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**Wednesday, June 14, 2023**  
**7:30 AM – 9:00 AM**

**Virtual Meeting:**

<https://clackamascountry.zoom.us/j/83103659024?pwd=dFR3Mzh5cjk1WmJCT284V0tXek9mdz09>

Telephone option: 1 (719) 359-4580

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**Agenda**

**7:30 a.m. Welcome & Introductions**

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

- **2023 RTP: High Capacity Transit (HCT) Update (25m)**  
*Presenting: Ally Holmqvist, Metro Sr. Transportation Planner*
- **2023 RTP Public Review Draft (15m)**  
*Introducing: Karen Buehrig, Clackamas Long Range Planning Manager*
- **TPAC Update (5m)**

**8:20 a.m. MPAC**

- **MPAC Debrief and Updates**  
*Reporting: MPAC Members*

**8:30 a.m. Other Topics: RTAC Project List**  
*Introducing: SMART and TriMet*

<b>Attachments:</b>	JPACT Work Program	Page 02
	HCT Materials	Page 05
	TPAC Memo	Page 36
	ODOT/RTAC Email	Page 39

## 2023 JPACT Work Program

*As of 4/24/2023*

*Items in italics are tentative*

<p><b><u>May 18, 2023</u></b></p> <ul style="list-style-type: none"> <li>• Resolution No. 23-5338 For the Purpose of Adding Six Projects, Authorized by Congress Through Congressionally Directed Spending, to the 2021-24 MTIP and Allowing the Start of Preliminary Engineering Activities (<b>consent</b>)</li> <li>• Resolution No. 23-5317 For the Purpose of Adopting the Fiscal Year 2023-24 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements (<b>action</b>)</li> <li>• Resolution No. 23-5337 For the Purpose of Allocating \$18.8 Million of Carbon Reduction Program Funds for the Years 2022-2026, Pending Inclusion in the 2024-2027 MTIP (Ted Leybold (he/him), Metro) (<b>action</b>)</li> <li>• High Capacity Transit Strategy Update: Draft Report (Ally Holmqvist (she/her), Metro)</li> <li>• 2023 RTP: Project List Input and Draft System Analysis</li> </ul>	<p><b><u>June 15, 2023</u></b> - Hybrid</p> <ul style="list-style-type: none"> <li>• 2023 RTP: Consideration of TPAC recommendation (<b>action</b>)</li> <li>• 2024-27 MTIP Adoption draft</li> <li>• I-5 Interstate Bridge Replacement Project (IBR) - Financial Plan + Legislative Session Update</li> <li>• Public Transportation Strategy to Complement Regional Pricing</li> </ul>
<p><b><u>July 20, 2023</u></b></p> <ul style="list-style-type: none"> <li>• 2024-27 MTIP adoption (<b>action</b>) (<b>consent</b>)</li> <li>• 2023 RTP Draft Implementation Plan (Kim Ellis (she/her), Metro)</li> <li>• Freight Commodity Study: Draft Findings (Tim Collins (he/him), Metro)</li> <li>• 82<sup>nd</sup> Avenue Transit Plan</li> </ul>	<p><b><u>August 17, 2023</u></b></p> <ul style="list-style-type: none"> <li>• Better Bus Program update</li> <li>• TV Highway Corridor Plan</li> <li>• WMIS Update</li> </ul>
<p><b><u>September 21, 2023</u></b></p> <ul style="list-style-type: none"> <li>• WMIS Approval (<b>action</b>)</li> <li>• I-5 Interstate Bridge Replacement Program (IBR) SDEIS</li> <li>• Construction Careers Pathways Program (C2P2) update</li> </ul>	<p><b><u>October 19, 2023</u></b></p> <ul style="list-style-type: none"> <li>• 82<sup>nd</sup> avenue transit plan</li> <li>• TV highway corridor plan</li> <li>• Public Transportation Strategy to Complement Regional Pricing: Final Strategy</li> </ul>
<p><b><u>November 16, 2023</u></b> - Hybrid</p> <ul style="list-style-type: none"> <li>• 82<sup>nd</sup> avenue transit plan (<b>action</b>)</li> <li>• TV highway corridor plan (<b>action</b>)</li> <li>• 2023 RTP (<b>action</b>)</li> </ul>	<p><b><u>December 21, 2023</u></b></p> <ul style="list-style-type: none"> <li>• Safety Update (Lake McTighe (she/they), Metro)</li> </ul>

## **2023 MPAC Work Program**

***As of 4/13/2023***

*Items in italics are tentative*

<p><b><u>March 22, 2023</u></b></p> <ul style="list-style-type: none"> <li>• Update on SHS and AHB reports (Emily Lieb, Metro and Liam Frost, Metro; 45 min)</li> <li>• Growth Management: Development Outcomes in Past UGB Expansion Areas and Urban Centers (Ted Reid and ECONorthwest Staff; 40 min)</li> <li>• Expo Futures update (Paul Slyman (he/him), Metro, Giyen Kim (she/her), Metro; 40 min)</li> </ul>	<p><b><u>April 26, 2023</u></b></p> <ul style="list-style-type: none"> <li>• MPAC Consideration of MTAC Nominees (consent)</li> <li>• 2040 Planning and Development Grants Update and 2020 Grantee Highlights (Eryn Kehe, Metro, Serah Breakstone, Metro; 40 min)</li> <li>• Preliminary analysis of submitted RTP projects (Kim Ellis (she/her), Metro; 50 min)</li> </ul>
<p><b><u>May 24, 2023</u></b></p> <ul style="list-style-type: none"> <li>• <i>MPAC Consideration of MTAC Nominees (consent)</i></li> <li>• <i>Update on Oregon Housing Needs Analysis (Ted Reid, Metro, DLCD staff)</i></li> <li>• Community place making Grants (Dana Lucero, Metro)</li> <li>• 2023 RTP: Project List Input and Draft System Analysis (Kim Ellis (she/her), Metro; 40 min)</li> </ul>	<p><b><u>June 28, 2023</u></b></p> <ul style="list-style-type: none"> <li>• <i>Freight Commodity Study (Tim Collins, Metro)</i></li> <li>• <i>Urban Growth Management discussion: Middle Housing Potential (Ted Reid (he/him), Metro and ECONorthwest Staff; 60 min)</i></li> <li>• <i>Transit Oriented Development (TOD) Program Strategic and Work Plan Update (Andrea Pastor, Metro; 30 min)</i></li> </ul>
<p><b><u>July 26, 2023</u></b></p> <ul style="list-style-type: none"> <li>• <i>Urban Growth Management discussion: Long-term Role of Housing Production in Housing Affordability (filtering); Gentrification and Displacement Trends (Ted Reid (he/him), Metro and ECONorthwest staff; 60 min)</i></li> </ul>	<p><b><u>August 23, 2023</u></b></p>

<ul style="list-style-type: none"> <li>• <i>Legislative Update</i></li> <li>• <i>C2P2 Update (Sebrina Owen-Wilson, she/her)</i></li> <li>• </li> </ul>	
<p><b><u>September 27, 2023</u></b></p> <ul style="list-style-type: none"> <li>• <i>Urban Growth Management discussion: Office to Residential Conversion Potential (Ted Reid (he/him), Metro and ECONorthwest staff; 60 min)</i></li> </ul>	<p><b><u>October 25, 2023</u></b></p> <ul style="list-style-type: none"> <li>• <i>Urban Growth Management discussion: Update on Draft Buildable Land Inventory (Ted Reid (he/him), Metro and ECONorthwest staff; 60 min)</i></li> </ul>
<p><b><u>November 08, 2022</u></b></p> <ul style="list-style-type: none"> <li>• <i>Urban Growth Management discussion: Economic and Demographic Outlook (Ted Reid (he/him), Metro and ECONorthwest staff; 60 min)</i></li> </ul>	<p><b><u>December 13, 2022</u></b></p>



# HIGH CAPACITY TRANSIT STRATEGY UPDATE

## Key Meeting Dates and Engagement Activities for Project Milestones

**Outcome:** Feedback on the draft report. Discuss 2023 RTP investment strategy. Preview public review process.

Date	Who
<b>April 19</b>	<b>HCT Working Group #6: Draft Strategy Report and RTP Investment Strategy</b> <ul style="list-style-type: none"> <li>• HCT Report</li> <li>• RTP Investment Strategy</li> <li>• RTP Public Review Preview</li> </ul>
May 3	East Multnomah County Transportation Committee TAC
May 4	Clackamas County C-4 TAC
May 4	Washington County Coordinating Committee TAC
<b>May 10</b>	<b>Transportation Policy Alternatives Committee (TPAC)</b>
May 15	East Multnomah County Transportation Committee (policy)
May 15	Washington County Coordinating Committee (policy)
May 17	Clackamas County C-4 Subcommittee (policy)
<b>May 17</b>	<b>Metro Technical Advisory Committee (MTAC)</b>
<b>May 18</b>	<b>Joint Policy Advisory Committee on Transportation (JPACT)</b>
<b>May 24</b>	<b>Metro Policy Advisory Committee (MPAC)</b>
<b>May 30</b>	<b>Metro Council (work session)</b>
April-May	<ul style="list-style-type: none"> <li>• Project webpage               <ul style="list-style-type: none"> <li>○ HCT Storymap</li> <li>○ Targeted outreach on report with previously engaged stakeholders</li> <li>○ Draft report documents and executive summary</li> </ul> </li> <li>• Fact Sheet #6: What is the region’s strategy for HCT?</li> <li>• Engagement with advisory and policy committees</li> </ul>

### Summer 2023

**Outcome:** RTP Priorities and Public Review Period (including HCT).

Date	Who
June 2	TPAC: Recommendation to JPACT on release of the draft plan and project list for public review (by Resolution)
<b>June 12</b>	<b>Metro Council (Discussion)</b>
<b>June 15</b>	<b>JPACT: Consider action on TPAC recommendation (by Resolution)</b>
<b>June 29</b>	<b>Council: Consider action on JPACT recommendation (by Resolution)</b>
June-August	<ul style="list-style-type: none"> <li>• RTP Project webpage: Public review draft documents</li> <li>• Briefings to Metro technical and policy committees and county coordinating committees               <ul style="list-style-type: none"> <li>○ July will also include discussions on Ch.8: Implementation</li> </ul> </li> <li>• Online public comment survey and hearing(s)</li> </ul>

**Fall 2023**

**Outcome:** RTP adoption.

Date	Who
August 4	TPAC: Review draft Ordinance and outline of adoption package
September 13	TPAC Workshop: Draft Public Comment Report and Recommended Changes
September 20	MTAC: Draft Public Comment Report and Recommended Changes
October 6	TPAC: Draft Public Comment Report and Recommended Changes
October 18	MTAC: Recommendation to MPAC
<b>October 19</b>	<b>JPACT: Introduce final 2023 RTP action (Ordinance)</b>
<b>October 25</b>	<b>MPAC: Recommendation to the Metro Council</b>
November 3	TPAC: Recommendation to JPACT
<b>November 16</b>	<b>JPACT: Consider final action (by Ordinance)</b>
<b>November 30</b>	<b>Metro Council: Consider final action (by Ordinance)</b>
September-November	<ul style="list-style-type: none"> <li>• RTP Public Hearings</li> <li>• RTP Project webpage: Final documents</li> </ul>



# HIGH CAPACITY TRANSIT Strategy Update



## Introduction

Since greater Portland's Blue Line MAX light rail service began in 1986 and the 2040 Growth Strategy was adopted in 1995, high-capacity transit (HCT) has served as the backbone of the region's growth and prosperity. The 2009 HCT Plan laid the groundwork for the continued expansion of the system, including investments like the FX Division Transit project.

*Despite periodic downturns in the economy, competition for resources among many regional needs, and most recently a global pandemic, HCT continues to play a vital role in meeting the region's goals.*

The High Capacity Transit Strategy Update refreshes the vision described in the 2009 Plan, and provides a shared vision and action plan for developing new HCT corridors. It includes an adaptable approach to HCT investments that is nimble, flexible, and cost-effective, with a greater emphasis on potential rapid bus corridors.

This strategy update is part of the Regional Transportation Plan (RTP), which is being updated in 2023.

### What does this strategy update do?

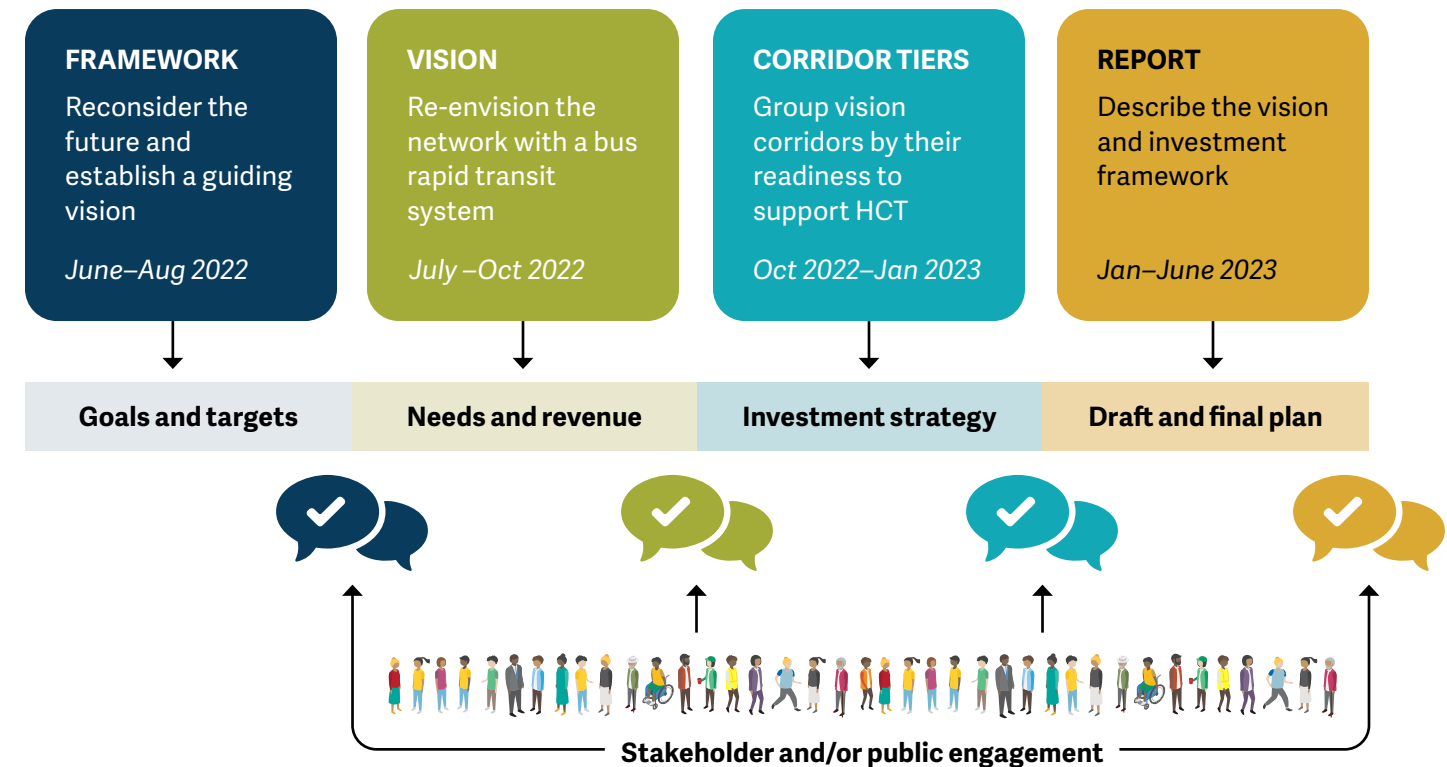
- Summarizes the regional vision for HCT investment, strategies for moving HCT corridors forward towards implementation, and policies for supporting HCT
- Includes a tiered plan for developing future HCT corridors
- Accounts for regional growth, how community needs have changed, and how travel is different
- Highlights the important role of local agencies and partners in moving HCT corridors forward
- Guides near- and long-term decision-making
- Sets the region up for funding these projects
- Addresses system operations improvements and "state of good repair" investments

### Why update the HCT strategy?

Since greater Portland's HCT strategy was first developed in 2009, much has changed:

- The region's awareness and level of urgency has increased on issues like inequalities based on people's race and income, housing affordability and displacement, the impacts of climate change, and safety.
- The pandemic brought major changes to how and where people travel. Concerns about personal safety and health continue to impact how people use transit and how providers operate today.
- Population and job growth has continued, with tens of thousands more people making the region their home since 2009.
- Finding money for HCT investments has become a greater challenge. There are limited local dollars available for matching federal grants, directly funding HCT corridor design and construction, or operating HCT corridors.

### What were the phases of the HCT strategy update?





# How does the HCT strategy update support our regional goals?



## Equity

- Improve access to high-quality transit and faster travel for people with low incomes and other underserved communities
- Improve local air quality
- Minimize displacement of people or businesses and maintain housing affordability



## Climate

- Shift more driving trips to transit to reduce GHG emissions
- Help address congestion by investing tolling revenues into HCT in congested corridors
- Use electric transit vehicles or other clean fuels to reduce emissions



## Mobility

- Provide an affordable alternative to driving
- Connect regional and town centers as part of the 2040 Growth Concept
- Ensure a safe, welcoming system that is attractive to riders
- Make sure people can safely and comfortably get to HCT stations
- Invest in the existing HCT system to fix chokepoints, like the Steel Bridge



## Economy

- Support healthy communities and bolster local economies
- Make sure HCT connects people, jobs, and essential services
- Minimize time spent waiting while transferring to make multiple trips easier
- Develop housing near HCT that welcomes people of all incomes and backgrounds and avoids displacement
- Help the region grow in a way that preserves farm and forestlands



## Safety

- Make transit rider safety the highest priority
- Consider the pros and cons of different safety programs, such as education and communication versus enforcement
- Design streets to be safe for all people

# What is high-capacity transit?

High capacity transit is a type of public transportation that moves a lot of people quickly and often.



Light Rail Transit (LRT)



Bus Rapid Transit (BRT) and Rapid Bus



Commuter Rail



Streetcar



Commuter rail and streetcar expand the reach of the high capacity transit network. Further investment in the elements that make transit high quality would increase their capacity to move more people (e.g., frequency, speed, and/or span).

## High-capacity transit ...

**Is frequent**

**Is direct**

**Runs for most of the day**

**Serves places with a mix of and many destinations**

**Is fast and reliable**

**Moves lots of people**

**Has its own track or bus lane**

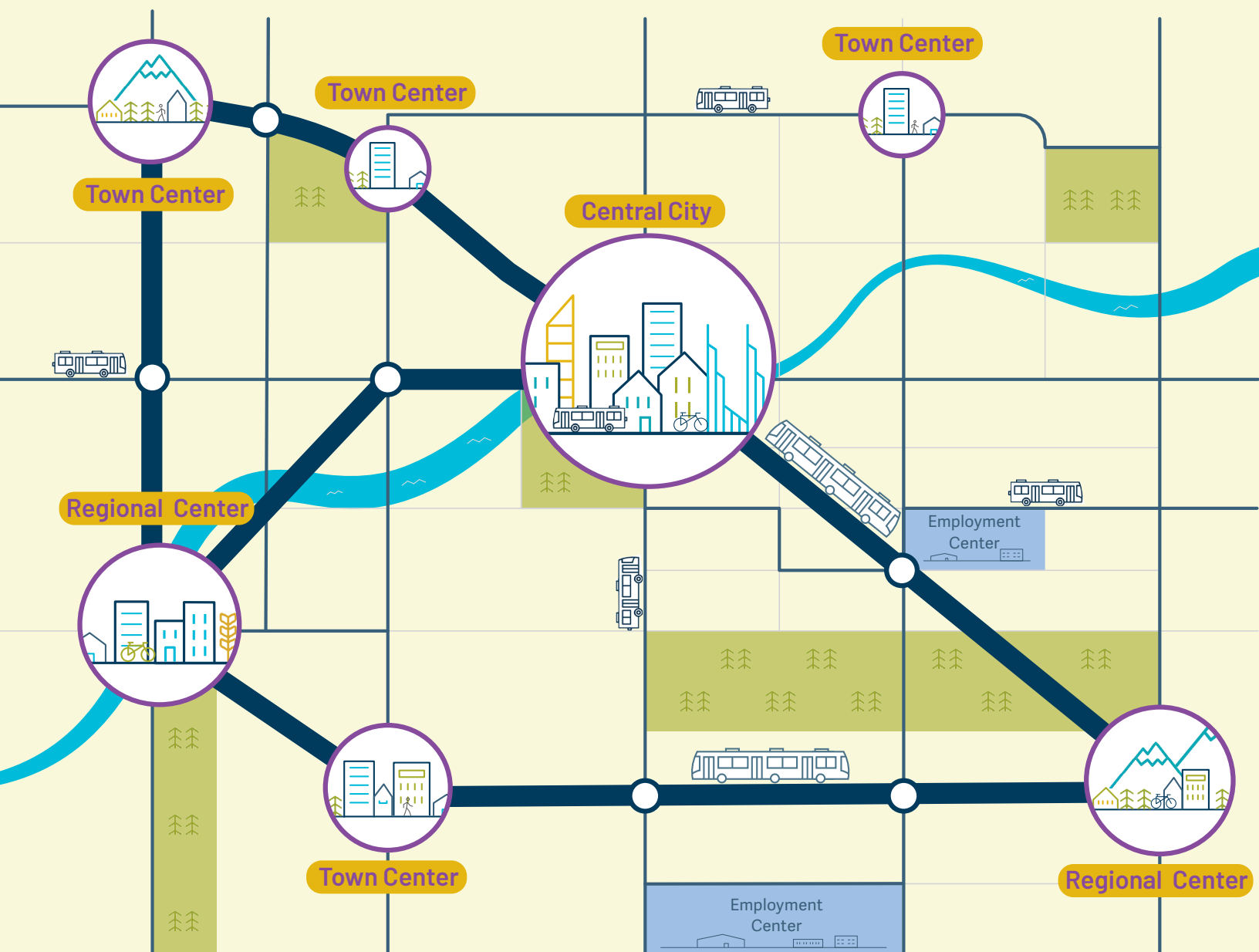
**Provides a comfortable waiting environment**

## High-Capacity Transit Vision

The HCT Vision is the future network of HCT corridors with enhanced features such as shelters and real-time travel information, as well as dedicated travel space for transit that moves more people quickly and comfortably.

The vision reimagines a strong HCT network that supports compact land development, broadens connections, and increases options for getting around the region.

Well-connected and people-focused, the vision creates connections between activity centers; along corridors; to jobs, services, and other major destinations (e.g., colleges, hospitals, affordable housing); and prioritizes mobility improvement for communities of color and other marginalized communities.



### How did we develop the Vision?

The project team worked with partners and the public to answer these questions:

- Where are more people traveling today and where will they want to travel in the future?
- What connections link the most people and underserved communities to jobs, important services and other places?
- How long does a transit trip in a certain area currently take compared to driving?
- How much could an investment in high capacity transit improve travel?
- What are the needs and priorities of community members and organizations, businesses, agency partners and elected officials

### What did we hear from the community?

Metro and TriMet talked with people at many community events, meetings and took feedback through the project website. We heard the following priorities from the community:

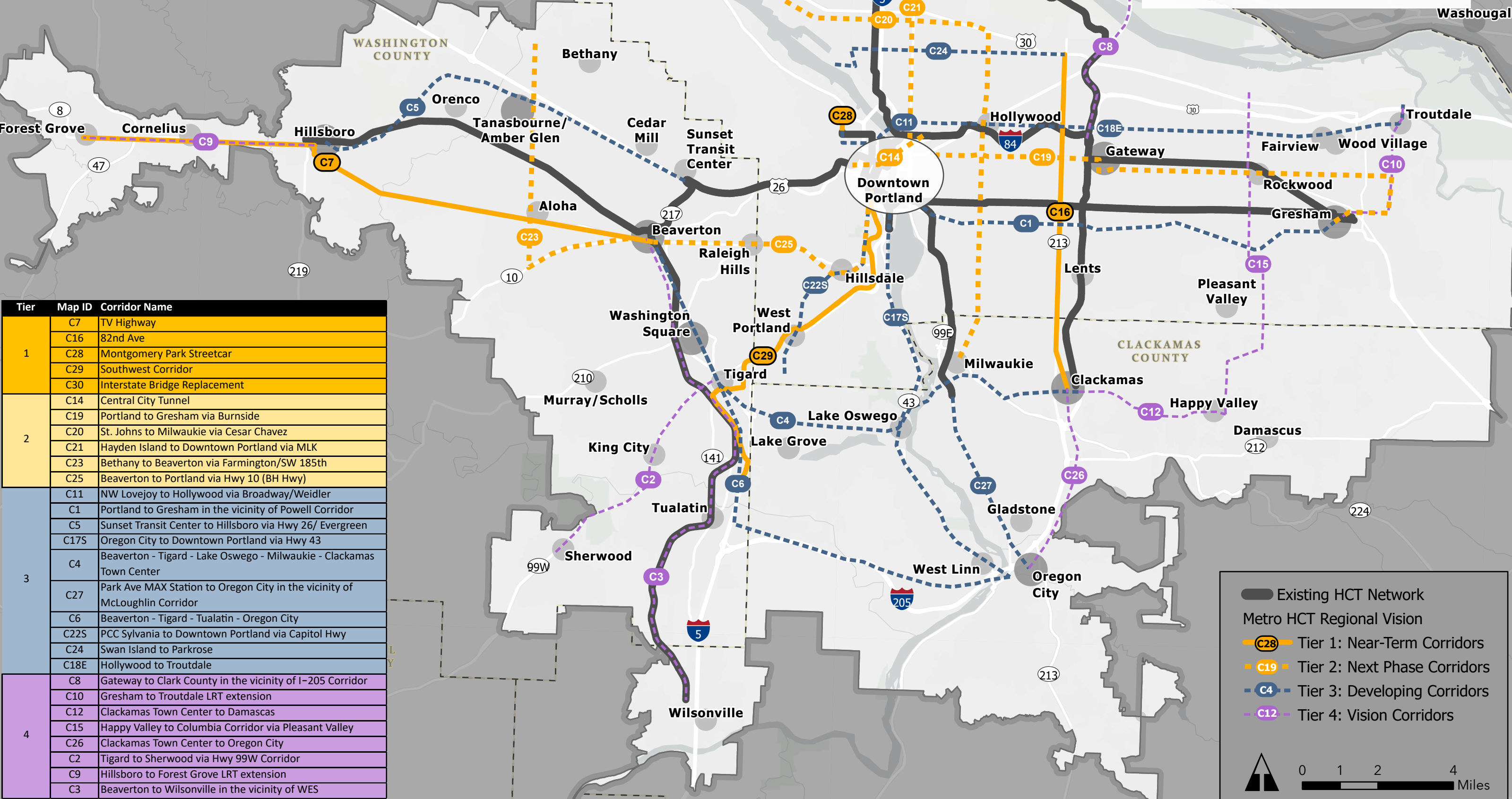
- **Community stability:** strong support for investments in corridors to maintain housing and business affordability and avoid displacement.
- **Safe access to transit:** Support for facilities that enable safe and comfortable walking and biking to transit and waiting at the transit stop (crosswalks, sidewalks, lighting, bus stop amenities).
- **Transit service:** support for more frequent, faster, and reliable service. Support for expanding service, particularly to growing areas and town centers in the broader region.
- **Broaden access:** better serve community members who are older, who do not speak English, who have mobility or other disabilities, who have health conditions, who are travelling with children, or who are in school.



# Prioritized investments

Not all of the corridors identified in the vision are ready for high capacity transit today. The region must prioritize where to invest first by considering which corridors will provide the most benefit now and in the future. The strategy update identifies the pipeline of near- and long-term regional HCT investment tiers.

The prioritized corridor investments that make up the HCT Vision are grouped by tier, with Tier 1 being the top regional priorities to advance and Tier 4 being those corridors that need more time and work to move forward. Each corridor will have a separate planning study to determine purpose and need, mode and alignment at the appropriate time.



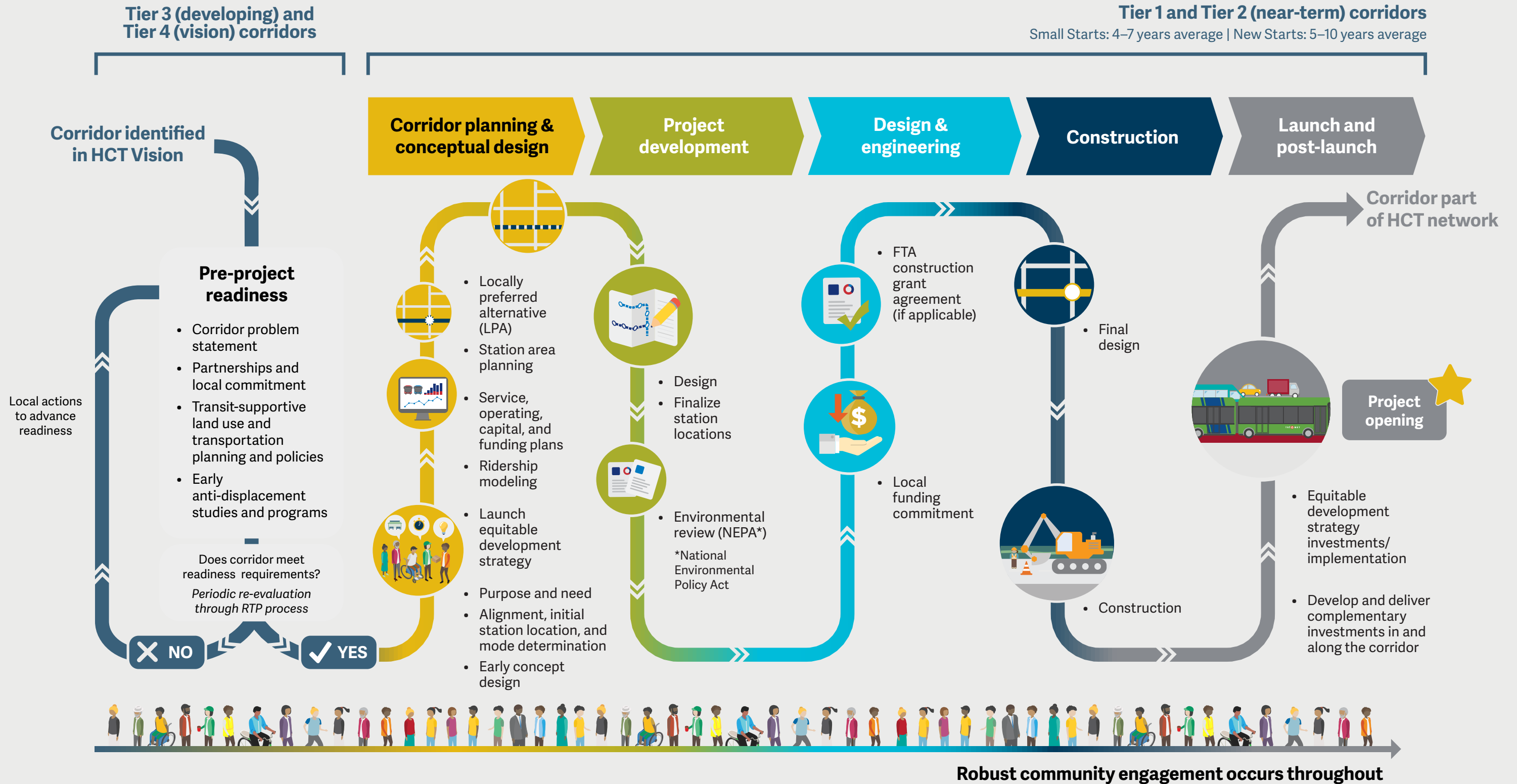
Tier	Map ID	Corridor Name
1	C7	TV Highway
	C16	82nd Ave
	C28	Montgomery Park Streetcar
	C29	Southwest Corridor
	C30	Interstate Bridge Replacement
2	C14	Central City Tunnel
	C19	Portland to Gresham via Burnside
	C20	St. Johns to Milwaukie via Cesar Chavez
	C21	Hayden Island to Downtown Portland via MLK
	C23	Bethany to Beaverton via Farmington/SW 185th
3	C25	Beaverton to Portland via Hwy 10 (BH Hwy)
	C11	NW Lovejoy to Hollywood via Broadway/Weidler
	C1	Portland to Gresham in the vicinity of Powell Corridor
	C5	Sunset Transit Center to Hillsboro via Hwy 26/ Evergreen
	C17S	Oregon City to Downtown Portland via Hwy 43
	C4	Beaverton - Tigard - Lake Oswego - Milwaukie - Clackamas Town Center
	C27	Park Ave MAX Station to Oregon City in the vicinity of McLoughlin Corridor
	C6	Beaverton - Tigard - Tualatin - Oregon City
	C22S	PCC Sylvania to Downtown Portland via Capitol Hwy
	C24	Swan Island to Parkrose
4	C18E	Hollywood to Troutdale
	C8	Gateway to Clark County in the vicinity of I-205 Corridor
	C10	Gresham to Troutdale LRT extension
	C12	Clackamas Town Center to Damascas
	C15	Happy Valley to Columbia Corridor via Pleasant Valley
	C26	Clackamas Town Center to Oregon City
	C2	Tigard to Sherwood via Hwy 99W Corridor
	C9	Hillsboro to Forest Grove LRT extension
C3	Beaverton to Wilsonville in the vicinity of WES	

Existing HCT Network  
 Metro HCT Regional Vision  
 Tier 1: Near-Term Corridors  
 Tier 2: Next Phase Corridors  
 Tier 3: Developing Corridors  
 Tier 4: Vision Corridors

# How will corridors move forward?

The figure below shows how corridors move through different stages of planning, engineering, and construction.

Tier 1 and 2 corridors are ready to move forward in the near term, while tier 3 and 4 corridors need more work to make them ready for investment.



# Supporting HCT development

Near-term HCT investments take existing strong transit connections to the next level, while highlighting current and future corridor needs like safety, access and livability. For transit investments to be successful, other transit supportive improvements are key to creating an environment that encourages current and future transit ridership while meeting regional objectives around equity and affordability.

The strategy update presents the transit-supportive elements that make a corridor ready for high capacity transit investment. The figure below shows some of the strategies and recommendations for setting a corridor up for success as it moves forward in the project development process. More information on each element is available on p. 14.





**Land use, urban context, and transit-oriented development**



**Community stability and resilience**



**Transit access: complete streets, safety, and mobility options**



**Transportation demand management programs and policies**



**Transit affordability and fare programs**



**Transportation system management and operations**

<b>Why does it matter?</b>	Density and mixed uses support high-frequency service and modeshare goals	Strategies to ensure existing residents and small businesses benefit from HCT investments	Multimodal streets help people get to and from transit safely	Incentivize alternatives to driving, and increase attractiveness and awareness of transit options	Make transit more affordable and accessible to all people	Make transit a competitive alternative to driving
<b>What does it include?</b>	<ul style="list-style-type: none"> <li>• Supportive land uses including mixed use developments</li> <li>• Transformation potential through transit-oriented development and higher-density development aligned with 2040 Growth Concept and the community's vision for growth</li> <li>• Supportive planning and policies</li> <li>• Local commitment to corridor investment</li> </ul>	<ul style="list-style-type: none"> <li>• Robust community input and engagement</li> <li>• Equitable development and affordable housing strategies</li> <li>• Local anti-displacement policies and actions</li> <li>• Targeted support for small businesses</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrian network completion (sidewalks, crossings, accessibility, lighting, etc.)</li> <li>• Bicycle network connections</li> <li>• Transit-supportive street design</li> <li>• Transit stop and station amenities</li> <li>• Mobility hubs</li> <li>• Shared mobility options</li> <li>• First/last mile connections</li> <li>• Shuttles</li> <li>• Bicycle parking and storage</li> </ul>	<ul style="list-style-type: none"> <li>• Parking policies</li> <li>• Education and outreach</li> <li>• Employer benefits programs</li> <li>• Transportation wallet programs</li> <li>• University/school affiliate programs (i.e., student passes, education programs)</li> </ul>	<ul style="list-style-type: none"> <li>• HOP Pass</li> <li>• Reduced Fare Programs: Youth, Low-income, Honored Citizen, and Veterans</li> <li>• Free fare grant programs</li> <li>• Employer-sponsored transit discount programs</li> </ul>	<ul style="list-style-type: none"> <li>• Optimize existing transit system operations and performance</li> <li>• Transit-priority treatments</li> <li>• Passenger information technology</li> </ul>
<b>When is it done?</b>	All stages	Pre-project and ongoing	All stages	Pre-project and ongoing	Pre-project and ongoing	Pre-project, as part of implementation, and ongoing
<b>Who is responsible?</b>	<ul style="list-style-type: none"> <li>• Local jurisdictions</li> <li>• Metro</li> <li>• Transit service providers</li> <li>• DLCD</li> </ul>	<ul style="list-style-type: none"> <li>• Local jurisdictions</li> <li>• Local Housing Authorities</li> <li>• Metro</li> <li>• CBOs</li> <li>• <i>Chambers of Commerce / business organizations</i></li> </ul>	<ul style="list-style-type: none"> <li>• Local jurisdictions</li> <li>• Metro</li> <li>• Transit service providers</li> <li>• <i>Shared mobility providers</i></li> <li>• ODOT</li> </ul>	<ul style="list-style-type: none"> <li>• Local jurisdictions</li> <li>• Metro</li> <li>• Transit service providers</li> <li>• ODOT</li> <li>• <i>Employers and schools/universities</i></li> <li>• CBOs</li> </ul>	<ul style="list-style-type: none"> <li>• Transit service providers</li> <li>• Metro</li> <li>• <i>Employers and schools/universities</i></li> <li>• CBOs</li> </ul>	<ul style="list-style-type: none"> <li>• Local jurisdictions</li> <li>• Transit service providers</li> <li>• Metro</li> <li>• ODOT</li> </ul>

Notes: Partners shown in *italics*. CBO: Community-based organization. DLCD: Oregon Department of Land Conservation and Development. ODOT: Oregon Department of Transportation.

## Where will the money come from?

The Federal Transit Administration administers several grant programs that could support HCT investments. These federal programs have long been an important source of funding for the region's existing HCT system and will continue to be an essential component of HCT investment in the Portland region.

Local funding is crucial to meeting the match requirements of federal grants – “match” refers to the amount of local (or sometimes other state/federal money) required to secure a grant. To be competitive, the region generally needs to provide a 50% local match.

Not every project will need federal funding, though. Some corridors may be able to advance with local funds, especially those rapid bus corridors that have lower capital investment needs.

### Operations

Funding to design and construct HCT corridors is only part of the funding story. Long-term funding is also needed to operate HCT corridors – ongoing dollars to pay drivers and keep systems maintained and supported. There are several dedicated sources of funding for transit capital projects, but fewer grant sources for ongoing operations. All HCT corridor projects will need to develop a plan to fund operations and maintenance of these investments.

## Looking forward

The region's multi-decade investment in MAX light rail will continue to be the backbone of the regional transit system, connecting the Central City and regional centers. As we look to advance new HCT corridors to serve more people and jobs aligned with land use goals, new approaches like rapid bus corridors present promising opportunities for system expansion. Rapid bus can provide many of the benefits of light rail at a cost that is more in line with current regional funding constraints, reduces the risk of potential displacement, and helps connect town and regional centers in constrained corridors. Other HCT approaches—streetcar in dense urban areas and light rail extensions to serve more regional centers—will also help us implement the vision.

*The strategy update calls for HCT projects that fit within the context of communities, serve as the foundation of our regional transportation system, and provide an important tool for supporting community development and maximizing regional goals.*





Metro





# Public and stakeholder engagement and consultation summary

High Capacity Transit Strategy Update  
2023 Regional Transportation Plan

DRAFT April 2023

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

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## INTRODUCTION

This report provides a high-level summary of the public and stakeholder engagement and consultation that was conducted to support the High Capacity Transit (HCT) Strategy Update for the 2023 Regional Transportation Plan (RTP). The project team organized or participated in dozens of outreach activities, and the feedback from these activities was used to shape and refine the HCT Strategy Update. This summary lists these outreach activities, outlines the groups of community members, stakeholders, and regional leaders that were involved, and summarizes the salient points of feedback received through the planning process.

HCT is a key element of the 2040 Growth Concept, a long-range plan adopted by the Metro Council in 1995. As a part of the 2023 RTP, the HCT Strategy will identify priority areas for investments that would provide the most benefit to the most people.

Public and stakeholder outreach for the HCT Strategy Update was closely coordinated with the overall planning and engagement for the 2023 RTP process.

Outreach for the HCT Strategy Update was built on a foundation of recent public and stakeholder outreach initiatives, including the 2009 HCT Plan, the 2018 Regional Transit Strategy, and the 2023 RTP Phase 1 scoping conversations, among others. The project team considered this feedback and engagement when deciding how to tailor outreach efforts for this Strategy Update.

### Engagement Goals

HCT engagement goals were the same as those for the broader 2023 RTP planning process, and are as follows:

- Learn about the transportation needs and priorities of communities across greater Portland.
- Reflect the priorities identified through community engagement and prioritize the input provided by communities of color, the disability community and communities with limited English proficiency, in the elements of the 2023 RTP that guide investment decisions.
- Build support for and momentum to achieve community-driven objectives and build public trust in Metro's transportation planning process.
- Strengthen existing and build new partnerships with local, regional, state and federal governments, Tribes, business and community leaders, academic institutions and historically underrepresented communities including Black, Indigenous and people of color, people with disabilities, people with low incomes and people with limited English proficiency, as well as youth and older adults for sustained involvement in decision-making.

The public engagement process was organized by four major milestones, which aligned with the development phases of the HCT Strategy Update. These milestones are described here, and detailed further below:

- **Milestone 1** focused on the policy framework for HCT and reflected on changes since developing the 2018 RTP.
- **Milestone 2** refined the network vision and discussed corridor readiness factors.
- **Milestone 3** reviewed the corridor prioritization, organized by “tiers,” and evaluated whether the corridors meet the readiness factors.
- **Milestone 4** will gather feedback on the Draft HCT Strategy.

## PUBLIC ENGAGEMENT OVERVIEW

Feedback through the engagement and consultation process spanned a variety of topics, including general requests for service improvements, suggestions for improving access to transit, and interest in prioritizing specific corridors. However, several overarching themes emerged through the process. These include the desire to:

- **Improve regional HCT connections without routing through downtown Portland.** Demand to travel to the city center has been waning with the reduction in commuter traffic and the growth of other regional centers. Instead, people want to travel between regional centers directly, without passing through downtown Portland.
- **Improve safety and security while accessing and using the transit system.** Responses frequently mentioned concern for personal safety while riding transit, waiting at transit stops, and when traveling on streets and sidewalks to access transit stops.
- **Locate transit corridors and stops convenient for accessing job centers.** Responses affirmed that HCT access to employment opportunities is good for both employers and employees, improving access to talent and jobs.
- **Improve existing transit service.** Faster and more frequent service along existing routes would make transit more attractive to potential riders.
- **Align HCT investments with future tolling.** Feedback suggested HCT could provide an alternative to driving tolled routes, and could be a tool to mitigate traffic diversion.
- **Define clearly what HCT includes and HCT's objectives.** The public may not always understand what “high capacity transit” means or what it includes. A clear definition will help with planning efforts, and understanding its objectives will better frame the priority corridors.

## STAKEHOLDERS

Metro partnered with standing committees throughout the process, including:

## **Agency Partners**

- City of Portland
- Clackamas County
- C-TRAN
- Multnomah County
- Oregon Department of Transportation (ODOT)
- Southwest Washington Regional Transportation Council (RTC)
- South Metro Area Regional Transit (SMART)
- TriMet
- Washington County

## **Partner Jurisdictional Staff**

- Clackamas Transportation Advisory Committee (CTAC)
- East Multnomah County Transportation Committee Technical Advisory Committee (EMCTC TAC)
- Metro Technical Advisory Committee (MTAC)
- Transportation Policy Advisory Committee (TPAC)
- TriMet Committee on Accessible Transportation (CAT)
- Washington County Coordinating Committee Transportation Advisory Committee (WCCC TAC)

## **Partner Elected Officials**

- Clackamas County Coordinating Committee (C-4)
- Washington County Coordinating Committee (WCCC)
- East Multnomah County Transportation Committee (EMCTC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)

## **Stakeholder Advisory Committees**

- Active Transportation Return on Investment (ATROI)
- TriMet's Committee on Accessible Transportation (CAT)
- TriMet's Transit Equity Advisory Committee (TEAC)

Included representatives from:

- Africa House
- Join PDX

- APANO
- Asian Family Center (a project of IRCO)
- Bus Riders Unite!
- Central City Concern
- Centro Cultural
- Clackamas Community College
- Clackamas Workforce Partnership
- Immigrant and Refugee Community Organization (IRCO)
- Latino Network
- Milwaukie High School
- Multnomah County Youth Commission
- Oregon Food Bank
- Portland Community College
- The Street Trust
- TriMet

## STRATEGIES

The project team consulted a broad spectrum of community members through various activities, as listed in Table 1. When practical, outreach for the HCT Strategy Update was integrated with activities for the 2023 RTP, including events, meetings, and surveys. At other times, outreach for the HCT Strategy Update was focused solely on HCT to target feedback related to the HCT vision.

**Table 1. Public and Stakeholder Engagement Overview**

Activity	Events
Online Surveys	<ul style="list-style-type: none"> <li>1 Survey as part of an RTP survey (summer 2022).</li> <li>1 HCT online open house and survey (winter 2022-2023).</li> </ul>
Focus Groups and Forums	<ul style="list-style-type: none"> <li>2 Meetings with RTP Community Leaders Forum and Westside Multimodal Improvement Study Business Forum (joint events).</li> <li>2 Meetings with Clackamas County Small Transit Providers.</li> <li>2 Meetings with TriMet’s CAT.</li> <li>2 Meetings with TriMet’s TEAC.</li> <li>2 Agency Lessons Learned Focus Groups (one on Division Transit Project with Metro/TriMet and one on the Vine with C-TRAN).</li> <li>1 Business Focus Group <i>with representatives from the Gresham Chamber of Commerce, Tigard Chamber of Commerce, and Westside Economic Alliance.</i></li> <li>1 Small Business Focus Group with ATROI.</li> <li>1 Meeting with Washington County Chamber of Commerce.</li> </ul>



Activity	Events
Public Tabling Events with TriMet's <i>Forward Together</i>	5 Events in Multnomah County: Rosewood Initiative (2 events), PCC Cascade, St. Philip Neri, and Fairview City Hall.
	2 Events in Clackamas County: CCC Harmony (2 events).
	3 Events in Washington County: Shute Park Library, Washington County Conference Center, and Muslim Educational Trust.
Advisory Committee Meetings	6 HCT Working Group <i>convened with stakeholders from around the region, including Clackamas County, Multnomah County, Washington County, Portland Bureau of Transportation, TriMet, Portland Streetcar, C-TRAN, Oregon Department of Transportation, Southwest Washington Regional Transportation Council (SW RTC), and Metro.</i>
	5 Meetings with WCCC.
	4 Meetings with CTAC.
	4 Meetings with EMCTC
	4 Meetings with EMCTC TAC.
	4 Meetings with JPACT.
	4 Meetings with TPAC.
	4 Meetings with WCCC TAC.
	3 Meetings with C-4.
	3 Meetings with Metro Council Work Sessions.
	3 Meetings with MPAC.
3 Meetings with MTAC.	

## MILESTONE 1: FRAMEWORK

In Milestone 1, the project team introduced the HCT Strategy Update to the public, stakeholders, and leaders in the region. Outreach focused on shaping the HCT policy framework and considering regional transportation changes related to HCT since developing the 2018 RTP. Feedback was used to help shape the HCT policy framework.

### Milestone 1 Feedback Summary

Feedback from Milestone 1 highlighted a desire to strengthen the transit network with HCT connections between regional centers. Suggestions included growing the network to serve areas of expected growth and prioritizing equity areas with BIPOC (Black, Indigenous, and People of Color) communities. Feedback indicated the importance of making HCT accessible to people with mobility impairments and of providing pedestrian and biking connections to HCT stops. Safety and security were mentioned multiple times as a perceived barrier to transit use.

## **Access to and from the Transit System**

- Stakeholders emphasized how streets, transit stations, and transit vehicles need to be more accessible for people in wheelchairs. Station elevators are often broken, making the station inaccessible to someone using a wheelchair. Improve maintenance with existing elevators and provide ramps instead or to supplement elevators.
- Stakeholders suggested educating the community and Metro employees about disability and accessibility issues.
- Community members expressed concern about the existing biking and pedestrian connections to transit.
- Stakeholders expressed desire to improve transit connections at the ends of transit lines by connecting to other transit providers or to transit hubs.
- Stakeholders suggested improving amenities at transit stops toward the ends of transit lines to make them more comfortable for people who may be waiting a while.

## **Environmental Impacts**

- Stakeholders and regional leaders were interested in using HCT to help meet the requirements for Climate Friendly Equitable Communities.
- Stakeholders were concerned about transit's negative impacts to air quality and the climate crisis.

## **HCT Network**

- Regional leaders and stakeholders expressed a desire to connect regional centers without going through downtown Portland.
- Stakeholders suggested growing the transit network to support where people are traveling now and where the region is expected to grow, with a focus on areas zoned for mixed use.
- Stakeholders recommended prioritizing equity areas and areas with BIPOC communities.
- Regional leaders expressed a desire to improve WES Commuter Rail service as an HCT corridor and to extend it to Salem.
- Regional leaders expressed a desire to extend HCT along I-205 to Tigard Triangle, Wilsonville, and Tualatin.
- Regional leaders suggested using bus-on-shoulder (or light rail on ODOT right of way) to make connections on highways. They suggested pursuing funding from the Statewide Transportation Improvement Fund (STIF) and considering how it could align with congestion pricing.
- Stakeholders suggested considering effects from tolling when defining corridors.
- Stakeholders suggested connecting with Clark County.

- Stakeholders suggested creating an express light rail line to downtown Portland.
- Regional leaders mentioned that Powell Boulevard was not an attractive corridor because it had already been studied for HCT and was passed over.

### **Planning for HCT Investments**

- Regional leaders recommended using this process to position for FTA funding.
- Stakeholders recommended focusing on outcomes as opposed to a specific mode.
- Stakeholders recommended coordinating with concurrent projects, such as the Westside Multimodal Improvements Study and the Climate Smart Strategy.
- Stakeholders suggested Metro incorporate restorative justice and BIPOC leaders in the planning process.

### **Transit Service**

- Regional leaders and the public expressed desire for faster transit service. The public also expressed desire for improved frequency. Survey results revealed that travel time is the primary factor for deciding which transportation mode the public chooses for a given trip.
- Regional leaders suggested improving transit service to destinations as well as improving service in the outer areas of the region.
- Stakeholders expressed a desire for improving night and evening service to help employees get to and from late shifts.
- Stakeholders suggested that this would be a good time to improve transit to entice people back after COVID.
- Feedback was mixed on how to prioritize service improvements. Public comments suggested improving service on existing routes or corridors, while regional leaders emphasized prioritizing new routes where none currently exist.

### **Transportation and Safety Concerns**

- Regional leaders and the public expressed concern about safety and security on transit.
- The public also expressed concern about safety and security while walking or biking.
- The public and stakeholders expressed concern about regional traffic congestion.
- Stakeholders suggested improving curb management to help local businesses. They suggested establishing dedicated loading zones and dedicated parking for mobile businesses and local residents.
- Stakeholders expressed frustration about the cost of transit.

### **Milestone 1 Engagement Activities**

Activities for Milestone 1 were conducted from June through October 2022.

- June 30 – HCT Working Group #1
- July 6 – EMCTC TAC
- July 7 – WCCC TAC
- July 13 – TPAC Intro and Overview
- July 18 – EMCTC
- July 20 – MTAC Intro and Overview
- July 26 – Metro Council Intro and Overview
- August 4 – Presentation to C-4 TAC
- August 10 – ATROI Small Business Study Listening Session  
*A listening session to assess the transportation needs of BIPOC business owners and business leaders as a follow-up to the ATROI Study conducted in the spring of 2021. Seventeen participants attended the two-hour session to share concerns and suggestions regarding accessibility, public transit, and other issues that affect their ability to do business.*
- August 15 – Presentation to WCCC
- August 16 – HCT Working Group #2
- August 18 – JPACT Intro & Overview
- August 24 – MPAC Intro & Overview
- September and October - RTP Public Survey 2  
*An online survey for the RTP open from September 7 through October 17, 2022. Questions in the survey helped inform the HCT Strategy Update, including questions about transportation needs and priority investment. The survey was available in 5 languages (English, Spanish, Vietnamese, Simplified Chinese, and Russian) and collected input from 1,191 participants.*

## **MILESTONE 2: VISION**

In Milestone 2, the project team shared the draft vision for the HCT Strategy Update. Outreach focused on refining this vision and better understanding what factors make a corridor ready for an HCT investment. Feedback was used to shape the initial tiers of corridors, which were later shared in Milestone 3.

### **Milestone 2 Feedback Summary**

Stakeholders, the public, and elected officials often had similar ideas for the HCT vision. Many expressed a desire to expand the transit service area, with a particular focus on more connections in Washington and Clackamas counties. People suggested connecting HCT investments to better serve equity populations and target employment hubs. Many were

interested in how HCT investments might relate to future tolling. The vision for HCT generally centered around an expanded network that provided faster trips to job centers while strengthening existing connections.

### **Access to and from the Transit System**

- The business community and stakeholders from Clackamas County suggested that shuttles could provide first- and last-mile transit connections.
- The business community raised concerns about congestion slowing drivers and creating problems for private shuttles that transport employees to work.

### **Economic Considerations**

- The business community, stakeholders, and elected officials expressed a desire to locate transit stops near job centers.
- Members of the public and business community mentioned that many people have security concerns on transit, which has led to business losses near the MAX.
- The business community mentioned that transit does not meet the needs of some job fields, such as construction, where workers need to carry tools.
- Stakeholders noted how HCT could act as a lever for future development and potentially aid in reaching the 2040 Growth Concept.
- A stakeholder stated that economic opportunity should be more fully reflected in HCT policies and objectives.

### **HCT Network**

- Elected officials, stakeholders, and the public asked for stronger north-south connections in Washington County and Clackamas County.
- Elected officials, stakeholders, and the public suggested expanding the transit service area to provide more people with the option to take transit.
- Elected officials wanted HCT corridor investments to be balanced through the three counties in the region.
- Stakeholders are interested in aligning HCT with future tolling.
- Stakeholders expressed interest in investing in HCT connections, including:
  - To Montgomery Park.
  - Along NE MLK Jr. Boulevard.
  - Along NE Halsey Street.
  - WES Commuter Rail.
  - To Lents.
  - Between Hillsboro and Wilsonville.
  - Within East Portland and Gresham.
- The public expressed desire for better connections between rail systems, particularly the Yellow Line and Red Line, and the Green Line and Orange Line.

## Planning for HCT Investments

- Stakeholders and elected officials emphasized the need to support people with mobility challenges and People of Color in the planning and implementation process.
- Stakeholders emphasized that the HCT definition and objectives should be clear, and that people should know why HCT is needed in a particular corridor.
- Stakeholders mentioned the importance of partnering with cities early to improve collaboration and the quality of the future investment.
- A stakeholder mentioned that it was important to plan for continued transit service during the construction of HCT projects.

## Transit Service

- The public and stakeholders expressed desire for faster transit speeds and suggested investing in prioritization, such as dedicated lanes, signal priority, bus-on-shoulder, and queue jumping.
- The public and stakeholders were interested in grade separation of transit to provide faster connections, including a tunnel through downtown.
- The public and stakeholders called for further investment in commuter rail.
- The business community and stakeholders raised concerns about insufficient frequency during non-peak hours.
- The business community mentioned interest in having more one- or two-seat rides to reduce transfers and increase ease of access to large campus sites for employees.
- A stakeholder wanted to measure HCT investments to see how they could improve current transit.

## Milestone 2 Engagement Activities

Activities for Milestone 2 were conducted from September 2022 through February 2023.

- September 27 – HCT Working Group #3
- October 4 – EMCTC TAC
- October 6 – WCCC TAC
- October 13 – HCT Working Group #3.5: Vision Workshop
- October 17 – EMCTC
- October 18 – Portland Community College Cascade Tabling
- October 19 – C-4
- October 19 – Rosewood Initiative Tabling
- October 19 – TPAC/MTAC Policy Framework and Vision
- October 20 – Shute Park Library Tabling

- October 24 – Clackamas County
- October 24 – WCCC PC
- October 26 – Clackamas Community College Harmony Tabling
- October 26 – MPAC Policy Framework and Vision
- October 27 – JPACT/Council Policy Framework and Vision Workshop Feedback
- November 8 – TEAC
- November 9 – Division Transit Project Focus Group
- November 10 – The Vine Focus Group
- November 17 – HCT Working Group 3.5 Vision Review Session
- November 30 – Clackamas County Small Transit Providers Meeting
- February 13, 2023 – Business Roundtable

### **MILESTONE 3: CORRIDOR TIERS**

In Milestone 3, the project team shared the draft prioritization of corridors to the public, stakeholders, and leaders in the region. The prioritization organized HCT corridors in four “tiers,” as follows:

- Tier 1: near-term corridors.
- Tier 2: next-phase corridors.
- Tier 3: developing corridors.
- Tier 4: vision corridors.

Feedback was used to refine corridor priorities and finalize tiers.

#### **Milestone 3 Feedback Summary**

Feedback from Milestone 3 was largely centered on corridor prioritization and refining the corridor alignments. Stakeholders and community members also suggested other improvements that would make transit a more viable transportation option, such as improved security, service, and amenities. Public input was largely supportive of the HCT vision, with a majority of survey respondents indicating they would use HCT more often if the vision were implemented.

#### **Access to and from the Transit System**

- Stakeholders emphasized how transit vehicles need to be more accessible, particularly articulated buses: not all ramps can be deployed for all-door boarding, these buses cannot accommodate courtesy stops during inclement weather, and they have reduced functionality for mobility devices.

- Community members suggested using wheel guides at bus stops to make it easier for buses to stop at a consistent location at the edge of the platform.
- Community members expressed a desire for improved pedestrian connections to transit.
- Stakeholders expressed concerns about sidewalk obstructions from people experiencing homelessness.

### **Amenities**

- Community members expressed interest in amenities, such as better lighting, better ticket vending, real-time traveler information, better shelters, and more seating options for single riders.

### **Economic Considerations**

- Regional leaders recommended talking to business leaders and thinking about density and jobs.
- Stakeholders recommended focusing on workforce development, especially with young workers who need transit to get from their schools to their jobs.

### **Equity**

- Regional leaders expressed a desire for more north-south connections to improve options for underserved community members.
- Stakeholders mentioned that honored citizens can have difficulty finding priority seating.

### **HCT Prioritization**

- Regional leaders suggested elevating the priority of certain corridors, especially:
  - OR 99W corridor.
  - WES Commuter Rail corridor.
- Regional leaders and stakeholders expressed support for the Southwest Corridor.
- Regional leaders and community members expressed desire for prioritizing HCT investments in WES Commuter Rail and for HCT improvements along 82nd Avenue.
- Youth community members prioritized locations and routes to improve transit connections, including:
  - Along 82nd Avenue.
  - To Clackamas Town Center.
  - Downtown Portland to Rockwood/Gresham.
  - Along Killingsworth Street.



- Public survey feedback indicated the Central City Tunnel, Interstate Bridge MAX, and Southwest Corridor as the top three HCT priorities for respondents.

### **HCT Network**

- Regional leaders, stakeholders, and community members expressed desire for a light rail extension to Forest Grove.
- Regional leaders expressed interest in tolling, and specifically how HCT could align with tolling and expected traffic diversion.
- Regional leaders discussed transit improvements along Sunnyside Road and in Happy Valley.
- Community members expressed interest in improving regional HCT connections. Examples include:
  - A MAX line loop connecting all three counties.
  - Through Milwaukie, Oak Grove, and wider Clackamas.
  - Through Tigard, Tualatin, and Wilsonville.
  - More direct bus connections to Cully and Gresham.
  - Adding an express connection to Forest Grove.
  - Through Milwaukie, Oak Grove, and wider Clackamas.
  - Through Tigard, Tualatin, and Wilsonville.
- Stakeholders expressed interest in improved transit access to recreational facilities, medical facilities, and retirement communities.
- Stakeholders recommended connecting HCT with future housing trends and plans.
- Public survey results indicate strong support for the HCT vision, with 70 percent of respondents stating they would use the HCT network “somewhat” or “much” more often if the network looked like the planned vision.

### **Transit Service**

- Regional leaders expressed an interest in other transit modes, such as shuttle service. They mentioned adding a shuttle service on the OR 99E corridor, as an example.
- Community members expressed desire for more frequent transit service and more FX2 buses.
- Stakeholders emphasized not removing regular transit as rapid transit is implemented.
- Stakeholders would like to evaluate how effective the Division Transit project improvements have been.
- Stakeholders expressed concerns with at-grade rail crossings for HCT, which can create reliability issues, and suggested a tunnel or car-free streets to improve HCT speeds.

- Community members expressed an interest in roadway improvements to bus lines to allow buses to more easily share the road with cars.
- Stakeholders suggested limiting MAX stops between Hillsboro and Sunset Transit Center to improve time travels.

### **Safety and Security**

- Community members and stakeholders expressed concerns about safety and security. Community members mentioned safety and security is a significant barrier to young people taking transit.
- Community members expressed personal safety concerns eastbound from Hollywood Transit Center.
- Community members encouraged Metro to convene jurisdictions to improve roadway safety.

### **Planning for HCT Investments**

- Regional leaders and stakeholders expressed interest in funding and emphasized being grant-ready.
- Stakeholders were interested in the assumptions used for modeling.
- Stakeholders recommended involving the Halsey business community in the small business focus group.
- Community members suggested Metro reach out to Sandy Area Metro (SAM) and the community in Sandy.
- Stakeholders shared concerns about funding transportation infrastructure.

### **Milestone 3 Engagement Activities**

Activities for Milestone 3 were conducted from November 2022 through February 2023.

- November 16, 2022 – TriMet CAT
- November 23, 2022 – HCT Working Group #4
- December 8, 2022 – TriMet CAT
- January 4, 2023 – EMCTC TAC
- January 5, 2023 – C-4 TAC
- January 5, 2023 – WCCC TAC
- January 9, 2023 – WCCC
- January 10, 2023 – TEAC
- January 11, 2023 – TPAC Workshop
- January 18, 2023 – C-4

- January 18, 2023 – MTAC
- January 18, 2023 – St. Philip Neri Tabling
- January 19, 2023 – Rosewood Initiative Tabling
- January 24, 2023 – Clackamas Community College Harmony Tabling
- January 25, 2023 – Washington Street Conference Center Tabling
- January 26, 2023 – Fairview City Hall Tabling
- January 30, 2023 – Washington County Chamber of Commerce
- January 31, 2023 – Verde Adult Focus Group
- February 2, 2023 – Verde Youth Focus Group
- February 2, 2023 – Business Focus Group
- January through March 2023 – HCT Online Open House and Survey  
*A public online open house and survey specifically for HCT was open from January 17 through March 15, 2023. The online open house shared the HCT vision and priorities. The survey asked participants if they supported the vision and what they would like to prioritize. The online open house was viewed over 800 times and the survey collected 354 responses.*

## **MILESTONE 4: DRAFT STRATEGY UPDATE**

In Milestone 4, the project team shared the Draft HCT Strategy Update along with the Draft 2023 RTP.

### **Milestone 4 Feedback Summary**

[PLACEHOLDER FOR FEEDBACK FROM MILESTONE 4]

### **Milestone 4 Engagement Activities**

[PLACEHOLDER FOR ACTIVITIES FROM MILESTONE 4]

## Memorandum

**To:** C4 Metro Subcommittee  
**From:** **Team TPAC, Representing Clackamas County & Clackamas Cities**  
**Re:** June 2, 2023 TPAC Highlights  
**Date:** June 6, 2023

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### Overview

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

### General Updates

- There were 17 traffic fatalities in the tri-county area between April 15 and May 25. Three of these fatalities were individuals aged 21 or younger.
- TPAC advanced MTIP Formal Amendment 23-5345 to JPACT for the purpose of adding three new projects and cancelling one project to the 2021-2024 MTIP enabling required Federal approval actions to move forward.

### 2023 Regional Transportation Plan (RTP): Releasing Plan for Public Review

#### Background

Metro is preparing to release the draft 2023 RTP for public comment, which is a necessary step preceding adoption of the plan later this year. After a lengthy discussion, TPAC recommended that JPACT support the release of the draft 2023 RTP and High Capacity Transit Strategy for public review. This recommendation was not unanimous, however both the Clackamas Cities seat and Clackamas County seat voted in favor.

#### **WHAT YOU NEED TO KNOW FOR JPACT...**

1. **TPAC has not seen the complete draft RTP**, including but not limited to the updated RTP finance and implementation chapters. This information may similarly be unavailable when JPACT issues its recommendation. Generally, it is inappropriate to vote on documents that we have not seen, however at this point, we are only advancing the document to public comment, not approving the document. It is our understanding that the draft will be complete when released to the public.
2. **The Metro Council recently gave Metro staff direction to create RTP project list scenarios that optimize certain outcomes**, like safety. Metro staff will be returning to the Metro Council on June 13 to clarify the Metro Council's expectations.
3. **We need to clarify how the RTP relates to auxiliary lanes** and answer outstanding questions before the final RTP is adopted.

*By way of background, an interstate auxiliary lane can address many needs, like correcting a safety deficiency or facilitating local trips where a local network is infeasible (e.g., bridges). Auxiliary lanes, however, can also create unplanned interstate capacity when an auxiliary lane behaves like a general-purpose lane (e.g., restriping).*

*This in mind, Metro has revised policies to distinguish between completing the planned system and adding capacity beyond the planned system. Broadly, revisions clarify that the planned throughway network includes up to three lanes in each direction, and prior to adding “capacity” (an aux. lane of more than one-half mile, among other things), there must be additional layers of evaluation. Regional staff are still working to understand the implications of the new language and the requirements for an evaluation.*

***Local Connection:** Auxiliary lanes have been identified as a key implementation measure to address the documented safety and operation issues that currently exist at the I-5 Boone Bridge between the Wilsonville Road Interchange, Miley Road Interchange, and Highway 551 Interchange. It has been well documented by ODOT that the auxiliary lane proposed on the I-5 Boone Bridge is not for capacity, but to correct a safety and operational deficiency that creates significant mobility and safety impacts to Wilsonville Road, Wilsonville’s major bike/pedestrian/freight/transit connection across I-5 that links the community.*

## **2024-2027 Metro Transportation Improvement Program (MTIP) Adoption Draft and Public Comment Report**

As part of developing and finalizing the adoption draft of the 2024-2027 MTIP, a public comment period took place from April 5 to May 5. A public review draft of the 2024-2027 MTIP was made available for comment during the public comment period. A public hearing took place on April 20, 2023 at a Metro Council meeting. Comments were further solicited through various communications to community and civic networks.

In total, the 2024-2027 MTIP public review draft received 18 public comments, which is significantly less than previous MTIP cycles. All comments received came through completed public comment surveys. The results of the public comment survey questions combined with open ended comments and other comment received suggest that participants do not feel the region is doing enough or with enough urgency to address equity, safety, and climate. Among the open-ended survey responses, climate change is identified as the priority where there was overall consensus the region needs to do more and faster work to reduce greenhouse gas emissions. Finally, survey responses fell into the middle on the region’s performance around mobility.

### **Upcoming Agenda Highlights**

- **June 21 – MTAC/TPAC Joint Workshop**
  - Climate Smart Strategy Discussion
  - 2024 Urban Growth Management Decision: Housing Market Filters and Displacement Trends
  - Construction Career Pathways Overview and Update
- **July 7, 2023 – Regular TPAC Meeting**
  - 2024-2027 MTIP Adoption Draft – **Recommendation to JPACT**
  - 2027-2023 STIP Revenue Forecast and Allocation to ODOT funding projects
  - 2023 RTP: Draft Chapter 8 (implementation)
  - 82<sup>nd</sup> Ave. Transit Project Update
- **July 12, 2023 – TPAC Workshop**
  - Freight Commodity Study – Draft Finding
  - Regional Mobility Policy – Incorporation into the 2023 RTP
  - Draft Transportation System Management and Operations (TSMO) Key Corridors
  - 2027-2030 STIP Overview – Development and Funding Allocation

## For More Information, Contact Team TPAC

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**From:** BARTLETT Shawna <[Shawna.BARTLETT@odot.oregon.gov](mailto:Shawna.BARTLETT@odot.oregon.gov)> **On Behalf Of** FINN Brendan C  
**Sent:** Tuesday, May 30, 2023 4:21 PM  
**Subject:** RTAC: Follow up and next steps after Monday's meeting

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RTAC members:

Thank you very much for your input last week and your willingness to continue this work together. I appreciated the comments of collaboration, partnership and readiness to have hard conversations. I also welcomed the acknowledgement that compromise must be part of our discussions ongoing.

The team is pulling together a comprehensive summary, but I want to reiterate some of the priority takeaway themes from the listening session:

- **Equity is the priority.** Leading with equity and considering benefits and impacts for the most vulnerable is a priority. This work must include our diverse communities and cultures, as well as low-income Oregonians. We are proud of the work we have been doing with EMAC, and it was great to hear we have made progress, and there is more work to do.
- **Put the hard work on the table; focus on the tangible.** It's time to talk directly about the potential impacts, benefits, and limitations of the program. The meetings for RTAC will include this work beginning with the next meeting. Many are interested in discussing mitigation projects and future monitoring programs and commitments as well as local and regional projects and investments beyond those that would qualify as mitigation.
- **Listen and respond.** ODOT must not only listen to agency partners, local leaders and the community, but also respond with how the input is being used and clarify the decision-making process and timeline before us.
- **Toll revenues.** Funding information is needed for productive committee discussions. This includes what toll revenues will be available and how they can be used.

To further our collaboration, here is my ask of RTAC in preparation for our next meeting on June 26: Please begin compiling your priority roadway, pedestrian, bicycle or other projects that are needed to complement a tolling system on I-5 and I-205. There should be a nexus to tolling – either that they would address an anticipated impact or would improve mobility options near the tolled highway. Some partner agencies are already working on public transportation-focused projects and supportive services right now as part of the Public Transportation Strategy, and that work will continue as planned. The team will be reaching out to you in the coming weeks to discuss your projects.

Please submit any additional feedback on the RTAC meeting process through the online [Meeting Evaluation](#), and do not hesitate to reach out to a member of the project team if you have any questions. I look forward to our partnership.

Sincerely,

*Brendan C Finn*

Brendan