
Wednesday, November 17, 2021
7:30 AM – 9:00 AM

Virtual Meeting:

<https://clackamascounty.zoom.us/j/84829961094?pwd=YzRnV3ptTlcra2k5QmVpZU5TVmxaQT09>

Telephone option: 1 (408) 638-0968

Agenda

7:30 a.m. Welcome & Introductions

7:35 a.m. JPACT Issues

- Interstate Bridge Replacement (IBR) Project Update
[IBR Webpage](#)
Presenting: Raymond Mabey, IBR Asst. Program Administrator
- 2023 RTP Update
Presenting: Kim Ellis, Metro Principle Transportation Planner
- I-205 Toll Project RTP Amendment Timeline Update
Introducing: TPAC Staff
- TPAC Update
Presenting: TPAC Staff

8:30 a.m. MPAC Issues

- MPAC October and November Meeting Debrief and Work Program
Introducing: MPAC Members and MTAC Staff

9:00 a.m. Adjourn

Attachments:	JPACT/MPAC Work Program	Page 02
	2023 RTP Amendment Materials	Page 06
	I-205 Toll Project RTP Timeline	Page 52
	TPAC Memo	Page 54

2021 JPACT Work Program

As of 11/9/21

Items in italics are tentative

<u>October 21, 2021</u>	<u>November 18, 2021</u>
	<ul style="list-style-type: none"> • Resolution No. 21-5218, For the Purpose of Amending the 2021-26 Metropolitan Transportation Improvement Program (MTIP) to Amend Three Projects Impacting Gresham and ODOT Allowing Federal Approvals and Phase Obligations to be Approved (NV22-02-NOV1) (consent) • Resolution No. 21-5219, For the Purpose of Amending the 2021-26 Metropolitan Transportation Improvement Program (MTIP) to Add Portland's 82nd Ave Safety Upgrade Project Funded with \$80 Million from the American Rescue Plan Act of 2021 (NV22-04-NOV3) (consent) • Resolution 21-5217, For the Purpose of Amending the 2021-26 Metropolitan Transportation Improvement Program (MTIP) to Add the Preliminary Engineering Phase and Partial Funding of \$71 Million Dollars for ODOT and WSDOT's Interstate 5- Interstate Bridge Replacement Project (NV22-02-NOV2) (Ted Leybold , Metro & Ray Mabey , Metro; 30 min) • Resolution No. 21-5220, For the Purpose of Adopting the 2021 Regional Transportation System Management and Operations Strategy Replacing the 2010 Regional 2010-2020 Transportation Systems Management and Operations Action Plan (Caleb Winter, Metro; 30 min) • Resolution No. 21-5209, For the Purpose of Providing Concurrence to ODOT to Seek Direct Allocation of Federal Transportation Funding Under the Revenue Loss Provision

	<p>of the Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA) and Direct to Transportation Uses in the Metro Area (COO Marissa Madrigal (she/her), Margi Bradway (she/her) & Michelle Bellia (she/her), Metro; 20 min)</p>
<p><u>December 16, 2021</u></p> <ul style="list-style-type: none"> • Metro Council to appoint members to a Steering Committee for TV Hwy bus rapid transit (Eryn Kehe (consent/ information only)) • Resolution no. 21-5211, For the Purpose of amending the FY 2021-22 Unified Planning Work Program (UPWP) to Add the Sunrise Community Visioning Project That was Funded Since the UPWP was Adopted – introduction • Resolution no. 21-5215, For the Purpose of Amending the FY 2021-22 Unified Planning Work Program (UPWP) to Amend the Funding and Add Detail to the Existing I-5 Boone Bridge Planning Project - introduction • Resolution no. 21-5216, For the Purpose of Amending the FY 2021-22 Unified Planning Work Program (UPWP) to Amend the Funding for the I-205 Tolling Project - introduction • Discussion of public comments and proposed RTP amendment/legislation • MTIP amendment on tolling projects - introduce • Regional Mobility Policy Update – Discuss Case Study Findings and Recommendations for Updating Policy (30 min., Kim Ellis and ODOT staff) • Freight Commodity Study – (30 min, Tim Collins) 	

Parking Lot:

- *Hwy 26/Westside Transportation Study – briefing (20 min, Matt Bihn & ODOT)*
- *TV Highway Corridor Study – briefing (30 min, Eryn Kehe)*
Enhanced Transit Corridor (20 min, Matt Bihn)
- Boone Bridge- action
2023 Regional Transportation Plan Update Work Plan Discussion (30 min, Kim Ellis)
- Metro Council to appoint members to a Steering Committee for TV Hwy bus rapid transit (Eryn Kehe)

**2021 MPAC Work
 Program *As of 10/29/2021***

Items in italics are tentative

	<p><u>October 27, 2021</u></p> <ul style="list-style-type: none"> Continued MPAC Member Housing Needs Analysis Discussion (Mayor Callaway, 20 min) <i>5:15pm-5:35pm</i> Regional Solid Waste Discussion (Pam Peck, Metro; 60 min) <i>5:35-6:35pm</i> Amendment: I-205 Toll Project (Preliminary Engineering Phase) (Kim Ellis, Metro, and Mandy Putney, ODOT 25 min) <i>6:35pm-7:00pm</i> SHS Update (as a staff memo included in the packet)
<p><u>November 10, 2022</u></p> <ul style="list-style-type: none"> 2020 Census Data Presentation & Redistricting (Anne Buzzini & Clint Chiavarini, Metro; 45 min) <i>5:15pm- 6:00pm</i> 2023 Regional Transportation Plan Update Work Plan – Scoping (Kim Ellis, Metro; 45 min)<i>6:00pm-6:45pm</i> 	<p><u>December 8, 2021</u></p> <ul style="list-style-type: none"> P&N Levy Renewal Presentation and Discussion (Beth Cohen, Scotty Ellis; Metro 30 min) <i>5:15pm-5:45pm</i> Discussion of public comments and proposed RTP amendment for I-205 Toll Project (PE Phase) (Kim Ellis, Metro and Mandy Putney, ODOT 25 min.) <i>5:45pm-6:15pm</i> Emerging Transportation Trends (Eliot Rose, Metro; 30 min) <i>6:15pm-6:45pm</i>

Parking Lot:

- New transfers station sites
 - Larger conversation of regional solid waste
- Engagement during a pandemic
- Parks bond progress report
- Expo Development Opportunity Study and regional venues
- Employment land
- Transportation funding
- Growth Trends

Memo

Date: November 10, 2021
To: C-4 Subcommittee and CTAC
From: Kim Ellis, Principal Transportation Planner
Subject: 2023 Regional Transportation Plan (RTP) Update – Kick-off Scoping Process

PURPOSE

Metro is initiating a major update to the Regional Transportation Plan (RTP). The purpose of this memo is to provide an introduction and overview of the proposed process.

Metro staff seek feedback from C-4 Subcommittee and CTAC members on these questions:

- Do you have feedback on staff's proposed process for scoping and updating the RTP?
- What policy outcomes are most important for this update to address?
- Do you have suggestions on outreach and engagement for the update, including stakeholders to engage and how best to engage local governments and elected officials throughout the process (e.g., special workshops, regular Metro advisory committee meetings, TPAC/MTAC workshops, regular coordinating committee meetings, other activities?)

The purpose of this initial discussion is to begin identifying what is most important for the update to address and hear your ideas for how the region should work together to update the plan. The discussion is part of a series of engagement activities that will inform development of a work plan and engagement strategy for consideration by the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) in early 2022.

BACKGROUND

The [Regional Transportation Plan](#) (RTP) is a state- and federally-required long-range transportation plan for the Portland metropolitan area. As the federally-designated Metropolitan Planning Organization (MPO) for the Portland metropolitan area, Metro is responsible for leading and coordinating updates to the RTP. As the regional government responsible for regional land use and transportation planning under state law, Metro is also responsible for developing a regional transportation system plan (TSP), consistent with the Regional Framework Plan, statewide planning goals, the Oregon Transportation Planning Rule (TPR), the Metropolitan Greenhouse Gas (GHG) Reduction Rule, the Oregon Transportation Plan (OTP), and by extension the Oregon Highway Plan (OHP) and other state modal plans.

2018 RTP Vision

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

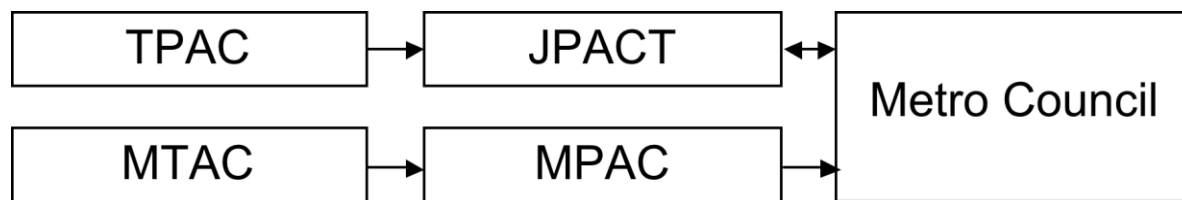
From 2018 Regional Transportation Plan Chapter 2 (Our Shared Vision and Goals for Transportation)

The RTP meets these federal and state requirements using an outcomes-based planning framework that guides planning and investment in the region’s transportation system for all forms of travel – motor vehicle, transit, biking, and walking – and the movement of goods and freight.

The RTP is a key tool for implementing the [2040 Growth Plan](#) and [Climate Smart Strategy](#) and connecting people to their jobs, families, school and other important destinations in the region. The current RTP establishes four overarching priorities – equity, safety, climate and congestion relief – and eleven goals and supporting objectives, performance targets and policies that together guide planning and investment priorities to meet current and future needs of our growing and changing region. The plan identifies local, regional, state and federal transportation funds the region expects to have available to pay for those investments.

The Metro Council and JPACT must adopt an updated RTP every five years to maintain compliance with federal and state requirements. JPACT is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. JPACT serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions. As a land use action under the statewide land use planning program, the Metro Policy Advisory Committee (MPAC) serves in an advisory role to the Metro Council. The regional decision-making framework is shown in **Figure 1**.

Figure 1. Regional Transportation Plan (RTP) Decision-Making Framework



Metro works closely with local jurisdictions, port districts, transit providers and state and federal agencies in preparing the RTP, and provides meaningful opportunities for public input.

JPACT and the Metro Council adopted the most recent update of the RTP in 2018. The next plan update is due by December 6, 2023. During 2022 and 2023, Metro will engage the public and local, regional, and state partners to update the RTP through the year 2045. Shown in **Attachment 1**, the 2023 RTP update is proposed to be completed over two years, beginning in Oct. 2021 and concluding in Nov. 2023.

To support the update to the RTP, staff has initiated a scoping phase to engage the Metro Council, JPACT and local, regional, state and community partners to inform the overall scope of the update as well as the values and priority policy outcomes that will guide the development of the updated plan. **Planned engagement activities for the scoping phase for the RTP update (from Oct. 2021 to March 2022)** include stakeholder interviews,

culturally-specific focus groups, a community leaders forum, briefings to regional policy and technical advisory committees and county coordinating committees, and consultation activities with tribes, resource agencies and other stakeholders. Metro has also initiated background work to support the update, including an Emerging Transportation Trends Study to identify how the COVID-19 pandemic and other recent disruptions could impact meeting the overarching RTP priorities.

Current Regional Transportation Plan Priority Policy Outcomes

In December 2018, JPACT and the Metro Council unanimously adopted a significant update to the RTP following three years of engagement that included more than 19,000 touch points with community members, community and business leaders, and local, regional and state jurisdictional partners. Through the extensive engagement that shaped the plan, Metro heard clear desires from community members for safe, smart, reliable and affordable transportation options for everyone and every type of trip.

The 2018 RTP established a vision and regional transportation policy direction for planning and investment in the greater Portland transportation system. In addition to adequately maintaining the transportation system, investments aim to improve outcomes toward desired performance for the following priority policy outcomes:

- Equity
- Safety
- Climate
- Congestion relief

These priority policy outcomes are further defined in **Figure 2**.

Figure 2. 2018 Regional Transportation Plan Priority Policy Outcomes



Summarized from the 2018 Regional Transportation Plan (Chapters 3 and 6)

These policy priorities have since provided the policy foundation for the most recent Regional Flexible Fund Allocation (RFFA) cycles and several regional planning activities identified in Chapter 8 of the RTP that have since been completed or are underway, including:

- [Designing Livable Streets and Trails Guide](#) (completed in 2019)
- [Jurisdictional Transfer Framework](#) (completed in 2020)
- Enhanced Transit Pilot Program (ongoing)
- Regional Emergency Transportation Routes Update ([Ph. 1](#) completed in 2021; Ph 2. anticipated completion in 2023)
- Regional Trail System Plan Map Update (completed in 2021)
- [Regional Congestion Pricing Study](#) (completed in 2021)
- [Transportation System Management and Operations \(TSMO\) Strategy](#) Update (anticipated completion in 2021)
- [Active Transportation Return On Investment Study](#) (anticipated completion in Spring 2022)
- [Regional Mobility Policy Update](#) (anticipated completion in June 2022)
- Regional Transportation Trends Study (anticipated completion in June 2022)
- Regional Freight Delay and Commodities Movement Study (anticipated completion in July 2023)

These regional planning activities and other local, regional and state efforts have been completed or are underway since 2018 will inform the update.

However, much has changed since adoption of the 2018 RTP, and the future is uncertain and likely to include increased disruption. The greater Portland region is facing urgent global and regional challenges:

- **Rising inequities and public health, safety, housing affordability and economic disparities** are being heightened by a global pandemic and changing climate.
- **How, why, when and where people travel changed dramatically during the COVID-19 pandemic** (e.g., increases in fatal and serious traffic crashes, increases in telework, fewer commute trips during morning rush hour, increases in e-commerce and home deliveries, lower transit ridership and increases in recreational walking and biking).
- At the same time, **the climate is changing, and we need to continue to work for clean air, clean water and healthy ecosystems.**
- **Systemic inequities in how we plan, fund and invest in transportation mean that some communities have not equitably benefited from public policy and investments, and the pandemic has exacerbated many disparities** that people of color, people experiencing low income, women and other marginalized groups already experience.

This fall, Metro staff started the scoping process by engaging the Metro Council on the RTP update. The Metro Council would like this RTP update to:

- **Focus on people and values**, as well as use policy, analysis and engagement approaches that **advance Metro's commitment to racial justice, climate leadership and resilient communities.**

- Continue to **prioritize safety, equity and climate outcomes.**
- **Reframe the congestion relief outcome to focus on mobility - moving people and goods.**
- **Better measure climate and equity impacts** at a project- or corridor-level, as was done for the recent transportation measure effort “Get Moving 2020.”
- Consider how the plan’s policies and investments can be updated to **accelerate implementation of the Climate Smart Strategy** and support implementation of the [Governor’s Executive Order 20-04](#) on Climate Change and the [Statewide Transportation \(STS\) Strategy for Reducing Greenhouse Gas Emissions](#).
- Consider how the plan’s policies and investments can be updated to **address safety and equity issues on major urban arterials** in the region.
- Consider how to **balance and weight priority outcomes relative to each other** – and account for projects that meet multiple outcomes – when evaluating projects and developing the near-term (10-year) RTP investment strategy.
- Consider how the plan’s investments **advance outcomes and goals for more equitable and resilient communities, affordable housing, job creation, environmental protection and shared prosperity.**
- Consider how to **manage and operate the existing transportation system to make the most of past investments** (and existing capacity).
- **Better understand which communities are underserved by the transportation system and the barriers people experience** in meeting their daily needs.
- **Better understand where there are gaps in different types of transit service and what policies and investments are needed to make transit a preferred travel option.**
- **Better understand how transportation is funded today, inequities of different funding sources and how transportation could be funded in the future** using an equity lens.
- Use **storytelling and other meaningful and inclusive engagement strategies combined with quantitative data** to elevate diverse community voices to decision-makers and bring to life the experiences and transportation needs of people living and working throughout the region.
- **Coordinate engagement internally and with jurisdictional partners to the extent possible**, recognizing community-based organizations have limits to their capacity to participate in planning processes that most impact the communities they represent.
- **Update the process for updating and prioritizing the plan’s 10-year and 20+ year financially constrained project lists** to advance the RTP priority policy outcomes, particularly in the near-term as well as increase transparency and accountability.

NEXT STEPS FOR SHAPING THE 2023 RTP UPDATE WORK PLAN AND ENGAGEMENT STRATEGY

To date, the project team has identified a number of stakeholders to engage in the update, including:

- **Community leaders and community-based organizations** working in:
 - communities that have been excluded from decision making processes and where transportation investments have disproportionately led to harm, displacement and disinvestment. These communities include: Black, Indigenous

- and other people of color, youth, older adults and people with low incomes, limited English proficiency and disabilities.
- transportation policy, public health, environmental protection, economic development, affordable housing, and social, climate and environmental justice.
- **Business, economic development and freight groups**, including large and small employers, freight shippers, business organizations, associations and chambers of commerce.
- **Local jurisdiction staff and elected officials representing counties and cities in the region** (through county coordinating committees, TPAC/MTAC workshops and regional technical and policy advisory committees).
- **Special districts**, including TriMet, South Metro Area Regional Transit (SMART), Port of Portland and Port of Vancouver (through TPAC, MTAC, JPACT and MPAC briefings and consultation activities).
- **Southwest Washington Regional Transportation Council (RTC) and other Clark County governments** (through Regional Transportation Advisory Committee (RTAC), SW RTC, TPAC, JPACT and MPAC briefings).
- **State agencies**, including the Oregon Department of Transportation, the Oregon Transportation Commission (OTC), the Oregon Department of Land Conservation and Development (DLCD), the Oregon Land Conservation and Development Commission (LCDC), the Oregon Department of Environmental Quality (DEQ) and the Oregon Health Authority (OHA) (through TPAC, MTAC, JPACT and MPAC briefings and consultation activities).
- **Federal agencies**, including the Federal Highway Administration, Federal Transit Administration and the U.S. Environmental Protection Agency (through TPAC and consultation activities).

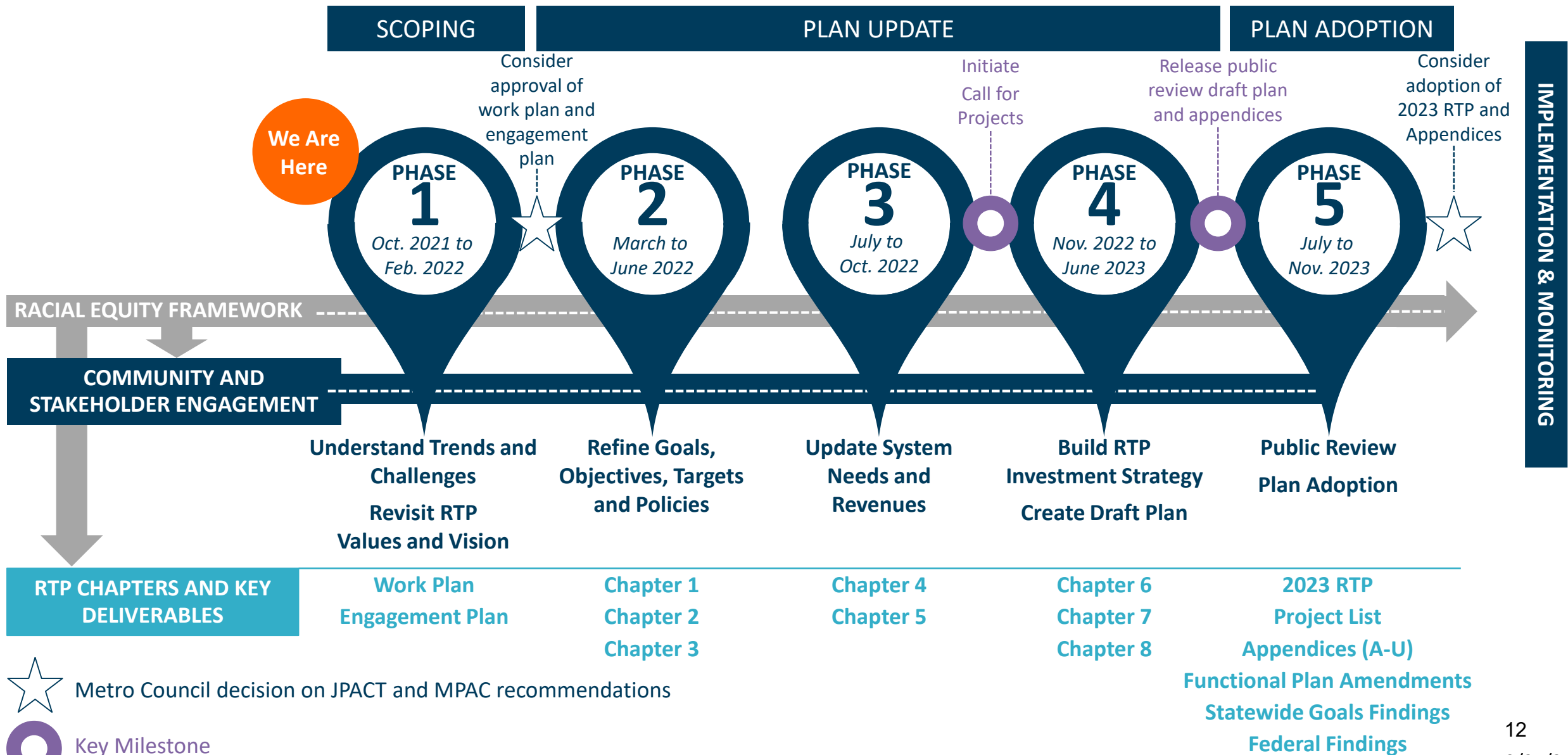
A draft work plan and engagement strategy will be presented to the Metro Council and JPACT for further direction in early 2022. An overview of the scoping schedule follows.

- **October to December 2021** – Metro Council and regional advisory committees discuss values, priorities and desired outcomes for update.
- **November 2021 to January 2022** – Outreach to further shape work plan and engagement strategy, including stakeholder interviews, culturally-specific focus groups, a community leaders forum, briefings to county coordinating committees, on-line survey and consultation activities with tribes, resource agencies and other stakeholders.
- **January to February 2022** – Metro Council and regional technical and policy advisory committees discuss draft work plan and engagement strategy.
- **March 2022** – JPACT and Metro Council consider approval of work plan and engagement strategy (by Resolution).

ATTACHMENTS

1. Proposed planning process for the 2023 Regional Transportation Plan Update
2. Overview of 2023 RTP Update

Proposed planning process for 2023 RTP Update





2023 REGIONAL TRANSPORTATION PLAN UPDATE OVERVIEW

Transportation shapes our communities and our everyday lives. Access to transit, biking and walking connections, and streets and highways where traffic flows allows us to reach our jobs, schools and families. It connects us to the goods and services we depend on and helps keep nature and recreation opportunities within reach. Investment in a transportation system to provide safe, healthy, accessible and reliable options for getting around is important for the region’s long-term prosperity and our quality of life.

As the federally-designated Metropolitan Planning Organization (MPO), Metro is responsible for leading and coordinating updates to the [Regional Transportation Plan](#) every five years to address the needs of our growing and changing region. The RTP uses an outcomes-based planning framework that is used to guide planning and investment in the region’s transportation system. Metro works closely with local jurisdictions, port districts, transit providers and state agencies in preparing the RTP. Metro adopted the most recent update of the RTP in December 2018.

During 2022 and 2023, Metro will engage the public and local, regional, and state partners to update the RTP through the year 2045. This document outlines the key elements of the RTP and anticipated timeline for developing the 2023 RTP.

WHAT IS THE REGIONAL TRANSPORTATION PLAN?

The RTP is the greater Portland area’s long-range blueprint for guiding planning and investments in the region’s transportation system for all forms of travel – motor vehicle, transit, biking, and walking – and the movement of goods and freight. The plan establishes four overarching priorities – equity, safety, climate and congestion – and eleven goals and supporting objectives, performance targets and policies that together guide planning and investment decisions to meet those needs.

The plan identifies current and future regional transportation needs, investment priorities to meet those needs, and local, regional, state and federal transportation funds the region expects to have available to make those investments.

The plan contains:

- **a long-term vision** for the region’s transportation system and **four overarching priorities**;
- **eleven goals and supporting objectives and performance targets** that identify what outcomes the region wants to achieve and indicators to measure progress;
- **policies** that guide decisions and actions in pursuit of our desired outcomes;
- **a financial plan** that identifies how the region will pay for investments; and
- **an investment strategy** that includes major local, regional and state transportation investment priorities that help accomplish the vision and desired outcomes identified in the plan.

Figure 1. Elements of the Regional Transportation Plan



WHAT IS THE ANTICIPATED TIMELINE FOR THE UPDATE?



Getting Started (largely internal)

June to Sept. 2021

- Develop work plan and stakeholder engagement process for scoping phase.
- Identify what has changed since 2018 and should be considered during scoping and the plan update, including Metro Strategic Framework and Metro Racial Equity Framework.
- Identify (and develop) data and tools needed to support update.
- Initiate development of background policy briefs to inform update:
 - Emerging Transportation Trends, Safe and Healthy Urban Arterials, Climate Justice and Resilience, Equitable Finance, Regional Needs and Disparities, and others TBD.

Milestone: Metro staff initiate scoping phase.

Scoping

Oct. 2021 to Feb. 2022

- Seek Council values, desired outcomes and topics to address.
- Engage local, regional, state and community partners to inform the overall scope of the update and values that will guide the development of the updated plan, including stakeholder interviews, community leaders forum, briefings to regional policy and technical advisory committees and county coordinating committees, and Consultation activities with tribes, resource agencies and others.

Decision: JPACT and the Metro Council consider approval of work plan and public engagement plan (by Resolution).

Plan Update¹

Feb. 2022 to June 2023

- **Policy updates:** complete by June 2022 to inform/guide project list updates.
- **Financial Plan updates:** complete by June 2022 to support project list updates
- **Project List/Investment Strategy updates:** Fall 2022-Spring 2023

Milestone: Public review draft 2023 RTP and appendices released for 45-day public comment period.

Plan Adoption

July to Nov. 2023

- **~July 1 to Aug. 14, 2023:** 45-day public comment period with hearing(s), briefings to regional policy and technical advisory committees and county coordinating committees, and Consultation activities with tribes, resource agencies and others.
- **Sept.-Oct.:** MTAC and TPAC consider public comment and make recommendations to MPAC and JPACT.
- **Oct.-Nov.:** MPAC and JPACT consider public comment and make recommendations to the Metro Council.
- **Nov. 30:** Metro Council considers final action.

Decision: JPACT and the Metro Council consider adoption of the plan (by Ordinance).

¹ Engagement activities for this phase will be identified during the scoping phase.

TO: Kim Ellis, Project Manager
FROM: Karen Buehrig, Clackamas County TPAC Member
DATE: Nov 4, 2021
RE: Input into RTP Scoping and RTP Vision and Values

Clackamas County appreciates the opportunity to provide input into the 2023 Regional Transportation Plan (RTP) update process. As has been outlined in the staff memo, significant work is underway or has been completed since the 2018 RTP. While the project schedule includes two years of work, we know that time will go quickly and we want to clearly articulate our input into the process.

Below are comments related to the proposed process for scoping and updating the RTP, the outcomes that are most important for the 2023 RTP to address and suggestions for engagement in the process.

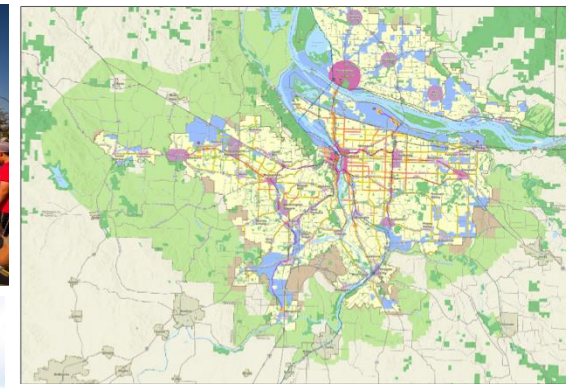
1. Proposed process for scoping and updating the RTP
 - Per the project schedule, the Vision and Values review is currently underway. This an important part of the RTP update process, and we would like to be engaged in this step.
 - The land use context is essential for meeting the various goals and objectives within the RTP. Unfortunately, the anticipated work around updating the Future Vision and review of regional land use has been delayed. During the process of the 2023 RTP, how the transportation system supports the planned land uses, and more importantly the people who live and work within these areas, should be at the forefront of the analysis.
 - Future mode share is a critical determinant of transportation needs in the future. Mode share has remained relatively stable over the past years, and we have not achieved the high aspirations from the last RTP. Mode share targets used for modeling and performance measures should be achievable and realistic.
2. Outcomes that are most important for the RTP to address
 - The transportation network needs to support freight and economic development, key employment areas and growing communities in order for the region to achieve its climate goals. Additional focus on how we are increasing access to jobs and support local employment, especially in our emerging communities
 - Building on the work underway to update the Mobility policy, we support the reframing of congestion relief to mobility of people and goods. The objective of the transportation system to support shared prosperity and economic development should be integrated into the RTP pillars/focus.
 - Clear regional direction on the use of congestion pricing in the region is essential. This needs to include the impact that congestion pricing may have on local transportation facilities.
 - Discussion of the highway system role in the region and funding improvements on the highway system
3. Suggestions for the engagement process
 - Clarify and be transparent about the JPACT role with the RTP
 - Use of local existing committees, such as Leader in Diversity, Equity and Inclusion Committee; Clackamas County Pedestrian Bikeway Advisory Committee and Economic Development Commission
 - Joint JPACT/MPAC meetings
 - Co-hosted townhalls at the local level
 - Host a JPACT retreat to give JPACT members one or more blocks of time outside of regular meetings to fully debate and understand the significance of the policy direction

2023 Regional Transportation Plan update

C-4 Subcommittee and
CTAC

November 2021

Kim Ellis, RTP Project Manager



Today's purpose


Hear from you on these questions:

1. Do you have feedback on the proposed process?
2. What policy outcomes are most important for this update to address?
3. Do you have suggestions on outreach and engagement for update?
4. Other feedback?

What is the Regional Transportation Plan? (RTP)

20+ year transportation plan

- Required by federal law and according to federal regs
- Required under Oregon's statewide planning goals
- Links land use and transportation
- Guides local transportation plans under statewide goals
- Updated every 5 years



2018 Regional Transportation Plan

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

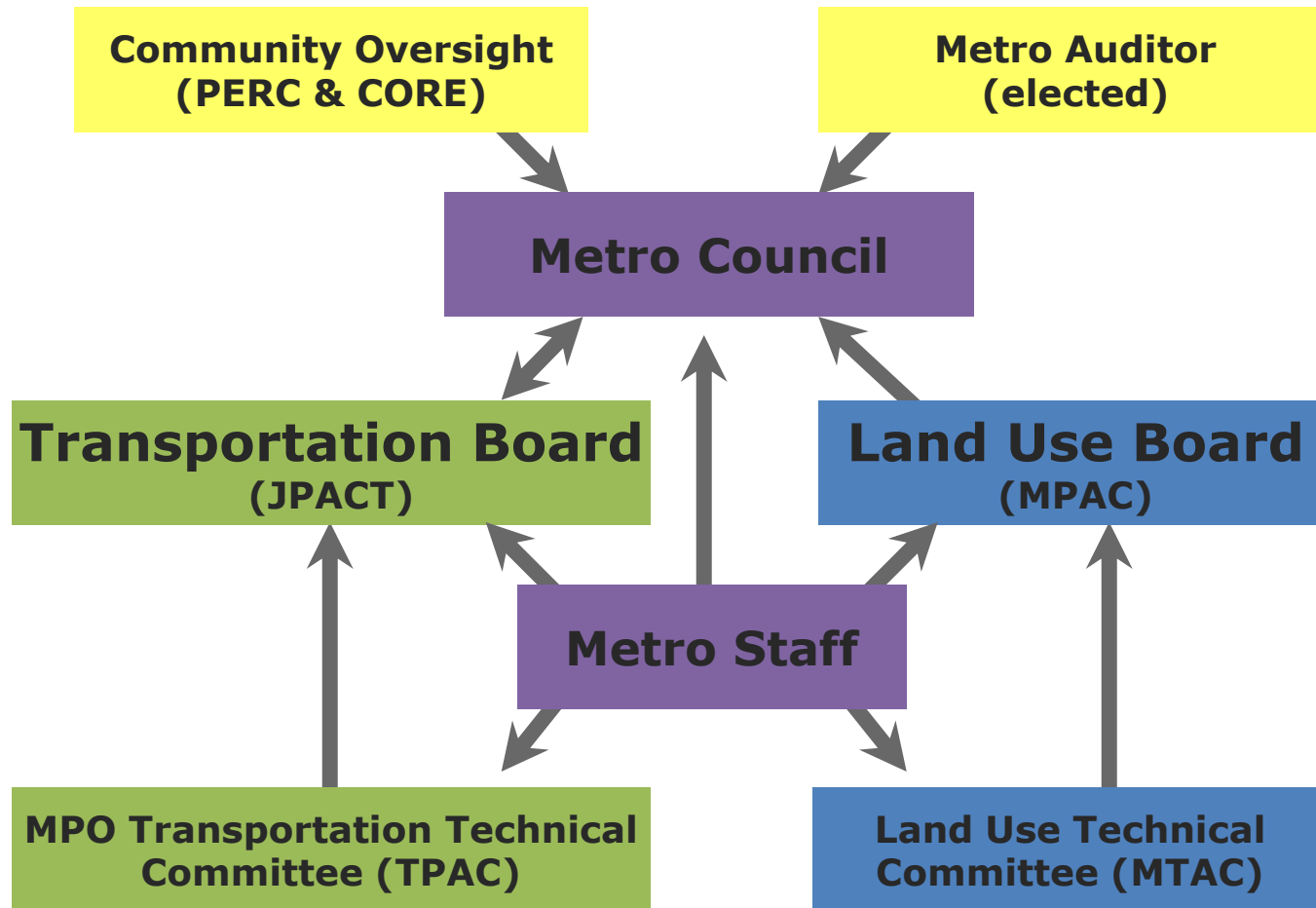
Adopted December 6, 2018 oregonmetro.gov/rtp

Why is it important?

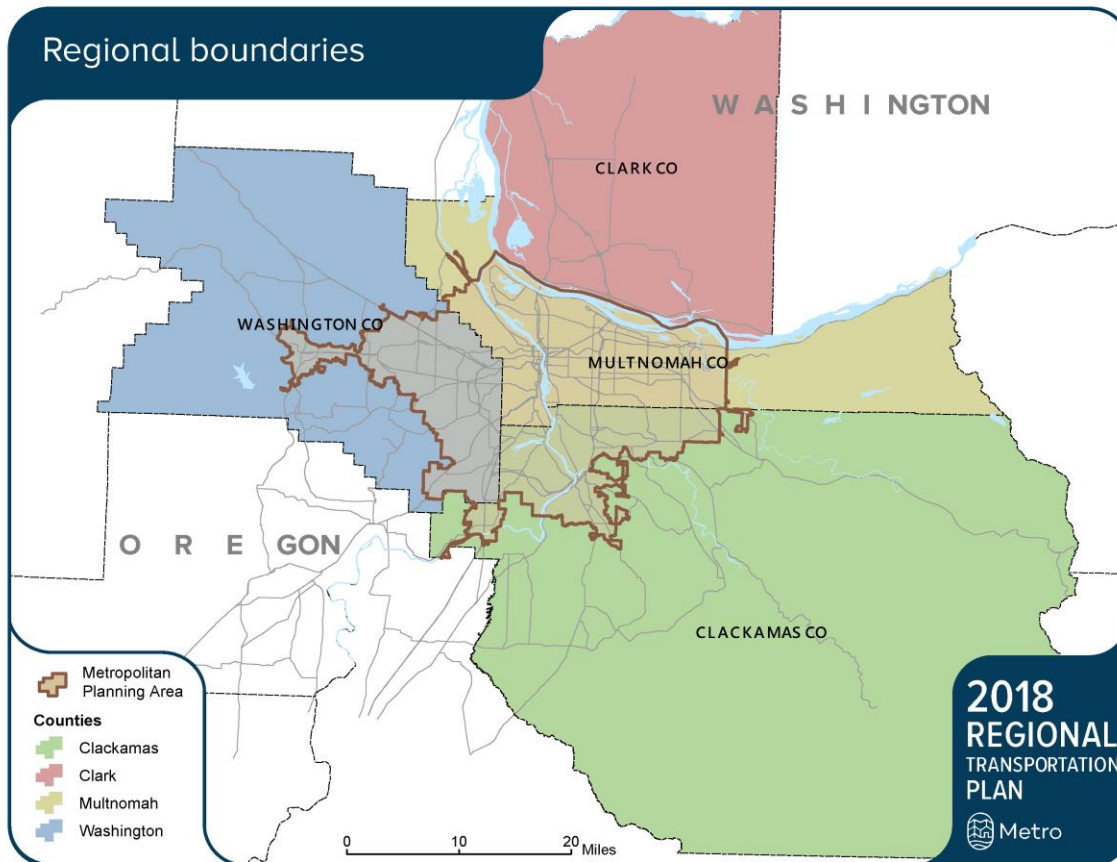
- Blueprint to guide investments in the region's transportation system
- Sets the stage for what communities will look like in the future
- Coordinates local, regional, and state investment priorities and actions
- Projects must be in the RTP to be eligible for federal and some state funding



Regional decision-making process



Metropolitan Planning Area



**1.6 million people
(today)**

**More than 2 million
people (by 2045)**

24 cities

3 counties

Bi-state region

Note: The MPA boundary will be updated to reflect the 2020 Census.

A shared regional system

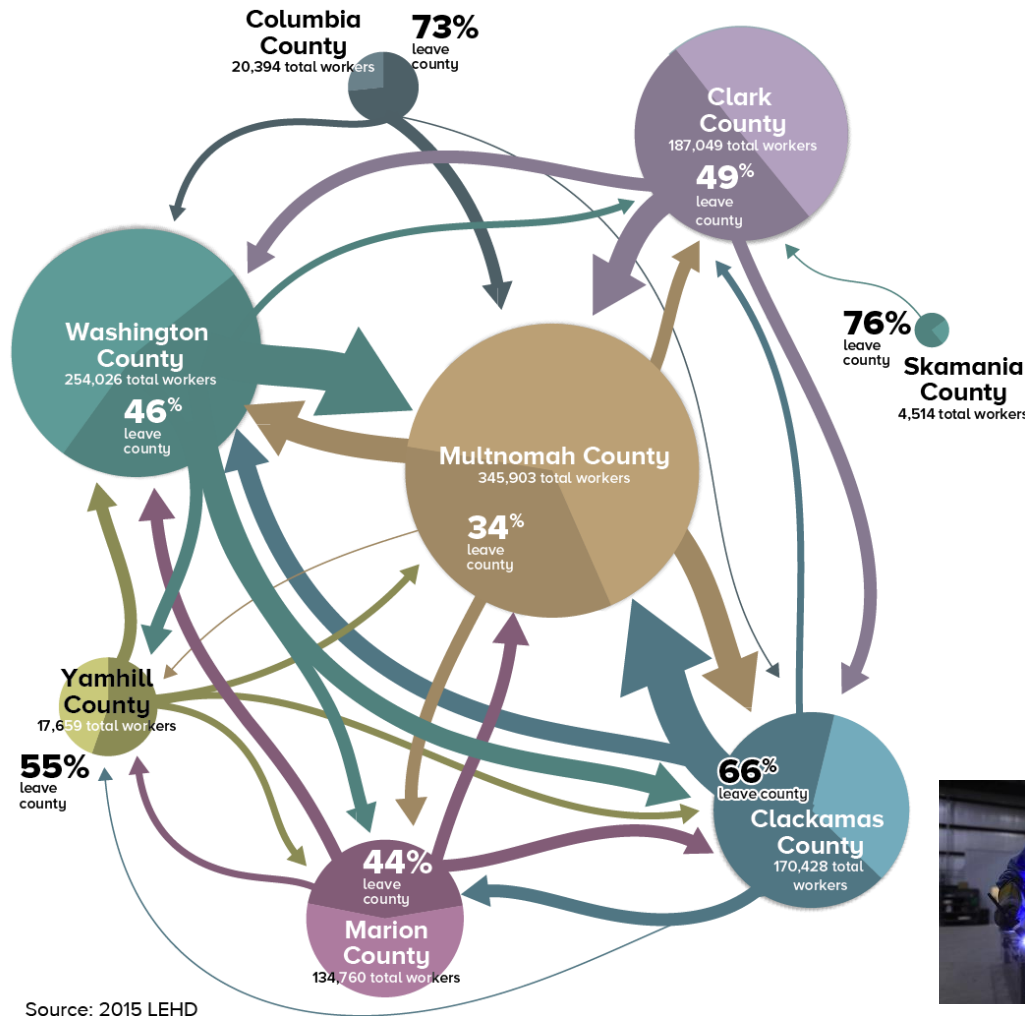


Donald from Forest Grove

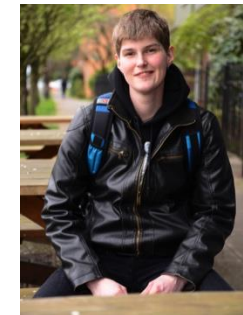


C.J. from Tualatin, with his daughter

Robert and Becky from SW Portland



Michael from Gresham



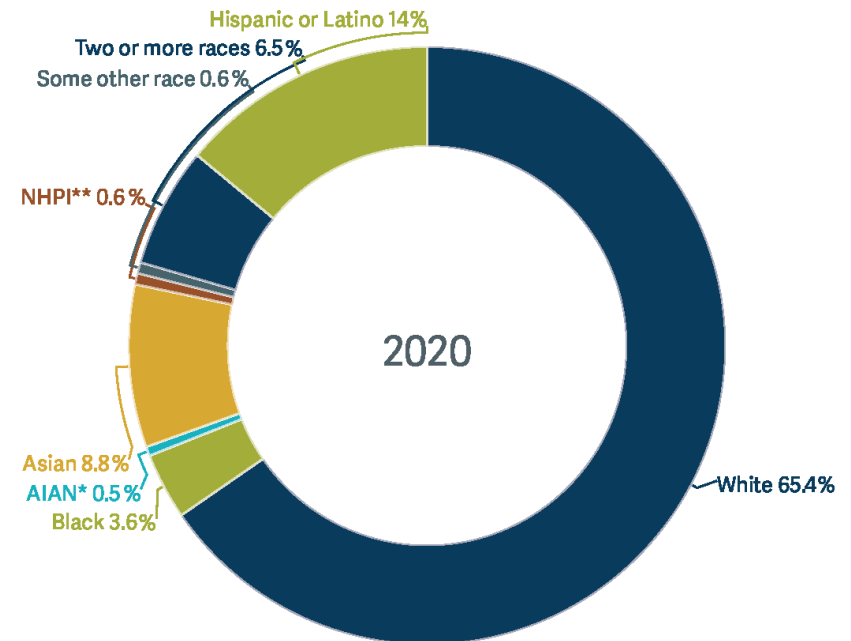
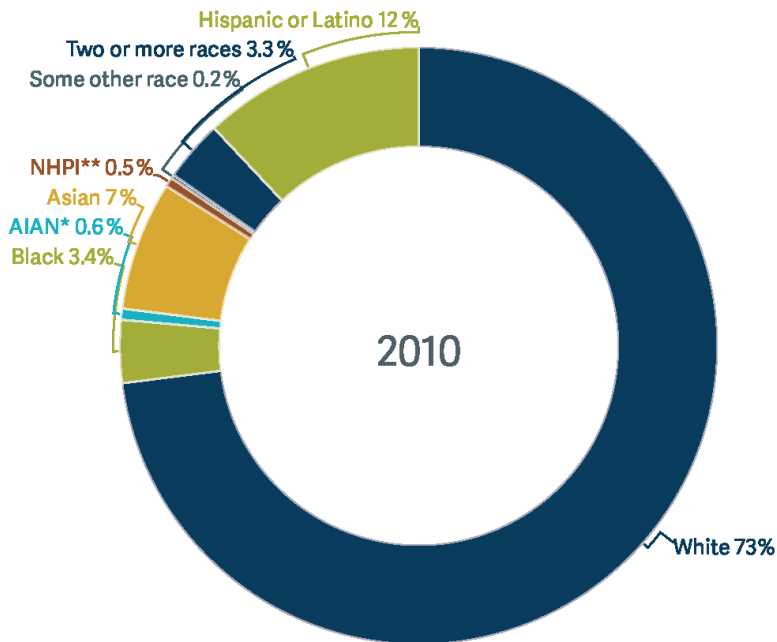
Chris from SE Portland



Bob from Milwaukie

Our population – and communities - continue to grow and change

People living within the Portland Metropolitan Planning Area (MPA) boundary, 2010 and 2020



*AIAN: American Indian or Alaskan Native
 **NHPI: Native Hawaiian or Pacific Islander

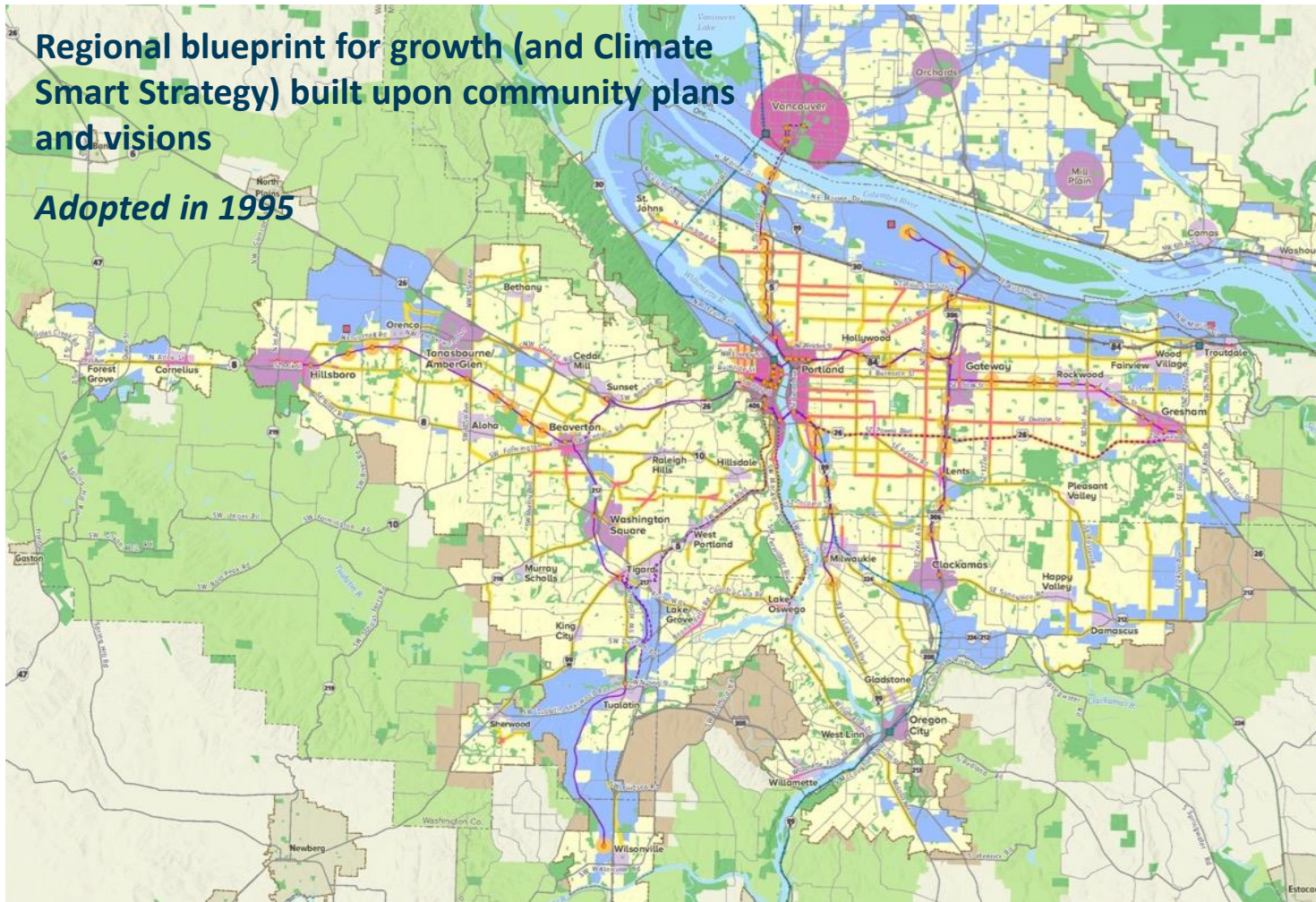
*AIAN: American Indian or Alaskan Native
 **NHPI: Native Hawaiian or Pacific Islander

Source: U.S. Census

2040 Growth Concept is our foundation

Regional blueprint for growth (and Climate Smart Strategy) built upon community plans and visions

Adopted in 1995




Regional Transportation Plan

Regional Transportation Plan vision:

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



Outcome-based Regional Transportation Plan

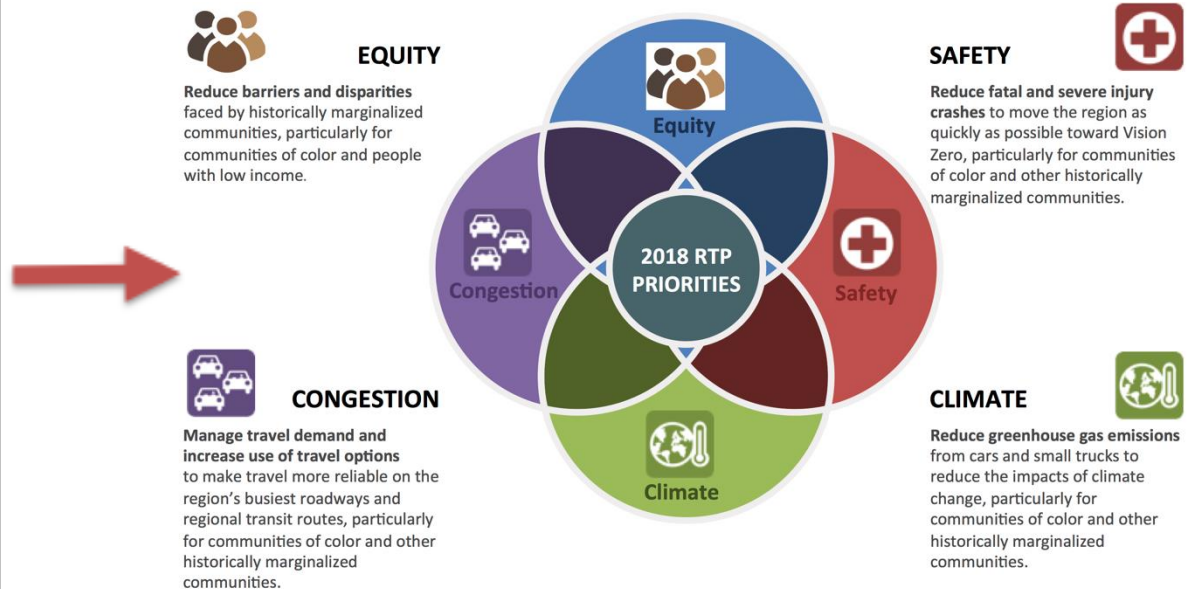


2018 Regional Transportation Plan

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

Adopted December 6, 2018 oregonmetro.gov/rtp

2018 RTP Priority Policy Outcomes



Summarized from the 2018 Regional Transportation Plan (Chapters 3 and 6)

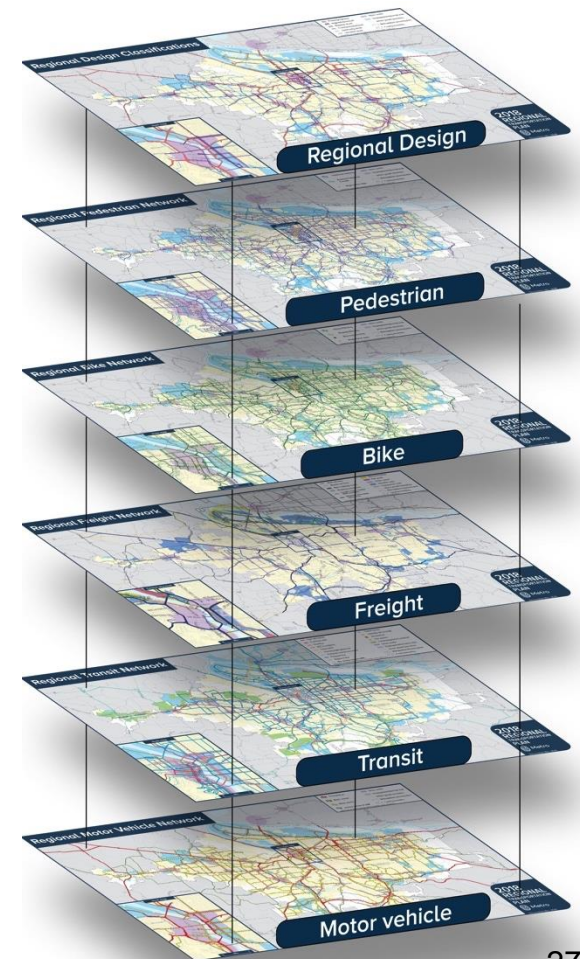
Vision for a complete and connected system

2040-based outcomes provide broader policy lens

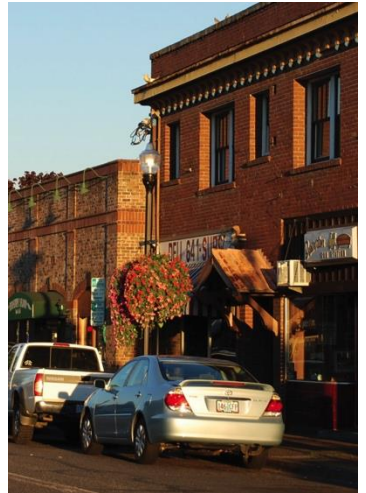
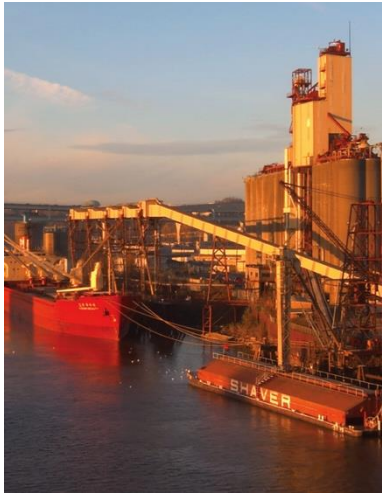
Defines a finish line

Emphasizes multimodal solutions and making the most of past investments

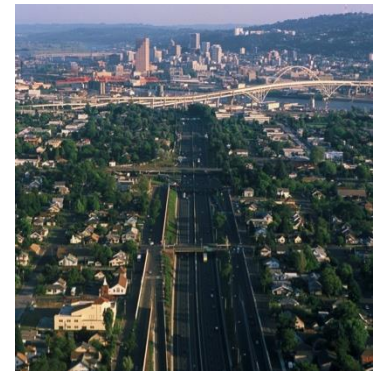
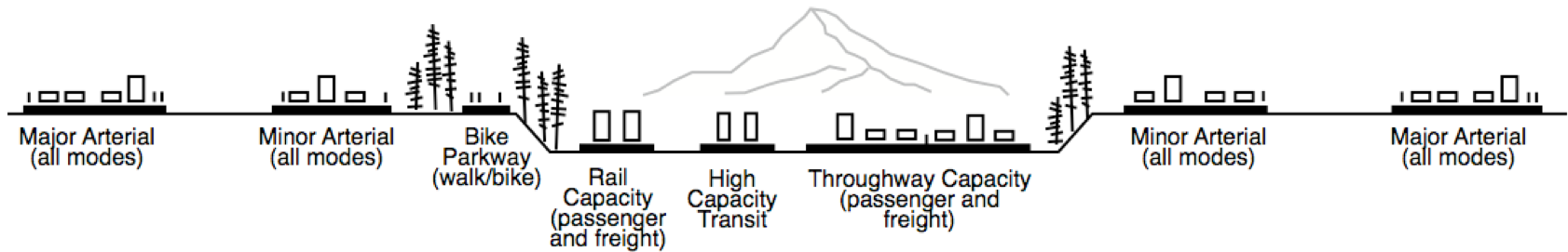
Defines aspirational policy targets to guide investments to achieve vision and monitor progress



Connecting people to the places they need to go



Expanding mobility options in the region's major travel corridors

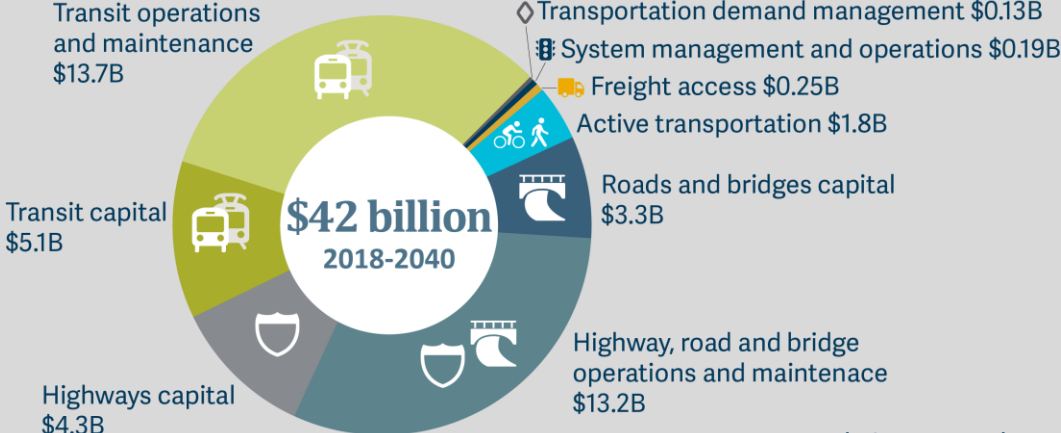


2018 RTP project priorities

Cost by investment category
in rounded billions, 2016 dollars

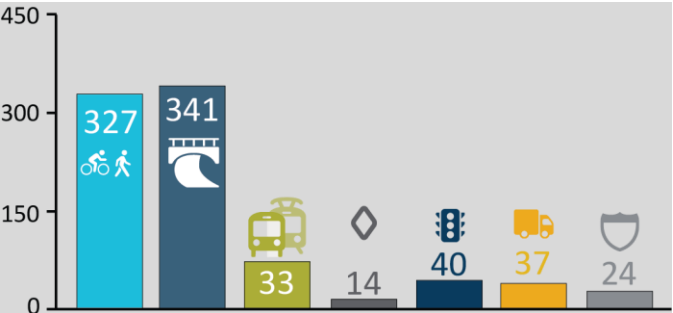
Total capital
\$15.2 billion

Total maintenance and operations
\$36 billion

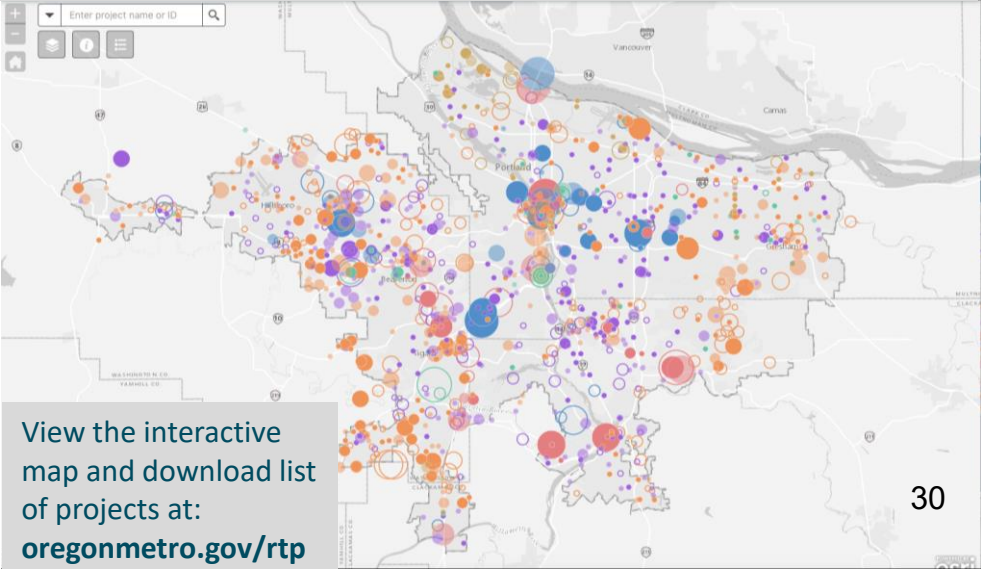


Source: 2018 RTP (Chapter 5)

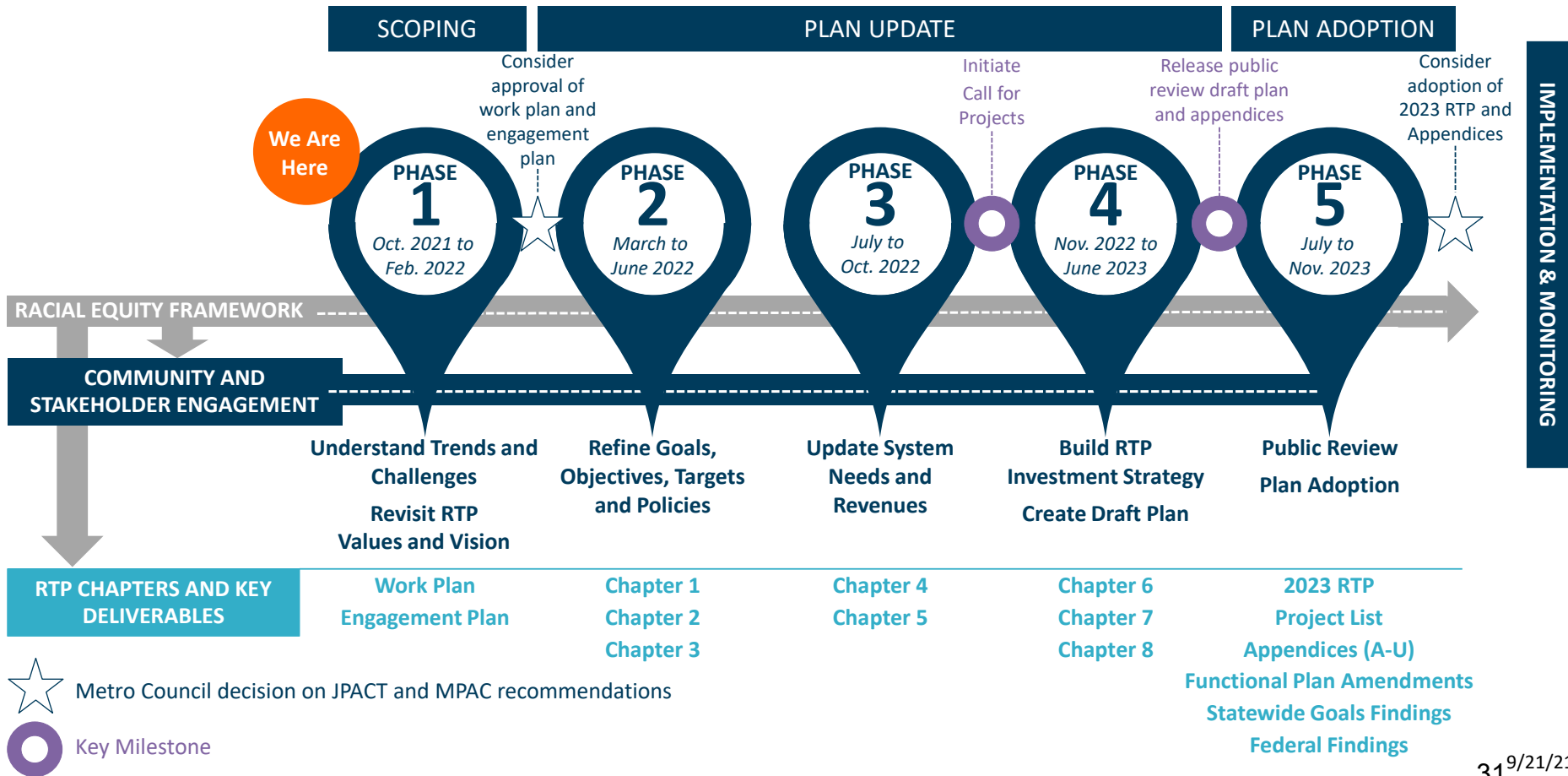
Capital projects by investment category



Source: 2018 RTP Constrained Project List



Proposed process for 2023 RTP Update



Proposed engagement approach



- Leads with racial equity
- Inclusive
- Transparent
- Accessible
- Outcomes-focused
- Centered on people's lives and experiences

What We've Heard From Council

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

Lead with racial equity.

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

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

Accelerate implementation of the Climate Smart Strategy.

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

Identify underserved communities and barriers to meeting daily needs.

Better manage and operate the existing transportation system.

What We Heard From JPACT members

- Provide space for more **robust funding discussions**
- **Think differently about how to fund transportation to support climate and equity outcomes**
- Define a **path for funding transit, bike and pedestrian connections**
- Recognize **different areas in the region have different needs and priorities**
- **Connect analysis to policy outcomes and investment priorities**
- **Investment priorities must be informed by community members**

This is last RTP to meaningfully address climate issue.

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

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

Funding sources and investment priorities need to be connected with our values.

It is important for this process to include lots of community engagement and engagement with elected leaders to create a shared vision for equity and climate – we are all in really different places on what this means for each community.

Next steps for shaping the work plan and engagement strategy

- **October 2021 to January 2022** Metro Council, regional advisory committees and stakeholders discuss values, priorities and desired outcomes for update to inform work plan and engagement strategy
 - Community Leader’s Forum, stakeholder interviews, county coordinating committee briefings, focus groups, on-line survey, consultation with Tribes and federal and state agencies
- **February to March 2022** Metro Council and regional advisory committees discuss draft work plan and engagement strategy
- **March 2022** JPACT and Metro Council consider approval of work plan and engagement strategy (by Resolution)

Discussion and feedback

1. Do you have feedback on the proposed process?
2. What policy outcomes are most important for this update to address?
3. Do you have suggestions on outreach and engagement for update?
4. Other feedback?

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



Metro

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oregonmetro.gov/rtp



Understand trends, values, priorities and vision for future

October 2021 to Feb. 2022

What: Illustrate trends and challenges; seek input on values, priorities and vision for the future

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

How: Existing committees, stakeholder interviews, focus groups, on-line survey, Metro Council discussions, special JPACT workshop, Community Leaders Forum, climate best practices panel, Consultation meetings



Decision: Council and JPACT consider approval of the work plan and engagement plan (by Resolution)



Update Goals, Objectives, Targets and Policies

March to June 2022

What: Use values and priorities to refine goals, objectives and targets; update selected policies related to congestion pricing, mobility, urban arterials, resilience, green infrastructure and other topic areas identified in Phase 1; develop criteria for project list updates

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

How: Metro technical and policy advisory committees, Metro Council discussions, other TBD engagement activities

 **Milestone:** Draft updated Chapter 2 and Chapter 3 to guide plan update



Update Needs and Revenues

July to October 2022

What: Document regional transportation needs and disparities; update forecast of revenues anticipated to pay for needed investments; set funding level for the RTP investment strategy

Who: Community members and community leaders (needs) and jurisdictional partners (revenues)

How: TPAC, JPACT and Metro Council discussions and other TBD engagement activities

 **Milestone:** Metro Council and JPACT initiate Call for Projects



Build RTP

Investment Strategy

November 2022 to June 2023

What: Update RTP project list, seek public feedback on draft list, evaluate performance and consider potential project list revisions

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

How: Metro technical and policy advisory committees, county coordinating committees', Metro Council discussions, and other TBD engagement activities

 **Milestone:** Metro staff release draft 2023 RTP, appendices and financially constrained project list for public review



Public Review and Adoption

July to November 2023

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

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

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



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

2018 RTP Goals

WHAT WE WANT TO ACHIEVE

Vibrant communities

Shared prosperity

Transportation choices

Reliability and efficiency

Safety and security

Healthy environment

Healthy people

Climate leadership

HOW WE GET THERE

Equitable transportation

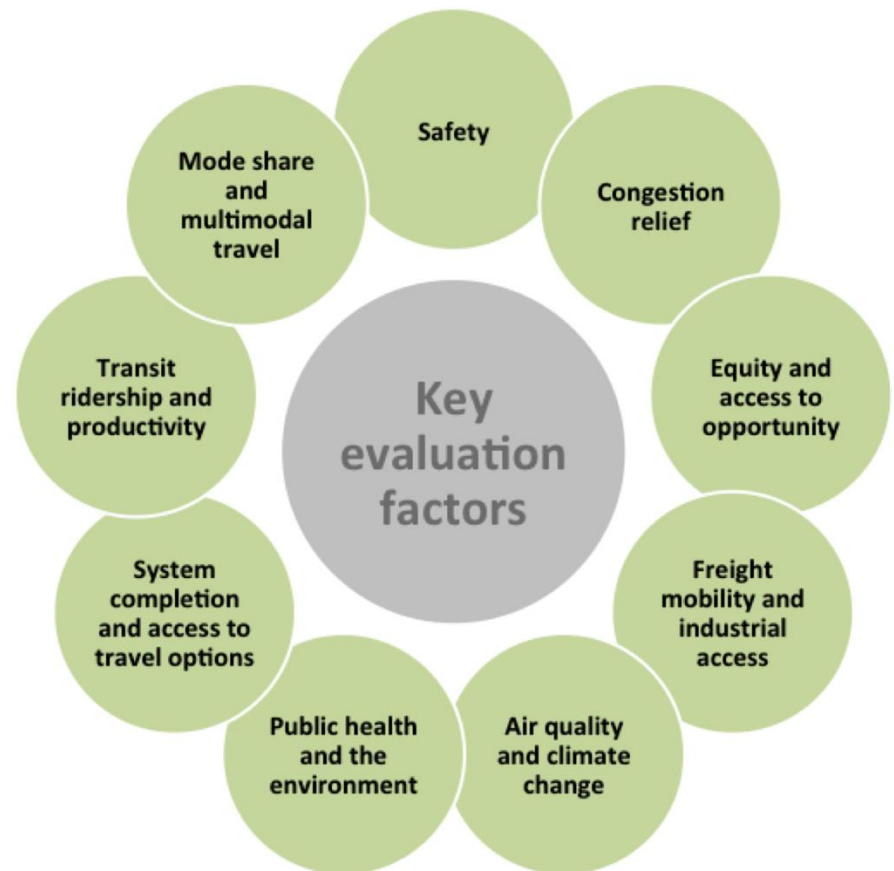
Fiscal stewardship

Transparency and accountability

2018 RTP evaluation framework

Investments evaluated for alignment with RTP priority policy outcomes and goals:

- *System-level evaluation (all projects)*
- *Transportation equity analysis (all projects)*
- *Project-level evaluation (piloted and deferred to next plan update)*



Source: 2018 RTP (Chapter 7)

2018 RTP Policy Targets

1



AFFORDABILITY Reduce the combined housing and transportation expenditure for lower-income households by 25%, compared to 2015



2



SAFETY Eliminate transportation fatalities and serious injuries for all users by 2035, with a 50% reduction by 2025 and a 16% reduction by 2020, compared to 2015



3



MULTIMODAL TRAVEL Reduce vehicle miles traveled per person by 10%, compared to 2015



2018 RTP Policy Targets

4



MODE SHARE Triple walking, biking and transit mode shares, compared to 2015



5



SYSTEM COMPLETION Complete 100% of the regional network of sidewalks, bikeways and trails



6



CONGESTION Meet the Interim Regional Mobility Policy for throughways, arterials and the regional freight network



2018 RTP Policy Targets

7



FREIGHT DELAY Reduce vehicle hours of delay per truck trip by 10%, compared to 2040 No Build



8



CLIMATE CHANGE Reduce per capita greenhouse gas emissions from cars and small trucks by 20% by 2035 and 25% by 2040, compared to 2005



9



CLEAN AIR Maintain or reduce air pollution from mobile sources, compared to 2015

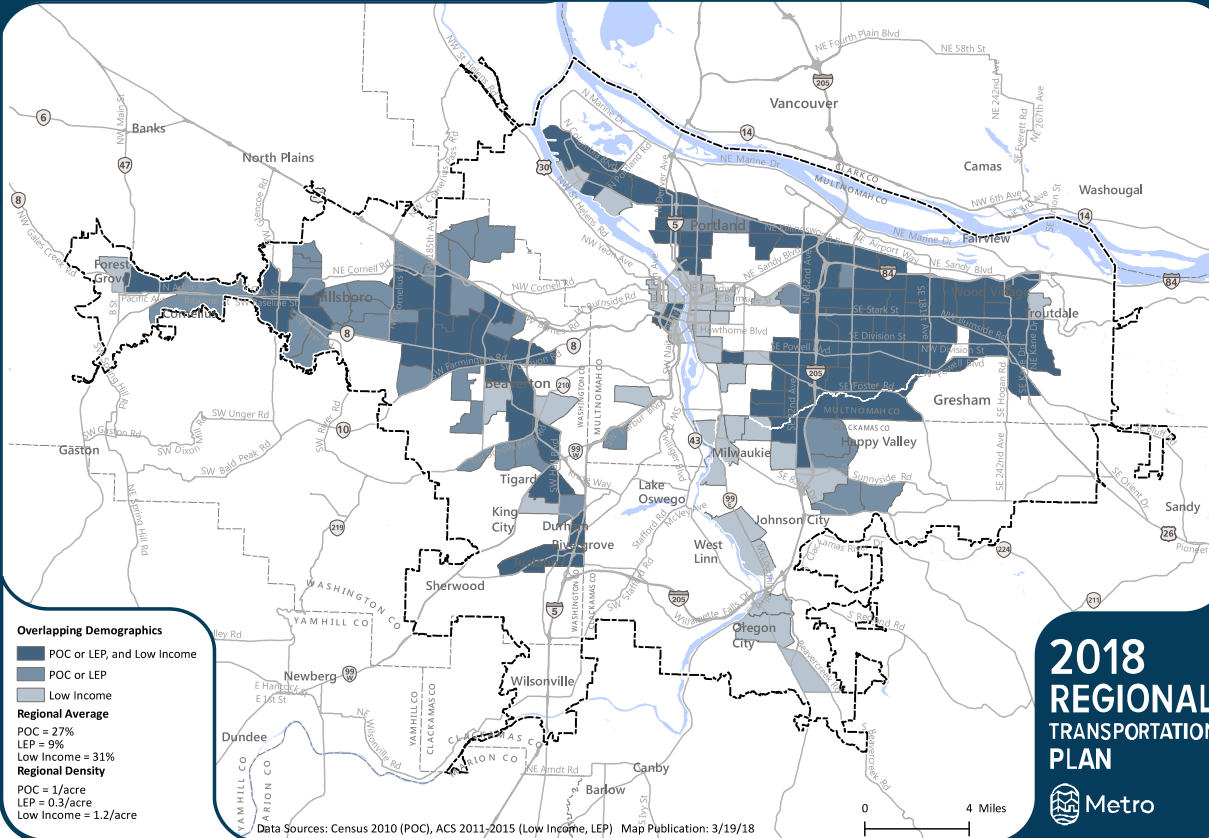


2018 RTP Equity Analysis

Analysis of priorities and disparities experienced by communities that have been excluded from decision making processes and where transportation policies and investments have disproportionately led to harm, displacement and disinvestment

Communities of Color, English Language Learners, and Lower-Income Communities

This map shows census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color, people with low income, and English language learners. Census tracts where multiple demographic groups overlap are identified.



Priorities identified through public engagement and technical work group

- Safety
- Access to jobs, essential destinations and travel options
- Public health
- Affordability

DLCD Climate Friendly Equitable communities (CFEC) rulemaking may result in new or updated requirements for the 2023 RTP to address.

2018 RTP Safety Analysis

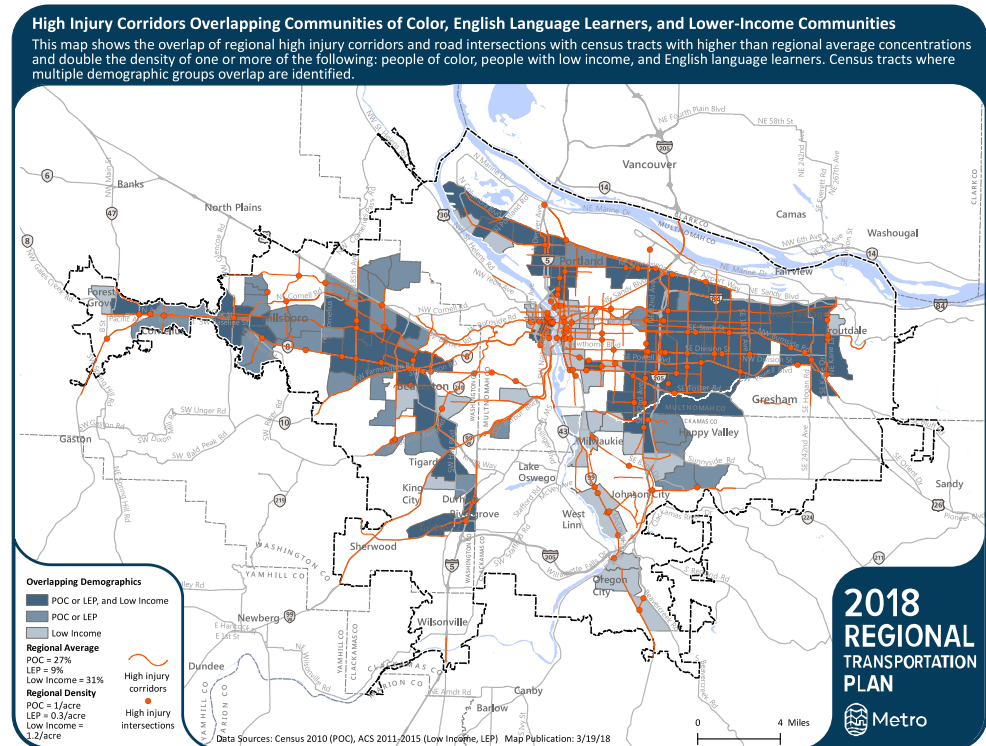
Analysis of high injury corridors and hotspots

More than **60 percent of projects improve safety** and **three-quarters of those projects are located in equity focus areas** – areas with the highest incidents of crashes causing death or life-changing injuries

Average 482 deaths and serious injuries per year

60% of serious crashes occur on high injury network which represents 6% of all streets

While the number of projects improving safety is moving in the right direction, observed crash data from last five years indicates that the region is moving in the wrong direction to achieve Vision Zero target.



Source: 2018 RTP (Chapter 3)

2018 RTP Climate Analysis

Analysis of Climate Smart Strategy implementation

Climate Smart Strategy integrated in 2018 RTP

We are **making satisfactory progress** if we implement the RTP, but more work (and funding) is needed

Track and report progress every 5 years through plan updates to inform planning and programming activities

DLCD Climate Friendly Equitable communities (CFEC) rulemaking may result in new or updated requirements for the 2023 RTP to address.



APPENDIX J

2018 Regional Transportation Plan

Climate Smart Strategy implementation and monitoring

December 6, 2018

oregonmetro.gov 50

2018 RTP Mobility Analysis

Analysis of congestion on the region's major travel routes

Congestion forecasted to grow on throughways and arterials

New multimodal mobility policy and congestion management tools needed for the region

Metro/ODOT regional mobility policy update will recommend an updated policy, measure(s) and target(s) for the 2023 RTP.

DLCD Climate Friendly Equitable communities (CFEC) rulemaking may result in new or updated requirements for the 2023 RTP to address.

Congestion Management Process Toolbox

1		Community design strategies <ul style="list-style-type: none">Walkable communities and job centers facilitated by compact land use in combination with walking, biking and transit connectionsMixed-used areas and transit-oriented developmentParking management and pricing
2		Travel Information and Incentives strategies <ul style="list-style-type: none">Commuter travel options programsHousehold individualized marketing programsCar-sharing and eco-driving techniquesSafe Routes to School programsRidesharing (carpool, vanpool) services
3		System management and operations strategies <ul style="list-style-type: none">Real-time variable message signs and speed limitsSignal timing and ramp meteringTransit signal priority, bus-only lanes, bus pull-outsIncident response detection and clearanceAccess management (e.g., turn restrictions, medians)
Emerging		Congestion pricing strategies <ul style="list-style-type: none">Peak period pricingManaged lanesHigh occupancy toll (HOT) lanes
4		Active Transportation strategies <ul style="list-style-type: none">New biking and walking connections to schools, jobs, downtowns and other community placesBicycle infrastructure (e.g., bicycle racks, lockers and other bicycle amenities at transit stations and other destinations)Separated pathways and trails
5		Transit strategies <ul style="list-style-type: none">High capacity transitExpanded transit coverageExpanded frequency of serviceImprovements in right-of-way to increase speed and reliability of buses and MAXCommunity and job connector shuttlesPark-and-ride lots in combination with transit service
6		Street and throughway capacity strategies <ul style="list-style-type: none">Local and arterial street connectivity to spread out travelAddition of turn lanes at intersections, driveway restrictions and other geometric designs such as roundaboutsRoad widening to add new lane miles of capacity (e.g. adding auxiliary lanes, additional general purpose lanes); pricing is considered when adding new throughway capacity in the region

Coordinated Timeline for Proposed I-205 Toll Project Amendments September 2021 to February 2022

This document summarizes key milestones and decisions for consideration of proposed [I-205 Toll Project](#) amendments to the [2018 Regional Transportation Plan](#) (RTP) and the [2021-24 Metropolitan Transportation Improvement Program](#) (MTIP).

- RTP Amendment for I-205 Toll Project is in **blue**
- MTIP Amendment for I-205 Toll Project is in **green**
- Public notices and comment periods are in shaded grey
- Action items (votes) in **bold**

Date	What
Sept. 16	<i>Advance public notice of opening of public comment period for RTP Amendment (published 15 days in advance of public comment period)</i>
Oct. 1	<i>DLCD Form 1 and proposed amendment submitted to DLCD via email</i>
Oct. 1 to Nov. 15	<i>45-day public comment period on proposed RTP amendment for I-205 Toll Project published by Metro at oregonmetro.gov/</i>
Oct. 1	TPAC – Introduce RTP amendment for I-205 Toll Project
Oct. 21	JPACT – Introduce RTP amendment for I-205 Toll Project
Oct. 27	MPAC – Introduce RTP amendment for I-205 Toll Project
Nov. 4	Metro Council (Meeting) – Introduce RTP amendment for I-205 Toll Project <i>Public hearing as part of public comment period/1st Read of Ordinance No. 21-1467 on RTP amendment for I-205 Toll Project</i>
Nov. 15	<i>Close of 45-day public comment period on RTP amendment for I-205 Toll Project</i>
Nov. 17	MTAC – Introduce RTP amendment for I-205 Toll Project and discussion of public comments and draft legislation for proposed RTP amendment
Nov. 30 to Jan. 6	<i>30-day public comment period on proposed MTIP amendment for I-205 Toll Project published by Metro</i>
Dec. 3	TPAC – Discussion of public comments and draft legislation for proposed RTP amendment for I-205 Toll Project TPAC – Introduce MTIP amendment for I-205 Toll Project
Dec. 8	MPAC – Discussion of public comments and draft legislation for proposed RTP Amendment for I-205 Toll Project
Dec. 14	Metro Council (Work Session) – Discussion of public comments and draft legislation for proposed RTP amendment for I-205 Toll Project Metro Council (Work Session) – Introduce MTIP amendment for I-205 Toll Project
Dec. 16	JPACT – Discussion of public comments and draft legislation for proposed RTP amendment for I-205 Toll Project JPACT – Introduce MTIP amendment for I-205 Toll Project

Date	What
Jan. 6	<i>Close of 30-day public comment period on MTIP amendment for I-205 Toll Project</i>
Jan. 7	TPAC – Request action on RTP amendment for I-205 Toll Project TPAC – Request action on MTIP amendment for I-205 Toll Project
Jan. 19	MTAC – Request action on RTP amendment for I-205 Toll Project
Jan. 20	JPACT – Request action on RTP amendment for I-205 Toll Project JPACT – Request action on MTIP amendment for I-205 Toll Project
Jan. 26	MPAC – Request action on RTP amendment for I-205 Toll Project
Feb. 10	Metro Council (Meeting) – Request action on RTP amendment for I-205 Toll Project Metro Council – Request action on MTIP amendment for I-205 Toll Project
Feb. 14	<i>PAPA Adoption Notice with final action submitted to DLCD within 20 days after RTP amendments adopted by the Metro Council; there is an opportunity for appeal period</i>

Memorandum

To: C4 Metro Subcommittee
From: Dayna Webb, City of Oregon City
Jaimie Lorenzini, City of Happy Valley
Cities of Clackamas County TPAC Representatives
Re: November 5, 2021 TPAC Meeting
Date: November 5, 2021

Overview

Following is a brief summary of certain items from the November 5, 2021 TPAC Meeting. The TPAC packet, as well as the full TPAC Work Program can be found [here](#).

General Updates

- Six traffic fatalities were observed in the month of October, as well as three additional deaths in the month of September that were not included in the last report. Thus far in 2021, about 10 people have died per month in the three-county area.
- This fall and winter, Portland's [Regional Disaster Preparedness Organization \(RDPO\)](#) and TREC will jointly host a regional workshop series focused on transportation resilience and recovery. This series is intended to engage transportation planners, emergency managers, first responders, and public works employees about the current state of transportation resilience, response, and recovery efforts in the region and identify future opportunities for improvement. [Learn more here!](#)

TPAC Recommendations to JPACT

- TPAC recommended approval of the [Draft 2021 Transportation System Management & Operations \(TSMO\) Strategy](#). The Draft Strategy focuses on implementing the 2018 RTP priorities of safety, equity, climate and congestion relief by setting goals for eliminating disparities in transportation and providing reliable travel choices that allow everyone to travel safely.
- TPAC advanced a suite of MTIP amendments to JPACT, including:
 - Formal Amendment 21-5217, amending the 2021-26 MTIP to add the preliminary engineering phase and partial funding of \$71M for the I-5 Interstate Bridge Replacement Project. Additional dollars will be needed in the future for Right-of-Way and Construction. Whereas this amendment was advanced, TPAC requested to receive continued updates throughout the process going forward. Additionally, this item received a volume of public testimony. Accordingly, it's possible that this topic may receive public interest at JPACT.
 - Formal Amendment 21-5218, amending the 2021-26 MTIP to amend three projects impacting Gresham and ODOT allowing federal approvals and phase obligations to be approved.
 - Formal Amendment 21-5219, amending the 2021-26 MTIP to add Portland's 82nd Ave Safety Upgrade Project funded with \$80 million in ARPA dollars. Note: These dollars will be considered "local" funds. MTIP programming is occurring for informational purposes and due to size.

Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)

Background Context

- The Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2020 provided about \$123.98M to Oregon and approximately \$12.16M to Metro in transportation funding to address the transportation related impacts of COVID-19.
- ODOT applied to FHWA to seek a direct allocation of funding for demonstrated revenue losses in lieu of a reimbursement for eligible spending. FHWA requires concurrence by the large MPOs for ODOT to utilize this revenue loss provision and receive a direct fund payment.

Why it Matters

- Metro seeks a recommendation from JPACT to provide concurrence with ODOT and request a direct allocation of funds to ODOT and the state's large MPOs. If this action is approved, then Metro would allocate its dollars (\$12.16M) toward a variety of uses, including Transit Planning (\$2M), Project Development (\$2.1M), MPO Compliance (\$0.7M), GIS and Public/Stakeholder Engagement (\$0.65M), Climate Tracking and Monitoring (\$0.60M), and the Better Bus Program (\$6.01M).
 - Specific to transit planning, JPACT and Metro Council members have requested that Metro staff analyze and report on opportunities, issues and barriers to transit service, especially in the suburban and outer areas of the region. A portion of these dollars will be used to lead a Micro-transit study.
 - Specific to Better Bus (Enhanced Transit), Metro proposes early scoping with TPAC and JPACT. Program dollars would be used for technical support for local governments to plan and design Better Bus projects, and funds would be directly allocated to local governments to leverage the construction and capital Better Bus projects.

Representing Clackamas Cities: Suggested Feedback for JPACT

Better Bus seems to focus on frequent service routes where there is currently congestion on the roadway, and the vast density of frequent service routes are in Portland. As Metro and TriMet scope a program, we encourage policy members to consider:

- **Regional Investment.** *As we deploy Better Bus programming, program criteria should seek a balance of investments across the region.*
- **Local Outreach.** *Whether scoping the overall program or selecting projects, Metro should seek the input of county coordinating committees. This may be an effective approach for (1) building program awareness, (2) leveraging pre-existing Transit Development Plans, and (3) coordinating investments with other jurisdictional projects.*
- **Flexible Dollar Usage.** *Better Bus/ETC funding is one tool for funding capital spot improvements in places that already have transit demand. As Metro scopes a program, it may be worthwhile to explore how these dollars could also be deployed as a tool for increasing ridership. For example, could dollars be deployed for non-capital spot improvements, like an educational campaign that teaches a neighborhood how to ride the local transit system, or translating rider resources into additional languages or as a capital investment to construct sidewalks in an area where transit is planned?*

2024-2027 Metropolitan Transportation Improvement Program (MTIP) Development

In July, ODOT launched preparation for the [2024-2027 STIP](#). ODOT and the Oregon Transportation Commission have identified \$2.1B in funding for the 2024-2027 STIP that will be distributed across different funding categories and programs. The 150% candidate project lists for the funding categories and associated programs can be [here](#). Comments on the 2024-2027 STIP can be submitted [here](#). Some projects under consideration include:

- *Painting of the Clackamas River (McLoughlin Bridge) – [Bridge Program, ID 124](#)*
- *Resurfacing 2.73 miles of pavement on OR224 (17th to Rusk Road) – [Preservation Program, ID 07](#)*
- *Installation of adaptive signal system (Sunnyside Rd: 132nd Ave to 172nd Ave) – [Safety Program, ID 136](#)*

Of particular note, the statewide Pedestrian-Bicycle Strategic funding program is allocating \$45M through a statewide competition. Public comment on the 150 percent project is being taken through an online open house. Metro seeks to submit a comment letter in support of projects within the region as a means to help bolster support for these projects in the statewide competition.

TPAC reviewed a draft letter ([pg. 329](#)), however there was interest in perhaps adding language to consider projects in rural areas, recognizing that Clackamas County is both urban *and* rural, and the STIP is important to rural communities.

Upcoming Agenda Highlights

- TPAC Workshop - November 10th
 - 2023 Regional Transportation Plan Update Scoping
- December 3, 2021
 - 2018 RTP Amendment 21-1467 (I-205 Toll Project Preliminary Engineering) public comments/draft legislation
 - Introduction of I-205 Toll Project MTIP Formal Amendment
 - Res 21-5211, amending FY 2021-22 UPWP to add Sunrise Community Visioning Project funded since adopted - Informational
 - Res 21-5215, amending FY 2021-22 UPWP to amend funding and add detail to existing I-5 Boone Bridge Planning Project - Informational
 - Res 21-5216, amending FY 2021-22 UPWP to add Regional Mobility Pricing Project funded since adopted - Informational
 - 2024-27 ODOT Administered Funding-Program Allocations/Scoping updates – Enhance Program
- December 15, 2021
 - Climate Friendly Rulemaking Updates

For additional information, please contact:

Dayna Webb, City of Oregon City dwebb@orcity.org

Jaimie Lorenzini, City of Happy Valley jaimiel@happyvalleyor.gov