
Wednesday, May 17, 2023

7:30 AM – 9:00 AM

Virtual Meeting:

<https://clackamascounty.zoom.us/j/87379401547?pwd=aTlCZ0JRMW1lYjlodE5NS20wSVBrdz09>

Telephone option: 1 (408) 638-0968

Agenda

7:30 a.m. Welcome & Introductions

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

- **Regional Transportation Plan, Updates and Next Steps**
Presenting: Kim Ellis

- **Carbon Reduction Proposals**
Presenting: Ted Leybold

- **TPAC Update (10m)**
 - *TPAC Membership Update*
 - *Will Farley (LO) recommended to join TPAC group*

8:15 a.m. MPAC

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

Attachments:	JPACT and MPAC Work Programs	Page 02
	RTP Update Materials	Page 05
	Carbon Reduction Program Materials	Page 63

2023 JPACT Work Program

As of 4/24/2023

Items in italics are tentative

<p><u>May 18, 2023</u></p> <ul style="list-style-type: none"> • 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 (consent) • 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 (action) • 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) (action) • High Capacity Transit Strategy Update: Draft Report (Ally Holmqvist (she/her), Metro) • 2023 RTP: Project List Input and Draft System Analysis 	<p><u>June 15, 2023</u> - Hybrid</p> <ul style="list-style-type: none"> • 2023 RTP: Consideration of TPAC recommendation (action) • 2024-27 MTIP Adoption draft • I-5 Interstate Bridge Replacement Project (IBR) - Financial Plan + Legislative Session Update • Public Transportation Strategy to Complement Regional Pricing
<p><u>July 20, 2023</u></p> <ul style="list-style-type: none"> • 2024-27 MTIP adoption (action) (consent) • 2023 RTP Draft Implementation Plan (Kim Ellis (she/her), Metro) • Freight Commodity Study: Draft Findings (Tim Collins (he/him), Metro) • 82nd Avenue Transit Plan 	<p><u>August 17, 2023</u></p> <ul style="list-style-type: none"> • Better Bus Program update • TV Highway Corridor Plan • WMIS Update
<p><u>September 21, 2023</u></p> <ul style="list-style-type: none"> • WMIS Approval (action) • I-5 Interstate Bridge Replacement Program (IBR) SDEIS • Construction Careers Pathways Program (C2P2) update 	<p><u>October 19, 2023</u></p> <ul style="list-style-type: none"> • 82nd avenue transit plan • TV highway corridor plan • Public Transportation Strategy to Complement Regional Pricing: Final Strategy
<p><u>November 16, 2023</u> - Hybrid</p> <ul style="list-style-type: none"> • 82nd avenue transit plan (action) • TV highway corridor plan (action) • 2023 RTP (action) 	<p><u>December 21, 2023</u></p> <ul style="list-style-type: none"> • Safety Update (Lake McTighe (she/they), Metro)

2023 MPAC Work Program

As of 4/13/2023

Items in italics are tentative

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

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

JPACT Worksheet

Agenda Item Title: 2023 RTP Update: Continue Discussion on Draft RTP Project List Input and Draft System Analysis Findings

Presenters: Kim Ellis, RTP Project Manager (she/her)
Eliot Rose, Senior Transportation Planner (he/him)

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

Purpose/Objective

This is an opportunity for JPACT to continue discussion of public input on the draft project list and findings from the draft technical analysis, and key takeaways from the May 11 JPACT/Metro Council workshop.

Outcome

JPACT members discuss and provide feedback on these questions:

- What observations do you have from the May 11 JPACT/Metro council workshop discussion and information presented?
- What projects and investment types best align with community priorities and the policy framework set forth by Council and JPACT? What projects and investment types could be better aligned?
- How can the proposed set of investments be improved to best align with our regional goals and community priorities, particularly in the near-term?

Background and context

A major update to the [Regional Transportation Plan](#) (RTP) is underway and must be completed by Dec. 6, 2023 when the current plan expires. The RTP is the state- and federally-required long-range transportation plan for the Portland metropolitan area. The RTP is the blueprint for transportation in our region and a key tool for implementing the region's [2040 Growth Concept](#) and [Climate Smart Strategy](#). Together, these plans will help ensure that greater Portland thrives by connecting people to their jobs, families, schools and other important destinations and by allowing business and industry to create jobs and move goods to market.

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

Now that the RTP Call for Projects to our city, county, state and special district partners is complete, Metro staff are seeking input on the draft project list on how these investments align with the policy framework set forth by Council and JPACT at their joint workshops in 2022. Staff is also continuing to conduct a technical analysis of how these investments collectively and individually meet our transportation needs¹ and advance RTP goals.



Draft 2023 RTP Goals developed by JPACT and Metro Council with input from MPAC and CORE

¹ Factsheets summarizing the regional transportation needs assessment are available at:

<https://www.oregonmetro.gov/sites/default/files/2022/11/29/2023-RTP-Needs-Assessment-fact-sheets.pdf>

Research about trends and needs of the region's urban arterials is available at:

Initial findings from this analysis, public input received to date on the draft project list, and other information is summarized in the *Briefing Book for JPACT and Metro Council* in **Attachment 1**. This information will help inform local, regional and state partners as they consider whether to make further refinements to their draft project lists before the public review draft of the plan is released this summer. **Agencies must communicate project list changes, if any, to Metro staff by May 24.** See page 3 for more information.

In June, JPACT will be requested to take action on release of the public review draft RTP and project list for a 45-day public comment period from July 10 to Aug. 25, 2023. The public review draft RTP will be the first assemblage of the draft policies, projects and performance of the RTP for public review, and gives the public, agencies, and policymakers an opportunity to review the draft plan as a whole and identify where and how the draft plan can be further improved. As with each RTP update, staff expects to receive extensive public comment on the draft plan. Metro staff will work with the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC) to recommend changes to the draft plan to address substantive comments received, for consideration by JPACT, the Metro Policy Advisory Committee (MPAC) and the Metro Council the Fall 2023.

Following is a summary of remaining work to prepare the public review draft plan and upcoming discussions and engagement activities with links to more information.

Draft project list development, evaluation and refinement

- **Call for Projects completed in February.** Staff completed the initial RTP Call for Projects, working with the counties, cities, TriMet, ODOT and other agencies to update the region's project priorities based on direction provided by the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT). A total of 1,066 projects were submitted during the Call for Projects, with 769 projects proposed for the RTP Constrained List. The projects include capital projects and programmatic investments, projects devoted to increased transit service and shuttles, and projects that maintain and operate the region's streets, highways and transit systems to keep the transportation system in a state of good repair.
- **Project list information is available online in a variety of formats for partners, policymakers and the public:**
 - **RTP project list summaries** are provided in **Attachment 1**. The summaries include aggregate information such as the distribution of projects across different types of investments and different cost categories. These summaries provide information on the spending profile of the RTP as well as context to help understand the project list assessment and system analysis being conducted. A regional map is also provided for reference.
 - **Interactive map** of the projects submitted is available online at: <https://drcmetro.maps.arcgis.com/apps/webappviewer/index.html?id=9cde84c8845c4c66a2ed1c41baedc956>
 - **Interactive Airtable** that presents information about each project in tabular form, including a description, estimated cost, timing and the high-level assessment results. The Airtable can be found at: <https://airtable.com/shrE3wFe9bla5ghTM/tbliY1vwSuxgqFif/viwTeTj2keSfc0D0m>
 - **An excel workbook that contains the results of the high-level project list assessment and federally-required environmental assessment²** is available here:

<https://www.oregonmetro.gov/sites/default/files/2022/10/24/Safe%20and%20healthy%20urban%20arterials%20policy%20brief.pdf>

² In accordance with federal regulations 23 CFR 450.320 (development of programmatic mitigation plans) and 23 CFR 450.324 (development and content of the metropolitan transportation plan) Metro developed the 2023 Regional Transportation Plan (RTP) environmental assessment and mitigation

- <https://oregonmetro.sharefile.com/d-s45a9a9bbb1594d54abbe709412aaadd0>
An excel workbook of the projects and all the information submitted by jurisdictional partners can be downloaded here:
<https://www.oregonmetro.gov/sites/default/files/2023/04/07/2023-RTP-Project-List-2023-03-23readonly.xlsx>

Links to all of these resources are also available on the project website at:

oregonmetro.gov/rtp

- **Governing body endorsements of project list submissions due by May 24.** All agencies, cities and counties that submitted a project for consideration in the RTP must have their governing body (e.g., Board, Commission, Council) endorse those projects by providing a letter of support to Metro by May 24. This step supports transparency and awareness of the process and projects for the public, community partners and elected and appointed officials responsible for implementing the projects.
- **Project list refinements (if any) due by May 24.** Agency partners are requested to send Metro staff a list of changes (if any) by this date to allow time for Metro staff to prepare a revised draft project list for the June TPAC, JPACT and Metro Council meetings. Metro staff will update the RTP project list to reflect these changes in coordination with agency staff.

This step in the process is an opportunity to make technical corrections and to make changes to advance regional goals. Refinements may include technical corrections, updates to estimated costs, project descriptions, design features, implementation timing, and other revisions in response to findings from the technical analysis and/or feedback received from the public, policymakers' or an agency's governing body. If an endorsement letter has already been submitted, agency staff should inform their respective governing body of any changes.

- **High-level project list assessment completed in April.** This assessment takes a simple, yes-or-no approach to reviewing whether individual RTP projects have certain features that support RTP goals, and on the share of the RTP spending devoted to different types of projects. As noted in the previous section, an excel workbook that contains the results of the high-level project list assessment is available to download.
- **System level performance evaluation continues through May.** The system analysis is focused on assessing how the overall package of projects advance regional goals and make progress towards the regional performance targets. This includes detailed equity, environmental and climate analyses that are required by the federal and state regulations that govern the RTP. The system analysis uses Metro's travel model and other analytical tools, as well as the information from the high-level assessment. The system analysis accounts not only for the projects and policies in the RTP, but also for factors such as projected population and job growth. Initial findings from the system analysis are provided in **Attachment 1**. These findings will be presented in May, and Metro staff will continue to refine results for some measures over the summer, as described in the policy and technical work section below.

Engagement and outreach

- **Public engagement and outreach activities continue.** Several activities are underway, including:

Community partnerships (through November 2023). Metro partnered with seven community-based organizations: Centro Cultural, Community Cycling Center, Next Up, OPAL, The Street Trust, Unite Oregon and Verde. These community partners have engaged people of

activities. This is not a NEPA analysis. The purpose of the assessment is to identify vegetation, aquatic, and terrestrial wildlife species and habitat, wetlands, floodplains, and other biological, Tribal, and historic resources that projects intersect with and may be affected by projects in the plan and identify potential mitigation activities to address the potential environmental impacts of future transportation projects.

color, youth and other marginalized communities in Clackamas, Multnomah and Washington counties, with a focus on engaging people at the intersection of multiple communities who have been underrepresented in decision-making processes. Organizations primarily engaged community members in the draft project list and the High Capacity Transit Strategy.

- **In-language community forums:** Metro worked with community engagement liaisons to hold four in-person culturally specific forums in Chinese, Vietnamese, Spanish and Russian languages that included participants from all three counties. These are communities who are typically underrepresented in online survey feedback. The forums focused on receiving feedback on similar questions to those in the online survey including near-term investment priorities. The forums also provided opportunities to hear community members experiences traveling around the region and their ideas for improving the system.

Online interactive public survey (April 3 – May 1, 2023). A third interactive public survey for the 2023 RTP provided an opportunity for the public at-large to provide feedback on the RTP goal areas and the draft project list. The survey was promoted through Metro’s email lists, website, social media and project partners. More than 800 people responded to the survey.

Community Leaders Forum (April 13, 2023). Metro convened community leaders forum in early April will focus on the draft RTP project list and outcomes of the high level assessment of the draft project list Results of the forum will be reported to decision-makers at their meetings leading up to the release of the draft plan and project list for public review in July.

Consultation meetings with Tribes and Federal, State and regional agencies (multiple dates in April and May 2023). Metro consulted with Tribes, in coordination with Metro’s Tribal Liaison, resource agencies, and with Federal, State regulatory agencies to share process information and review the draft RTP goals and policies, project list and the technical analysis completed to date, including methods and data sources. Metro will also review the updates made to the draft 2023 RTP responding to the feedback and information provided by Tribes and consulting agencies during the scoping phase in 2022.

Business Leaders Forum (May 25, 2023). Metro is partnering with the Portland Business Alliance to convene businesses and business organizations from across the region to discuss the draft RTP project list and findings from the technical evaluation and from the [Regional Freight Delay and Goods Movement Study](#). Feedback received at the forum will be reported to decision-makers at their meetings leading up to the release of the draft plan and project list for public review in June.

Summary reports documenting these engagement activities and feedback received are being prepared and will be provided to policymakers and regional technical and policy advisory committees for consideration as they work together to finalize the draft RTP and projects lists for public review starting in Summer 2023. **Attachment 1** summarizes the feedback received to date.

Policy and technical work

- **Update to the Regional High Capacity Transit Strategy continues.** The HCT Working Group reviewed a draft HCT Strategy report on April 19. The draft was informed by feedback received through advisory committee meetings, the HCT Vision Tiers survey, and outreach events conducted through the joint RTP community-based organization contracts between January and March. A summary of this and other feedback received throughout the update process is being prepared as a forthcoming Appendix to the report. Additional events in May will identify further community implementation priorities for the vision corridors. Presentations on the feedback received, the draft report, and next steps will be made at County Coordinating Committee and Metro advisory committee meetings in May.
- **Review and update to the Climate Smart Strategy continues.** Work continues to setup the VisionEval (VE) regional model in consultation with the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD) to support the climate analysis for the RTP. The model is currently being developed to reflect the draft 2023

RTP project list, telework assumptions and new modules developed by ODOT during the Oregon Transportation Plan update, and consider changes to pricing related state-led actions identified in the ODOT Statewide Transportation Strategy (STS). This work aims to reflect the RTP Constrained investments included in the regional travel demand model and policies that are included in the RTP and STS. Specific VisionEval inputs are tested for compliance with the Target Rule and consistency with the travel demand model. Findings and recommendations from this research will be discussed this spring and summer.

- **Regional Freight Delay and Commodity Movement Study continues.** Staff continue to work with a Stakeholder Advisory Committee and conduct research exploring how the global pandemic has caused disruptions to the movement of vital commodities, the supply chain, and retail shopping. The study identified regional mobility corridors that are carrying the highest volume and highest value of commodities, and how groups of certain types of commodities like food and electronics flow through the transportation system in the region. The study is exploring how e-commerce is impacting and benefiting the transportation system and regional economy, and how unreliability and mobility on the regional transportation system impacts commodity movement. Presentations on findings and recommendations from this research will continue this spring and summer.
- **Testing of the draft regional mobility policy measures is underway.** ODOT and Metro staff are developing a methodology to calculate initial observed (rather than modeled) travel speed metrics for throughways and regional freight routes designated in the RTP. This work supports further testing and refinement of the draft regional mobility policy and research being conducted in support of the Regional Freight Delay and Commodity Movement Study (CMS) that is underway. This will help inform development of a travel speed methodology for the RTP system analysis that is underway. Staff are developing an approach for reporting VMT/capita regionally and by subdistricts as part of the RTP system analysis. ODOT has also begun work to develop a VMT per capita estimation tool to support statewide implementation of the Transportation Planning Rule. More information about the statewide work and presentations on findings and recommendations from the RTP testing will be discussed at future meetings this spring and summer.
- **Development of the draft 2023 RTP continues.** Since May 2022, TPAC, the Metro Technical Advisory Committee (MTAC), the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC) and the Metro Council have developed new and updated policies related to pricing, mobility, climate, and high capacity transit through regular meetings and workshops. Metro staff are now working with TPAC and MTAC to update Chapter 3 (System Policies) of the RTP to incorporate these new and updated policies. Other chapters are also being updated to prepare a public review draft plan. These draft chapters are planned to be available in June, in advance of the public comment period: Chapter 2 (Vision and Goals), Chapter 3 (System Policies) and Chapter 5 (Funding). Other chapters and appendices will be available at the start of the public comment period in July.

Final public review and adoption process

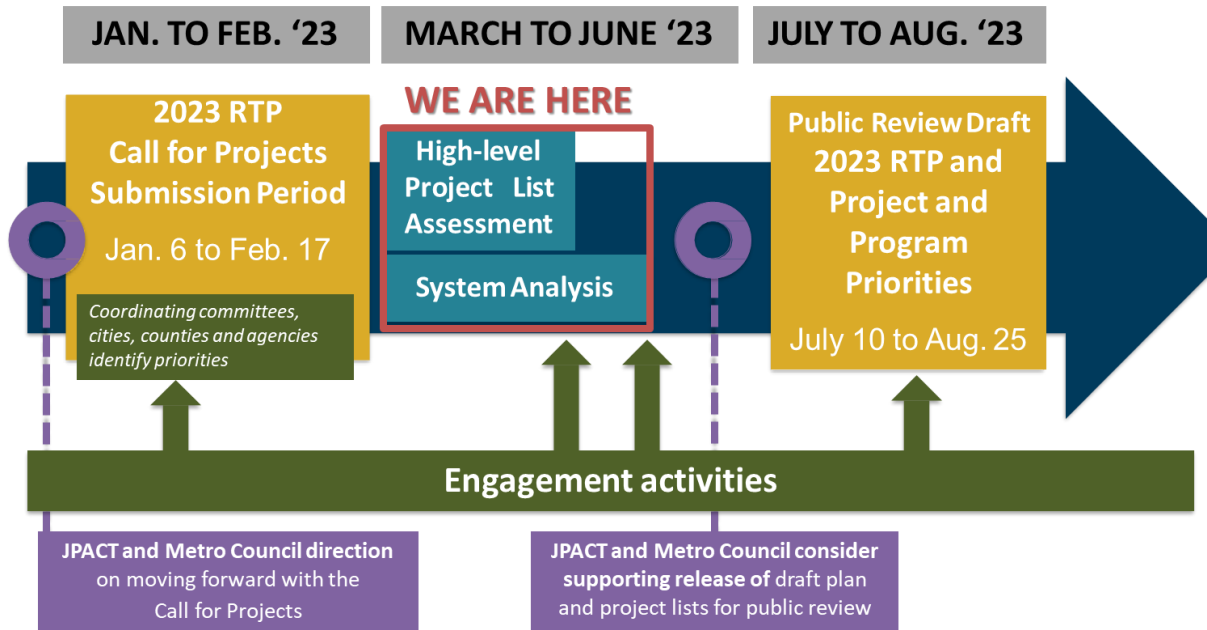
- **Planning of the final 45-day public review period and adoption process is underway.** In June, staff will seek JPACT and Metro Council support to release the Draft 202 RTP and draft High Capacity Transit Strategy for public review and comment. The comment period is planned for July 10 to August 25. The comment period will include a public hearing and consultation with tribes and federal and state agencies.

In early fall, staff will present a summary of public comments received and recommendations from staff on changes to the draft plan to TPAC and MTAC. These advisory committees to JPACT and MPAC will be asked to affirm staff recommendations and identify any other remaining policy issues to be discussed by MPAC, JPACT and the Metro Council prior to adoption of the 2023 RTP and HCT Strategy. The 2023 RTP will be adopted by Ordinance as a land use action to meet federal and state requirements. The HCT Strategy will be adopted by Resolution.

MTAC and TPAC will be requested to make final recommendations to MPAC and JPACT, in October and November, respectively. MPAC and JPACT will be requested to make final recommendations to the Metro Council in October and November, respectively. The Council is anticipated to consider final action on 2023 RTP and the HCT Strategy on November 30, 2023.

NEXT STEPS

A summary of key dates and next steps for the 2023 RTP project and program priorities follows. These are also listed in **Attachment 2**.



March-May 2023 Metro conducts outcomes-based technical analysis of the draft project list and system performance and engages members of the public, regional advisory committees, county coordinating committees, policymakers and other stakeholders on the draft project list and technical analysis

5/11 JPACT/Metro Council workshop: Report on RTP project priorities, draft analysis findings and community priorities

5/16 Metro Council: Report on project list input and draft system analysis: mobility, safety, equity, economy and climate policy outcomes

5/17 MTAC: Report on project list input and draft system analysis: mobility, safety, equity, economy and climate policy outcomes

5/18 JPACT: Report on project list input and draft system analysis: mobility, safety, equity, economy and climate policy outcomes

5/24 MPAC: Report on project list input and draft system analysis: mobility, safety, equity, economy and climate policy outcomes

5/24/23 DEADLINE:

1. Agencies that submitted a project for consideration in the RTP must send Metro staff **a letter of support from their Board or Council or other governing body** that endorses those projects by this date.
2. **A list of proposed refinements (if any) to the project list** must also be sent to Metro by this date.

	5/25 Business Leaders Forum: Report on draft project list across mobility, safety, equity, economy and climate policy outcomes and findings from Regional Freight Delay and Commodity Movement Study
June	Input on the assessment of projects, along with public input on the system analysis findings will be considered by decision-makers and project agencies as they continue to work together to finalize the draft RTP project priorities for public review in Summer 2023 JPACT and Metro Council consider public input and technical analysis before providing direction on release of the draft RTP and list of project and program priorities for public review
July 10 to Aug. 25	45-day public comment period on the public review draft plan, draft list of project priorities and the draft High Capacity Transit Strategy with hearing(s)
Sept.-Nov. 2023	Metro staff document public comments received and work with TPAC and MTAC to develop recommendations for consideration by MPAC, JPACT and Metro Council
November 2023	JPACT and Metro Council consider adoption of the 2023 RTP and updated project and program priorities (by Ordinance) and High Capacity Transit Strategy (by Resolution)

For more information about the update, visit oregonmetro.gov/rtp.

/Attachment

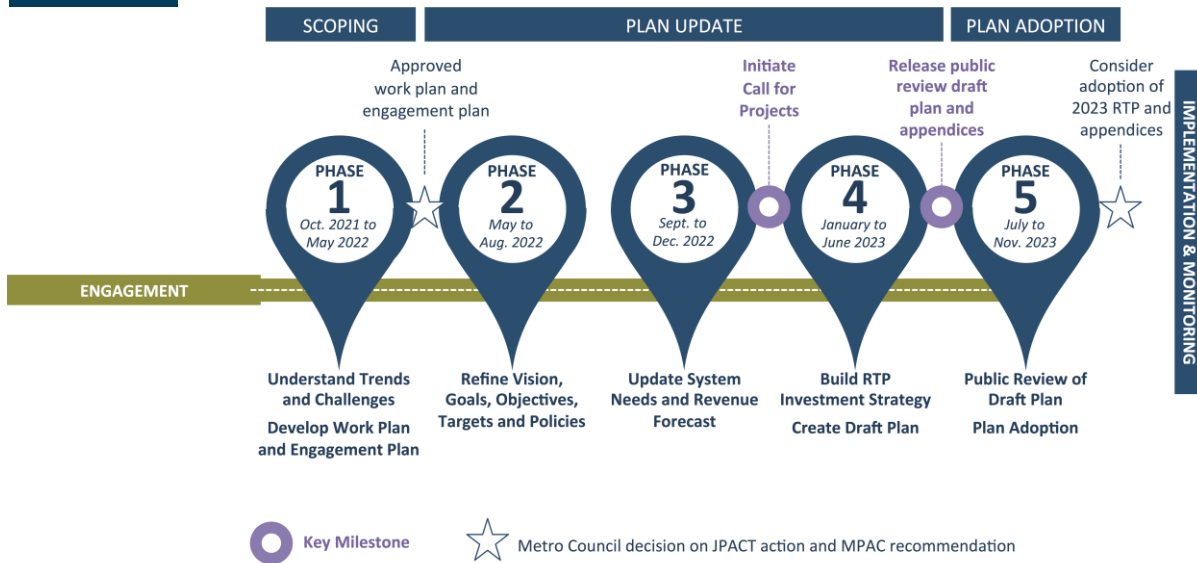
- **Attachment 1.** Briefing Book for JPACT and Metro Council (5/5/23)
- **Attachment 2.** Project Timeline and Schedule (5/3/23)



2023 REGIONAL TRANSPORTATION PLAN UPDATE

Project Timeline and Schedule of Engagement and Metro Council and Regional Advisory Committees' Discussions and Actions for 2023

Dates are subject to change. Activities in gray text have been completed.



Note: Under Federal law, the current Regional Transportation Plan expires on Dec. 6, 2023.

• Call for Projects

- Prepare for Call for Projects: 8/4/22 to 1/6/2023
 - 8/4/22 to 1/6/2023: Metro works with jurisdictional partners to develop revenue forecast
 - 10/4/22 to 2/17/2023: County coordinating committees and agencies conduct meetings to develop draft project lists for submission; Agencies engage governing bodies on process and draft lists
- Conduct Call for Projects: 1/6 to 2/17
 - 1/6: RTP Hub open to project partners
 - Metro continues to work with jurisdictional partners to develop draft revenue forecast
 - 2/3 TPAC: Update on the schedule, engagement and the Call for Projects
 - 2/16 JPACT: Update on the Call for Projects and next steps
 - 2/17: RTP Hub information, public engagement form and congestion management process form(s), if applicable, due
 - 2/17: Draft Project Lists from Agencies and County Coordinating Committee Lists due
 - 2/17: Submission letters from County Coordinating Committees documenting coordination and agreement on draft lists due
- Submission of endorsement letters and any proposed refinements to the draft lists (if any) due by May 24
 - 1/6 to 5/24: Governing bodies review draft project list and submit letter of endorsement with draft project list by 2/17; if additional time is needed endorsement letters may be submitted until May 24
 - 4/1 to 5/24: Governing bodies may identify project list refinements and communicate them to Metro by 5/24 with endorsement letter. If an endorsement letter has already been submitted, agency staff should inform their respective governing body of any changes.

- **Draft Policy Chapter (Ch. 3)**
 - Prepare draft - 12/22 to 2/24
 - Discussions: March and April
 - 3/3 TPAC: draft Ch.3 – Introduce draft Ch. 3 and key policy topics (draft mobility policy, draft pricing policy, possibly others) for more discussion; invite minor “edits” to be included in public review draft RTP by March 24.
 - 3/8 TPAC workshop: draft Ch.3 – Discuss key policy topics; additional discussions may be added
 - 3/15 MTAC: draft Ch.3 – Discuss key policy topics; additional discussions may be added
 - 4/19 TPAC/MTAC workshop – discuss updated draft Ch. 3

- **High-level Assessment of Draft Project List**
 - Prepare for assessment: 1/6 to 2/28
 - Conduct assessment of draft project list across climate, equity, mobility, safety and economy policy outcomes: 3/10 to 3/17
 - Conduct high-level environmental assessment of project list: 3/21 to 3/24
 - 3/16 CORE: RTP Call for Projects status update
 - Consult with Tribes and federal, state, regional and local resource agencies on results of environmental assessment and potential mitigation strategies, in coordination with 2024-2027 MTIP consultations:
April
 - Consultation with Natural Resources Agencies and Tribes: 4/18, 4/20
 - Consultation with Federal and State agencies: 4/27
 - Report results of assessment to policymakers, regional advisory committees, county coordinating committees and the public: April-May
 - 4/3 to 5/1: Online public survey on draft project list
 - 4/1 to 4/26: Report on draft project list through briefings to county coordinating committees, and other interested parties
 - 4/7 TPAC: Report on draft project list and preview analysis approach
 - 4/13 RTP Community Leaders Forum: Report on draft project list and assessment results and receive input on project priorities
 - 4/15 Culturally specific community focus groups: Report on draft project list and assessment results and receive input on project priorities
 - 4/19 TPAC/MTAC workshop: Report on draft project list across climate, mobility, equity, safety and economy policy outcomes
 - 4/20 JPACT: Report on draft project list across climate, mobility, equity, safety and economy policy outcomes
 - 4/26 MPAC: Report on draft project list across climate, mobility, equity, safety and economy policy outcomes

- **RTP System Analysis**
 - Conduct system analysis: Feb. to Summer
 - Report results of system analysis: May-Summer
 - 5/5 TPAC: Report on project list input, consultation meeting(s) and draft system analysis: climate, equity, mobility, safety and economy policy outcomes
 - 5/10 TPAC workshop: Report on project list input and draft system analysis: overall system performance; discuss mobility measures and targets/thresholds
 - 5/11 JPACT/Metro Council workshop: RTP project priorities
 - 5/16 Metro Council: Report on project list input and draft system analysis: climate, equity, mobility, safety and economy policy outcomes

- 5/17 MTAC: Report on project list input and draft system analysis: climate, equity, mobility, safety and economy policy outcomes
- 5/18 JPACT: Report on project list input and draft system analysis: climate, equity, mobility, safety and economy policy outcomes
- 5/18 CORE: Report on project list input and draft system analysis: climate, equity, mobility, safety and economy policy outcomes
- 5/24 MPAC: Report on project list input, and draft system analysis: climate, equity, mobility, safety and economy policy outcomes
- 5/25 Business Leaders Forum: Report on draft project list across climate, mobility, equity, safety and economy policy outcomes and findings from Regional Freight Delay and Commodity Movement Study
- Discuss regional mobility measures and targets
 - 7/12/23 TPAC workshop: Discuss mobility measures and targets/thresholds and follow-up work on TDM system completion and identification of TSMO key corridors
 - 8/16/23 TPAC/MTAC workshop: Continue discuss of mobility measures and targets/thresholds, if needed
- **RTP Public Comment Period**
 - Prepare public review draft RTP and project list: Jan. to June
 - Discussions: July to August (and throughout adoption process)
 - 6/2 TPAC: Recommendation to JPACT on release of the draft plan and project list for public review (by Resolution)
 - 6/13 Metro Council: Discussion
 - 6/15 JPACT: Consider action on TPAC recommendation (by Resolution)
 - 6/29 Metro Council: Consider action on JPACT recommendation (by Resolution)
 - 7/10 to 8/25 Public Comment Period: Briefings to Council, Metro technical and policy committees, county coordinating committees, online public comment survey and public hearing
- **Draft Implementation Chapter (Ch. 8)**
 - Prepare draft: March to May
 - Discussions: July and August
 - 7/7 TPAC: Seek feedback on draft Ch.8
 - 7/11 Metro Council: Seek feedback on draft Ch.8
 - 7/19 MTAC: Seek feedback on draft Ch.8
 - 7/20 JPACT: Seek feedback on draft Ch.8
 - 7/26 MPAC: Seek feedback on draft Ch.8
 - 8/4 TPAC: Continue discussion on draft Ch.8, if needed
- **RTP Adoption process**
 - Prepare draft legislation: July
 - Conduct adoption process: 8/4 to 11/30
 - 8/4 TPAC: review draft Ordinance and outline of adoption package
 - 9/13 TPAC Workshop: Draft Public Comment Report and Recommended Changes
 - 9/20 MTAC: Draft Public Comment Report and Recommended Changes
 - 10/6 TPAC: Draft Public Comment Report and Recommended Changes
 - 10/18 MTAC: Recommendation to MPAC
 - 10/19 JPACT: Introduce final 2023 RTP action (Ordinance)
 - 10/25 MPAC: Recommendation to the Metro Council
 - 11/3 TPAC: Recommendation to JPACT

- 11/16 JPACT: Consider final action (by Ordinance)
- 11/30 Metro Council: Consider final action (by Ordinance)

Updates to the Regional High Capacity Transit Strategy and the Climate Smart Strategy are occurring concurrent with the 2023 Regional Transportation Plan update and are anticipated to be considered by for recommendation by MPAC and adoption by JPACT and the Metro Council as part of the final adoption package for the 2023 Regional Transportation Plan. A schedule of Metro Council and regional advisory committees' discussions in support of these updates follows.

- **Update HCT Strategy**

- January/early Feb.: High Capacity Transit Strategy business group interviews
- 1/13 to 2/13: Transit priorities online public survey and other engagement activities
- 1/17 to 2/1: High Capacity Transit Strategy tabling events with TriMet
- 1/11 TPAC Workshop: High Capacity Transit Strategy Update: Corridor Investment Readiness Tiers
- 1/18 MTAC: High Capacity Transit Strategy Update: Corridor Investment Readiness Tiers
- 1/19 JPACT: High Capacity Transit Strategy Update: Corridor Investment Readiness Tiers
- 1/25 MPAC: High Capacity Transit Strategy Update: Corridor Investment Readiness Tiers
- 1/26 Metro Council: High Capacity Transit Strategy Update: Corridor Investment Readiness Tiers
- 2/1: High Capacity Transit Strategy online Story Map
- 5/10 TPAC Workshop: High Capacity Transit Strategy Update: Draft Report
- 5/17 MTAC: High Capacity Transit Strategy Update: Draft Report
- 5/18 JPACT: High Capacity Transit Strategy Update: Draft Report
- 5/24 MPAC: High Capacity Transit Strategy Update: Draft Report
- 5/30 Metro Council: High Capacity Transit Strategy Update: Draft Report

- **Update Climate Smart Strategy¹**

- 2/15 TPAC/MTAC Workshop: Climate Smart Strategy discussion
- 2/16 JPACT: Climate Smart Workshop Recap and discussion of updating strategy
- 3/8 TPAC Workshop: Climate Smart Strategy discussion
- 5/10 TPAC: Climate Smart Strategy analysis discussion (as part of RTP system analysis)
- 6/21 TPAC/MTAC Workshop: Climate Smart Strategy discussion

¹ Schedule of discussions to be further refined.



Briefing Book for JPACT and Metro Council

for workshop on May 11, 2023

The Regional Transportation Plan (RTP) is greater Portland’s shared vision and investment strategy for transportation. The Regional Transportation Plan is the blueprint that guides investments in all forms of travel throughout greater Portland—driving, taking transit, biking and walking—and the movement of goods and services. The RTP is the state- and federally required long-range transportation plan for the Portland metropolitan area. The plan is a key tool for implementing the region’s **2040 Growth Concept** and **Climate Smart Strategy**. Together, these plans will help ensure that greater Portland thrives by connecting people to their jobs, families, schools and other important destinations and by allowing business and industry to create jobs and move goods to market.

This briefing book is designed to be a resource for policy makers as they shape an investment strategy that supports the greater Portland region’s shared goals and helps make local and regional plans a reality. It will be used by members of Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Policy Advisory Committee (MPAC) to help shape the 2023 Regional Transportation Plan for consideration for adoption in November 2023.

The following documents are enclosed.

1. 2023 Regional Transportation Plan fact sheet
2. Policy framework
3. Draft system analysis findings
4. Needs assessment fact sheets
5. Project list overview and map
6. Preliminary summary of community input on investment priorities

Learn more about the 2023 Regional Transportation Plan at oregonmetro.gov/rtp



2023 Regional Transportation Plan

Every five years, Metro brings together communities across the greater Portland region to update the region's shared vision and investment strategy for transportation. The Regional Transportation Plan is the blueprint that guides investments in all forms of travel throughout greater Portland—driving, taking transit, biking and walking—and the movement of goods and services. This plan update will be completed by December 2023.

Why plan?

How people get around shapes their communities and everyday lives. The economic prosperity and quality of life in greater Portland depend on a transportation system that provides every person and business with access to safe, reliable and affordable ways to get around.

The Regional Transportation Plan coordinates long-range transportation planning in the Portland metropolitan area. It is required by the State of Oregon and the Federal Government and it is an opportunity for all levels of government to work together to deliver a better transportation future for the greater Portland region.

Draft vision and goals

The 2023 Regional Transportation Plan is guided by a draft vision and five goals that have been shaped by public input and decision-makers.

Vision

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

Equitable transportation

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

Climate action and resilience

People, communities and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by

transit, walking and bicycling and people travel shorter distances to get where they need to go.

Thriving economy

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

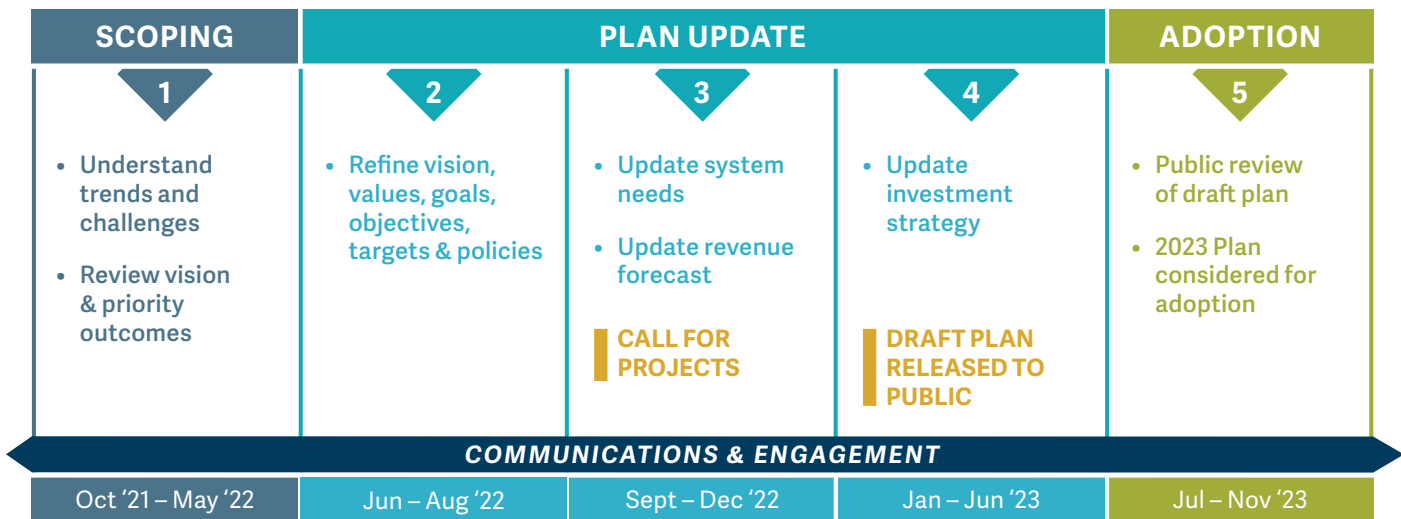
Safe system

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

Mobility options

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

2023 Regional Transportation Plan timeline



Regional Transportation Plan decisions are made together by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council. The update must be completed by December 6, 2023.

To achieve the vision and goals, the region needs to work together to address these key questions:

1. What do we need most from our transportation system – today and in the future?
2. How do we pay for new projects while taking care of our existing roads, bridges, bikeways, sidewalks and transit services?
3. How do we make progress toward shared climate, safety, equity, mobility and economic goals?

What is in the plan?

The plan identifies urgent and long-term transportation needs, investments to meet those needs and the funds the region expects to have available over the next two decades.

The policies in the Regional Transportation Plan provide guidance for transportation providers that design and manage roadways, transit and trails. These agencies include cities, counties, the Oregon Department of Transportation, transit agencies and the Port of Portland. This guidance is informed by research, community

engagement, technical analysis, and Federal and State regulations.

New and updated strategies and policies being developed for the 2023 Regional Transportation Plan include:

- [Climate Smart Strategy](#)
- [High Capacity Transit Strategy](#)
- [Regional Mobility Policy](#)
- [Regional Pricing Policy](#)

The Regional Transportation Plan also includes an investment strategy, often called the project list, that identifies major local, regional and state transportation investment priorities for the next 20+ years. This list will include investments such as transit, sidewalk, bridge, bikeway and roadway projects as well as transit service and road maintenance and operations. Among these projects, some will be prioritized for funding within the next seven years (by 2030).

A financial plan in the Regional Transportation Plan identifies how the region will pay for transportation investments.

Transportation planning is about more than deciding where to build and operate roads, transit, sidewalks and bikeways. It is about connecting people with their families and friends and to schools, jobs, parks and other important places, no matter where a person lives or where they are going.

Learn more

oregonmetro.gov/rtp

Email

transportation@oregonmetro.gov

Follow oregonmetro





Policy Framework for the 2023 Regional Transportation Plan Call for Projects

On December 15, 2022, JPACT and Metro Council accepted this policy framework for the 2023 RTP Call for Projects.

The Regional Transportation Plan brings city, county, regional and state priority transportation projects together to create a coordinated regional transportation priority list for the period from 2023 to 2045. It is a key step for these projects to qualify for potential state, and federal funding. All types of projects are included in the Regional Transportation Plan list – highways, key roads, transit, freight, biking and walking as well as programs.

This document provides more information about the policy framework that will guide updating the list of Regional Transportation Plan project and program priorities. Dramatic changes have unfolded since the RTP was last updated five years ago, many documented in the 2023 RTP [Emerging Transportation Trends Study](#). As greater Portland continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, the 2023 Regional Transportation Plan update provides an opportunity for all levels of government to work together to deliver a better transportation future.

An outcomes-based approach

An outcomes-based approach means updating the plan's project priorities guided by a vision and goals that describe what communities want greater Portland to be in the future. Measurable objectives and performance targets are used to evaluate performance over time of the investments recommended in the plan and to monitor how the transportation system is performing between scheduled plan updates, which occur every five years.

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

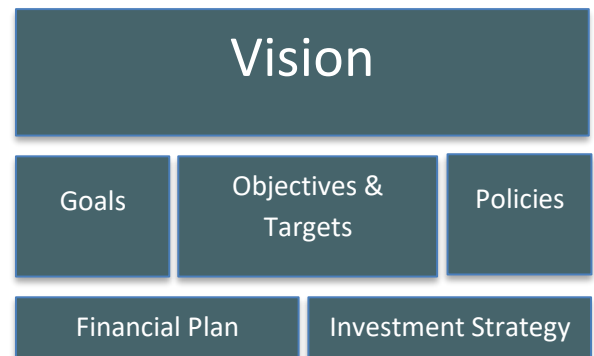


Figure 1. 2023 RTP outcomes-based planning approach

Vision and goals

The people of greater Portland have said they want a better transportation future, no matter where they live, where they go each day, or how they get there. The vision and goals, shown in **Figure 2**, describe what people have said is most important to achieve with the updated RTP – more equitable transportation, a safer system, a focus on climate action and resilience, a thriving economy and options for mobility. Developed by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council in 2022, this vision and five goals, along with other RTP policies, will guide updating the list of RTP project and program priorities.



Figure 2. 2023 RTP vision and goals

The policy framework for the Call for Projects includes:

- **RTP outcomes-based approach** described above;
- **Draft 2023 RTP vision and goals** developed by JPACT and Metro Council for the 2023 RTP:
 - Goals** (developed in 2022 by JPACT and Metro Council with input from MPAC and CORE)
 - **Equitable Transportation** - Transportation system disparities experienced by Black, Indigenous and people of color and people with low incomes, are eliminated. The disproportionate barriers people of color, people with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.
 - **Climate Action and Resilience** - People, communities and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling and people travel shorter distances to get where they need to go.
 - **Thriving Economy** - Centers, ports, industrial areas, employment areas, and other regional destinations are accessible through a variety of multimodal connections that help people, communities, and businesses thrive and prosper.
 - **Safe System** - Traffic deaths and serious crashes are eliminated and all people are safe and secure when traveling in the region.
 - **Mobility Options** - People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible, and welcoming.
 - **Supporting measurable objectives and performance targets** that the region wants to achieve with investments in the transportation system to realize the plan’s vision and goals – these will continue to be reviewed and refined in 2023; and
 - **Supporting policies** that guide planning and investment in each part of the regional transportation system to achieve the plan’s vision and goals include:
 - **2040 Growth Concept map and supporting policies** that identify priority areas and investments to support current and planned land uses, including centers, downtowns and main streets, ports, industrial areas, employment areas, and other regional destinations that are accessible through a variety of multimodal connections;
 - **RTP transportation network maps and supporting RTP modal and design policies** that designate the regional system for transit, motor vehicle, freight, bicycle and pedestrian travel and priorities for investment;
 - **Equity Focus Areas map and supporting RTP equity policies** that identify priority areas and investments to advance equity;
 - **High Injury Corridors and Intersections map and supporting RTP safety policies** that identify priority corridors to improve safety;

- **High capacity transit network map (draft) and supporting RTP policies (draft)** that identify priority corridors ready for high capacity transit investment; these will continue to be reviewed and refined in 2023;
- **Congestion management network map and supporting RTP congestion management policies** that identifies priority corridors to comprehensively manage congestion consistent with congestion management process policies in Chapter 3 of the RTP;
- **Draft policies related to pricing and regional mobility** that will continue to be reviewed and refined in 2023; and
- **Other existing Chapter 3 policies** that will be reviewed and may be refined in 2023.

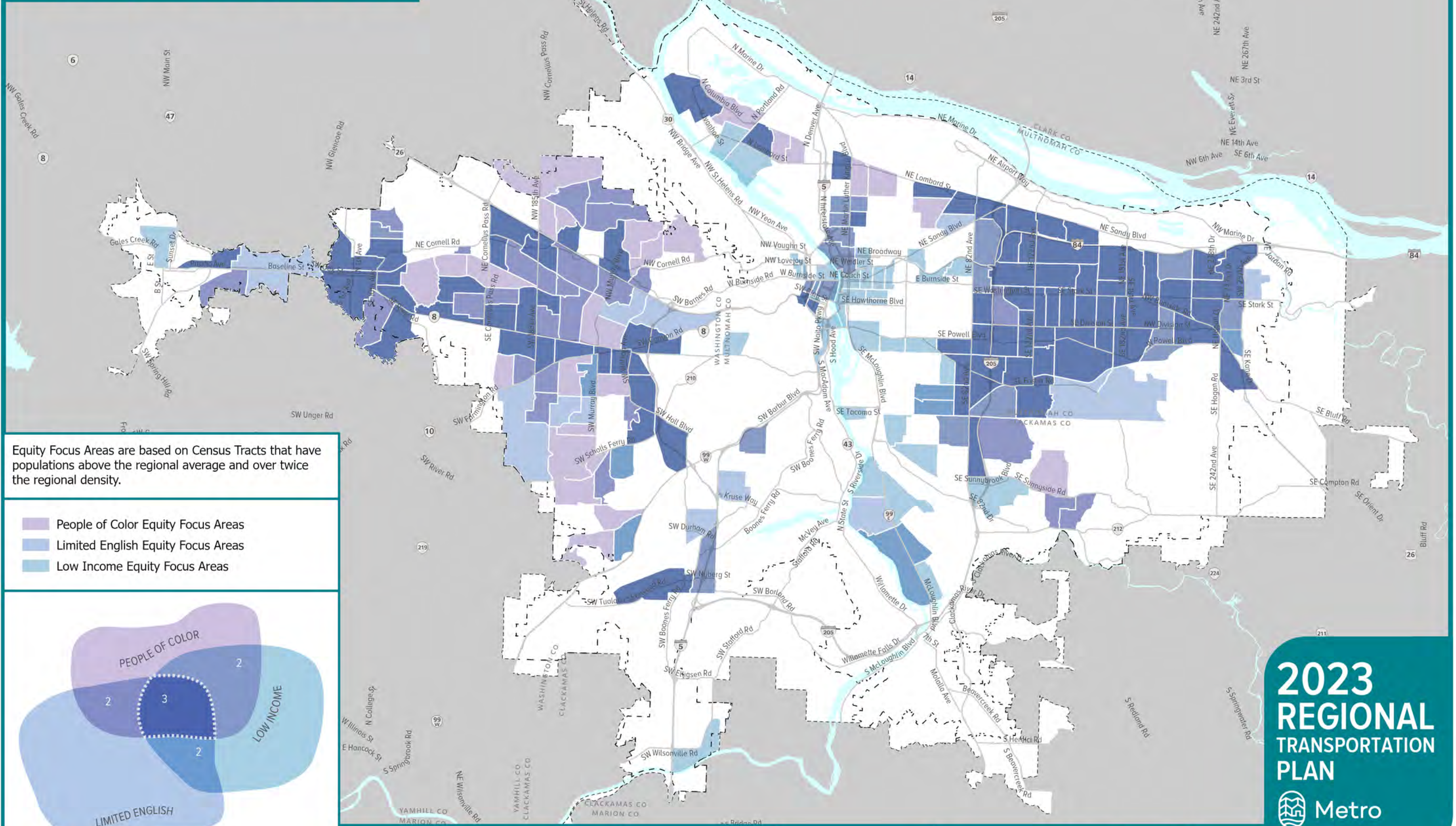
In addition to the RTP policy framework, the call for projects is informed by public engagement, adopted regional plans, strategies, policies, federal and state policies and requirements, the RTP needs assessment, the revenue forecast, and other elements as illustrated in Figure 3. Many of these elements have been under development since the adoption of the 2018 RTP.

Figure 3. Elements informing the 2023 RTP call for projects



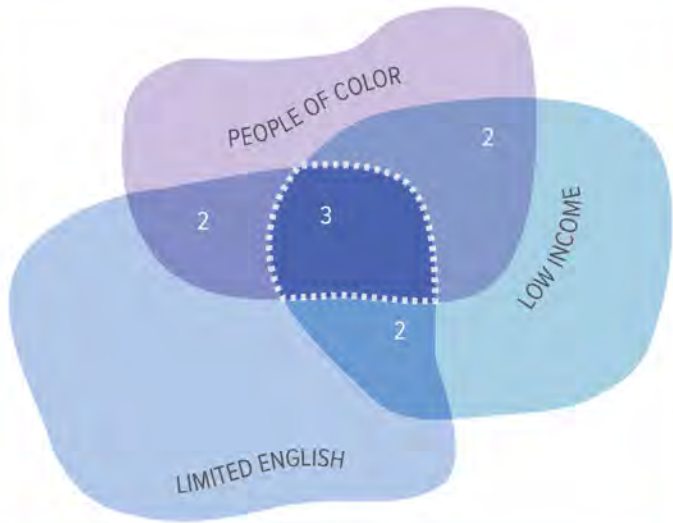
These elements come together to inform the policy framework for call for projects and provide additional information to guide how investments in roads, bridges, bikeways, sidewalks, transit service and other needs are addressed and prioritized. The elements reflect extensive engagement with local elected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

Equity Focus Areas



Equity Focus Areas are based on Census Tracts that have populations above the regional average and over twice the regional density.

- People of Color Equity Focus Areas
- Limited English Equity Focus Areas
- Low Income Equity Focus Areas



2023
REGIONAL
TRANSPORTATION
PLAN

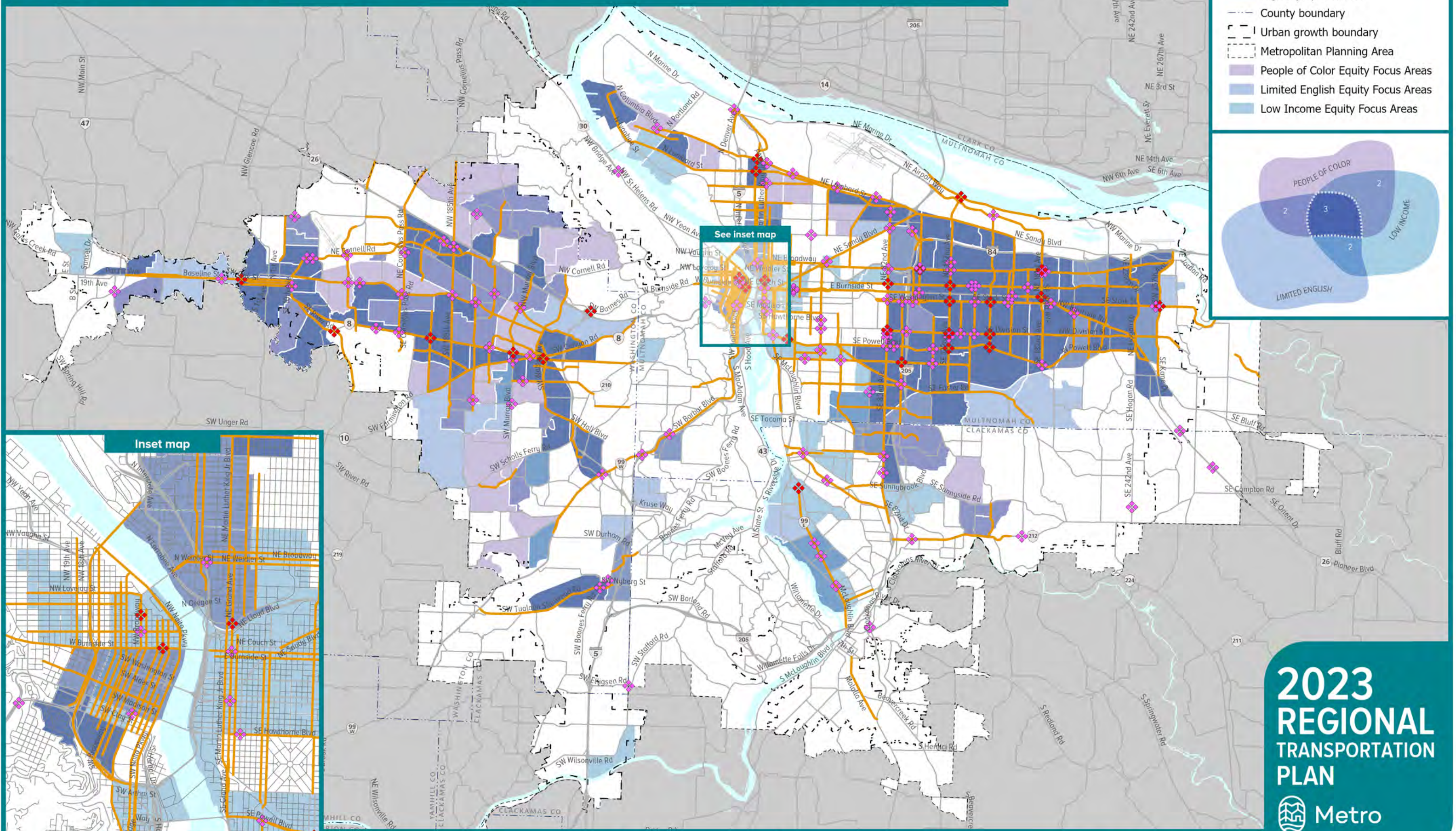
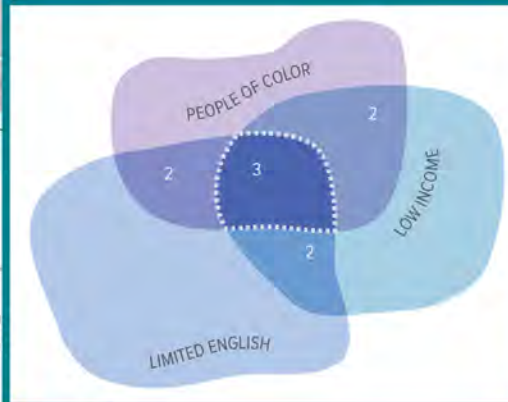


Sources: Census and Metro

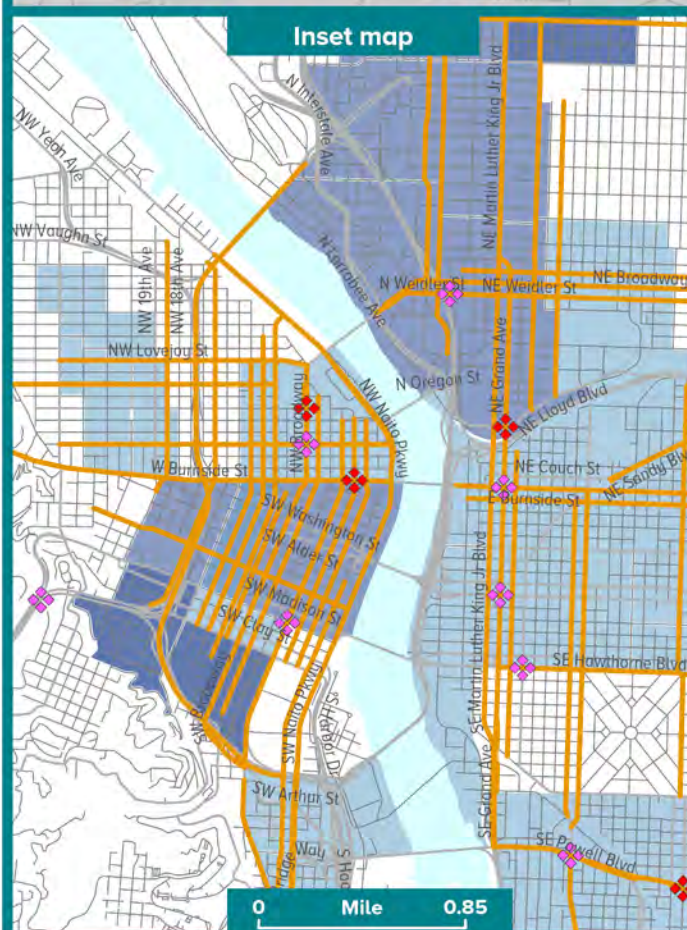
2/13/2023

Regional High Injury Corridors and Intersections

- ◆ Top 1% High Injury Intersections
- ◆ Top 5% High Injury Intersections
- High Injury Corridors
- County boundary
- Urban growth boundary
- Metropolitan Planning Area
- People of Color Equity Focus Areas
- Limited English Equity Focus Areas
- Low Income Equity Focus Areas



See inset map



0 Mile 0.85

0 5 10 Miles

Sources: ODOT and Metro

2023
REGIONAL
TRANSPORTATION
PLAN



3/31/2023



2023 Regional Transportation Plan Draft System Analysis Findings

May 5, 2023

Draft System Analysis Findings

May 5, 2023

The following is a summary of a system analysis conducted on the draft financially constrained project list for the 2023 Regional Transportation Plan. This analysis helps to explain and demonstrate the RTP’s impact on regional goals related to mobility, safety, equity, climate and economy.

The RTP uses several different performance measures to capture the region’s progress in each of these goal areas and compares the results to targets that are established through the state and federal rules that govern the RTP or that are included in policies adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. The system analysis uses Metro’s travel model and other analytical tools. The analysis accounts not only for the projects and policies in the RTP, but also for factors such as projected population and job growth. System level performance analysis will continue through May.

The draft system analysis results are described

alongside key takeaways from the high-level project list assessment completed in April. The high-level project list assessment takes a simple, yes-or-no approach to reviewing whether individual projects in the draft RTP project list have certain features that support RTP goals and considers the share of the RTP spending devoted to different types of projects. The high-level project list assessment and system analysis in combination with public feedback received will inform policymakers and regional technical and policy advisory committees as they work together to finalize the draft RTP and projects lists for public review.

Our changing region

The system analysis focuses on how the RTP advances the region toward meeting its transportation goals. That said, other factors like regional population and employment growth and the historical development of the region’s transportation system, also influence progress toward these goals. This information highlights how the region is growing and changing and provides additional context for interpreting some of the analysis results.

The region is forecasted to grow significantly between now and 2045. During that time, the region’s population is anticipated to grow by 29 percent, while employment grows by 23 percent.

Though the COVID-19 pandemic slowed population and job growth in the Portland region and in many other major metro areas, this growth is expected to pick up again in the future. Population and employment growth has a strong influence on congestion, and therefore on related performance measures such as access to jobs and corridor travel times. The region’s goals are to improve access to jobs and reduce travel times on key corridors regardless of how much growth occurs, but all other things being equal these goals are harder to achieve when the region is growing more rapidly. Comparing the change in these performance measures to overall population and employment growth can help to distinguish whether growth or other issues are the driving factors behind the changes shown in the system analysis.

Even with the RTP prioritizing transit and active transportation investments, the region’s transit and active transportation networks combined will remain less than a third of the size of the region’s road network.

The motor vehicle network is much more extensive than other networks. The system analysis focuses on measuring system completion for different networks and in different communities where RTP policies prioritize investment. This is an important way of understanding the RTP’s progress toward the region’s vision for the transportation network, but those visions always build on the existing network, which was built over several decades during which transportation agencies primarily focused on moving vehicles.

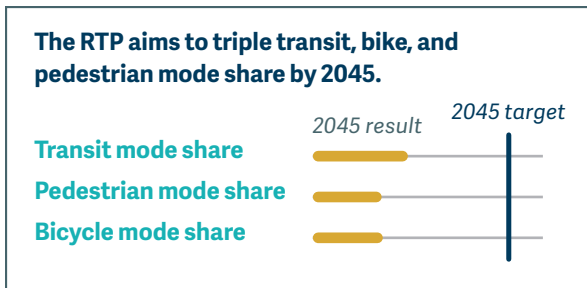


Mobility

Since the RTP is a transportation plan, it has many different performance measures related to mobility. For some of these measures the RTP meets performance targets, whereas for other measures it falls short.

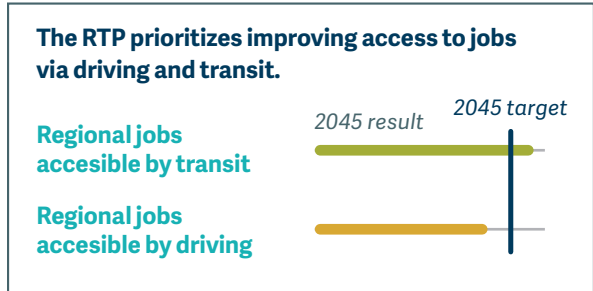
The RTP does not meet the region’s targets to triple transit, walking and bicycling mode share.

Metro’s travel models forecast that the investments in the RTP help to increase the share of trips that people make using these modes, but only by small amounts. Transit mode share is forecast to grow by 1.3% between 2020 and 2045 – a relative increase of over 30% – which is significant, but still far short of adopted targets. Walking and bicycling mode shares increase by much smaller amounts than transit mode shares.



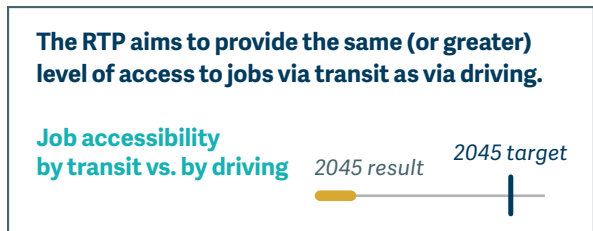
The RTP generally improves access to jobs.

The percentage of the region’s jobs that are accessible by transit increases between 2020 and 2045. Access to jobs by transit also increases between 2020 and 2030, but then it declines between 2030 and 2045. Generally, the investments in the RTP help to keep both roads and transit vehicles moving more efficiently, which increases access to jobs. Increasing congestion near some job centers appears to be contributing to declining motor vehicle access to jobs in the later years of the plan.



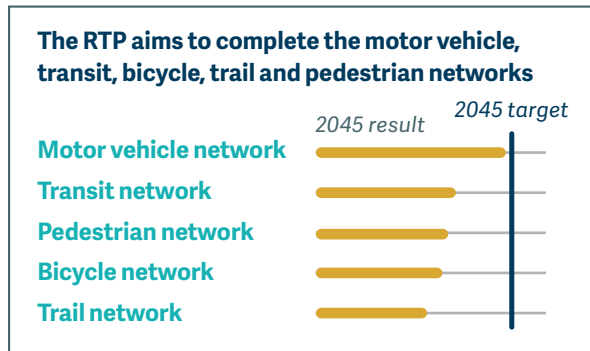
Driving currently offers much better access to jobs than transit does, and the RTP does not change this.

The RTP improves access to jobs via transit more than it does access to jobs via driving. However, driving currently offers access to five to ten times as many destination as transit does depending on when you are traveling, where you want to go, and where within the region you are starting from, and the RTP does not change the fact that driving offers much better access than transit does. In order to give people the ability to choose from a variety of seamless and well-connected travel options and services that easily get them where they need to go, transit needs to offer the same level of access as driving does. Providing equal access via transit and driving is an aspirational goal for the greater Portland region – and almost any other U.S. city – due to a decades-long history of auto-oriented development, but closing the gap between transit and driving access has far-reaching benefits for the region.



None of the region’s transportation networks are complete, but the motor vehicle network is much closer than others.

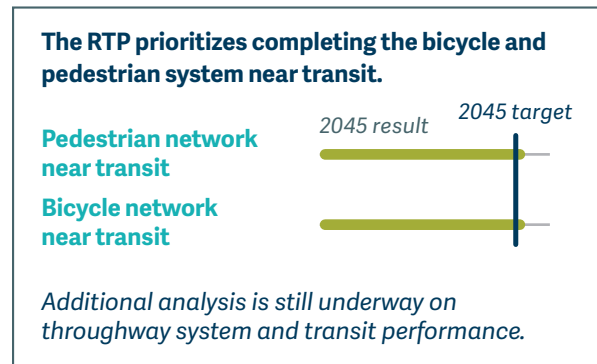
A goal of the RTP mobility policy is to complete all the planned infrastructure networks included in the plan – motor vehicle, transit, pedestrian, bicycle and trail. None of these networks are complete, but the motor vehicle network, which will be 99% complete in 2045 when other networks are only 58 to 73% complete, is much closer than the other networks. Completing all networks in the RTP is important to meeting goals, but the fact that the motor vehicle network is so much more complete than others contributes to the challenge of providing a variety of seamless and connected travel choices. Additional work is being completed by Metro staff to develop approaches for defining system completeness for transportation system management and operations (TSMO) network and transportation demand management programs.



The region has historically prioritized completing pedestrian and bicycle facilities near transit, and the RTP upholds this priority.

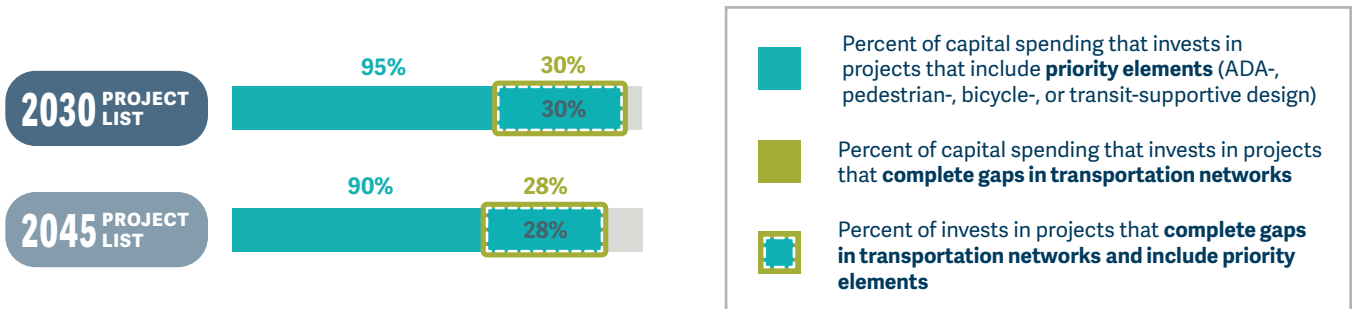
The pedestrian and bicycle networks are currently more complete near transit than in other locations in the region, and though the RTP does slightly less to complete these networks near transit than in other parts of the region, they will still be more complete in 2045.

Almost all of the RTP projects include design elements that support travel by transit, foot or bike. However, slightly under a third of the RTP spending goes toward projects that close gaps in regional transportation networks. Increasing this share could help the RTP better complete the transportation system.



How does the RTP invest in mobility?

Almost all of the RTP projects include design elements that support travel by walking, rolling, biking or transit (■). However, slightly under a third of the RTP capital spending goes toward projects that close gaps in regional transportation networks (■). Increasing this share could help the RTP better complete the transportation system.



Safety

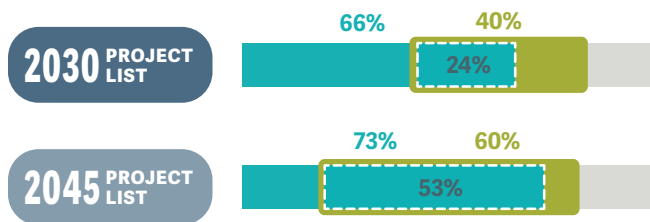
The region is not on track to meet its target of reducing fatal and serious injury crashes to zero by 2035. By every safety measure that the RTP tracks, the region's streets are getting less safe, and the RTP is not meeting the interim 2020 targets that it established to maintain progress toward the 2035 Vision Zero goal.

The RTP aims to reduce **serious crashes** to at or below the levels necessary to maintain progress toward the region's goal of eliminating serious crashes by 2035.



How does the RTP invest in safety?

More than two thirds of capital funding in the RTP goes to projects that partner agencies identified as safety projects (■), and roughly half of the total capital budget goes toward projects that are on the high-injury network (■), which includes the relatively small share of roads and intersections where most of the serious crashes in the region occur. A smaller share of the near-term (2023-30) RTP spending is devoted to safety projects than of the total budget, which suggests that there may be additional opportunities to prioritize near-term investments in safety.

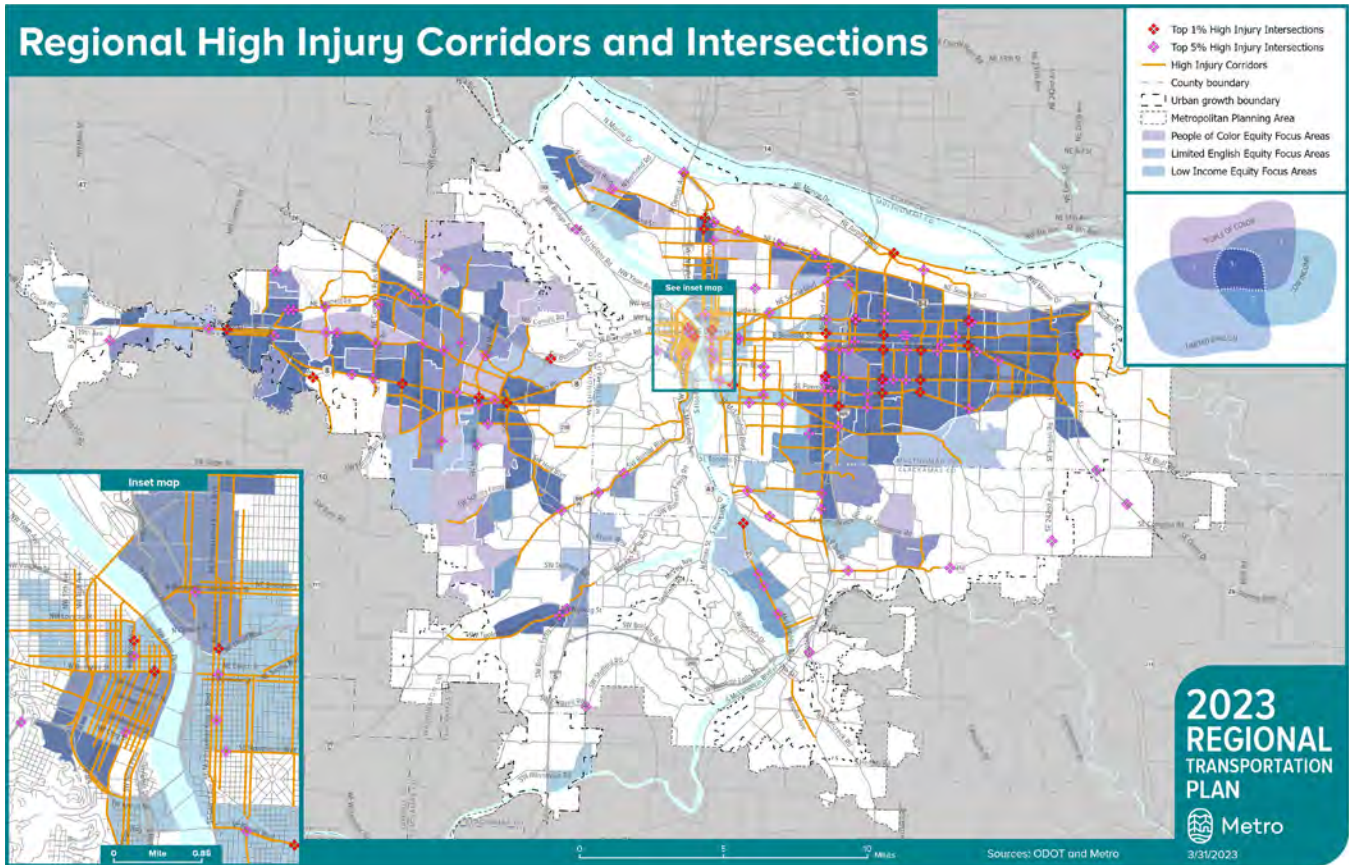


Regional safety trends

The needs assessment on the previous page and the **Urban Arterials Brief** prepared in Fall 2022 contain more information on where crashes are occurring in the region and who is affected by different types of crashes that helps to explain and contextualize the analysis results. Key findings include:

- Pedestrians experience a disproportionately high number of traffic deaths.
- Traffic fatalities are decreasing among bicyclists.
- A majority of serious crashes and bike/ped crashes occur in equity focus areas (see the Equity section for more information).
- Speed, alcohol, and/or drugs continue to be the most common contributing factors in severe and fatal crashes in the region.
- Serious crashes, and particularly fatal pedestrian crashes, are increasing both in the Greater Portland region and nationally. The growing popularity of SUVs and other heavier and larger models of passenger vehicles is contributing to these trends; by 2025, light-trucks, SUVs, vans and pickups are estimated to make up 78 percent of sales. Research indicates that crashes involving SUVs and similar weight vehicles are more likely to be serious and to injure or kill pedestrians and bicyclists.

Regional High Injury Corridors and Intersections



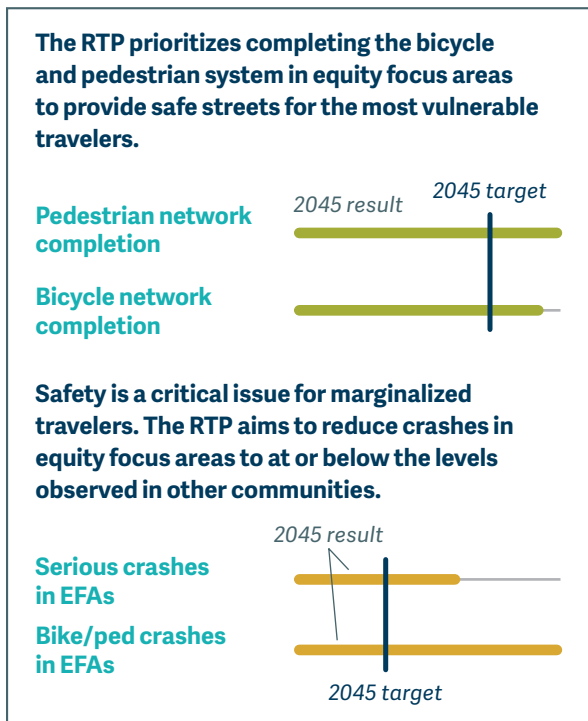
**2023
REGIONAL
TRANSPORTATION
PLAN**
Metro

Equity

The RTP achieves mixed results on equity – it invests equitably, but these investments do not lead to more equitable outcomes, nor do they undo longstanding transportation inequities in safety and access to jobs.

The region’s bicycle and pedestrian networks are currently more complete in the Equity Focus Areas (EFAs) where people of color, low-income people and people who speak limited English are concentrated.

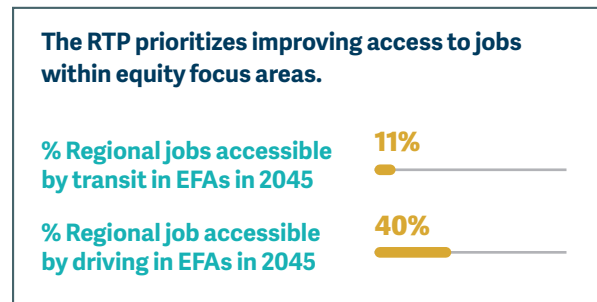
The RTP continues to invest in completing those networks. However, recent data shows that these areas continue to experience three times the number of crashes that involve people walking and biking – who are particularly vulnerable to death and injury during crashes – and almost twice as many fatal and serious injury crashes as other parts of the region.



Even with the investments in the RTP, the region still falls short of providing equal access via driving and transit.

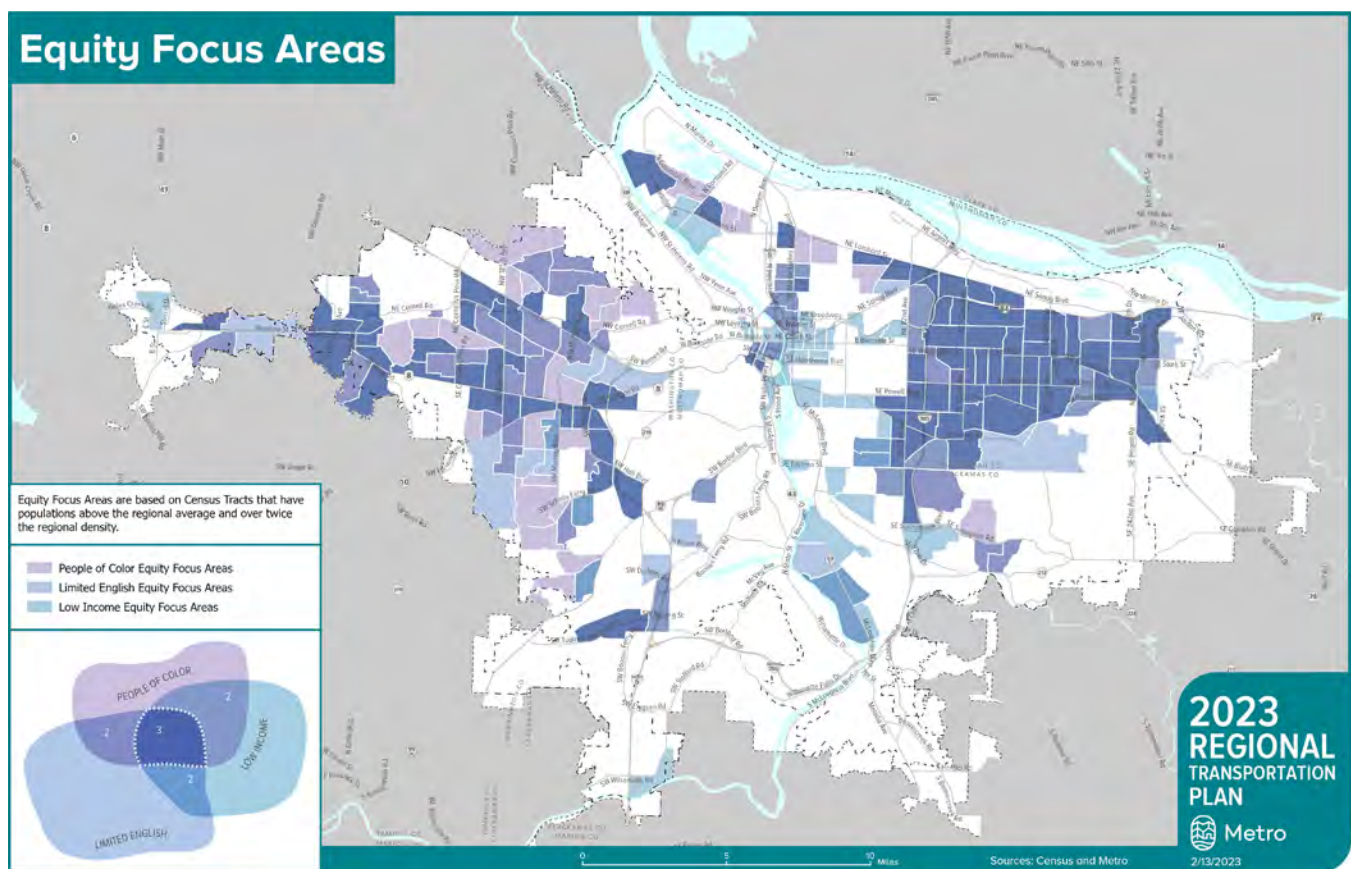
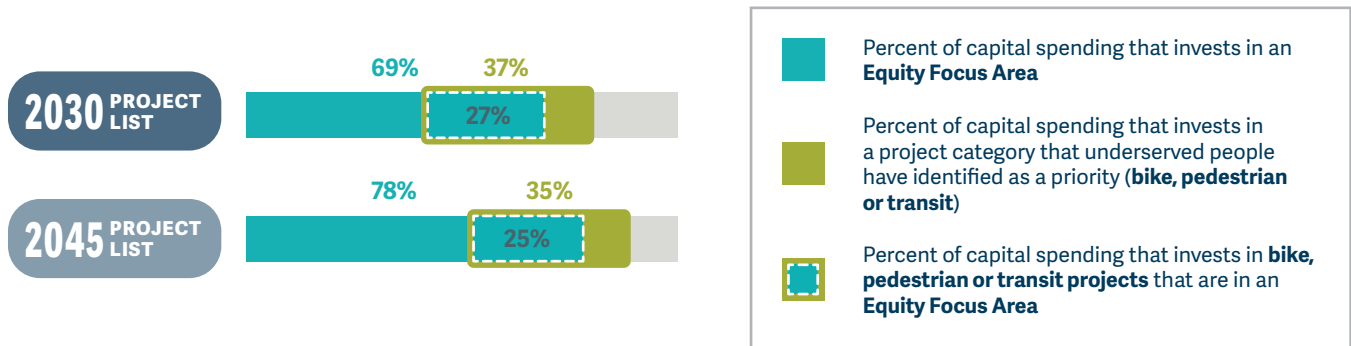
People living in EFAs currently enjoy significantly better access to jobs via transit and driving than people living in non-EFAs. The RTP continues to improve access to jobs in these communities relative to others. However, despite continued efforts to grow transit service during this and previous RTP cycles, driving in general continues to offer much more efficient and convenient access to jobs than transit does.

Both community feedback and research emphasize that people of color and people with low incomes are more likely to rely on transit than other people are. An equitable transportation system, therefore, is one in which transit offers the same level of access to jobs as driving.



How does the RTP invest in equity?

Roughly a third of RTP spending invests in project categories that underserved people have identified as priorities (■), and three quarters of overall spending invests in equity focus areas (■). The share of spending that invests in equity focus areas is lower in the near term than in the long term.





Economy

The RTP achieves mixed results on regional economic goals. It reduces transit travel times along the corridors that connect the region’s centers, but driving times along these corridors increase due to increased congestion. However, travel times increase at a much slower pace than the region’s population and employment grows.

The RTP must complete the bicycle and pedestrian networks in the communities where jobs are located in order to help workers take advantage of the faster and more frequent transit connections that the RTP provides. The bicycle and pedestrian network is already more complete than average in centers, station communities and other mixed-use areas where many of the region’s office, service, and other jobs are located. The RTP continues to prioritize investment in these areas. However, the pedestrian and bicycle networks – particularly the former – are not nearly as complete in employment and industrial areas that are home to many of the region’s manufacturing and transportation jobs. Many businesses in these areas need freight access and ample floor space for manufacturing or warehousing, which can pose challenges to creating convenient and safe walking and biking environments. Completing these networks, however, can help transit riders safely and conveniently complete the last mile of their commutes.

The RTP aims to decrease driving and transit travel times along regional mobility corridors.

% CHANGE IN AVERAGE OFF-PEAK / PEAK TRAVEL TIMES 2045 vs 2020

Driving	+3.7% / +3.8%
Transit	-3.4% / -1.6%

The RTP prioritizes completing the bicycle and pedestrian system in job and activity centers in order to provide safe and convenient options for short trips and connections to transit.

NETWORK COMPLETION IN CENTERS, STATION COMMUNITIES & MIXED USE AREAS



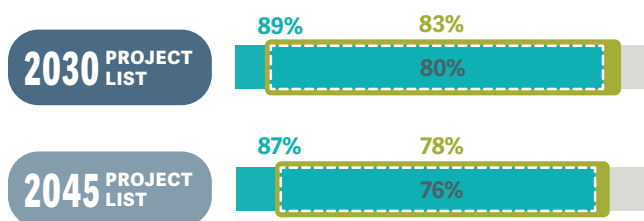
NETWORK COMPLETION IN EMPLOYMENT & INDUSTRIAL AREAS



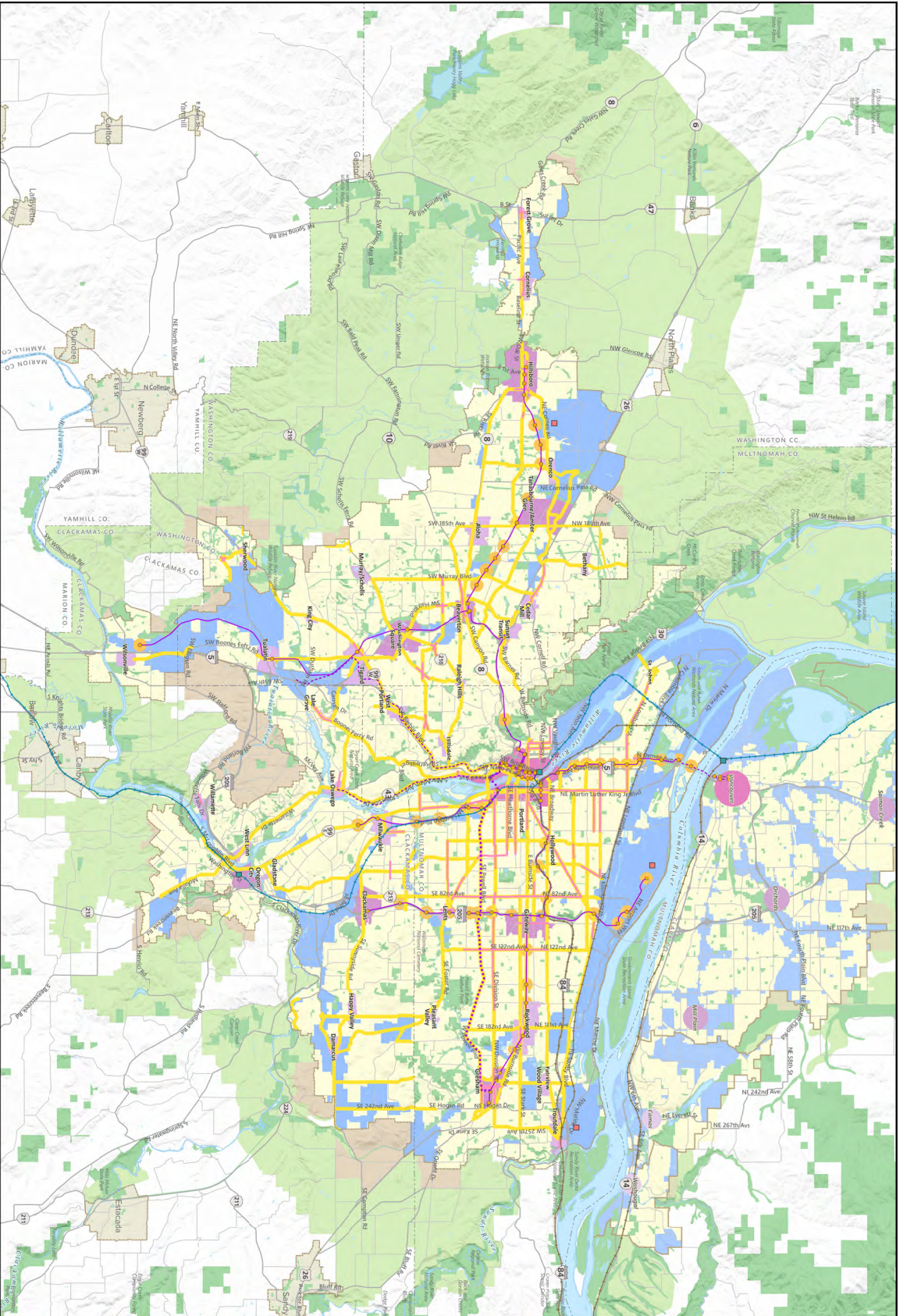
Additional analysis is still underway on thoroughway system and transit performance.

How does the RTP invest in ECONOMY?

The RTP invests heavily in projects that are located both in planned job centers (■) and in the places where jobs are currently concentrated (■), supporting current and planned growth.



- Percent of capital spending that invests in projects that are located in an **economic development priority area**
- Percent of capital spending that invests in projects located in areas with **above-average job activity**
- Percent of capital spending that invests in projects located in **economic development priority areas with above-average job activity**



2040 Growth Concept Map

December 2018

The Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in December 1995 through the Region 2040 planning and public involvement process. This concept is intended to provide long-term growth management of the region.

The map highlights elements of regional planning efforts including the 2018 Regional Transportation Plan that outlines investments in multiple modes of transportation, and a commitment to local policies and investments that will help the region better accommodate growth within its centers, corridors and employment areas.

0 5 10 20 Kilometers
 0 5 10 20 Miles

- Central City
 - Regional center
 - Town center
 - Station communities
 - Main streets
 - Corridors
 - Employment land
 - Parks and natural areas
 - Neighborhood
 - Rural reserve
 - Urban reserve
 - Urban growth boundaries
 - County boundaries
 - Existing high capacity transit
 - Planned high capacity transit
 - Proposed high capacity transit
 - Mainline flight
 - High speed rail (proposed)
 - Neighboring cities
 - Airports
 - Intercity rail terminal
- For more information on these initiatives, visit <http://www.metro.gov/2040>



Climate Change + Air Quality

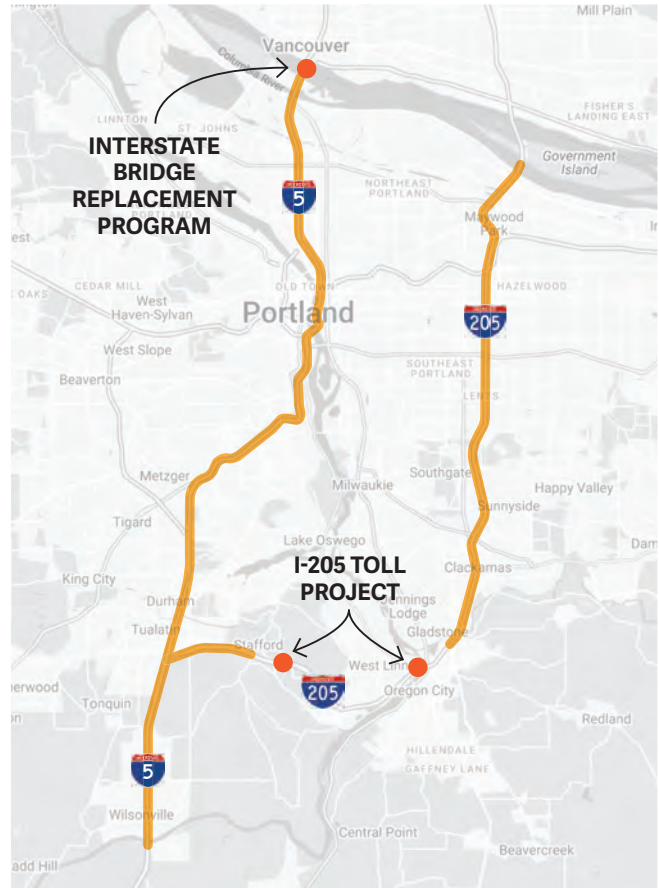
The RTP may or may not meet regional climate targets depending on what state-led pricing and transportation funding sources are assumed in the analysis.

The transportation sector is the largest contributor to greenhouse gas emissions in Oregon. It is therefore a key focus of the state and region's greenhouse gas reduction efforts. The RTP is a key tool for implementing the adopted Climate Smart Strategy and achieving the 2045 greenhouse gas emissions reduction target adopted by the Land Conservation and Development Commission in 2017.

The RTP uses three performance measures to analyze the plan's impact on climate and air quality:

- Greenhouse gas (GHG) emissions per capita
- Vehicle miles traveled (VMT) per capita
- Criteria pollutant emissions

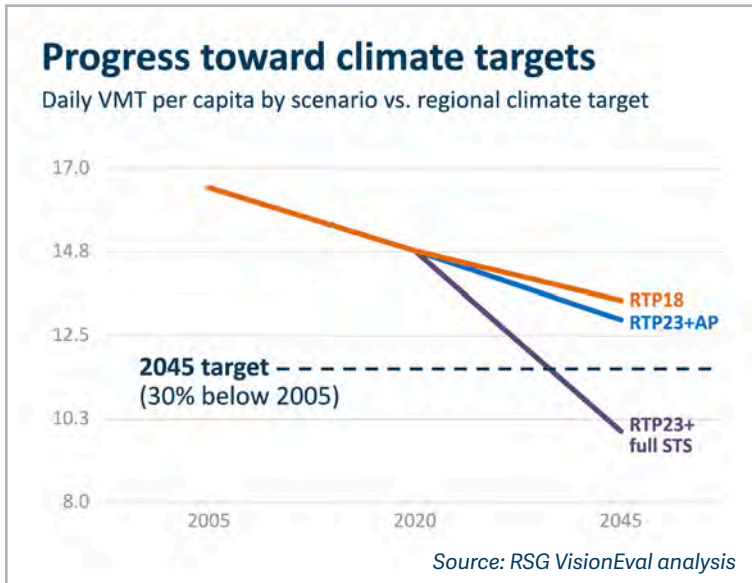
The 2023 RTP update will be the first to include two new regional pricing programs on the I-5 and I-205 corridors in addition to the I-5 Interstate Bridge Replacement Program, which also includes tolling on the I-5 Interstate Bridge (see map at right). Together, these pricing programs will have a significant impact on results for all three of these performance measures. In addition, the GHG and VMT analyses involve state-provided assumptions about the cost of transportation, the makeup of the vehicle fleet, and other issues that are outside the scope and/or time horizon of the RTP. Several of these state assumptions, which come from the **Oregon Statewide Transportation Strategy (STS)**, cover many different types of pricing designed to support progress toward state climate targets that are in addition to the throughway pricing that is currently included the RTP as part of the I-5 Interstate Bridge Program, I-5 and I-205 Regional Mobility Pricing Project, and I-205 Toll Project. The RTP is required to use STS assumptions related changes to vehicle fleet, technologies, and fuels in the climate analysis, and the region may select



Throughway Pricing in the RTP

Tolls will be collected both on the I-5 Bridge and I-205 Toll Projects (red dots) and in Regional Mobility Pricing Project corridors (orange lines).

from a range of other state-led actions and programs identified in the STS that best reflect the future anticipated by the RTP. Potential state-led actions include user fees and other tools that are being considered at the state level to support Oregon's transition from the gas tax to more sustainable transportation funding. Increased transit service, parking pricing and other carbon pollution reduction strategies can also help meet targets.



Analysis shows that the 2023 RTP and adopted plans (AP) scenario reduces vehicle miles traveled (VMT) per capita more than the 2018 RTP did, these scenarios alone do not meet regional climate targets. However, the 2023 RTP in combination with state actions called for in the STS will get the region to the 30% reduction target by 2045. Further discussion and analysis is needed to determine which state actions to reflect in the RTP to close the gap.

Additional climate-related analysis is still underway.

How does the RTP invest in CLIMATE?

Roughly 30 percent of total RTP capital spending goes toward high- or moderate-impact climate pollution reduction strategies (■), with a higher share of these investments in the near term (32%) than in the long term (24%).



Climate Smart high- and moderate-impact climate pollution reduction strategies

High GHG Reduction Impact

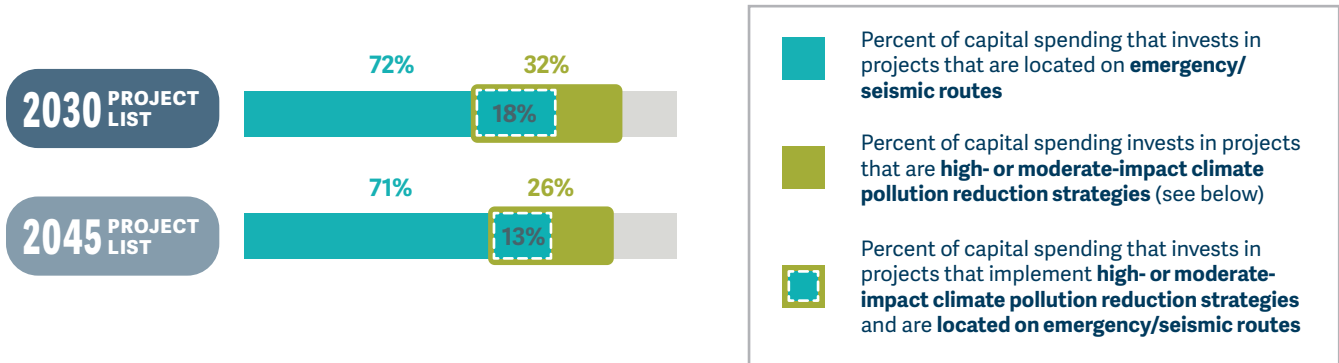
- Support Clean Vehicles and Fuels
- Coordinate Housing, Transportation and Community Design
- Implement Pricing
- Invest in Transit

Medium GHG Reduction Impact

- Invest in Active Transportation
- Invest in System Management and Operations
- Invest in Travel Information and Incentives

How does the RTP invest in CLIMATE and RESILIENCE?

Roughly 30 percent of total RTP capital spending goes toward high- or moderate-impact climate pollution reduction strategies (■), with a higher share of these investments in the near term (32%) than in the long term (24%). Over 70% of RTP spending invests in projects that are located on Regional Emergency Transportation Routes of Statewide Seismic Lifeline Routes (■).



Climate Smart high- and moderate-impact climate pollution reduction strategies

High GHG Reduction Impact

- Support Clean Vehicles and Fuels
- Coordinate Housing, Transportation and Community Design
- Implement Pricing
- Invest in Transit

Medium GHG Reduction Impact

- Invest in Active Transportation
- Invest in System Management and Operations
- Invest in Travel Information and Incentives



MOBILITY AND CLIMATE

2023 Regional Transportation Plan Update

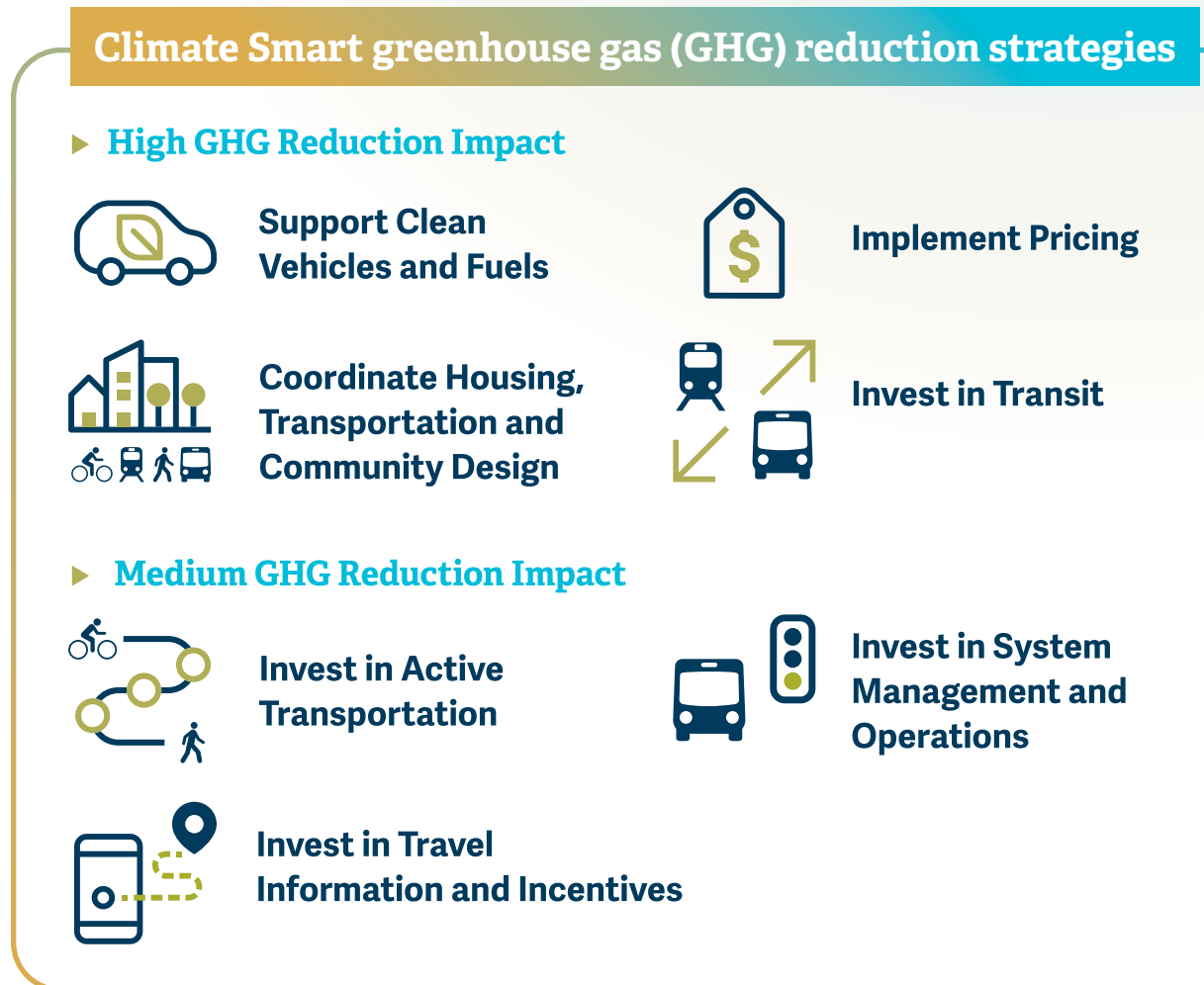
Creating and improving transit and active transportation connections between where people live and important destinations is fundamental to achieving mobility and climate goals.

Mobility and climate policy context

The 2023 Regional Transportation Plan (RTP) update includes significant changes to regional mobility and climate policies. The updated Regional Mobility Policy replaces an interim policy that was focused on reducing congestion for drivers with standards that address a greater variety of modes and outcomes. The Climate Smart Strategy is being updated in response to new state climate policies and updated greenhouse gas reduction targets. The strategy identifies a range of approaches, many of which involve making it more convenient for people to use transit and active transportation, to meet these targets. These approaches are shown in Figure 1.

The updated Regional Mobility policy recommends new performance measures to assess mobility for the region, including vehicle miles traveled (VMT) per capita and system completeness, which are also measures the region uses to track the implementation of the Climate Smart Strategy.

Figure 1. Greater Portland Climate Smart Strategies



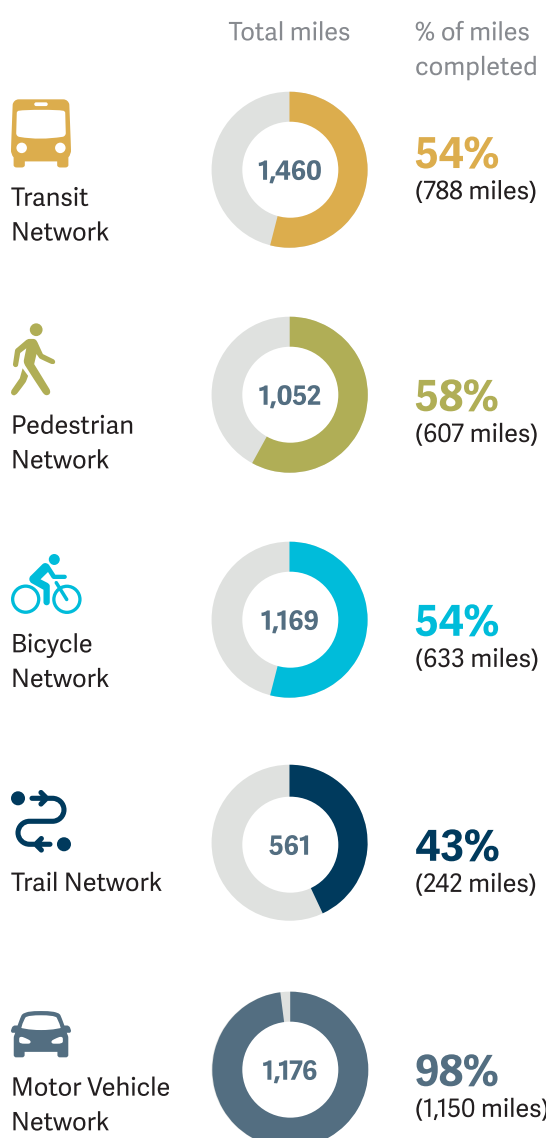
Transportation system completeness

Meeting mobility and climate goals depends on completing the multimodal transportation system so that people have multiple options for making trips. Figure 2 summarizes the completeness of different regional modal networks.

The RTP prioritizes completing bicycle and pedestrian connections in the places where they are most useful for people, including near transit, along arterials, and within urban centers. The regional bicycle and pedestrian networks are 60% to 70% complete in these key areas— which is greater than the regional averages between 50% and 60% that are shown in Figure 2.

Metro creates maps of the gaps in the region's different transportation systems as part of the RTP call for projects to help partner agencies identify opportunities to complete the transportation system.

Figure 2. System completeness by modal network



Did you know...

- Between 2015 and 2020, the region grew significantly—by 135,000 people (an 8.4% increase); 57,000 households (8.9%); and 90,000 jobs (10.1%)—and this growth is projected to continue.
- Overall, the planned motor vehicle network is much more complete than the transit or active transportation networks.
- Teleworking is a fast-growing mode. In 2020, 10% of workers teleworked, and that number rose dramatically during the COVID-19 pandemic.
- Per capita VMT in the greater Portland region has been significantly lower than the national average since 1997 and has mostly been flat or declining, even during times when the region has grown rapidly.
- During rush hour, the average traveler can reach 43% of jobs in the region by driving and 7% by transit.

Vehicle miles traveled trends

VMT per capita measures how many miles the average person in the Portland region drives each day. As shown in Figure 3, per capita VMT in the region has been significantly lower than the national average since 1997. There has been a general downward trend, with a few exceptions during economic booms, over the past 25 years. However, between 2010 and early 2020 (see below) there was little or no decline in VMT per capita.

In an era when high housing costs make it challenging for many people to live in transportation-rich neighborhoods, the region may need to take new approaches (such as congestion pricing) or prioritize high-impact strategies (such as expanding frequent transit, creating more affordable housing in regional centers, and increasing the use of parking pricing) to meet ambitious greenhouse gas and VMT reduction targets.

Figure 3. VMT per capita for the region and the US

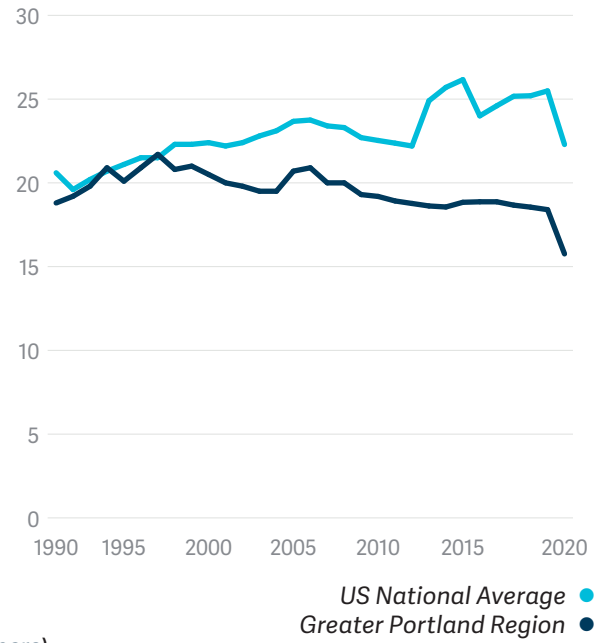


Figure 4. Home-based VMT per capita by Metro transportation analysis zone (TAZ) (explore this map in more detail here)

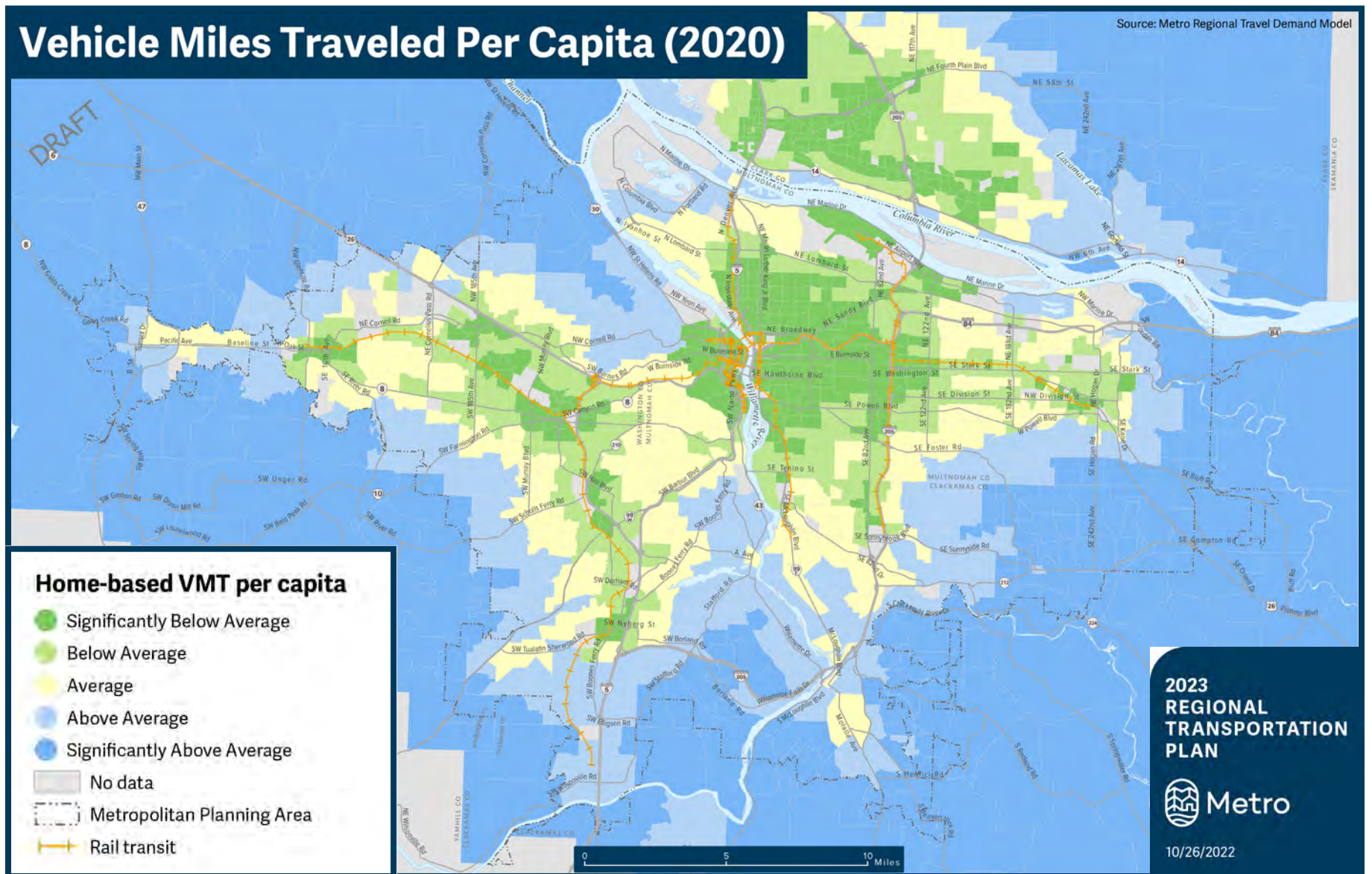
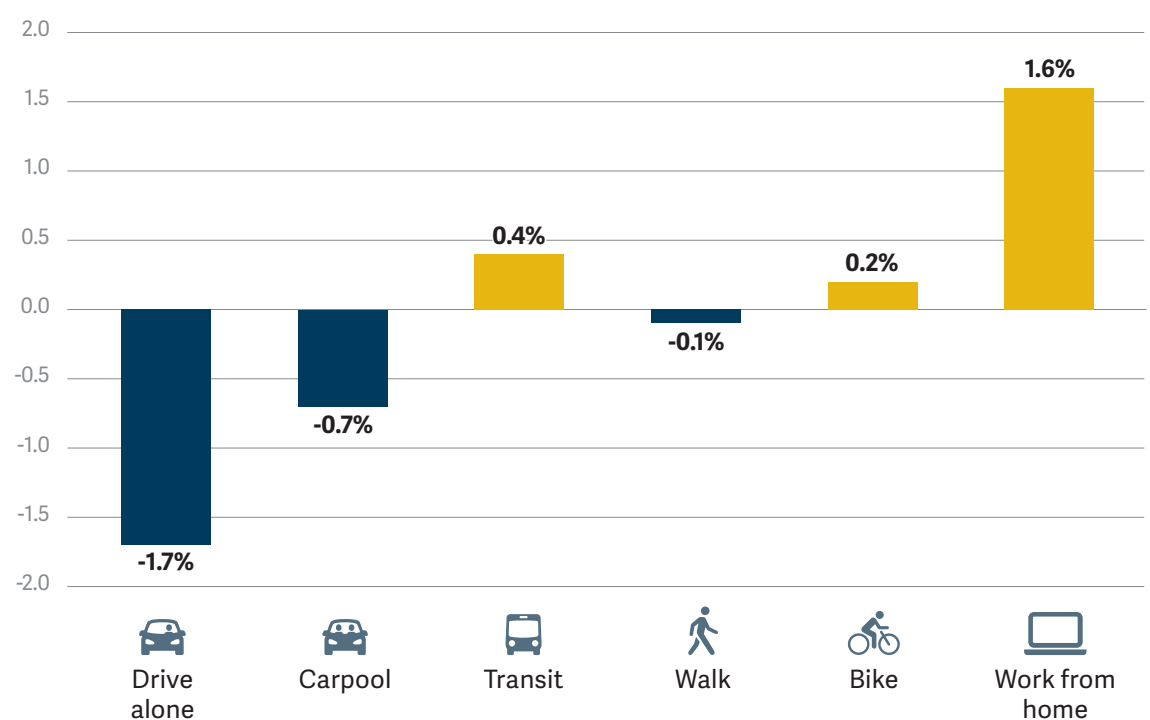


Figure 4 shows how home-based VMT per capita varies across the region. VMT per capita is lower in regional centers, along frequent transit lines, in many of the region's older neighborhoods, and in other communities that are rich with travel options.

VMT per capita is determined in large part by the share of trips that people take by modes other than driving. Reducing private vehicle trips is a significant part of reducing VMT per capita. Figure 5 shows change in regional mode shares for commute trips over the past decade. The share of people who drove to work, whether alone or in a carpool, fell, while the share of people who worked from home rose.

Figure 5. Change in mode share, 2010-2019



Based on US Census Bureau's 5 Year American Community Survey Estimates 2006-2010, and 2015-2019 for all tracts that intersect the Metro boundary



SAFETY

2023 Regional Transportation Plan Update

Zero is the region's goal. A safe system is how we get there.

In the greater Portland region, traffic fatalities and severe injuries are on the rise. People walking are more likely to die in crashes than people using other modes of transportation.

The region's approach to safety

In 2018, the Metro Council and Joint Policy Advisory Committee on Transportation adopted a target to reach zero traffic deaths and serious injuries by 2035. To achieve this goal, Metro and the region's transportation agencies employ a Safe System approach. The Safe System approach prevents the most serious crashes by holistically considering street design, speeds, people's behavior, and vehicles (Figure 1). Transportation agencies in the region use proven safety countermeasures to reduce roadway fatalities and serious injuries, including speed management, medians, crosswalk visibility enhancements, bicycle lanes, sidewalks, and more.

The guiding principles of the Safe System approach (Figure 2) acknowledge that people will make mistakes and may have road crashes—but the system should be designed

Figure 1. Components of the Safe System approach



so that those crashes will not result in death or serious injury. The Safe System approach emphasizes separation between people walking and bicycling and motor vehicles, access management and median separation of traffic, and survivable speeds.

Adopted Regional Transportation Plan (RTP) policies identify strategies and actions for regional partners to improve traffic and personal safety on the region's roadways. Actions include improving arterials with complete streets designs, managing speeds for safety, investing in Safe Routes to Schools, and increasing access to transit.

Figure 2. Guiding principles of the Safe System approach

Safe System Approach

It is possible to PREVENT ALL traffic deaths

Proactively integrate HUMAN FAILING into design

FOCUS on analyzing FATAL and SEVERE CRASHES

PROACTIVELY design a forgiving system

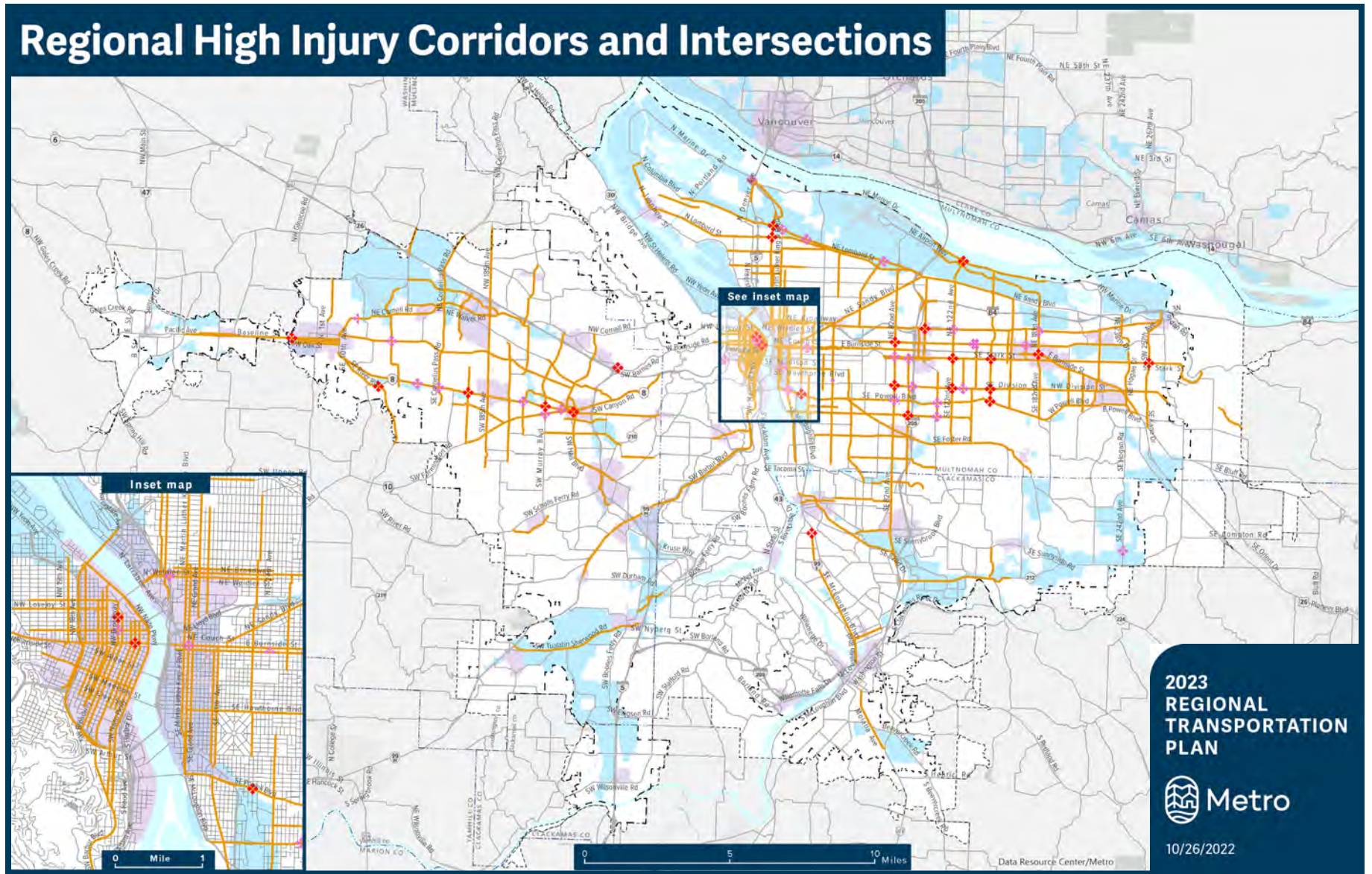
Saving lives is NOT EXPENSIVE

Did you know...

- ◆ About half (51%) of planned capital investments in the financially constrained 2018 RTP were safety benefit projects.
- ◆ Traffic fatalities in the Portland region have been increasing, except among people bicycling.
- ◆ Speeding, alcohol, and drugs are the most common contributing factors for crashes in the region. From 2016 to 2020, speed was involved in 35% of fatal crashes.
- ◆ Total crashes fell during the COVID-19 pandemic because fewer people were driving. However, the crashes that occurred were more likely to be fatal.
- ◆ The Portland region has fewer fatal crashes than other metro regions. Though it is the 25th most populous region in the US, it has the 50th highest rate of pedestrian traffic fatalities. This is in part because our commitment to compact urban growth is working.
- ◆ The regional pedestrian fatality rate increased from 1.22 in 2011-15 to 1.83 in 2016-20. This seems to be part of a national trend—the pedestrian fatality rate also rose across the US and in almost all peer metro regions during that same time period. Larger vehicles may be making crashes more dangerous for pedestrians.



Figure 3. High injury corridors and intersections in the region (explore this map in more detail here)



Regional High Injury Corridors

A majority of traffic deaths occur in a relatively small number of locations, mostly along arterial roads. Making these streets and intersections safer is critical to reducing crashes in the region. Figure 3 shows High Injury Corridors (where 60% of the region's fatal and serious crashes occur) and High Injury Intersections (those that are in the top 5% for severe injury rates are marked in pink; those that are in the top 1% are marked in red).

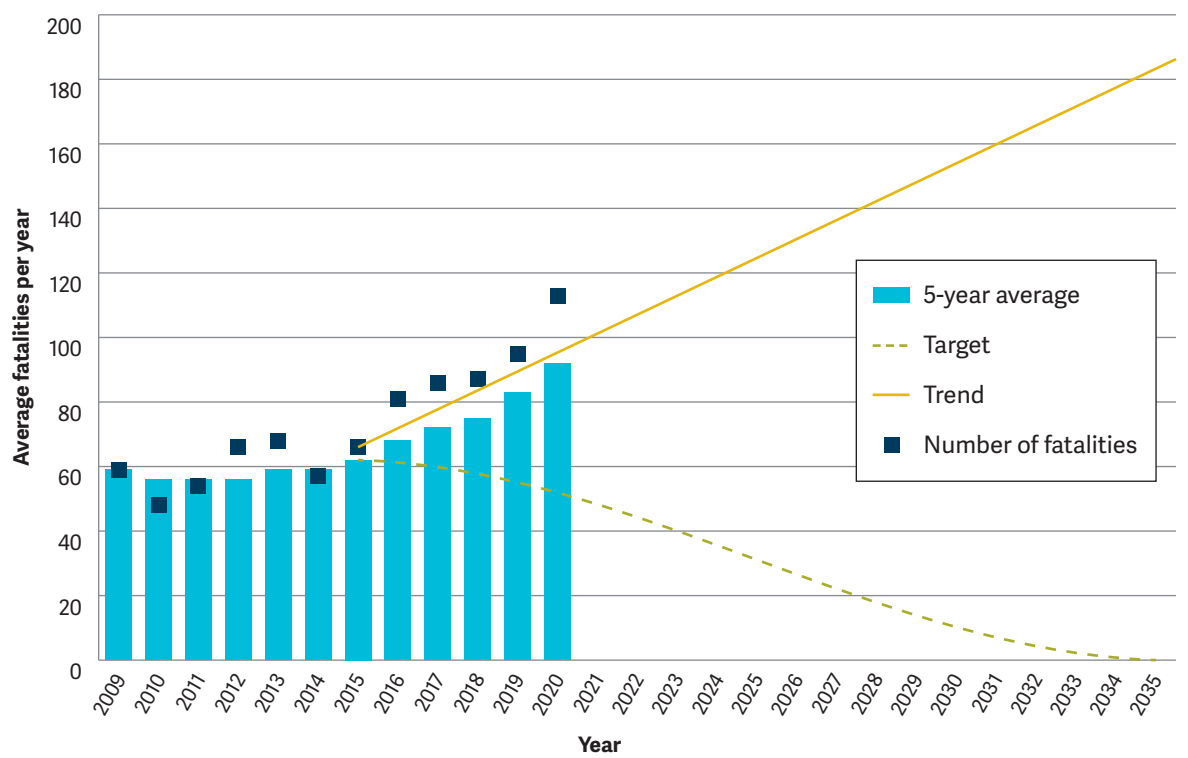
- ◆ Top 1% High Injury Intersections
- ◆ Top 5% High Injury Intersections
- High Injury Corridors
- Employment/Industrial
- County boundary
- Urban growth boundary
- Central city; Regional center; Town center
- Metropolitan Planning Area

Traffic deaths and serious injuries

Regional partners are working together to eliminate traffic deaths and serious injuries on our streets. The latest data show that there is more work to do.

Traffic deaths are increasing (Figure 4). Severe injuries are also increasing, but more slowly, and there have been some declines during recent years. Overall, the region is not on track to meet its Vision Zero goal.

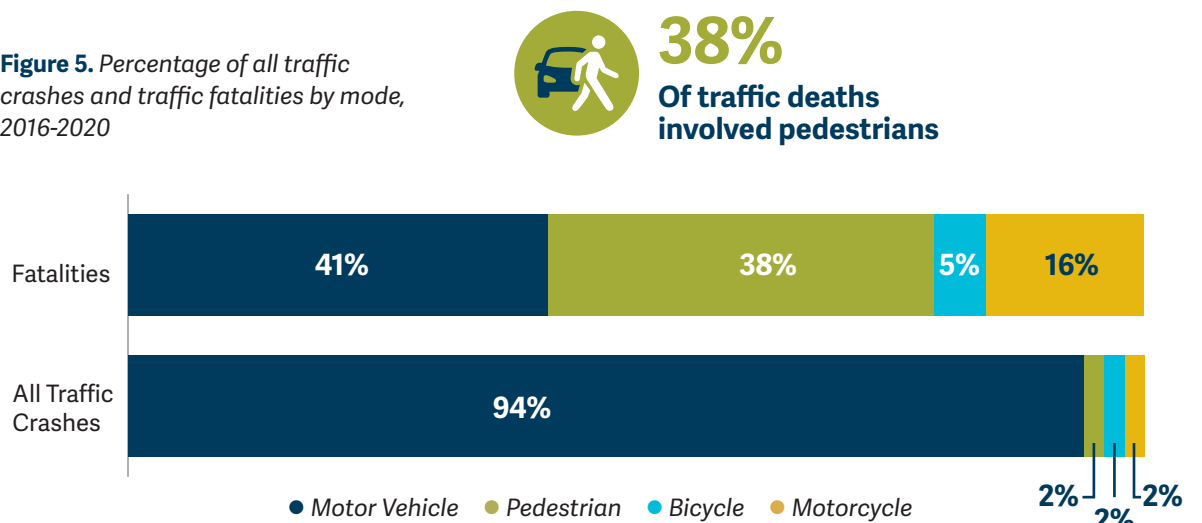
Figure 4. Annual traffic fatalities, compared to the trend, and target, 2009-2020 region



People who are walking and biking are particularly vulnerable

The vast majority of crashes in the region only involve vehicles. However, bicyclists, motorcyclists, and especially pedestrians are vulnerable travelers who face significantly higher risk of death when they are involved in crashes. As Figure 5 shows, though only 2% of crashes involve pedestrians, pedestrians represent 38% of traffic deaths.

Figure 5. Percentage of all traffic crashes and traffic fatalities by mode, 2016-2020





EQUITY

2023 Regional Transportation Plan Update

The region's goals are only met when everyone shares in the benefits. Investing in transportation for marginalized communities will get us there.

The greater Portland region has made progress in restoring transportation justice, but some deep-seated inequities remain.

The region's approach to equity

The Regional Transportation Plan (RTP) directs Metro and its transportation agency partners to “prioritize transportation investments that eliminate transportation-related disparities and barriers for historically marginalized communities, with a focus on communities of color and people with low incomes.” Metro has engaged marginalized communities across the region to better understand their transportation needs. These communities have emphasized the need for fast, frequent, affordable, and reliable transit connections to key destinations and safer walking and biking infrastructure, particularly near transit stops.



Equity Focus Areas

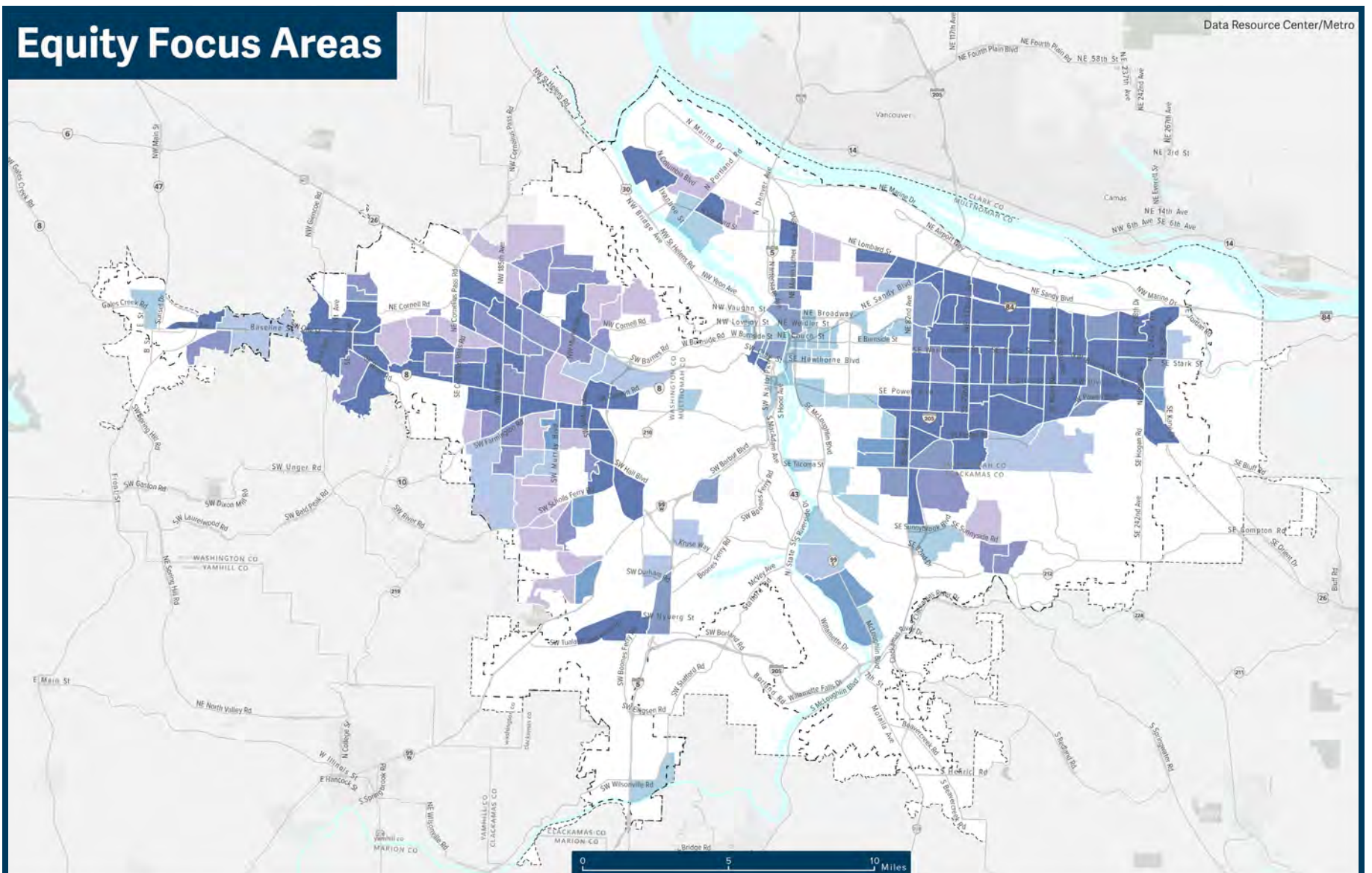
Equity Focus Areas (EFAs) are places where people of color, people with low incomes, and people with limited English proficiency are concentrated. These communities have been excluded from decisions, and negatively impacted by transportation projects. EFAs were identified to guide transportation plans and investments toward meeting these communities' needs, while accounting for regional growth and change. Figure 1 shows which marginalized groups are present in each EFA. EFAs are located throughout the region, and there are concentrations of EFAs in East Portland and Multnomah County and along Tualatin Valley Highway in Washington County.



Did you know...

- ◆ Home values rose by 48% from 2015 to 2020 and continued to increase during the pandemic. Home ownership rates are lower among people of color than they are among white people.
- ◆ The region is aging. The share of people 65 and older is growing, while all other age groups are declining. However, people under 44 will continue to be in the majority through 2045.
- ◆ The COVID-19 pandemic had particularly severe and long-lasting impacts on people of color and workers with low incomes. Black and Latino Americans were twice as likely to be hospitalized and three times as likely to die due to COVID-19 as white Americans.

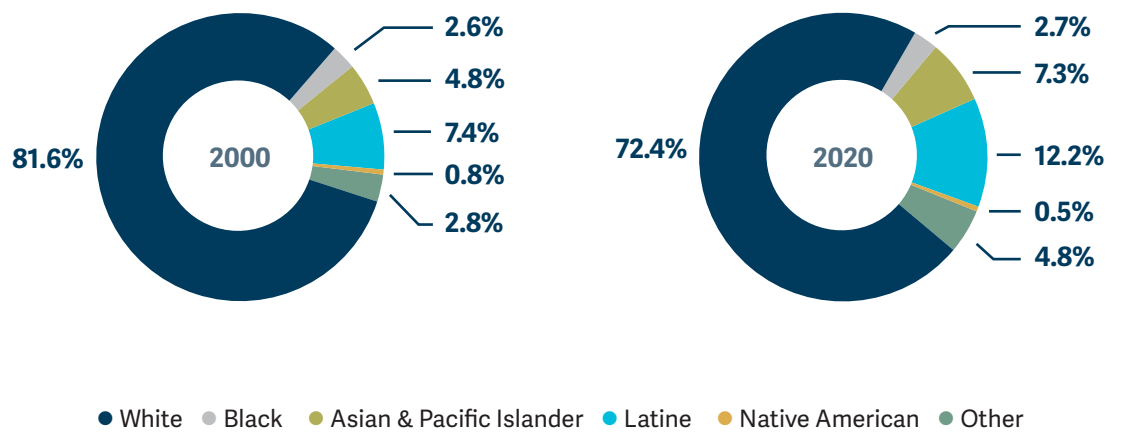
Figure 1. Equity focus areas, 2020 ([explore this map in more detail here](#))



Recent demographic and economic changes

The region continues to grow more racially and ethnically diverse. The share of residents who identify as people of color has been increasing steadily over the past several decades; from under 1% in 1960 to 28% in 2020. Figure 2 shows how the racial and ethnic makeup of the region's population changed between 2000 and 2020, during which the share of residents who identify as people of color grew from 18% to 28%.

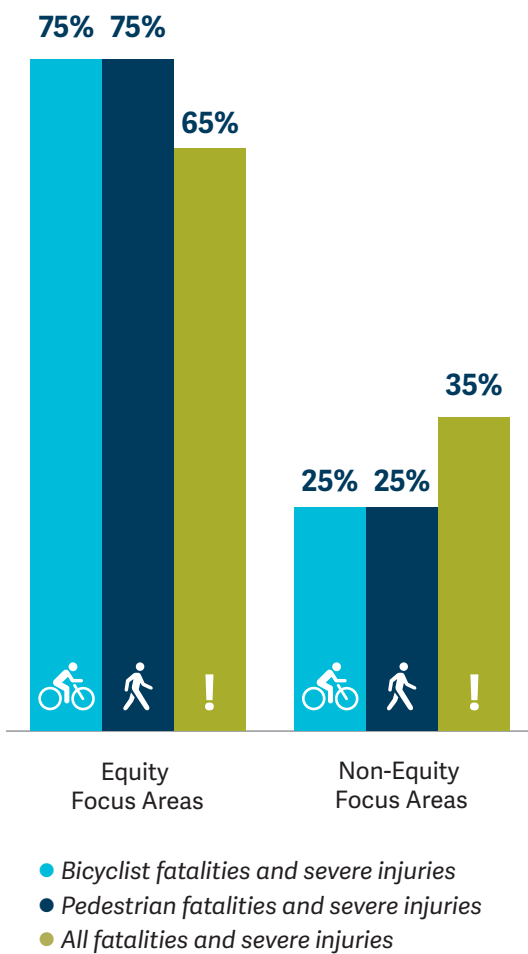
Figure 2. Population by race and ethnicity in the seven-county region, 2000 and 2020



Crashes and equity

A majority (65%) of fatal and severe injury crashes—and 75% of those crashes that involve pedestrians and bicyclists—are in EFAs (Figure 3). Addressing high-crash locations in these areas makes the transportation system safer for all users and makes the region more equitable.

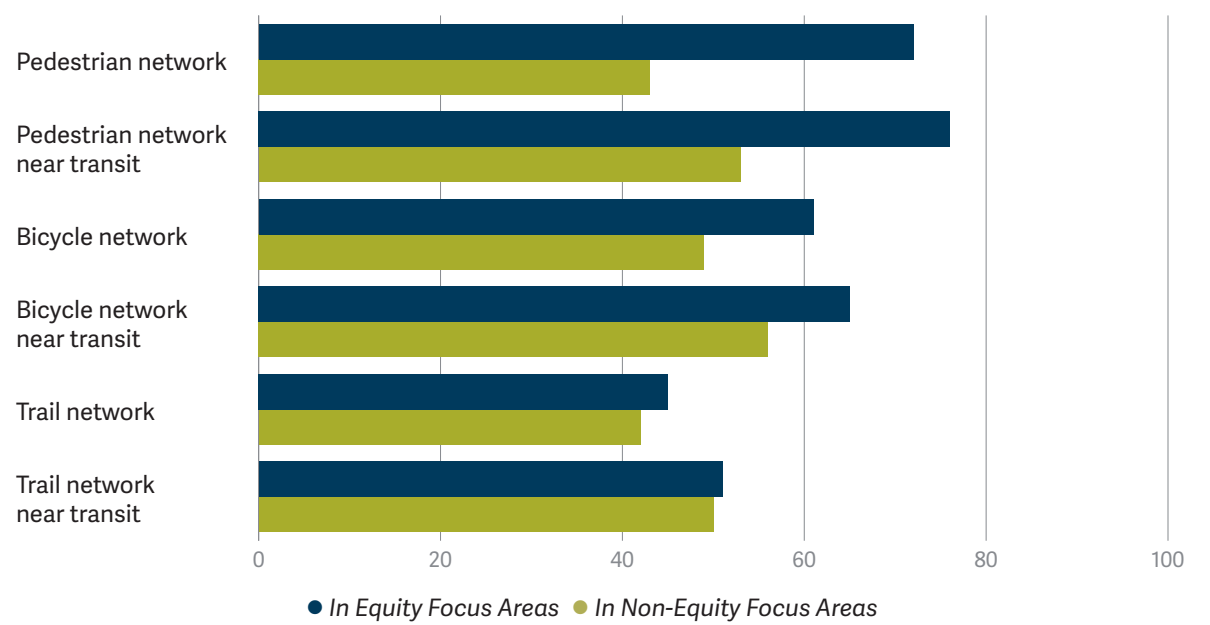
Figure 3. Percentage of average annual traffic fatalities and severe injuries in EFAs



System completeness in Equity Focus Areas

The active transportation network is generally more complete in EFAs than in other communities (Figure 4). However, significant portions of the network still need to be completed for everyone in the region to benefit from high-quality walking and biking connections.

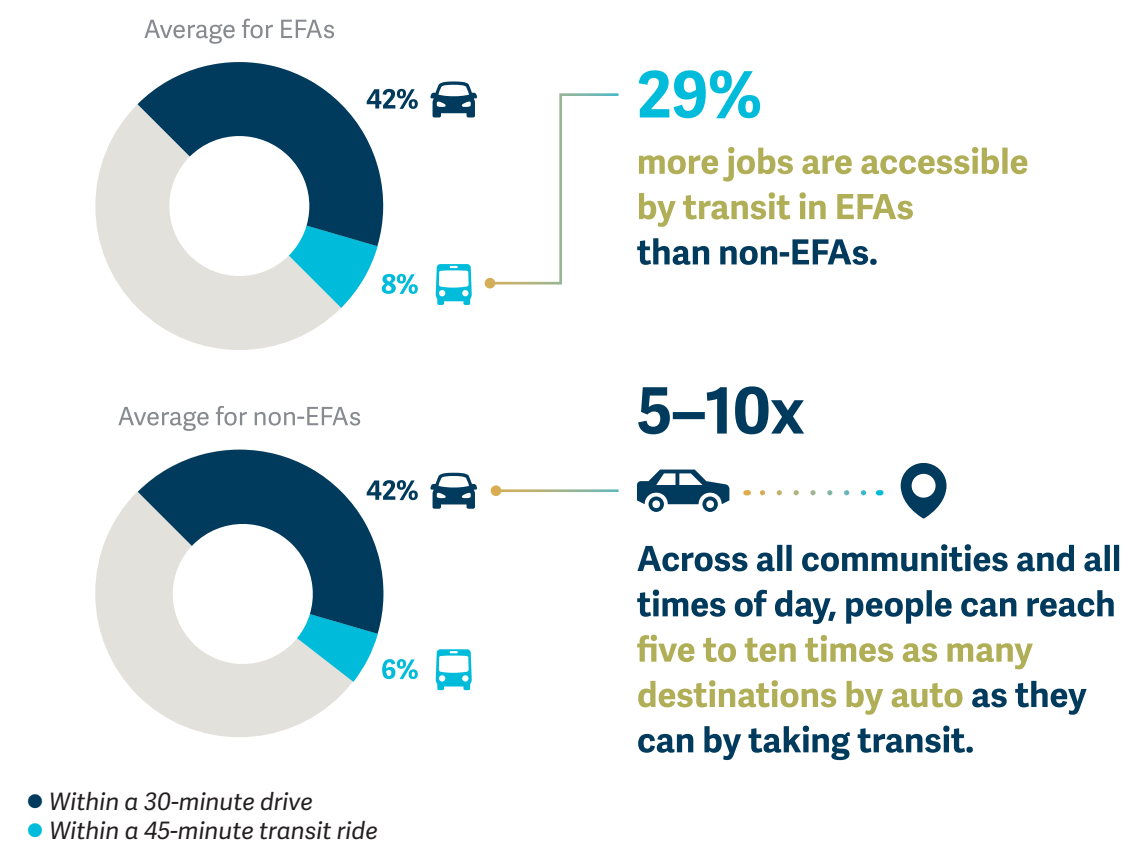
Figure 4. System completeness by network type and geography



Access to destinations via transit

EFA residents say that they need better transit connections between their communities and their destinations. Transit is the most affordable mode for longer-distance trips in the region. EFAs have better access to destinations by transit than other communities, but the transit system does not connect people to destinations nearly as well as driving does (Figure 5).

Figure 5. Percentage of jobs accessible during rush hour





2023 Regional Transportation Plan

Draft project list overview and maps

This document contains information and maps summarizing the draft 2023 Regional Transportation Plan (RTP) constrained project list. Now that the RTP Call for Projects to city, county, state and special district partners is complete, Metro staff are seeking input on the draft project list on how these investments align with the policy framework set forth by Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) at their joint workshops in 2022.

This document is part of the extensive suite of information that will continue to be developed and used to evaluate the impacts of the RTP and finalize the plan. **Visit oregonmetro.gov/rtp for more information** about the update to the RTP and the draft project list.

Introduction

This overview and the attachments include information that can help the public, agency staff and decision makers understand the plan's investments.

The project list information is also available online in a variety of formats:

- **Interactive map** of the projects submitted is available online at: <https://drcmetro.maps.arcgis.com/apps/webappviewer/index.html?id=9cde84c8845c4c66a2ed1c41baedc956>
- **Interactive Airtable** that presents information about each project in tabular form, including a project description, estimated cost, timing and the high-level assessment results. The Airtable can be found at: <https://airtable.com/shrE3wFe9bla5ghTM/tbliY1vwSuxggFif/viwTeTj2keSfc0D0m>
- **An excel workbook of the projects and all the information submitted** by jurisdictional partners can be downloaded here: <https://www.oregonmetro.gov/sites/default/files/2023/04/07/2023-RTP-Project-List-2023-03-23readonly.xlsx>

In addition to this information, a quantitative system-level evaluation of how the RTP performs with respect to specific RTP performance measures and targets is in process. That information is summarized in a separate document and will also help inform potential refinements to the draft project list.

RTP project list summaries

Project list summaries include aggregate information such as the distribution of projects across different types of investments and different cost categories. These summaries provide information on the spending profile of the RTP as well as context to help understand the types of information discussed below.

- **By investment scenario:** The RTP contains several different investment scenarios that represent when projects are intended to be built (short- vs. long-term also

referred to as 2030 vs. 2045) and whether or not funding is expected to be available to cover the project given other priorities (constrained vs. strategic). This information can help to understand the timing and prioritization of projects. For example a project on the 2030 constrained list is a project the region expects to be able to fund by 2030.

- **By investment category:** Nominating agencies assign an investment category to all RTP projects that represents how the majority of project funds will be spent. These categories describe characteristics such as the type of investment (capital vs. maintenance and/or operations), the primary mode of investment (transit and active transportation) or the type of facility involved (throughways vs. roads and bridges). These categories are important for understanding the RTP's investment priorities and also for demonstrating financial constraint (i.e., that the region can be reasonably expected to have the funding to play for planned investments) since many of the revenue streams accounted for in the RTP are restricted to certain types of projects.
- **By cost category:** The projects in the RTP range in cost from roughly \$1.5 million to \$6 billion dollars. Some investment categories consist of hundreds of smaller projects and some consist of a few large projects. Looking at projects by cost can help to understand how and the RTP is investing in different priorities, and can also help stakeholders strategically identify opportunities to improve the project list.

The capital investment categories include:

- *Road and bridge* projects, including "complete street" reconstructions, arterial street connectivity and widening, and highway overcrossings that provide mobility and access for all modes of travel.
- *Throughway* projects that add or reconfigure lanes on throughways, and which may also include improvements to nearby surface streets, active transportation facilities, and transit facilities.
- *Freight access* projects that improve access and mobility for national and international rail, air and marine freight to reach destinations within the region's industrial areas and to the regional throughway system.
- *Transit capital* projects include high-capacity transit extensions and regional, corridor or site-specific projects to improve speed and reliability of bus and streetcar service.
- *Walking and biking* projects fill important gaps in sidewalks, bikeways and trails to make biking and walking safe, convenient and accessible for all ages and abilities.
- *Information and technology* projects use information and technology to manage travel demand and/or the transportation system and to help people learn about travel options.
- *Megaprojects* include multimodal projects that cost over \$2 billion. The Interstate 5 Bridge Replacement is currently the only project in this category.
- *Other* projects include regional programmatic investments like the Regional Travel Options program.
- *Transit service and operations* projects fund the continued operation of the existing transit network.
- *Transit maintenance* projects fund the maintenance of the existing transit network.
- *Road, bridge, and throughway maintenance* projects maintain the existing roadway network, sometimes including existing on-street active transportation facilities.

Investment scenarios include:

- The *short-term constrained* scenario includes projects that the region can reasonably expect to build between 2023 and 2030 with the funds that are likely to be available during that time period. The highest priority projects in the region typically end up in this scenario.
- The *long-term constrained* scenario includes projects that the region can reasonably expect to build between 2031 and 2045 with the funds that are likely to be available during that time period. This scenario covers twice as many years as the short-term constrained scenario, and its budget is also roughly double the size.
- The *total constrained* or *constrained* scenario includes both the short- and long-term constrained scenarios, and therefore all investments that the region can reasonably expect to fund between 2023 and 2045.
- The *strategic scenario* includes additional strategic priority investments that could be built with additional transportation resources if they became available in the region. These projects are not anticipated to be completed unless new, as of yet identified funding becomes available. Since the financial forecast for the next several years is generally much clearer than for later years, Strategic projects are assumed to be implemented between 2031 and 2045.

Overview of Throughway Capacity, Bridge and Transit Capital Investments Proposed for the 2023 Regional Transportation Plan

Metro staff developed a summary of all throughway capacity projects, bridge projects with a cost of more than \$500 million, and all high capacity transit and Better Bus projects submitted by agency partners. Projects shown in [blue text](#) have completed NEPA work (or NEPA work is underway).

RTP project list maps

Metro staff developed regional-level maps of the draft constrained project list to show the general location of all capital projects and transit service submitted by agency partners.

- RTP constrained project list map (region-wide)
- TriMet and SMART transit capital projects and transit service maps (region-wide)
 - 2020
 - 2030 Constrained Service
 - 2045 Constrained Service
- ODOT constrained capital projects map (region-wide)



DRAFT CONSTRAINED PROJECT LIST

RTP spending by investment category

Capital projects make up 35% of the total constrained project list. Operations and maintenance comprise the remaining 65%. For more information about the projects and the 2023 Regional Transportation Plan visit: oregonmetro.gov/rtp.

DRAFT

REGIONWIDE

\$25.3B

CAPITAL PROJECT SPENDING
[YEAR OF EXPENDITURE \$]



12% Walking + Biking	19% Throughways
11% Transit Capital	24% I-5 IBR Program
31% Roads + Bridges	2% Freight Access
	2% Info + Technology

\$48.0B

OPERATIONS + MAINTENANCE SPENDING
[YEAR OF EXPENDITURE \$]



58% Transit Service + Operations
10% Transit Maintenance
32% Throughway+Road+Bridge Maintenance

SHARE OF CAPITAL SPENDING BY PROJECT LOCATION

PORTLAND



CAPITAL PROJECT SPENDING
[YEAR OF EXPENDITURE \$] **\$15.4B**

6% Walking + Biking	20% Roads + Bridges	
14% Transit Capital	39% I-5 IBR Program	2% Freight Access
	17% Throughways	3% Info + Technology

CLACKAMAS COUNTY



CAPITAL PROJECT SPENDING
[YEAR OF EXPENDITURE \$] **\$7.2B**

12% Walking + Biking	33% Roads + Bridges	1% Freight Access
13% Transit Capital	37% Throughways	5% Info + Technology

MULTNOMAH COUNTY (NON-PDX)



CAPITAL PROJECT SPENDING
[YEAR OF EXPENDITURE \$] **\$3.0B**

12% Walking + Biking	51% Roads + Bridges	3% Freight Access
21% Transit Capital	1% Throughways	12% Info + Technology

WASHINGTON COUNTY



CAPITAL PROJECT SPENDING
[YEAR OF EXPENDITURE \$] **\$9.4B**

11% Walking + Biking	50% Roads + Bridges	4% Info + Technology
22% Transit Capital	13% Throughways	

\$73.3B
total RTP project spending
[YEAR OF EXPENDITURE \$]

NOTES:

1. Year of Expenditure \$ represent current year costs inflated to a projected cost for the year of expenditure.
2. Percentages may not add up due to rounding.
3. Road and bridge projects include street reconstructions, new street connections and widening, and throughway overcrossings with designs that support walking and biking to provide mobility and access for all modes of travel.
4. Freight access projects improve access and mobility for national and international rail, air and marine freight to reach destinations within the region's industrial areas and to the regional throughway system.
5. City/county totals do not sum to regional totals because many RTP projects cross county lines. Where this is the case, the entire project cost is included in the totals for each county in which it is located.
6. The I-5 Interstate Bridge Replacement (IBR) Program is reported separately due to the overall cost and mix of investments that would be constructed as part of the project. The project would replace I-5/ Columbia River bridges, add auxiliary lanes and improve interchanges on I-5, extend light rail transit from Expo Center to Vancouver, WA., add walking and biking facilities and implement variable rate tolling.

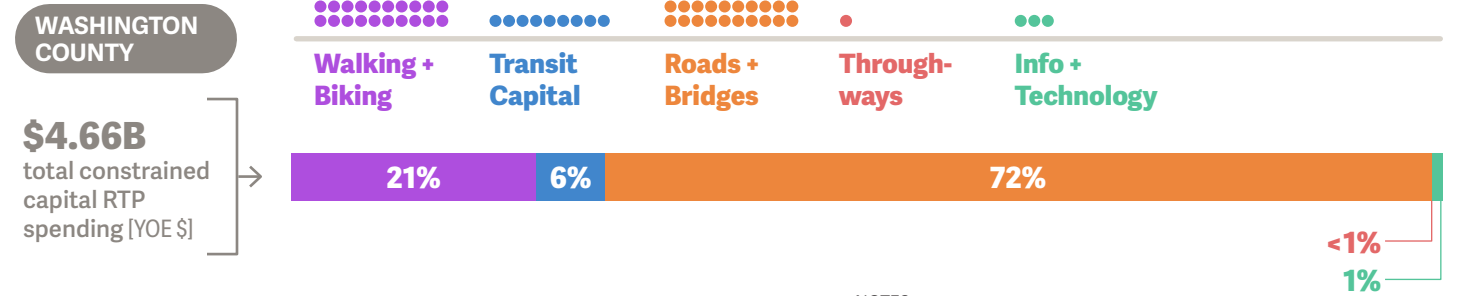
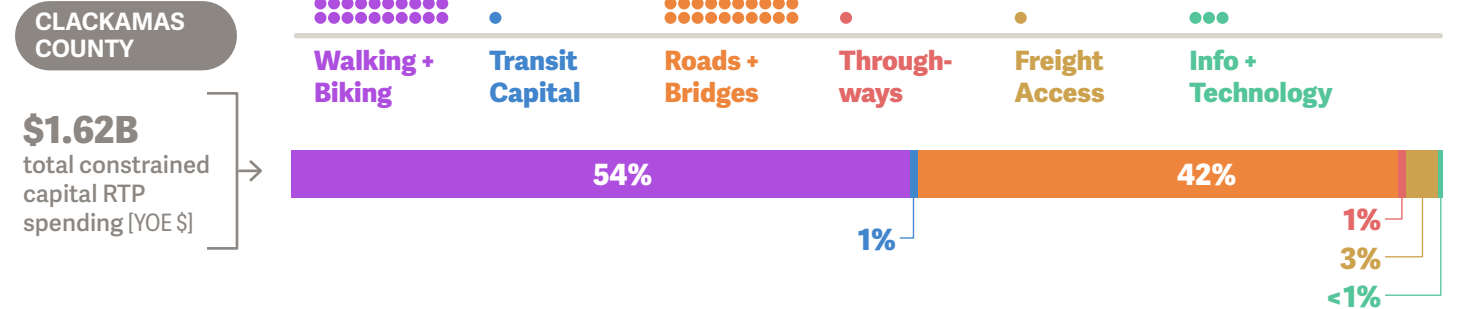
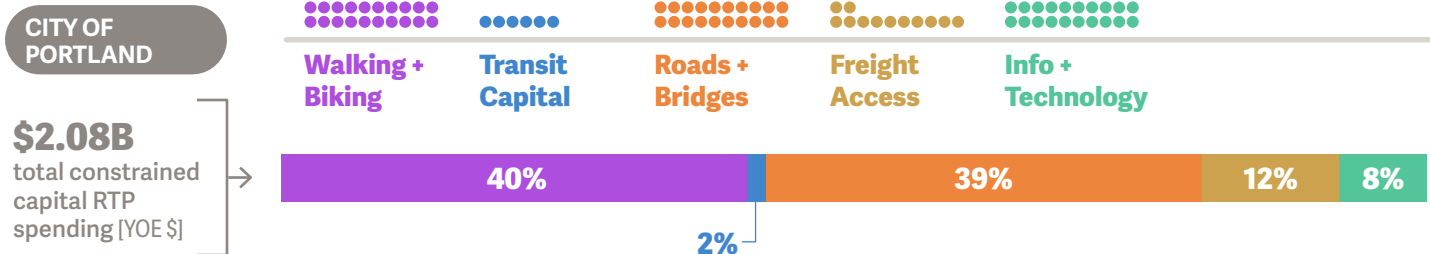
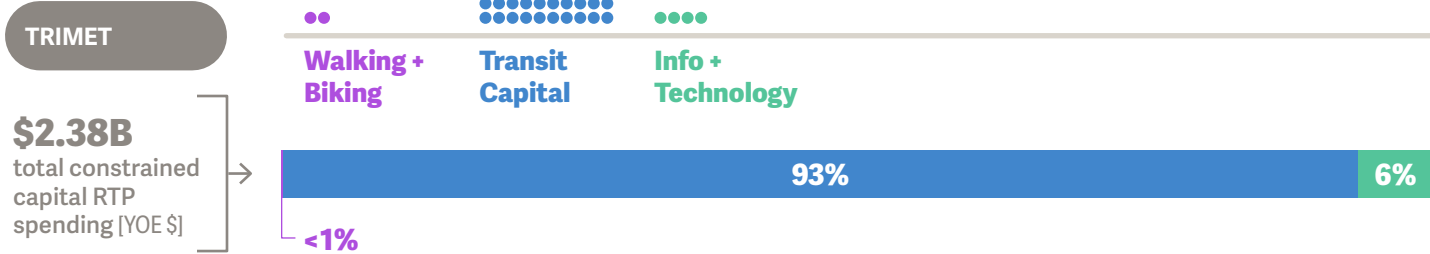
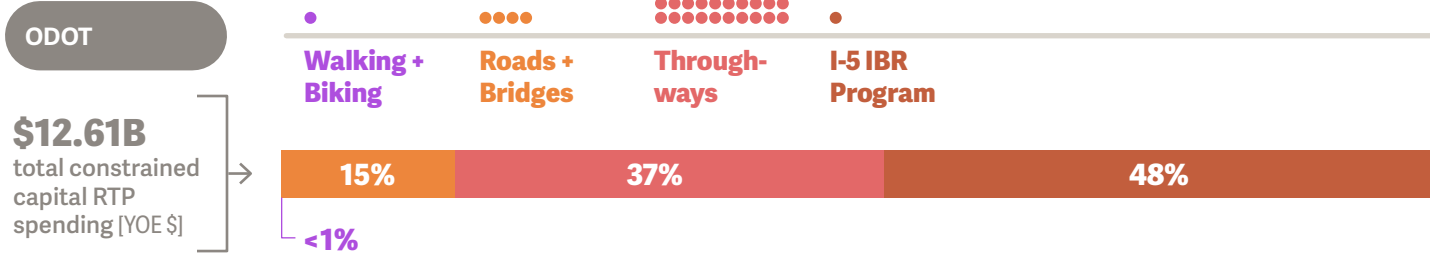


DRAFT CONSTRAINED PROJECT LIST

DRAFT

Nominating agencies: number and cost of capital projects by investment category

The 2023 Regional Transportation Plan will include an updated list of transportation investment priorities for the greater Portland region for the next 20 years. This list will include investments such as transit, sidewalk, bridge, bikeway and roadway projects as well as transit service and road maintenance and operations. Among these projects, some will be prioritized for funding within the next seven years, by 2030. The information in this document provides a breakdown of capital projects by nominating agency. For more information about the projects and the 2023 Regional Transportation Plan visit: oregonmetro.gov/rtp.



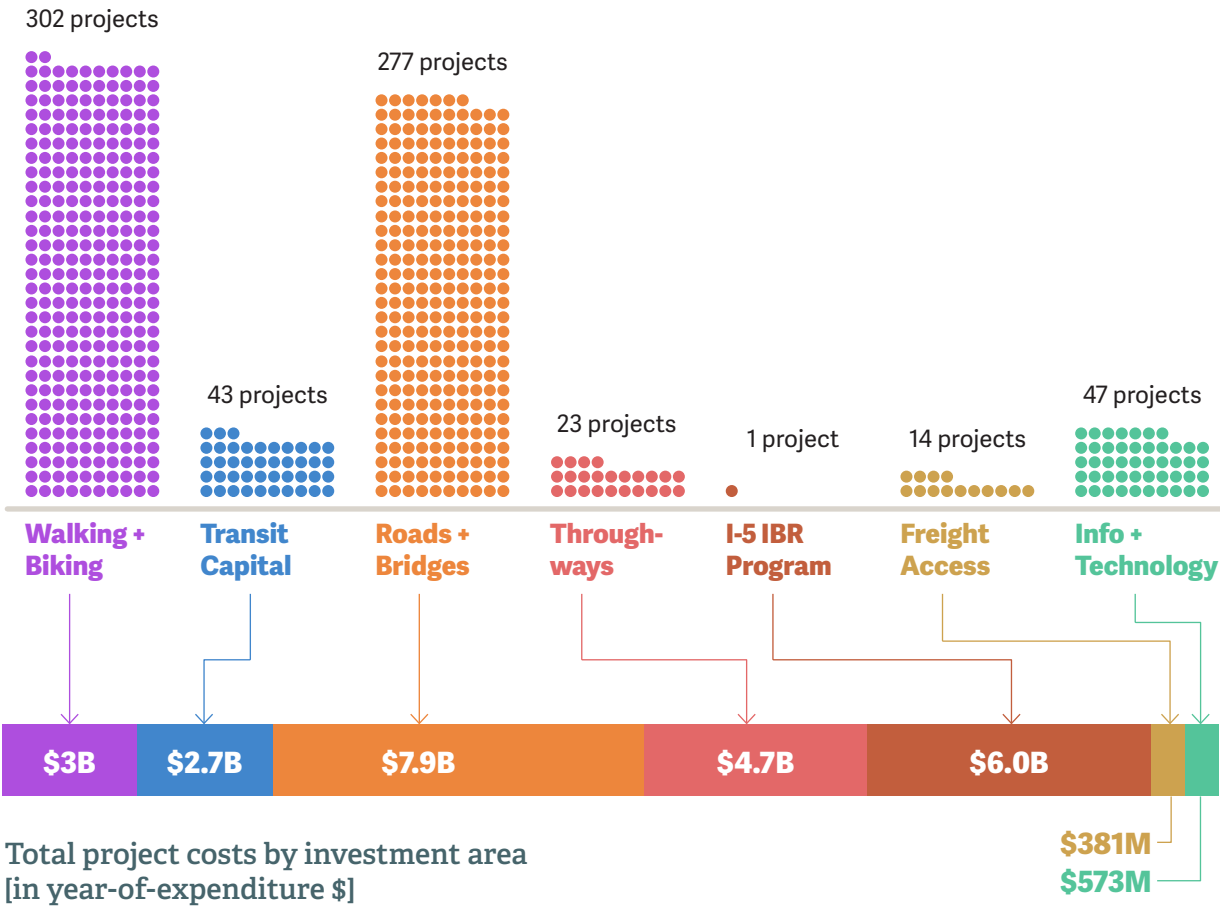
- NOTES:
- The information is for capital projects only; operations and maintenance costs are not included.
 - County project summaries include cities within the county.
 - Project costs are in year-of-expenditure dollars.
 - The investment category for each project is assigned by the lead agency on the project and represents how the majority of project funds will be spent.
 - Percentages may not add up due to rounding.



DRAFT CONSTRAINED PROJECT LIST

Number and cost of capital projects by investment category

Road and transit operations and maintenance costs are not presented here. For more information about the projects and the 2023 Regional Transportation Plan visit: oregonmetro.gov/rtp.

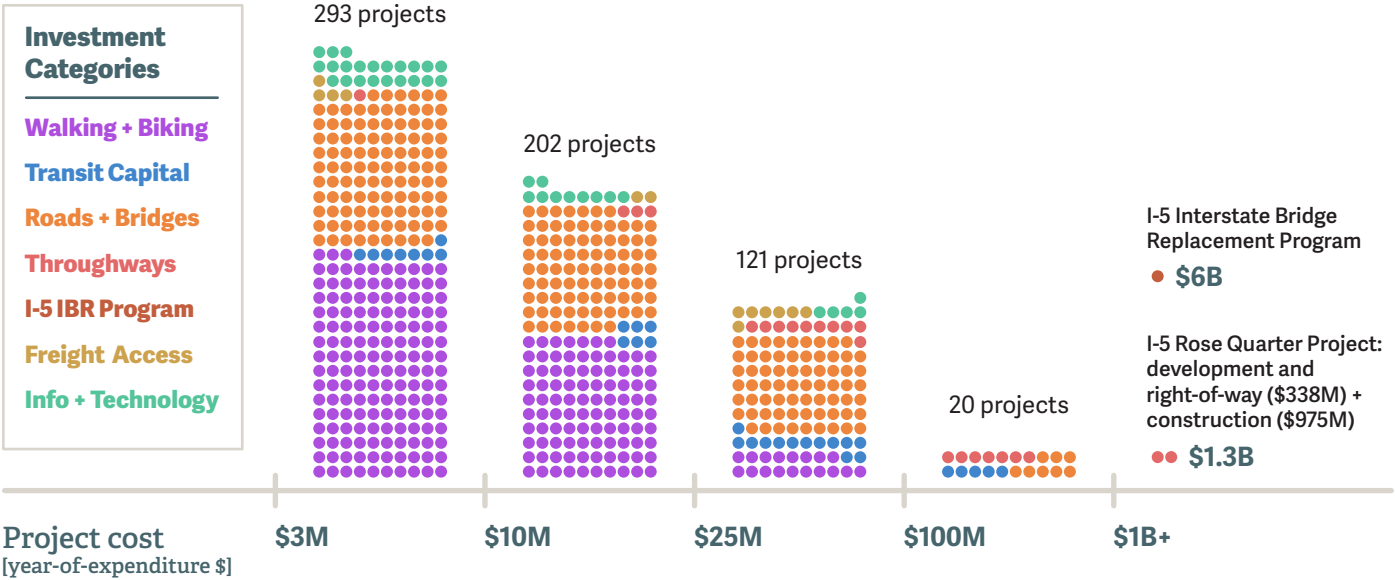




DRAFT CONSTRAINED PROJECT LIST





Cost range of capital projects by investment category

Road and transit operations and maintenance costs are not presented here. For more information about the projects and the 2023 Regional Transportation Plan visit: oregonmetro.gov/rtp.



Overview of Throughway Capacity, Bridge and Transit Capital Investments Proposed for the 2023 Regional Transportation Plan

This document summarizes all throughway capacity projects, bridge projects with a cost of more than \$500 million, and all high capacity transit and Better Bus projects submitted by agency partners. Projects shown in **blue text** have completed NEPA work (or NEPA work is underway). *RTP IDs are shown in italics*. For more information about the projects and the 2023 Regional Transportation Plan visit: oregonmetro.gov/rtp.

	2030 Constrained	2045 Constrained	2045 Strategic/Unconstrained
<p>Throughway & Bridge</p>  	<ul style="list-style-type: none"> • I-5/Rose Quarter Improvement Project (<i>10867, 11176</i>) • I-205/Abernethy Bridge (<i>11969, under construction</i>) • I-205 widening and I-205 Toll Project (<i>11586, 11904, 12099</i>) • I-5 and I-205: Regional Mobility Pricing Project (<i>12304</i>) • OR 212/224 Sunrise Project Ph. 2 (PE, RW) (<i>10890</i>) • OR 224 WB widening (<i>11350</i>) • Earthquake Ready Burnside Bridge Project (<i>11376, 12076</i>) • I-5 Boone Bridge and Seismic Improvement Project (PE, RW) (<i>12305</i>) 	<ul style="list-style-type: none"> • I-5/Interstate Bridge Replacement Program (<i>10866</i>) • OR 212/224 Sunrise Project Ph. 2 (CON) (<i>11301</i>) • I-5 Boone Bridge and Seismic Improvement Project (CON) (<i>11990</i>) • I-5 NB braided ramps (<i>11989</i>) • I-5 NB auxiliary lane extension Ph. 2 (<i>11402</i>) • I-5 SB truck climbing lane (<i>11984</i>) • OR 217 SB braided ramps (<i>11988</i>) • US 26/185th Avenue on-ramp widening (<i>12148</i>) 	<ul style="list-style-type: none"> • Sunrise Project Ph. 3 (<i>12020</i>) • I-5 NB auxiliary lane extension Ph. 3 (<i>11583</i>) • I-5/OR 217 Interchange Ph. 2 (<i>11302</i>) • OR 217 capacity improvements (<i>11582</i>) • OR 217 NB auxiliary lane extension (<i>11976</i>) • US 26 widening (<i>11393</i>)
<p>High Capacity Transit</p>  	<ul style="list-style-type: none"> • MAX Red Line Improvements (<i>10922, under construction</i>) • Southwest Corridor (PD) (<i>12322, 12301</i>) • 82nd Avenue Transit Project (<i>12029</i>) • Tualatin Valley Highway Transit Project (<i>11589</i>) • Montgomery Park Streetcar (<i>11319</i>) 	<ul style="list-style-type: none"> • I-5/Interstate Bridge Replacement Program (<i>10866</i>) • Southwest Corridor (PD, PE, RW) (<i>12292, 12300</i>) • Steel Bridge Transit Bottleneck (PD) (<i>12050</i>) 	<ul style="list-style-type: none"> • Southwest Corridor (CON) (<i>11587</i>) • Steel Bridge Transit Bottleneck (CON) (<i>10921</i>) • Beaverton-Hillsdale Highway Corridor HCT (<i>12290</i>) • Burnside/Stark Corridor HCT (<i>12286</i>) • Lombard/Cesar Chavez Corridor HCT (<i>12288</i>) • Martin Luther King Jr. Corridor HCT (<i>12287</i>) • SW 185th Corridor HCT (<i>12289</i>) • Sunset Highway Corridor HCT (<i>11912</i>) • Forest Grove HCT (<i>10771</i>) • AmberGlen/N. Hillsboro Streetcar (<i>11278, 11573</i>) • NW Lovejoy to Hollywood Streetcar Extension (<i>11102</i>) • Johns Landing Streetcar (<i>11639</i>) • WES expansion to Salem (<i>11751</i>)

	2030 Constrained	2045 Constrained	2045 Strategic/Unconstrained
<p>Better Bus</p> 	<ul style="list-style-type: none"> • East Burnside/SE Stark Enhanced Transit Project (12030) • Lombard/Cesar Chavez Enhanced Transit Project (12034) • NE MLK Jr Blvd Enhanced Transit Project (12027) • NE Sandy Blvd Enhanced Transit Project (12028) • SE Belmont Enhanced Transit Project (12033) • SE Hawthorne/Foster Ave Enhanced Transit Project (11834) • Portland Central City Portals Enhanced Transit (11761) • SE Powell Blvd Enhanced Transit Project (12035) • SW Beaverton-Hillsdale Hwy Enhanced Transit Project (12032) • 122nd Avenue Corridor Transit Improvements (11868) • Additional transit supportive projects region-wide (including 10779 and 11440) 	<ul style="list-style-type: none"> • Cornell/Barnes/ Line 48 Enhanced Transit Project (12063) • 185th and Farmington/Line 52 Enhanced Transit Project (12064) • Inner North Portland (Vancouver/Williams/ Mississippi/Albina) Enhanced Transit Project (11833) • ETC/Rose Lanes Transit Improvement Fund (12232) • Additional transit supportive projects region-wide (including 11441, 10805 and 10846) 	<ul style="list-style-type: none"> • 99W Enhanced Transit Project (12176) • Additional transit supportive projects region-wide

Acronyms used for project phases

- NEPA = National Environmental Policy Act
- PD = project development
- PE = preliminary engineering
- RW = right-of-way
- CON = construction
- Ph. = phase

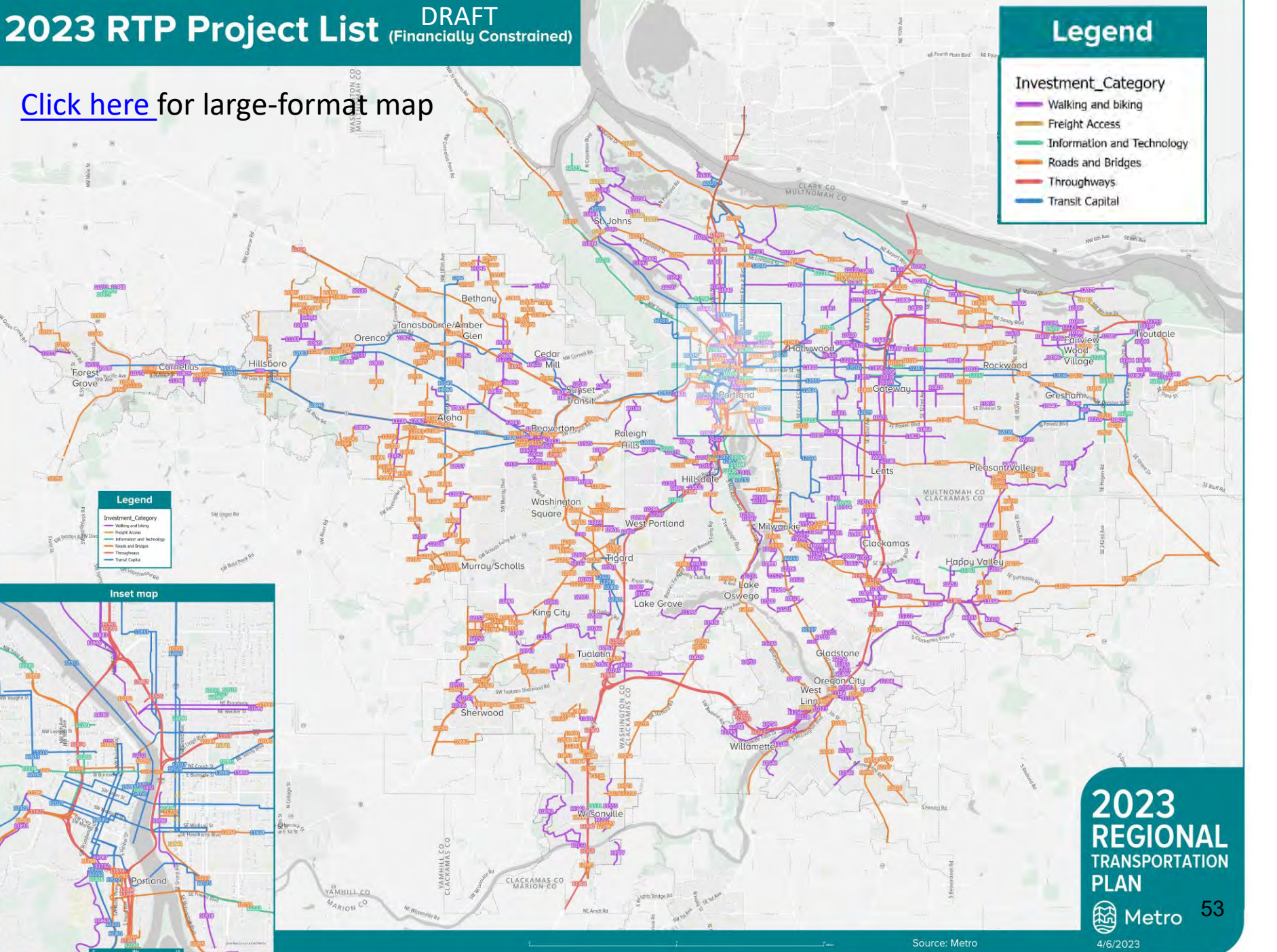
2023 RTP Project List (Financially Constrained) DRAFT

[Click here for large-format map](#)

Legend

Investment_Category

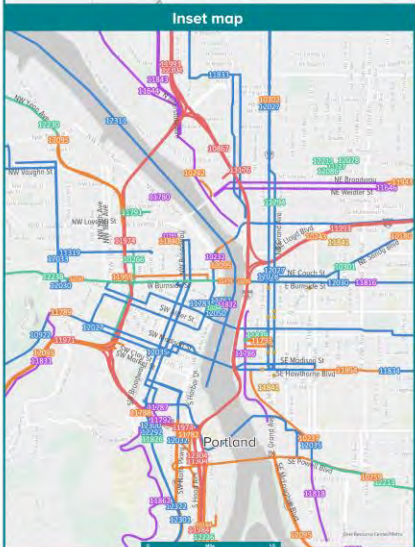
- Walking and biking
- Freight Access
- Information and Technology
- Roads and Bridges
- Throughways
- Transit Capital



Legend

Investment_Category

- Walking and biking
- Freight Access
- Information and Technology
- Roads and Bridges
- Throughways
- Transit Capital

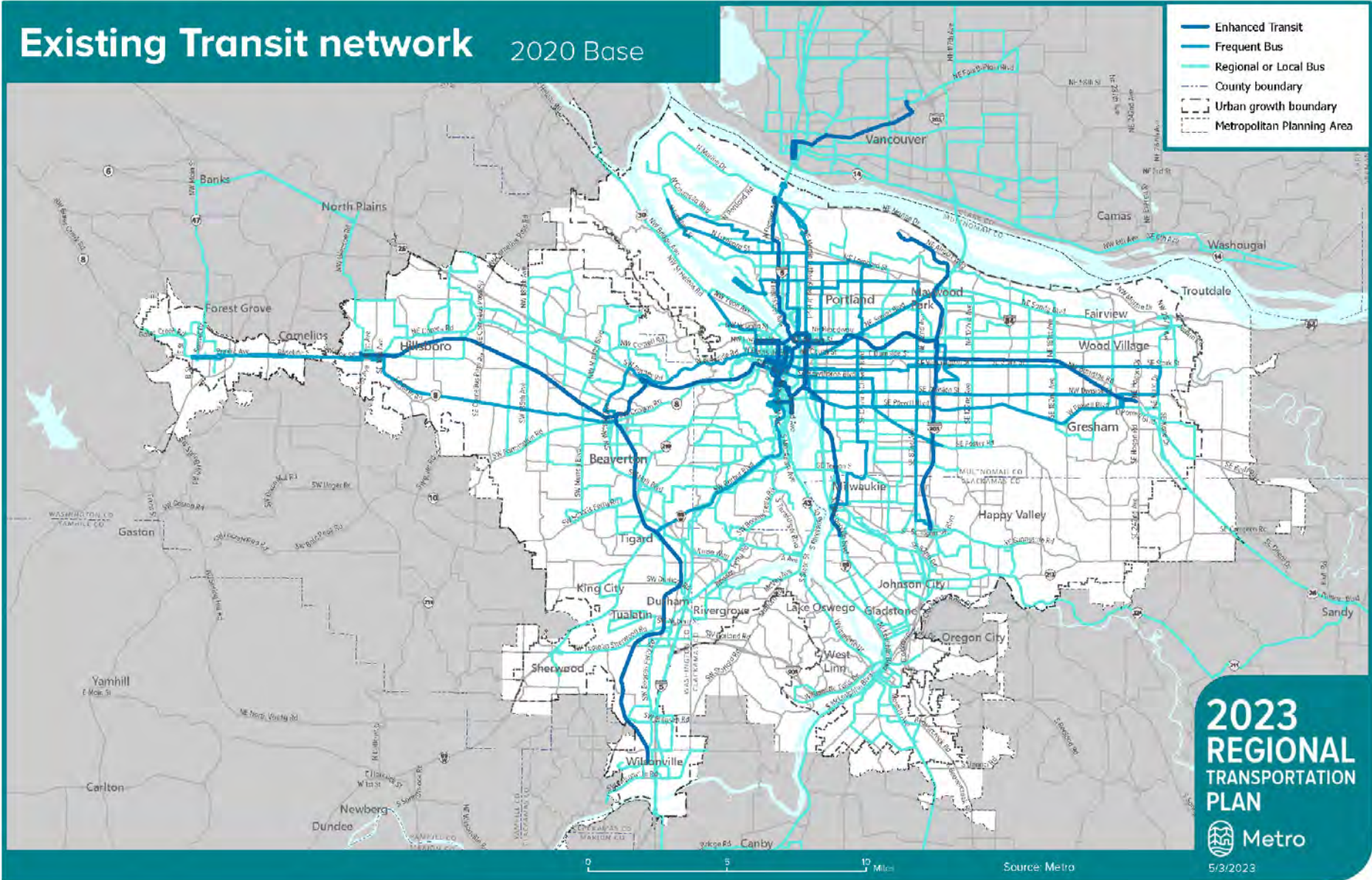


2023 REGIONAL TRANSPORTATION PLAN



TriMet and SMART Transit Service and Capital Projects

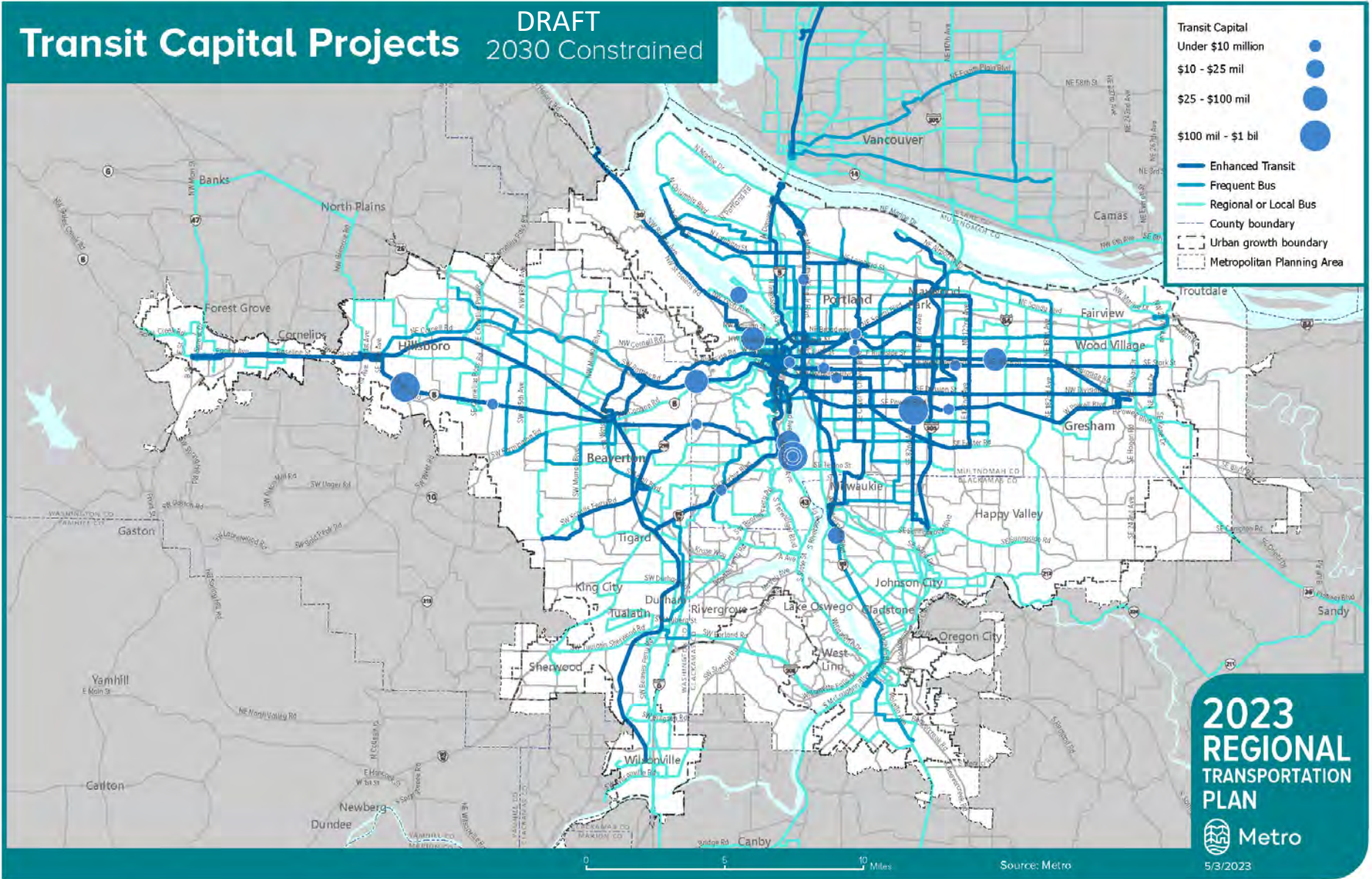
Existing Transit network 2020 Base



This map also includes C-Tran and other transit service from outside the planning area boundary.

TriMet and SMART Transit Service and Capital Projects

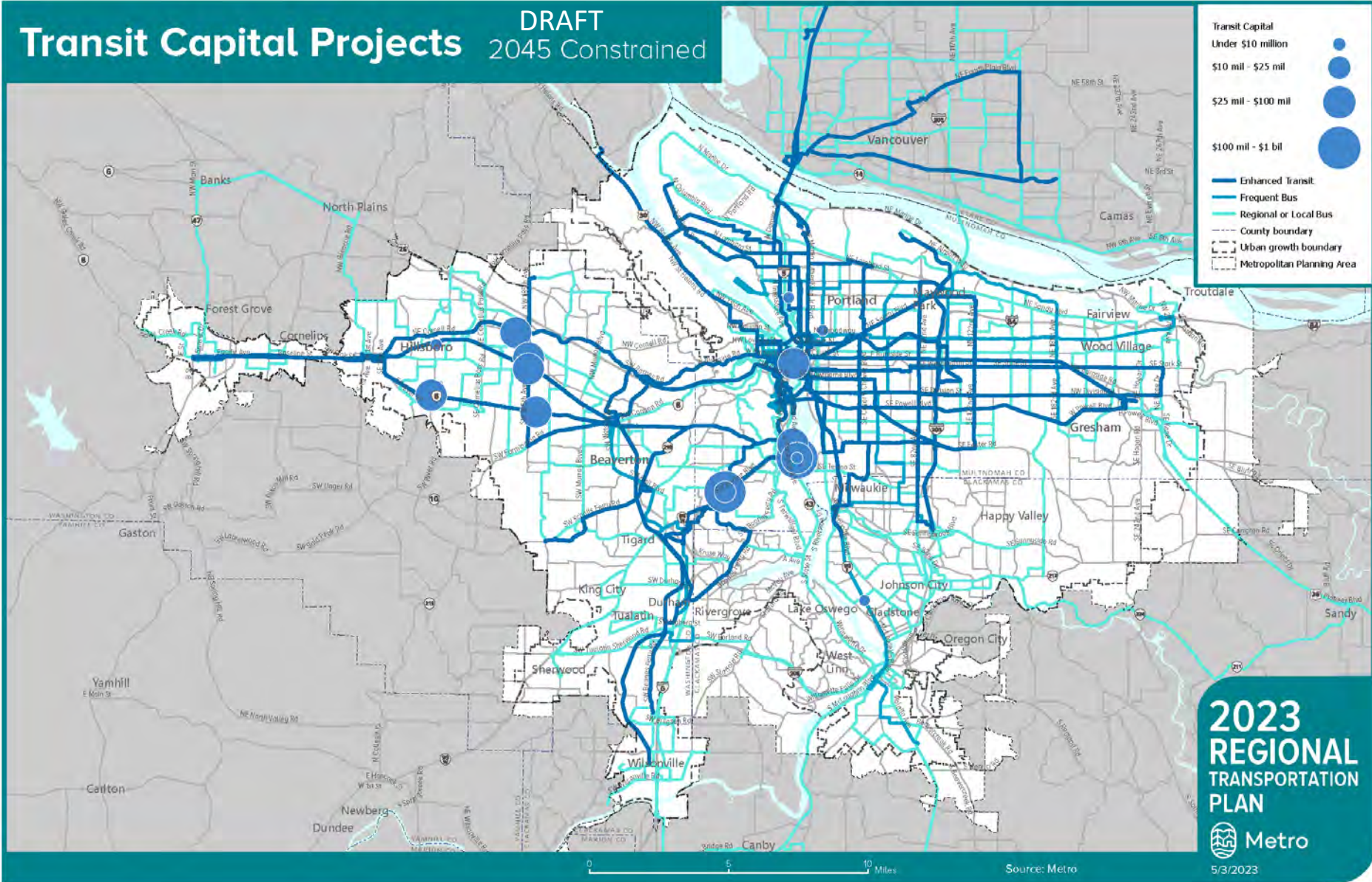
Transit Capital Projects DRAFT 2030 Constrained



This map also includes C-Tran and other transit service from outside the planning area boundary.

TriMet and SMART Transit Service and Capital Projects

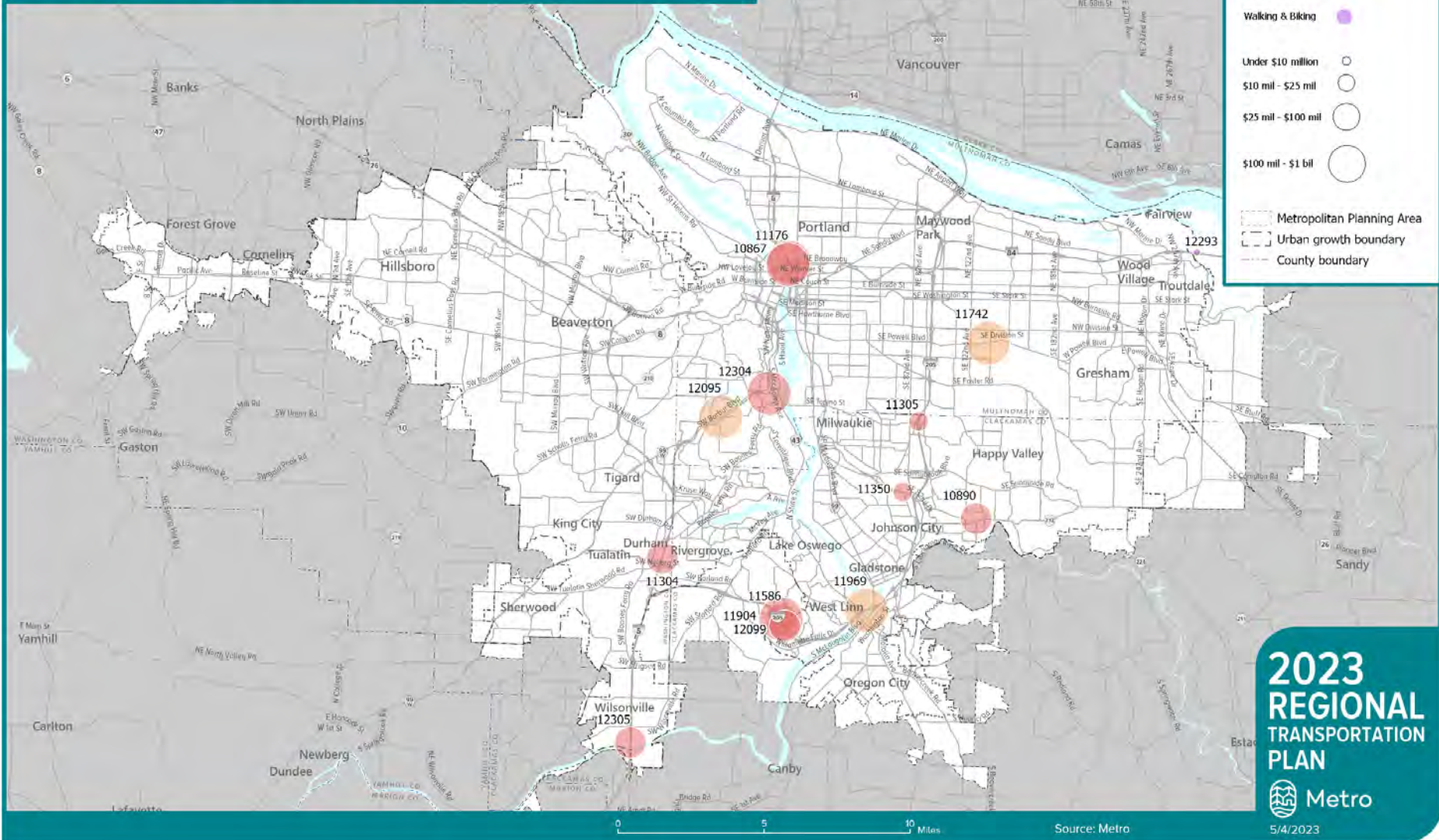
Transit Capital Projects DRAFT 2045 Constrained



This map also includes C-Tran and other transit service from outside the planning area boundary.

ODOT Capital Projects

DRAFT 2030 Constrained



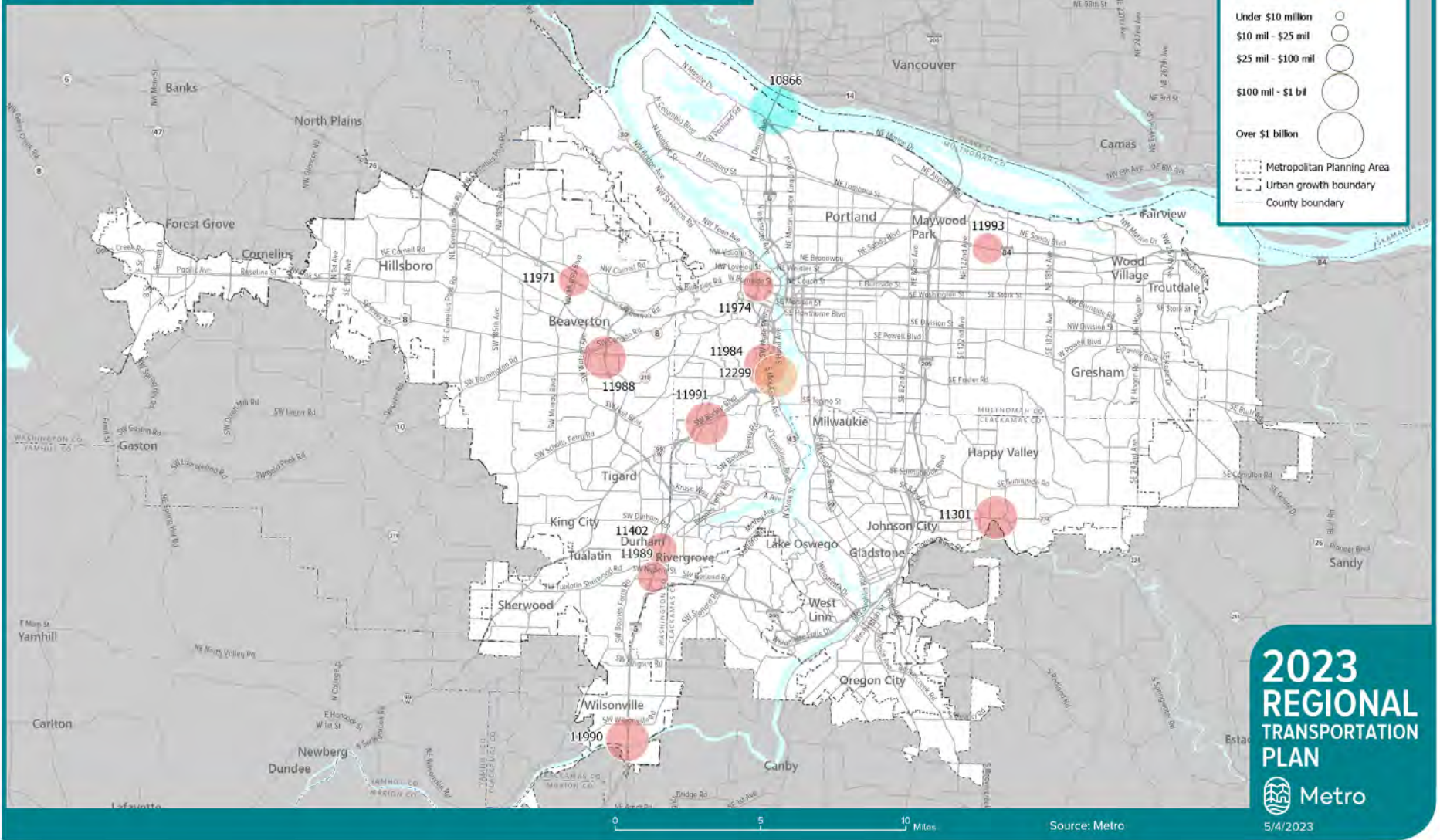
2023 REGIONAL TRANSPORTATION PLAN



5/4/2023

ODOT Capital Projects

DRAFT 2045 Constrained



**2023
REGIONAL
TRANSPORTATION
PLAN**



5/4/2023



2023 Regional Transportation Plan

Community input on investment priorities – Preliminary summary

*In early 2023, agencies submitted draft lists of priority investments for the 2023 Regional Transportation Plan (RTP). Metro asked the public to weigh in on how the draft investment list aligns with regional priorities and community needs. This document includes themes from this input as of May 4. **This is a preliminary summary that will continue to be updated as more input is received.***

Overview

Through in-person and virtual events and online surveys in March and April 2023, community members shared their experiences traveling around the greater Portland and their priorities for investments in the region's transportation system. This input can help inform the refinement of the draft 2023 RTP project list. This engagement is also building awareness about the importance of regional transportation planning and ongoing opportunities to be involved in transportation decisions.

Community members were asked to consider the long-term future of greater Portland, and to provide feedback on priorities the region should focus on in the near term (next five to 10 years). This summary is organized by input on outcomes and investment categories.

Key takeaways:

- Safety is the top priority across community input.
- Equitable transportation and climate are also important outcomes to focus on in the near-term.
- Maintaining the transportation system is the most important near term investment.
- Investments in roads and bridges, biking and walking and transit are also important.

In early spring 2023, 1,175 people from across the region weighed in on transportation investment priorities.

Online public survey (April 3 – May 1, 2023): 861 respondents.

Community Leaders' Forum (April 13): Representatives from 11 community based, environmental and transportation related organizations participated.

Cultural and language specific forums (April 15): In-person sessions co-hosted by Metro and community engagement liaisons involved 50 community members from across the region in Spanish, Chinese, Russian and Vietnamese.

Community Based Organization engagement (ongoing): Centro Cultural, Community Cycling Center, Next Up, OPAL, The Street Trust, Unite Oregon and Verde have engaged people of color, youth and people with disabilities across greater Portland. This summary includes input from engagement hosted by Centro Cultural, OPAL, Verde and Unite Oregon that reached about 250 people. Input specific to High Capacity Transit (HCT) been informing the HCT strategy. CBO's will continue to engage community through the summer.

Outcomes: Focus on safety.

Safety is the top priority for community participants. Safety concerns were the prominent theme that emerged from community members’ discussions about transportation priorities. In the survey and at several community events, community participants ranked the draft 2023 RTP goals to indicate which are most important for the next 5 to 10 years (see Table 1).

Concerns about safety included both personal safety and traffic safety. These concerns overlap for transit riders and people walking and biking, where there is not good lighting, sidewalks or places to wait for transit. Participants cited harassments, unpredictable, unsafe and sometimes violent behavior on transit and at transit stops.

“There are places where there are no sidewalks and sometimes bikes are in the actual car lanes which makes me fear for their safety.” –Unite Oregon participant

Community Leaders’ Forum participants voiced concern that emphasis on large projects in the RTP assessment and in conversations could take away from a focus on the smaller-scale safety infrastructure projects that are deeply needed in many of the that the communities that the CBO’s serve.



Photo: Verde forum participants

Table 1: Ranking of most important near-term goals (1= most important, 5= least important)

RTP Goals	In-language forums	Verde forum	Online survey
Safe system	1	1	1
Thriving Economy	2	--	5
Equitable Transportation	3	3	4
Climate Action and Resilience	5	2	2
Mobility Options	4	--	3

“My 13-year-old use to take TriMet to school. I don’t feel safe with him riding the bus anymore so I changed my works schedule so I can drive him.” – Verde participant.

Unite Oregon interview participants expressed the need for more security/safety employees (not police officers) on TriMet facilities.

“Being a woman and a visible Muslim makes it hard and unsafe. I have been harassed several times. We cannot control other people. I appreciate there are security officers on MAX, though.” –Unite Oregon participant.

“I would feel safer with increased frequency of [transit] line service so that I spend less time exposed on the streets, better light at bus stops. Street [design] and finding ways to increase ridership would make me feel safer.” – OPAL participant

Outcomes: Equitable transportation and climate are also priorities.

Climate and equity are also priority goals for community members. Online survey respondents and participants at community based organization events indicated that these goals are important near term priorities. However, climate action and resilience were ranked lower across all the in-language focus groups.

Climate was a focus at the Community Leaders’ Forum. Participants commented that the investment categories and the project list assessment need to be more nuanced. Specifically, roadway repair needs to be considered differently than roadway expansion and climate action and resilience should be assessed separately. Investments in reducing climate pollution can be very different from investments in emergency routes that support resilience.

Community member conversations at Centro Cultural identified the importance of affordable and accessible transit as well as safe places to bike, walk and carpooling in meeting climate goals and protecting the environment.

“Include carpooling services, HOV lanes and affordable public transportation.” – *Centro Cultural participant*

Investments: maintenance.

Across communities, people prioritize investment in maintenance. Comments about maintenance spanned transit, roadways and sidewalks. Although people prioritized taking care the existing system, it was not a focus of conversation.

Table 2: Ranking of top 3 near-term priority investment categories

Investment category	In-language forums	Verde forum	Online survey
Maintenance	1	2	1
Biking and walking	3		3
Roads and bridges	2	3	
Transit capital			2
Transit service and operations		1	
Throughways			
Freight access			

Potholes in different places along the roadway and uneven sidewalks were the two most highlighted concerns. – *Unite Oregon interview summary*

“A short term focus should include fixing potholes and pavement surfaces, as well as fixing sidewalks and making sure that bus/light rail vehicles receive the maintenance needed and are replaced when they are no longer in good condition.” – *Centro Cultural participant*

Investments: roads and bridges, biking and walking and transit are also priorities.

Roads and bridges

Community members included HOV lanes, improved sidewalks and crosswalks, seismic investments and generally improved roads as investments they would like to see in roads and bridged.

Improve roads that are close to schools; for example Hillsboro High School needs to urgently improve access.” – Centro Cultural participant

Community participants also cited concerns about congestion and the time it takes to get where they want to go.

Transit

Community members identified a need for both investment in transit capital and operations. Improvements in frequency and reliability were reoccurring themes.

Frequency of bus service was the top priority for transit improvements among OPAL participants (64 participants), followed by cost of service and accessibility.

“Waiting time for bus on weekend takes too long. Can frequency be as good as weekday? People work on weekends too. They have to wake up so early to make time to take transit.”
– Vietnamese in-language forum participant.

Community members investments in transit stops, such as lighting, shelters and bathrooms, as priority investments. Barriers along sidewalks for people with disabilities who need to access transit were also cited.

Biking and walking

Sidewalks and lighting were the most frequently mentioned types of investment related to biking and walking. Community members also discussed not feeling safe on bike facilities where they were close to vehicle traffic.

“Where there are no sidewalks, people are forced to drive.” - Russian in-language forum participant.

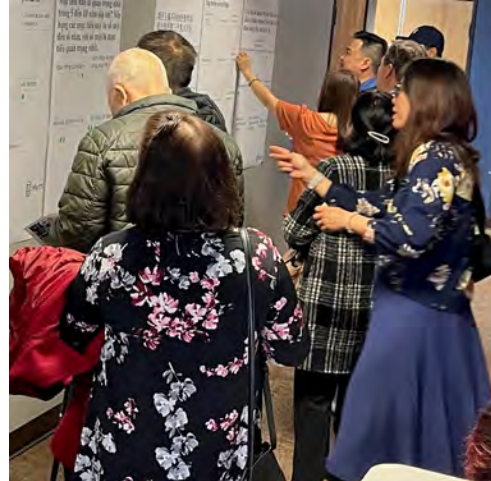


Photo: In-language forum participants

Next steps

As Metro continues to receive community feedback provided by community based organizations, a deeper analysis of the online public survey and other engagements, staff will continue sharing this input with partnering agencies and decision makers.

Date: Tuesday, May 9, 2023
To: Joint Policy Advisory Committee on Transportation (JPACT) and Interested Parties
From: Grace Cho, Senior Transportation Planner - Metro
Ted Leybold, Resource Development Manager - Metro
Subject: Carbon Reduction Program – TPAC Recommendation of Draft Allocation Package

Purpose

Provide JPACT members a summary of the TPAC recommended allocation of Carbon Reduction Program (CRP) funding and request JPACT recommend adoption of the Carbon Reduction Program Allocation to Metro Council.

Background

The Carbon Reduction Program is a new funding program established by the BIL and administered through the Federal Highway Administration (FHWA). Oregon is to receive an estimated \$82.5 million total in Carbon Reduction Program funding. The Oregon Department of Transportation (ODOT) ODOT will administered approximately \$53.9 million, \$26.8 million of which will be targeted to smaller cities and rural areas and \$29.8 million of which will be allocated across the entire state, including the Metro area.

The CRP funding administered by ODOT will be guided by the Statewide Transportation Strategy: 2050 Greenhouse Gas Vision, a statewide strategy for reduction of greenhouse gases from the transportation sector. Through direction outlined as part of CRP legislation, ODOT convened a group of stakeholders to provide input on program specific direction for CRP funds. With the Statewide Transportation Strategy as a starting point the stakeholder group, the CRP fund program direction further prioritized efforts and investments related to: vehicle and fuel technology, transportation options, system and agency operations, and system pricing.

The three large metropolitan organizations in Oregon – Portland, Eugene, and Salem - receive a direct suballocation of the Carbon Reduction Program funds based on formula. Metro’s portion of the Carbon Reduction Program funding is approximately \$18.8 million total for the five federal fiscal years of BIL.

Carbon Reduction Program Funding Allocation Process -

The allocation of Carbon Reduction Program funds must be completed and submitted to FHWA no later than November 2023. Due to this compressed timeline Metro will award all five years of funding in one allocation process and staff will lead the development of several draft allocation packages informed by the Climate Smart Strategy and initial TPAC, JPACT and Metro Council member input. The gathering of input for developing draft allocation packages took place from December 2022 through March 2023. At April JPACT, members considered five different allocation packages and provided feedback. The feedback led to the narrowing of package options considered by TPAC and their recommendation to JPACT.

Input received throughout carbon reduction program allocation deliberations is summarized as part of Exhibit D in the staff report of Resolution 23-5337.

Upon adoption of a final allocation by the Metro Council, the awarded projects will be submitted to ODOT for incorporation into the statewide planning and funding allocation submission to the Federal Highway Administration. Individual project allocations will also be amended into the Metropolitan Transportation Improvement Program before they may be spent by the lead agency awarded funding.

TPAC Recommended Carbon Reduction Program Allocation Package

At the May 5th TPAC meeting, Metro staff presented two Carbon Reduction Program allocation options for considerations. The two allocation options were based on the input received from TPAC and JPACT members on the draft investment package options at their April meetings. The allocation options were:

Package C – Transit Corridors and Active Transportation		
	Tualatin Valley Highway Bus Rapid Transit	\$5,000,000
	82 nd Avenue Bus Rapid Transit	\$5,000,000
	Line 33 McLoughlin Transit Signal Priority	\$4,000,000
	Climate Smart Implementation Program	\$1,800,000
	Active Transportation	\$3,000,000
	Subtotal:	\$18,800,000
Package E – Transit Corridors and Transportation System Management & Operations		
	Tualatin Valley Highway Bus Rapid Transit	\$5,000,000
	82 nd Avenue Bus Rapid Transit	\$5,000,000
	Line 33 McLoughlin Transit Signal Priority	\$4,000,000
	Climate Smart Implementation Program	\$1,800,000
	Transportation System Management & Ops	\$3,000,000
	Subtotal:	\$18,800,000

Both package C and E were modified slightly prior to the May 5th TPAC meeting to reflect input provided on the draft packages. Modifications included:

- Language to address the uncertainty for the three corridor candidates to allow for repurposing excess or remaining funds for activities within the corridor including safe access to transit or other transit elements, as long as federal eligibility requirements are met.
- Further project description to outline the activities Metro will undertake for Climate Smart Implementation activities.
- Refinements and clarification to fund projects with the \$3 million going towards either Active Transportation (Package C) or Transportation System Management (Package E) would support/induce shifting trips to walking, biking, or transit and have high carbon emissions reduction benefits.

At the time of the TPAC meeting, Metro staff had begun an inquiry with TriMet on possible fund exchange of \$3 million dollars with TriMet, in recognizing the interest in the Package C was highly predicated on the ability to defederalize those funds. TriMet was unable to provide a response in time for the May TPAC meeting but expects to have a response about the fund exchange prior to the May 18th JPACT meeting. Information on the fund exchange possibility will be brought forward at the JPACT meeting.

TPAC members voted to recommend Package E: Transit Corridors and System Management and Operations option as the preferred allocation option for carbon reduction program funds. Of the 19 TPAC voting members, ten members voted in favor of package E, six voted against the recommendation of Package E because of their preference for Package C: Transit Corridors and Active Transportation, and there were three abstentions, reflecting the difficult decision TPAC had choosing between the options.

As part of the recommendation of Package E, TPAC recommended the following refinements be reflected in the recommended allocation package for the carbon reduction program funds. These include:

- An obligation date and/or a confirmation decision to pursue the Federal Transit Administration (FTA) Capital Investment Grant (CIG) Small Starts discretionary grant

program for the funds allocated to the 82nd Avenue and Tualatin Valley Highway corridor projects.

- Additional guidance to Transport in the allocation of the \$3 million to transportation system management technologies/projects to prioritize in addition to, but secondary to carbon emission reduction benefits:
 - reducing the impact of climate change and air pollution on marginalized communities
 - safe access to transit and schools
 - funding projects around the region and/or that have regionwide benefits.

The refinements are incorporated into Exhibits A and C of the Staff Report to Resolution 23-5337.

Requested Action for JPACT

- Recommend the allocation package for adoption by the Metro Council as Resolution 23-5377 and supporting materials.

Next Steps

The following table outlines the next steps for the carbon reduction program funds allocation.

Activity	Timeline
Request JPACT recommendation and refer to Metro Council for adoption	May 18, 2023
Metro Council adoption	June 15, 2023
Submit carbon reduction program allocation to ODOT Climate Office	Mid-June 2023
Program carbon reduction program awards in the 2024-2027 MTIP and STIP	Fall 2023
Submit statewide carbon reduction strategy to U.S. DOT	November 2023

JPACT Worksheet

Agenda Item Title: Carbon Reduction Program – Recommended Allocation

Presenters: Margi Bradway, Ted Leybold, Grace Cho

Contact for this worksheet/presentation: Grace Cho, Ted Leybold

Purpose/Objective

Provide JPACT members an overview of the proposed allocation for the Carbon Reduction Program (CRP) funds and request JPACT approve and recommend to Metro Council adoption of the Carbon Reduction Program funds allocation.

Outcome

JPACT members have an understanding of the following:

- The basic premise and details of the Carbon Reduction Program
- The recommended allocation of Carbon Reduction Program funds in the Portland metropolitan area
- The information which shaped and informed the development of the recommended allocation

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

Different allocation package options were developed for the Carbon Reduction Program funds. Since the development, JPACT provided further feedback and TPAC weighed in with a recommended option for allocation.

What packet material do you plan to include?

- Memorandum
- Draft Resolution 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
- Draft Staff Report for Resolution 23-5337 with Exhibits A-D.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING \$18.8)	RESOLUTION NO. 23-5337
MILLION OF CARBON REDUCTION)	
PROGRAM FUNDS FOR THE YEARS 2022-)	Introduced by Chief Operating Officer
2026, PENDING INCLUSION IN THE 2024-2027)	Marissa Madrigal in concurrence with
MTIP)	Council President Lynn Peterson

WHEREAS, Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, the Bipartisan Infrastructure Law (BIL) created a new federal transportation funding program called the Carbon Reduction Program (CRP) with the explicit purpose to reduce transportation emissions through the development of carbon reduction strategies and fund projects designed to reduce transportation emissions; and

WHEREAS, the Bipartisan Infrastructure Law allocates Carbon Reduction Program funds to states and metropolitan planning organizations through formulas which factor in aspects such as population; and

WHEREAS, based on the formula allocation approximately \$18.8 million is forecast to be appropriated to the metropolitan region through the federal Carbon Reduction Program transportation funding program for federal fiscal years 2022 through 2026; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per federal regulation 23 CFR 450.324 to allocate Carbon Reduction Program funds to eligible projects and programs in the metropolitan region; and

WHEREAS, the Portland metropolitan region worked collaboratively to develop the Climate Smart Strategy to define actions for the region to meet state mandated greenhouse gas emissions reduction targets; and

WHEREAS, in 2014 the Metro Council adopted the Climate Smart Strategy by Ordinance No. 14-1346B, For the Purpose of Adopting a Preferred Climate Smart Communities Strategy and Amending the Regional Framework Plan to Comply with State Law; and

WHEREAS, the Climate Smart Strategy was foundational to inform and define the criteria used to select projects for the Carbon Reduction Program; and

WHEREAS, the nomination and selection of projects and programs to receive Carbon Reduction Program funds also considered other factors such as federal eligibility requirements, project delivery, complimentary investments by state agency partners, and stakeholder feedback collected; and

WHEREAS, TPAC considered the list of projects and programs recommended for funding by Metro staff, and recommended JPACT forward that list to the Metro Council for adoption; and

WHEREAS, JPACT considered the list of transportation projects and programs recommended by TPAC and voted to recommend the list attached as Exhibit A to the staff report of this resolution to the Metro Council for adoption; and

WHEREAS, receipt of these funds is conditioned on completion of requirements listed in Exhibit C to the staff report of this resolution; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on the programs and projects to be funded through the Carbon Reduction Program as shown in Exhibit A to the staff report of this resolution.

ADOPTED by the Metro Council this ___ day of ____, 2023.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Draft

IN CONSIDERATION OF RESOLUTION NO. 23-5337, FOR THE PURPOSE OF ALLOCATING \$18.8 MILLION OF CARBON REDUCTION PROGRAM TRANSPORTATION FUNDING, PENDING INCORPORATION INTO THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Date: May 9, 2023

Department: Planning, Development, and Research

Prepared by:

Ted Leybold,

Ted.Leybold@oregonmetro.gov

Grace Cho, Grace.Cho@oregonmetro.gov

Meeting Date: June 15, 2023

ISSUE STATEMENT

The Carbon Reduction Program is a new transportation funding program established by the Bipartisan Infrastructure Law (BIL) and administered through the Federal Highway Administration (FHWA). Oregon is to receive an estimated \$82.5 million in Carbon Reduction Program funding. Metro, as the metropolitan planning organization (MPO) for the Portland region, allocates a portion of these funds, approximately \$18.8 million total, over five federal fiscal years. This resolution proposes the allocation of these funds to transportation projects and programs in the metropolitan region for Metro Council consideration.

ACTION REQUESTED

Approve and adopt Resolution No. 23-5337, allocating funding to regional investments as recommended by the Joint Policy Advisory Committee on Transportation (JPACT), and detailed in Exhibit A.

IDENTIFIED POLICY OUTCOMES

The federal policy direction of the newly created Carbon Reduction Program is “to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions.”

The State of Oregon, with whom Metro is coordinating the investment of Carbon Reduction Program funds, is guided by the Statewide Transportation Strategy: 2050 Greenhouse Gas (GHG) Vision. Through direction outlined as part of CRP federal legislation, ODOT convened a group of stakeholders to provide input on program specific direction for CRP funds. With the Statewide Transportation Strategy as a starting point the stakeholder group further program direction was developed to prioritize efforts and investments related to: vehicle and fuel technology, transportation options (demand management activities), system and agency operations, and system pricing.

Metro is guided on transportation investments for reduction in carbon emissions by the Climate Smart Strategy. There are nine strategies for reducing emissions, several of which are priority types of transportation investments that should be made to meet emission reduction targets. The Regional Transportation Plan also guides transportation investments in the region and priorities the following investment outcomes: Equity, Safety, Climate Smart Strategy implementation, and Managing Congestion

The package of projects funded through this resolution were recommended by JPACT based foremost on their ability to implement the region's Climate Smart Strategy, with a focus on high carbon emissions reduction and to progress the remaining three transportation investment priorities of equity, safety, and mobility.

In addition to their merit based on advancing the Climate Smart Strategy and regional transportation investment priorities, the package follows additional direction provided by JPACT and Metro Council members to invest in projects throughout the region, to support projects which reduce the disproportionate impact of climate and air pollution on marginalized communities, promote projects which increases safe walking and bicycling access to transit and schools, to support "transformative" projects in reducing emissions, and to use them to leverage additional funding.

Lastly, the package of projects funded through this resolution meet federal eligibility requirements outlined for the Carbon Reduction Program as well as consistency with the state program direction for the Carbon Reduction Program funds.

POLICY QUESTION(S)

Should the Metro Council approve the resolution and direct staff to move forward with programming funding to the selected projects as recommended by JPACT?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Policy options for Metro Council to consider include:

1. Approve the resolution thereby approving the funding allocations and project funding awards as outlined in Attachment A, and conditions of approval as outlined in Attachment C.
2. Remand the resolution back to JPACT with direction on desired changes or conditions.

STAFF RECOMMENDATIONS

Staff recommends Metro Council approval of Resolution 23-5337.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The recommended allocation of Carbon Reduction Program funds follows transportation policy direction established in the development of the 2018 RTP and the region's Climate Smart Strategy. The investments will advance the priority types of investments recommended by those plans and position the region to leverage significant new funding to make progress toward the priority plan outcomes.

How does this advance Metro's racial equity goals?

While reducing carbon emissions is the primary policy objective of these funds due to federal policy and regulatory direction, the allocation process also incorporates the RTP investment policy priority areas of equity, safety, and mobility. Advancing racial equity goals are demonstrated with this proposed allocation by the inclusion of the three largest investments to projects located in and benefiting Equity Focus Areas. Transit investments in the 82nd Avenue, Tualatin Valley Highway, and McLoughlin corridors were also identified as high priority investments during the extensive outreach process with marginalized communities conducted as a part of the 2020 Transportation Funding Measure process to improve access to jobs and community services by marginalized populations, particularly communities of color, and to improve safety of travel in their communities. Additionally, TPAC further directed Transport, in the allocation carbon reduction programs funds to transportation system management and operations, to select projects which serve marginalized communities disproportionately exposed to the impacts of climate change. Lastly investment in Climate Smart Strategy implementation will provide the tools and resources needed to update strategies, analyze potential investments, and reduce the impacts of emissions on marginalized communities.

How does this advance Metro's climate action goals?

Consistent with the Carbon Reduction Program federal policy objective and regulations, the primary policy objective of this funding allocation is to advance the region's Climate Smart Strategy. Recommended projects were identified based on their consistency with the priority investment types identified by the Climate Smart Strategy that will have the greatest potential to reduce greenhouse gas emissions. The allocations recommended also have the potential to leverage significant additional funding for implementation of projects that will reduce carbon emissions and contribute to meeting Metro's climate action goals.

Known Opposition/Support/Community Feedback

TPAC community representatives voted in opposition or abstained from the supporting the recommended option as they supported a similar option but one that invested \$3 million in active transportation projects rather than transportation system management projects.

Legal Antecedents

This resolution allocates transportation funds in accordance with the federal transportation authorizing legislation (currently known as Bipartisan Infrastructure Law or BIL) as implemented through the Code of Federal Regulations Title 23, Part 450, Subparts A and C and relevant rules issued by the USDOT.

The Regional Transportation Plan, adopted by JPACT and Metro Council in December 2018 (Ordinance 18-1421) provides transportation investment priority areas.

The Climate Smart Strategy, adopted by JPACT and Metro Council in December 2014 (Ordinance 14-1346B), provides priority investment categories to achieve emission reduction goals.

The allocation utilizes relevant portions of the 2025-2027 Regional Flexible Fund Allocation program direction as defined by Metro Resolution No. 21-5194, For the Purpose of Adopting the 2025-2027 Regional Flexible Funds Program Direction for the Portland Metropolitan Area, adopted September 9, 2021, related to direction on allocation of federal transportation funds.

Anticipated Effects

Adoption of this resolution would direct staff to program funding in the amounts specified to the identified transportation programs and projects into the upcoming 2024-2027 MTIP so they may become eligible to receive those federal transportation funds.

Financial Implications (current year and ongoing)

Adoption of the resolution would commit a portion of the funding to Metro Transportation Planning activities. These funds are administered on a cost reimbursement basis, requiring Metro to incur costs associated with the planning activities prior to receiving reimbursement thereby incurring carrying costs. Furthermore, the funds require a minimum match from Metro of 10.27% of total costs incurred. Funding will be available through Federal Fiscal Year 2026.

BACKGROUND

In November 2021, the Bipartisan Infrastructure Law (BIL) was approved. As part of BIL, several new funding programs were created and existing funding programs received increased funding.

The Carbon Reduction Program is a new funding program established by the BIL and administered through the Federal Highway Administration (FHWA). Oregon is to receive an estimated \$82.5 million total in Carbon Reduction Program funding. The Oregon Department of Transportation (ODOT) ODOT will administered approximately \$53.9 million, \$26.8 million of which will be targeted to smaller cities and rural areas and \$29.8 million of which will be allocated across the entire state, including the Metro area.

The three large metropolitan organizations in Oregon – Portland, Eugene, and Salem - receive a direct suballocation of the Carbon Reduction Program funds based on formula. Metro's portion of the Carbon Reduction Program funding is approximately \$18.8 million total for the five federal fiscal years of BIL.

Due to requirements outlined in BIL, the allocation of Carbon Reduction Program funds must be completed and submitted to FHWA no later than November 2023. Due to this compressed timeline Metro will award all five years of funding in one allocation process. Metro staff briefed TPAC, JPACT and the Metro Council in January of 2023 regarding the availability of funding, the federal policy and rules associated with the funds, and to receive guidance on the allocation of these funds to projects.

The federal policy and regulatory direction, regional policies and strategies, and additional input received during the January outreach was summarized in Exhibit B - Policy and Program Factors to Inform Carbon Reduction Program Investment Proposals. This document guided the consideration of investments by TPAC and JPACT in their recommendation to Metro Council.

The process to gather and incorporate stakeholder input into the development of the JPACT recommendation is summarized in Exhibit D.

A final recommendation for the allocation of the funds was made at the May JPACT meeting. *(To be completed describing the final recommendation process)*

The adopted funding allocation will be submitted to ODOT for incorporation into the statewide planning and funding allocation submission to the Federal Highway Administration. Individual project allocations will also be amended into the Metropolitan Transportation Improvement Program before they may be spent by the lead agency awarded funding.

ATTACHMENTS

Exhibit A: Project Allocation List and Project Descriptions

Exhibit B: Policy and Program Factors Summary to Inform the Carbon Reduction Allocation Recommendation

Exhibit C: Conditions of Approval to Allocation of Carbon Reduction Program Funds

Exhibit D: Stakeholder Feedback to Inform Final Allocation Recommendations

**Exhibit A to Staff Report of Resolution 23-5337
Project Allocation List and Project Descriptions**

TPAC Recommended Investment Package	
Tualatin Valley Highway Bus Rapid Transit	\$5,000,000
82 nd Avenue Bus Rapid Transit	\$5,000,000
Line 33 McLoughlin Transit Signal Priority	\$4,000,000
Climate Smart Implementation Program	\$1,800,000
Transportation System Management & Operations	\$3,000,000
Subtotal:	\$18,800,000

Description of Package Element Options

Tualatin Valley Highway Bus Rapid Transit (BRT): A \$5 million allocation for BRT project development funding for the TV Highway corridor to be matched by TriMet and with participation by local agencies toward a total of about \$20 million needed to complete the Project Development phase of the Federal Transit Administration’s Capital Investment Grant (FTA CIG) Small Starts program. This work includes design, addressing National Environmental Protection Act (NEPA) requirements, development of FTA rating materials and other activities needed to get to a Small Starts Grant Agreement. The project lead agency will confirm the obligation of these funds or confirm a commitment by JPACT and the Metro Council to pursue an FTA CIG Small Starts application for future spending of these funds, by July 2026. If the region decided to not pursue an FTA CIG Small Starts application, remaining funds could be repurposed to safe access to transit or other transit elements in the corridor.

82nd Avenue Bus Rapid Transit: A \$5 million allocation for BRT project development funding for the 82nd Avenue corridor to be matched by TriMet and with participation by local agencies toward a total of about \$20 million needed to complete the Project Development phase of the Federal Transit Administration’s Capital Investment Grant (FTA CIG) Small Starts program. This work includes design, addressing National Environmental Protection Act (NEPA) requirements, development of FTA rating materials and other activities needed to get to a Small Starts Grant Agreement. The project lead agency will confirm the obligation of these funds or confirm a commitment by JPACT and the Metro Council to pursue an FTA CIG Small Starts application for future spending of these funds, by July 2026. If the region decided to not pursue an FTA CIG Small Starts application, remaining funds could be repurposed to safe access to transit or other transit elements in the corridor.

Line 33 - McLoughlin Corridor Transit Signal Priority (TSP): Expansion of next generation transit signal priority first implemented in the Division Transit corridor to improve reliability of transit service. Expands capability of TriMet to implement TSP with new project partners and independent of a Bus Rapid Transit project in anticipation of implementing additional TSP projects across the region. Any remaining funds may also be used on systemic TSP needs to make the Line 33 elements perform optimally or on small capital stop amenities or safe transit access elements in the corridor. Project scope and funding would be coordinated with, and not displace, funding from other potential sources such as Congressionally directed spending or tolling mitigation funding.

Climate Smart Implementation Program: Resources to support implementation of the Climate Smart Strategy (CSS). This includes elements such as:

- monitoring and evaluation of CSS implementation (including analysis and reporting on progress in reducing emissions to meet federal CRP reporting requirements),
- development of improved emissions and Vehicle Miles Traveled forecasting and monitoring tools, including at the sub-area/corridor and project levels,
- update to the Climate Smart Strategy,
- communicating what the CSS is, how it is being implemented locally, what reductions are being achieving by implementation of the current strategy in public friendly formats to develop understanding, acceptance, and support for continued implementation of the strategy,
- technical support for incorporation of climate emission reduction policy and strategies into development of related transportation plans and policy
 - including regional coordination and support for local agency implementation of the new Climate Friendly & Equitable Communities update to state Transportation Planning Rule requirements

Approximately half of the allocation would be for work for tool development such as improvements to the state required Vision Eval forecasting tool, the regional travel demand model, tools to forecast emissions impacts of project level investments, and a best implementation practices toolkit. The other approximate half of the allocation would support a new Metro staff person to undertake the monitoring and evaluation work, communication of progress and benefits of Climate Smart Strategy implementation, coordination with state and local agencies, meeting federal reporting requirements, support of a Metro team in the update of the Climate Smart Strategy, and to provide local agencies with technical support for local implementation.

Transportation System Management & Operations (TSMO): Transportation system management and operations investments that improve the efficiency and safety of the existing transportation network and infrastructure. The Transport sub-committee of TPAC would be utilized to identify priority projects for funding with direction to prioritize TSMO investments that are eligible for federal carbon reduction program funds, have the greatest potential to reduce carbon emissions, and also reduce the impact of climate change on marginalized communities. TSMO projects that provide safer access to transit and schools are eligible and encouraged for consideration.

Exhibit B to Staff Report of Resolution 23-5337 Policy and Program Factors to Inform Carbon Reduction Program Investment Proposals

The federal aim of the newly created Carbon Reduction Program is “to reduce transportation emissions through the development of State carbon reduction strategies and fund projects designed to reduce transportation emissions.” Because of the region’s effort to develop and adopt the Climate Smart Strategy in 2014, the region already has a developed action plan to reduce greenhouse gas emissions from light duty trucks and passenger vehicles through a combination of land use and transportation efforts. The development of this strategy was informed by the best technical analysis available regarding transportation investments to reduce carbon emissions from the transportation sector.

The newly created federal Carbon Reduction Program is a limited opportunity to implement the Climate Smart Strategy by investing into one or more of the investment areas identified.¹ The varied mix of strategies outlined in Climate Smart provides a wide span of options to invest CRP funds on the regional transportation system. Based on regional discussions of priority elements of the Climate Smart Strategy and a review of the federal Carbon Reduction Program funding policy objectives and eligible projects and activities, the following three Climate Smart Strategy elements have been prioritized for the development of the draft packages of projects for CRP funds.

- Make transit convenient, frequent, accessible, and affordable
- Make biking and walking safe and convenient
- Use technology to actively manage the transportation system

In addition, since providing an overview of the Carbon Reduction Program in January, members of TPAC, JPACT, and the Metro Council have weighed in with suggestions and ideas for the CRP allocation. This included identifying and prioritizing projects from the Climate Smart Strategy that could be most impactful and/or transformative in reducing emissions, as well as some specific project proposals. Metro staff has taken these suggestions and ideas into consideration as well as the following factors in identifying the elements of the package options.

Policy Direction

- Priority Climate Smart Strategy investment areas
 - Potential for greenhouse gas emissions reduction
- Opportunity to advance additional Regional Transportation Plan objectives, including Equity, Safety, and Mobility in addition to Climate
- Ability to address Climate Friendly Equitable Communities and other state, regional, or local climate change related objectives
- Consistency with state Carbon Reduction Plan priorities
- Provide funding across multiple areas of the region

Administrative

- Federal funding eligibility requirements
 - Including those specific to the Carbon Reduction Program
- Carbon Reduction Program requirements
 - Submission deadlines, timing of obligation of funding, and other limitations

¹ After considering federal funding eligibility requirements, state Carbon Reduction Plan priorities, regional opportunities, and other factors

- Program implementation needs
 - Evaluation tools and capacity, reporting, communications, policy refinement

Other

- ODOT's allocation process and priorities for Carbon Reduction Program funds and other investments in reducing carbon emissions
- Funding leverage opportunities
 - Especially funding opportunities presented by the Bipartisan Infrastructure Law
- Implement projects with the potential for a significant or transformative impact on reducing transportation emissions

Exhibit C to Staff Report of Resolution 23-5337**Conditions of Approval to Allocation of Carbon Reduction Program Funds****RECOMMENDED CARBON REDUCTION PROGRAM AWARDEE CONDITIONS OF APPROVAL**

Conditions of approval are mechanisms to ensure that projects are planned, designed, and built consistent with the project scopes as approved by JPACT and Metro Council, with federal regulations and with regional policies. Projects can be reviewed at any point in the process for consistency with the conditions of approval and action taken if they are not adhered to.

There are two sets of conditions which apply to Carbon Reduction Program (CRP) awarded projects: 1) conditions which address all projects; and 2) project-specific conditions.

The conditions for all projects outline expectations pertaining to the use of funds, project delivery, process, etc. The project-specific conditions outline expectations to create the best project possible in accordance to regional program policies and federal regulations. Recognizing that projects are at different stages of development (i.e. some are in planning phases while others are ready for construction), Metro may choose to waive or modify certain conditions for a project based on what is appropriate for the project's stage in development.

Conditions applied to all projects and programs:

1. Funding is awarded to the project as outlined in the JPACT-approved and Metro Council-adopted Carbon Reduction Program award. If any project is determined to be unfeasible or is completed without expending all of the Carbon Reduction Program funds awarded, any remaining Carbon Reduction Program funds for that project shall revert back to Metro for reallocation. Or the project sponsor/local jurisdiction receiving the Carbon Reduction Program funds for the project may request reallocation of the funds per the Metropolitan Transportation Improvement Program (MTIP) amendment process. Requested reallocation must meet federal and state eligibility requirements for the Carbon Reduction Program funds and meet consistency with the Climate Smart Strategy and the Regional Transportation Plan. Reallocation may necessitate JPACT and Metro Council approval.
2. The award amount is the total amount of Carbon Reduction Program funds provided to deliver the awarded project as it is defined in the award scope and as approved by JPACT and Metro Council. The project sponsor/local jurisdiction is expected to resolve any cost overruns or unexpected costs to emerge. It is understood by the project sponsor/local jurisdiction that Metro does not have any further financial commitment/responsibility beyond providing the amount awarded.
3. Project scopes will include what is written in the narrative project description outlined in Exhibit A of Resolution 23-5337 and project refinements in response to comments. Changes in project scopes, schedules, and budget must be requested and made in writing to the MTIP Project Manager utilizing the amendment procedures adopted in the MTIP (Please see 2024-2027 MTIP Administration section.) Changes in project scopes must be approved by Metro to ensure federal eligibility requirements and the original intent of the project is still being delivered.
4. All projects will follow the design approach and decision-making process as defined in the [Designing Livable Streets and Trails Guide](#)² (Metro; 3rd edition; October 2019) and any updates in effect at the time a funding intergovernmental agreement is signed. Other street

² <https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails>

- and trail design guidelines, including those developed by local jurisdictions, the National Association of City Transportation Officials, the Institute of Transportation Engineers, the Oregon Department of Transportation, the American Association of State Highway and Transportation Officials, and the Federal Highway Administration, may also be referred to as long as the design approach and decision making process used are consistent with Metro's guidelines.
5. All projects will update local network maps and provide relevant network data to Metro. Metro will provide guidelines on network data submissions upon request. Additionally, all bicycle and pedestrian projects will implement sufficient wayfinding signage consistent with Metro sign guidelines (Ex. [Metro's Intertwine Design Guidelines](#).)³ and the Manual on Uniform Traffic Control Devices.
 6. All projects with ITS elements will be consistent with National ITS Architecture and Standards and Final Rule (23 CFR Section 940) and Regional ITS Architecture. This includes completing a systems engineering process during project development to be documented through the systems engineering form and submitted to Metro for inventory purposes. For further guidance, consult [ODOT's ITS compliance checklist](#).⁴
 7. All projects implementing Transportation System Management and Operations (TSMO) elements will provide information to Metro on the TSMO elements for inventory purposes. Metro will provide guidelines on how to provide TSMO data submissions.
 8. All local jurisdiction/project sponsors shall acknowledge Metro as a funding partner. Acknowledgement will attribute credit to Metro on all project materials (print or electronic), such as reports, newsletters, booklets, brochures, web pages, and social media posts. Attribution on materials must read "Made possible with support from Metro." If marketing is done with audio only, spoken attribution language must be "This project is made possible with support from Metro." The local jurisdiction/sponsor delivering the project will include the Metro logo on all print ads, banners, flyers, posters, signage, and videos. Grantee will include the Metro logo on all marketing and advertising materials, both print and online (size permitting). Metro will provide partners with Metro logos and usage guidelines. Lastly, the local jurisdiction/project sponsor will extend invitations to Metro Councilors to attend events or engagements pertaining to the project.
 9. All projects will carry out public involvement processes that meet federal Title VI and environmental justice requirements. As appropriate, local data and knowledge shall be used to supplement analysis and inform public involvement. Metro guidelines for public involvement can be found in the [Public Engagement Guide Appendix G: Local Engagement and Non-Discrimination Checklist](#).⁵
 10. All projects are expected to measure the progress and performance of the Carbon Reduction Program-funded project. Local jurisdictions/project sponsors will identify a set of indicators for data collection and pre-and post-project monitoring. Metro will provide input and feedback into the indicators and datasets, especially to help respond to regional transportation performance measures. Indicators can be determined during the pre-implementation phase of the project.

³ <https://www.oregonmetro.gov/sites/default/files/2018/01/05/2017-Intertwine-Trail-sign-guidelines.pdf>.

⁴ <https://www.oregon.gov/odot/Maintenance/Documents/ITS-QualityPlan.pdf>

⁵ http://www.oregonmetro.gov/sites/default/files/final_draft_public_engagement_guide_112113.pdf

11. Carbon Reduction Program funds awarded to projects which are not flex transferred to the Federal Transit Administration (FTA) will follow the Federal Highway Administration (FHWA) project delivery process. For non-certified agencies receiving Carbon Reduction Program to deliver a project will be expected to work directly with a certified agency or ODOT to determine the administration and delivery of the project. Such agencies will comply with ODOT Local Agency Liaison (LAL) project pre-implementation requirements (e.g. completion of detailed scope of work, budget, project prospectus, etc.). The ODOT LAL requirements are expected to be in the proper format as part of the federal delivery process to facilitate MTIP & STIP programming, initiate development and execution of the Intergovernmental Agreement (IGA), and obligate and expend awarded federal funds for the project.

The awarded lead agency is required to complete or participate in the following project delivery & monitoring activities:

- Kick-off Meeting Coordination.
- MTIP/STIP programming to a realistic project delivery schedule that accounts for meeting funding obligation targets.
- Participate in project coordination meetings and reviews as called for and scheduled.
- Completing project pre-implementation (Pre-Preliminary Engineering or Planning phase obligation) actions and milestones to ensure project proceeds on schedule, including completing a project scoping document with a thorough scope, schedule and budget with milestones and deliverables.
- Complete and execute a project IGA in time to obligate funds as programmed
- Participation in Project Delivery Actions, including attending Project Development Team (PDT) review meetings, completing and submitting project Milestone Reports and Progress Updates, providing any performance measurement project data, providing project delivery status updates, and addressing questions raised by the Metro advisory committees.
- Providing project close-out/final reports and billings.

Conditions applied to specific projects and programs:

1. Transportation System Management and Operations – TransPort:

- TransPort, a subcommittee of the Transportation Policy Alternatives Committee (TPAC) will lead the allocation of \$3 million in Carbon Reduction Program funds.
- Allocation of Carbon Reduction Program funds must meet federal eligibility requirements pertaining to the Carbon Reduction Program. Due to the nature and intent of the Carbon Reduction Program, certain activities are not eligible, and TransPort cannot allocate funding towards those type of activities, even if they are consistent with the Regional TSMO Strategic Plan.
- The primary direction is to allocate funds to projects that maximize the reduction of carbon emissions.
- Additional direction for the allocation of Carbon Reduction Program funds is outlined as follows:

- i. Fund projects throughout the region or to projects which have clear region-wide benefits.
 - ii. The selection of projects prioritizes those technologies and strategies which reduce the disproportionate impacts of climate change and air pollution on marginalized communities.
 - iii. The selection of projects prioritizes those technologies and strategies which promote or support safe access to schools and transit, by means other than driving and ultimately reduce vehicle miles traveled.
- Additionally, any TSMO-related activities funded with Carbon Reduction Program funds must be consistent with the Oregon Carbon Reduction Strategy.
- 2. **82nd Avenue Bus Rapid Transit (BRT) – TriMet and Metro:**
 - The Carbon Reduction Program awards are to advance project development activities for the 82nd Avenue Bus Rapid Transit project and prepare the project for the Federal Transit Administration (FTA) Capital Investment Grant (CIG) application cycle. As outlined in the project description in Exhibit A, the project lead agency will confirm the obligation of these funds, or commitment by JPACT and the Metro Council to pursue an FTA CIG Small Starts application for future spending of these funds, by July 2026. If the region decides to not pursue an FTA CIG Small Starts application, remaining funds could be repurposed to safe access to transit or other transit elements in the corridor.
- 3. **Tualatin Valley Highway Bus Rapid Transit (BRT)– TriMet and Metro:**
 - The Carbon Reduction Program awards are to advance project development activities for the Tualatin Valley Highway Bus Rapid Transit project and prepare the project for the Federal Transit Administration (FTA) Capital Investment Grant (CIG) application cycle. As outlined in the project description in Exhibit A, the project lead agency will confirm the obligation and spending of these funds, or commitment by JPACT and the Metro Council to pursue an FTA CIG Small Starts application for future spending of these funds, by July 2026. If the region decides to not pursue an FTA CIG Small Starts application, remaining funds could be repurposed to safe access to transit or other transit elements in the corridor.
- 4. **McLoughlin Avenue Transit Signal Priority (TSP) – TriMet and Clackamas County:**
 - As outlined in the project description in Exhibit A, any remaining funds after the delivery of the projects may also be used on systemic TSP needs to make the Line 33 elements perform optimally or on small capital stop amenities or safe transit access elements in the corridor. Additionally, if other potential sources such as Congressionally directed spending or tolling mitigation funding emerge to fund the TSP project, the project scope and funding would be coordinated with, and not displace, funding.
- 5. **Climate Smart Strategy Implementation – Metro**
 - Metro will coordinate the tool development work and implementation work program with other planning activities in the region and state during the development of the annual Unified Planning Work Program (UPWP).

**Exhibit D to Staff Report of Resolution 23-5337
Stakeholder Feedback to Inform Final Allocation Recommendations
Summary of Stakeholder Input – November 2022 – January 2023**

The following section summarizes the feedback provided during the initial introductions of the Carbon Reduction Program fund and the allocation process through the TPAC recommendation to JPACT.

2023 RTP Workshop

At the November 10 Metro Council and JPACT workshop on the 2023 RTP, Metro staff provided a refresher on the Climate Smart Strategy. Since the Climate Smart Strategy has been integrated into subsequent regional transportation plans (2014 RTP, 2018 RTP) after its adoption, the 2023 RTP presents an opportunity to update related policies in the Plan and develop a long-term transportation investment strategy which will bring the region back on track to meet the greenhouse gas emissions reduction target set forth by the state.

At the workshop, regional leaders participated in a set of exercises ranking the different Climate Smart investment areas for: 1) further implementation; 2) greatest benefit to people living in the Portland metropolitan region; and 3) preference on ambitiousness in pursuing. Under the three different ranking exercises, the following three ranked in the top in each exercise. Across all three exercises, “Making transit convenient, frequent, accessible, and affordable,” was the top ranked Climate Smart investment area in each.

- Make transit convenient, frequent, accessible, and affordable – through increased transit service, including high-capacity transit
- Make biking and walking safe and convenient – through new active transportation connections
- Use technology to actively manage the transportation system – through system management and operations

These non-binding results indicate that the region’s leaders are interested in advancing Climate Smart Strategies/investment areas for implementation.

Metro Council Work Session

Following the 2023 RTP workshop, Metro and ODOT Climate Office staff jointly presented information about the federal Carbon Reduction program at the Metro Council work session. The presentation outlined the new program and provided insight into the priority investment areas for ODOT’s allocation. ODOT emphasized the need for partnerships to achieve Oregon’s greenhouse gas emissions reduction goal and making complementary investments. Metro staff outlined three potential Climate Smart Strategy investment areas to emphasize with CRP funds. These three areas include:

- Transit
 - Capital transit investments
 - Improvements in the right-of-way to increase speed and reliability of buses and MAX
- Active Transportation
 - New biking and walking connections to schools, downtowns, jobs, and other community places

- Completes the regional active transportation network and supports the 2040 growth concept
- System Management and Operations
 - Variable message signs and speed limits
 - Transit signal priority, bus pullouts
 - Signal timing and ramp metering

The Metro Council were asked to provide feedback and direction on the potential Climate Smart Strategy investment areas as well as other wishes the Council would like to see as part of the allocation of CRP funds. Feedback from the Metro Council included:

- Continue to support and leverage the planning work undertaken as part of the Transportation Funding Measure in 2020, in areas that would be eligible for CRP funds
- Invest into our current corridor projects, including Tualatin Valley Highway and 82nd Avenue
- Make a regional investment with the limited dollars presented with CRP, but also be context sensitive to the different counties in the region
- Accelerate implementing community plans that seek to reduce greenhouse gas emissions
- Leverage other funding opportunities presented with the BIL and with other partners
- Support microtransit and transit services which better serve communities not well reached by traditional transit providers.

TPAC

Metro staff in conjunction with ODOT Climate Office staff provided an overview of the Carbon Reduction Program at the January 6, 2023, TPAC meeting. In the presentation, Metro staff outlined the details of the new federal funding program and the staff proposed Climate Smart Strategy investment areas to shape allocation proposals for discussion. The following is feedback from TPAC to help shape and inform the next steps for staff to develop Carbon Reduction Fund allocation proposals for discussion.

- Agree with leveraging the work and consensus building undertaken as part of the transportation funding measure in 2020, but not constrained by what was included in the package which went before voters. Consider some of the corridors/candidate projects which did not make the final package put forward to voters.
- Have the allocation proposal reflect regional balance
- Consider those projects which can meet eligibility requirements from the 25-27 Regional Flexible Fund cycle which were not awarded grant funds
- Consider adding the Climate Smart Strategy - Provide information and incentives to expand the use of travel options – or transportation demand management (TDM) as part of the CRP allocation proposal
- Work actively with local jurisdictions on identifying candidate projects for the allocation proposal developed by Metro staff. Following a process similar to the earmark process would be positive.
- Consider quantifying greenhouse gas emissions reduction for candidate projects and have it inform the final allocation proposal. At a minimum, have allocation efforts be informed by emissions reduction potential.
- Prioritize allocating Carbon Reduction Program funds to projects and programs which do not have other sources of funding. For example, while electric vehicles and infrastructure are an eligible activity for new funding program, there is also another federal funding program exclusively available for electrification.

- Focus on “doable” projects that can show off the success of the Carbon Reduction Program. This can help support the program’s continuation into the future.
- In considering potential transportation system management and operations (TSMO) project candidates, work with the Transport sub-committee of TPAC to identify a project or technology update which would have wide reaching regional or systemic benefit in lieu of smaller site-specific project(s).
- Consider focusing Carbon Reduction Program funds on projects in areas with high vehicle miles traveled and a lack of transportation options.
- Consider adding to the allocation proposal projects which accelerate the transition of transit fleet vehicles to alternative fuels
- While the Carbon Reduction Program funds focus on greenhouse gas emissions reduction, consider candidate projects in the allocation proposal which result in greater safety. In particular, projects which complete the pedestrian and bicycle network in areas of high crashes provide the dual benefit of emissions reduction and safety.
- Use updated information from efforts like the City of Portland’s VisionEval work to help inform which types of projects will be an effective use of Carbon Reduction Program funds and get the most emissions reduction cost-benefit.
 - Consider investing funds to advance the region’s capabilities in understanding, measuring, and advancing how to best reduce carbon emissions.
- Provide additional information/details on use of the \$1.8 million proposed for Climate Smart implementation.
- Have ODOT’s climate office to keep the MPO table (i.e., TPAC, JPACT, Metro Council) and the R1ACT informed on the allocation process for the state Carbon Reduction Program funding as there is interest in knowing more about providing input to the state allocation process.

JPACT

Metro staff in conjunction with ODOT Climate Office staff provided an overview of the Carbon Reduction Program at the January 19, 2023, JPACT meeting. In the presentation, Metro staff outlined the details of the new federal funding program and the staff proposed Climate Smart Strategy investment areas to shape allocation proposals for discussion. The following is feedback from JPACT to help shape and inform the next steps for staff to develop Carbon Reduction Fund allocation proposals for discussion. Feedback included: implement the region’s Climate Smart Strategy priority projects and programs, and investments that could have significant or transformative impacts on reducing transportation emissions.

- Support development of bus capital improvements in the 82nd Avenue and Tualatin Valley highway corridors,
- Support transit signal priority (TSP) for the Line 33 McLoughlin bus,
- Support the advancement of Electric Bikes usage
- Support electrification of the TriMet bus fleet,
- Support for specific active transportation projects unfunded from the previous Regional Flexible Fund Allocation cycle,
- Support for system management and Intelligent Transportation System (ITS) projects, and safe routes to schools projects.

Summary of Stakeholder Input on Allocation Proposal Package Options – April 2023

Since providing TPAC, JPACT, and Metro Council an overview of the Carbon Reduction Program funding at the end of 2022 and in early 2023, Metro staff develop a set of allocation proposal package options which were presented to TPAC and JPACT in April 2023. Feedback on the allocation proposal package options included:

TPAC comments

- Preference for the corridor elements included in Packages A, B, and C, over the funding of Regional Flexible Fund Allocation projects represented by Package D.
- Safe bicycling infrastructure a priority over electric bike program.
- Question the ability to effectively administer and implement Electric Bike, Safe Routes to Schools, or Active Transportation capital projects with small amount of federal funds. Request to investigate the possibility of a fund exchange of federal CRP funds for local funds to make implementation of small capital projects more feasible was made.
- Support for a Transportation System Management and Operations (TSMO) allocation element administered through the Transport sub-committee, with policy direction to prioritize carbon reduction projects such as expansion of Transit Signal Priority (TSP).
- Desire for clarification on what happens to corridor project funding if projects do not proceed or get funded from other sources, with requests for funding to stay in a corridor on other project elements.
- Consideration of not setting a precedent of funding project elements that are identified for potential mitigation of tolling impacts (such as elements of Line 33 TSP).
- Need further description of recommended project elements, including the Metro led Climate Smart Implementation program element.

JPACT comments.

- Washington County Coordinating Committee discussions favored Package Option E that included an \$3 million allocation to System Management and Operations projects to be recommended by the Transport sub-committee of TPAC.
- Safe access to schools be clarified as a potential part of System Management & Operations or Active Transportation options should those options move forward.

Development of TPAC Recommendation on Allocation of Carbon Reduction Program Funds – May 2023

At the May 5th TPAC meeting, Metro staff presented two Carbon Reduction Program allocation options for considerations. The two allocation options were based on the input received from TPAC and JPACT members on the draft investment package options at their April meetings. The allocation options were:

Carbon Reduction Program Allocation Package Descriptions Considered by TPAC

Package C – Transit Corridors and Active Transportation		
	TV Hwy BRT	\$5,000,000
	82 nd Ave BRT	\$5,000,000
	Line 33 McLoughlin Transit Signal Priority	\$4,000,000
	Climate Smart Implementation Program	\$1,800,000
	Active Transportation	\$3,000,000
	Subtotal:	\$18,800,000

Package E - Transit Corridors and Transportation System Management & Operations		
	TV Hwy BRT	\$5,000,000
	82 nd Ave BRT	\$5,000,000
	Line 33 McLoughlin Transit Signal Priority	\$4,000,000
	Climate Smart Implementation Program	\$1,800,000
	Transportation System Management & Ops	\$3,000,000
	Subtotal:	\$18,800,000

Allocation Package Options - Description of Elements

Recommended by TPAC: Tualatin Valley Highway Bus Rapid Transit (BRT): Funding to undertake bus rapid transit project development for the Tualatin Valley Highway BRT corridor. The \$5 million allocation to be matched by TriMet and with participation by local agencies toward a total of about \$20 million needed to complete the Project Development phase of the FTA CIG Small Starts program. This work includes design, NEPA, development of rating materials and other activities needed to get to a Small Starts Grant Agreement. If the region decided to not pursue an FTA CIG Small Starts application, remaining funds could be repurposed to safe access to transit or other transit elements in the corridor.

Recommended by TPAC: 82nd Avenue Bus Rapid Transit (BRT): Funding to undertake bus rapid transit project development for the 82nd Avenue corridor. The \$5 million allocation to be matched by TriMet and with participation by local agencies toward a total of about \$20 million needed to complete the Project Development phase of the FTA CIG Small Starts program. This work includes design, NEPA, development of rating materials and other activities needed to get to a Small Starts Grant Agreement. If the region decided to not pursue an FTA CIG Small Starts application, remaining funds could be repurposed to safe access to transit or other transit elements in the corridor.

Recommended by TPAC: Line 33 - McLoughlin Corridor Transit Signal Priority (TSP): Expansion of next generation transit signal priority first implemented in the Division Transit corridor to improve reliability of transit service. Expands capability of TriMet to implement TSP with new project partners and independent of a Bus Rapid Transit project in anticipation of implementing additional TSP projects across the region. Any remaining funds may also be used on systemic TSP needs to make the Line 33 elements perform optimally or on small capital stop amenities or safe transit access elements in the corridor. Project scope and funding would be coordinated with, and not displace, funding from other potential sources such as Congressionally directed spending or Tolling mitigation funding.

Recommended by TPAC: Climate Smart Implementation Program: Resources to support implementation of the Climate Smart Strategy (CSS). This includes elements such as:

- monitoring and evaluation of CSS implementation (including analysis and reporting on progress in reducing emissions to meet federal CRP reporting requirements),
- development of improved emissions and Vehicle Miles Traveled forecasting and monitoring tools, including at the sub-area/corridor and project levels,
- update to the Climate Smart Strategy,
- communicating what the CSS is, how it is being implemented locally, what reductions are being achieving by implementation of the current strategy in public

friendly formats to develop understanding, acceptance, and support for continued implementation of the strategy,

- technical support for incorporation of climate emission reduction policy and strategies into development of related transportation plans and policy
 - including regional coordination and support for local agency implementation of the new Climate Friendly & Equitable Communities update to state Transportation Planning Rule requirements

Approximately half of the allocation would be for work for tool development such as improvements to the state required Vision Eval forecasting tool, the regional travel demand model, tools to forecast emissions impacts of project level investments, and a best implementation practices toolkit. The other approximate half of the allocation would support a new Metro staff person to undertake the monitoring and evaluation work, communication of progress and benefits of Climate Smart Strategy implementation, coordination with state and local agencies, meeting federal reporting requirements, support of a Metro team in the update of the Climate Smart Strategy, and to provide local agencies with technical support for local implementation.

Recommended by TPAC: Transportation System Management & Operations (TSMO):

Transportation system management and operations investments that improve the efficiency and safety of the existing transportation network and infrastructure. The Transport sub-committee of TPAC would be utilized to identify priority projects for funding with direction to prioritize TSMO investments that have the greatest potential to reduce carbon emissions. TSMO projects that also provide safer access to schools are eligible and encouraged for consideration.

Active Transportation: Pedestrian, bicycle and transit access capital projects. Project scale would be smaller than typical RFFA and state funded projects. Projects that are expected to perform best to increase walk and bike trips would be encouraged as a priority to maximize reductions in carbon emissions. Active transportation projects that also provide safer access to schools are eligible and encouraged for consideration. TriMet has agreed to investigate their capacity to fund exchange CRP funds for local funding to facilitate improved delivery of these projects. It has not yet been determined whether they have an eligible project and local fund capacity, but if ultimately feasible, the exchanged funds could not be made available until late in FY 2025 after TriMet had received equivalent CRP funds. If fund exchange is determined infeasible, projects would need to proceed through the standard federal-aid delivery process

Both package C and E were modified slightly prior to the May 5th TPAC meeting to reflect input provided on the draft packages. Modifications included:

- Language to address the uncertainty for the three corridor candidates to allow for repurposing excess or remaining funds for activities within the corridor including safe access to transit or other transit elements, as long as federal eligibility requirements are met.
- Further project description to outline the activities Metro will undertake for Climate Smart Implementation activities.
- Refinements and clarification to fund projects with the \$3 million going towards either Active Transportation (Package C) or Transportation System Management (Package E) which would support/induce shifting to walking, biking, or transit and have high carbon emissions reduction

At the time of the TPAC meeting, Metro staff had begun an inquiry with TriMet on possible fund exchange of \$3 million dollars with TriMet, in recognizing the interest in the Package C was highly predicated on the ability to defederalize those funds. TriMet was unable to provide a response in time for the May TPAC meeting but expects to have a response about the fund exchange prior to the May 18th JPACT meeting. Information on the fund exchange possibility will be brought forward at the JPACT meeting.

TPAC members voted to recommend Package E: Transit Corridors and System Management and Operations option as the preferred allocation option for carbon reduction program funds. Of the 19 TPAC voting members, ten members voted in favor of package E, six voted against the recommendation of Package E because of their preference for Package C: Transit Corridors and Active Transportation, and there were three abstentions, reflecting the difficult decision TPAC had choosing between the options.

As part of the recommendation of Package E, TPAC recommended the following refinements be reflected in the recommended allocation package for the carbon reduction program funds. These include:

- An obligation date and/or a confirmation decision to pursue the Federal Transit Administration (FTA) Capital Investment Grant (CIG) Small Starts discretionary grant program for the funds allocated to the 82nd Avenue and Tualatin Valley Highway corridor projects.
- Additional guidance to Transport in the allocation of the \$3 million to transportation system management technologies/projects to prioritize in addition to, but secondary to carbon emission reduction benefits:
 - reducing the impact of climate change and air pollution on marginalized communities
 - safe access to transit and schools
 - funding projects around the region and/or that have regionwide benefits

The refinements are incorporated into Exhibits A and C of the staff report to Resolution 23-5337.