT

Transit only aperture. Source: PBOT

# ETC Examples: Projects Studied

**LEGEND**

**Enhanced Transit Projects**

- Designed (Orange line with square)
- Funded (Green line with square)
- Under Construction (Red line with square)
- Completed (Blue line with square)

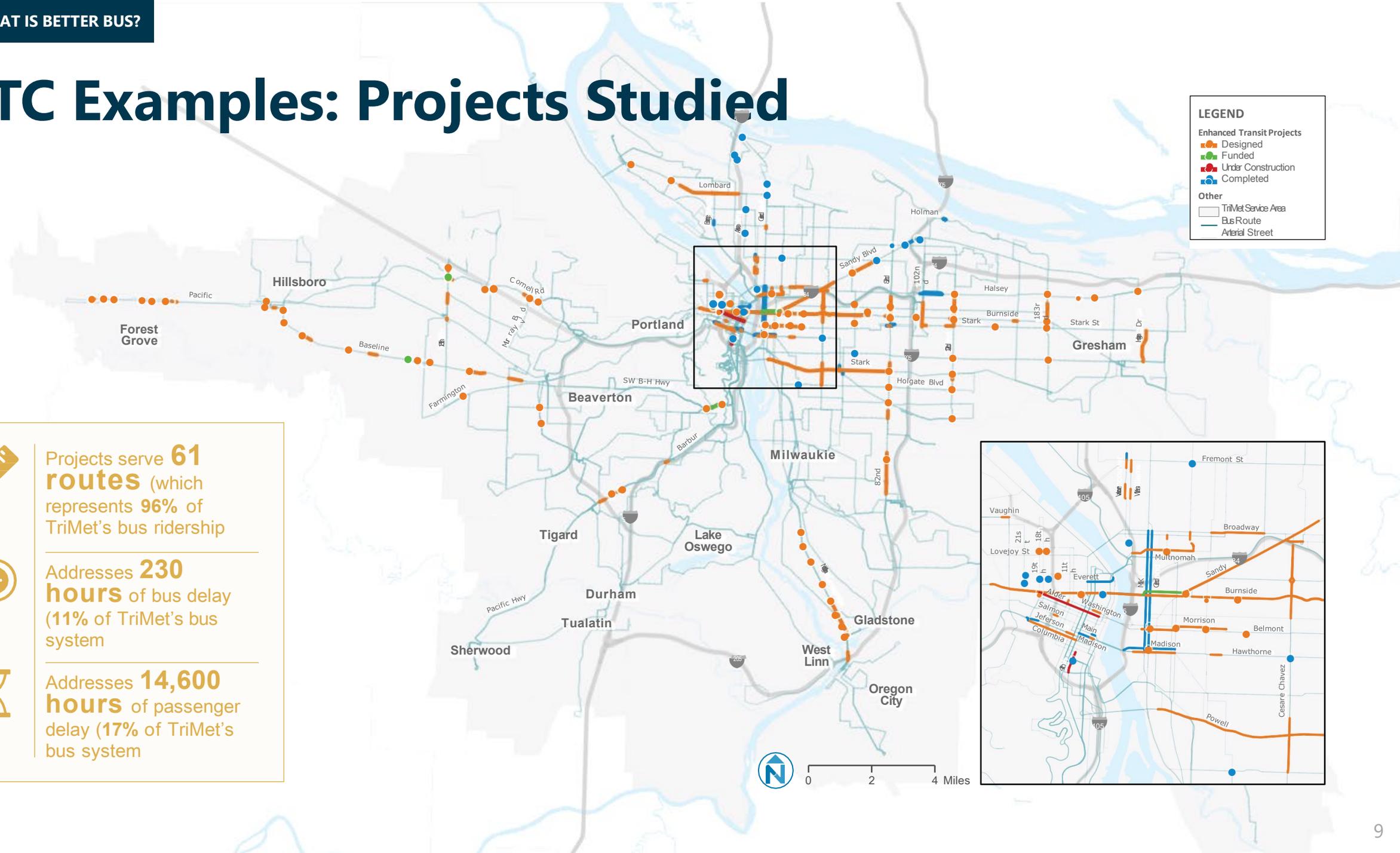
**Other**

- TriMet Service Area (Light blue shaded area)
- Bus Route (Thin blue line)
- Arterial Street (Thick grey line)

 Projects serve **61 routes** (which represents **96%** of TriMet's bus ridership)

 Addresses **230 hours** of bus delay (**11%** of TriMet's bus system)

 Addresses **14,600 hours** of passenger delay (**17%** of TriMet's bus system)

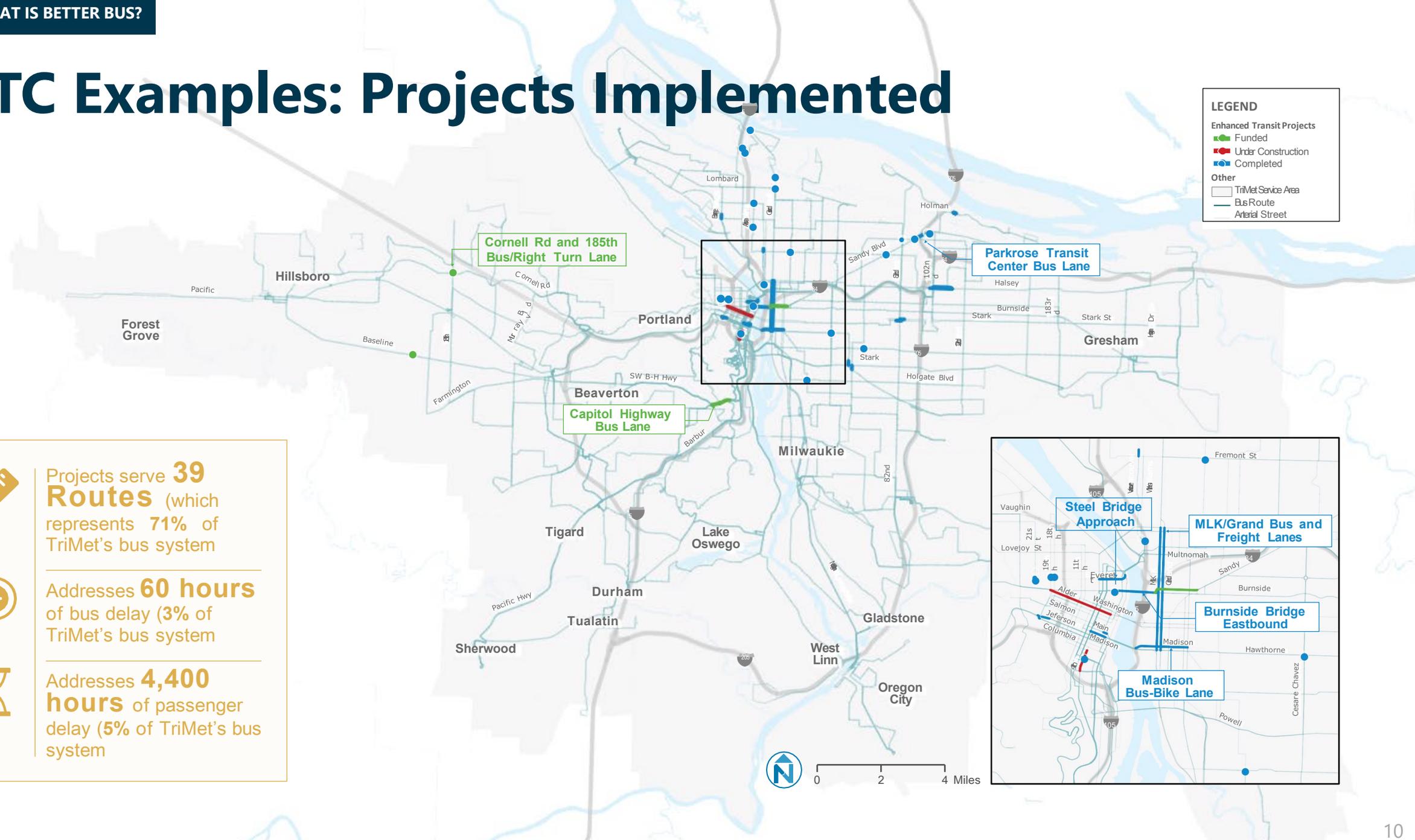


# ETC Examples: Projects Implemented

**LEGEND**

- Enhanced Transit Projects
  - Funded (Green line)
  - Under Construction (Red line)
  - Completed (Blue line)
- Other
  - TriMet Service Area (Grey outline)
  - Bus Route (Thin blue line)
  - Arterial Street (Thick grey line)

-  Projects serve **39 Routes** (which represents **71%** of TriMet's bus system)
-  Addresses **60 hours** of bus delay (**3%** of TriMet's bus system)
-  Addresses **4,400 hours** of passenger delay (**5%** of TriMet's bus system)



# Achievements

## SW Madison Bus & Bike Lane



- SW Madison carries 26 buses and hundreds of bikes onto the Hawthorne Bridge during the afternoon rush hour
- Dedicated bus and bike lane implemented in May 2019
- Reduced travel time by approximately 40 seconds per trip.

## Burnside Bridge Bus-Only Lane



- Eastbound bus-only lane was added in November 2019
- Serves three bus lines
- Carries 16 buses per hour during afternoon rush
- Reduced travel time by 2 minutes

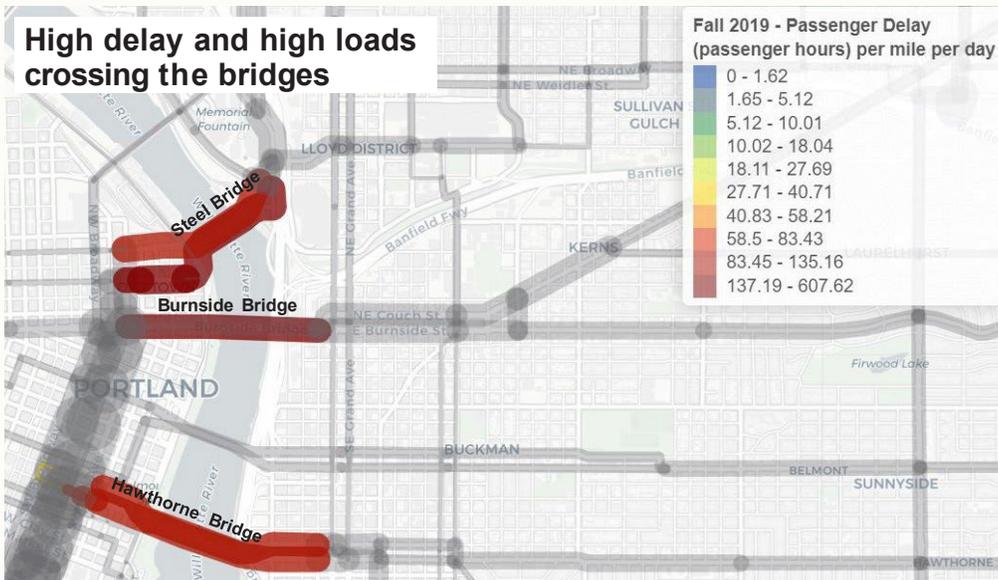
## SW Capitol Highway BAT Lane



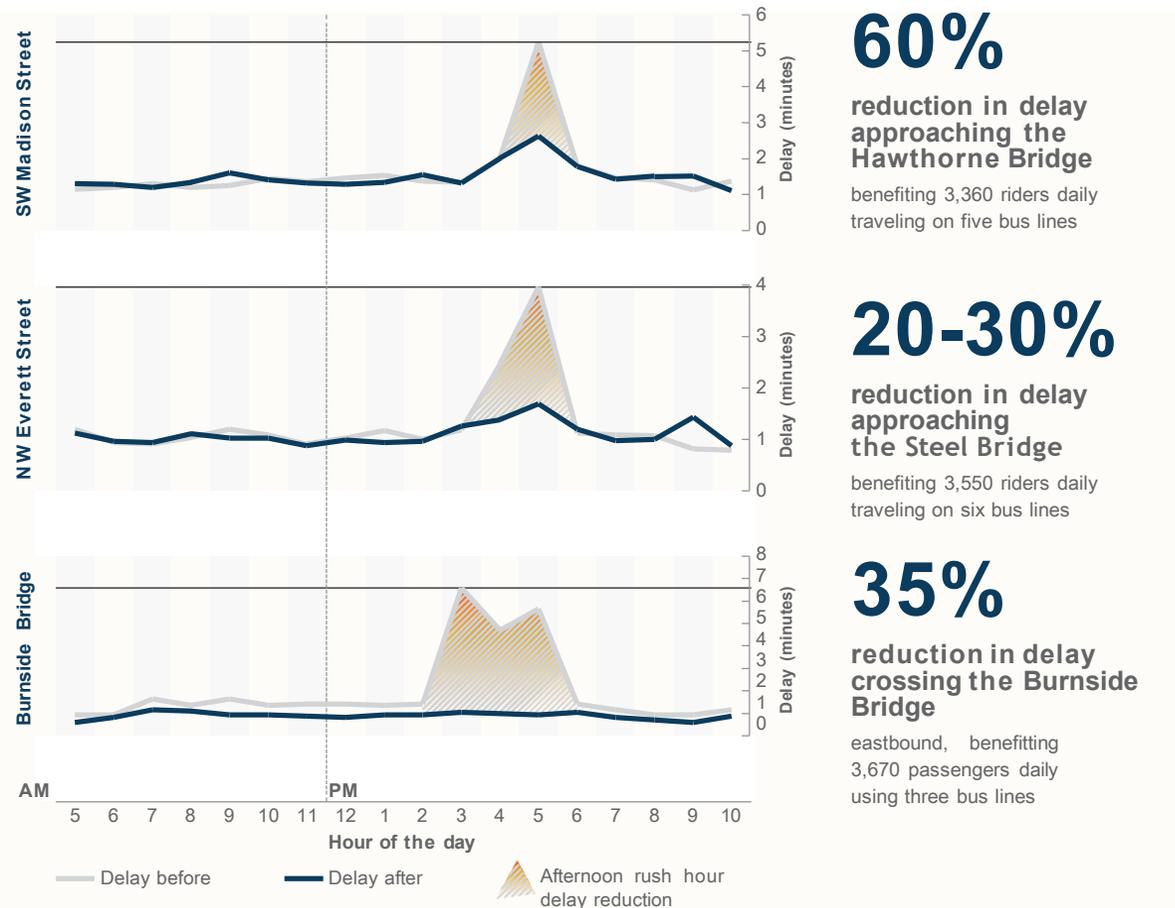
- Bus-only lane from Barbur Blvd to Bertha Court in both directions
- Serves nine bus lines
- Over 11,000 bus riders along this corridor in 2019

# Achievements

**Three major projects** tackled high-delay areas through the Enhanced Transit Corridors program. Multiple bus lines cross the river via **the Steel, Burnside, and Hawthorne Bridges**. Bus lanes on and approaching these bridges made rush hour faster for thousands of daily riders.



Average minutes of delay before and after ETC investments



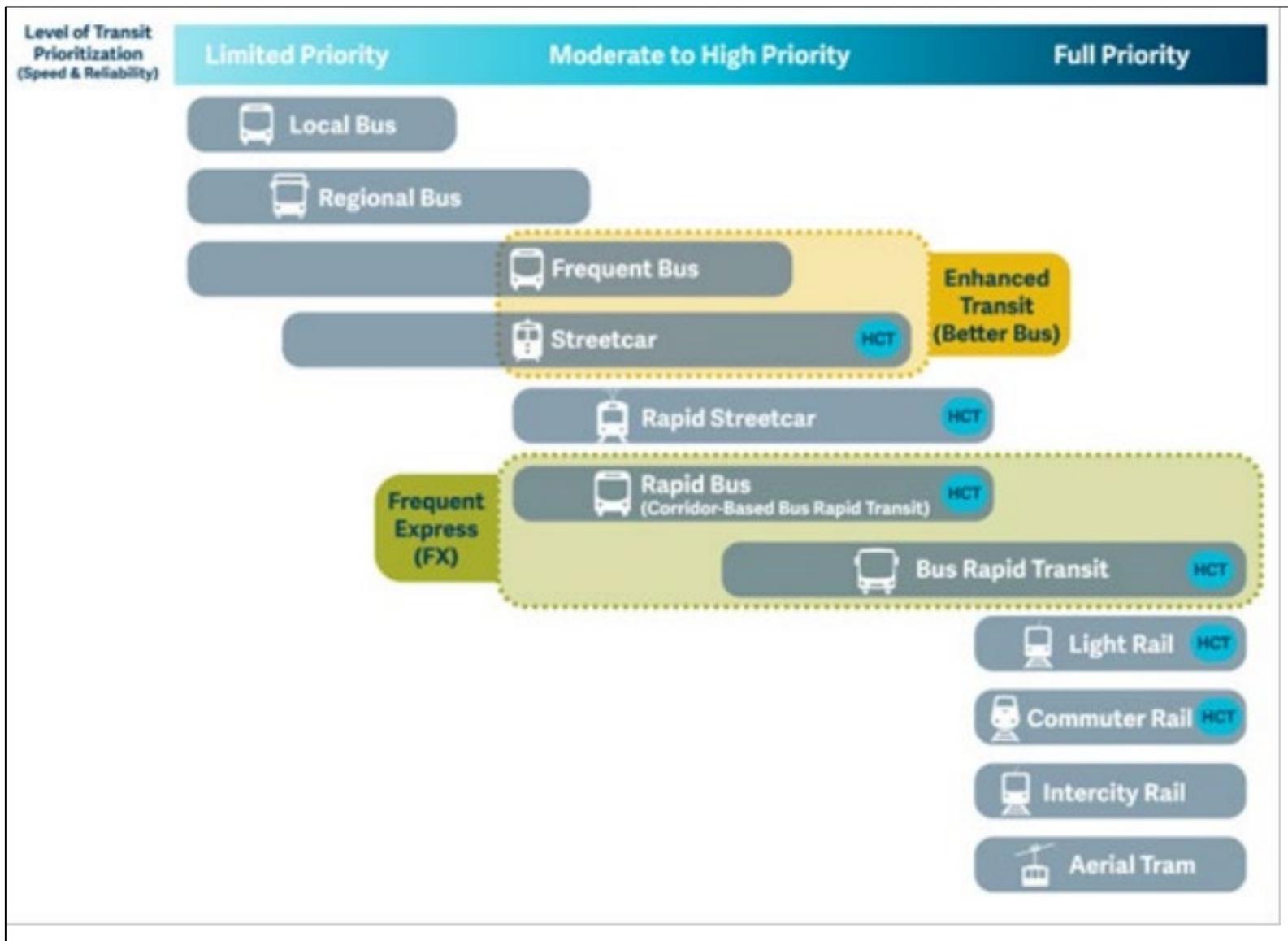
# Achievements

## 185<sup>th</sup> Ave and Cornell

- Partnership with Washington County
- Dashboard saw delay for two bus lines
- Strong partnership made it a top priority
- Creative de-construction to remove the concrete "cushion" to allow for a bus only lane



# Types of Transit Investments

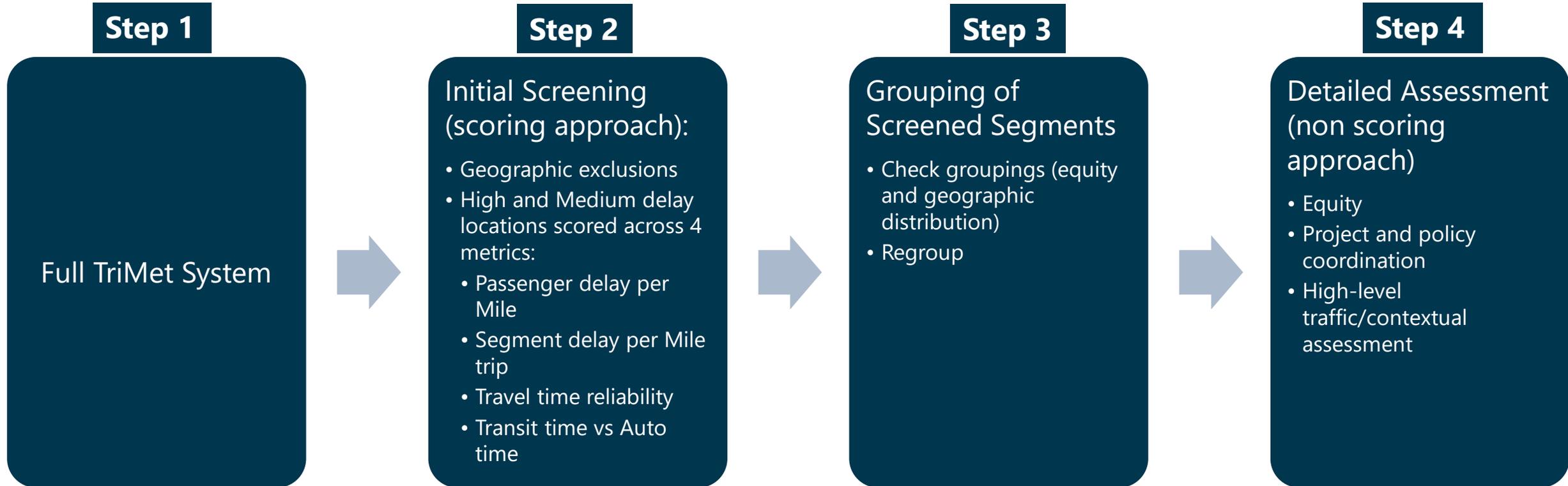


# **Project Identification Methodology**



**3**

# Proposed Better Bus Methodology



 We are here

# Jurisdictional Outreach

4

# Schedule

August 2023	September 2023	October 2023	October/ November 2023	December 2023 – April 2024
<ul style="list-style-type: none"> <li>• Data-based exploration of project locations and opportunities</li> <li>• Initial engagement with stakeholders and jurisdictions</li> </ul>	<ul style="list-style-type: none"> <li>• Detailed review of potential project locations systemwide to understand equity, policy, geographic distribution, and other factors</li> <li>• Preparation for workshops</li> </ul>	<ul style="list-style-type: none"> <li>• Workshops to do a deeper dive into promising project locations</li> </ul>	<ul style="list-style-type: none"> <li>• Call for partnerships open (mid-late-October)</li> <li>• Project evaluation</li> <li>• Project selection</li> </ul>	<ul style="list-style-type: none"> <li>• Initial project development</li> <li>• Up to 15% design</li> <li>• Preparation for project-specific task orders</li> </ul>

# Introduction Meetings

	Date	Jurisdiction
<b>Completed</b>	August 7	SMART/ City of Wilsonville
	August 7	Washington County
	August 8	City of Sherwood
	August 10	City of Happy Valley
	August 15	City of Durham
	August 16	City of Milwaukie
	August 17	City of Portland
	August 17	City of Tualatin
	August 17	City of Tigard
	August 18	City of Beaverton
	August 18	City of Gresham
	August 22	City of Lake Oswego
	August 23	Multnomah County
	<b>Scheduled</b>	August 28
August 29		City of Hillsboro
August 30		ODOT
August 31		Clackamas County
August 31		City of Oregon City
September 28		City of Gladstone
September 28		Cities of Wood Village, Fairview, and Troutdale
TBD	City of West Linn	

# Questions for partners

## Partnerships with the local jurisdictions are crucial for the success of Better Bus

We have asked.

- Where are your **local capital projects** already planned (CIP projects)? What is the timeline and scope of these projects?
- What areas in your jurisdiction do you know are **experiencing transit delay** (anecdotally)?
- What **transit needs** have you heard of from your community in terms of delay and safety?
- What **travel commute or development changes** have you seen in your area since COVID-19 that have caused changes in bus needs?



# What We've Heard

- Jurisdictions shared known areas of delay
- Jurisdictions eager to use data analysis to find additional locations and identify treatments
- Several opportunities for partnership:
  - Underway/upcoming capital projects
  - TSP updates
  - New street designs, anticipated construction and project development that could increase transit demand
- Interest in how Better Bus construction funds will be allocated
- Desire for greater coverage or frequency to attract ridership
- Need for safety improvements & amenities at bus stops

**Next Steps**

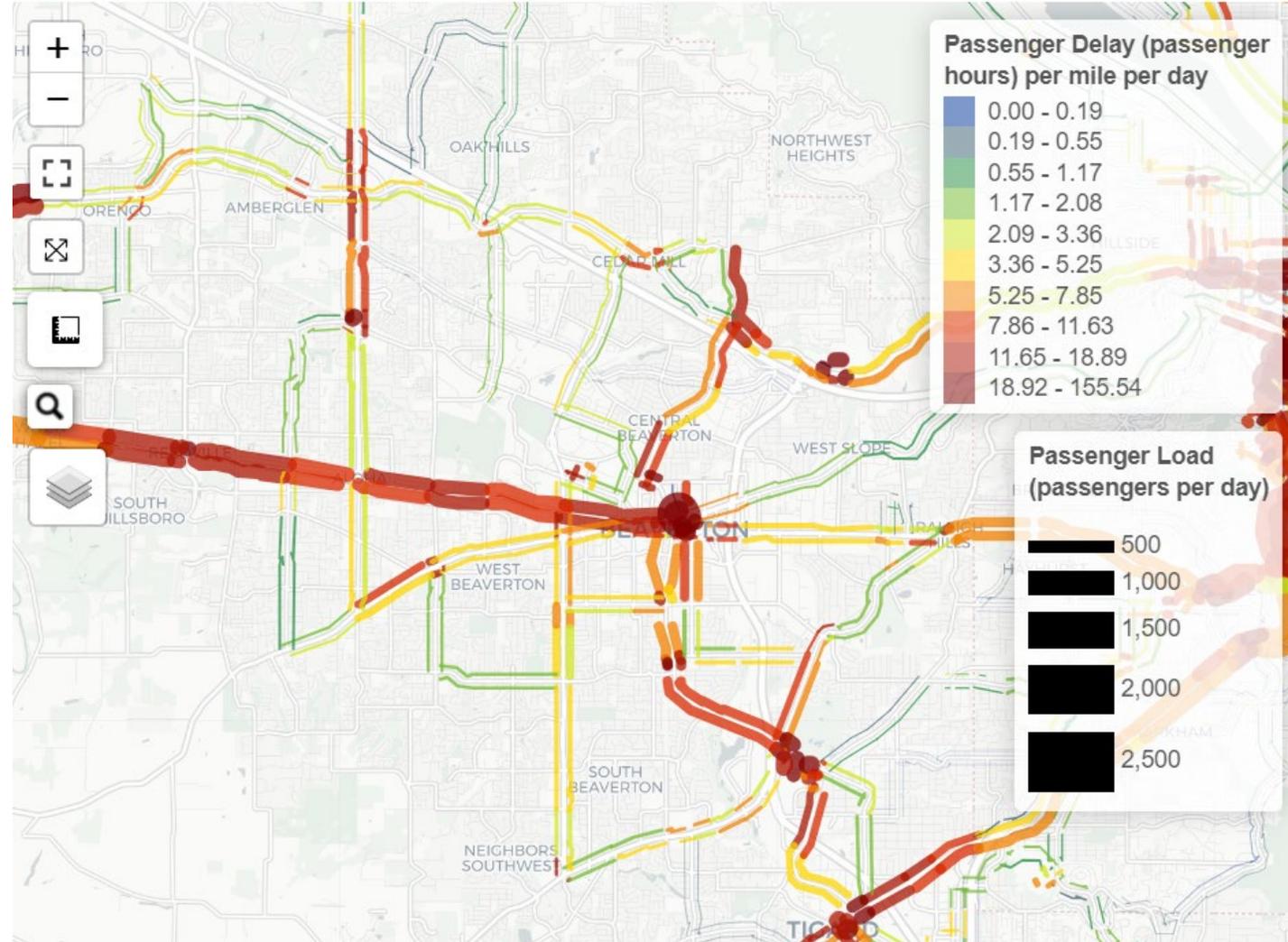
**5**

# Schedule

August 2023	September 2023	October 2023	October/ November 2023	December 2023 – April 2024
<ul style="list-style-type: none"><li>• Data-based exploration of project locations and opportunities</li><li>• Initial engagement with stakeholders and jurisdictions</li></ul>	<ul style="list-style-type: none"><li>• Detailed review of potential project locations systemwide to understand equity, policy, geographic distribution, and other factors</li><li>• Preparation for workshops</li></ul>	<ul style="list-style-type: none"><li>• Workshops to do a deeper dive into promising project locations</li></ul>	<ul style="list-style-type: none"><li>• Call for partnerships open (mid-late-October)</li><li>• Project evaluation</li><li>• Project selection</li></ul>	<ul style="list-style-type: none"><li>• Initial project development</li><li>• Up to 15% design</li><li>• Preparation for project-specific task orders</li></ul>

# Workshops Goals

- Reiterate the goals of the Better Bus program
- Talk about potential project locations
  - From Phase 1 (ETC), CIPs, jurisdictional outreach, data analysis
- Identify locations with most promise
- Brainstorm potential treatments (applying the Better Bus Toolbox)
- Prepare jurisdictions for the application process



# Call for Projects and Project Selection

August 2023	September 2023	October 2023	October/ November 2023	December 2023 – April 2024
<ul style="list-style-type: none"><li>• Data-based exploration of project locations and opportunities</li><li>• Initial engagement with stakeholders and jurisdictions</li></ul>	<ul style="list-style-type: none"><li>• Detailed review of potential project locations systemwide to understand equity, policy, geographic distribution, and other factors</li><li>• Preparation for workshops</li></ul>	<ul style="list-style-type: none"><li>• Workshops to do a deeper dive into promising project locations</li></ul>	<ul style="list-style-type: none"><li>• Call for partnerships open (mid-late-October)</li><li>• Project evaluation</li><li>• Project selection</li></ul>	<ul style="list-style-type: none"><li>• Initial project development</li><li>• Up to 15% design</li><li>• Preparation for project-specific task orders</li></ul>

# Thank You!



TRI  MET



Metro