
Wednesday, October 19, 2022

7:30 AM – 9:00 AM

Virtual Meeting:

<https://clackamascounty.zoom.us/j/88393654448?pwd=WmtJY1pMSU8xZ09GN3RDR2xzUmt4UT09>

Telephone option: 1 (669) 900-6833

Agenda

7:30 a.m. Welcome & Introductions

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

- Forward Together Service Concept Overview
Presenting: Grant O’Connell – Sr. Planner, TriMet
[Forward Together](#)
- High Capacity Transit Vision and Policy Framework
Presenting: Ally Holmqvist – Sr. Transportation Planner, Metro
- TPAC Update

8:40 a.m. MPAC

- September MPAC Debrief
Reporting: MPAC Members
- UGB Land Swap
**Metro COO recommendations to Metro Council will be published in the coming days, and will be relevant for the October MPAC meeting. Materials can be found here: <https://www.oregonmetro.gov/events/metro-council-meeting/2022-10-20>*

Attachments:	MPAC and JPACT Work Program	Page 02
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	TPAC Memo	Page 72

2022 JPACT Work Program

As of 10/12/2022

Items in italics are tentative

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

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

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

2022 MPAC Work Program

As of 10/11/2022

Items in italics are tentative

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

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

Parking Lot:

- Place making Grants- Dana Lucero (data & assessment for grantees, for interns)
- Andy, Anneliese, Jeff Raker, employment & industrial land panels
- Tigard, mid-cycle UGB review- Ted Reid or Councilor Lewis to give and update and discussion
- New transfers station sites
 - Larger conversation of regional solid waste
- Parks bond progress report

- Expo Development Opportunity Study and regional venues
- Employment land
- Transportation funding
- Growth Trends (Ted will schedule)
- Metro code updates to facilitate city and county compliance with HB 2001 Middle Housing requirements (Tim O'Brien or Ted Reid, Metro)
- 2040 Planning and Development grantee highlights (TBD grant recipients)- follow up with Lisa
- **Regional Solid Waste Discussion 60 min**
- *Regional Emergency Transportation Routes Update Phase 2 (John Mermin, Metro and Laura Hanson, RDPO)*
- *TOD Program Strategic and Work Plan Update (Andrea Pastor, Metro) (march or april 2023)*



October, 2022

Service Concept Overview



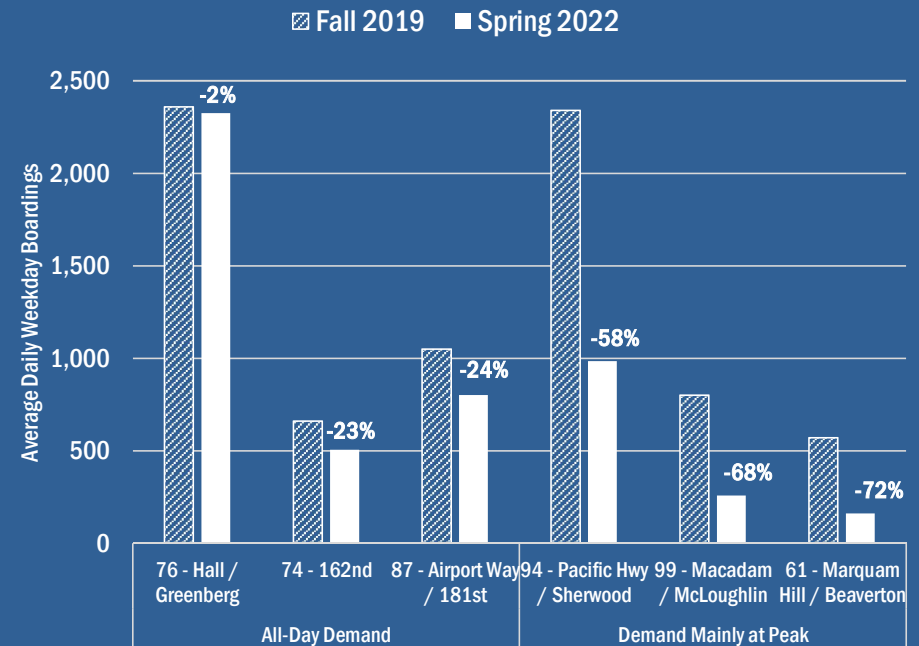
- TriMet's new post-pandemic service concept.
- Network changes that respond to:
 - Changes in demand.
 - Changes in goals and expectations.
 - Changes in resources available to operate bus service.

The COVID-19 pandemic has changed the way people travel, so we're evaluating our plans to move forward together.

Changes in Demand

- Since 2020, the pattern of ridership on TriMet's services has changed.
- Peak commute ridership, driven by more affluent workers, has declined the most and stayed low.
- Ridership in other places has fallen less, and recovered faster
 - Commercial and educational destinations,
 - Retail/industrial/service job centers
 - Areas high on TriMet's equity index.

Change in Ridership 2019 - 2022

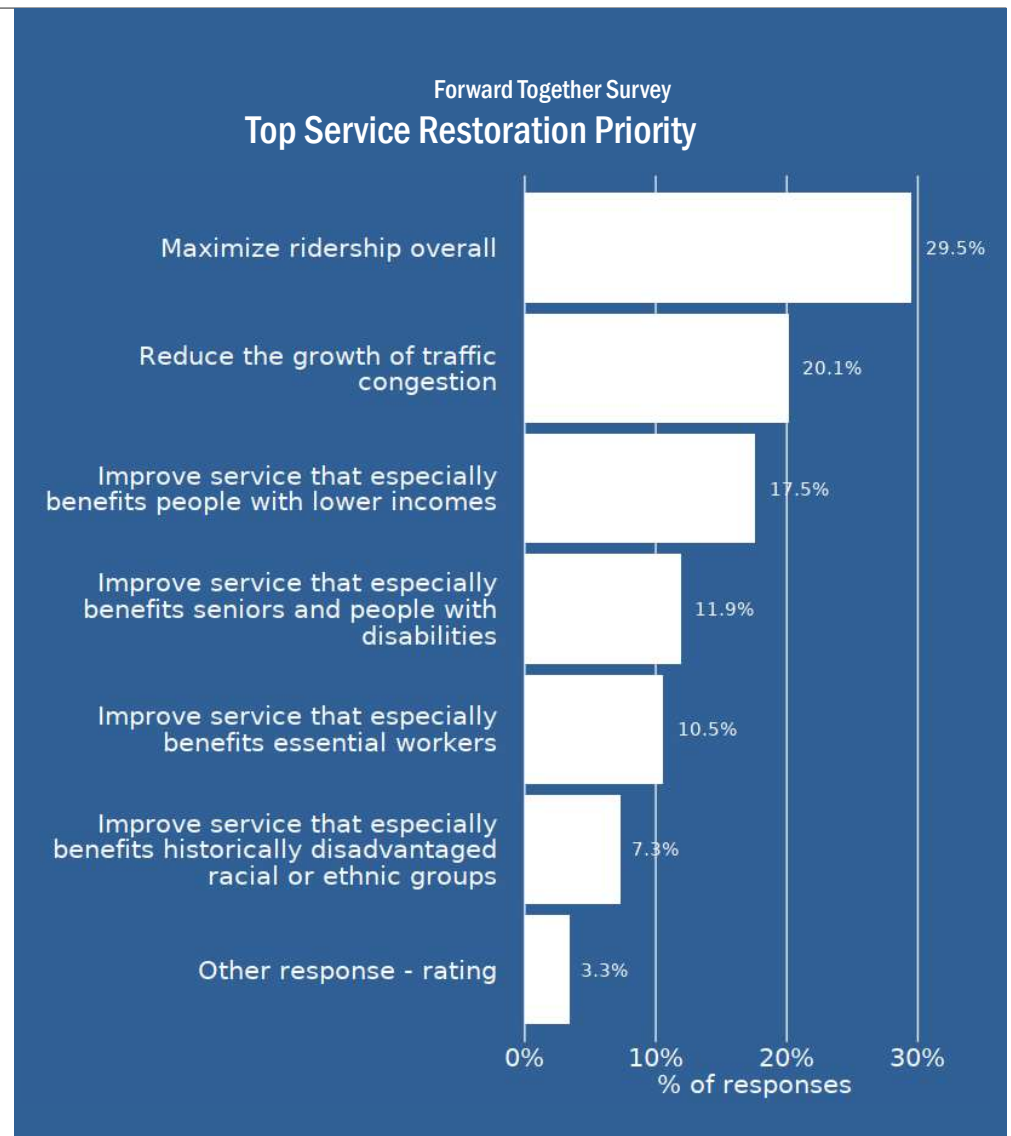


Want to learn more about how TriMet's network and ridership has changed since 2020?

Read the Transit Existing Conditions report, available at trimet.org/forward/.

Changes in Goals

- In spring 2022, TriMet engaged in a public outreach effort intended to guide its service recovery planning.
- This survey focused on asking about what TriMet's priorities should be as it restores service. Over 5,500 people responded.
- The three most popular responses:
 - Restore ridership.
 - Reduce congestion.
 - Improve services for lower-income people.



Changes in Financial Resources

- TriMet has the resources to restore and expand service. But the staffing shortage means that we can't deploy all those resources today.
- How quickly this happens will depend on TriMet's success recruiting and retaining operators.
- Eventually we anticipate being able to increase TriMet's overall service level by:
 - +38%, compared to existing levels.
 - Over +10% compared to 2019 levels.



This is a network concept.

- It is not yet a proposal.
- Its purpose is to start a conversation.

We're saying:

- Based on the values and goals that the community expressed in the survey, the network would look something like this.
- Do we have the balance of goals right?
- And are there other good ideas for improving the design?

Access to Opportunity

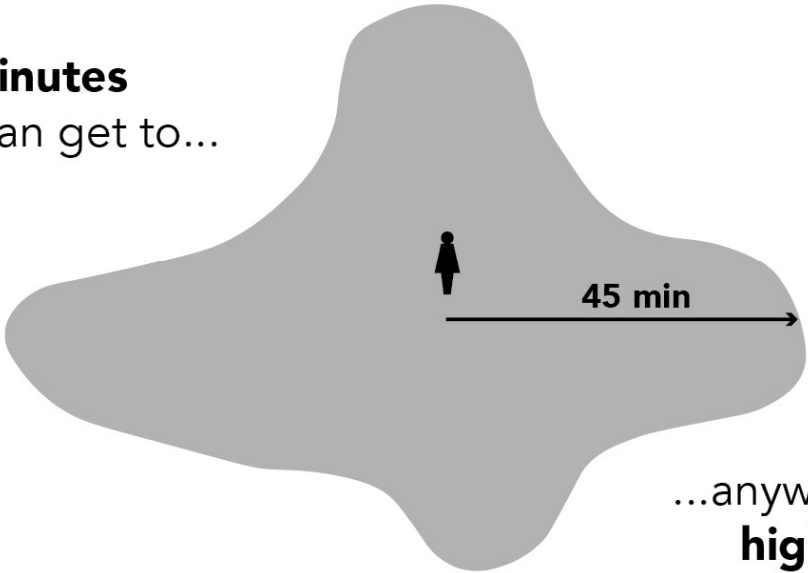
Here is a person.



JARRETT
WALKER
+ ASSOCIATES

Access to Opportunity

In **45 minutes**
she can get to...



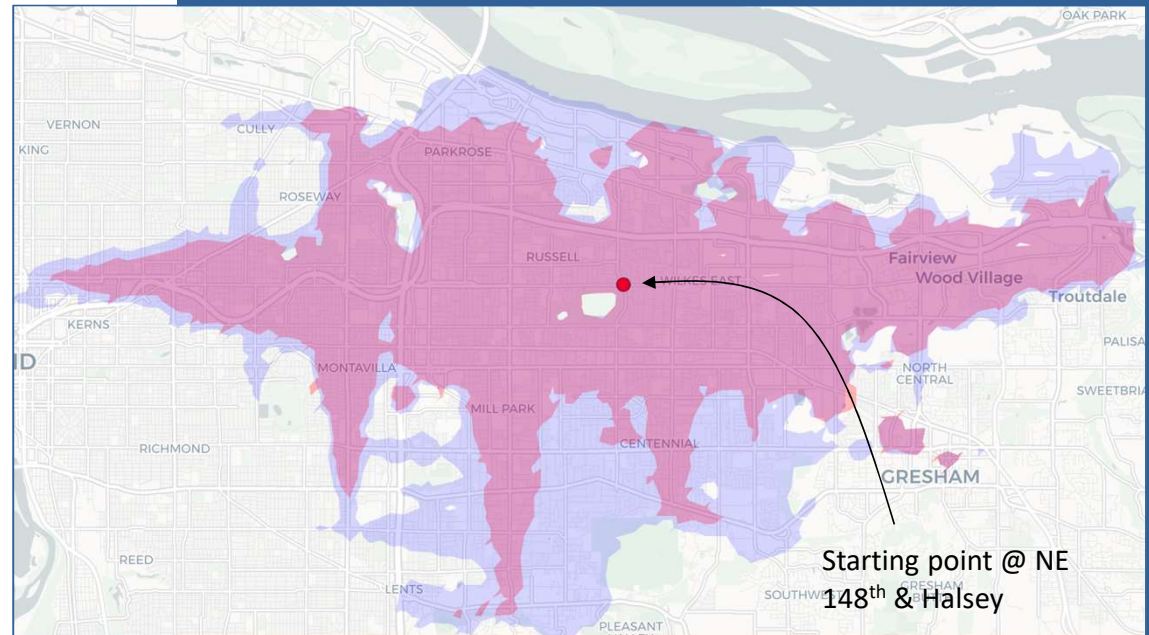
JARRETT
WALKER
+ ASSOCIATES

...anywhere in the
highlighted area.

A more useful network

- The median number of jobs reachable by service area residents in **45 minutes** would increase by over **45%**.
- Over **80%** of service area residents would see some improvement in access to jobs.
- Access to other important destinations increases as well:
 - e.g. +4 more grocery stores reachable in 45 minutes by median resident

Where could I reach in 45 minutes from NE 148th & Halsey using transit?



Purple = reachable with Existing Network
Blue = newly within reach with Forward Together.

Focus on equity

The concept addresses gaps in the network and prioritizes Frequent Service in areas with more

- lower-income people.
- people of color.
- retail, service and industrial workers.

+35%

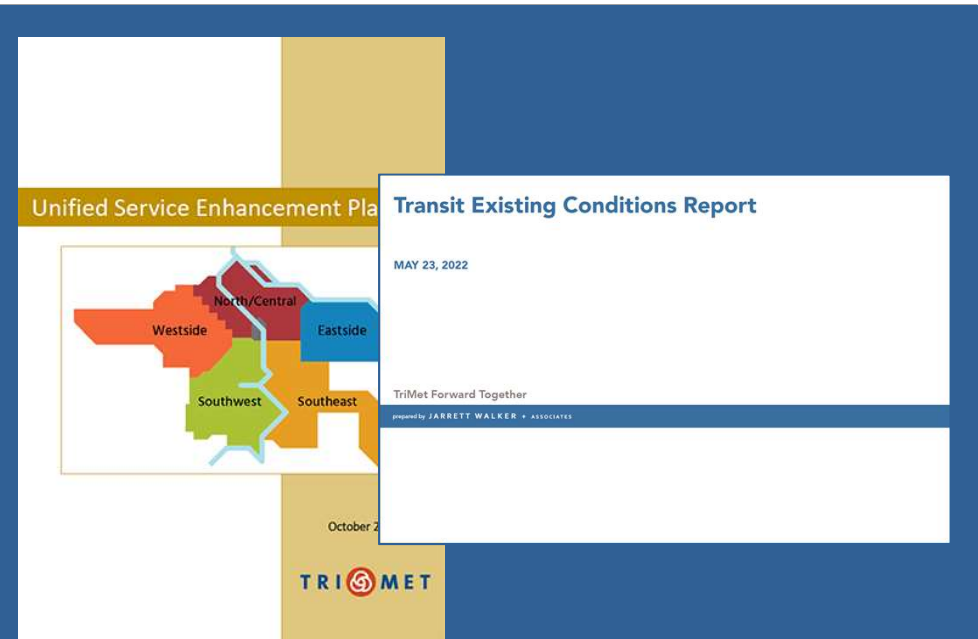
Median number of jobs reachable by a person living in any of TriMet's Equity Areas

+50% for residents of the Equity Areas outside of the Central City

+50k more lower-income residents and +33k more people of color would be near Frequent Service than today.

What's in the service concept?

- An expanded Frequent Network.
- Extending the grid to new areas.
- More local services running every 30 minutes.
- Expanded weekend service.
- New lines serving areas that are far from transit today.
- Reduced service to some low-demand, mostly higher-income areas.



Where did these ideas come from?

Many of the ideas come from the TriMet's Service Enhancement Plans (2011-2016).

The Forward Together "Transit Existing Conditions Report" added more recent data and insights.

Municipal staffs helped us with an earlier draft.

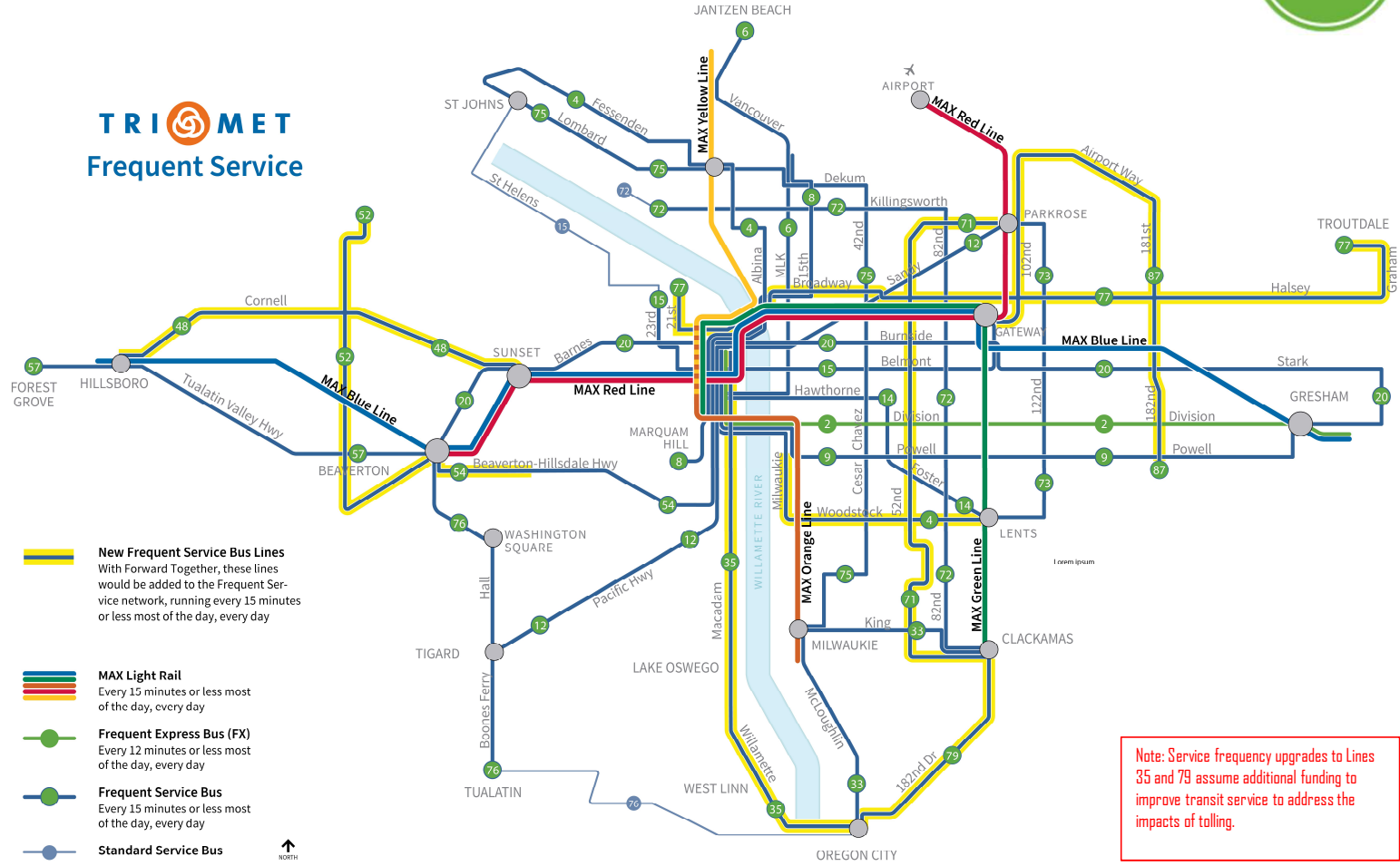
An expanded Frequent Network



50% more residents and jobs within ¼-mile walk of Frequent Service.

New Frequent Service corridors:

- Woodstock (Line 4)
- Macadam (35)
- Cornell Rd (48)
- 185th Ave (52)
- 52nd / 60th (71)
- Broadway / Halsey (77)
- 82nd Dr (79)
- Airport Way / 181st (87)



Note: Service frequency upgrades to Lines 35 and 79 assume additional funding to improve transit service to address the impacts of tolling.

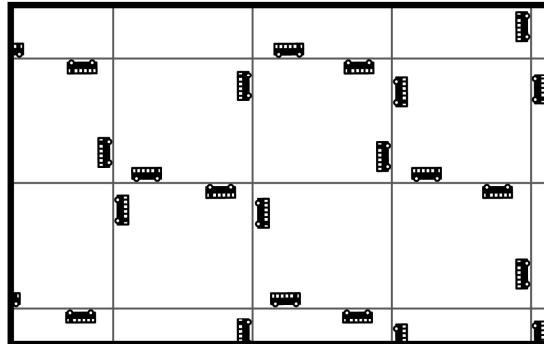
Extending the Frequent Grid

TriMet's inner city network is organized as a frequent grid.

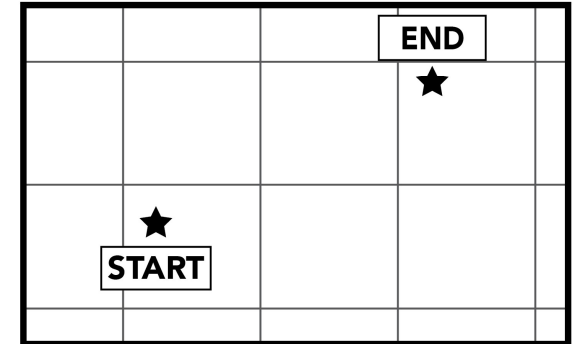
We want to extend this concept further.

How Frequent Grids Work

A frequent grid consists of perpendicular lines all running **frequently**.



A grid serves trips from **anywhere** to **anywhere**. For example:



For any trip...

1. Walk and Wait* for the first bus.

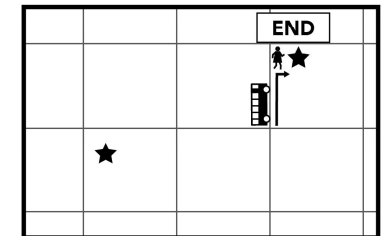
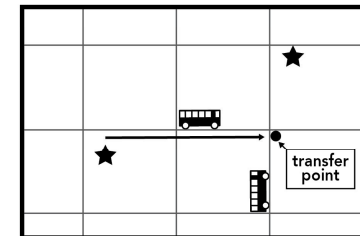
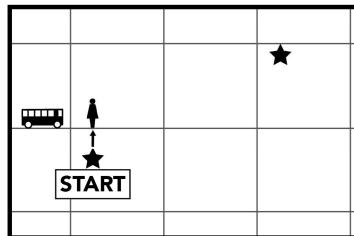
*The wait is **short** because service is **frequent**.

2. Ride and Wait* for the first bus.

*The wait is **short** because service is **frequent**.

3. Ride and Walk to the destination.

You've arrived!



The high frequency is critical.

It makes the transfer fast, so that the whole travel time is reasonable.

Enhancing standard service

- Many standard service bus lines run less frequently than every 30 minutes.
- Where these lines have strong ridership potential, or serve areas of high equity concern, the service concept increases frequencies to every 30 minutes, all day.

Just a few examples

Line	County	Current Midday Frequency	Service Concept Midday Frequency
NE San Rafael	Multnomah	60 min	30 min
Outer NE Glisan	Multnomah	60 min	30 min
SE Webster Rd	Clackamas	40 min	30 min
River Rd	Clackamas	60-65 min	30 min
Evergreen Pkwy	Washington	35 min	30 min
158 th / Bethany	Washington	60 min	30 min

New service areas

- The network concept creates some new coverage, addressing gaps in the network and some limited areas of new development.
- Examples include:
 - In central Portland – Columbia Blvd
 - On the eastside - SE 112th, SE 148th, SE 201st, SE 242nd
 - On the westside – Cornelius Pass Rd, Century Blvd
 - In Clackamas – SE 172nd, Mt. Scott Blvd, Jennings Ave

50,000 more residents would be within a ¼-mile walk to a bus stop.

26,000 more jobs would be within a ¼-mile walk to a bus stop

Improved Weekend Service

- Today, many infrequent and peak-only lines do not run at all on weekends.
- Lower income people and essential workers rarely have weekends off.
- Forward Together provides weekend service on nearly all standard service bus lines.
- This would add new weekend service on secondary lines all over the region.

+100,000 more people near
service running on Sunday.

+130,000 more people near
Frequent Service on Sunday.

Service reductions

- While this is a growth plan, there are some services that would be reduced compared to today / pre-pandemic.
- These are all lower-ridership services focused on:
 - peak commuters, or
 - higher-income neighborhoods.

Examples

Area	Lines	Change with Forward Together
Southwest rush-hour buses	Line 1, 18, 26, 51, 55	Reduced to trips at school bell times.
OHSU rush-hour expresses	Line 61, 64, 65	Marquam Hill peak services replaced by all-day access via Line 43 and 56
	Line 66, 68	Discontinued
Lower-ridership service in Portland	Line 17 - Broadway	24th / 27 th segment discontinued
Lake Oswego services	Line 36 – South Shore	Service to South Shore discontinued
	Line 38 – Boones Ferry Rd	Service to Boones Ferry Rd N of Country Club discontinued

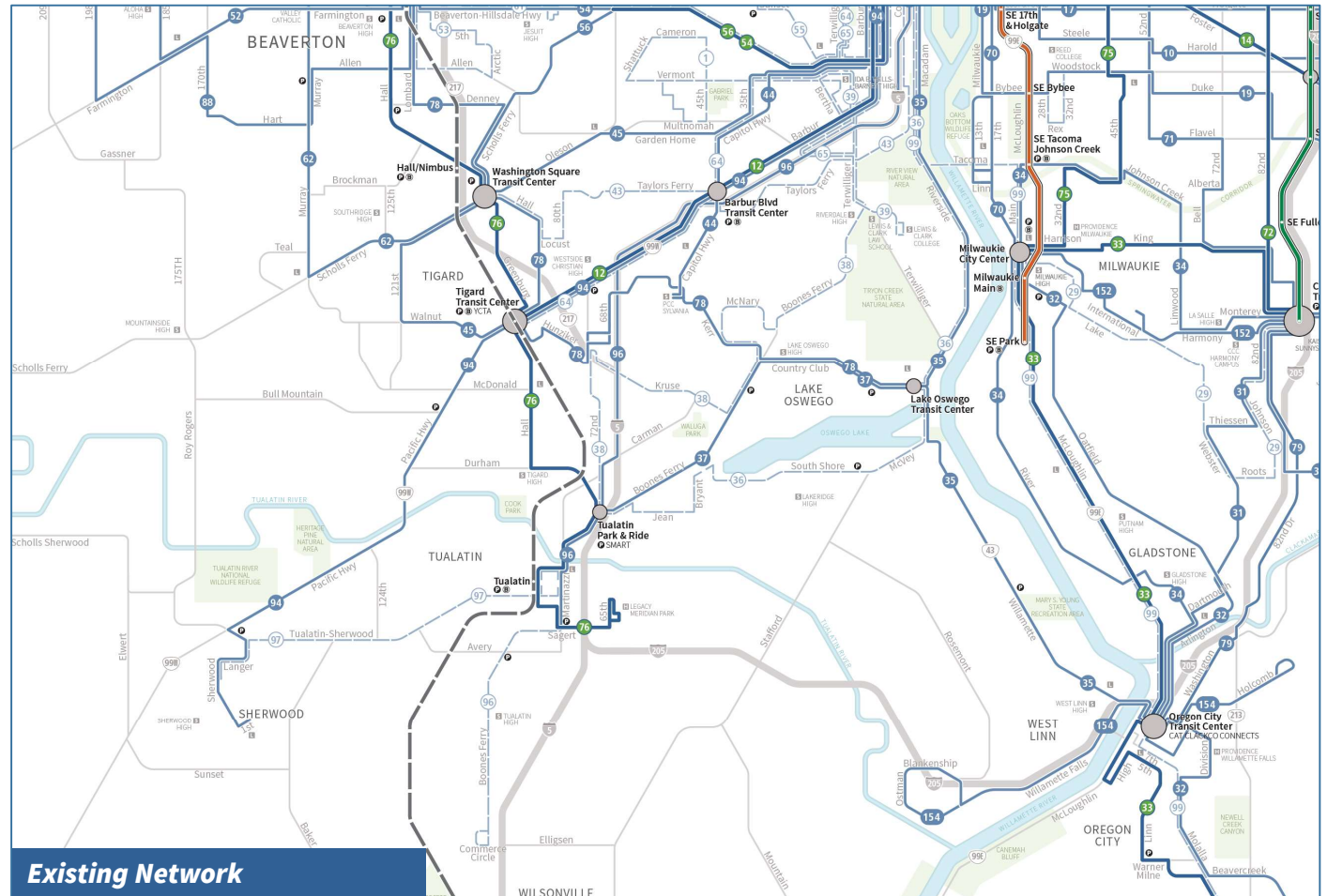
Southwest

Key connections

- Peak only services replaced by all-day.
 - Hillsdale-OHSU
 - Boones Ferry
 - Tualatin to Sherwood
- Better access to 72nd Ave jobs.
- Access to PCC Sylvania from Tualatin
- New Wash. Co. – Oregon City service.

New Frequent Service in this area:

- Line 35 – Macadam
- Line 54 – Beaverton Hwy to Beaverton



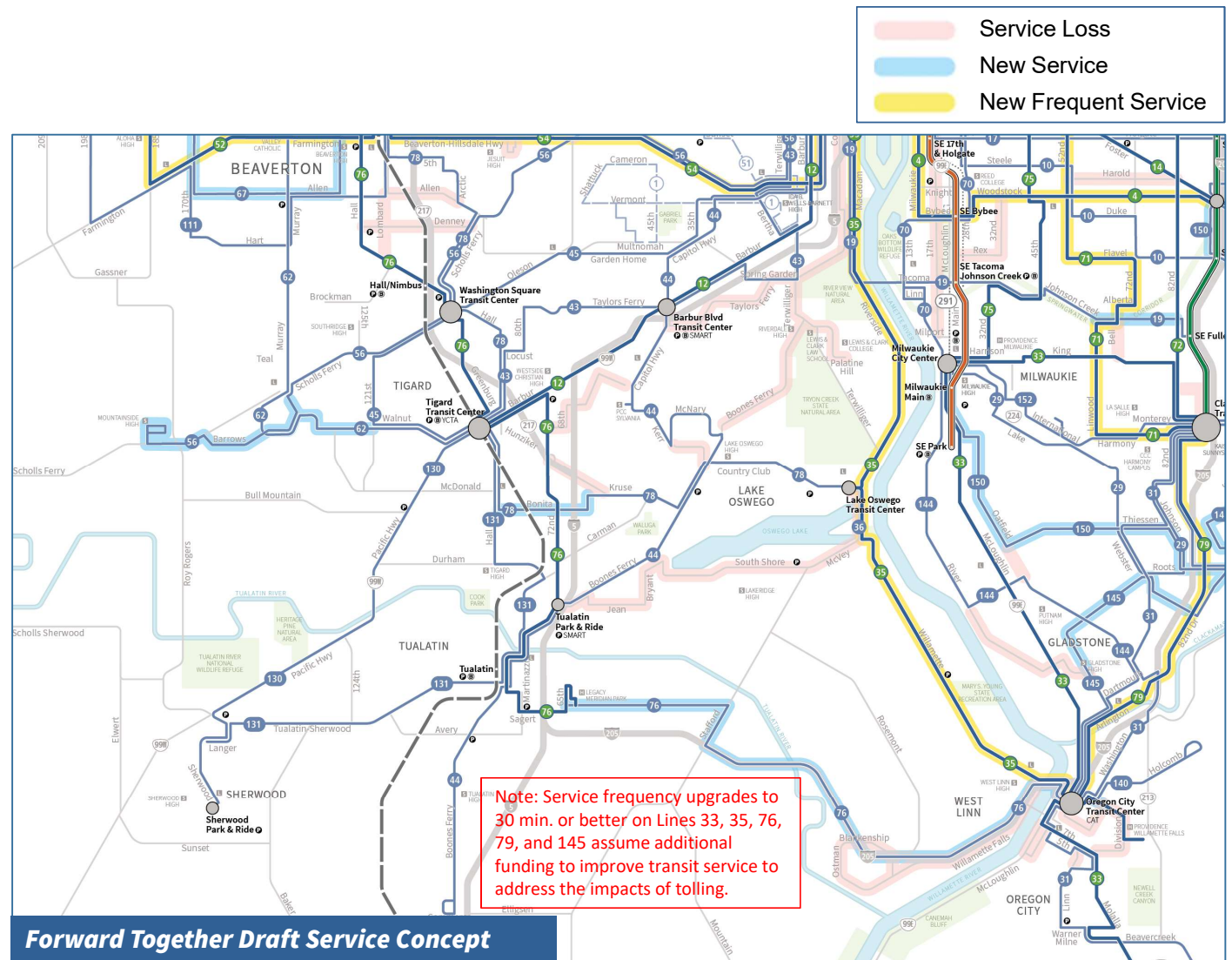
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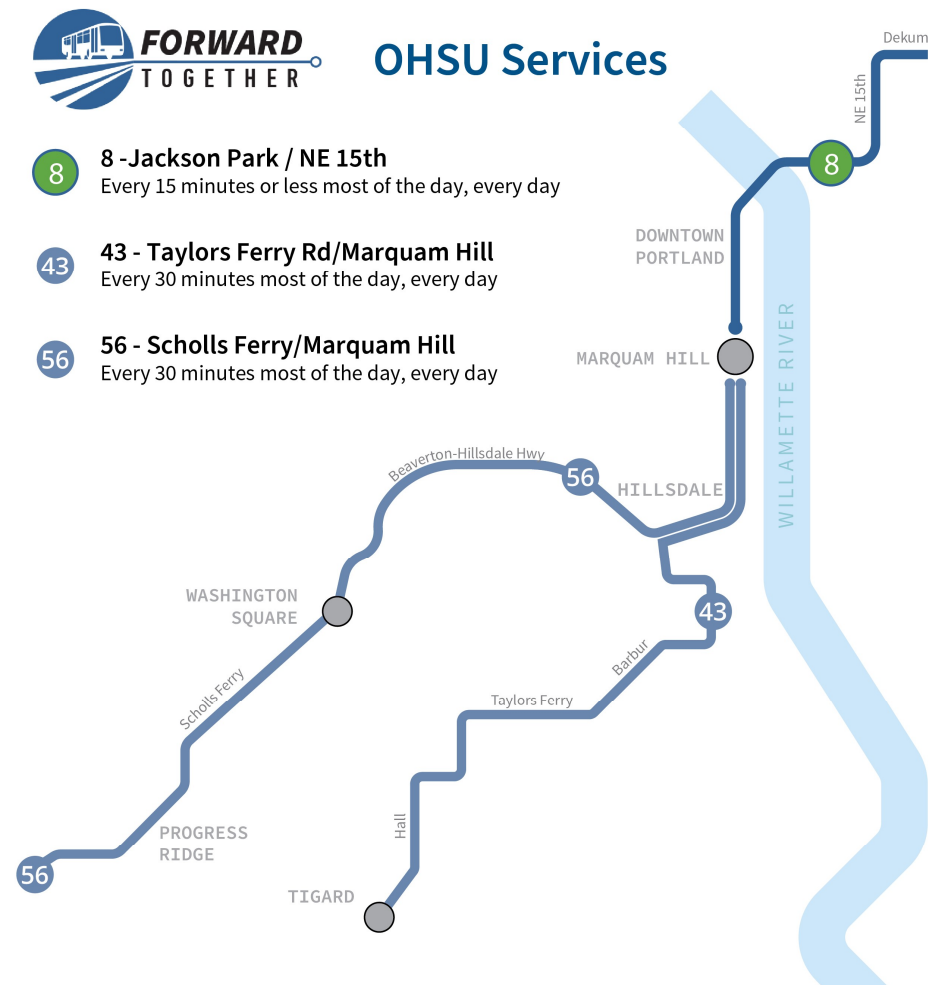
New Frequent Service in this area:

- Line 35 – Macadam
- Line 54 – Beaverton Hwy to Beaverton



Improved access to OHSU from the southwest.

- OHSU is a key regional job center, but today, no all-day bus lines serve it from the southwest.
- In Forward Together, OHSU is served by 3 lines:
 - **Frequent Service Line 8** from the north.
 - **Line 43** from Tigard.
 - **Line 56** from Washington Square and Progress Ridge.
- Lines 43 and 56 would run every 30 minutes, and provide 4 trips per hour between Hillsdale and OHSU.



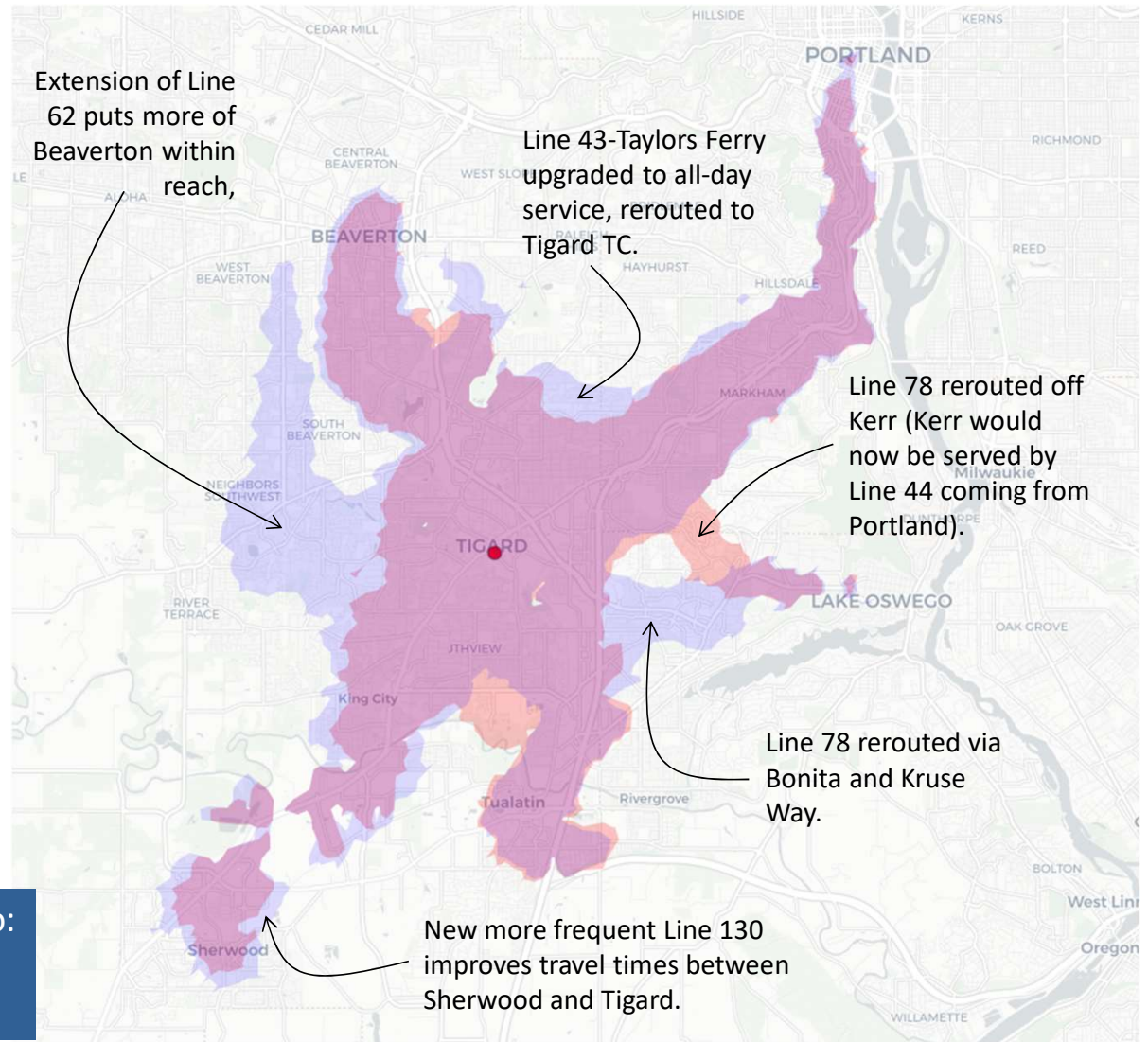
Where could I travel in 45 minutes from Downtown Tigard?

- New Line 130 would offer more frequent service between Sherwood and Tigard on 99W.
- Line 62-Murray Blvd would be extended south through Progress Ridge to new terminus in Tigard.
- Line 43-Taylor's Ferry Rd would be upgraded to run all day, would now terminate at Tigard TC.

- Only reachable with Draft Service Concept
- Only reachable with Existing Network
- Reachable with both Existing and Concept.

From this point, in 45 min, you could get to:

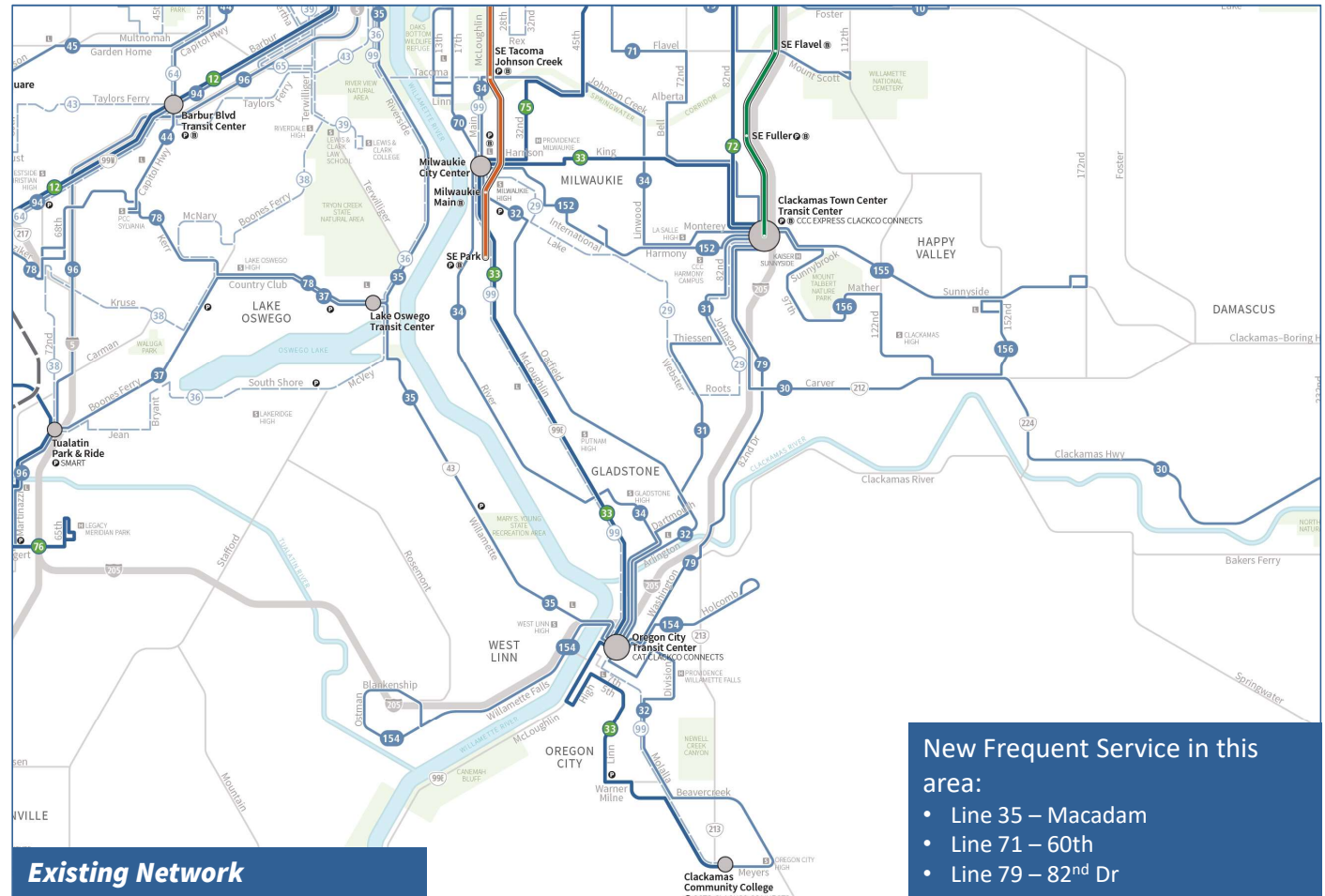
- 28k more jobs (+24%)
- 43k more residents (+35%)



Clackamas

Key connections

- Frequent Service directly connecting Clackamas Town Center and Oregon City.
- Frequent Service between Oregon City, Lake Oswego and Downtown Portland.
- New connection between Oregon City and Tualatin, Tigard, Beaverton.
- More coverage in Gladstone, Oatfield, Happy Valley, Johnson City, and Sunnyside.
- Streamlined Oregon City network.



Clackamas

Key considerations:

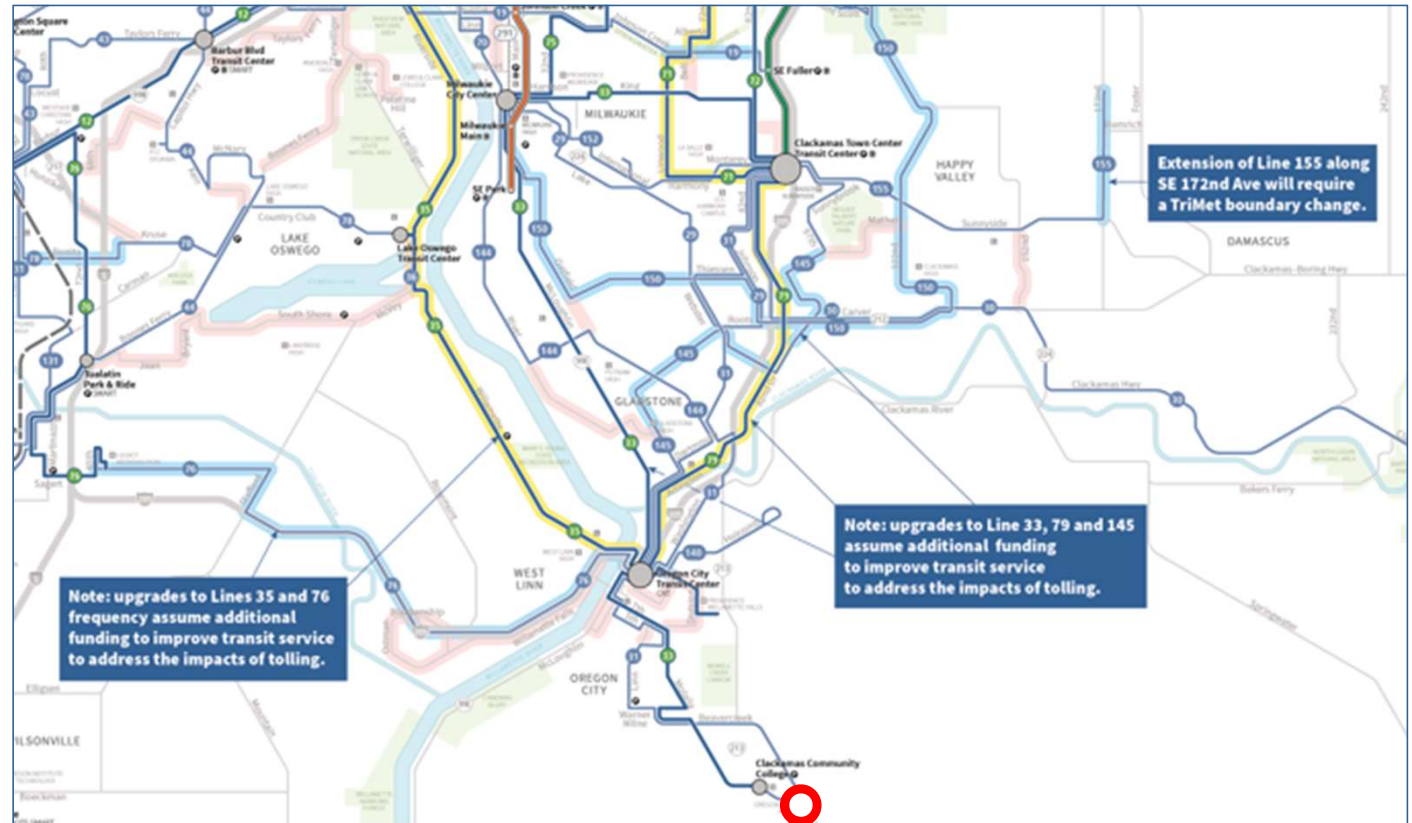
Without additional funding:

- Line 33 – Streamline route in Oregon City
- Line 35 – Upgrade to 30min frequency
- Line 76 – Extend to OC with hourly frequency
- Line 79 – Upgrade to 30 minute service and extend to Providence
- Line 145 – new route with hourly frequency

With additional funding:

- Line 33 – Streamline route in Oregon City & upgrade to 12min Frequent Service
- Line 35 – Upgrade to 30min frequency & 15min FS between OC and Portland
- Line 76 – Extend to OC with 30min frequency
- Line 79 – Extend to Providence & upgrade to 15min FS
- Line 145 – new route with 30min frequency

Line 155 – extension along SE 172nd would require a TriMet Boundary change.

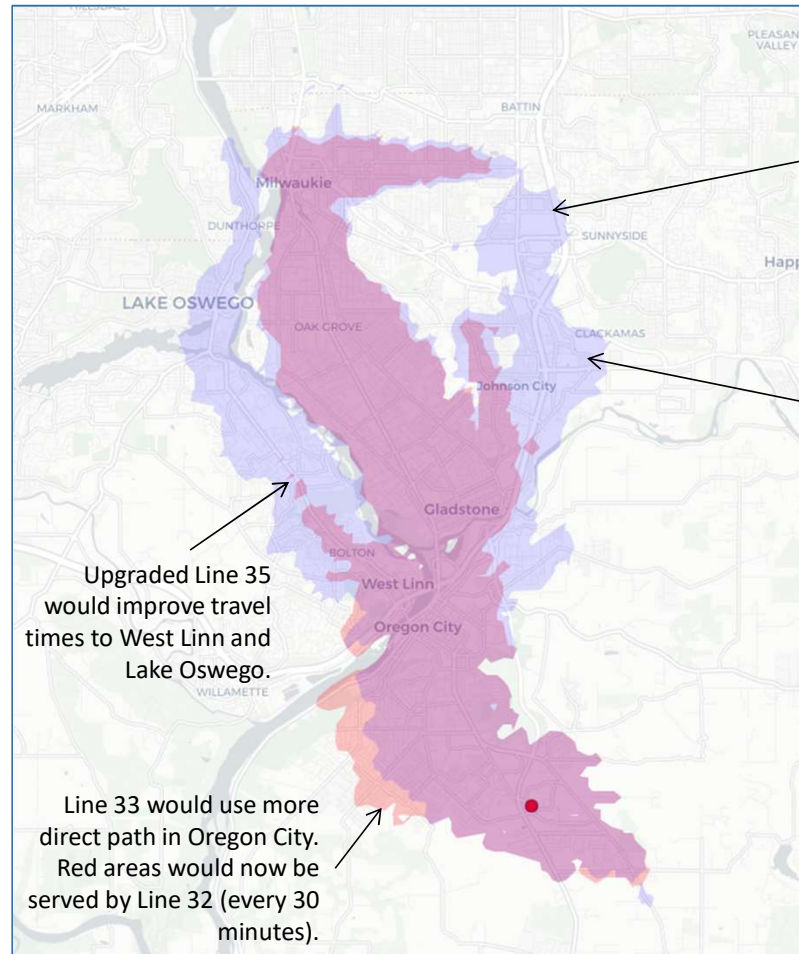


Where could I travel in 60 minutes from Clackamas Community College?

- CCC would still be served by Line 32 and 33.
- Line 33 would take a more direct path into Oregon City.
- At Oregon City TC, connecting Lines 35 and 79 would be upgraded to Frequent Service.

From this point, in 60 min, you could get to:

- 21k more jobs (+75%)
- 29k more residents (+37%)



Clackamas Town Center reachable from CCC within 60 minutes' travel time with Frequent Service Line 79.

Frequent Service Line 79 would put all areas along 82nd Drive within reach from CCC in 60 minutes.

Upgraded Line 35 would improve travel times to West Linn and Lake Oswego.

Line 33 would use more direct path in Oregon City. Red areas would now be served by Line 32 (every 30 minutes).

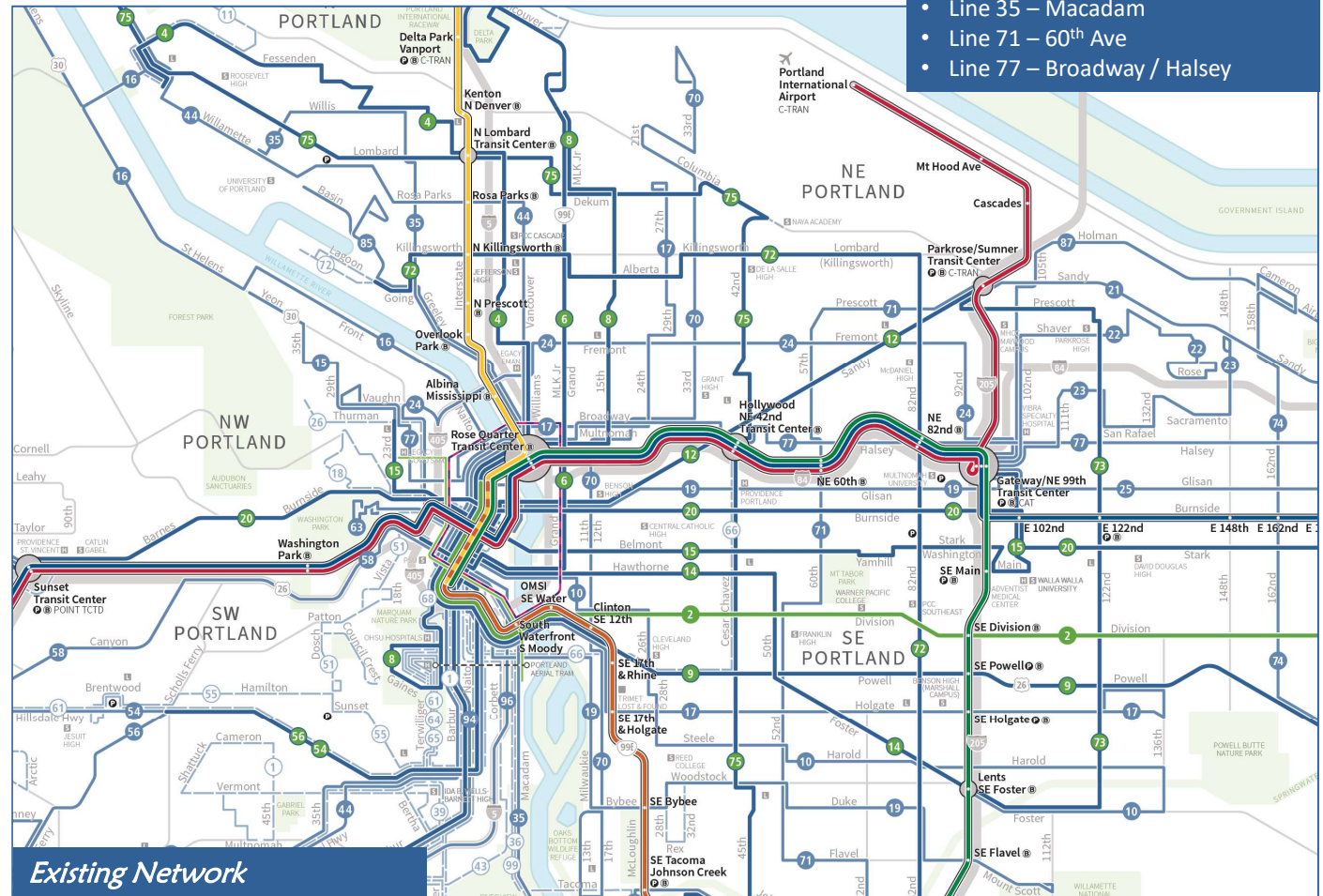
Central Portland

Key connections

- New frequent segments:
 - 57th/60th/52nd (71)
 - Broadway Halsey (77)
 - NW Glisan/Everett (77)
 - Milwaukie Ave (4)
 - Woodstock (4)
 - Macadam (35)
- New lines
 - Tacoma/Johnson Cr (19)
 - Columbia Blvd (190)
- Line 70 revised to avoid 11th/12th UP line crossing.
- Better links between NE and East Portland.
- Deleted segments
 - NE 24th/27th (17)
 - SE Harold (10)

New Frequent Service in this area:

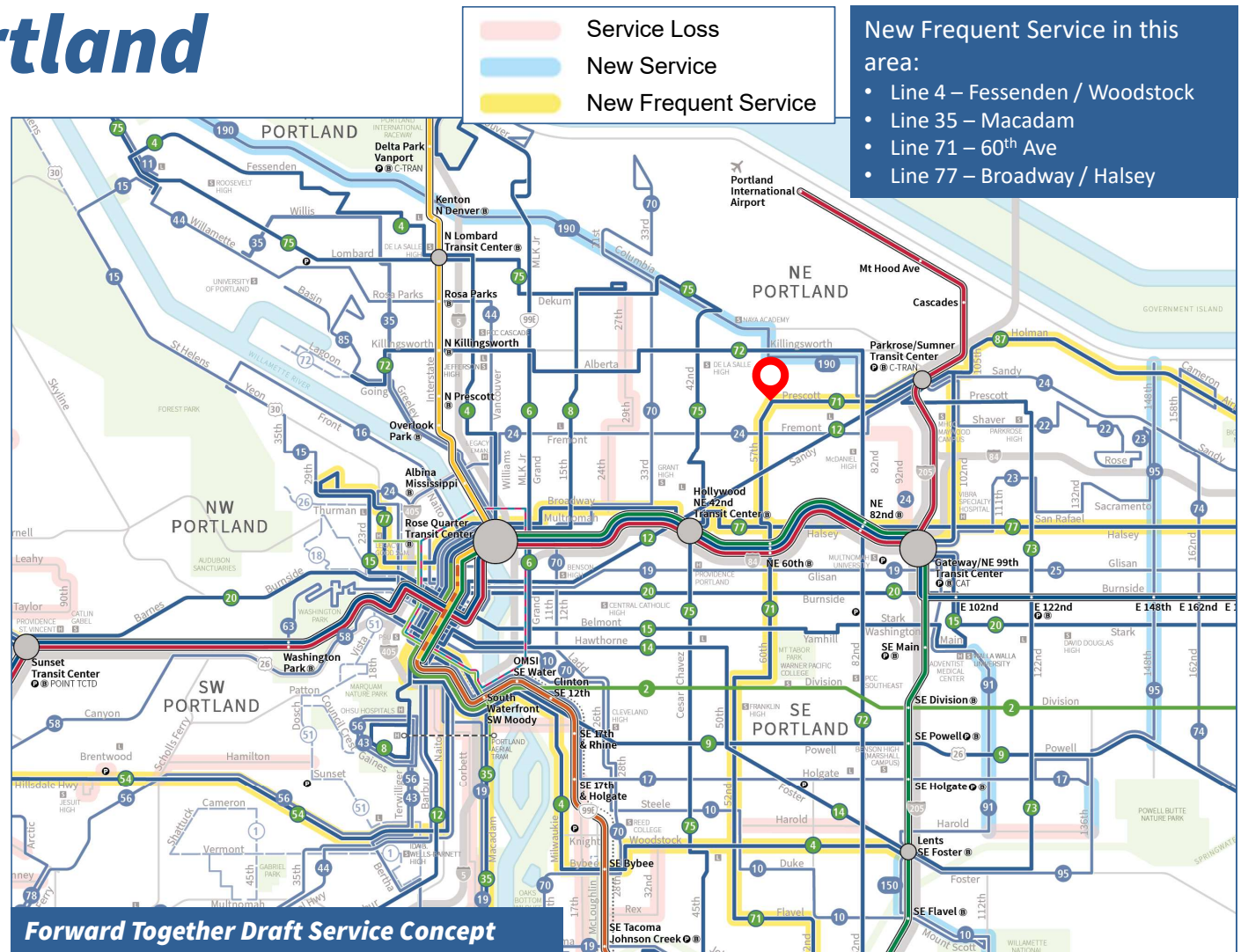
- Line 4 – Fessenden / Woodstock
- Line 35 – Macadam
- Line 71 – 60th Ave
- Line 77 – Broadway / Halsey



Central Portland

Key connections

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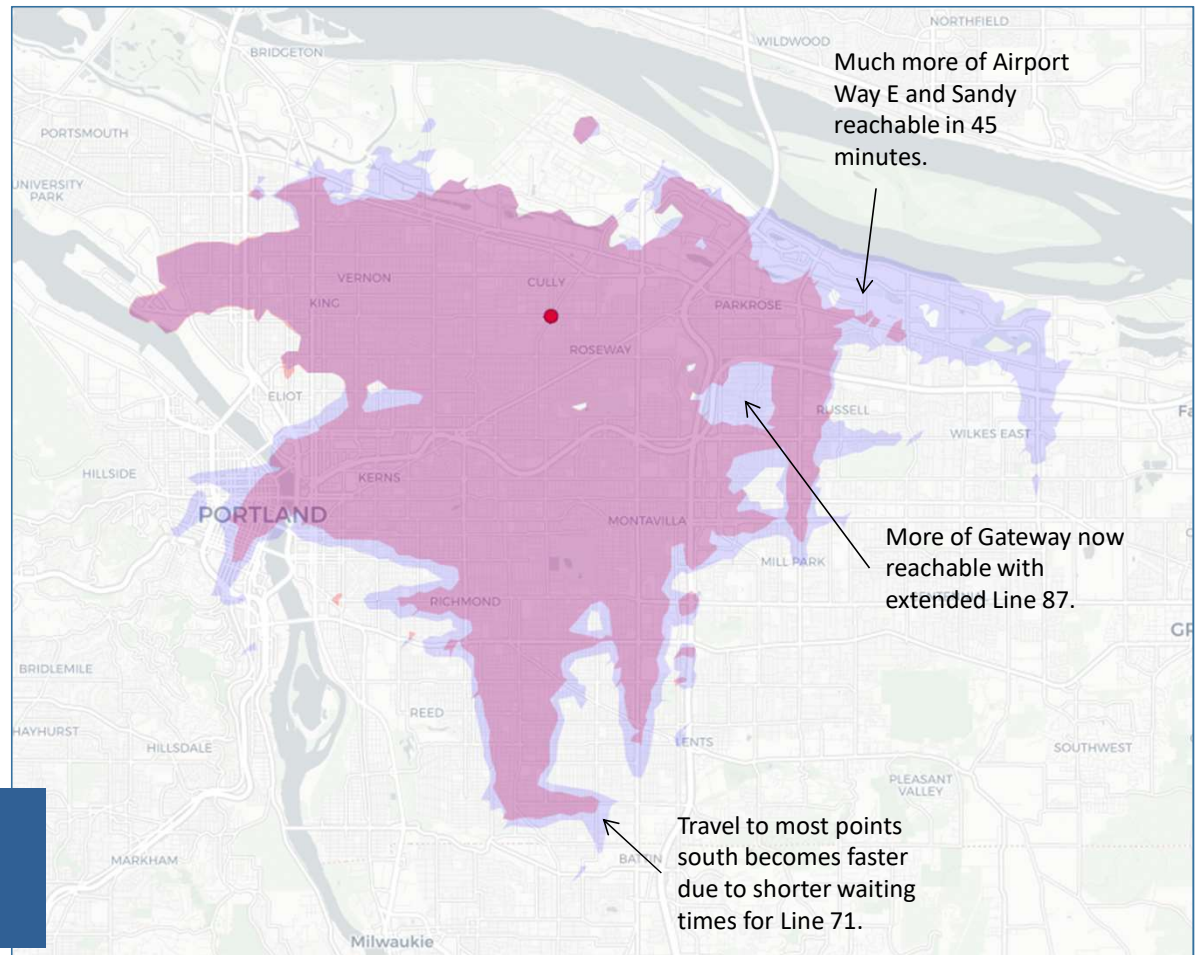


Where could I travel in 45 minutes from Cully Blvd & Prescott?

- In Cully, Line 71 is upgraded to Frequent Service.
- Line 87 upgraded to Frequent Service (connects with 71 at Parkrose TC), and extended to Gateway TC.

From this point, in 45 min, you could get to:

- 60k more jobs (+36%)
- 47k more residents (+20%)

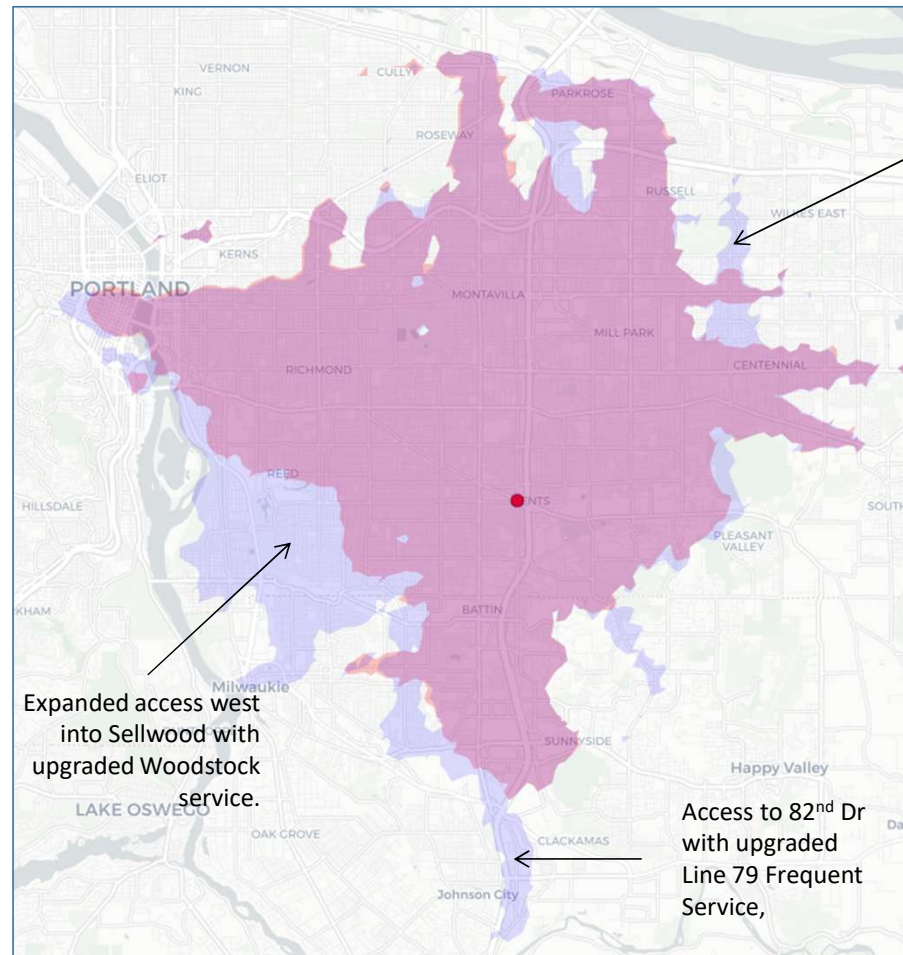


Where could I travel in 45 minutes from Lents?

- Lents is already a major transit node.
- New Frequent Service along Woodstock terminating at Lents.
- New 148th Ave service terminating at Lents.

From this point, in 45 min, you could get to:

- 17k more jobs (+11%)
- 48k more residents (+17%)



Access along 148th possible with new 148th line.

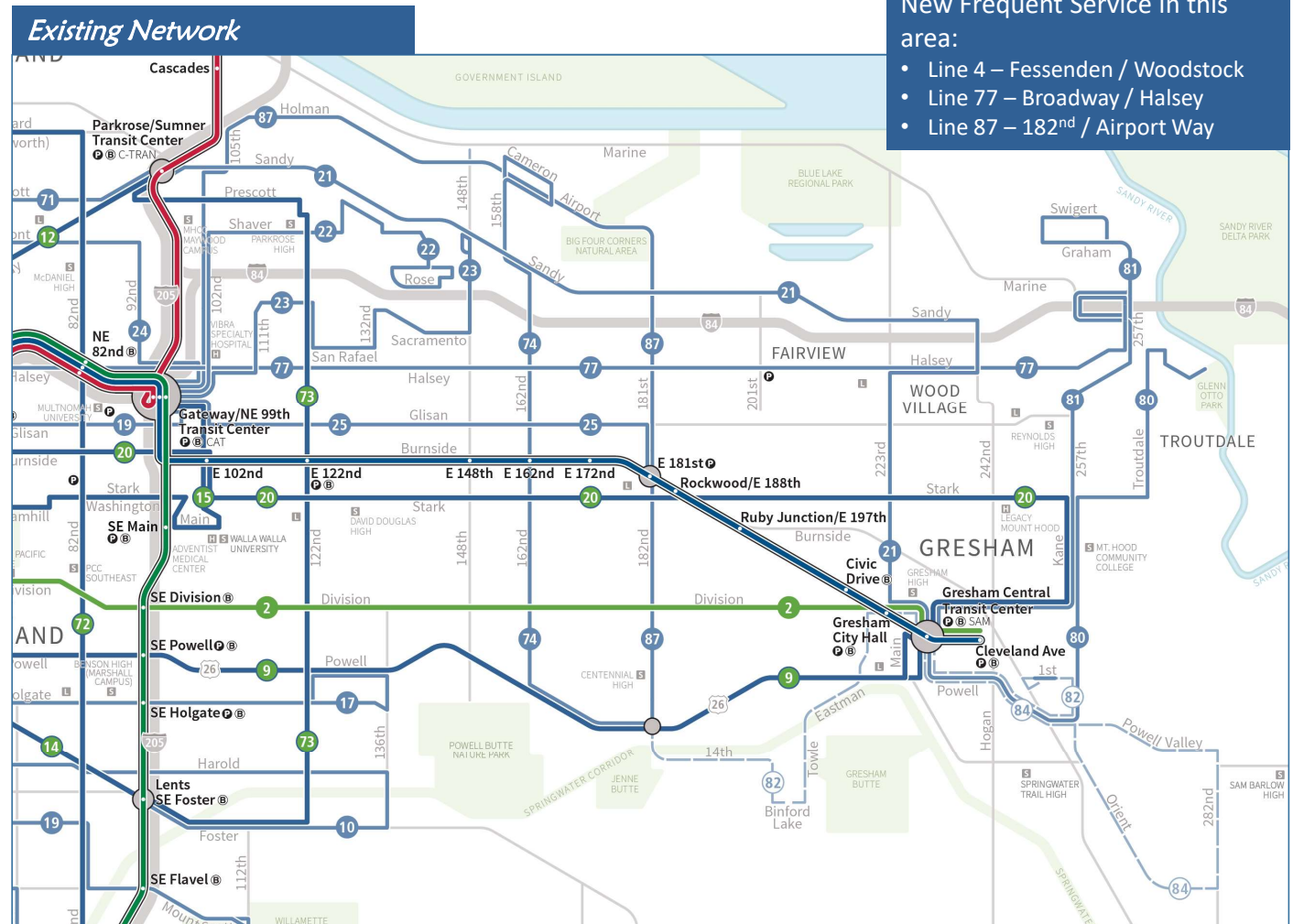
Expanded access west into Sellwood with upgraded Woodstock service.

Access to 82nd Dr with upgraded Line 79 Frequent Service,

Eastside

Key connections

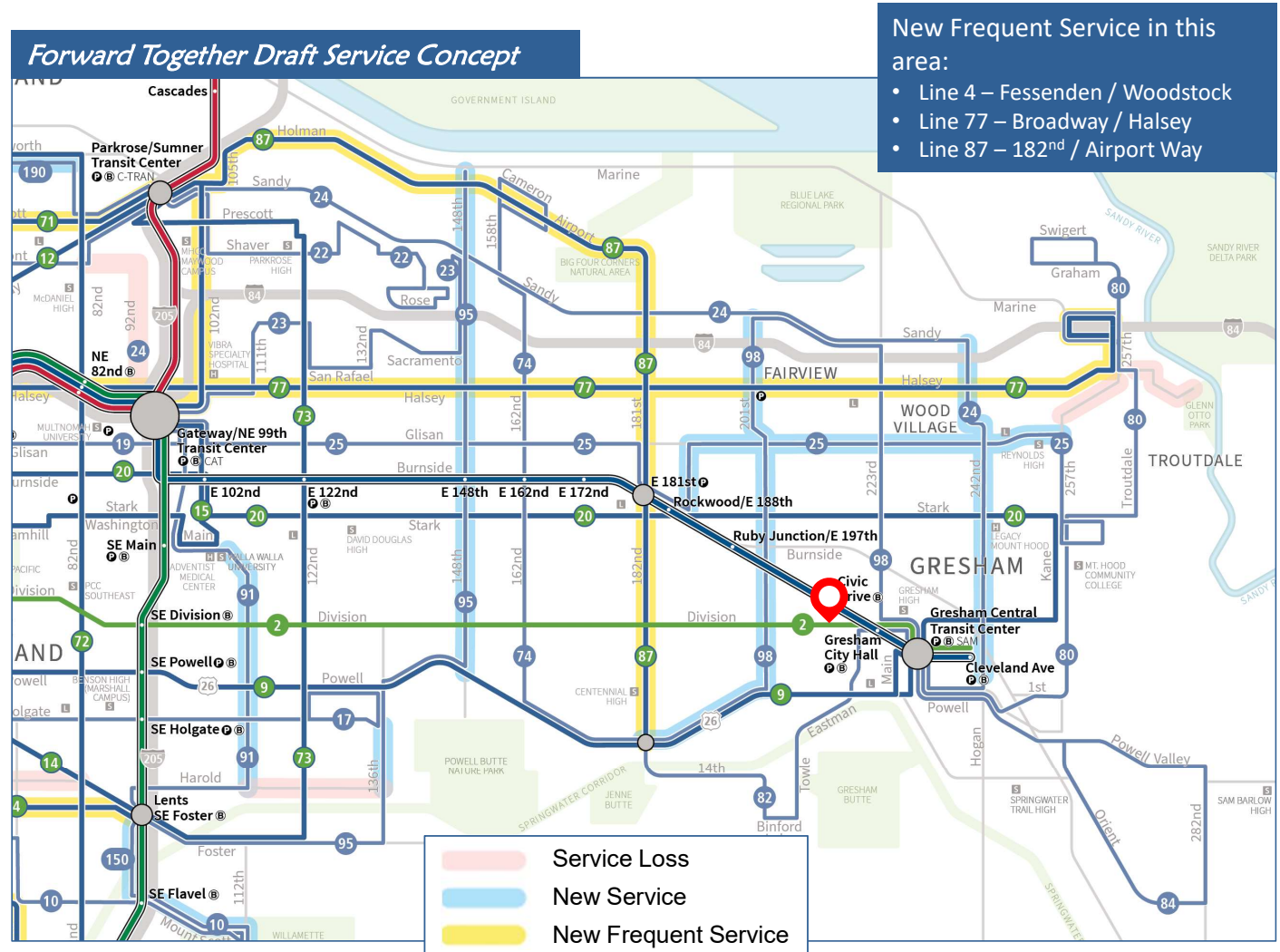
- Enhanced regional access to Airport Way.
 - New Frequent Service
 - Better connections at Parkrose and Gateway
- Frequent Service on Halsey.
- New north-south lines (112th, 148th, 201st, 242nd).
- Continuous service along Glisan.
- Streamlined service in Troutdale and E Gresham.



Eastside

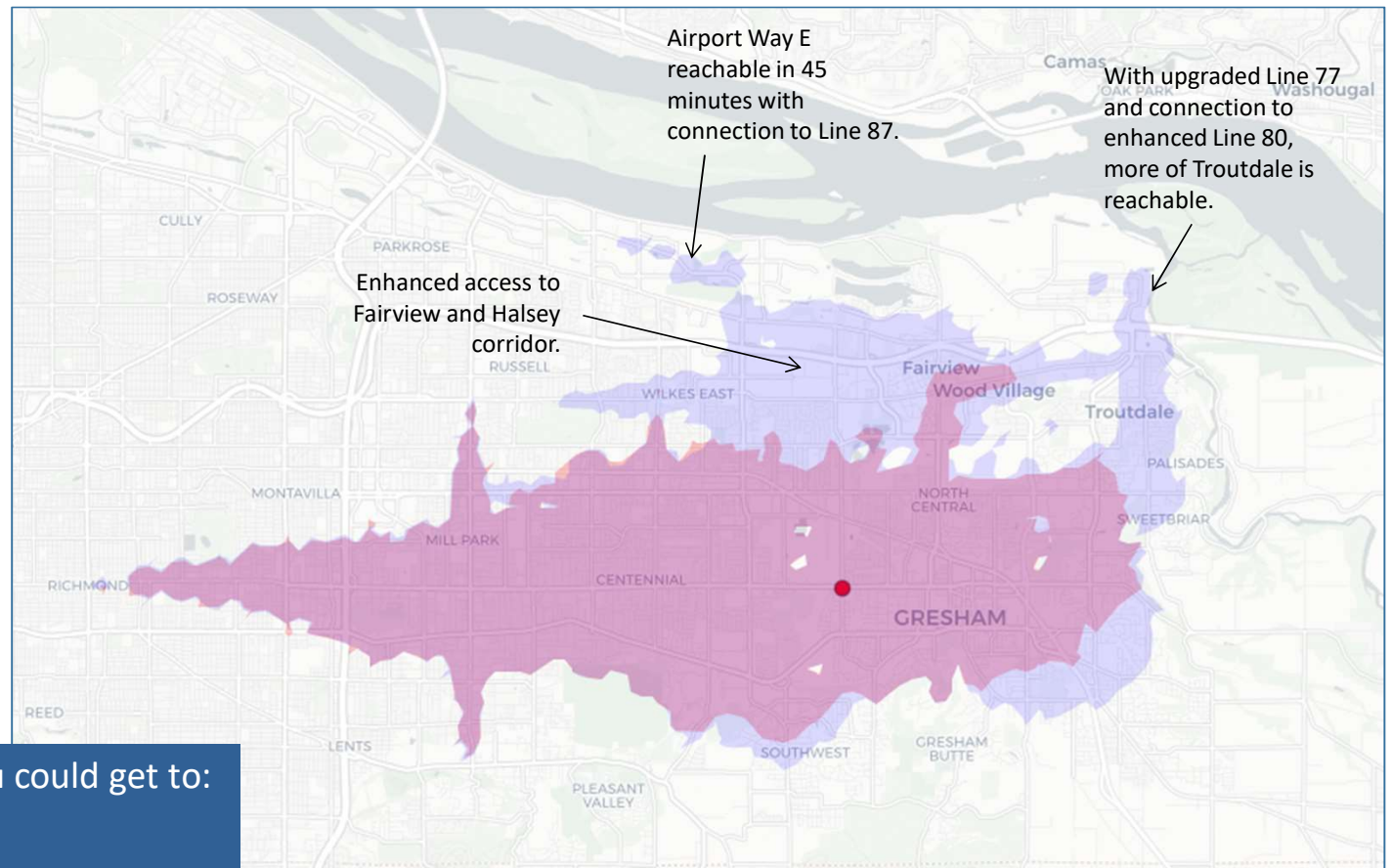
Key connections

- Enhanced regional access to Airport Way.
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- Continuous service along Glisan.
- Streamlined service in Troutdale and E Gresham.



Where could I travel in 45 minutes from Division & 202nd?

- New service along 201st / 202nd (Line 98).
- Line 98 would connect to new Frequent Service on Halsey, as well as enhanced service on Sandy and Glisan.
- Troutdale and E Gresham streamlining shows benefits.



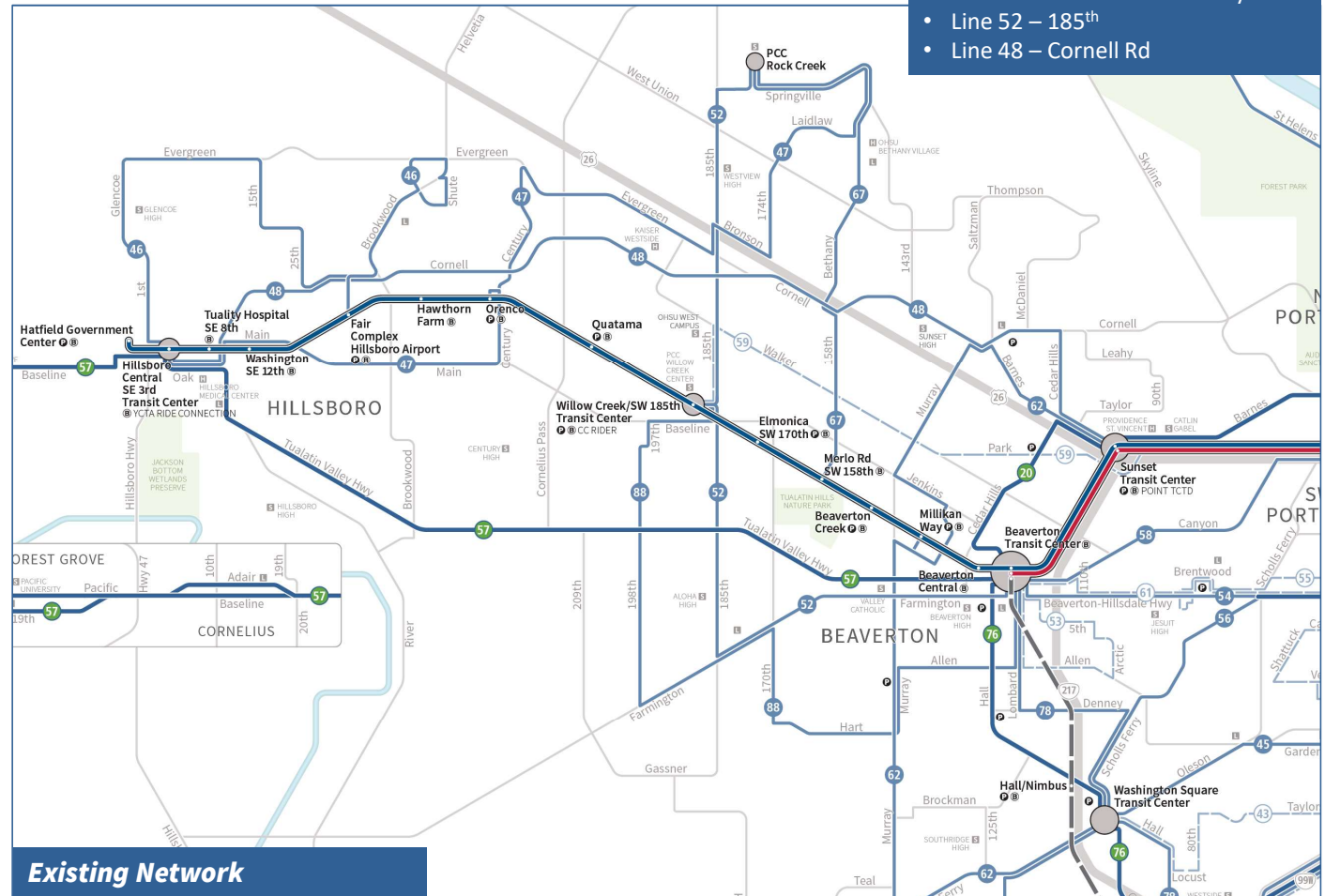
From this point, in 45 min, you could get to:

- 15k more jobs (+41%)
- 35k more residents (+24%)

Westside

Key connections

- Frequent Service from Beaverton to Hillsdale, PSU and Downtown Portland.
- Frequent Service from Sunset to Hillsboro via Barnes and Cornell.
- Frequent Service from TV Highway to PCC Rock Creek via 185th.
- New north-south service on Century and Cornelius Pass.



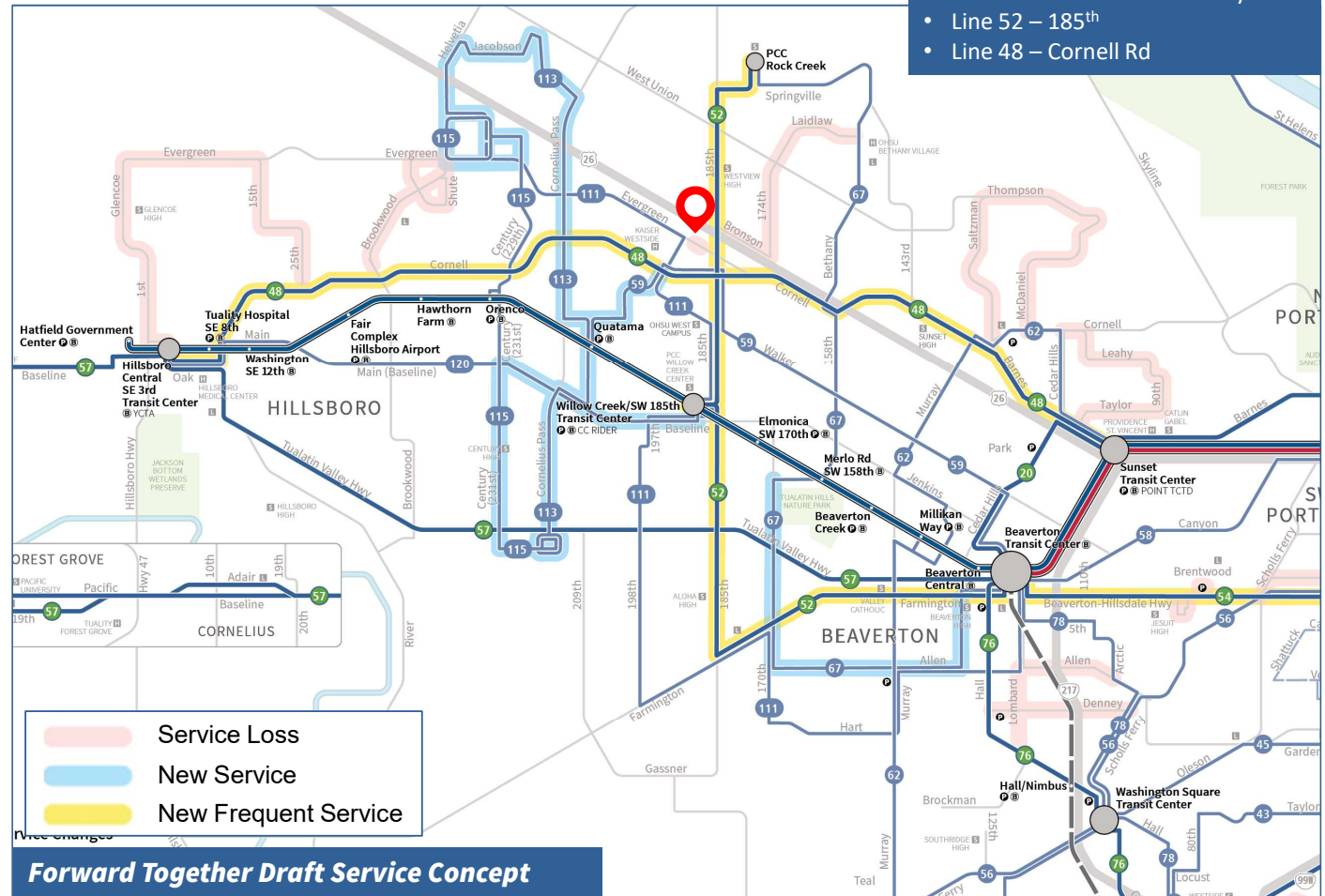
Westside

Key connections

- Frequent Service from Beaverton to Hillsdale, PSU and Downtown Portland.
- Frequent Service from Sunset to Hillsboro via Barnes and Cornell.
- Frequent Service from TV Highway to PCC Rock Creek via 185th.
- New north-south service on Century and Cornelius Pass.

New Frequent Service in this area:

- 54 – Beaverton-Hillsdale Hwy
- Line 52 – 185th
- Line 48 – Cornell Rd

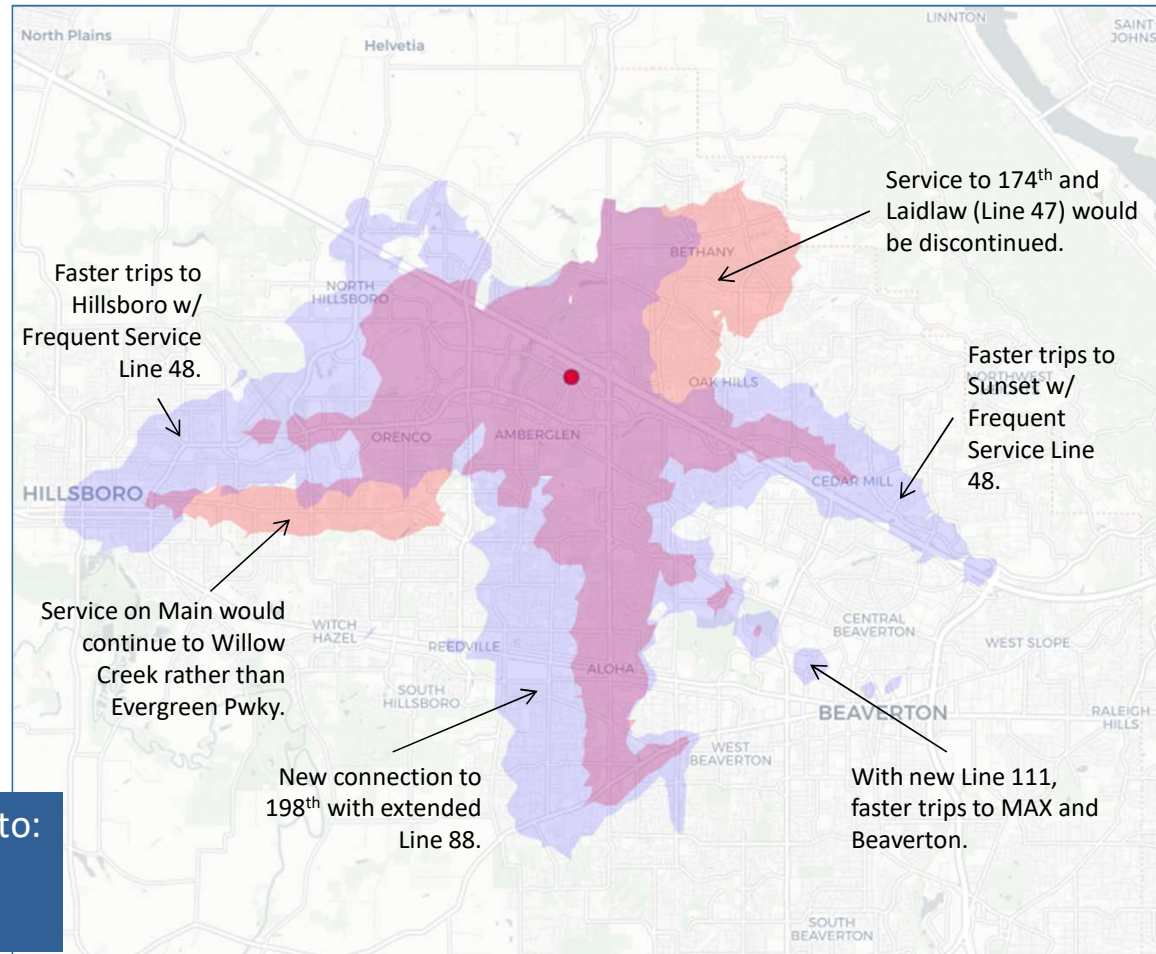


Where could I travel in 45 minutes from Evergreen Parkway @ Amberglen?

- Evergreen Parkway would be served by Line 111 every 20 minutes, continuing north to North Hillsboro Industrial Area and south along 198th and Farmington.
- Nearby lines 48-Cornell and 52-Farmington/185th are upgraded to Frequent Service.

From this point, in 45 min, you could get to:

- 36k more jobs (+75%)
- 37k more residents (+39%)



Summary

**+38% more
resources.**

**+45% more
jobs reachable
by the median
resident.**

**+50% more
people and
jobs near
Frequent
Service.**

**+50,000 more
residents near
service.**

**New routes
serving new
areas in all 3
counties.**

**+100,000
people near
service running
on the
weekend.**

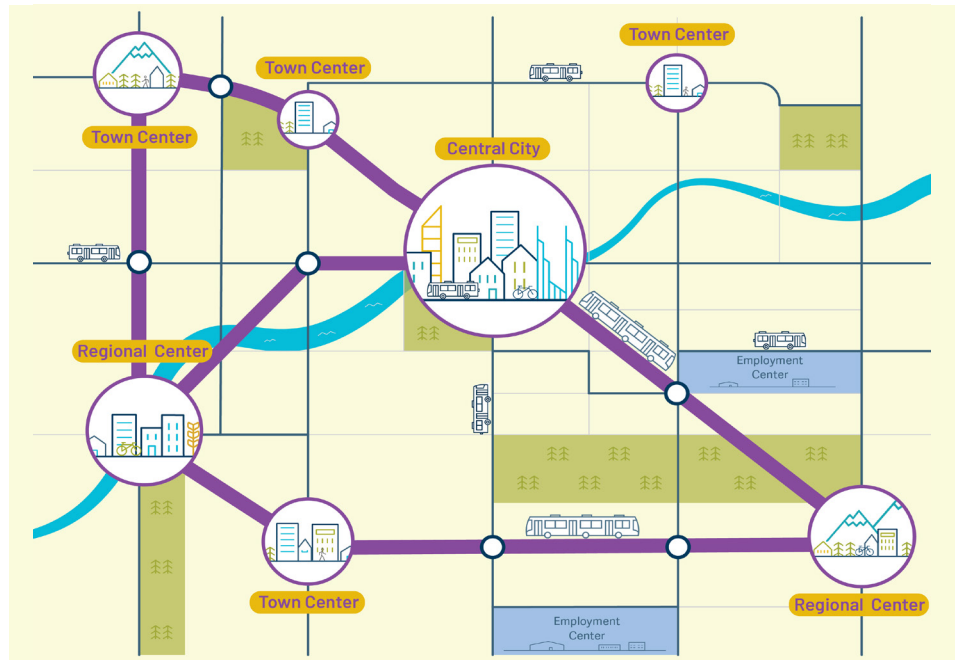
Next Steps

- This is not a proposal. It's a draft concept to start the conversation.
- Outreach and engagement period, including survey and open houses through October 31, 2022. Visit trimet.org/forward .
- Refined full network presented at the December 14 TriMet Board Meeting.
- First changes in 2023, subject to an additional round of outreach and Board review.

Discussion



Metro



High Capacity Transit Vision & Policy Framework

High capacity transit provides safe, fast, reliable, and convenient connections between the places where many people live and many people need to go. We've heard need for:

- Supporting ridership recovery, equity, and climate with better alternatives to driving
- Adding and improving connections to jobs, essential services, and other major destinations
- Making connections more quick, convenient, comfortable, and reliable
- Reflecting regional community priorities

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The 2040 Growth Concept provides a blueprint for growing in a compact way that promotes efficient use of land and other resources, encourages safe and stable neighborhoods, sustains a healthy economy, and protects our health and environment. High capacity transit plays a key role in that vision by linking regional centers – supporting development in compact areas with a mix of housing and jobs and connecting people with hubs of commerce and essential destinations.

What is its role in regional transportation?

High capacity transit is the backbone of the regional transportation network – not just the transit system – because it can efficiently move the highest number of people along regional mobility corridors where the most people need to travel quickly, reliably, and comfortably.

A high capacity transit network must be well-connected and “people-focused” – providing high-quality service and convenient connections for essential trips to jobs, services, and commerce and equitably prioritizing those who depend on transit or lack travel options, particularly communities of color and other historically marginalized communities. HCT provides convenient connectivity both between regional centers (connections to each other) and with the Central City, prioritizing speed and reliability for transit along mobility corridors across the region. It expands and encourages connectivity between regional centers and major town centers, activity hubs and destinations (e.g., colleges, hospitals, affordable housing). High capacity transit investments take existing strong transit connections to the next level in accessibility and priority on the roadway and at the signal – while shining a light on the corridor in which it travels to improve safety, access and livability for current and future riders. Investments in high capacity transit are a cornerstone for success in achieving regional equity, safety, climate and mobility goals.

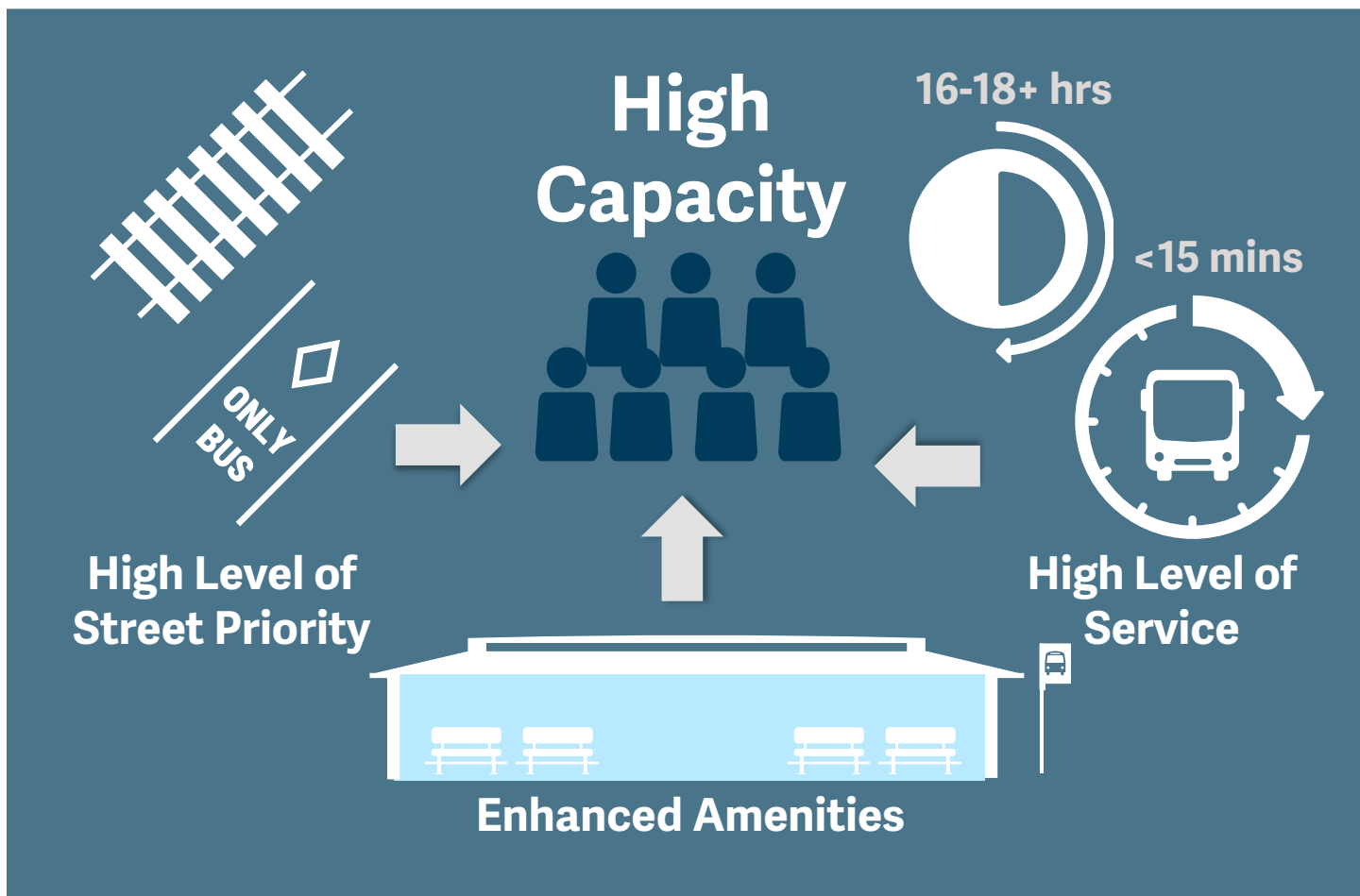
Making Transit Priority a Priority

Applied at a smaller-scale, transit priority improvements applied as “spot treatments” to existing frequent bus or streetcar lines improve reliability and reduce time spent traveling by transit for people riding. These “better bus” features include transit priority on the roadway and /or at signals to avoid delay and/or bypass traffic – meaning trips on these routes stay on schedule and/or are faster. The frequent bus network is a regional workhorse responsible for many regional transit trips. Investments in transit priority improve transit speed and reliability and make transit a more competitive option for current and future riders.

How does high capacity transit achieve this? What makes a transit investment “high capacity”?

High capacity transit has both a level of enhanced amenities and transit priority that work together to move more people, more comfortably than other types of regional or local transit, which are implemented as part of a corridor-level capital project. The type or “mode” varies, including light rail, commuter rail, rapid streetcar, bus rapid transit or corridor-based rapid bus. Enhanced amenities refer to features that improve efficiency and enhance the user experience. These include vehicles that are larger and allow boarding from all doors, stations with near level boarding, and frequent service (15 minutes or better). It also refers to amenities like covered waiting areas, real-time bus or train arrival information, schedules, ticket machines, enhanced lighting, benches, bicycle parking, and even civic art and commercial services. Together, these features make high capacity transit more convenient and comfortable.

Enhanced priority investments refer to a package of physical features along much or most of a corridor that improve speed and/or reliability or getting people to destinations faster and on-time. These include dedicated transit space or lanes in the street or “exclusive guideway.” In this region, MAX light rail vehicles operate on tracks with “exclusive guideway” while rapid buses operate in a mix of dedicated and shared street space. Rapid bus investments provide priority space for buses on the roadway and/or priority at traffic signals to achieve the transit speed and reliability characteristic of high capacity transit. These investments make transit more attractive for current and future riders.





Dense housing and activity

Mix of uses and destinations

Essential services nearby

Small blocks with an inviting environment for everyone

Space for transit priority in the street

Good connections & access for people walking and rolling

Providing more convenient, faster and reliable transit connections between where people live and where they need to go means that people who rely on transit today will have better travel options and other people who drive today will be more likely to choose to use transit to travel instead.

What are key indicators that a corridor is “ready” for high capacity investment?

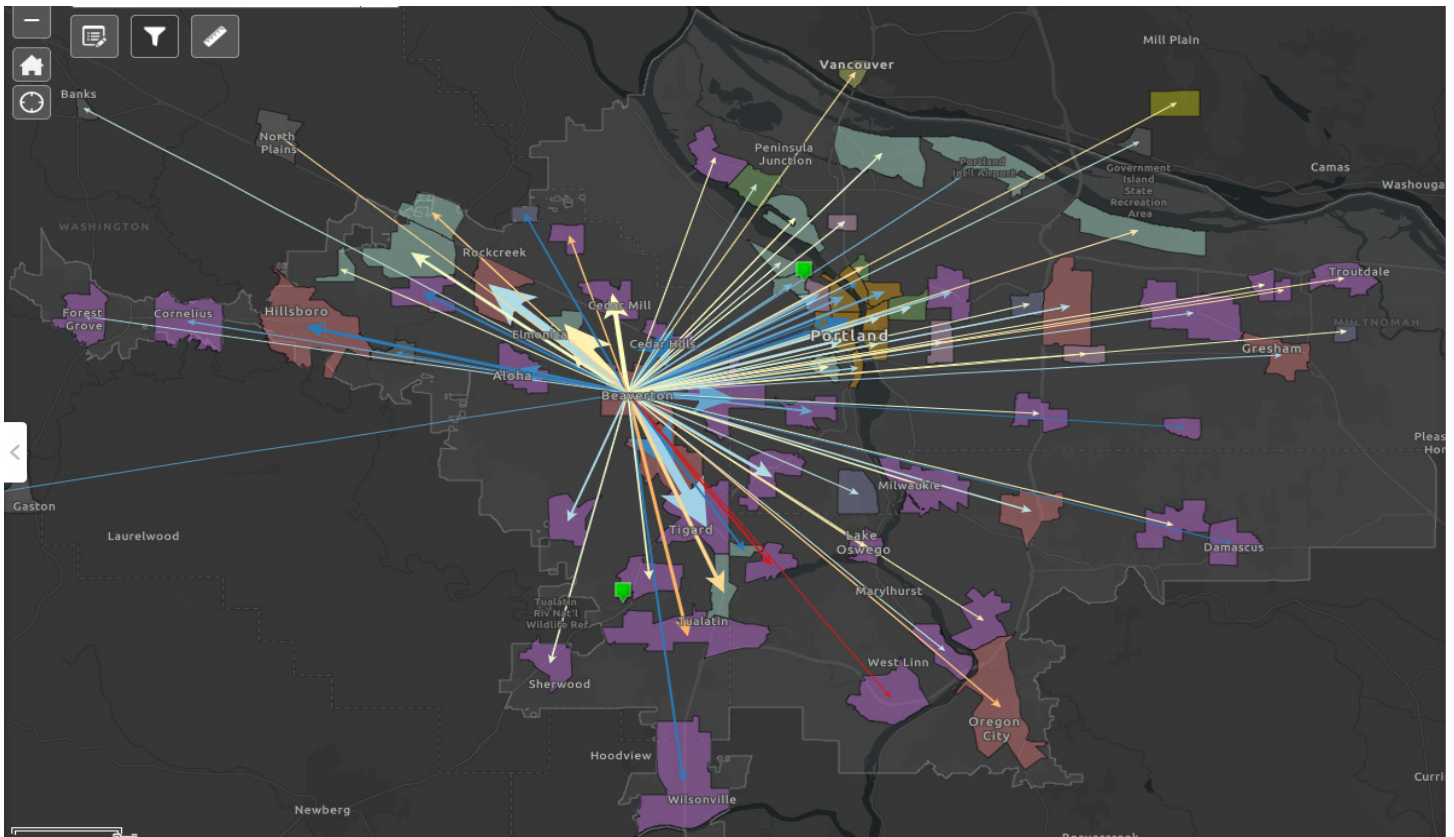
To be cost-effective and use resources consistent with regional mobility, equity and environmental priorities, high capacity transit is a tool for connecting centers of activity where a high number of people live, work, and visit. Indicators support readiness for investment include:

- A very compact urban form (e.g., grid, small blocks) that places destinations, transit oriented development and affordable housing options within short, walkable distance to transit (with limited parking).
- A very dense mix of uses, and a balance of jobs and housing (especially transit-oriented development), that creates a place where activity occurs at least 18 hours a day.
- A mix of many, diverse essential destinations and services near transit, including grocery stores, medical clinics, and educational institutions.
- Well-designed streets and buildings that encourage walking and rolling.
- Streets with space to accommodate larger buses or trains and designed to and/or could be adapted to include elements prioritizing transit.
- Good street design and connectivity with safe, direct and convenient access to walk and roll to, from, and beyond transit stops and stations.
- Plans, strategies, and partnerships supporting transit-supportive places and streets and community stability are in place.

Federal Funding

The Federal Transit Administration’s discretionary Capital Investment Grant Program (including New Starts, Small Starts and Core Capacity) criteria has gone through multiple revisions since the region’s first High Capacity Transit Plan was developed in 2009. The current program requires reporting on current ridership with an option to include future demand as well. This focus means that transit corridors that have robust existing ridership and can show travel time savings tend to rate better than those focused on the promise of future ridership based on land use changes.

The RTP identifies a set of criteria for measuring a corridor’s readiness for high capacity transit to identify which corridors have the potential to best benefit regional transit needs and create a pipeline of projects competitive for the FTA Capital Investment Grant Program.



Core Evaluation Criteria

MOBILITY

Ridership & Travel Time

LAND USE & MARKET SUPPORT

Urban Form, Centers & Land Use

People & Job Density

COST EFFECTIVENESS

Operating & Project Cost/Rider

EQUITY BENEFIT

Access for/to Jobs & Services

ENVIRONMENTAL BENEFIT

Vehicle Miles Traveled

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oregonmetro.gov/rtp

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How is this related to the network vision?

The role of high capacity transit in our region's transportation system and growth concept provide the foundation for the long-term network vision. We are reimagining a stronger, expanded system with faster and more reliable connections moving the most people between centers of activity in ways best serving growing and changing regional needs. It also considers optimal long-term network design (e.g., radial, grid, multi-hub) and character (e.g., coverage, spacing, intensity) while keeping in mind our region's history of success with the Federal Project Development process (advancing one corridor every three years) within and beyond 2045.

Developing this updated vision began by considering the corridors envisioned for frequent bus or high capacity transit service in the future in the 2018 Regional Transportation Plan (RTP) – a base level for enhancing quality and priority. A screening process then removed any corridors not connecting regional and town centers in line with the policy framework and applied initial mobility and equity measures to determine where the most people and members of historically marginalized communities live and travel to. The next step will be to compare these results to current and future major travel patterns to select higher performing corridors. Considerations to refine the vision and assess readiness include:

- connections linking the most people and historically marginalized communities to jobs, essential services, and other major destinations;
- how long a transit trip takes compared to other travel options;
- how many new riders could be created in support of our climate goals;
- what the cost would be per person riding; and
- level of demonstrated local commitment to and funding.

This fall, we're working with stakeholders, community organizations, and advisory committees on how to best refine the long-term network vision.



HIGH CAPACITY TRANSIT STRATEGY UPDATE

Key Meeting Dates and Engagement Activities for Project Milestones

September/October 2022

Outcomes: Review policy framework and systems analysis. Feedback on potential HCT investment corridors for refined vision and readiness assessment approach.

Date	Who
September 27	HCT Working Group #3: Potential Investment Corridors, Network Vision, and Readiness Tiers Approach <ul style="list-style-type: none"> • Policy Framework Review • Systems Analysis • Vision • Corridors/Readiness Approach and Preview
October 5	East Multnomah County Transportation Committee TAC
October 6	Washington County Coordinating Committee TAC
October 6	Clackamas County C-4 TAC (policy)
October 17	Washington County Coordinating Committee (policy)
October 17	East Multnomah County Transportation Committee (policy)
October 19	Transportation Policy Alternatives Committee (TPAC)/Metro Technical Advisory Committee (MTAC)
October 19	Clackamas County C-4 subcommittee (policy)
October 26	Metro Policy Advisory Committee (MPAC)
October 27	Joint Policy Advisory Committee on Transportation (JPACT)/Metro Council Workshop
September-October	<ul style="list-style-type: none"> • Project Website <ul style="list-style-type: none"> ○ Booklet: Policy Framework & Vision ○ RTP: TV Highway Snapshot (includes tie to HCT) • Stakeholder Meetings/Interviews (October): What corridors are most important to you? Does the vision meet your needs? What’s missing? What should we be thinking about for readiness? <ul style="list-style-type: none"> ○ RTP: Community Leader’s Forum 10/13 ○ Tabling at TriMet Forward Together Open Houses (in partnership with APANO, Centro Cultural, and Slavic Family) <ul style="list-style-type: none"> ▪ 10/18 at PCC Cascade ▪ 10/19 at Rosewood Initiative ▪ 10/20 at Shute Park Library ▪ 10/26 at CCC Harmony ○ RTP: PBA Workshop Roundtable Presentation (TBD)

November/December 2022

Outcome: Review refined vision. Discuss 2023 RTP Needs and Revenue Forecast. Feedback on corridor readiness assessment and tiers.

Date	Who
November 23	HCT Working Group #4: Vision, Readiness Assessment, Needs and Revenue Forecast <ul style="list-style-type: none"> • Vision Review • Corridor Readiness Assessment • Costs/RTP Revenue Forecast • RTP Investment and Future Priorities
November- December	<ul style="list-style-type: none"> • Project webpage <ul style="list-style-type: none"> ○ Policy Framework, Vision and Systems Memos ○ Storymap: Vision and Community Investment Priorities • Fact Sheet #5: Where should we invest in HCT first? • Stakeholder Meetings/Interviews (November): What corridors are most important to you? Does the vision meet your needs? What's missing? What should we be thinking about for readiness? <ul style="list-style-type: none"> ○ TriMet TEAC: November 8 ○ TriMet CAT: November 23 (tentative) ○ Division Transit and The Vine Lessons Learned Focus Groups (TBD)

January 2023

Outcome: Review corridor investment tiers. Continue revenue discussion. Feedback on HCT report outline.

Date	Who
December 13	HCT Working Group #5: Corridor Investment Tiers, Future Priorities, and HCT Report <ul style="list-style-type: none"> • Corridor Investment Tiers Review • RTP Investment and Future Priorities • HCT Report Outline and Preview
<i>January 4 (tentative)</i>	<i>East Multnomah County Transportation Committee TAC</i>
<i>January 5 (tentative)</i>	<i>Clackamas County Coordinating Committee TAC</i>
<i>January 5 (tentative)</i>	<i>Washington County Coordinating Committee TAC</i>
January 6	Transportation Policy Alternatives Committee (TPAC)
<i>January 9 (tentative)</i>	<i>East Multnomah County Transportation Committee (policy)</i>
<i>January 9 (tentative)</i>	<i>Washington County Coordinating Committee (policy)</i>
<i>January 18 (tentative)</i>	<i>Clackamas County C-4 subcommittee (policy)</i>
January 18	Metro Technical Advisory Committee (MTAC)
January 19	Joint Policy Advisory Committee on Transportation (JPACT)
January 24	Metro Council (work session)
January 25	Metro Policy Advisory Committee (MPAC)
December-January	<ul style="list-style-type: none"> • Project webpage updates <ul style="list-style-type: none"> ○ Readiness Assessment Memo ○ Survey: Readiness and Investment Priorities • Stakeholder Meetings/Interviews: Corridor Investment Tiers (December/January) <ul style="list-style-type: none"> ○ How do you think these tiers look for investment priorities? What changes would you like to see? Why?

April/May 2023

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

Date	Who
Mid-April TBD	HCT Working Group #6: Draft Strategy Report and RTP Investment Strategy <ul style="list-style-type: none"> • HCT Report • RTP Investment Strategy • RTP Public Review Preview
May 3 (tentative)	East Multnomah County Transportation Committee TAC
May 4 (tentative)	Clackamas County C-4 TAC
May 4 (tentative)	Washington County Coordinating Committee TAC
May 5	Transportation Policy Alternatives Committee (TPAC)
May 15 (tentative)	East Multnomah County Transportation Committee (policy)
May 15 (tentative)	Washington County Coordinating Committee (policy)
May 17 (tentative)	Clackamas County C-4 subcommittee (policy)
May 17	Metro Technical Advisory Committee (MTAC)
May 18	Joint Policy Advisory Committee on Transportation (JPACT)
May 24	Metro Policy Advisory Committee (MPAC)
May 30	Metro Council (work session)
April-May	<ul style="list-style-type: none"> • Project webpage <ul style="list-style-type: none"> ○ MetroQuest Survey: HCT Strategy ○ Send survey, follow-up documents and public review notice to engaged stakeholders ○ Draft report documents • Fact Sheet #6: What is the region's strategy for HCT? • RTP: Snapshot Story on Transit (importance of HCT- queue project list)

June/July 2023

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

Date	Who
TBD	TPAC
TBD	MTAC
TBD	JPACT
TBD	MPAC
TBD	Metro Council
June-July	<ul style="list-style-type: none"> • RTP Project webpage: Public review draft documents • RTP Public Review Period

November 2023

Outcome: RTP adoption.

Date	Who
TBD	Metro Council Work Session discussion
TBD	TPAC/MTAC workshop discussion
TBD	JPACT discussion
TBD	MPAC discussion
TBD	TPAC recommendation to JPACT
TBD	MTAC recommendation to MPAC
TBD	JPACT recommendation to Metro Council
TBD	MPAC recommendation to Metro Council
TBD	Metro Council considers action on MPAC and JPACT recommendations
October-December	<ul style="list-style-type: none"> • RTP Public Hearings • RTP Project webpage: Final documents



Metro

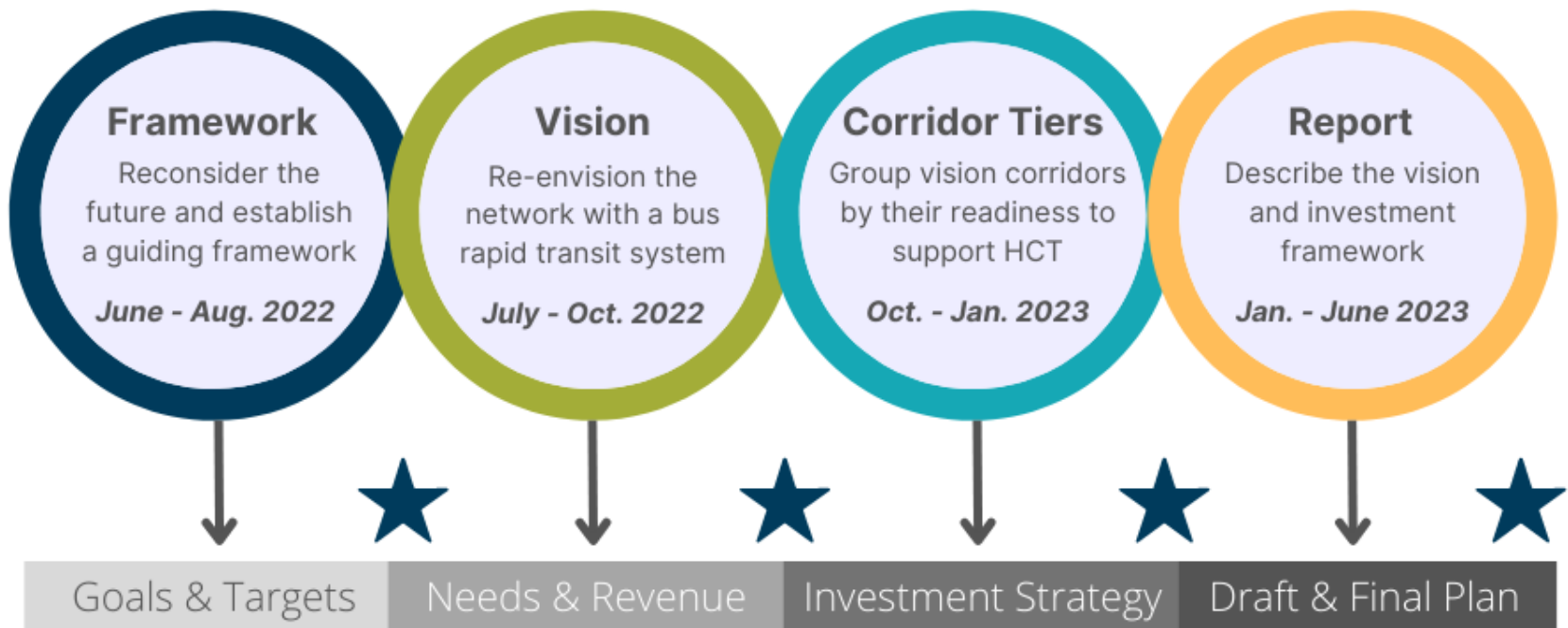


HCT Strategy Update: Policy Framework & Vision

How the work is organized...

Update Timeline

★ Stakeholder and/or public engagement



Regional Transportation Plan Phases

TRIOMET

SMART
SOUTH METRO AREA REGIONAL TRANSIT

CLACKAMAS
COUNTY

WASHINGTON COUNTY
OREGON

Oregon
Department
of Transportation

Multnomah
County

RTC

CITY OF PORTLAND, OREGON
1851

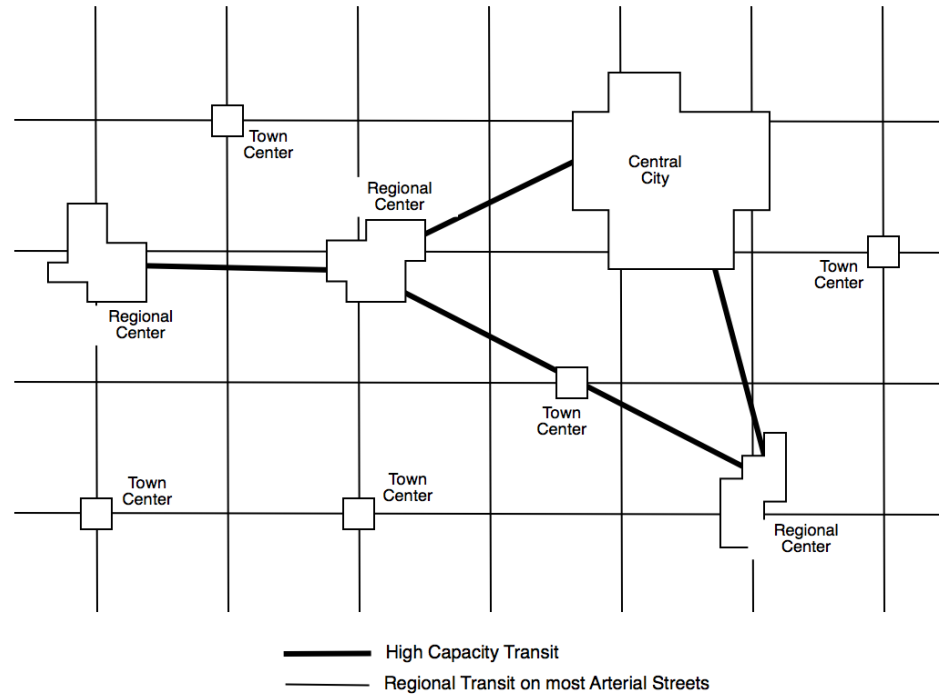
C-TRAN

Who we're
working
with...



What we heard...

Establishing the Policy Framework

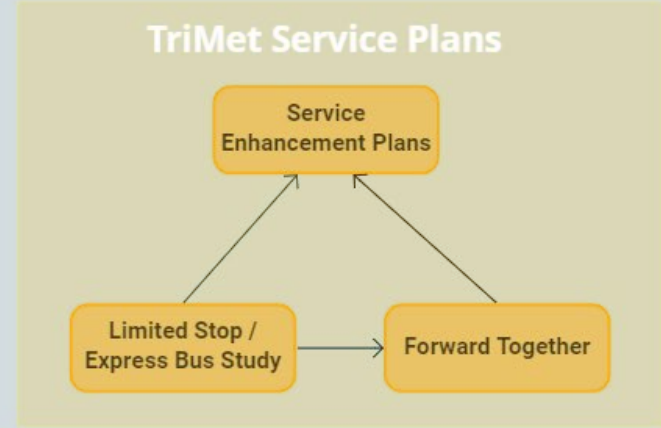
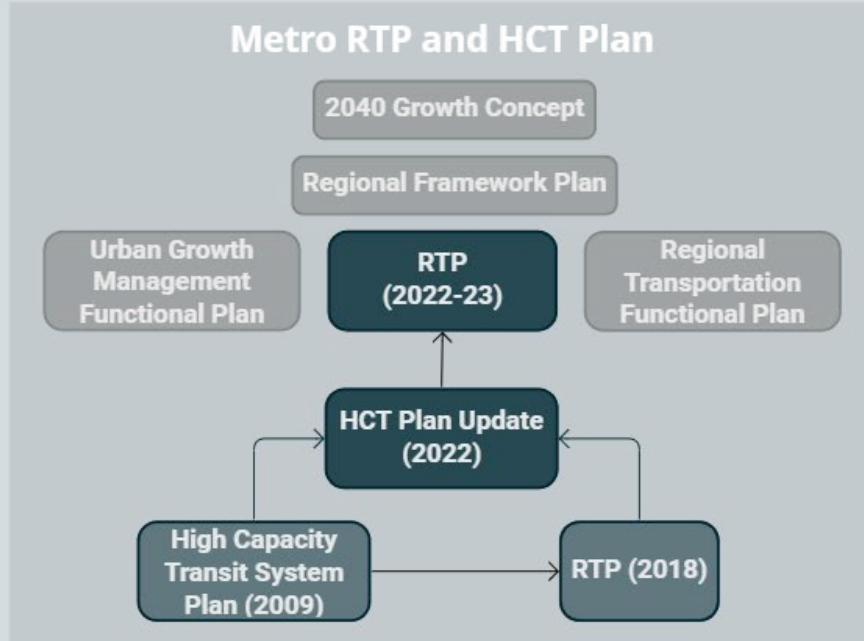


Regional Transit Network Policy 4: Make transit more convenient by expanding high capacity transit; improving transit speed and reliability through the regional enhanced transit concept.

We looked at partner and peer policies...

Local, State, and Federal Plans informing the Regional HCT Plan

Regional Plans



Peer Agency Plans

Local, State, and Federal Plans and Policies

<p>City of Portland Rose Lane Vision (2020) and Enhanced Transit Corridors Plan (2018)</p> <p>Local TSPs</p> <p>Multnomah County</p>	<p>Clackamas County Transit Development Plan (2021)</p> <p>SMART Transit Master Plan (2019 and 2022-2023)</p> <p>Local TSPs</p> <p>Clackamas County</p>	<p>Washington County Transit Master Plan (2022-2023) and Transit Development Plan (2019 and 2022)</p> <p>Local TSPs</p> <p>Washington County</p>	<p>C-TRAN 20-Year Transit Development Plan (2010)</p> <p>C-TRAN High Capacity Transit System Plan (2008)</p> <p>City of Vancouver TSP (2022)</p> <p>Clark County</p>	<p>DLCD Climate Friendly & Equitable Communities Rulemaking</p> <p>US DOT Justice 40</p> <p>State/Federal</p>
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How could we refine transit policies? #1

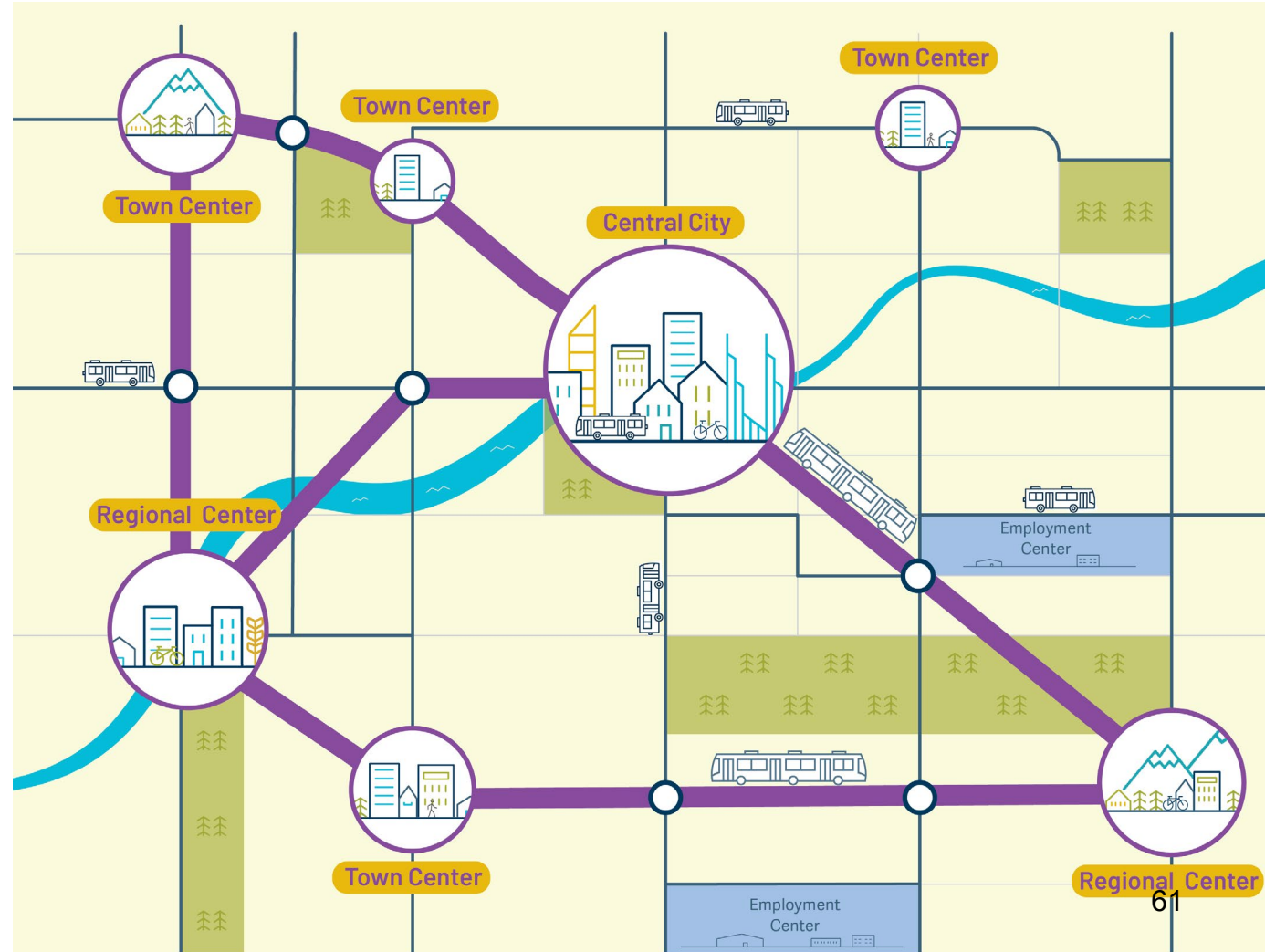
2018 RTP Transit Policy	Recommendations
Policy 1: System Quality and Equity	<ul style="list-style-type: none">• Separate into two policies: “System Quality” and “Equity”• Quality encouraging use by everyone• Better align equity policy language- broader needs beyond service, including community stability
--	<ul style="list-style-type: none">• Add policy to strengthen tie to transit’s role addressing climate change
Policy 2: Maintenance	<ul style="list-style-type: none">• Better reflect importance of maintaining a state of good repair and system reliability

How could we refine transit policies? #2

2018 RTP Transit Policy	Recommendations
Policy 3: Regional and Local Service	<ul style="list-style-type: none">• Better tie to the 2040 Growth Concept framework and align with other RTP network policies, describing how this network should be completed and where frequent service is most needed
Policy 4: High Capacity and Enhanced Transit	<ul style="list-style-type: none">• Separate into two policies: “High Capacity Transit” and “Reliability”• Better reflect and clarify the role for each in the network, aligned with the 2040 Growth Concept and RTP• Better align with equity and climate outcomes, expanding and strengthening⁶⁰

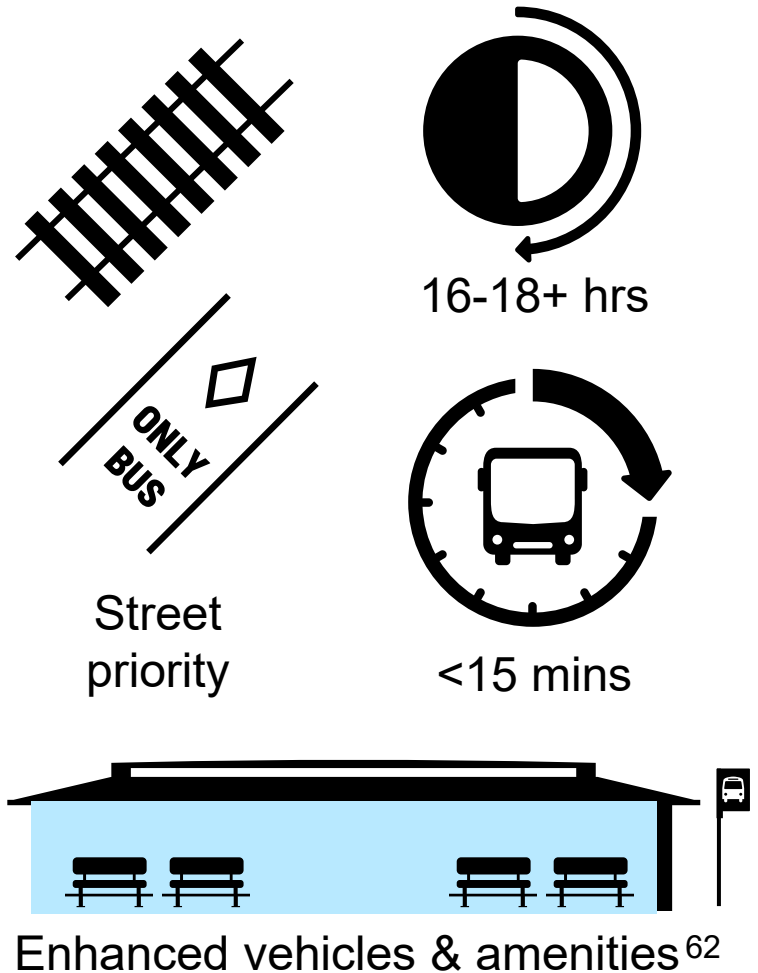
Could we expand HCT's role in the regional transit network?

Connecting regional centers and major town centers



How could we refine the definition?

- Backbone of the transportation network
- Well-connected, people-focused and equitable
- High level of service
- High quality of amenities
- High level of priority



Enhanced vehicles & amenities⁶²

What makes a corridor ready?

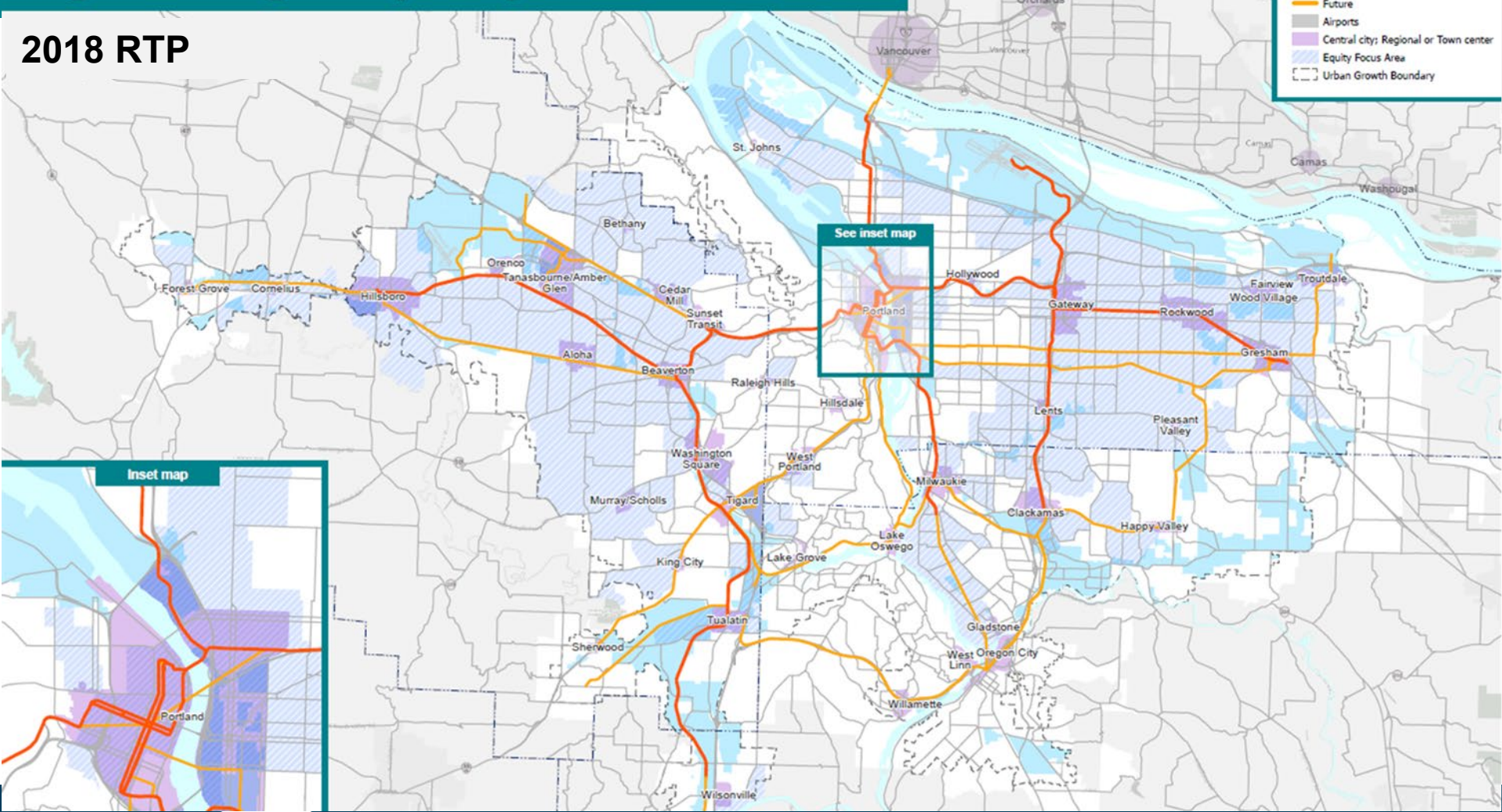


Regional High Capacity Transit Network

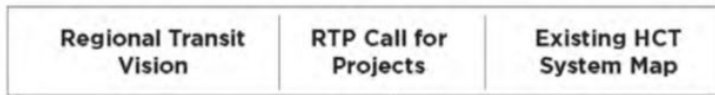
2018 RTP

High Capacity Transit

- Existing
- Future
- Airports
- Central city; Regional or Town center
- Equity Focus Area
- Urban Growth Boundary



Developing the Network Vision



Level 1 Screen

To be evaluated a project must be:
 (1) In Regional Transit Strategy
 (2) Eligible for the FTA Capital Investment Grant (CIG) Program

Level 2 Evaluation



Core Criteria Assessment

- MOBILITY AND RIDERSHIP**
 - Current and/or future ridership
 - Transit rider travel time benefit
- LAND USE SUPPORTIVENESS AND MARKET POTENTIAL**
 - Land use supportiveness
 - Supportiveness of urban form
 - Enhances connections to and between 2040 Growth Areas
 - Rebuilding/ redevelopment opportunity
- COST EFFECTIVENESS**
 - Operating Cost (Operating Cost per Rider)
 - Capital Cost (Capital Cost per Rider)
- EQUITY BENEFIT**
 - Access to jobs and services for historically marginalized populations
- ENVIRONMENTAL BENEFIT**
 - Reduction in emissions

Readiness Assessment (developing)

Filtering Process
 (1) Core criteria assessment
 (2) Time horizon



Readiness Criteria Assessment

- FUNDING POTENTIAL**
 - FTA Scoring Assessment (based on FTA New/Small Starts CIG criteria)
- LOCAL COMMITMENT AND PARTNERSHIPS**
 - Documented local and community support
 - Adopted transit-supportive population and employment growth aspirations
 - Supportive land use policies
 - Partnerships with agencies and municipalities, including right-of-way owner
 - Displacement analysis and partnerships, policies and tools

"NOT READY"
 All projects that go through the Core Criteria Assessment will be included in the "Scorecard"

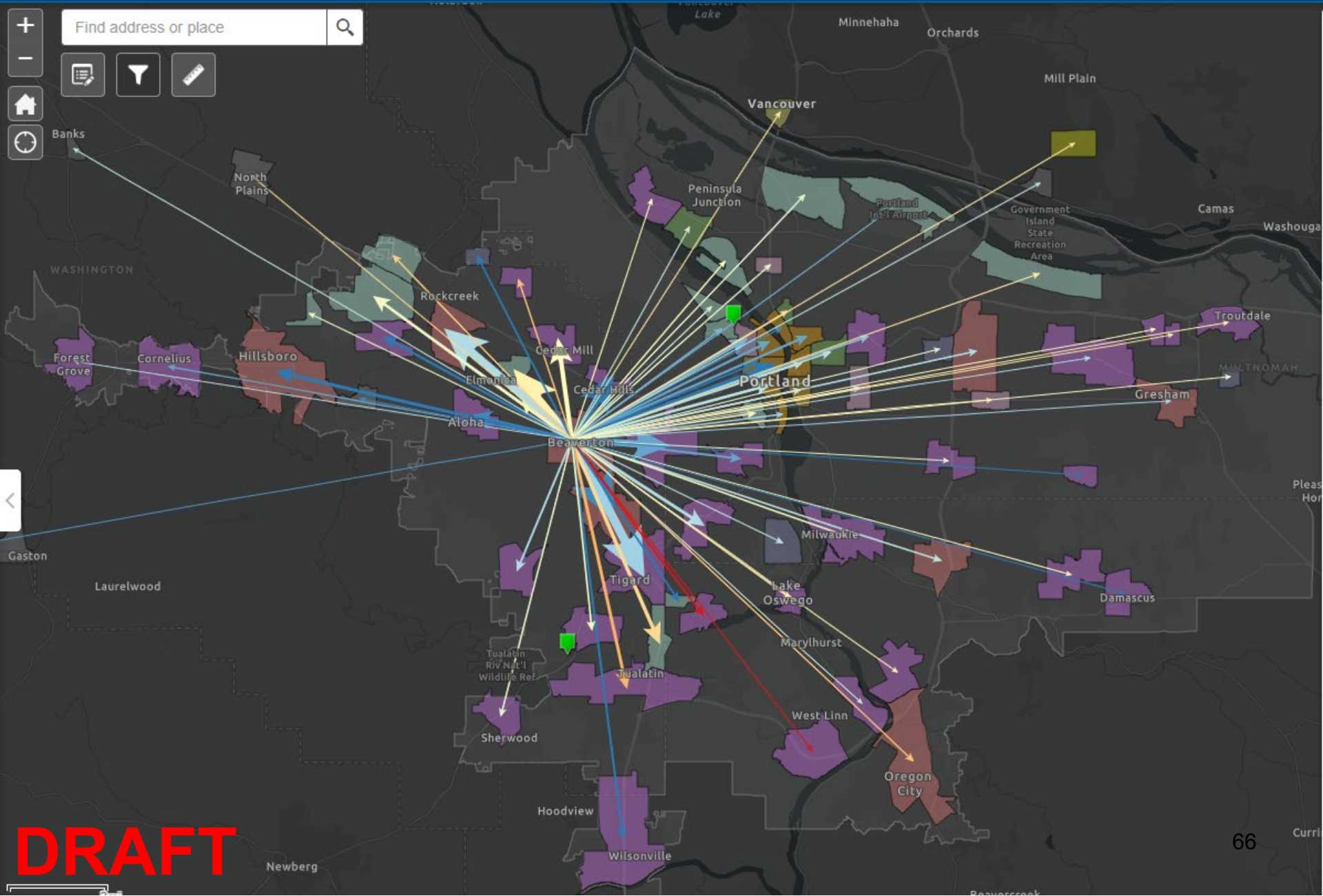
Assessment of Regional Transit Investments "Scorecard"

"READY"
 Projects that meet readiness criteria advance into FTA process based on local / regional capacity

FTA PROJECT DEVELOPMENT

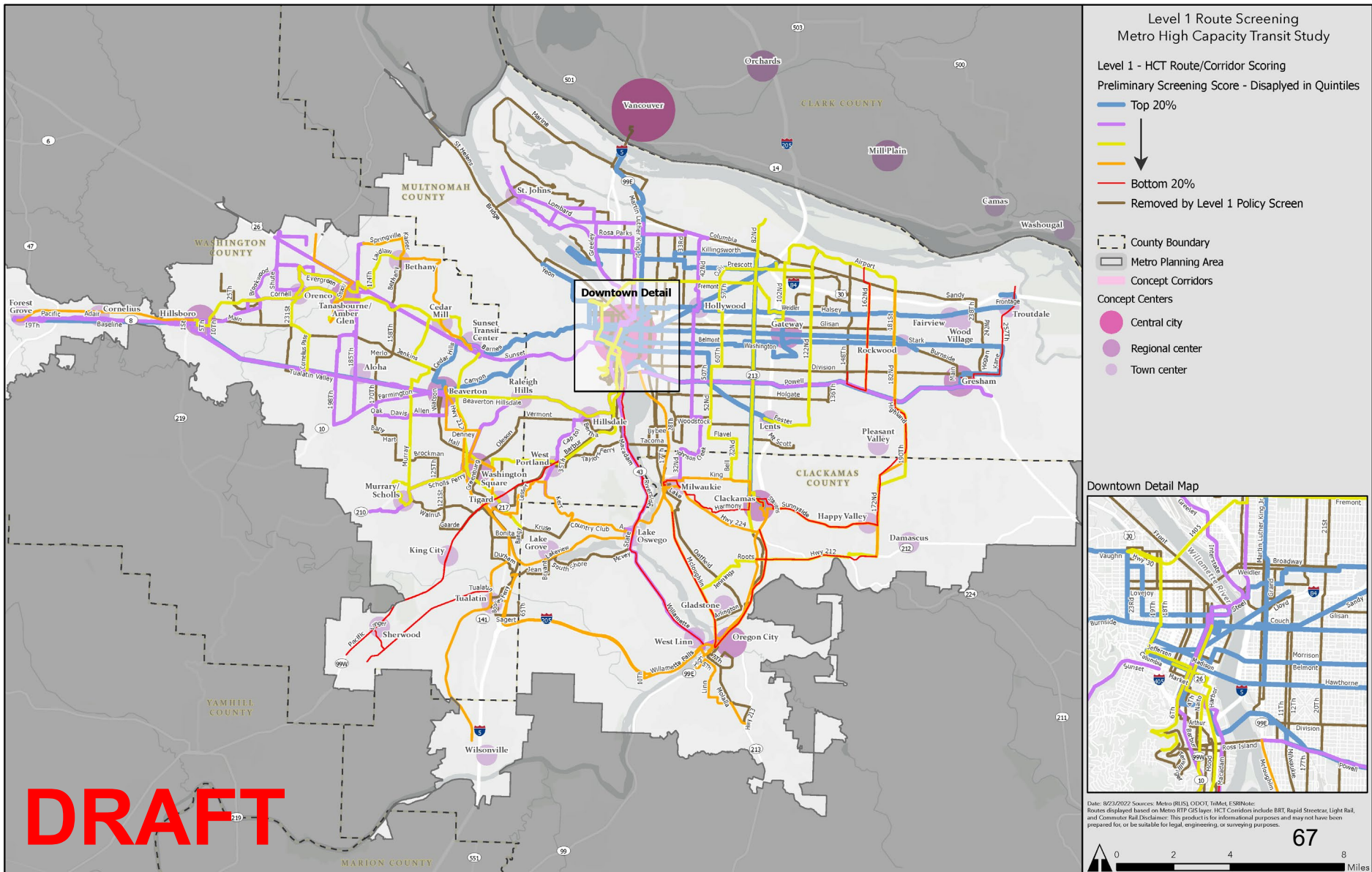
Thinking about initial screening...

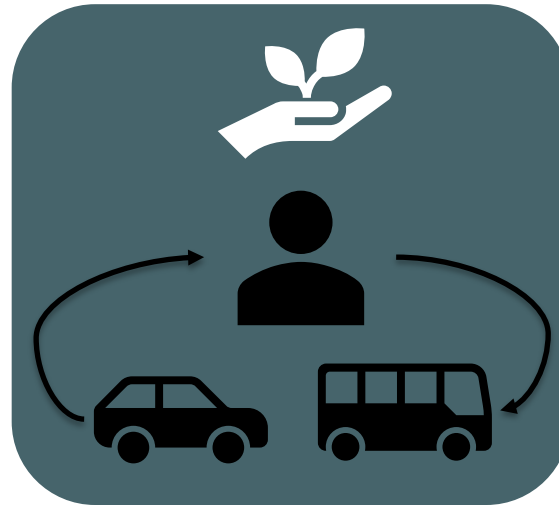
What are the other “big moves”?



DRAFT

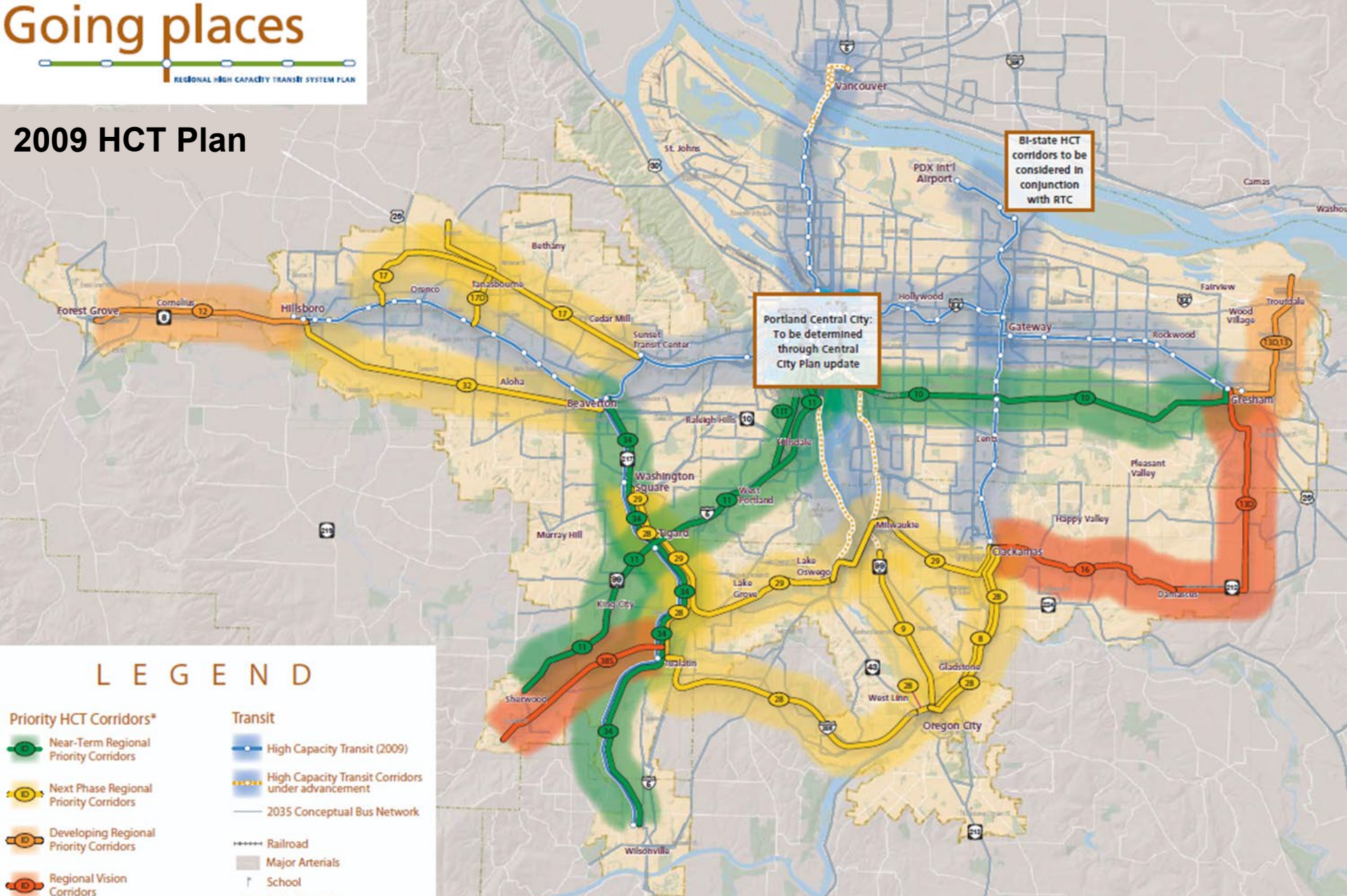
Looking at mobility, climate, equity...



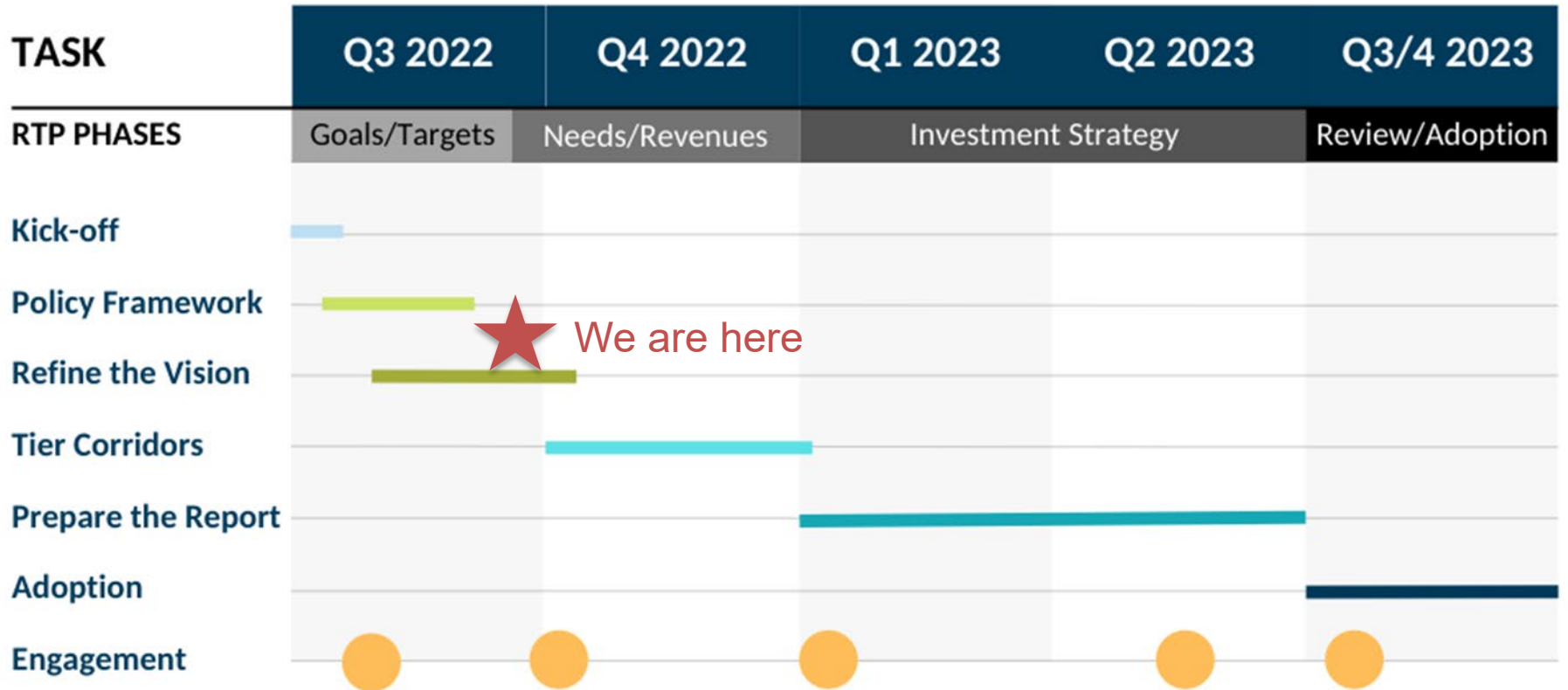


Looking to evaluating for readiness...

2009 HCT Plan



Assessing Corridor Readiness



4. Engagement & Next Steps

Thank you!!

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Memorandum

To: C4 Metro Subcommittee
From: Team TPAC, Representing Clackamas County & Clackamas Cities
Re: October 7, 2022 TPAC Highlights
Date: October 12, 2022

Overview

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

General Updates

- Since the last TPAC meeting, 19 people have died from traffic crashes in the tri-county area, including 7 in Clackamas county. Of this total, four Clackamas fatalities were people walking, 2 people were motorcycling, and 1 person was driving.
- TPAC approved Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 22-5289 to add required new projects, position projects for fall obligations, and complete necessary updates enabling the next federal approval step to occur.

Meeting Highlights

Regional Mobility Policy Update: Draft Policy

At the November 4 meeting, TPAC will be requested to recommend that JPACT support moving forward the draft mobility policy, measures (and targets) and implementation plan for further testing and refinement as part of the 2023 Regional Transportation Plan update.

Why it matters

The mobility policy sets targets for how well traffic should move through the transportation system (congestion). These measures guide the development of regional and local transportation plans and studies, and the evaluation of potential impacts of plan amendments and zoning changes on the transportation system.

How is mobility currently measured?

For state highways, traffic performance is measured by “volume-to-capacity” (v/c) ratios as defined in the Oregon Highway Plan. The v/c ratio is a measure of roadway congestion, calculated by dividing the number of vehicles passing through a section of highway during the peak hour by the capacity of the section as described and defined in the Oregon Highway Plan.

So, what’s the problem? Our measurement tool only focuses on motor vehicle operations, excluding multi-modal transportation/transit system performance or "people trips". In practice, we often exceed targets when we analyze future facility operations, and potential mitigations are not feasible due to funding, community goals and environmental constraints.

What can we do about it?

One mobility measure alone may not capture the nuances of how people use our transportation system. As a solution, Metro and ODOT have proposed *three* mobility measures. These lenses may help us better explain the benefits and outcomes of transportation projects.

Measure	Scale for Application	How it Would be Used	Expected Mobility Outcomes
Vehicle Miles Traveled (VMT) per Capita for home-based trips and VMT per Employee for commute trips to/from work	Plan Area (RTP, TSP, Plan Amendment)	Measured for the plan area to ensure that land use and transportation plan changes are working in tandem to achieve OAR 660 Division 44 (Metropolitan greenhouse Gas (GHG) Emissions Reduction rule) and OAR 660 Division 12 VMT/capita reduction targets and resulting in: <ul style="list-style-type: none"> • reduced need to drive • improved viability of using other and more efficient modes of transportation than the automobile and • preserving roadway capacity for transit, freight and movement for goods and services. 	Land Use Efficiency Land use patterns that are more efficient to serve because they reduce the need to drive and are supportive of travel options.
System Completeness	Facility Level for Throughways and Regional Arterials in Plan Area (RTP, TSP, Plan Amendment)	Used to identify needs and define the complete multimodal system in regional and local TSPs, facility plans, corridor plans, and area plans. The planned system would be defined through system planning and include local, collector and arterial network connectivity, the future number of through lanes, type of bicycle facility, sidewalks, pedestrian crossings at designated spacing, transit service, transit priority treatments and other transit supportive infrastructure, and TSMO/TDM element	Complete Multi-Modal Networks Travel options and connectivity allow people to reliably and safely walk, bike, drive, and take transit to get where they need to go.
Hours of Congestion	Facility Level for Throughways (RTP, TSP, Plan Amendment)	Used to identify locations and the percentage of the RTP designated <u>throughway</u> system with poor reliability where due to recurring congestion, average travel speeds drop below 35 mph for more than 4 hours per day. ¹ Addressing motor vehicle congestion through additional throughway capacity should follow the RTP system sizing policy and congestion management process and OHP Policy 1G ² and should not come at the expense of achieving system completeness for non-motorized modes consistent with RTP modal or design classifications or achieving the VMT/capita target for the region or jurisdiction.	Reliability Safe, efficient and reliable travel speeds for people, goods and services.

¹ When vehicle demand causes traffic speeds to drop below 35 mph, traffic flows become unstable (more stop and go) and the facility capacity drops and the facility is able to move fewer cars per lane. Above 35 mph, traffic flows are more likely to be stable and capacity remains fairly consistent even as the speeds increase and greater distances are needed between vehicles.

² Policy 1G (Major Improvements) has the purpose of maintaining highway performance and improving highway safety by improving system efficiency and management before adding capacity.

Whoa, staff. That’s TOO much information. Can you sum it up?

VMT/capita is proposed to be a controlling measure in both system planning and plan amendments to ensure that the planned transportation system and changes to the system support reduced VMT/capita by providing travel options that are complete and connected and that changes to land use reduce the overall need to drive from a regional perspective and are supportive of travel options. System completeness and hours of congestion on throughways are secondary measures that will be used to identify needs and inform the development of the planned system.

Wait, wait, wait... What are throughways, again?

Think I-205, I-5 from Marquam Bridge to Wilsonville, OR 224 and OR 213. Additional analysis of *signalized* throughways is underway. A separate recommendation for signalized RTP throughways will be discussed on 11/4.

For throughways, the essential function is throughput and mobility for motor vehicle travel, including transit and freight vehicles, to maximize movement of people and goods. Throughways serve interregional and interstate trips and travel times are an important factor in people and businesses being able to make long-distance trips to and through the region and access destinations of regional and statewide significance in a reasonable and reliable amount of time.

Team TPAC: Feedback to JPACT Reps

- FYI – Climate Friendly and Equitable Communities includes material about reducing VMT/capita. Whereas there *is* a lawsuit under consideration, we are still subject to CFEC deadlines unless a court says otherwise. Proposed changes to the mobility policy help address the VMT/capita element.
- Metro has done excellent work, but before supporting these changes, we need to talk about how proposed mobility changes could impact specific areas and *signalized* intersections.
- Implementing changes to the mobility policy is complex. Local governments will need near-term resources to assist in the update of local Transportation System Plans, a crucial element to identifying projects that help solve for mobility in the next Regional Transportation Plan.

RTP Equitable Funding Research Next Steps

What it is

The Equitable Transportation Funding Research Report is being developed to support the 2023 RTP's focus on advancing equity. Work includes an inventory of existing, emerging and potential revenue sources for transportation, and an assessment of the equity impacts of current RTP revenue collection and disbursement on people with lower income and communities of color. This information is intended to provide information, it does not set policy in the RTP.

What it does

This work is intended to help build an understanding of how the regional system is funded today, illuminating how transportation revenue collection and disbursement may contribute to transportation inequities, and to provide more transparency and clarity about how the regional transportation system is funded. It is also intended to be used to inform future discussions as agencies consider potential new revenues. Findings from the Equitable Transportation Funding Research Report will inform the "Understanding How Transportation is Funded" section of Chapter 5 of the RTP which describes the Financial Plan.

Next steps

The report will be finalized at the end of October, incorporating comments received. Metro will make the findings from the report available to community leaders and address any comments received in the final report. Metro staff and Nelson Nygaard will present findings from the report to the Metro Council in November. Members of JPACT and TPAC will be invited to attend the meeting to listen to the discussion. The report will not be brought to JPACT due in part to full JPACT agendas and because there is no JPACT action requested on the report. JPACT will be providing policy direction on the Financial Chapter of the 2023 RTP, and other sections of the RTP such as implementing actions in Chapter 8, which will reflect and incorporate findings from the final report. The final report will be shared with TPAC and other interested parties when it is completed.

Upcoming Agenda Highlights

- **October 19 – MTAC/TPAC Workshop**
 - RTP Needs Assessment Findings
 - TriMet Forward Together Update
 - High Capacity Transit Strategy Update: Network Vision
- **November 4 – Regular Meeting**
 - Regional Mobility Policy Update: Draft Policy and Action Plan
 - RTP Call for Projects Policy Framework and Draft Revenue Forecast
- **November 9 – TPAC Workshop**
 - Regional Freight Delay & Commodities Movement Study
 - Cascadia Corridor Ultra High Speed Ground Transportation: Overview and Update

For More Information, Contact Team TPAC

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