
Wednesday, June 16, 2021

7:30 AM – 9:00 AM

Virtual Meeting:

<https://clackamascounty.zoom.us/j/82133924898?pwd=bENqdFNrMEVmOEcyTUdMQjFFN1NTUT09>

Telephone option: 1 (408) 638-0968

Agenda

7:30 a.m. Welcome & Introductions

7:35 a.m. JPACT Issues

- *Regional Congestion Pricing Study*
Presenting: Matt Bihn, Metro

- *Tentative: Update on [HB 3055](#)*

- JPACT Work Program and TPAC Update
 - *Update from TPAC Staff*

- *MTIP Amendment re Electric Busses*
Introducing: TPAC Staff

- Regional Flexible Funds Allocation (RFFA) Update
Presenting: TPAC Staff

8:25 a.m. MPAC Issues

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

8:40 a.m. Other Issues

- Metro Emerging Growth Trends Work Program
Introducing: Jamie Stasny, Clackamas Transportation

- Role of C4 Metro Meeting discussion
Introducing: Commissioner Savas

9:00 a.m. Adjourn

Attachments:	JPACT/MPAC Work Program	Page 02
	Regional Congestion Pricing Materials	Page 05
	Clackamas TPAC Memo + RFFA Memo	Page 36
	MTIP Amendment Materials	Page 40
	Growth Trends Work Program	Page 45

2021 JPACT Work Program

As of 6/8/21

Items in italics are tentative

	<p><u>June 17, 2021</u></p> <ul style="list-style-type: none"> • Resolution No. 21-5182, For the Purpose of Amending the 2021-24 Metropolitan Transportation Improvement Program (MTIP) to Complete the Reprogramming of Unified Planning Work Program (UPWP) Annual Program Estimates Impacting Metro, Plus Amend, Add, or Cancel Several Projects Impacting ODOT and Trimet to Address their Next Federal Approval Step (JN21-11-JUN) (consent) • Regional Mobility Policy Update – Introduce draft urban mobility definition and potential measures to test (20 min, Kim Ellis) • Regional Congestion Pricing Study Discussion (30 min, Elizabeth Mros-O’Hara) • TSMO Strategy – Vision and Goals (10 min, Caleb Winter)
<p><u>July 15, 2021</u></p> <ul style="list-style-type: none"> • Congestion Pricing-FINAL REPORT & ACTION (Elizabeth Mros-O’Hara, 30 min) • Final program direction for RFFA 2025-27 – ACTION (30 min, Daniel Kaempff) 	<p><u>August 19, 2021</u></p> <ul style="list-style-type: none"> • <i>Safe Routes to School – update (20, Noel Mickelberry)</i> • <i>Progress on our Regional Traffic Safety goals – update (20 min. Lake McTighe)</i> • <i>Active Transportation Return on Investment Study (20 min, John Mermin)</i>
<p><u>September 16, 2021</u></p> <ul style="list-style-type: none"> • Regional Mobility Policy Update – Introduce Case Study Findings and Recommendations – (40 min, Kim Ellis and ODOT staff) 	<p><u>October 21, 2021</u></p> <ul style="list-style-type: none"> • Emerging Transportation Trends – update (20 min., Eliot Rose)

	<ul style="list-style-type: none"> • Freight Commodity Study – (30 min, Tim Collins) • 2023 Regional Transportation Plan Update Work Plan – Kick-off Scoping Phase (30 min, Kim Ellis)
<p><u>November 18, 2021</u></p> <ul style="list-style-type: none"> • RFFA 2025-27 Program Direction – final policy framework; call for projects (30 min, Daniel Kaempff) 	<p><u>December 16, 2021</u></p> <ul style="list-style-type: none"> • Regional Mobility Policy Update – Recommendations for 2023 RTP Update Work Plan and to the OTC - ACTION (30 min., Kim Ellis and ODOT staff) • 2023 Regional Transportation Plan Update Work Plan – ACTION (30 min, Kim Ellis) • <i>Progress on our Regional Traffic Safety goals – update</i> (20 min. Lake McTighe)

Parking Lot:

- *Hwy 26/Westside Transportation Study – briefing (20 min, Matt Bihn & ODOT)*
- *TV Highway Corridor Study – briefing (30 min, Eryn Kehe)*
Enhanced Transit Corridor (20 min, Matt Bihn)

2021 MPAC Work Program

As of 4/21/21

Items in italics are tentative

<p><u>March 24, 2021</u></p> <ul style="list-style-type: none"> • MPAC 101, Work plan intro, and discussion of topics (Elissa, Ted; 40 minutes) • Community Placemaking Update(Dana Lucero, Metro; 30 min) 	<p><u>April 28, 2021</u></p> <ul style="list-style-type: none"> • Regional Mobility Policy Update (Kim Ellis, Metro; 40 min) • Parks and Nature Bond Refinement (Beth Cohen, Metro;)
<p><u>May 26, 2021</u></p> <ul style="list-style-type: none"> • <i>Housing Panel: Cities and Counties (various partners)</i> • <i>Update on 2018 UGB expansion areas and impact on supply of housing land (Roger Alfred, Metro)</i> 	<p><u>June 23, 2021</u></p> <ul style="list-style-type: none"> • 2040 Planning and Development grantee highlights (TBD grant recipients) • Congestion Pricing Update (Elizabeth Mros-Ohara, Metro)
<p><u>July 28, 2021</u></p> <ul style="list-style-type: none"> • <i>Housing Bond update & Affordable Housing Discussion</i> • <i>Supportive Housing Services Update</i> 	<p><u>August 25, 2021- Cancelled</u></p>
<p><u>September 22, 2021</u></p> <ul style="list-style-type: none"> • Regional Mobility Policy Update (Kim Ellis, Metro) 	<p><u>October 27, 2021</u></p> <ul style="list-style-type: none"> • Metro code updates to facilitate city and county compliance with HB 2001 Middle Housing requirements (Tim O'Brien or Ted Reid, Metro)
<p><u>November 24, 2021- Cancelled</u></p>	<p><u>December 8, 2021</u></p>

- New transfers station sites
 - Larger conversation of regional solid waste
- Engagement during a pandemic
- Parks bond progress report
- Expo Development Opportunity Study and regional venues
- Employment land
- Census – likely for December
- Transportation funding
- Growth Trends (Ted will schedule)



Metro

Regional Congestion Pricing Study

C4 Metro

June 16, 2021

Regional Congestion Pricing Study

- Project Overview
 - What is congestion pricing?
 - How we are measuring congestion pricing performance?
 - Expected outcomes
- Scenarios and High Level Findings
- Expert Review Panel
- Next Steps

What is Congestion Pricing?

Congestion pricing is the use of a charge, such as tolls or parking fees, to:

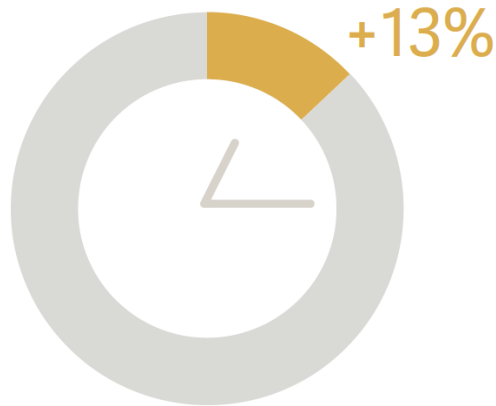
- Reduce traffic congestion and greenhouse gas emissions
- Change traveler behavior (shifting trip times, traveling less often, changing travel modes, carpooling, routes, etc.)

Why now?

- Transportation creates greenhouse gas emissions (40% in Oregon)
- Congestion is/was growing. 500,000 new residents by 2040
- We can't build our way out of congestion
- Congestion pricing supports efficient use of infrastructure
- Our current transportation system is inequitable

Inequitable system today

In the Portland region, average commute times for Black commuters are 13% longer than white commuters.



The lowest income households spend 35% of their income on transportation. Those with the highest income spend 13% or less.

Source: U.S. Bureau of Transportation Statistics

Inequitable system today

Funding is limited for travel options that communities of color and low-income communities depend on:



FEDERAL, STATE AND LOCAL GAS TAXES AND FEES PROVIDE REVENUE



INFLATION AND HIGH-EFFICIENCY VEHICLES SHRINK POTENTIAL REVENUES



MOST REVENUES ARE SPENT ON PRESERVING AND BUILDING STREETS



REMAINDER CAN BE SPENT ON TRANSIT, BICYCLE AND PEDESTRIAN PROJECTS

Planning Context

Multiple plans identify the need

- *2010 RTP, TSMO Strategic Plan– 2010, Climate Smart Strategy – 2014 & Federal congestion management process*

2018 RTP & Metro Council prioritized a near-term comprehensive review of congestion pricing

- *Over \$15 billion in transportation investments need to be paired with travel demand efforts*



2018 Regional Transportation Plan

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

Adopted December 6, 2018

oregonmetro.gov/rtp

Regional Congestion Pricing Study

RCPS Goal:

To understand how our region could use congestion pricing to manage traffic demand to meet climate goals without adversely impacting safety or equity.

Not recommending project or implementing any pricing measures

Expected Outcomes

RCPS findings will:

- Inform future discussions on implementing congestion pricing and policy recommendations
 - *Informing ODOT and City of Portland efforts*
- Outline next steps for evaluation and further study

Congestion Pricing scenarios are measured against the Region's 4 Priorities (RTP 2018)



Equity-
Reduce disparity



Climate-
Reducing GHG
emissions



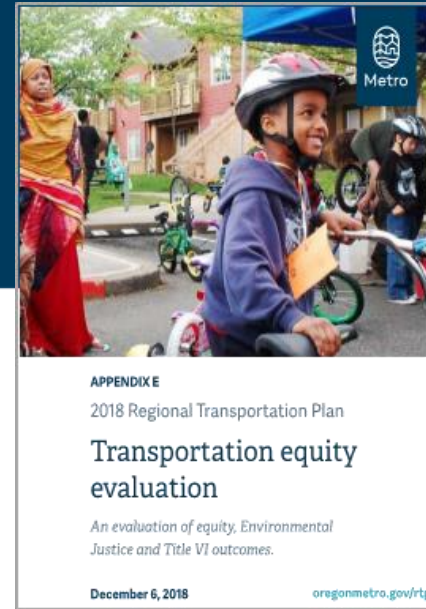
Safety-
Getting to
Vision Zero



Congestion

Evaluation

1. Test for reducing congestion and GHG emissions
2. Review for potential impacts to equity and safety
3. Explore strategies to maximize benefits
 - Improve mobility, equity, safety
 - Increasing transit service in key areas
 - Adding pedestrian, bike, and transit infrastructure (2040 RTP Strategic investments)
 - Fee structures
 - Other?



Strategic Engagement

- Experts in congestion pricing programs and modeling hired to help shape the study and evaluate analysis
- Methodology and Findings were reviewed by an expert panel
- Targeted stakeholder engagement
 - Jurisdictional partners, Equity experts (CORE, POEM Task Force, EMAC)

Evaluate technical feasibility and performance of 4 different pricing tools

- Focused on 4 tools with multiple possible program designs
- Provide assessment of overall value, not a recommendation
- Model outcomes focused on 2 scenarios from each type



VEHICLE MILES TRAVELED FEE (Road User Charge)

Drivers pay a fee for every mile they travel



CORDON PRICING

Drivers pay to enter an area, like downtown Portland (and sometimes pay to drive within that area)



ROADWAY PRICING

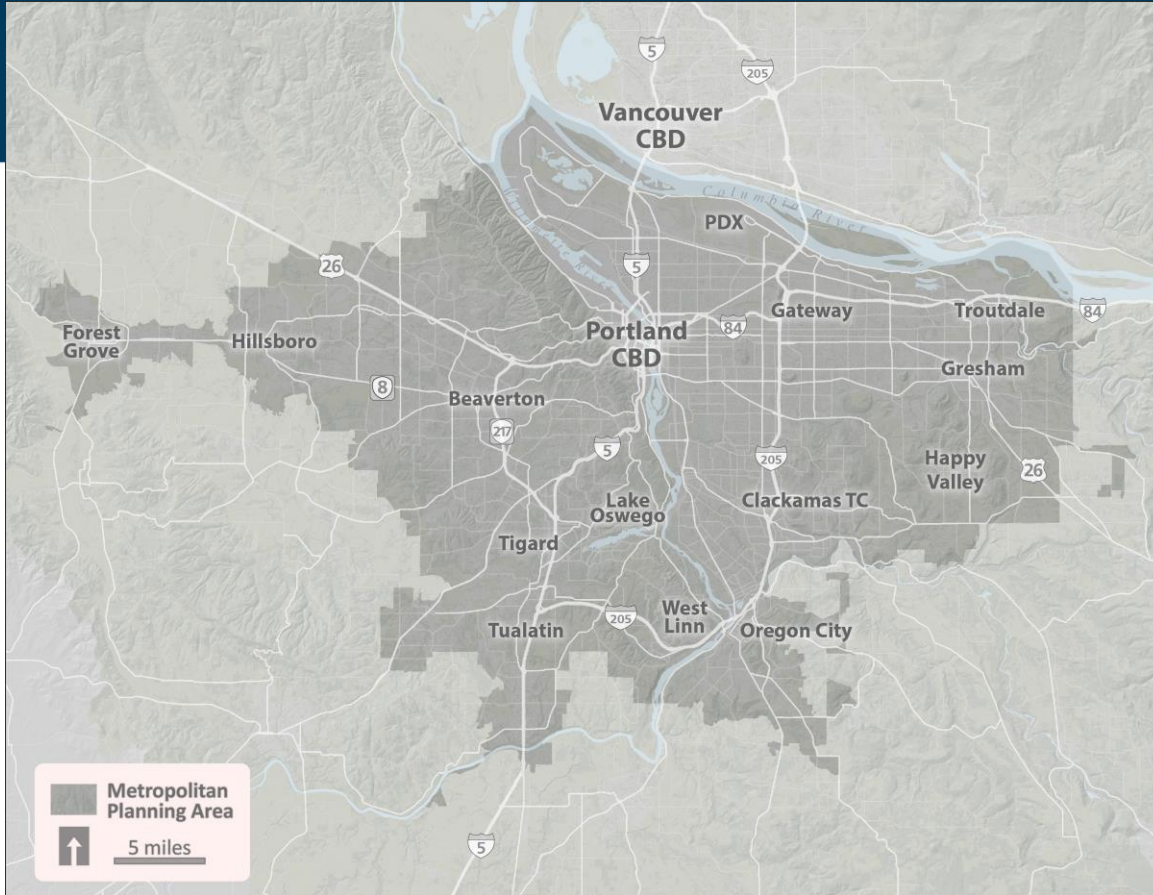
Drivers pay a fee to drive on a particular road, bridge or highway



PARKING PRICING

Drivers pay to park in certain areas

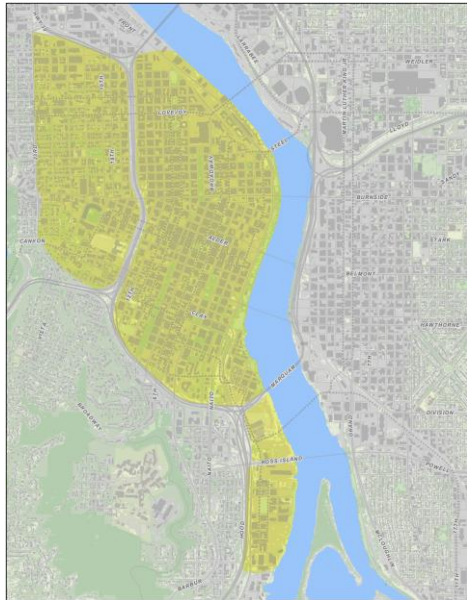
VMT Scenarios



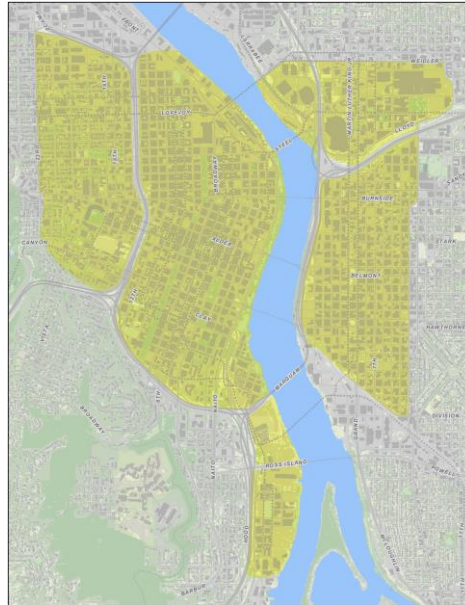
- Charges assessed within MPA boundaries for each mile driven for VMT scenarios
- VMT B = \$0.0685/mile
- VMT C = \$0.132/mile

Cordon Scenarios

Cordon A

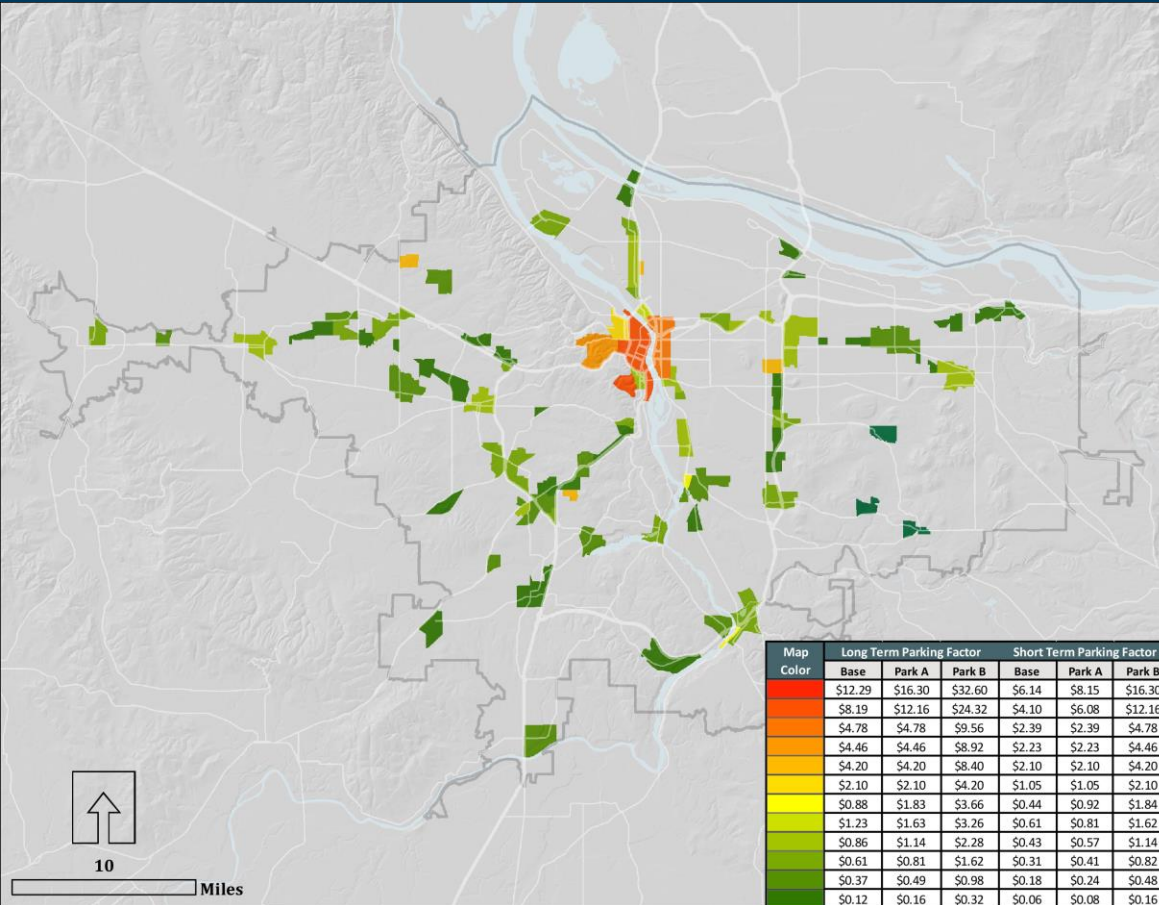


Cordon B



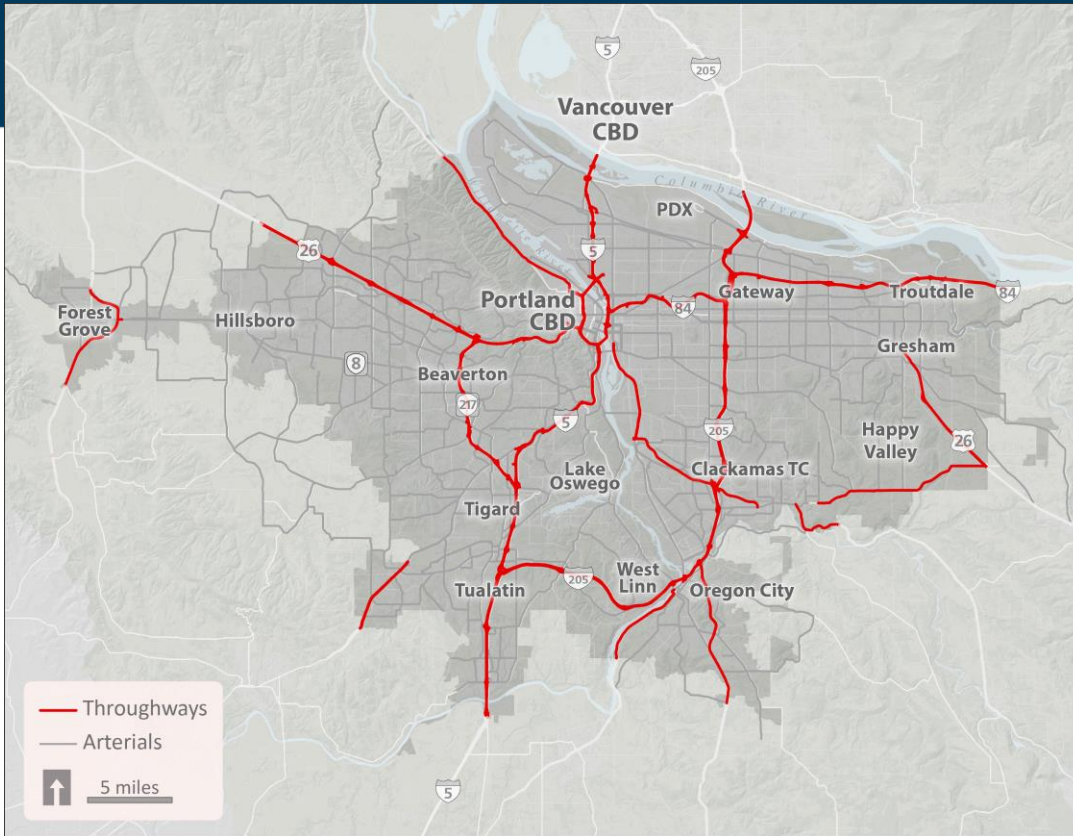
- Cordon A encompasses downtown Portland, South Waterfront, portions of NW Portland
- Cordon B expands to include Lloyd District and CEID
- Travel through the cordons on freeways/highways (i.e. I-5/I-405, or US-26 to Ross Island Bridge) are not charged
- \$5.63 to enter cordon area

Parking Scenarios



- Parking A assumes rates from RTP's 2040 FC scenario
- Parking B is double the charge of Parking A
- Parking scenarios do not include changes to parking rates outside of MPA boundaries

Roadway Scenarios



- All throughways (shown in red) within MPA boundaries are charged in Roadway A and Roadway B
- Roadway A charges the same rate as VMT C (\$0.132/mile), while Roadway B doubles that rate (\$0.264/mile)

Summary of Scenario Performance

- All four pricing types **addressed climate** and **congestion** priorities.
- **All eight scenarios** reduced the drive alone rate, vehicle miles traveled, and emissions, while increasing daily transit trips.
- Geographic distributions of **benefits and costs varied** by scenario.
- There were **tradeoffs** for implementing pricing scenarios.

High-Level Findings from Modeling

RTP Goal	Metrics	VMT B	VMT C	COR A	COR B	PARK A	PARK B	RD A	RD B
Congestion & Climate	Daily VMT	Green	Green	Light Green	Green	Light Green	Green	Light Green	Green
	Drive Alone Rate	Light Green	Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
	Daily Transit Trips	Light Green	Green	Light Green	Light Green	Light Green	Green	Grey	Light Green
	2HR Freeway VHD	Green	Green	Orange	Orange	Green	Green	Green	Green
	2HR Arterial VHD	Green	Green	Light Orange	Light Orange	Light Green	Green	Light Orange	Dark Orange
Climate	Emissions	Green	Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Equity	Job Access (Auto)	Light Green	Green	Light Orange	Light Orange	Light Green	Light Green	Light Green	Light Green
	Job Access (Transit)	Light Green	Green	Light Green	Light Green	Grey	Light Green	Grey	Light Orange
Total Regional Travel Cost		Medium-High	High	Medium-Low	Medium-Low	Low	Low	Medium	Medium

Note: Green indicates better alignment with regional goals when compared to the Base scenario.

- VMT and Parking scenarios show the most positive changes, no negative changes
- Cordon and Roadway scenarios see some increases in delay and reductions in job access
- These results are before any discounts/exemptions, reinvestment of revenues, or iterations of program design

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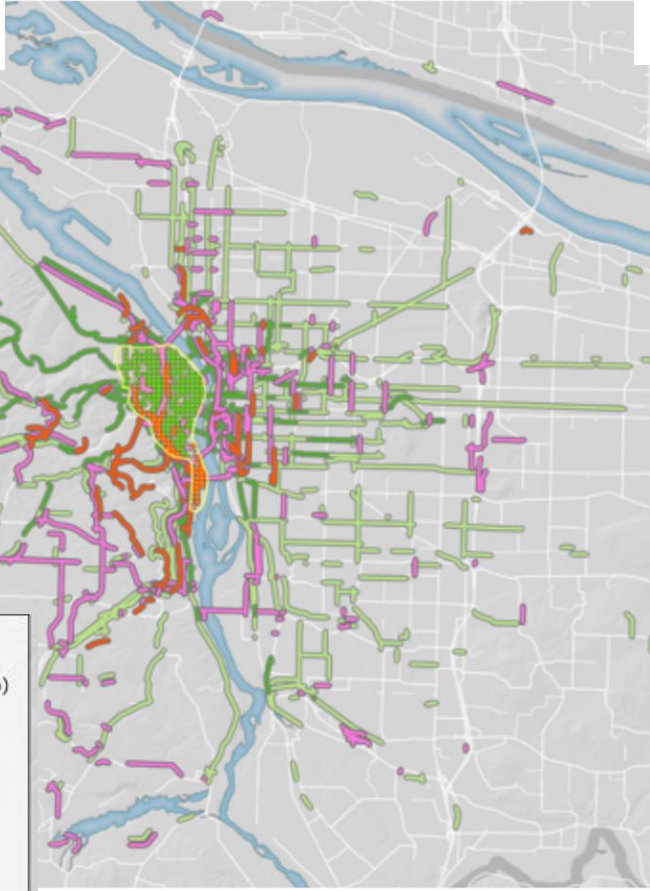
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Legend	
Dark Green	Large Positive Change
Medium Green	Moderate Positive Change
Light Green	Small Positive Change
Grey	Minimal Change
Light Orange	Small Negative Change
Medium Orange	Moderate Negative Change
Dark Orange	Large Negative Change

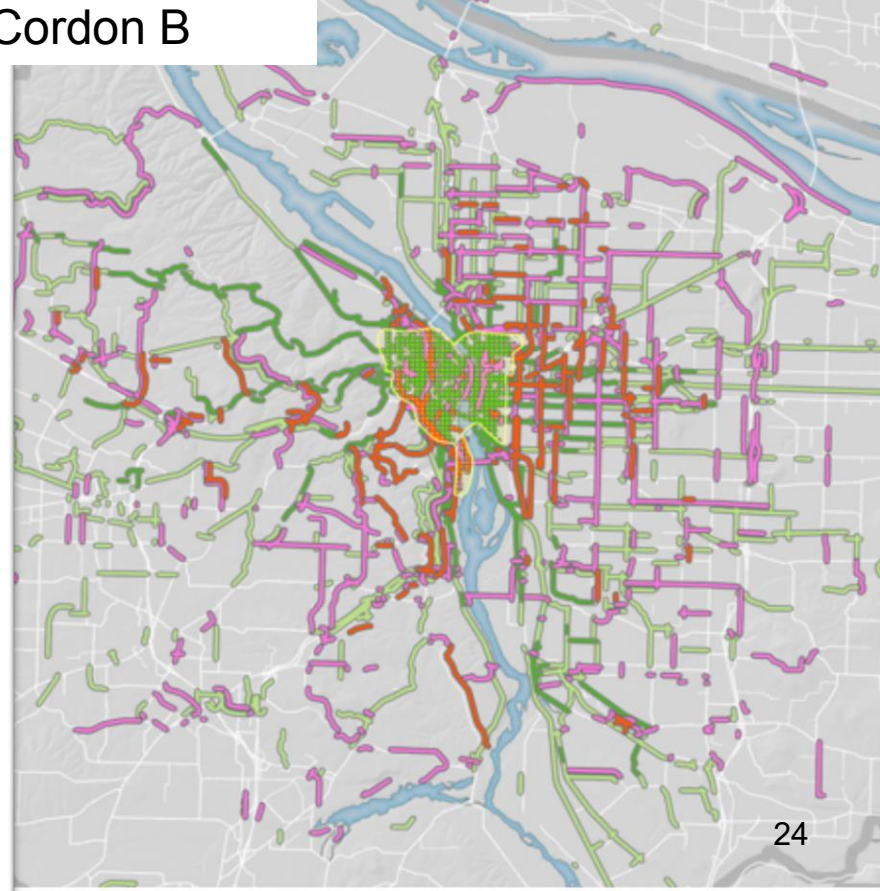
*Positive and Negative refer to progress toward regional goals, and not to numerical values (i.e. a reduction in VMT is "positive")

Change in Volumes Compared to Base (2-hr PM Peak)

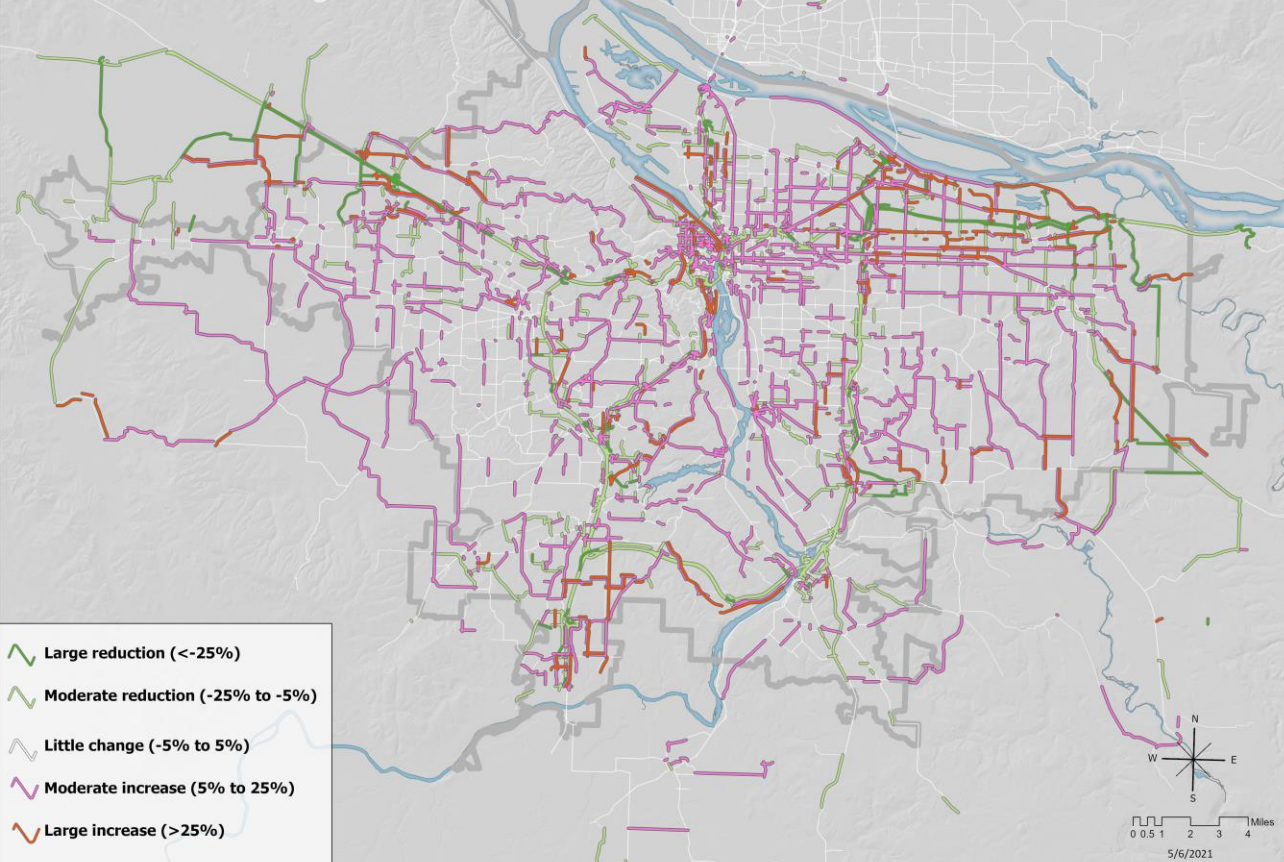
Cordon A



Cordon B



Percent Change in 2027 PM Peak Vehicle Volumes Compared to Base Scenario: Roadway A

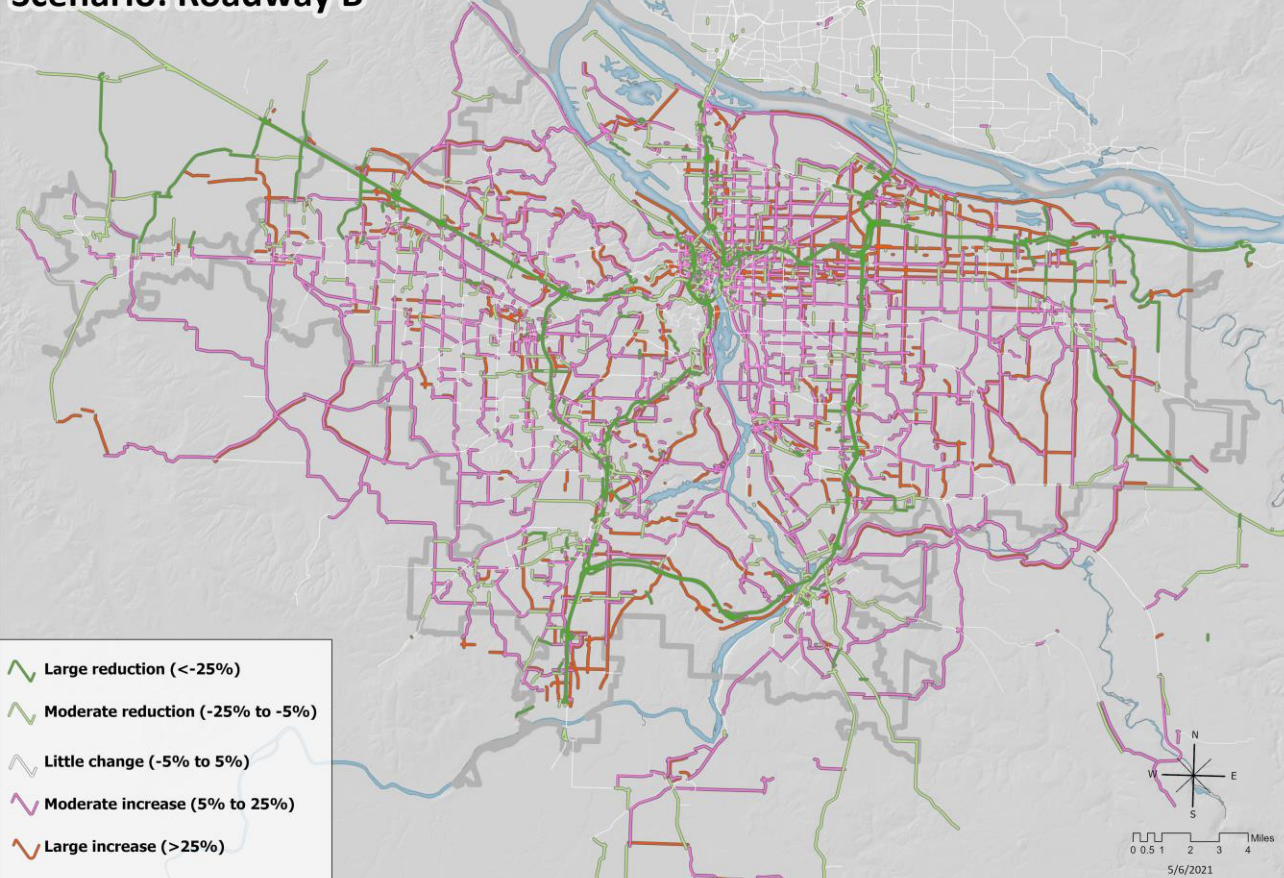


Roadway A

Volumes drop across the freeway network as drivers divert to arterials to avoid charge.

Most arterials near freeways see an increase in volumes.

Percent Change in 2027 PM Peak Vehicle Volumes Compared to Base Scenario: Roadway B



Roadway B

Changes are magnified with Roadway B, with more arterials seeing volume increases, and freeways seeing increasingly lower volumes.

Expert Review Panel - April 22, 2021



Jennifer Wieland - moderator

Managing Director. Expert in congestion pricing and equity-focused studies

NelsonWygaard



Daniel Firth

Transport and Urban Planning Director; Congestion pricing leader in London, Stockholm and Vancouver

C40



Sam Schwartz

Founder and CEO; Father of NYC congestion pricing

Sam Schwartz Transportation Consultants



Rachel Hiatt

Assistant Deputy Director for Planning; Project manager of the Downtown Congestion Pricing Study

San Francisco County Transportation Authority



Christopher Tomlinson

Executive Director; Expert in political, policy and legal aspects of tolling

*State Road and Tollway Authority, Georgia
Regional Transportation Authority,
Atlanta-region Transit Link Authority*



Clarrissa Cabansagan

Director of Programs; National leader in transportation policy and mobility justice

TransForm

Expert Review Panel Key Findings: Methods & Outcomes

- Endorsed Metro's technical approach and findings related to potential benefits and impacts of four pricing tools
- Offered recommendations for further study, including a focus on costs and investments, informed by public engagement

“We know pricing works, and it's a flexible tool to respond to changing needs. The challenge is how to make it fair and acceptable to people. That requires additional detail to prove out the concepts.”

- *Daniel Firth*

Expert Review Panel Key Findings: Clarity of Purpose

- Be very clear about the purpose of the project or program
- Articulating specific goals or outcomes helps to maintain focus
- Goals inform analysis, program design, and use of revenues

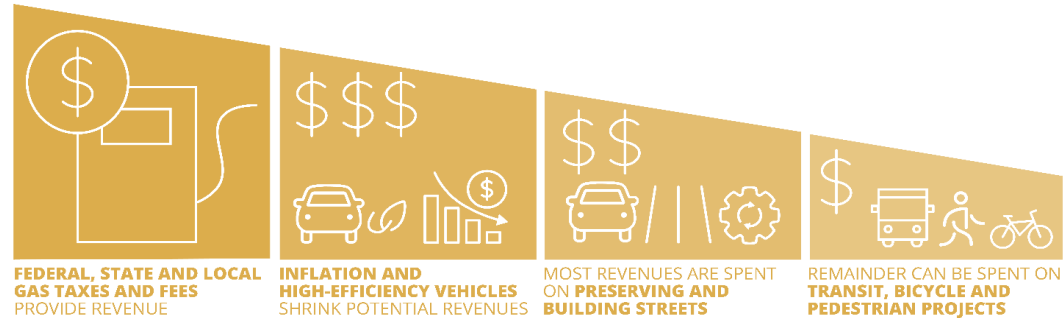


“In Atlanta, we framed the need for pricing around growth and managing demand.”

- Christopher Tomlinson

Expert Panel Key Findings: Focusing on Equity

- Think carefully about who most needs access
- Conduct detailed analysis to demonstrate regional and local costs/benefits
- Recognize revenue reinvestment as central to an equitable program



“We can’t mitigate our way out of an inequitable pricing program. Focus on those who spend over 50% of their income on transportation.”

- *Clarrissa Cabansagan*

Expert Review Panel Key Findings: Reinvesting Revenues

- Create options through a fully multimodal system is critical
- Recognize differences in rural and urban needs (the first/last 5 miles)
- Consider quick wins that have a big positive return and build acceptance

“Working with the community, including those who may be impacted, to design a reinvestment strategy tied to your goals will make the revenues and program meaningful.”

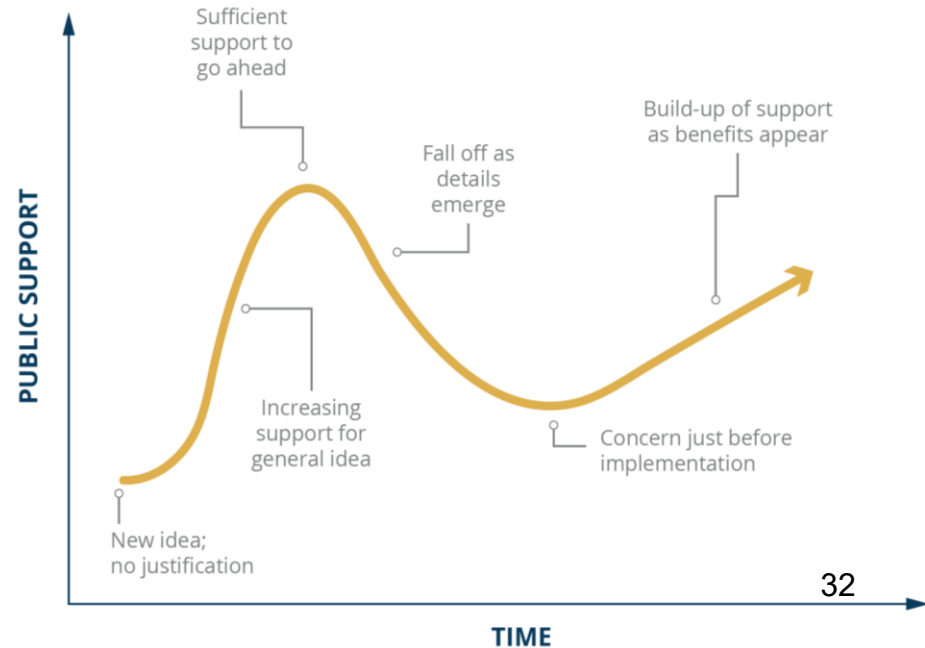
- Rachel Hiatt

Key Findings: Outreach & Communications

- Engaging the community early and often is critical
- Be ready to answer, “What’s in it for me?”
- Use meaningful examples

“Spend time with likely opponents to understand their needs.”

- Sam Schwartz



Next Steps – Incorporating Feedback

Incorporate feedback from Expert Review Panel, Metro Council and JPACT. Combine findings with additional information on equity and implementation considerations.

Regional Congestion Pricing Report

- How well do the different tools perform for our region?
- Are there are areas of concern? Areas that should be studied further?
- Considerations for policy makers and projects going forward?

Next Steps

Wrapping up this summer-

- TPAC, JPACT, and Metro Council meet in June and July 2021
- Technical Report with findings and considerations for project sponsors/implementers and policymakers
- Resolution on considerations recommended to be adopted by Metro Council and JPACT

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Memorandum

To: C4 Metro Subcommittee
From: Dayna Webb, City of Oregon City
Jaimie Huff, City of Happy Valley
Cities of Clackamas County TPAC Representatives
Re: June 4, 2021 TPAC Meeting
Date: June 4, 2021

Overview

Following is a brief summary of the June 4, 2021 TPAC Meeting. The TPAC packet, as well as the full TPAC Work Program can be found [here](#).

General Updates

- There have been 53 deaths to-date in 2021. Eight fatalities are attributable to the month of May, as of May 25.
- Presentation slides, agenda and poll summary from the May 26, Regional Transportation Safety Forum are posted [online](#). The recording of the forum will be posted next week.
- TPAC recommended to JPACT MTIP Formal Amendment 21-5182.
- ODOT Region 1 will soon launch a STIP website that will include the lists of projects in each program.

2024-2027 Metropolitan Transportation Improvement Program (MTIP) Revenue Forecast

- The MTIP is the four-year, near-term capital improvement plan-strategy for the metropolitan region. A revenue forecast is produced early in the MTIP process encompassing information about federal and various state and local revenue streams.
- In total, about \$1.9 billion is anticipated to be available in FFY 2024-2027, encompassing both federal and relevant state funds. This estimate, however, is based on assumptions.
- The Regional Flexible Fund is one component of the 2024-2027 MTIP revenue forecast. Metro staff suggests proceeding with a Moderate Growth forecast, which would assume \$142.4 million in Regional Flexible Funds, of which about \$41.2 million may be available for Step 2 competitive grants.

Impact on Clackamas Cities

- As RFFA dollars are allocated and funded projects move through implementation, Metro staff will work with local lead agencies and ODOT Region 1 staff to determine which funded projects are ready to obligate their funding and then program the awarded funding as needed by project phase. Many project phases are likely to be temporarily programmed in the illustrative MTIP years of 2028 or 2029 until a project demonstrates it will be ready to obligate funds in an earlier year. Assuming funding capacity is available, the MTIP will be amended to move projects forward at that time with the objective of utilizing as much funding capacity as possible with projects that are prepared to obligate those funds.
- Metro will pilot a streamlined administrative process to combine the allocation of the 2025-2027 RFFA and the trail-specific funding from the 2019 Parks and Nature bond measure. The 2025-2027 RFFA Program Direction will reflect the pilot and will allocate an estimated \$20 million of additional funds for trails available from the bond funds to be allocated through this process. Summarily, this process may streamline the application process, however funding sources and selection processes will remain separate.

2025-27 Regional Flexible Funds Allocation (RFFA) Strategic Direction (Recommendation to JPACT)

- TPAC recommended a 2025-2027 RFFA program direction to JPACT. Substantive program feedback includes:
 - Consolidating “Step 2” competitive local grant funding categories (Freight, Active Transportation)
 - No weighting of the four RTP priorities within the technical evaluation.
 - Transitioning to an outcomes-based criteria (multiple-outcome projects focused on the four RTP investment priorities)
 - Economic outcomes will be evaluated priorities as performance measures in the technical evaluation within the context of the existing four RTP priorities (further work required to develop measures)
 - Enhanced Transit Corridor investments should be considered through Step 2 project applications.
- TPAC supported language to incorporate additional local jurisdictional staff in the evaluation group tasked with developing the technical evaluation.
- Finally, there is significant funding uncertainty around the coming RFFA cycle. If the federal government passes a transportation reauthorization bill, then there could be additional dollars on the table. To manage the uncertainty, this RFFA cycle is anticipated to incorporate an illustrative project list if a federal authorization bill is not completed prior to the RFFA Call for Projects or project selection.

Regional Congestion Pricing Study – draft findings and recommendations

- TPAC reviewed draft RCPS findings, as well as draft recommendations/findings for policy makers and future owners and operators to consider.
- A proposed project would be expected to address issues around congestion, safety, climate, and equity—considering targeted discounts, project design, and/or funding investments that mitigate concerns. The RCPS findings are NOT iterative and do not address the concerns revealed but point to areas for project owners/operators to keep in mind when developing a pricing project.
- Project staff will complete the Draft RCPS report and send it to TPAC for comment in the next two weeks. Metro staff will present to JPACT and Metro Council on the findings Draft Recommendations in June. Staff will incorporate comments from TPAC, JPACT, and Metro Council to complete the report and recommendations. In July, staff will ask JPACT and Metro Council to adopt the report findings and recommendations with a resolution. A final report will be released thereafter.

Upcoming Agenda Highlights

- June 23, 2021 – TPAC/MTAC Workshop
 - State Economic & Revenue Forecast
 - Regional Mobility Policy Update
- July 9, 2021
 - Regional Congestion Pricing Study Final Report – **Recommendation to JPACT**
 - Regional Mobility Policy Update: Draft Elements & Measures to Test – **Recommendation to JPACT**
 - Regional Freight Delay & Commodities Movement Study policy framework
- July 14
 - Metro Legislative Session Recap update

For additional information, please contact:

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

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

MEMORANDUM

TO: C4 Metro Subcommittee
FROM: Steve Williams, Principal Transportation Planner
DATE: June 9, 2021
SUBJECT: Regional Flexible Funding Application (RFFA)

At the TPAC meeting on Friday, June 4, recommendations for RFFA funding process were discussed for submittal to JPACT. These recommendations will be discussed by JPACT at their meeting on Thursday, June 17. The following summarizes the recommendations:

RFFA Program Direction:

- The RFFA Program Direction that has been discussed describes a process for targeting the RFFA funds to achieve regional priorities.

Timeline:

- RFFA process recommendations by JPACT at discussed at the June meeting with action at the July meeting.
- Metro Council would take action in July/August
- If approved the RFFA call for projects would be released in November, with proposals due in February 2022
- Following evaluation/risk assessment of the proposed projects, public comment and TPAC/JPACT discussion and recommendation the Metro Council would take action in October 2022

Changes from Direction in last RFFA Cycle:

- Combine Step 2 funding into a single categories
- Analysis of projects would outcome based and focused on the four RTP investment priorities: Equity, Safety, Climate and Congestion.

Step 1 Regional Investments and proposed funding amounts:

- Step 1A – Bond repayments: \$65,280,000
- Step 1B – Regionwide investments and planning: \$35,820,186

Step 2 Capital Investments: \$41,249,814

- Single category for all Step 2 projects
- Focus on advancing RTP Priority investment outcomes
- Provide flexibility on types of projects and support projects that provide multiple benefits
- Continue to support improving the active transportation network and supporting economic outcomes

Step 2 Criteria:

Performance Measures

- To be developed by a work group during the Summer 2021
- Reviewed by TPAC in fall prior to call for projects in November
- Not weighted, but JPACT may chose to focus funding on any of the priority areas

Equity

- Increased accessibility
- Increased access to affordable travel options

Safety

- Reduced fatal and serious injury crashes for all modes

Climate

- Reduced emissions from vehicles
- Reduced drive-alone trips

Congestion

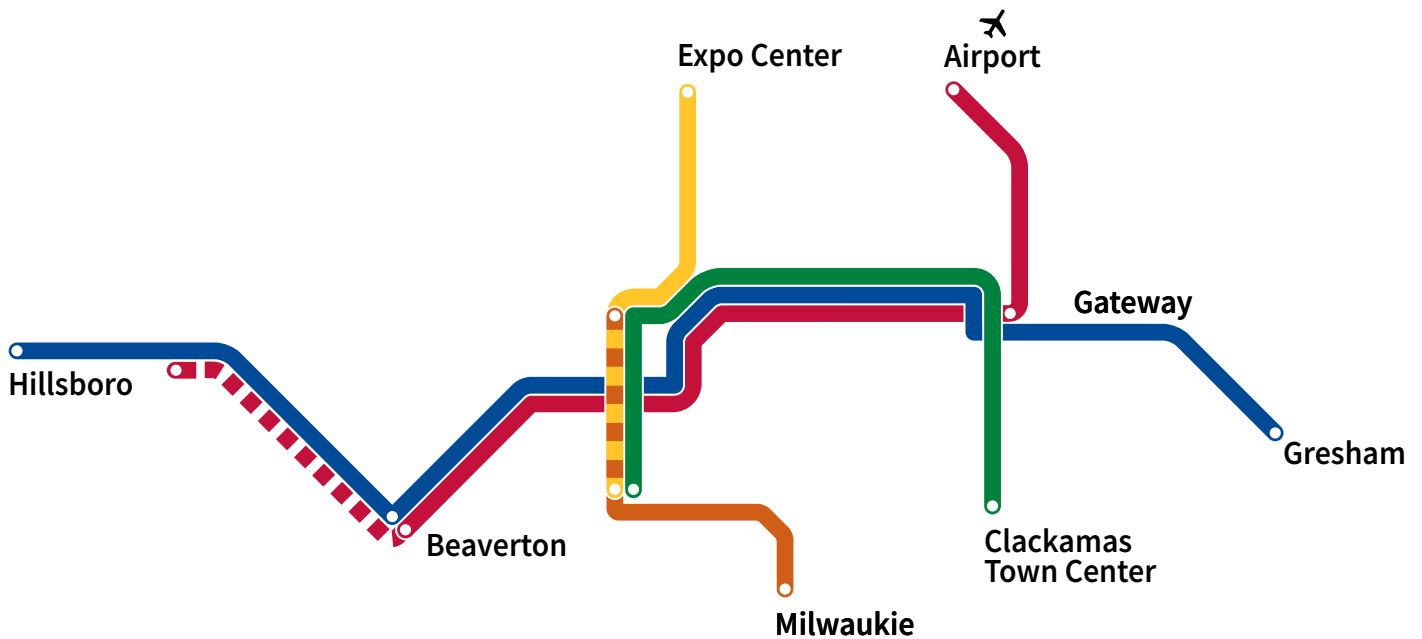
- Increased travel time reliability
- Increased travel efficiency
- Increased travel options
- Reduced drive-along trips

<p>Project #22 Key 22188 MTIP ID 71112</p>	<p>TriMet</p>	<p>Electric Bus Purchase (Metro Fund Exchange)</p>	<p><u>CANCEL PROJECT:</u> The formal amendment cancels the project from the MTIP and shifts the funds over to the TriMet MAX Red Line Extension project in Key 20849</p>	<p>The reason for the cancelation is due to a procurement and delivery delay that will prevent the bus purchase in FY 2023. The CMAQ funds have an obligation shelf-life expiration date of the end of FFY 2023. Due to this, Metro and TriMet worked together to reprogram the funds to TriMet's MAX Red Line Extension Project</p>
<p>Project #23 Key 20849 MTIP ID 71230</p>	<p>TriMet</p>	<p>MAX Red Line Extension & Reliability Improvements</p>	<p><u>COST INCREASE:</u> The formal amendment adds the new CMAQ funds (and match) from Key 22188. The Max Red Line Extension project has been evaluated as a suitable substitute for the original Electric Bus purchase project in Key 22188. The project phase costs have been updated per TriMet's guidance as well.</p>	<p>Extend MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport with reconfigured station, plus construct new light rail bridge and Red Line station at Gateway.</p>

A BETTER RED



A Better Red extends MAX Red Line west to serve 10 more stations and improves schedule reliability for the entire MAX system.



More service

Extending the MAX Red Line west allows more people to enjoy a one-seat ride to Portland International Airport and other destinations. The extension improves MAX frequency at 10 stations in Beaverton and Hillsboro:

- ▶ Beaverton Central
- ▶ Millikan Way
- ▶ Beaverton Creek
- ▶ Merlo/SW 158th
- ▶ Elmonica/SW 170th Ave
- ▶ Willow Creek/SW 185th TC
- ▶ Quatama
- ▶ Orenco
- ▶ Hawthorn Farm
- ▶ Fair Complex/Hillsboro Airport

Improved reliability

MAX Red Line has two single-track sections, near Gateway and Portland International Airport, where trains traveling in opposite directions have to take turns. These bottlenecks affect schedule reliability for the entire MAX system, which has grown substantially since the Red Line was constructed. Adding a second track in these sections will improve service for all riders.

New connections for people biking and walking

Near the new tracks at Gateway and Portland International Airport, new multi-use paths will create more options for accessing transit, getting around on foot, bike, scooter and other mobility devices, and better access for emergency services.

Improvements to be constructed in three areas

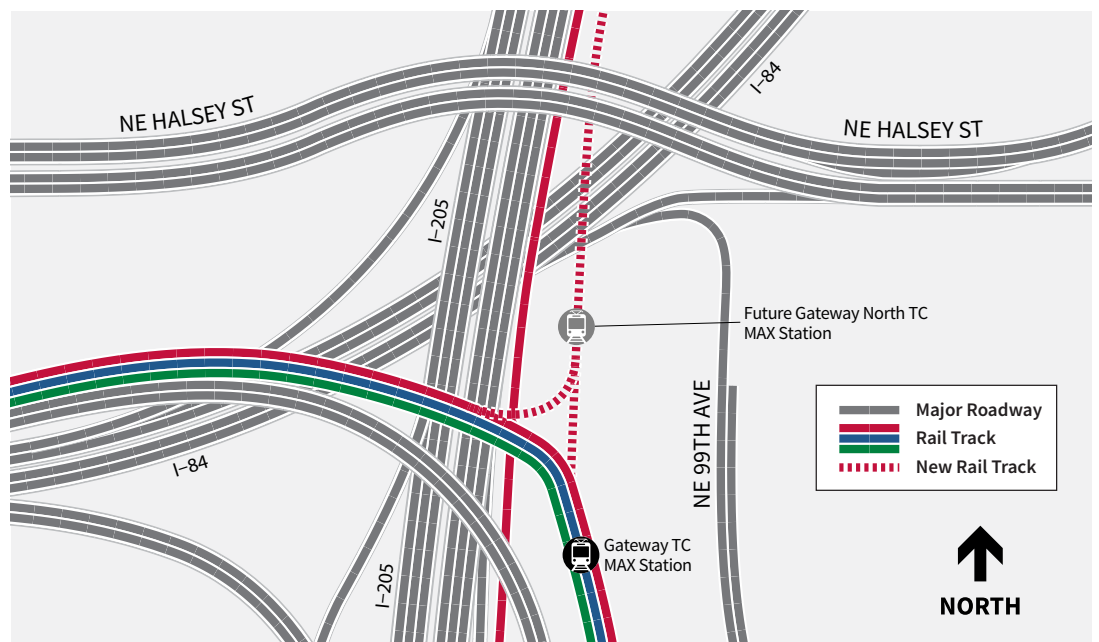
At Fair Complex/Hillsboro Airport MAX Station

Crews will work on signals and switches in the existing trackway, and build a new walkway and break facility for MAX operators.



At Gateway/NE 99th Ave Transit Center

A new MAX station platform will be constructed about 500 feet north of the existing transit center. This new platform will serve Red Line trains coming from Portland International Airport only. All other trains will continue to serve the existing platforms.



Conceptual rendering subject to change
42



Conceptual rendering subject to change

Two new bridges will be constructed to accommodate the second track:

- ▶ Spanning existing MAX track and I-205 Multi-Use Path adjacent to Gateway Green Park.
- ▶ Spanning Interstate 84 and Union Pacific Railroad tracks.

A new pathway will connect the new platform with the existing platforms and bus stops., and extend north on the new bridge over I-84, into Gateway Green Park.

At Portland International Airport

The second track will be constructed adjacent to the existing track, along with a new multi-use path between the MAX station and NE 82nd Way.

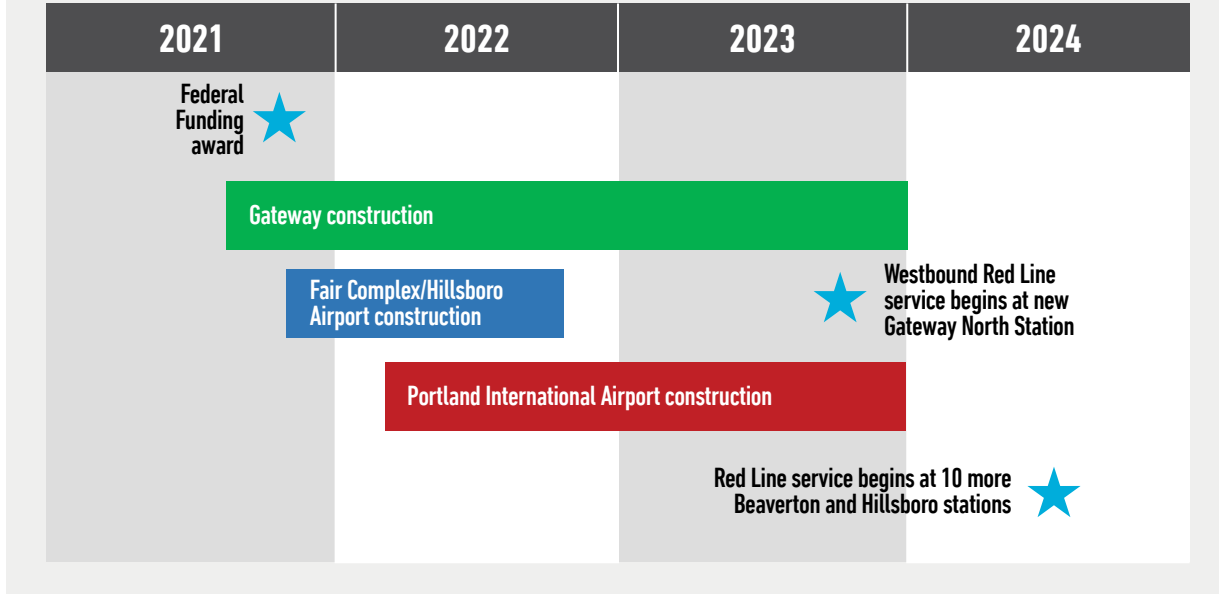


Conceptual rendering subject to change



Conceptual rendering subject to change

ESTIMATED PROJECT SCHEDULE



What to expect during construction

Construction information will be updated regularly at trimet.org/betterred. Some things to expect include:

- ▶ Closure of some Park & Ride spaces at Fair Complex/Hillsboro Airport Station and Gateway/NE 99th Ave Transit Center
- ▶ MAX service interruptions, with shuttle buses connecting stations
- ▶ Various lane closures, including nighttime lane closures on I-84
- ▶ Weekend closures of I-84
- ▶ Construction staging in a small portion of Gateway Green Park
- ▶ Short-term closure of I-205 Multi-Use Path adjacent to Gateway Green Park

- ▶ Daytime pile driving adjacent to I-84 at Gateway
- ▶ Nighttime and weekend construction activity

Economic benefits

In addition to extending MAX service and improving system reliability, the project is expected to create up to 1,200 jobs for the region. The project has a goal of awarding 19 percent of the design funding and 20 percent of the construction funding to Disadvantaged Business Enterprise (DBE) firms, supporting businesses owned by people of color and women.

Learn more at trimet.org/betterred/benefits

Contact

Questions about the Better Red project? Visit trimet.org/betterred to learn more. Or, call 503-962-2150. Email us: betterred@trimet.org.

Available in other formats



EMERGING GROWTH TRENDS 2021-2023 WORK PROGRAM

Purpose:

Our society has shifted significantly over the past year as a result of the global pandemic, racial injustice, economic crisis, and climate-induced natural disasters. Previous urban planning assumptions about where people would live and work, how people would move around, or who would have access to wealth and opportunity have been disrupted, disproven, or dismantled. As we begin to build back toward a post-pandemic future, we are learning that there are places where it no longer works or makes sense to go back to the way things were “in the before times.”

Guided by the Metro Council’s Strategic Framework, the Emerging Growth Trends work will look at issues related to housing, jobs, transportation, environment, and community, through the lenses of shared prosperity, racial justice, climate justice and resiliency. The intent of this work is not to seek or provide definitive answers to the questions that our communities face, but rather to bring together analytical information and lived experience in order to better understand how Metro’s plans and policies can address key community issues and concerns.

As a lead-in to the 2023 Regional Transportation Plan update and the 2024 Urban Growth Management Decision, this work program is intended to provide opportunities to discuss and understand new and emerging trends that will shape where and how we live, work and get around.

The 2040 Growth Concept has provided a basis to describe shared values and vision for what kind of community we want our region to be over time. The Emerging Growth Trends work will set the stage for the larger policy and community discussions about what shared values will guide our community vision going forward. In addition to informing the 2023 RTP and 2024 growth management decision, this work is intended to provide a foundation for an eventual update of the 2040 Growth Concept and its underlying policies. Pending Metro Council direction, staff proposes undertaking that effort after the 2024 growth management decision.

The primary deliverable will be an approachable document (“Emerging Growth Trends Report”) summarizing a variety of trends and their potential planning implications. Supporting deliverables will include reports and analyses on specific topics, web-based materials that are accessible to non-technical audiences (similar to Regional Snapshots). Stakeholder engagement will include Metro’s technical, policy, and equity advisory committees, panel discussions and guest speakers, focus groups with interested stakeholders, and wide ranging interviews with diverse community members to learn first-person perspectives on our changing community.

This work will also produce conceptual suggestions for possible policy amendments that could be considered in the 2023 Regional Transportation Plan and an eventual refresh of the 2040 Growth Concept and supporting policies and regulations.

Approach:

Research and outreach will be organized into a series of themes that allow Metro and our partners to consider emerging trends, issues, lived experience, and policy implications in key areas. Analytical and engagement activities will inform a summary document for each theme.



Timeline:

July 2021-July 2022

Transportation and Transit
Economy and Employment
Restoration and Healing
Housing and Neighborhoods
Downtowns and Centers

July 2022-July 2023

Produce Emerging Growth Trends Report
Begin Urban Growth Report
Begin RTP process

December 2023

Council adopts RTP

December 2024

Council Urban Growth Management Decision

2025

Pending direction, begin 2040 Refresh

Theme: Population and Demographics

Questions:

Climate-change-induced migration

With the effects of climate change becoming increasingly apparent, it is a widely shared view that the Pacific Northwest will become a receiving area for those seeking a more temperate climate. However, climate-change-induced migration to the Pacific Northwest has not been measurable thus far. What are the appropriate policy responses for providing adequate housing and reducing racial inequities if this increased in-migration trend becomes apparent? How might this trend interact with the increased possibility of remote work, which could have a countervailing effect on regional population growth?

A west coast migration magnet

Despite the fact that housing prices have risen steadily in Greater Portland, housing here remains less expensive than several other west coast cities like L.A., San Diego, San Francisco and Seattle. This has meant that Greater Portland has attracted migrants, particularly well-educated people, looking for home ownership opportunities or apartments in lively urban settings. More recently, there have been accounts of people moving to smaller, more affordable cities like Boise, ID or to even smaller towns when remote work is possible.

Will these trends lead to lower rents in Greater Portland or does the recent slowdown in multifamily housing portend rising rents? How might these trends materialize in the coming decades? What are the potential displacement implications of the region attracting relatively wealthy migrants? What could be done to ensure more equitable growth? How does growth in Greater Portland fit into a larger Cascadian Regional context?

Policy and Program Implications:

- Improved understanding of migration trends to inform forecasting assumptions in the 2024 Urban Growth Report.
- Clarification of which land use and housing options should be priorities for addressing either lower or higher household growth scenarios.
- Conceptual policy guidance for incorporating climate-change-induced migration considerations into policies, programs and investments.

Possible Analytical and Engagement Activities:

- Assessment of historic migration trends
- Summary of our current understanding of climate-induced migration, including the demographic characteristics (income, age, household size) of possible migrants.
- Assessment of historic changes in household size, age, education, and income in the region.

Theme: Economy and Employment

Questions:

Manufacturing

Pre-pandemic forecasts indicate that the long-term industrial job growth trend will remain flat. Underlying those forecasts are trends like automation and off-shoring of manufacturing to countries with lower labor costs. These trends have sped up in recent years. With domestic manufacturing generally on the decline, are there other sectors that can provide middle income jobs for those without a college education? Are there manufacturing sectors that are bright spots? What are the locational and building requirements of those sectors?

E-commerce

In recent years – even before the pandemic – most new industrial development in the region was for warehousing and distribution facilities, often to serve e-commerce. During the pandemic, many consumers have fully embraced e-commerce, but middle-income jobs are often hard to come by in the warehousing and distribution sector. What might this trend mean for retail commercial uses, industrial land preservation, and good-paying jobs for people without a college education? What might this trend mean for carbon emissions? What are the opportunities for adaptive reuse of buildings for fulfillment centers? What options are there for minimizing their potential traffic, pedestrian safety, and air quality impacts on surrounding areas?

Data Centers

Data centers are a crucial component of our digital economy. Our region’s relatively cheap electricity and access to trans-Pacific data cables have made it attractive for development of data centers. However, these data centers typically do not employ many people and – as noted – place considerable demand on our power supply. Should it be an economic development priority to accommodate data centers or should the region seek to protect its industrial land for uses that produce more direct jobs and use less electricity? Are there ways to encourage more efficient use of land for data centers?

Policy and Program Implications:

- Coordination of long-range planning with the update of the region’s Comprehensive Economic Development Strategy.
- Improved understanding of economic trends for the 2024 growth management decision.
- Title 4 (Industrial and Employment Areas): consider whether industrial land protections need to be updated (e.g., is conversion to residential a significant issue); consider whether Title 4 should have a narrower focus on Regionally Significant Industrial Areas; consider whether Title 4 can be updated to support industrial incubator space.
- Consider whether demand for large lot industrial sites is sufficient to justify ongoing regulation of division of these sites.
- Policy concepts related to industrial and employment areas for consideration in a future refresh of the 2040 Growth Concept.

Possible Engagement and Analytical Activities:

- Audit of relevant Metro policies to identify areas that may need updates or revisions.
- Assessment of development trends in industrial areas, including residential and other non-industrial development.
- Assessment of employment trends in industrial areas, including job densities, growth by sector, and wages by race/ethnicity

Theme: Transportation and Transit

Questions:

Changing transportation behaviors

Long-standing trends combined with the pandemic have led to rapid shifts in our travel behaviors. How big have these shifts been and to what degree will these trends persist, affecting how much we travel, how we travel, how safe we feel while we travel (particularly people of color), and why, where and when we travel? How will technological changes impact these trends?

Transportation for the changing nature of how people work

It remains to be seen how employment locations will look when the dust settles after the pandemic. If a significant share of employees remain working from home or commute outside of the traditional rush hour, what does that mean for our transit system that was primarily designed to get people to urban centers? How can the transit system adapt to ensure equitable mobility options? Likewise, how might shifts in where we live (e.g., middle housing in neighborhoods impact transit)?

Transportation for the changing nature of how people shop

E-commerce had been steadily increasing its market share before the pandemic, which only accelerated its use. What are the long-term implications for commercial districts, downtowns, and shopping centers if the trend persists? What are the long-term implications for industrial areas that provide warehousing and distribution space? What are the impacts of deliveries on transportation facilities, air quality and carbon emissions?

Policy and Program Implications:

- Consider Regional Transportation Plan policies that:
 - Prioritize transit and focus on the corridors that serve low-income riders / riders of color and carry people all day instead of serving peak commutes.
 - Re-evaluate major capital projects that are intended to address congestion.
 - Focus on methods of pricing that capture trips throughout the region and throughout the day (e.g., VMT fees, parking pricing in smaller commercial centers).
 - Revise policies, models, and decision-making processes to account for lower congestion.
 - Prioritize bicycle and pedestrian connections between neighborhoods and local commercial centers.
 - Require the implementation of Livable Streets Design Guidelines on new transportation projects.
- Title 4 (Regional Parking Management) of Transportation Functional Plan: consider options for updating regional parking standards to support urban centers and mixed-use areas.
- An Adaptive Planning Framework that recommends changes to regional transportation planning processes and tools for Metro to consider during the development and implementation of the 2023 Regional Transportation Plan.
- Policy concepts related to multimodal transportation for consideration in a future refresh of the 2040 Growth Concept.

Possible Engagement and Analytical Activities:

- Review of relevant Metro policies such as the 2018 Regional Transportation Plan to identify areas that may need updates or revisions because of emerging trends.

Theme: [Housing and Neighborhoods](#)

Questions:

Housing Production Strategies

Per state law (HB 2003), cities over 10,000 in population are required to adopt Housing Production Strategies. What are we learning about the most promising ways to address affordability and the historic underproduction of housing? What innovative approaches are cities using to encourage a variety of

housing, including middle housing such as townhouses, duplexes, triplexes and fourplexes? Do these local strategies point to possible regional approaches?

New neighbors

Will the increased potential for working from home combined with more middle housing options in neighborhoods (per HB 2001) shift housing growth from centers and corridors to neighborhoods? If so, how do we encourage affordability and reduce displacement in neighborhoods? Do neighborhoods have adequate access to nearby commercial services to support such changes? Will the region's neighborhoods be resilient in the event of a natural disaster? Can middle housing in neighborhoods provide residential options that are less vulnerable to urban heat island effects?

Policy and Program Implications:

- Title 1 (Housing Capacity): housekeeping amendments to facilitate local implementation of HB 2001; other policy concepts TBD.
- Title 7 (Housing Choice): reflect the role of regional funding measures in encouraging housing affordability; consider options for out-of-date voluntary affordable housing production goals.
- Policy options for encouraging city and county plans for Neighborhood Centers.
- Policy options for requiring or encouraging the most effective Housing Production Strategies.
- Policy and investment options for addressing access to nature and urban heat island effects in neighborhoods.
- Policy concepts related to Neighborhoods for consideration in a future refresh of the 2040 Growth Concept.

Possible Engagement and Analytical Activities:

- Audit of relevant Metro policies to identify areas that may need updates or revisions.
- Middle housing code workshop for city and county planners.
- Assessment of the economics of middle housing development around the region, including infill and greenfield options in different submarkets and tenures (rent and own).
- Assessment of observed prices and rents of new housing around the region, including infill and greenfield development in different submarkets.
- Assessment of urban heat island effect in different types of urban settings.
- Presentations by cities on their efforts to allow a greater variety of middle housing (per HB 2001) and to develop Housing Production Strategies (per HB 2003).
- Assessment of the market potential for Neighborhood Centers.
- Expert panel discussion of how to encourage equitable middle housing development.
- Opportunities for MTAC and MPAC members to share best practices for encouraging needed housing.

Theme: [Downtowns and Centers](#)

Questions:

Out of the office

Even before the pandemic, telecommuting was the fastest-growing way of getting to work. Now, the pandemic has demonstrated that working from home is a viable option for many more workers and it allows businesses to save money on office rent. If this shift proves durable, what might it mean for activity in downtowns and along main streets? If office rents decline, what will that mean for tax assessments and revenues and the services and facilities that they fund? What adjustments to parking policies might be in order? What might become of downtown commercial uses such as restaurants that

rely on office workers? What actions could be taken to support BIPOC-owned businesses? What are the equity implications of some workers having a choice to work remotely (potentially outside the region) while others have few choices?

A new focus for downtowns

If office uses diminish in downtowns, is it feasible to convert vacant office space to other uses such as residential? If proximity to work is less important now, what will attract residents to downtowns? What is the role of arts and culture? What transportation options support the evolution of downtowns? What needs to be considered to ensure that downtowns are resilient in the event of a natural disaster and impacts from climate change?

Policy and Program Implications:

- Title 4 (Regional Parking Management) of Transportation Functional Plan: consider options for updating regional parking standards to support urban centers.
- Title 6 (Centers, Corridors, Station Communities and Main Streets: consider updating definition of “regional investment” and updating eligibility requirements for those investments.
- Policy concepts related to the Central City, Regional Centers and Town Centers for consideration in a future refresh of the 2040 Growth Concept.

Possible Analytical and Engagement Activities:

- Audit of relevant Metro policies to identify areas that may need updates or revisions.
- Assessment of office market conditions in various urban centers.
- Assessment of commercial/residential mix in various urban centers.
- Assessment of parking trends in various urban centers.
- Assessment of the potential for repurposing commercial buildings in different urban center submarkets.
- Assessment of the role of arts and culture in urban centers with a focus on how it impacts housing, jobs, and transit.
- Assessment of how to diversify uses in central business districts.
- Expert panel discussion about downtown trends and their policy implications.
- Opportunities for MTAC and MPAC members to share opportunities and challenges for their downtowns and main streets.

Theme: Healing and Restoration

Questions:

Post pandemic interactions

Along with our work, travel, school, and shopping behaviors, the pandemic has changed the way people interact, gather, and socialize with one another. Uncertainty and distrust make it difficult to know what interactions feel safe. Human connection over a computer has changed many people’s social habits. Creative and performing artists have discovered new ways to make and share their work. What will community gathering spaces, performing arts, community events, and other social interactions look and feel like?

Cultural Capital

As neighborhoods and places undergo physical change, they also change culturally, as new residents move in, and old residents leave, either by choice or by involuntary displacement. Many places may have shiny new buildings and fresh bike lanes, yet they no longer have the longstanding community

connections, favorite businesses, and sense of familiarity they once had. Without this cultural capital, what creates a sense of place or identity among redeveloped neighborhoods?

Policy and Program Implications:

- Consider evolution and growth of Community Placemaking program.
- Policy concepts for inclusion in a future refresh of the 2040 Growth Concept.

Possible Engagement and Analytical Activities:

- Partnership with City of Portland Creative Laureate, Suba Ganesan.