
Wednesday, November 16, 2022

7:30 AM – 9:00 AM

Virtual Meeting:

<https://clackamascounty.zoom.us/j/87853372413?pwd=K3h0NVMvd1NscGVodEEwcDJYbit4QT09>

Telephone option: 1 (669) 444-9171

Agenda

7:30 a.m. Welcome & Introductions

7:35 a.m. JPACT ([JPACT Materials](#))

- Regional Mobility Policy Update: Draft Policy for the 2023 RTP
*Presenting: Kim Ellis, Metro – Principle Transportation Analyst;
Glen Bolen, ODOT – Region 1 Principle Planner*
- 2023 Regional Transportation Plan Call for Projects
Presenting: Kim Ellis, Metro – Principle Transportation Analyst
- TPAC Update

8:40 a.m. MPAC

- September MPAC Debrief
Reporting: MPAC Members

8:55 a.m. Other Business

- FYI on C4 and Wilsonville’s Comment Letters to TriMet re Forward Together.

Attachments:	MPAC and JPACT Work Program	Page 02
	Regional Mobility Policy Fact Sheet	Page 05
	2023 RTP Call for Projects Policy Framework	Page 07
	C4 Comments on Forward Together	Page 13
	Wilsonville Comments on Forward Together	Page 16

2022 JPACT Work Program

As of 10/12/2022

Items in italics are tentative

<p><u>September 15, 2022</u></p> <ul style="list-style-type: none"> Resolution No. 22-5283, For the Purpose of Adding New or Amending Existing Projects in the 2021-26 Metropolitan Transportation Improvement Program (MTIP) to Complete Required Phase Slips and Make Required Corrections to Meet Fall Obligations or Federal Approval Steps (SP23-01-SEP) (consent) Resolution No. 22-5284 For the Purpose of Allocating \$152.7 Million of Regional Flexible Funding for the Years 2025-2027, Pending Adoption of the 2024-2027 Metropolitan Transportation Improvement Program (Dan Kaempff (he/him), Metro; 30 min) (action) 2023 Regional Transportation Plan (RTP) Vision & Goals (Kim Ellis (she/her), Metro; 30 min) Regional Congestion Pricing Policy (Alex Oreschak (he/him), Metro; 30 min) <p><i>September 29th- RTP Council/JPACT Workshop 7:30am-9:30am</i></p> <ul style="list-style-type: none"> Safe and Healthy Urban Arterials (John Mermin & Lake McTighe, Metro) 	<p><u>October 20, 2022</u></p> <ul style="list-style-type: none"> Resolution No. 22-5289 For the Purpose of Adding Existing Projects in the 2021-26 Metropolitan Transportation Improvement Program (MTIP) to Meet Required Fall Obligation Targets or Federal Approval Steps (OC23-02-OCT) (consent) TriMet Forward Together service hours restoration plan (TriMet Staff; 20 min) Recap of RTP Council/JPACT workshop: Safe and Healthy Urban Arterials (Margi Bradway (she/her), Metro, Lake McTighe (she/her), Metro; 30 min) Metro/ODOT Regional Mobility Policy Update: Draft Policy and Implementation Action Plan (Kim Ellis (she/her), Metro, Glen Bolen (he/him), ODOT, Susie Wright (she/her), Kittelson and Associates; 45 min) <p><i>October 27th- RTP Council/JPACT Workshop 7:30am-9:30am</i></p> <ul style="list-style-type: none"> High-Capacity Transit Strategy Update/Future of Transit in the Region (Ally Holmqvist, Metro)
<p><u>November 17, 2022</u></p> <ul style="list-style-type: none"> Draft Regional Mobility Policy for 2023 RTP (Kim Ellis (she/her), Metro, Glen Bolen (he/him), ODOT; 20 min) RTP - Call for Projects for 2023 RTP & RTP Financial Plan: Revenue Forecast (Ted Leybold (he/him), Metro; 50 min) 2023 RTP Needs Assessment (Eliot Rose (he/him), Metro; 30 min) 	<p><u>December 15, 2022</u></p> <ul style="list-style-type: none"> <i>2023 Regional Transportation Plan Call for Projects Policy Framework and Draft Revenue Forecast (Margi Bradway (she/her), Metro, Kim Ellis (she/her), Metro; 45 min)</i> <i>Climate Smart Strategy Update Workshop Recap (Margi Bradway (she/her), Metro, Lake McTighe (she/they), Metro; 30 min)</i>

<p><i>November 10th- RTP Council/JPACT Workshop 7:30am-9:30am</i></p> <ul style="list-style-type: none"> • Climate Smart Strategy Update (Kim Ellis (she/her), Metro, Eliot Rose (he/him), Metro, Thaya Patton, Metro) 	<ul style="list-style-type: none"> • Ultra-High Speed Ground Transportation update (Ally Holmqvist) • Freight Commodity Study (Tim Collins, Metro) • Sunrise Community Vision Project – <i>Tentative (Clackamas County)</i>
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Parking Lot:

- *Hwy 26/Westside Transportation Study – briefing (20 min, Matt Bihn & ODOT)*
- *Regional Emergency Transportation Routes Update Phase 2 (John Mermin, Metro and Laura Hanson, RDPO)*
- *82nd Avenue – Elizabeth Mros-O’Hare, Metro and City of Portland*
- *RTP - High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro) (January 2023)*
- *82nd Avenue Project Update – Elizabeth Mros Ohare - City of Portland (Fall 2022)*
- *Burnside Bridge- Vote (Alex Oreschak, Metro; Megan Neil, Multnomah County)*
- *Carbon Reduction Program (action)*
- *Rose Quarter MTIP Amendment (action)*
- *Burnside Bridge- Vote (Alex Oreschak, Metro; Megan Neil, Multnomah County) (action)(January)*
- **Carbon Reduction Program Introduction & Proposal (January)**
- **Carbon Reduction Program Approval (action) (February)**
- *2023 RTP – Finance Plan (Ted Leybold, Metro)*
- *Transit Oriented Development (Andrea Pastor, Metro) (march or april)*

2022 MPAC Work Program

As of 10/11/2022

Items in italics are tentative

<p><u>September 28, 2022</u></p> <ul style="list-style-type: none"> • Revisiting shelter siting: MPAC member roundtable (30 min) • Propose draft UGB exchange considerations (Tim O’Brien (he/him), Metro, Ted Reid (he/him), Metro; 35 min) • Regional Congestion Pricing Policy Report 2023 RTP (Alex Oreschak) (30 min) 	<p><u>October 26, 2022</u></p> <ul style="list-style-type: none"> • UGB exchange considerations, COO recommendation (Tim O’Brien (he/him), Metro, Ted Reid (he/him), Metro; 45 min) • 2023 RTP High Capacity Transit Strategy Update: Network Vision (Ally Holmqvist (she/her), Metro; 30 minutes) • TriMet Forward Together service hours restoration plan (Grant O’Connell, TriMet; 20 min)
<p><u>November 09, 2022</u></p> <ul style="list-style-type: none"> • MPAC Recommendation of UGB Exchange Considerations (Tim O’Brien (he/him), Metro, Ted Reid (he/him), Metro; 45 min) (action) • RTP Needs Assessment and Performance Measures (Eliot Rose (he/him), Metro; 30 min) • Factors of Homelessness: Regional Cooperation 	<p><u>December 14, 2022</u></p> <ul style="list-style-type: none"> • <i>Factors of Homelessness: Summary/Memo/ Lessons Learned</i> • Freight Commodity Study (Tim Collins, Metro) • <i>Policy Framework for 2023 Regional Transportation Plan Call for Projects (Kim Ellis (she/her), Metro; 35 min)</i> • <i>RTP - Climate Smart Strategy Update and Climate Analysis for 2023 RTP (Kim Ellis, Metro) (30 min)</i>

Note: Some 2023 RTP topics are placeholders pending approval of the work plan and engagement plan by JPACT and the Metro Council.



Regional mobility policy update

An updated regional mobility policy will support shared regional goals and outcomes for greater Portland.



What is the regional mobility policy?

The regional mobility policy is one of the policies that helps the greater Portland region choose where to focus resources and how to manage the transportation system today and into the future. For decades, the region's policy has relied on a vehicle-based measure of mobility. The measure, also known as the v/c ratio, is the ratio of motor vehicle volume to motor vehicle capacity of a given roadway.

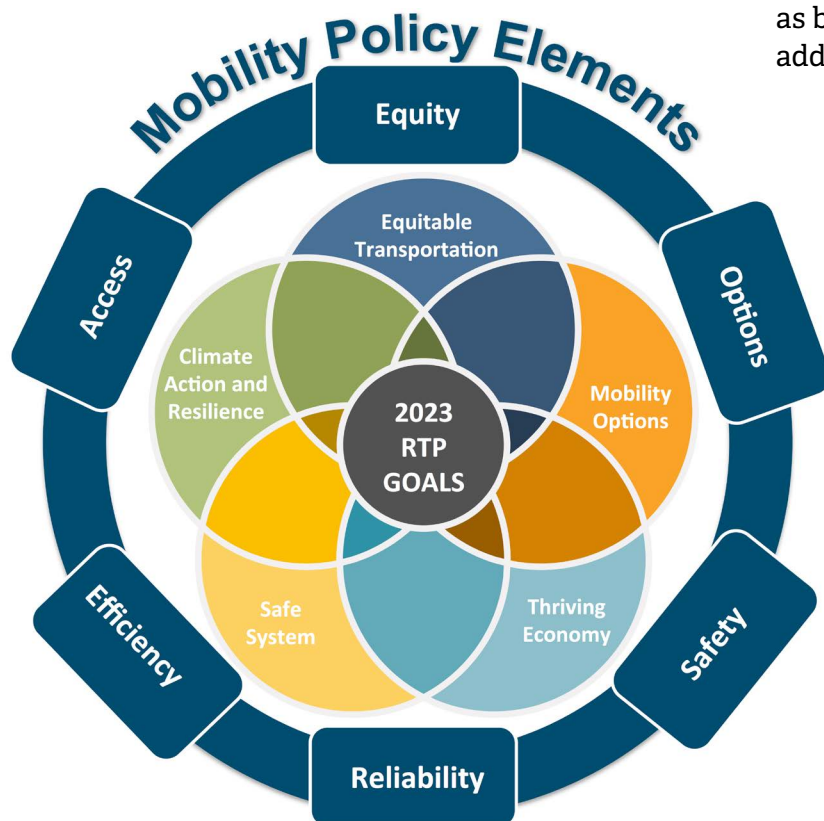
Why update the policy?

The v/c measure alone does not measure other modes of travel or important elements of mobility. This limited approach can lead to roadways that are planned for motor vehicles and not for people. An example of this is

when v/c determines the need for a large intersection that is difficult for people walking and rolling to cross. The updated mobility policy is a new way of thinking about mobility in greater Portland that supports shared state and regional goals.

How is the policy applied?

- Identifying mobility needs and potential solutions in the Regional Transportation Plan (RTP) and local transportation system plans (TSPs).
- Evaluating the potential impacts of comprehensive plan amendments and zoning changes on the transportation system.
- Helping to determine the best approach to managing travel demand applying solutions such as building sidewalks, bike lanes adding transit and/or vehicle lanes.



Draft definition of mobility for greater Portland

People and businesses can safely, affordably, and efficiently reach the goods, services, places and opportunities they need to thrive by a variety of seamless and well-connected travel options and services that are welcoming, convenient, comfortable, and reliable.

Outcomes

The updated policy will support the region in advancing desired outcomes for transportation and land use, including:

- Land use efficiency that includes more housing, jobs, services and mixed-use development in the region's centers.
- 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.

One key outcome of the regional mobility policy update is cross-agency coordination and collaboration to implement updated transportation plans and state land use rules.



Next steps

An action plan describes steps to incorporate the updated regional mobility policy into existing policy documents, guidance and procedures, and development of the data and tools needed for planners and other practitioners to implement the policy. The updated policy will be tested and refined through the 2023 Regional Transportation Plan before being considered for adoption by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council in November 2023. Pending JPACT and Metro Council adoption, the policy will be forward to the Oregon Transportation Commission for consideration in 2024.

Draft mobility measures and targets

Vehicle Miles Traveled (VMT) per Capita (VMT/Capita for home-based trips and VMT/Employee for commute trips to/from work)

Target: Achieve reductions required by OAR 660 Division 44 (GHG Reduction Rule): 20% by 2035, 25% by 2040, 30% by 2045 and 35% by 2050.

System Completeness

Target: Complete the “planned” network and system for walking, biking, transit, vehicles, freight and implement strategies for managing the transportation system and travel demand.

Hours of Congestion on Throughways

Target: Freeway system operates with four or fewer hours of congestion per day based on a speed of 35 mph. Other RTP throughways operate with four or fewer hours of congestion per day based on a speed of 20 mph.

To sign up for project updates and learn more, visit: oregonmetro.gov/mobility

Project contacts:

Kim Ellis

Metro project manager

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Glen Bolen

ODOT project manager

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2023 Regional Transportation Plan call for projects

An overview of the policy framework and approach

The 2023 Regional Transportation Plan is an opportunity to bring together city, county, regional and state priority transportation projects to create a coordinated list of priority projects and programs for the period from 2023 to 2045. It is a key step for these projects to qualify for regional, state and federal funding.

Purpose

A major update to the Regional Transportation Plan (RTP) is underway. The RTP is the blueprint for transportation in our region and a key tool for implementing the region’s [2040 Growth Concept](#) and [Climate Smart Strategy](#). Together, these plans will help ensure that greater Portland thrives by connecting people to their jobs, families, schools and other important destinations and by allowing business and industry to create jobs and move goods to market.

This document describes the policy framework and approach for updating, assessing, and refining the list of projects and programs for the 2023 RTP. The policy framework reflects the culmination of more than two years of work by regional and community partners to identify transportation needs and develop a vision, goals, objectives, targets and a financial plan. The 2023 RTP call for projects responds to this direction as agency partners work together and with communities to update the investment priorities of the plan.



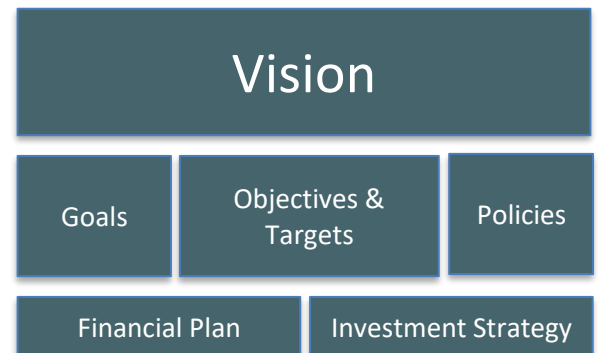
An outcomes-based approach

An outcomes-based approach means the RTP is guided by a vision and goals that describe what our communities want greater Portland to be in the future. This approach identifies policies and investments that will achieve the vision and goals within a financially achievable budget.

Measurable objectives and performance targets are used to evaluate performance over time of the investments recommended in the plan and to monitor how the transportation system is performing between scheduled plan updates, which occur every five years.

Figure 1 shows the elements of this outcomes-based approach.

Figure 1. 2023 RTP outcomes-based planning framework

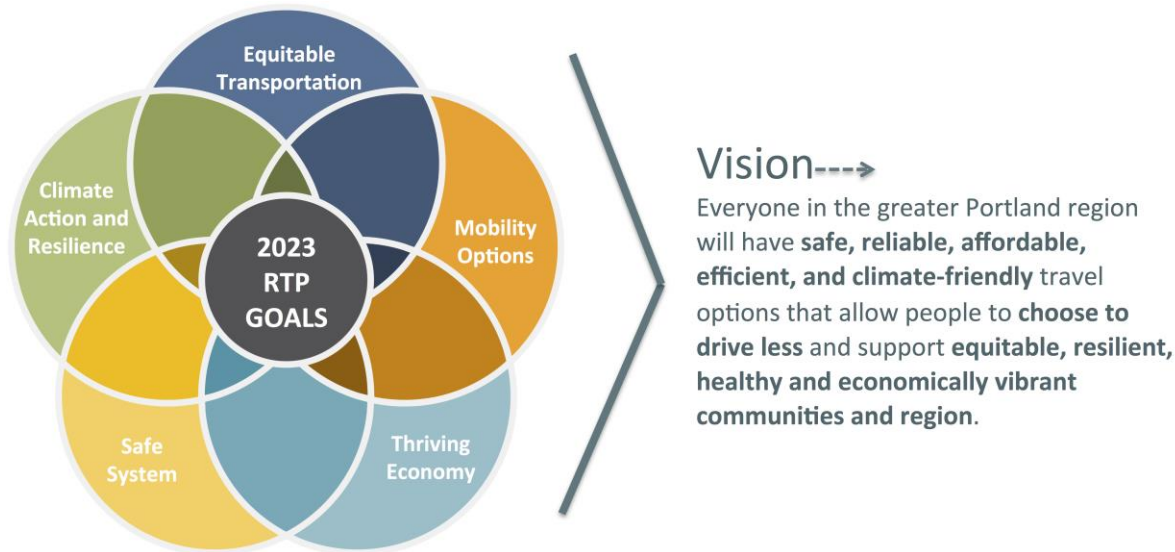


Vision and goals

The people of greater Portland have said they want a better transportation future, no matter where they live, where they go each day, or how they get there. The vision and goals, shown in Figure 2, describe what people have said is most important to achieve with the updated RTP – more equitable transportation, a safer system, a focus on climate action and resilience, a thriving economy and options for mobility.

Dramatic changes have unfolded since the RTP was last updated five years ago, many documented in the 2018 RTP [Emerging Transportation Trends Study](#). As greater Portland continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, the 2023 Regional Transportation Plan allows all levels of government to work together to deliver a better transportation future.

Figure 2. 2023 RTP vision and goals



A policy framework for the call for projects

In addition to the vision and goals, the call for projects is informed by public engagement, adopted regional plans, strategies, policies, federal and state requirements, the RTP needs assessment, the revenue forecast, and other elements as illustrated in Figure 3.

Many of these elements have been under development since the adoption of the 2018 RTP.

Figure 3. Elements informing the 2023 RTP call for projects



These elements come together to form the policy framework for the call for projects and provide additional information to guide how investments in roads, bridges, bikeways, sidewalks, transit service and other needs are addressed and prioritized. The elements contributing to the call for projects policy framework reflect extensive engagement with local elected officials, public agencies, Tribal governments, community-based organizations, business groups and the community at large.

Revenue forecast for the 2023 RTP financially constrained project list

The region has limited transportation funding, which must be used strategically to meet the extensive needs of the people who live and work here. The RTP revenue forecast is an important part of the call for projects process, providing an estimate of how much funding can be reasonably expected to be available during the life of the plan (2023-2045) both for capital projects and for maintaining and operating the existing transportation system.

Financial assumptions for the RTP revenue forecast are developed in cooperation with transportation agencies. Development of the revenue forecast is underway and will be finalized by the end of the year. Table 1 is a placeholder to illustrate the revenue information that will be available for the call for projects. Project lead agencies will be given targets based on available funding for the constrained project list (projects that can be funded with the revenues that are expected to be available in the region), the strategic project list (projects that can be funded with additional revenues should they become available), and for the first seven years of the constrained list, which typically includes high-priority projects meeting regional goals that are ready to be implemented.

Table 1: Draft 2023 RTP financially constrained revenue forecast (*under development*)

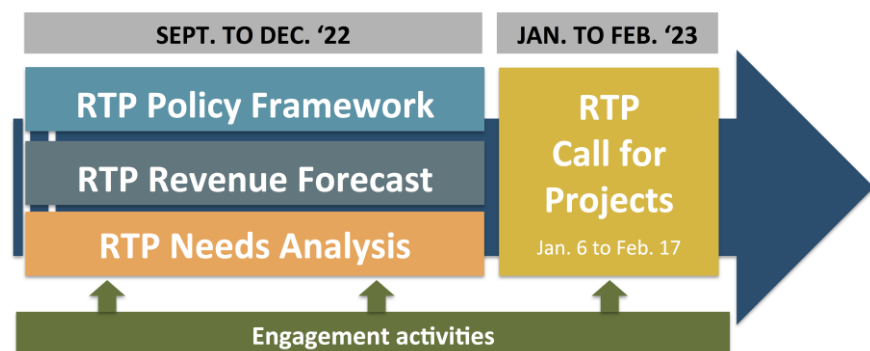
Agency/coordinating committee	Constrained List cost target for 2023-2030 (billions, 2023 dollars)	Constrained List cost target for 2031-2045 (billions, 2023 dollars)	Strategic List cost target for 2031-2045 (billions, 2023 dollars)	Total RTP List cost target for 2023-2045 (billions, 2023 dollars)
City of Portland	\$0.000	\$0.000	\$0.000	\$0.000
Clackamas County, Cities, & NCPRD	\$0.000	\$0.000	\$0.000	\$0.000
Multnomah County and Cities	\$0.000	\$0.000	\$0.000	\$0.000
Washington County, Cities & THPRD	\$0.000	\$0.000	\$0.000	\$0.000
Oregon Dept. of Transportation	\$0.000	\$0.000	\$0.000	\$0.000
TriMet & SMART (Transit Capital)	\$0.000	\$0.000	\$0.000	\$0.000
Metro	\$0.000	\$0.000	\$0.000	\$0.000
Port of Portland	\$0.000	\$0.000	\$0.000	\$0.000

Call for projects

The call for projects kicks off the window of time for transportation agencies to update existing projects and add new priority projects to the RTP. Updating the list of priority projects and programs in the RTP is more than just a housekeeping exercise; priorities in the RTP are updated to reflect changing transportation needs and trends – such as those

documented in the 2023 RTP Emerging Transportation Trends Study and 2023 RTP needs assessment – and respond to the policy framework. Figure 4 shows the timeline and steps leading up to the call for projects.

Figure 4. Development of the call for projects



The list of projects and programs in the 2018 RTP is the starting place for the call for projects. Many of the projects and programs in the 2018 RTP will be carried forward, with updated costs and, sometimes, refinements to project details. Some projects may no longer be needed, while new projects identified in local transportation system plan updates and other public planning processes may be added.

Over many years of planning, local, regional and state partners have identified and refined projects to meet the transportation needs of the region. These projects are primarily identified in local transportation system plans, but also in transit service and master plans, park and trail plans, corridor plans, and other transportation studies. Engaging the public and affected communities is a core part of identifying transportation needs and developing the list of projects to address those needs.

During the call for projects, transportation agencies are asked to update the projects and programs in the RTP that will implement the regional vision, advance regional goals, and address the transportation needs of the region.

Communities across the region contribute to the development of plans and studies from which RTP projects are drawn from. Cities, counties, transit agencies, park and trail providers, the Port of Portland, ODOT and other agencies are responsible for compiling and submitting the list of priority projects recommended for the RTP.

Agencies updating or submitting new projects to the RTP will provide information that will be used to organize, summarize and conduct analysis of the projects. Information collected will include:

- agency information
- general project information
- summary of public engagement
- estimated project cost in 2023 dollars
- time period for completion
- project type and investment category
- modeling assumptions
- spatial data.

Project list updates and supporting information is due February 17. For all projects submitted to the RTP, agencies will provide documentation of public engagement conducted during the planning and development of projects. Additionally, agencies must include a letter of endorsement from the agency's governing body. This engagement information may be provided after the projects have been submitted in the call for projects but must be submitted by May 1. Metro will use the information provided to describe the array of public engagement opportunities that contributed to the development of the 2023 RTP.

Project list updates and supporting information due February 17

The call for projects starts Jan. 6 and closes on Feb.17, 2023. Over the past two years, the update of the RTP has focused on understanding the region's transportation challenges and priorities for investment and updating the region's vision for the transportation system.

Now it is time to pull the pieces together in the call for projects to address these challenges, reflect public priorities and make progress toward our shared vision and goals for the future transportation system.

Project list endorsements due May 1

New for the 2023 RTP, agencies will be asked to submit a letter from their governing body, such as a city council, board or commission, endorsing the list of projects that they are recommending for the RTP.

This step supports transparency and awareness of the process and projects for the public, community partners and elected and appointed officials responsible for implementing the projects.

Community led engagement in 2023

During the call for projects, decision-makers will have the opportunity to learn from and include perspectives of the region's diverse communities in shaping 2023 RTP policies and investment priorities.

Metro is partnering with community-based organizations to engage communities of color and culturally specific communities from across the region.

The process is designed to grow the capacity of the organizations that serve these communities to engage in regional and local transportation decisions more broadly, including future decisions beyond the 2023 RTP.

Metro will also host an online survey that provides an opportunity for the public to provide input on the draft project list.

Learn more about engagement for the 2023 RTP update, including business, community, and agency partner forums and surveys at oregonmetro.gov/rtp

Assessing the List of Projects and Programs

Metro will complete an outcomes-based technical analysis on how the draft project list advances the RTP vision, goals and policies. This analysis consists of two phases. The first phase is a high-level assessment of the individual projects based on information provided in the call for projects and the location of the project's location. The assessment will be used to show how individual projects advance regional goals. In addition to reporting on the questions shown in Table 2, the high-level assessment will report on the share of funding prioritized for each of the investment categories.

The second phase is a system analysis of how the RTP performs with respect to performance measures and targets that reflect RTP goals. This analysis will be used to assess how the overall package of projects advance regional goals and make progress towards the regional performance targets. This phase includes detailed equity and climate analyses that are required by the federal and state regulations that govern the RTP. The system analysis uses Metro's travel model and other analytical tools, as well as the information from the high-level assessment. The system analysis accounts not only for the projects and policies in the RTP, but also for factors such as projected population and job growth. Table 2 summarizes the key questions that the assessment and analysis will look to answer for each of the five RTP goals.

Table 2: Measuring progress towards RTP goals

RTP goal	High-level project assessment	System analysis
Equitable transportation: Transportation system disparities experienced by Black, Indigenous and other people of color and people with low incomes are eliminated. The disproportionate barriers people of color, people with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.	Is the project located in an Equity Focus Area?	Does the RTP benefit Equity Focus Areas at least as much, if not more, than other communities in the region?
Climate action and resilience: People, communities and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling and people travel shorter distances to get where they need to go.	Does the project have a high or medium greenhouse gas reduction potential? ¹ Is the project located in a designated center?	Does the RTP meet vehicle miles traveled per capita reduction targets? Does the RTP meet transit, bicycle and pedestrian mode share targets?
Safe system: Traffic deaths and serious crashes are eliminated, and all people are safe and secure when traveling in the region.	Is the project identified as safety project? ² Is the safety project on a high injury corridor?	Does the RTP meet regional safety targets?
Mobility options: People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible and welcoming.	Does the project complete a gap in the region's pedestrian, bicycle or transit networks?	Does the RTP meet targets for completing the multimodal transportation system? Does the RTP meet vehicle miles traveled per capita reduction targets? Does the RTP meet targets for reliable travel on throughways? ³
Thriving economy: An economically vibrant greater Portland region includes centers, ports, industrial areas, employment areas and other regional destinations that are accessible through a variety of multimodal connections that help people, communities and businesses thrive and prosper.	Does the project improve access to destinations within centers and industrial and employment areas?	Does the RTP improve freight, transit, bicycle and pedestrian access that serve centers and industrial and employment areas? Does the RTP increase access by auto and transit to destinations?

¹ As defined in the 2014 Climate Smart Strategy <https://www.oregonmetro.gov/climate-smart-strategy>

² Identified as a safety project through a state or local process.

³ As defined in the draft Regional Mobility Policy developed to test and refine through the 2023 RTP update.

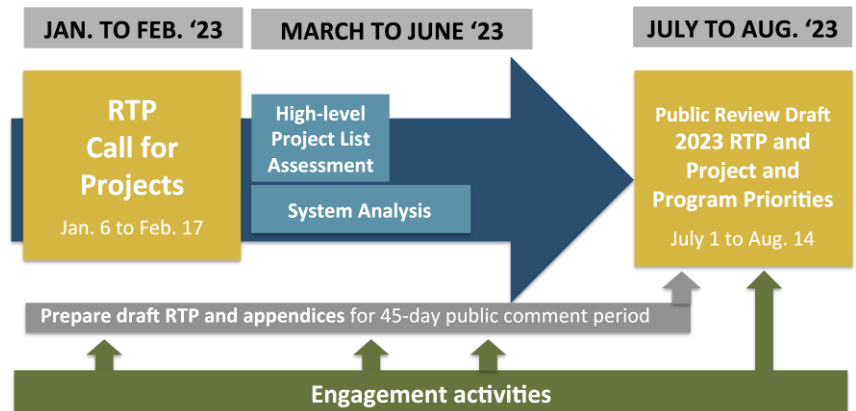
Refining project and program priorities for the 2023 RTP public review draft

Stakeholders and policymakers will be asked to review and comment on draft priority projects and the high-level project assessment starting in April 2023. Input on the assessment of projects, along with public input on the system analyses findings will inform decision-makers and regional partners as they continue to work together to finalize the draft RTP and project and program priorities for public review in Summer 2023.

Figure 5 illustrates the timeline and process for the call for projects and the development of the public review draft of the RTP.

A 45-day comment period on the draft plan is planned from July 1 to Aug. 14, 2023. JPACT and the Metro Council will consider adoption of the 2023 RTP (and updated project and program priorities) in November 2023.

Figure 5. Call for projects timeline and process





November 03, 2022

TriMet Board of Directors
Delivered via email

Dear President Simmons and Board Members:

Thank you for the opportunity to comment on TriMet's service plan concept: Forward Together. We know that providing transit service to Oregon's largest metropolitan area is no small task, is complex, and includes novel challenges as travel behavior continues to adapt because of the COVID-19 pandemic.

The Clackamas County Coordinating Committee (C4) is an amalgamation of elected officials and regional representatives throughout Clackamas County, and is tasked with guiding policies related to transportation and land use topics, which very much includes public transit. Six providers serve the county, and our collective public depends on their good operation and coordination to support effective public transit service. TriMet is the largest provider, and as such carries the expectation by us to ensure our residents and businesses are connected to the region and with all relevant providers that serve the county. With that in mind, C4 has established four principles to guide transit policy discussions, which make up the outline of the rest of our letter and comments. While we appreciate that much of what is in Forward Together intends to accomplish these principles at large for the region, and applaud TriMet for that, our comments will speak more to whether and how they accomplish those principles throughout Clackamas County.

Create an Efficient System

Efficiency can appear in many forms, and comments here are related to both the efficiency of the TriMet service enhancements and the efficiency of our collective partnerships.

We applaud TriMet for identifying corridors for improved frequency and length of service throughout the day, including weekend trips and accommodating for evening workforces.

Yet we also see recommended route improvements in areas where current or proposed shuttle programs operate – in some cases directly overlapping existing shuttle programs. While all transit enhancement is valuable, it is essential to have close coordination with the shuttle providers to create the best transit system for the riders. Shuttle programs created with State Transportation Investment Funds (STIF) are not easy to move or reprogram, and it should not be expected that those shuttle services be easily redesigned or moved to another area. TriMet's service should support the shuttle programs, who collaborate to provide transit access to areas best served by a last mile program.

Complete the System

As noted earlier, six transit agencies exist throughout Clackamas County and it is imperative they work together, coordinate on service enhancements, and streamline the user experience. It is our vision that a rider need not be concerned with the agency title on the bus, but simply that the network of busses

will have their best interest in mind and connect them easily and efficiently when transfers are necessary. It is our understanding STIF programming was created by the state legislature in 2017 to make this possible, and so it is our expectation that it be made possible through collaborative planning efforts with regional and local transit providers. TriMet should engage in active collaborative planning with the other regional public transit providers, including Canby Area Transit, Sandy Area Metro, South Clackamas Transportation District, Clackamas County, Yamhill County Transit, Columbia County Rider, and South Metro Area Regional Transit (SMART); all service providers with direct-service connections to TriMet. Coordinated transit planning by TriMet with the other regional transit operators can leverage opportunities for increased ridership that benefits all of our constituents.

Further, we cannot help but notice that while services enhancements do occur in the Forward Together proposal, some transit lines are also removed. We recognize that our geography is complicated, that our transit infrastructure is incomplete, and that ridership in some communities can be low compared to other parts of the region. However, reducing lines in Clackamas County creates several problems: it creates the burden of losing transit service and fighting to renew it, it adds to the already troublesome burden of increasing services where none exists today, and it widens the service gaps enjoyed by the rest of the region while Clackamas remains at a deficit. Said another way, reducing lines moves away from our desire to complete the system. When lines are proposed for reduction, we hope those reductions are discussed, understood, and supported by the affected jurisdictions and communities.

Enhance Last Mile Services

As mentioned before, Clackamas enjoys a scenic geography complicated by rivers and hills. TriMet's services, in general, exist on primary transportation corridors, leaving behind those last mile connectors that reach into neighborhoods using smaller arterials. These examples are especially notable in West Linn and Happy Valley, and along the Sunrise Corridor. Last mile services could likewise be enhanced in the urban-unincorporated areas of Clackamas between Gladstone and Milwaukie.

We want to encourage TriMet to think creatively in Clackamas County, to adapt to service needs that are different from the traditional grid-like transportation infrastructure that is common in Multnomah and Washington Counties. We invite further discussion on how best to partner to ensure the most effective services are provided in Clackamas County.

Enhance Awareness of Services

Expanding awareness of these proposals is a primary source of feedback from our body. We are expressly concerned by the short comment window, and the discrepancy between what first appeared as a study of service impacts caused by the pandemic to a proposed service program looking out five to six years – seemingly without much notice or discussion about the change. It is additionally concerning the proposal will not have a formal discussion or adoption process with the TriMet Board where more public testimony can be provided or public awareness can be made of changes to lines and services. While we recognize the TriMet budget process will create a potential avenue for awareness of the plan, we are concerned the nuance of the changes will be lost amidst the details of budget discussions.

It is our recommendation the Forward Together proposal merits a distinct discussion with the TriMet Board of Directors and that public testimony be made available in that venue.

We also request an extension of the public comment period by 30 days to allow for more comprehensive community engagement to occur.

We hope this feedback arrives in a constructive manner, invites discussion and partnerships to connect people to places, and supports our desire to improve transit as a viable transportation alternative for our residents throughout Clackamas County.

Thank you for the opportunity to comment.

Sincerely,



Paul Savas, Commissioner
Clackamas County
C4 Co-Chair
R1ACT Vice Chair



Brian Hodson, Mayor
City of Canby
C4 Co-Chair
R1ACT Member

C4 Membership: Clackamas County; the Clackamas Cities of Canby, Estacada, Gladstone, Happy Valley, Lake Oswego, Milwaukie, Molalla, Oregon City, Rivergrove, Sandy, Tualatin, West Linn, Wilsonville; Clackamas CPOs, Hamlets, and Special Districts; Ex Officio Members including Metro, MPAC Citizen Port of Portland, Urban and Rural Transit



November 8, 2022

Dr. Linda Simmons, Board President
TriMet Board of Directors
c/o Sam DeSue, Jr, General Manager
Kimberley Angove, Executive/Board Administrator
1800 SW 1st Avenue, Suite 300
Portland, OR 97201

Submitted via email to:
simmons1@trimet.org
desues@trimet.org
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RE: Recommendations to Improve Collaborative, Coordinated “Forward Together” Transit Planning with Other Regional Public-Transit Operators

Dear President Simons and members of the TriMet Board of Directors:

The City of Wilsonville and our public-transit agency South Metro Area Regional Transit (SMART) appreciate the opportunity to provide public comment on TriMet’s proposed “Forward Together” transit service planning project.

We would like to invite TriMet to join with SMART and the region’s other public-transit operators and transportation management associations/ shuttle operators for a more collaborative, coordinated approach to regional transit planning. TriMet’s Forward Together plan could work even better in the long-run with a combined and synchronized approach to regional transit planning that actively engages the area’s other transit providers and TMAs.

We desire for TriMet to be engaged in active, shared planning with the other regional public transit agencies, including Canby Area Transit, Sandy Area Metro, South Clackamas Transportation District, Clackamas County, Yamhill County Transit, Columbia County Rider, and SMART. All of these transit systems feed into the TriMet system, and offer TriMet opportunities to leverage increased ridership in conjunction with the other regional transit operators. The Clackamas County Coordinating Committee (“C4”) indicated in a Nov. 4, 2022, letter of comment recommending that “TriMet should engage in active collaborative planning with the other regional public transit providers.”

Additionally, an institutional method to improve regional transit planning for all of us to consider could be to develop a shared “Transit Seat” at Metro’s JPACT (Joint Policy Advisory Committee on Transportation), the policy making board of the Metropolitan Planning Organization (MPO) Transportation Management Area (TMA). In this manner, inter-agency

collaboration would be memorialized in governing documents and practical application, producing the conditions precedent for increased, coordinated regional transit planning.

The City notes a number of issues raised by the Clackamas County Board of County Commissioners in their letter dated Oct. 25, 2022. Specifically, we agree that TriMet should conduct a "deeper analysis of the impacts to ridership" of areas that lose or see reduced transit service. Additionally, we concur with the recommendation by both the County and C4 "that TriMet extend the public comment period by 30 days to provide space for broader public engagement with local residents and riders, as well as the other transit providers in Clackamas County that connect to TriMet service."

For example, TriMet has informed SMART that the express Line 96 to Wilsonville would be discontinued in favor of Line 44 that goes to North Portland, resulting in less frequent service to Wilsonville. City Council members have already heard from a constituent whose use of public transit would be negatively impacted if this proposed route change were to occur. We are also puzzled why TriMet plans to continue terminating the bus line to Wilsonville at a porta potty on Commerce Circle Drive, rather than terminating at the Wilsonville Transit Center (TC), where there is a nice driver breakroom too.

The City/SMART understands that the TriMet Board does not intend to adopt the Forward Together plan. Given such a massive reorganization of transit routes and redeployment of agency assets, we agree with the C4 recommendation that the Board consider acting on the plan.

Thank you for your time and consideration.

Sincerely,



Julie Fitzgerald, Mayor

City of Wilsonville, operator of South Metro Area Regional Transit (SMART)

cc: Metro President Lynn Peterson and Metro Council; JPACT; Clackamas County Coordinating Committee; Washington County Coordinating Committee