
Wednesday, September 14, 2022
7:30 AM – 9:00 AM

Virtual Meeting:

<https://clackamascounty.zoom.us/j/85697366352?pwd=dIMyV1FH1Y2YTRrQ0RIMk5jRk9XQT09>

Telephone option: 1 (253) 215- 8782

Agenda

7:30 a.m. Welcome & Introductions

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

- JPACT Workshop Updates: September – Safe and Healthy Urban Arterials
- Regional Flexible Funds Allocation (RFFA)/Trail Bonds Funding Examples
- JPACT Comments on Oregon Highway Plan Goal 6 Amendment
- Regional Transportation Plan (RTP) Vision and Goals
- TPAC Update

8:30 a.m. MPAC

- August MPAC Debrief
- UGB Land Swap – Update on Next Steps

Attachments:	MPAC and JPACT Work Program	Page 02
	RTP Workshop Calendar	Page 05
	RFFA Materials	Page 06
	JPACT DRAFT OHP Comment Letter	Page 12
	RTP Vision and Goals	Page 15
	TPAC Memo	Page 45

2022 MPAC Work Program

As of 8/10/2022

Items in italics are tentative

<p><u>July 27, 2022</u></p> <ul style="list-style-type: none"> • Homeless Prevention: Understanding factors that lead someone to lose housing and prevention strategies • RTP - Congestion Pricing Policy Development for 2023 RTP (Alex Oreschak (he/him), Metro; 45 min) <p><i>Q3 SHS report included in packet</i></p>	<p><u>August 24, 2022</u></p> <ul style="list-style-type: none"> • UGB Exchange process check in (Anneliese Koehler (she/her), Metro, and Malu Wilkinson (she/her), Metro; 10 min) • Housing Bond Progress Report (Emily Lieb (she/her), Metro; 45 min) • Introduction to the High-Capacity Transit Strategy Update for the 2023 RTP (Margi Bradway (she/her), Metro, Ally Holmqvist (she/her), Metro; 30 min)
<p><u>September 28, 2022</u></p> <ul style="list-style-type: none"> • <i>Revisiting shelter siting: MPAC member roundtable</i> • Propose draft UGB exchange considerations (Tim O'Brien (he/him), Metro, Ted Reid (he/him), Metro; 30 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"> • Recommendation of UGB exchange considerations (Tim O'Brien (he/him), Metro, Ted Reid (he/him), Metro; 45 min) (action) • <i>RTP - Climate Smart Strategy Update and Climate Analysis for 2023 RTP (Kim Ellis, Metro) (30 min)</i> • <i>2023 RTP High Capacity Transit Strategy Update: Network Vision (Ally Holmqvist (she/her), Metro; 30 minutes)</i>
<p><u>November 09, 2022</u></p> <ul style="list-style-type: none"> • <i>Factors of Homelessness: Regional Cooperation</i> • <i>RTP Needs Assessment and Performance Measures (Eliot Rose (he/him), Metro; 30 min)</i> • <i>TOD Program Strategic and Work Plan Update (Andrea Pastor, Metro)</i> • Freight Commodity Study (Tim Collins, Metro) 	<p><u>December 14, 2022</u></p> <ul style="list-style-type: none"> • <i>Factors of Homelessness: Summary/Memo/ Lessons Learned</i>

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

Parking Lot:

- Place making Grants- Dana Lucero (data & assessment for grantees, for interns)
- Andy, Anneliese, Jeff Raker, employment & industrial land panels
- Tigard, mid-cycle UGB review- Ted Reid or Councilor Lewis to give and update and discussion
- New transfers station sites
 - Larger conversation of regional solid waste
- Parks bond progress report
- Expo Development Opportunity Study and regional venues
- Employment land
- Transportation funding
- Growth Trends (Ted will schedule)
- Metro code updates to facilitate city and county compliance with HB 2001 Middle Housing requirements (Tim O'Brien or Ted Reid, Metro)
- 2040 Planning and Development grantee highlights (TBD grant recipients)- follow up with Lisa
- *Regional Solid Waste Discussion 60 min*
- *Regional Emergency Transportation Routes Update Phase 2 (John Mermin, Metro and Laura Hanson, RDPO)*

2022 JPACT Work Program

As of 8/31/2022

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"> • Burnside Bridge- Vote (Alex Oreschak, Metro; Megan Neil, Multnomah County) (action) • <i>TriMet Forward Together service hours restoration plan (TriMet Staff; 20 min)</i> • 2023 RTP – Finance Plan & Equitable funding Research (Lake McTighe & Ted Leybold, Metro) • Regional Mobility Policy Update Discussion – Draft Recommended Policy for 2023 RTP (Kim Ellis, Metro and ODOT staff; 30 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"> • <i>Carbon Reduction Program (action)</i> • Regional Mobility Policy Update – Recommended Policy for 2023 RTP (Kim Ellis (she/her), Metro; 20 min) • RTP - Call for Projects for 2023 RTP, Needs Assessment, (Kim Ellis, Metro) & RTP Financial Plan: Revenue Forecast (Ted Leybold (he/him), Metro; 60 min min) • <i>Transit Oriented Development (Andrea Pastor, Metro)</i> 	<p><u>December 15, 2022</u></p> <ul style="list-style-type: none"> • <i>Rose Quarter MTIP Amendment (action)</i> • <i>RTP Call for Projects</i> • <i>Climate Smart Strategy Update</i> • Freight Commodity Study (Tim Collins, Metro) • Sunrise Community Vision Project – <i>Tentative (Clackamas County)</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) 	
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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)*

July 21, 2022

2023 REGIONAL TRANSPORTATION PLAN

JPACT and Metro Council Workshop Series



A series of monthly in-person workshops will take place for JPACT members or alternates and the Metro Council to discuss critical elements of the 2023 Regional Transportation Plan.

Due to COVID-19, non-essential staff and members of the public are invited to observe via an online livestream on YouTube. Phone call-in options are not available. Find the workshop livestream information at oregonmetro.gov/calendar

Find out more about the plan update at oregonmetro.gov/rtp.

- 1

Updating Our Vision and Goals for the Future of Transportation
 Discuss our vision and goals for the future of transportation

Outcome: Provide feedback on updating the vision and goals for the transportation system serving greater Portland

June 30,
2022
- 2

Developing Regional Congestion Pricing Policy
 Discuss proposed regional congestion pricing policies that build on findings and recommendations from Metro’s Regional Congestion Pricing Study

Outcome: Provide feedback on draft policies for congestion pricing in the region

July 28,
2022
7:30-9:30
a.m.
- 3

Creating Safe and Healthy Arterials
 Explore regional challenges and opportunities for making our major streets safe and healthy for everyone

Outcome: Provide feedback on addressing the challenges of major streets in the RTP update

Sept. 29,
2022
7:30-9:30
a.m.
- 4

Strengthening the Backbone of Regional Transit
 Explore options for advancing our high capacity (fast, reliable) transit vision

Outcome: Provide feedback on corridors to be considered for high capacity transit investment, including which are most important today and in the future

Oct. 27,
2022
7:30-9:30
a.m.
- 5

Working Together to Tackle Climate Change
 Discuss progress implementing the region’s adopted Climate Smart Strategy

Outcome: Provide feedback on policies and investments needed to significantly reduce carbon emissions from our transportation system

Nov. 10,
2022
7:30-9:30
a.m.

5.1 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 (MTIP)

Action Items

Joint Policy Advisory Committee on Transportation
Thursday, September 15, 2022

JPACT Worksheet

Agenda Item Title: 2025-2027 Regional Flexible Funds Step 2 Projects

Presenters: Dan Kaempff

Contact for this worksheet/presentation: Dan Kaempff; daniel.kaempff@oregonmetro.gov

Purpose/Objective

Review TPAC recommendation for projects to be funded through Step 2 of the 2025-2027 Regional Flexible Funds Allocation and take action to approve a final funding package for Metro Council action.

Outcome

JPACT will approve a list of projects and funding amounts for Council action in their consideration of Resolution 22-5284.

What has changed since JPACT last considered this issue/item?

Staff last presented this item to JPACT in August 2022. In that meeting, staff presented several funding examples as a basis for a staff recommendation for discussion, and formal action at the September TPAC meeting.

In their September 2 meeting, TPAC approved a recommendation to JPACT to fund 10 capital projects as identified in the accompanying meeting materials.

What packet material do you plan to include?

Staff memo, TPAC recommended funding list, draft legislation, slide deck

2025-2027 Regional Flexible Funds Allocation
Exhibit A to Resolution No: 22-5284

Step 1: Regional Bond Commitments and Region-wide Program Investments	
Transit + Project Development Bond Commitment	\$ 65,280,000
Corridor and Systems Planning	\$ 4,737,483
MPO Planning (in lieu of dues)	\$ 4,730,789
Federal Grant Application Support	\$ 500,000
Regional Travel Options + Safe Routes to School	\$ 11,102,371
Transit Oriented Development	\$ 11,806,111
Transportation System Management and Operations/ITS	\$ 6,943,432
Regional Arial Photo/LiDAR	\$ 300,000
Step 1 Total:	\$ 105,400,186

Step 2: Capital Investments			
Project name	Applicant	Sub-region	Amount
148th Avenue	City of Portland	Portland	\$ 7,100,335
162nd Avenue	City of Gresham	Multnomah Co	\$ 7,575,882
57th Avenue-Cully Blvd	City of Portland	Portland	\$ 7,643,201
Beaverton Creek Trail	Tualatin Hills Parks & Rec	Washington Co	\$ 2,055,647
Council Creek Trail	Washington County	Washington Co	\$ 5,511,000
Fanno Creek Trail	City of Tigard	Washington Co	\$ 1,606,705
I-205 Multi-Use Path	Clackamas County	Clackamas Co	\$ 1,094,858
N Portland Greenway (Columbia Bl to Cathedral Pk)	City of Portland	Portland	\$ 4,860,647
Sandy Blvd	Multnomah County	Multnomah Co	\$ 6,500,000
Wilamette Falls Drive	City of West Linn	Clackamas Co	\$ 3,497,580
Step 2 Total:	\$ 47,445,855		

Total 2025-2027 RFFA:	\$ 152,846,041
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Memo



Date: September 6, 2022
To: JPACT and Interested Parties
From: Dan Kaempff, Principal Transportation Planner
Subject: 2025-2027 Regional Flexible Funds Allocation Package – recommendation from TPAC

Purpose

Review and take action on the recommendation from TPAC on the 2025-2027 Regional Flexible Funds Allocation (RFFA) Step 2 package of projects (Resolution 22-5284).

Background

In their September 2 meeting, TPAC recommended a list of ten projects to be considered by JPACT for approval to be funded through the Step 2 funding identified in the 2025-2027 Regional Flexible Funds Allocation (RFFA). In this meeting, JPACT is requested to consider and take action to recommend to Metro Council the adoption of a final RFFA investment package as detailed in the materials for Resolution 22-5284 included in the meeting packet. This resolution approves a total of \$152.8 million of federal transportation funding to be allocated to the Step 1 and Step 2 investments as detailed in Exhibit A to Resolution 22-5284.

The Step 1 investments and the Step 2 funding amount were previously identified in adoption of the 2025-2027 RFFA Program Direction (Resolution 21-5194, adopted by Metro Council September 9, 2021.)

Subsequent to that funding decision, \$10.4 million in additional federal funding became available to the region resulting from passage of the federal Infrastructure, Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill (BIL). Following discussion in April 2022 with JPACT on a proposal for investing these funds through the RFFA, funding for Step 1 investments was increased by \$4.3 million, and Step 2 project funding was increased by \$6.1 million.

This brings the amounts of regional funding allocated to \$105,400,186 in Step 1 and \$47,445,855 in Step 2, with a combined total of \$152,846,041.

TPAC Step 2 recommendation

TPAC's recommendation is based on Example 2 as discussed in the August TPAC and JPACT meetings. The recommendation funds the top two priority projects in each sub-region and then funds additional projects based on their combined Equity and Safety ratings. This results in ten projects being funded at their full requested amounts. This package total is slightly over the \$47.3 million funding forecast, but the difference can be accommodated through adjustments in the MTIP programming schedule.

TPAC Step 2 Recommendation to JPACT			
Project	Applicant	Phases funded	RFFA Funding award
162nd Ave	Gresham	Const	\$7,575,882
148th Ave	PBOT	Const	\$7,100,335
I-205 Multi-use-path	Clackamas Co	Plan/PD	\$1,094,858
Council Creek Trail	Washington Co	Const	\$5,511,000
57th Ave-Cully Blvd	PBOT	Const	\$7,643,201
Sandy Blvd	Multnomah Co	Const	\$6,500,000
Willamette Falls Dr	West Linn	Const	\$3,497,580
NP Greenway (Columbia Blvd to Cathedral Pk)	PPR	Const	\$4,860,647
Beaverton Creek Trail	THPRD	Const	\$2,055,647
Fanno Creek Trail	Tigard	Plan/PD	\$1,606,705
		Total funded:	\$47,445,855

TPAC Discussion

In addition to the RFFA funding recommendation, TPAC raised several other issues for JPACT's consideration and discussion:

Inadequate funding – TPAC indicated that their funding recommendation does not adequately fund the region's transportation needs. Many necessary projects were unable to be funded, even though they deserved to be, due to the limited amount of available funding.

Needs of arterial streets – Urban arterials have significant needs that are not being met under the current funding situation. TPAC stressed the need for discussions on how to address these needs and whether the RFFA process is appropriately considering the needs and priorities of arterials relative to other transportation needs.

Identifying projects for future funding opportunities – TPAC requested discussion and consideration of the value of creating a process for identifying additional projects to be

funded should additional funding be available. Additional funding could be available if there was more RFFA funding available than what was forecasted. A proposed amendment to prioritize two specific projects for funding should actual funding exceed the forecast was considered at the TPAC meeting but did not pass. If there was interest in this topic, feedback on the following questions and observations from TPAC would be desired:

- Do JPACT and Metro Council want to have additional engagement on this issue and perhaps identify additional priority projects as an “on-deck” list?
- If a procedure was developed, would it be specific to the 2025-2027 RFFA funding cycle, or should the region consider it being developed as an on-going process?
- If pursuing this concept, should the process emphasize lower-cost project development work that would be more affordable for potential additional funds? What would be the role of sub-regional priorities in developing such a list?
- There were comments about not losing the focus on project performance relative to the adopted policy outcomes if this process is considered for moving forward.
- There was also caution against developing additional funding processes without opportunities for public awareness and input. Simply funding additional low-cost projects from the RFFA proposals without having a clear process and rationale for doing so was identified as not good public policy making.
- Metro staff identified several procedural mechanics that would need to be addressed to develop such a procedure that would result in additional staff and committee time both to develop and to implement on an on-going basis.

Discussion of regional parity - There were comments about whether there could be more consideration of how to articulate and incorporate program direction on geographic parity or “fairness” when allocating funds, while recognizing federal rules that do not allow sub-allocation of funds. Current program direction is to “Select projects from throughout the region; however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region.” This issue can be taken up in the development of the Program Direction for the 2028-30 RFFA process (to begin in 2024).

Action requested

Staff is requesting that JPACT approve the TPAC-Step 2 recommendation and the package of projects as defined in Resolution 22-5284 and submit it to Metro Council for adoption.

DRAFT FOR DISCUSSION

Date

Dear Chair Van Brocklin and Members of the Oregon Transportation Commission:

Thank you for the opportunity to review and comment on the proposed toll policy amendment to the Oregon Highway Plan (OHP). We are writing to express our deep concern with the draft OHP toll policy amendment as originally published on June 13, 2022, and to highlight the importance of toll policies leading with our shared regional values of mobility, safety, equity, and climate.

This amendment, in conjunction with updates to pricing policy for the 2023 Regional Transportation Plan (RTP), will serve as foundational guidance for tolling and congestion pricing projects in the Portland metropolitan region. It is critical that we get this right; a successful tolling program has the power to change for the better how our communities grow, how people get around, and what impact we have on our climate's future.

Over the past five years, the Joint Policy Advisory Committee on Transportation (JPACT) and other elected leaders from around the Portland metropolitan region have worked with ODOT on a variety of tolling and pricing policy issues. Our region has met ODOT at the table time and time again to create a toll policy that best serves the public today and in the future. Despite our continued collaboration, the proposed draft language in the tolling amendment, as originally published, does not reflect many of the agreements that ODOT and JPACT members have come to.

Particularly, we still have concerns as described below regarding the role of local and regional partners in development and implementation of pricing, allocation of tolling revenue, definitions of projects and corridors, and language around diversion.

Local and Regional Partnership

While the OTC is considering a statewide OHP Amendment, this policy will primarily impact people living within the Portland Metro area. With the I-205 Toll Project, Regional Mobility Pricing Project, and I-5 Bridge Replacement project all advancing, the policies in this amendment will have a nearly immediate impact on the Portland region. While we have appreciated ODOT's commitment to introduce a new Regional Tolling Advisory Committee (RTAC) and to involve regional partner staff through briefings at TPAC and in other forums, the proposed amendment includes surprisingly little language on the importance of coordination with local and regional partners.

The interstate system is intertwined with the local roadway system, and when tolling and congestion pricing is implemented the local systems will be impacted. The average person does not distinguish ownership when making a trip. We know from modeling done as part of the Regional Congestion Pricing Study (RCPS) that, if the Interstate is tolled, some level of diversion will occur onto local streets. The proposed OHP amendment should codify collaboration with local and regional partners at all stages of development and implementation of a pricing program or project, to ensure that those communities have a chance to jointly manage impacts and benefits of a pricing program or project.

Community voices and expertise can also help ODOT to develop and implement pricing in a way that is most beneficial, and least harmful, to those communities while supporting regional and

statewide needs. The OHP amendment language should be revised to include the commitments that ODOT has made to elevate the role of local policymakers and stakeholders, and to address the input from EMAC on the need to engage local partners at all levels and stages of the process.

Allocation of Tolling Revenue:

The proposed OHP amendment language does not provide clear guidance on allocation of revenues collected through pricing. First, the policy should recognize the dual purpose of tolling: to both raise revenue and manage demand. With this dual purpose, tolls may be increased or decreased based on the demand; that should be recognized from the outset.

Second, the proposed draft amendment must address the need to manage the transportation system to advance state and regional goals, including managing diversion and addressing impacts, upfront as part of the project. HB 3055 identified that tolling revenue may be used for multi-modal improvements that are on adjacent, connected, or parallel roadways to the tolled roadways. The revenue section of the OHP amendment should recognize this upfront. The tolling “project” should be defined broadly in geography and scope to include local networks that will be impacted by diversion, and to explicitly allow for multi-modal investments that help address the impacts caused by tolling. Investing revenues in multi-modal improvements will allow ODOT and partners to holistically manage the system and relieve congestion to improve equity and climate outcomes.

Definition of a Project and Corridor:

Related to the above point, it is unclear as the policy is currently written what potential project elements would be eligible for inclusion in an infrastructure improvement project. A primary use of the revenue in this amendment is to “(r)each the desired share of revenue needed to pay for the infrastructure improvement, direct project mitigation, operations, and maintenance.” Only after using revenue for that purpose does the policy direct funds be “targeted to manage congestion to desired travel times, speeds, or reliability thresholds established for the project” or to “(m)eet any additional system performance metrics, defined for corridors, a series of corridors or by segments.” Instead of including those elements as secondary to the infrastructure improvement, they should instead be included within the definition of the project itself, from the start, so that these important goals are ensured of the necessary funding to achieve them. The project definition should include multi-modal investments, such as transit, bike, and pedestrian improvements.

The draft OHP amendment also proposes to use revenues “on the tolled/priced project corridor”. However, the corridor is then narrowly defined as,

“The tolled/priced roadway and the immediate area of impact adjacent to the project, generally within 1 mile of the priced facility or as defined through the project-specific NEPA process identifying significant impacts. Additionally the corridor should be limited to arterials that generally move traffic in the same direction. If no arterial exists within, then a collector that generally moves traffic in the same direction as priced roadways may be considered.”

This definition is unnecessarily restrictive and could artificially limit ODOT and partners as they work collaboratively throughout a pricing project to identify a corridor and potential improvements. In addition, this definition conflicts with HB 3055, which supports a broader definition of a corridor by allowing tolling revenues to be used for improvements on adjacent, connected, or parallel local roadways. Instead, we would propose that ODOT use a broader

definition of a corridor, such as that included in the 2018 Regional Transportation Plan¹, to allow individual pricing projects the flexibility to determine an appropriate corridor definition reflective of its unique context.

Diversion:

The amendment as currently written fails to address the full impacts of diversion to local roads and must be changed. In particular, the attempt to exclude short-distance trips from being considered as diversion appears to walk back commitments made through previous regional conversations around diversion, including commitments made by ODOT as part of the I-205 toll project's 2018 RTP amendment.

While we strongly agree with the need for pricing projects to address the diversion impacts that they cause, we take issue with the attempts in this policy to differentiate the types of trips that may change routes due to pricing (i.e. short trips, long trips, freight), and the assertion that short trips moving from the priced facility to the local street network should not be considered diversion, and should therefore not be a priority to address or mitigate. While there may be a legitimate interest in discouraging the use of the region's freeways for short-distance trips that may be better served on the local street network, the fact is that those trips do occur on the freeways today. Any project or policy that leads to those trips moving off the freeway and onto the local street network is creating a new impact on that local network, potentially leading to greater traffic volumes, congestion, localized pollution, and safety issues. Those impacts, should they meet established thresholds, need to be addressed as part of the project. For the OHP amendment to adequately direct toll projects to address diversion, the amendment should define diversion as in the 2023 RTP pricing policy work:

- Diversion is the movement of automobile trips from one facility to another because of pricing implementation. All trips that change their route in response to pricing are considered diversion, regardless of length or location of the trip, or whether they divert to or from the priced facility.

Finally, the OHP amendment needs to make clear how diversion impacts can be addressed as part of the project, including identifying the process for engaging local impacted jurisdictions and communities as well as the types of investments that could be considered to address those impacts.

We look forward to continuing working with ODOT and the OTC to develop pricing policies that will benefit our region and the state.

Sincerely,

XXXX (Members of JPACT)

¹ The 2018 RTP defined a corridor as "A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, freight, active transportation and transit route alignments." More information on the 2018 RTP's approach to corridors can be found in Section 3.4 in Chapter 3 of the 2018 RTP and at <https://www.oregonmetro.gov/mobility-corridors-atlas>

6.1 2023 Regional Transportation Plan (RTP) Vision & Goals

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, September 15, 2022

JPACT Worksheet

Agenda Item Title: Draft Vision and Goals for the 2023 Regional Transportation Plan

Presenters: Kim Ellis, RTP Project Manager

Contact for this worksheet/presentation: Kim Ellis, kim.ellis@oregonmetro.gov

Purpose/Objective

Staff is seeking JPACT feedback on and support for the draft vision and goals for the 2023 Regional Transportation Plan (RTP) in **Attachment 1**.

Outcome

JPACT discussion and input on these policy questions:

1. Do the draft vision and goals reflect JPACT's priorities and input to date?
2. Is anything important missing? Do you have suggestions for ways to improve the draft vision or goals?
3. Does JPACT support the draft vision and goals?

Background and context

A major update to the [Regional Transportation Plan](#) (RTP) is underway. 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 RTP establishes a long-term vision and goals (and supporting objectives) for the future of transportation. Together with the plan's policies, the vision and goals guide planning and investment priorities to meet the transportation needs of our growing and changing region. This outcomes-based framework is summarized in **Figure 1**.

Figure 1. RTP performance-based planning and decision-making framework



Source: 2018 Regional Transportation Plan

Public and stakeholder input received during the scoping phase and during the first phase of the RTP update showed strong support for the vision, all of the RTP goals and the four overarching priorities – equity, climate, safety and mobility. During the scoping phase, the Transportation Policy Alternatives Committee (TPAC) and JPACT requested additional discussion of the RTP vision and goals. The committees wanted to consider ways to further focus the priorities for the 2023 RTP and the role of the RTP in supporting the region’s economic vitality.

What has changed since JPACT last considered this issue/item?

Staff last presented on this item to JPACT on June 30, 2022 at a joint workshop of JPACT and the Metro Council. In that workshop, members of JPACT and the Metro Council discussed ideas for updating the RTP vision and goals to shape development of the 2023 RTP. A summary of the joint workshop is provided in **Attachment 2**.

Since the workshop, staff drafted an updated vision and goals that focus on priorities and outcomes that the 2023 RTP can measurably address. On September 2, TPAC reviewed and provided feedback on the draft vision and goals prepared by staff.

Specific TPAC feedback included:

- Add a more explicit reference to climate in vision statement
- Expand the climate goal (Goal 2) to include reducing vehicle miles traveled per person consistent with state climate goals and requirements for the RTP to address
- Add “deaths” to beginning of Goal 3 to explicitly call out eliminating traffic deaths as a goal
- Add “jobs” and “efficiency” to Goal 4
- Add a new goal called “vibrant and prosperous communities” that connects 2040 land uses and a strong economy being served by a multimodal transportation system that helps people, communities and businesses thrive and prosper.

The changes identified by TPAC are reflected in the draft vision and goals in **Attachment 1**.

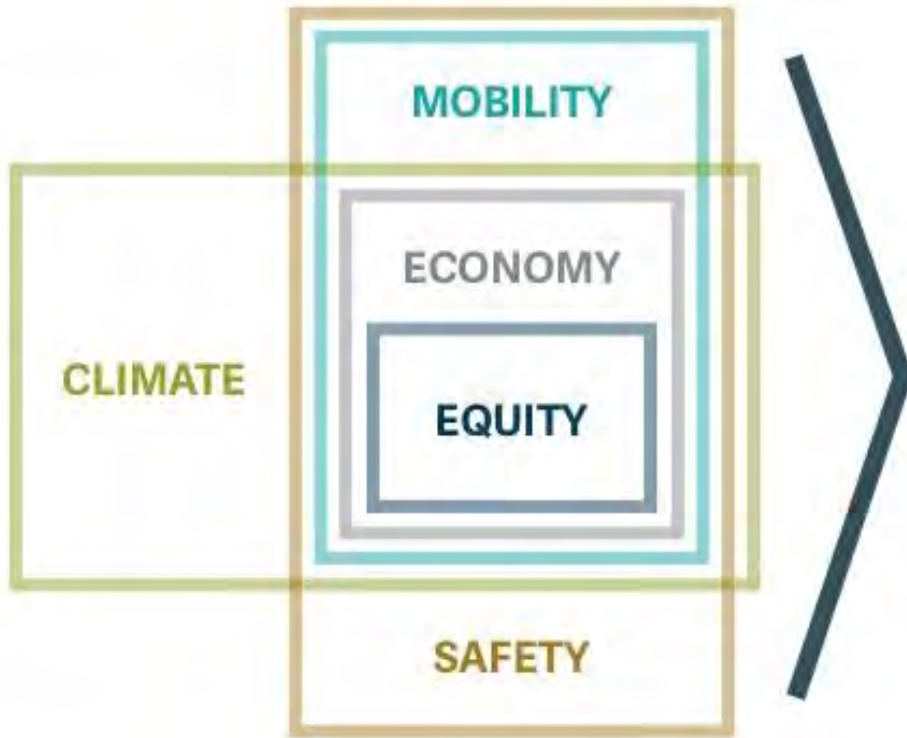
Next steps

JPACT and the Metro Council are scheduled to review and provide feedback on the draft vision and goals on September 15 in separate meetings. Following these meetings, staff will update the draft vision and goals if needed to address feedback received and begin updating the plan’s objectives to align with the draft vision and goals. Pending JPACT and Metro Council support, the draft vision and goals will guide development of the 2023 RTP.

What packet material do you plan to include?

- **Attachment 1** – Draft 2023 Regional Transportation Plan Vision and Goals
- **Attachment 2** – JPACT and Metro Council RTP Workshop 1 Summary Report

DRAFT VISION AND GOALS FOR THE 2023 REGIONAL TRANSPORTATION PLAN



Vision →

Everyone in the greater Portland region will have **safe, reliable, affordable and efficient** travel options that support **equitable, climate-friendly, resilient, healthy and economically vibrant communities**.

DRAFT GOALS FOR THE 2023 REGIONAL TRANSPORTATION PLAN



Goals →

EQUITABLE TRANSPORTATION

Transportation system disparities experienced by Black, Indigenous and other people of color and people with low income, are eliminated. The disproportionate barriers people of color, people with low income, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.

CLIMATE ACTION & RESILIENCE

People, communities and ecosystems are healthier and more resilient and carbon emissions and other pollution are reduced as more people travel by transit, walking and bicycling and people travel shorter distances to get where they need to go.

SAFE SYSTEM

Deaths and serious crashes are eliminated and all people are safe and secure when traveling in the region.

VIBRANT & PROSPEROUS COMMUNITIES

Greater Portland's centers, ports, industrial areas, employment areas, and other regional destinations are accessible through a variety of multimodal connections that help people, communities and businesses thrive and prosper.

MOBILITY OPTIONS

People and businesses can reach the jobs, goods, services and opportunities they need by affordable travel options that are safe, connected, convenient, reliable, efficient, accessible, and welcoming for all.



2023 Regional Transportation Plan update

JPACT and Metro Council RTP Workshop 1

Updating Our Vision and Goals for the Future
of Transportation

*A summary of the June 30, 2022 workshop with Council and JPACT,
which includes a discussion on the 2023 Regional Transportation
Plan process, vision statement, and goals.*

June 2022



Meeting minutes

Meeting: JPACT & Metro Council RTP Workshop 1

Date: Thursday, June 30, 2022

Time: 7:30 a.m. to 9:30 a.m.

Place: Conservation Hall of the Oregon Zoo, 4001 SW Canyon Rd, Portland, OR 97221

Livestream: <https://www.youtube.com/watch?v=gqjOMBt7tEY&t=0s>

Purpose: Launch series of workshops with Council and JPACT, discuss 2023 Regional Transportation Plan process, vision statement and goals.

Outcome(s): Prioritized and consolidated goals for 2023 RTP, refine vision statement.

Attendance

Members present

Councilor Shirley Craddick (JPACT Chair)

Councilor Christine Lewis (Deputy President)

Councilor Juan Carlos Gonzalez

Councilor Mary Nolan

Councilor Gerritt Rosenthal

Commissioner Nafisa Fai

Commissioner Paul Savas

Chris Warner, Chief of Staff for Commissioner Jo Ann Hardesty

Mayor Travis Stovall

Mayor Steve Callaway

Kathy Hyzy, Milwaukie City Councilor President

Rian Windsheimer

Sam Desue

Mayor Anne McEnerny-Ogle

Affiliation

Metro Council

Metro Council

Metro Council

Metro Council

Metro Council

Washington County

Clackamas County

City of Portland

Cities of Multnomah County

Cities of Washington County

Cities of Clackamas County

Oregon Department of Transportation

TriMet

City of Vancouver

Alternates present

Michael Orman

Affiliation

DEQ

Members excused

Council President Lynn Peterson

Councilor Duncan Hwang

Commissioner Jessica Vega Pederson

Curtis Robinhold

Carley Francis

Commissioner Temple Lentz

Affiliation

Metro Council

Metro Council

Multnomah County

Port of Portland

Washington Department of Transportation

Clark County

Staff present

Allison Brown

Camille Pearce

Affiliation

JLA Public Involvement

JLA Public Involvement

Observers present

Chris Ford

Brendan Finn

Affiliation

ODOT

ODOT

Glen Bolen
Mayor Julie Fitzgerald
Councilor Baumgardener
Tom Markgraf
JC Vannatta

ODOT
City of Wilsonville
City of West Linn
TriMet
TriMet

Key Takeaways

Below are the major themes based on the participants' comments and feedback during the workshop:

- Incorporate safety and security as the main priorities
- Need to redefine the term use to describe the geographical area so that it resonates with the people it serves
- Consider how the state can become a global leader in transportation
- Improve the climate action plan and incorporate it more thoroughly into the goals
- Strive to create complete communities
- Reduce number of goals to approximately five, proactive goals

Welcome & Introductions

Councilor Shirley Craddick (Metro) began the workshop with attendance.

Councilor Christine Lewis (Metro) then gave opening remarks. Current trends suggest people want more from transportation. It shapes our community and every lives. The Regional Transportation Plan (RTP) will act as a blueprint to guide investment in all modes of travel and movement of goods and freight across the region. This document also acts a reference for how we achieve future growth and climate goals. Metro will strive to invite more voices to the table and show how government and community can work together to overcome challenges.



Allison Brown (Facilitator with JLA) then gave an overview of meeting protocols and agenda. The focus of the workshop is to review and update the region's transportation goals and vision statement.

2023 RTP: Context and Background

Councilor Craddick gave a brief presentation on the RTP, its history, and the workshop's role. The RTP is a twenty-year plan that is updated every five years. It serves as a tool for local, regional, and state action towards a common vision for the future. This plan includes investment priorities and connects with the climate action plans to achieve the region's climate goals.

The 2018 RTP included extensive engagement, including over 19,000 touch points with residents and key stakeholder groups in the region. The 2023 RTP will continue to build on these extensive engagement efforts with this workshop acting as the initial effort. 2022 is very different than 2018,

and Metro wants to make sure the vision and goals of the plan fits the region’s future and where we are today.

Margi Bradway (Metro) then reviewed the current RTP goals, which this workshop will seek to refine and narrow. She charged the group with thinking about the future with the understanding of what has been done in the past.

The current RTP goals are:

- Vibrant communities
- Shared prosperity
- Transportation choices
- Reliability and efficiency
- Safety and security
- Healthy environment
- Healthy people
- Climate leadership
- Equitable transportation
- Fiscal stewardship
- Transparency and accountability



Small group breakouts

Allison then led the group into the small group exercises. The workshop consisted of four small groups comprised of the following participants:

- Table 1 - Councilor Craddick, Steve Callaway, Sam Desue, Commissioner Paul Savas
- Table 2 - Councilor Lewis, Commissioner Fai, Chris Warner, *Michael Orman*
- Table 3 - Councilor Gonzalez, Councilor Nolan, Rian Windsheimer, *Temple Lentz*
- Table 4 - Councilor Rosenthal, Mayor Anne McEnery-Ogle, Councilor Kathy Hyzy, Mayor Stovall

Goals & Priorities

During the first exercise, Allison invited the group to review the current RTP goals and define their top priorities. She encouraged them to consolidate goals whenever possible and consider their reasoning for these conclusions.

One participant asked Allison to clarify if they are aiming to narrow the priorities down to a specific number. Allison responded the groups should do whatever they feel is right, and Margi confirmed.

Table 1

This group began their introduction by recognizing



the importance of developing achievable goals. They also stated their main priority is safety and security. The group affirmed their desire for communities and transportation systems to be safe.

The group defined the following top priorities:

- A combination of five goals into the first priority - Shared prosperity, transportation choices, reliability and efficiency, and equitable transportation.
- Safety and security.
- Healthy environment and healthy people.
- For the region to be a climate leader.
- Fiscal stewardship.

The group transitioned the goals of vibrant communities and transparency and accountability to the vision statement. They also noted climate action effort needs to be improved and should include reduction in greenhouse gas emissions as well as the impact on future generations.

Table 2

This table also recognized safety and security as a main priority. They felt vibrant communities and shared prosperity were more suited for the vision statement and less about outcomes.

The group defined the following top priorities:

- Climate and environment
- Equitable
- Reliability and efficiency
- Fiscally transformative

They also noted there is no definition for the best return on investment in terms of fiscal stewardship, which could be a place where we transform the current system. Transparency and accountability have a place within government planning and some application within the regional transportation system.

Table 3

This group sought to define five goals that are proactive and help chart a vision for the future. One participant noted the effort should consider land use and finding a balance between transportation and land use choice.

The group defined the following top priorities:

- Vibrant and prosperous communities
- Modernization in electrification and safety
- Climate leadership
- Racial equity and equitable transportation
- Themes of good government

Table 4

This group focused more on the spirit of the goals and offered several observations. The RTP needs to be forward thinking in terms of using advancing technology as well as recognize the need to put climate and housing first. The focus should be on complete communities and transportation networks. This can be achieved through connecting communities to the level that's necessary, rather than at the same level throughout.

The group includes representatives from Vancouver, Gresham, Milwaukie, and various communities within the Metro region, and these communities have vastly different needs and experiences with the transit system. The region is growing economically, and the built environment plays a critical role in meeting the growing communities' needs. It's important to recognize these communities within the plan.

“Even though this is a Regional Transportation Plan, our land use does very directly impact all of these things. We’re trying to create a system that has the potential to support complete communities.”

- Kathy Hyzy, City of Milwaukie

The transportation system should be resilient as well as reliable, efficient, and attractive. To achieve these things, we need to think about how to efficiently allocate our resources. Transportation options should meet various community needs and directly serve its people.

The RTP goals have different implications for the individual experience and the collective experience. The group liked the idea of having five main goals and charged the group with considering how these goals serve the individual, the system, and the intersection between these two. They group also noted that freight was missing in this conversation, clarifying that “goods” is not the same as “freight.” They liked table 3’s thoughts on adaptability and table 1’s idea to reduce redundancy. Lastly, the group encouraged everyone to read the RTP and consider what the future system looks and how we will address the defined goals. The encouraged thinking about the transportation system more broadly as the Portland-Vancouver transportation system.

Discussion

Allison then asked the group if they had any questions for each other. The following summarizes the questions and comments provided by the workshop participants.

One participant asked the workshop to consider how are these goals going to be used. These goals would be organized differently if they were stated as priorities, pillars, or goals. Margi responded that the RTP includes priorities, plans, and projects, and the goals provide a lens to view all three and have various applications in each circumstance. The participant also wondered whether all projects should meet all the goals or a portion of the goals. Margi noted modeling and analysis are tools Metro uses to look into these details. When they develop a project, they look at the plans within the lens of the RTP as part of the first efforts.



One participant noted the group has defined several values and outcomes but wondered how these will be transformed into goals. Margi noted Metro’s process starts with values as part of the process – they are meant to inform rather than define the goals and objectives.

One participant asked how Metro plans to measure performance of the previous RTP and whether this kind of evaluation has helped the region progress in the past. For example, what projects have been completed, did we do the planning in Chapter 8 of the RTP that we said we would do and what needs still exist or have emerged since the last update to the plan. Margi responded that task is a heavy technical lift that happens at the staff level. Metro takes an assessment on what has been accomplished, the current needs, and a network analysis to determine gaps or where we are falling short of where we want to be. This information will help inform updating the 2023 RTP. Another participant asked if the whole system undergoes similar performance measurement, and Margi noted Metro staff are working on a needs analysis of the whole system (that includes identifying gaps) and offered to discuss further offline.

Vision statement

Allison then led the final small group exercise to discuss the following vision statement and how it can be refined to capture the goals they prioritized.

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.

She asked the group to consider if the current vision reflects the region’s priorities and where we are now in 2022. The goal of this exercise is to change, shape, or refine the vision statement.

Table 1

This group noted how the goals have changed over the years, but the vision statement has not and therefore needs more clarity. They suggested the following edits:

“In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a regionally balanced, reliable, healthy, accessible, affordable, and environmentally responsible transportation system.”



The group mused about whether to Vancouver and if they want to be included. Margi affirmed that the federal transportation designation of the Metro area includes Vancouver and their MPO, the Southwest Washington Regional Transportation Council (SW RTC). There is no question they are included in the TMA.

“Our federal designation as a Transportation Management Agency (TMA), which by definition includes [the] City of Vancouver and our colleagues across the river. [...] So they are absolutely included in our vision and they are absolutely included in our goals.”

Margi

Councilor Lewis charged the group with better serving the people who don't live in Portland proper and be diligent about including Vancouver and the surrounding areas. Commissioner Fai also noted we have to identify a less technical term for the region. It's a matter of helping people identify with the vision and plan and help them understand it serves them, not just Portland. Allison suggested the need to define a regional term that resonates with the folks it serves could be an indication of where JPACT and the Metro Council would like to go with the workshops.

Table 2

The group felt the language "Portland metropolitan area" doesn't resonate with many folks they serve so they used the term "region" as a placeholder in their vision statement reiteration. They also felt the vision statement focuses more on the short term rather than long term vision, so they updated the timeframe to 2050 and offered the following suggestion:

"In 2050, everyone in the region will have access to a safe, reliable, healthy, equitable transportation system making it a great place to live, work, and play."

"We're trying to solve the problem with one tool, but there are two issues there. One is that we have to better serve people who don't live in Portland proper and also acknowledge our neighbors to the north."

- Christine Lewis, Metro Council

Table 3

This group sought to design a bold, concise vision statement that invites and entices the public to engage with the effort and embrace the efforts of the RTP. It was also noted that the vision isn't just constituents and the public – it is the vision we express to the world.

"The RTP will transform our transportation system by 2040 to sustain a healthy environment where everyone prospers."

The vision should not only be considered at the local, regional, and state level but also within a global context. **How do we define our regional transportation system as a world class infrastructure?** What kind of region do we want to be as we move from a medium to a large size region? How do we elevate our region?

The vision statement is a chance to come together as a unified body and will be an important tool the agencies take to legislature and USDOT.

"This vision is not only for our constituents and for our plans, [...] I would like for this to be a vision for what we tell the world. There needs to be a global context."

- Juan Carlos Gonzalez, Metro Council

Table 4

"In 2040, the Portland-Vancouver metro area will have a complete transportation system that prioritizes access to healthy transportation options that meet and exceed the transportation goals."

The RTP is a regional plan and should acknowledge Portland's sister city (Vancouver) within the statement; Safety and healthy environments both capture the nexus of the system and the individual experiences the group spoke of earlier. The vision statement should also tie to specific deliverables and measurable outcomes.

Next Steps & Closing

Allison closed the meeting with an expression of gratitude for the thoughts and perspectives shared from the regional representatives. The team will summarize the feedback and share it with the representatives for their comments. The next workshop will be held in July and continue through the fall.

Councilor Craddick thanked everyone for their time, shared Kim Ellis' contact information, and encouraged those on live stream to provide feedback on the meeting accessibility.

Appendix A: PowerPoint Slides

2023 Regional Transportation Plan

Shaping our goals and vision for the future of transportation

JPACT and Metro Council Workshop 1

June 30, 2022




WELCOME



Metro Councilor Shirley Craddick
JPACT Chair



Metro Councilor Christine Lewis
Deputy Metro Council President

AGENDA REVIEW

Facilitator: Allison Brown
JLA Public Involvement

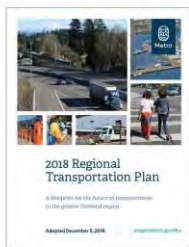
2023 Regional Transportation Plan Context and background

Presenter: Shirley Craddick, Metro Councilor
JPACT Chair

What is the Regional Transportation Plan (RTP)?

20+ year transportation plan

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



5

The RTP is a key tool for implementing the 2040 Growth Concept and Climate Smart Strategy

2040 Growth Concept - regional blueprint for growth (and Climate Smart Strategy)
Adopted in 1995



CLIMATE SMART STRATEGY
Adopted in 2014



6

Inclusive, equitable engagement built the 2018 RTP



Many meaningful opportunities to listen, learn and collaborate



Partnerships and collaboration will continue in this update



2023 RTP timeline



2023 Regional Transportation Plan Shaping our goals for the future of transportation

*Presenter: Margi Bradway
Metro Planning and Development Deputy Director*

Current RTP goals

WHAT WE WANT TO ACHIEVE	HOW WE GET THERE
1. Vibrant communities	10. Fiscal stewardship
2. Shared prosperity	11. Transparency and accountability
3. Transportation choices	
4. Reliability and efficiency	
5. Safety and security	
6. Healthy environment	
7. Healthy people	
8. Climate leadership	
9. Equitable transportation	

Table discussion 1

What's missing?

What feels critical to focus on in this moment?

Do you see opportunities to consolidate some goals together?

**Report back
and group
discussion**

2023 Regional Transportation Plan

**Shaping our vision
for the future of
transportation**

*Facilitator: Allison Brown
JLA Public Involvement*

Current 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.

Vision approved by the Metro Policy Advisory Committee, Joint Policy Advisory Committee on Transportation and the Metro Council in May 2017.

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Table discussion 2

How would you update the vision statement to reflect what's most important and your vision for the future of transportation?

**Report back
and group
discussion**



RTP workshop series for JPACT and the Metro Council

- 6/30/22 **1** Vision and Goals For the Future of Transportation
- 7/28/22 **2** Regional Congestion Pricing Policy
- 8/25/22 **3** Safe and Healthy Urban Arterials
- 9/29/22 **4** High Capacity Transit Strategy Update/Future of Transit
- 10/27/22 **5** Climate Smart Strategy Update

MARK YOUR CALENDARS!
The workshops for JPACT and the Metro Council will be held from 7:30-9:30 AM.

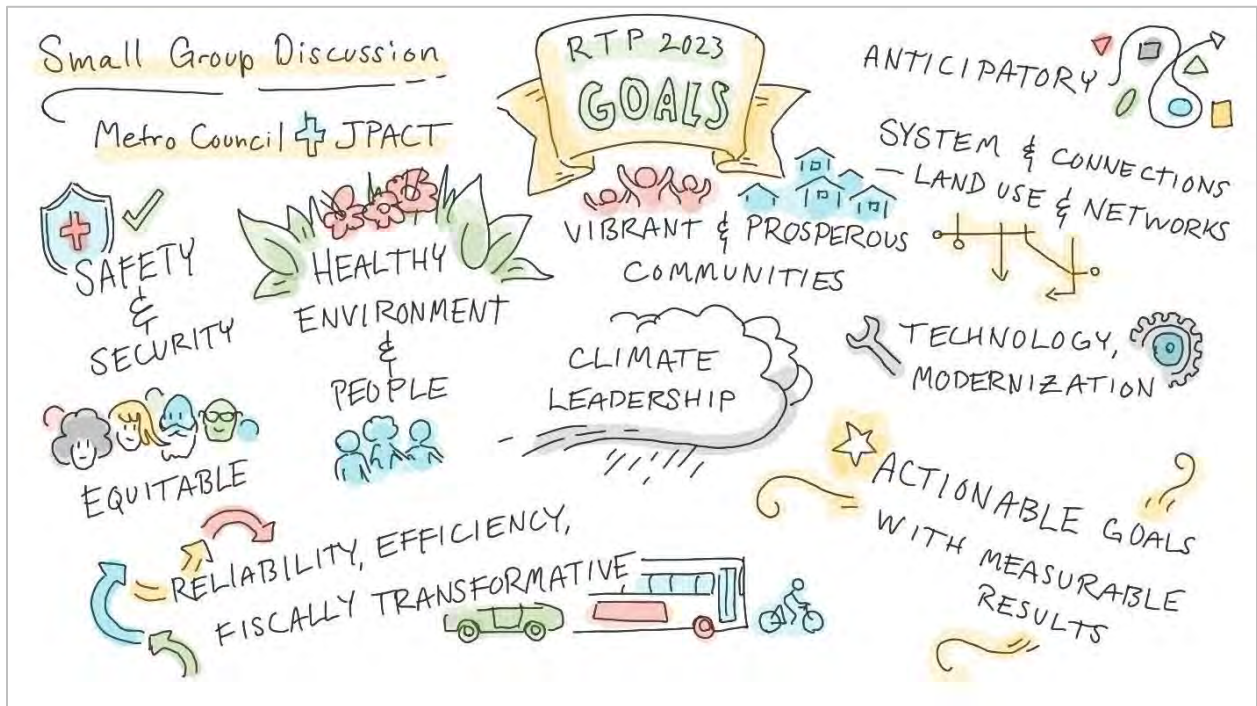
20

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



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

Appendix B: Visual Illustrations





Appendix C: Other Resources

Meeting:	JPACT & Metro Council RTP Workshop 1
Date:	Thursday, June 30, 2022
Time:	7:30 a.m. to 9:30 a.m.
Place:	Conservation Hall of the Oregon Zoo, 4001 SW Canyon Rd, Portland, OR 97221
Livestream:	https://youtu.be/r2_ZkCoOU_c
Purpose:	Launch series of workshops with Council and JPACT, discuss 2023 Regional Transportation Plan process, vision statement and goals.
Outcome(s):	Prioritized and consolidated goals for 2023 RTP, refine vision statement.

- 7 a.m. Venue opens, optional breakfast.
- Venue setup with 5 small group tables (with assigned seating for participants); food at the back of the room
 - Option for participants to arrive early and mingle
- 7:30 a.m. Welcome & Introductions Councilor Craddick opens the meeting
- Calls the role
 - Invites Councilor Lewis to make opening remarks
 - Councilor Lewis welcomes folks as the Metro Council Deputy President
 - Provides opening remarks
 - Hands back to Allison
 - Allison to introduce herself,
 - Allison to review livestream, group agreements for our discussion, meeting agenda and purpose
- 7:45 a.m. 2023 RTP: Context and Background
- Short presentation on RTP overview by Councilor Craddick (*powerpoint slides*)
 - Staff outlines Goal identified in the 2018 RTP (*powerpoint slides*)
 - Allison facilitated questions/comments from the group (short)
- 8:05 a.m. Small group breakouts: RTP Goals
- Allison to introduce activity: We'll focus first on the RTP goals: these were the concrete things that drove the 2018 update, and were the result of extensive engagement. We recognize that having so many goals (and corresponding objectives) presents some challenges. Our intention in this activity is to choose our top goals for the 2023 update: what is most important to us now? What feels critical to focus on in this moment?
 - Additionally, if you see opportunities to consolidate some goals together, feel free to do so!
 - Allison to explain activity: (*5 mins for explanation, 20 mins in groups, 15 mins report back*) (*turn off table mics when this activity starts*)
 - In table groups, folks to review the 11 goals and select (as a group!) their top 4.
 - Also, groups are invited to consolidate goals

- We have folks at the table to help facilitate (someone pre-selected who is willing to lightly facilitate): they'll just make sure everyone gets a chance to speak, but also going to fully participate
- Allison is available if any group needs help
- Choose someone to report back to the broader group
(turn off table mics when this activity starts)
- Report back:
 - Each group shares their top 4 goals, and the rationale
 - Make sure this is visible/audible for livestream
 - Opportunity for questions/comments
(turn table mics back on when they do report back)
- Let folks know that Metro staff will be taking these priorities and suggestions and refining the goals, and you'll see them again soon.

8:45 a.m. Small group discussion: Vision statement

- Allison to review vision statement
 - Explain the purpose of vision statement, remind folks of where it came from
- Explain that goal today is to review the vision statement, and make sure it mirrors the goals that we just identified as most important
- Yes, this is a wordsmithing activity! We want you to change those words, their order, or edit the statement to best reflect what's most important, and the vision we want to see in the region.
- Table groups to review statement:
 - Discuss together (10 mins) *(turn off table mics during activity)*
 - Report back where they've landed (15 minutes total)
 - Any additional suggestions/options from large group (5 mins): what did you like? What resonates?

9:15 a.m. Next steps

- Outline what happens next, how feedback from meeting will be used
- Feedback for next time?
- Adjourn (try to let folks go before 9:30 for parking!)

9:25 a.m.

- Councilor Craddick to thank participants and attendees, and adjourn the meeting!



2023 REGIONAL TRANSPORTATION PLAN UPDATE

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 the transportation system to provide safe, healthy, accessible and reliable options for getting around is important for the region’s long-term prosperity and 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. Together, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint approval of updates to the plan. The plan was last updated in 2018. The next update is due by Dec. 6, 2023, when the current plan expires.

The greater Portland region is facing urgent challenges. The impacts of climate change, generations of systemic racism, economic inequities and the pandemic have made clear the need for action. Safety, housing affordability, homelessness, and public health and economic disparities have been intensified by the global pandemic. Technology is changing quickly and our roads and bridges are aging.

During 2022 and 2023, Metro will engage local, regional and state partners, business and community leaders and the public to update the RTP through the year 2045. This document provides background about the RTP and timeline for the update.

WHAT IS THE REGIONAL TRANSPORTATION PLAN?

The RTP is the greater Portland area’s long-range plan that guides 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 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:

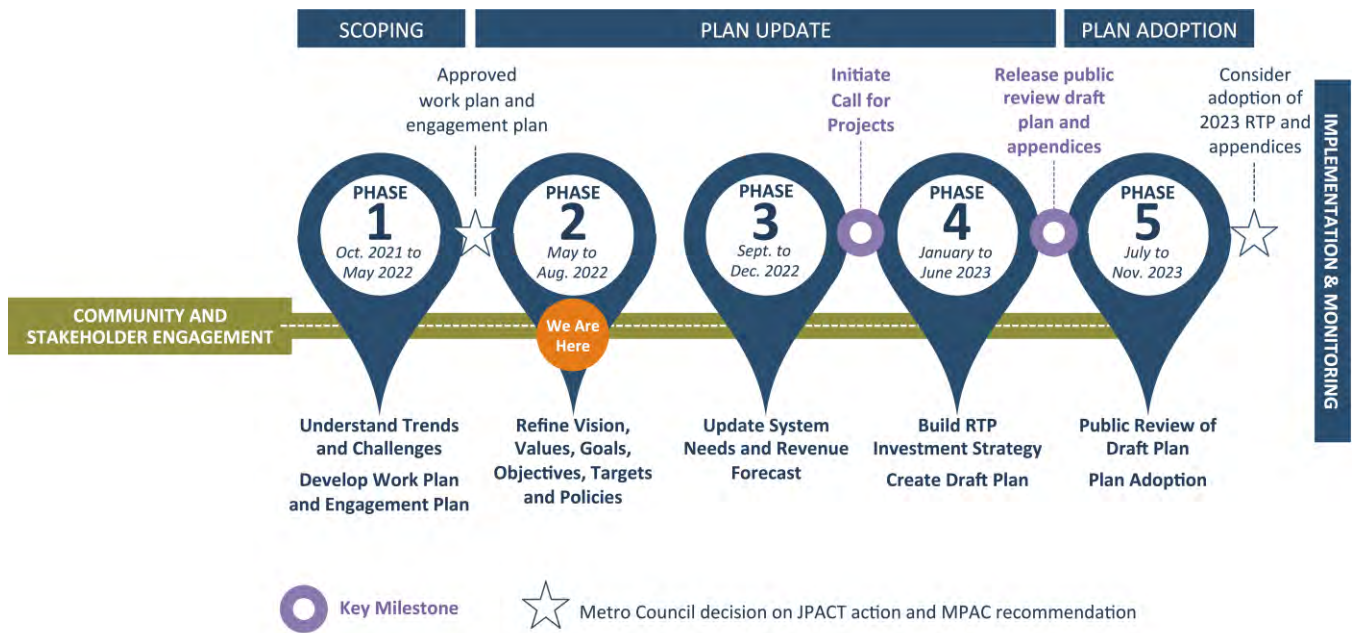
- **a long-term vision** for the region’s transportation system;
- **eleven goals and supporting objectives and performance targets** that identify what outcomes the region wants to achieve and indicators to measure progress;
- **policies** that guide decisions and actions in pursuit of our vision and goals;
- **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 address transportation needs and help achieve the vision and goals identified in the plan.

Together these elements guide planning and investment decisions to meet the transportation needs of the people who live, work and travel in greater Portland today and in the future.

Figure 1. Elements of the Regional Transportation Plan



WHAT IS THE TIMELINE FOR THE UPDATE?



Scoping

Oct. 2021 to May 2022

- Seek Metro Council, JPACT and MPAC feedback on trends and challenges facing the region and priorities for the update to address.
- Engage local, regional, state and community partners and the public to inform the overall scope of the update and process that will guide the development of the updated plan.
Decision: JPACT and the Metro Council approval of work plan and public engagement plan (by Resolution). (April and May 2022)

Plan Update

May 2022 to June 2023

- **Data and Policy Analysis:** Update vision, goals and policies and document how people travel and performance of the transportation system today by August 2022 to inform regional needs analysis and project list updates.
- **Revenue and Needs Analysis:** Update revenue forecast and complete needs analysis by December 2022 to support updating investment priorities.
Milestone: Call For Projects released. (anticipated in January 2023)
- **Investment Priorities:** Update project list priorities, evaluate performance and seek community feedback on updated priorities from Jan. to June 2023.
- **Draft Plan and Investment Strategy:** Prepare public review draft plan and investment strategy.
Milestone: Public review draft 2023 RTP and appendices released for 45-day public comment period. (anticipated in July 2023)

Plan Adoption

July to November 2023

- **~July 1 to Aug. 14, 2023:** 45-day public comment period with hearings, briefings to regional policy and technical advisory committees and county coordinating committees and other stakeholders, and Consultation activities with tribes and state, federal and resource agencies.
- **Sept. and Oct.:** MTAC and TPAC consider public comment and recommendations to MPAC and JPACT.
- **Oct. and Nov.:** MPAC and JPACT consider public comment and 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). (anticipated in November 2023)



2018 REGIONAL TRANSPORTATION PLAN GOALS (adopted)

Source: 2018 Regional Transportation Plan (Chapter 2)

GOAL 1: Vibrant Communities

The greater Portland region is a great and affordable place to live, work and play where people can easily and safely reach jobs, schools, shopping, services, and recreational opportunities from their home by walking, biking, transit, shared trip or driving.

GOAL 2: Shared Prosperity

People have access to jobs, goods and services and businesses have access to workers, goods and markets in a diverse, inclusive, innovative, sustainable and strong economy that equitably benefits all the people and businesses of the greater Portland region

GOAL 3: Transportation Choices

People throughout the region have safe, convenient, healthy and affordable options that connect them to jobs, school, services, and community places, support active living and reduce transportation-related pollution.

GOAL 4: Reliability and Efficiency

The transportation system is managed and optimized to ease congestion, and people and businesses are able to safely, reliably and efficiently reach their destinations by a variety of travel options.

GOAL 5: Safety and Security

People's lives are saved, crashes are avoided and people and goods are safe and secure when traveling in the region.

GOAL 6: Healthy Environment

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

GOAL 7: Healthy People

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

GOAL 8: Climate Leadership

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

GOAL 9: Equitable Transportation

The transportation-related disparities and barriers experienced by historically marginalized communities, particularly communities of color, are eliminated.

GOAL 10: Fiscal Stewardship

Regional transportation planning and investment decisions provide the best return on public investments.

GOAL 11: Transparency and Accountability

Regional transportation decisions are open and transparent and distribute the benefits and burdens of our investments in an equitable manner.

CURRENT 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.

Vision approved by the Metro Policy Advisory Committee, Joint Policy Advisory Committee on Transportation and the Metro Council in May 2017.



2023 Regional Transportation Plan scoping

Summary of stakeholder interviews

In December 2021 Metro contracted with JLA Public Involvement to conduct 40 interviews with local, regional, and state public officials and staff, business groups and community-based organizations. The interviews identified issues and ideas that Metro should consider for the 2023 Regional Transportation Plan (RTP).



Future Trends

Stakeholders weighed in on changes they have observed and long-term trends to consider during the RTP process.

Uncertainty. Everything we think we know about transportation is shifting radically and the future is unclear.

New travel patterns. Work-from-home has changed the nature of the daily commute. Many people are now traveling at different times of the day and week and are increasingly dependent on freight and home delivery services. Meanwhile, other types of jobs do not offer work-from-home options.

More driving, more congestion. More people are buying cars than ever. There is a sense that (given the choice) people will continue to drive because it is the easy choice.

More danger. Vehicle and pedestrian fatalities are up. Fear of COVID and violence is affecting how people travel and use public spaces.

Shifting costs. Transportation funding is poorly understood and unsustainable. Funding mechanisms will need to evolve and impacts on low-income people will need to be considered.

Transit. Transit is seen as essential for reducing congestion, improving transportation equity, and reducing greenhouse gas emissions. Investments and strategies that rebuild ridership will be an important near-term goal.

Climate. It will be critical to figure out how to accelerate the transition to electric vehicles and pay for related infrastructure.

New priorities. COVID and telework has prompted the “Great Resignation” and people are reevaluating infrastructure priorities. Many have discovered the importance of safe, walkable neighborhoods.

New technologies. Considerations should include hybrid work infrastructure, electric and autonomous vehicles, e-bikes and scooters, travel data/information technology, ride-share, and alternative fuels.

Vision

Stakeholders provided their feedback on the existing Regional Transportation Plan vision.

“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.”

An ambitious and solid foundation. The vision Statement still makes sense as an aspirational and ambitious goal for the region’s future. The vision was praised as clearly stated, comprehensive, positive, and consistent with the vision statements of other groups.

Some described the vision as “idealistic” and “utopian” but felt that it was appropriate for a vision to be broad and to aspire to lofty goals. Others felt that the vision may be trying to achieve too much and realizing the vision will depend on factors outside of the transportation system.

Stakeholder suggested changes to the Vision: consider more emphasis on...

Accessibility. Improved access and affordability should be a primary goal. Transportation access is closely related to concerns about having an equitable system.

Equity. The Vision should speak more directly to equity and include specific language that addresses historically marginalized and oppressed communities.

Climate. The Vision needs to include more explicit focus on climate and resilience.

Economic prosperity. The Vision should reflect how transportation drives the regional economy and supports manufacturing and freight.

Travel options. The Vision should be inclusive of all modes of transportation and recognize that different regions have different needs.

Transit. Transit is critical to achieving the Vision and will require greater focus to become a safer and more reliable transportation option.

Priority Areas

The 2018 RTP prioritized equity, safety, climate, and congestion. Stakeholders discussed whether these priority areas still make sense?

While all the priorities were seen as important and interrelated, **safety** and **equity** were most consistently rated as higher priorities relative to climate and congestion:

“The system should be safe, or it is not a good system.”

“It is important to address disparities with people of color, urban, and rural communities to ensure they are not overlooked.”

Equity

Stakeholders provided their thoughts on what makes an equitable process for selecting projects and what an equitable transportation system looks like.

An equitable system. While there was no universal definition, most offered a variation of the following:

“Equity means that we have a transportation system that serves everyone, regardless of income and geography.”

Most agreed that such a system should be affordable, safe, accessible, convenient, and provide equal opportunity for users. However, the perceptions of who should be the primary beneficiaries of an equitable system varied. Suggested focus included “everyone”, “people of color”, “underserved areas”, and “the most vulnerable users.”

Equitable projects should focus on improving safety, particularly with regard to last-mile connectivity, improving transit accessibility, and multimodal travel options. Projects should yield objectively beneficial outcomes for specific areas ... not just vague regional benefits.

Equitable process should not presuppose outcomes in advance. A truly equitable process should center diverse voices who are closest to the problems and empower them to make their own decisions. Such a process could involve using data to identify underserved areas, going to those places and nurturing relationships with individuals and organizations who are trusted community ambassadors, agreeing on how Metro can support the process, providing information, education, and compensation for time as required, and then standing back to let the people lead.

Throughout, Metro must be a good listener and foster an open, collaborative process that develops a thorough understanding of local needs. At the end, Metro should circle back to let people know they were heard, to build trust and maintain ongoing relationships with the community.

Critical Partnerships. Metro has a solid reputation for engaging with community-based organizations (CBOs) and Black, Indigenous and People of Color communities, but some regional cities and business groups have felt left out of recent transportation conversations. Existing relationships with CBOs should not be taken for granted or overused. Partnerships should not be infrequent, only when Metro wants something. Commitment to partnership means being transparent about the role and decision-making power of participants, and not asking for time if it will not make a difference. It also means honoring prior input.

Hopes

Stakeholders described what they hope will be different in two years because of the 2023 RTP process?

Improved reputation for Metro.

Partnerships. More coordination and better relationships between agencies and communities.

A better RTP. The RTP should be an exciting, useful tool that honors diverse voices and lays out a clear plan with metrics for success.

Visible change. Demonstrate tangible accomplishments and successes.

A picture of what’s coming. We must understand the new normal.

Renewed optimism. People should feel listened to and are hopeful that solutions are coming.



2023 Regional Transportation Plan

Summary of public survey #1: Vision and goals

Metro hosted an online public survey from February 14 to April 4, 2022, during the scoping phase of the 2023 Regional Transportation Plan (RTP). The survey collected input from 1,372 participants. This is a high-level summary of the input received on the vision and goals.

Vision

The 2018 RTP vision continues to be aligned with many people’s vision for the future of transportation in the greater Portland region.

Vision: 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.

Most survey respondents (65% people) indicated that the 2018 RTP vision matches their vision for transportation well or very well. Twenty percent (20%) of respondents indicated that the vision does not or does not very well match their vision. The most frequent comments made about the vision were related to:

- **Elevating addressing the climate impacts of transportation** (30 comments)
- **The vision being too vague or all-encompassing to be effective** (26 comments)

Goals

People are supportive of the all RTP goals indicating that they remain important goals for the region.¹

2023 RTP Goals

1. **Vibrant communities**
2. **Shared prosperity**
3. **Transportation choices**

4. **Reliability and efficiency**
5. **Safety and security**
6. **Healthy environment**
7. **Healthy people**
8. **Climate leadership**
9. **Equitable transportation**

There is especially high support for:

- **Safety and security** (84% of respondents rated important)
- **Healthy environment** (81% of respondents rated important)
- **Vibrant communities** (78% of respondents rated important)

However, most people think **the region is *not* making good progress on achieving the goals.**

Safety and security are a top concern. It was the most important goal to the highest number of survey respondents. **The region is also performing the lowest on safety and security, according to survey respondents.** Sixty-nine (69%) of respondents indicated that greater Portland is not doing very well toward meeting this goal.

Most of the more than 100 survey comments about safety and security focused on traffic safety including crashes and driving behavior.

“I think about safety for our kids who have to walk on the sides of the roads because our streets don't have sidewalks, or how I'm forced to use my vehicle out of the safety of my kids because I don't want us to get hit while walking half a mile to our destination.”

– Survey participant

¹ The survey did not include the two process goals: fiscal stewardship and transparency and accountability.

These comments most often referred to concerns about **speed, lack of enforcement and the vulnerability of people walking, biking and living near roadways.**

Commenters also voiced concerns about safety on transit and in public spaces related to crime and violence. There were several comments that requested a distinction be made between the security of goods and the safety of people. Respondents also indicated that **the region is not making good progress toward meeting the following goals:**

- **Shared prosperity** (58% indicated that we are not doing very well)
- **Vibrant communities** (58% indicated that we are not doing very well)
- **Climate leadership** (58% indicated that we are not doing very well)
- **Equitable transportation** (56% indicated that we are not doing very well)

Respondents indicated that the **region is doing ok on:**

- **Reliability and efficiency** (52% indicated that we are not doing very well)
- **Transportation choices** (48% indicated that we are not doing very well)
- **Healthy environment** (48% indicated that we are not doing very well)

The survey asked **how transportation in greater Portland equitable could be more equitable.** There were 502 comments. Some of the themes include:

- Affordable transit
- Increase transit accessibility
- Increase transportation choices
- Involve communities experiencing inequities in decision-making
- Equitable funding sources for transportation

Additional analysis of the equity responses is forthcoming.

Survey participants

The survey was provided in English, Spanish and a screen-reader accessible version. Upcoming 2023 RTP surveys will be bolstered by outreach through community liaisons with the goal of increasing participation in under-represented communities. Groups that are underrepresented in respondent information by 4 percent or more are indicated **in red.**

Table 1. County of residence (1,066 respondents)

County	Survey Percent	2020 Census
Clackamas	17%	19%
Multnomah	58%	47%
Washington	24%	34%
Clark	1%	--
Other	17.1%	

Table 2. Race/ethnic identity (1,066 respondents)

Racial or ethnic identity	Survey Percent*	2020 census
American Indian/Native American or Alaska Native	2%	3%
Asian or Asian American	4%	11%
Black or African American	3%	5%
Hispanic, Latino or Spanish origin	5%	14%
Pacific Islander	1%	1%
White	74%	66%
Other	3%	--
An ethnicity not included here	4%	--
Prefer not to answer	12%	--

* Participants could select as many race/ethnicity identities as applicable. Therefore, the total is greater than 100%.

Table 3. Income (1,024 respondents)

Annual household income	Survey Percent*	2020 census
\$10,000 to \$19,999	2%	5%
\$20,000 to \$29,999	2%	6%
\$30,000 to \$39,999	3%	7%
\$40,000 to \$49,999	4%	14%
\$50,000 to \$74,999	7%	17%
\$75,000 to \$99,999	15%	13%
\$100,000 to \$149,999	14%	19%
\$150,000 or more	19%	20%
Don't know/prefer not to answer	19%	--

Memorandum

To: C4 Metro Subcommittee
From: Team TPAC, Representing Clackamas County & Clackamas Cities
Re: September 2 2022 TPAC Highlights
Date: September 7, 2022

Overview

Following is a brief summary of the September TPAC Meeting. Meeting materials can be found [here](#).

General Updates

- In August, four people died in traffic crashes in in the region, all in Multnomah County. So far this year, at least 73 people have died in traffic crashes. Thirty-seven percent of the traffic deaths were pedestrians.
- TPAC advanced to JPACT MTIP Formal Amendment 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—1-SEP).
- TPAC provided feedback on proposed vision and goals for the 2023 RTP. JPACT and Metro Council will also discuss the proposed revisions to the RTP vision and goals in September. TPAC feedback on the proposed changes to the vision and goals will be shared with JPACT and the Metro Council for consideration in their discussions. Pending JPACT and Metro Council support for the 2023 RTP vision and goals, Metro staff will begin updating and consolidating the objectives to align with the updated vision and goals.
- Work continues on a draft Regional Congestion Pricing Policy. Metro staff requests that TPAC provide feedback on the revised draft pricing policy language by Friday, October 28. Staff will also present the revised pricing policy options identified in this packet to, and seek input from, Metro Council, JPACT, MTAC, and MPAC in September 2022. Following those meetings, staff will further refine the draft pricing policy recommendations and incorporate the revised policy language into the draft 2023 RTP chapters, which will be shared with TPAC and other committees in late winter / early spring.

Meeting Highlights

Regional Flexible Fund Allocation

UPDATE

TPAC recommended an RFFA funding package to JPACT for consideration. The recommendation funds the top two priority projects in each sub-region and then funded additional projects based on their combined Equity and Safety ratings until there were insufficient dollars remaining to fully fund the next project on the list. This strategy resulted in nine projects being funded at their full requested amounts, plus \$1.46 million in unallocated dollars remaining. With the unallocated dollars, TPAC adds one additional project – Fanno Creek Trail – to the funding package. The total package is slightly over the \$47.3 million funding forecast, but the difference can be accommodated through adjustments in the MTIP programming schedule

WHAT DOES IT LOOK LIKE?

	# Projects Requested	\$ Requested	% Regional "Pie" (\$67.3M) Requested	# Projects Recommended for Funding	Recommended \$ Awarded	% Projects Funded	% Regional "Pie" Awarded	Project Phases Funded	
								Planning/ PD	Const
ClackCo	6	\$ 6,449,961	10%	5	\$ 5,999,925	83%	9%	2	3
MultCo	5	\$ 21,974,661	33%	4	\$ 20,254,661	80%	30%	0	4
PDX	9	\$ 60,016,655	89%	6	\$ 28,646,836	67%	43%	0	6
WashCo	9	\$ 16,959,522	25%	7	\$ 12,490,852	78%	19%	5	2
Totals		\$105,400,799		22	\$ 67,392,274		100%	7	15

CLACKAMAS TEAM TPAC TAKEWAYS

Process Feedback (and potential feedback to raise at JPACT)

- RFFA is a *very* small revenue stream, and several worthy projects remain on the table.
- A program objective for RFFA is to invest throughout the region. There is, however, no guidance on what regional parity looks like, and we cannot suballocate federal dollars. Without suballocating dollars, it may be helpful to clearly articulate what regional parity looks like and what we *can* consider.
- We've seen unexpected changes in funding over the last few years, especially with federal competitive and targeted funding. If actual funding exceeds our forecast, then it may be worthwhile to begin a conversation about "on-deck" projects, or rather, a small subset of unfunded projects that the region can have lined up and ready to proceed as resources allow.

The Lakeview Nexus

Within the TPAC recommendation, all projects from Clackamas County are funded *except* the Lake Oswego Lakeview Boulevard Project. Leading up to the TPAC meeting, the Clackamas Team TPAC explored several strategies for advancing Lakeview Boulevard and advocated for the project during the meeting. Irrespective of the outcome of the JPACT meeting, we will reach out to Lake Oswego staff to share what we learned about other opportunities.

Draft JPACT OHP Letter of Comment

At their August 18, 2022 meeting, JPACT heard a presentation on the OHP toll policy amendment, and requested that staff develop a comment letter for submission by JPACT prior to the end of the public comment period on September 15, 2022. The draft comment letter follow this email, and suggested changes can be identified using track changes or comments. TPAC input will be used to update the draft letter for JPACT consideration at the September 15, 2022 JPACT meeting.

Upcoming Agenda Highlights

- **September 14 – TPAC Workshop**
 - RTP Financial Plan: Revenue Forecast and Equitable Funding Research
 - Climate Smart Strategy Update: Kick-Off Discussion
- **October 7**
 - Regional Mobility Update: Recommended Policy and Action Plan discussion
 - Safe and Healthy Urban Arterials
 - 2023 RTP Financial Plan and Equitable Funding
- **October 19 – MTAC/TPAC Workshop**
 - RTP Needs Assessment Findings
 - TriMet Forward Together Update

- High Capacity Transit Strategy Update: Network Vision

For More Information, Contact Team TPAC

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