

Metro Policy Advisory Committee (MPAC)

agenda

Wednesday, September 27, 2023

5:00 PM

<https://zoom.us/j/95889916633> (Webinar

ID: 958 8991 6633)

1. Call To Order, Declaration of a Quorum & Introductions (5:00 PM)

Please note: This meeting will be held online. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/95889916633> or by calling +1 669 900 6128 or +1 877 853 5257 (Toll Free)

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2. Public Communication on Agenda Items (5:05 PM)

Public comment may be submitted in writing and will also be heard by electronic communication (video conference or telephone). Written comments should be submitted electronically by mailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you

wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Council Update (5:10 PM)

4. Committee Member Communication (5:15 PM)

5. Consent Agenda (5:20 PM)

5.1 Consideration of the July 26, 2023 MPAC Minutes

[COM](#)

[23-0734](#)

Attachments: [072623 MPAC Minutes](#)

6. Information/Discussion Items (5:25 PM)

6.1 Urban Growth Management Engagement Update

[COM](#)
[23-0728](#)

Presenter(s): Eryn Kehe (she/her), Metro

Attachments: [MPAC Worksheet](#)
[UGM Stakeholder Roundtable](#)

6.2 2023 Regional Transportation Plan (RTP): Overview of
Public Comment, Key Topics to Address and Next Steps for
Finalizing the 2023 RTP and High Capacity Transit Strategy
for Adoption

[COM](#)
[23-0730](#)

Presenter(s): Kim Ellis (she/her), Metro

Attachments: [MPAC Worksheet](#)
[Attachment 1](#)
[Attachment 2](#)
[Attachment 3](#)
[Ordinance 23-1496](#)
[Resolution 23-5348](#)

7. Adjourn (7:00 PM)

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលការព្យាបាលស្តីពីការរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច័ន្ទិកា) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

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2023 MPAC Work Program

As of 9/13/2023

Items in italics are tentative

<p><u>September 27, 2023</u></p> <ul style="list-style-type: none"> • Urban Growth Management engagement update (Eryn Kehe (she/her), Metro; 25 min) • 2023 Regional Transportation Plan: Receive overview of adoption package and public comments received and provide feedback on RTP implementation (Chapter 8) and policy topics identified by MTAC for MPAC discussion (Kim Ellis (she/her), Metro; 50 min) • Tolling as part of MPAC RTP Recommendation (Catherine Ciarlo (she/her), Metro; 25 min) 	<p><u>October 25, 2023 in person</u></p> <ul style="list-style-type: none"> • <i>Urban Growth Management discussion: Overview of approach to estimating UGB growth capacity(Ted Reid (he/him), Metro and ECONorthwest staff; 60 min)</i> • <i>MPAC Recommendation on Regional Transportation Plan (RTP) (Kim Ellis (she/her), Metro, Eliot Rose (he/him), Metro; 30 min)</i>
<p><u>November 08, 2022</u></p> <ul style="list-style-type: none"> • <i>Urban Growth Management discussion: Overview of approach for estimating housing needs (Ted Reid (he/him), Metro and ECONorthwest staff; 60 min)</i> • <i>Freight Commodity Study (Tim Collins, Metro)</i> 	<p><u>December 13, 2022</u></p> <ul style="list-style-type: none"> • <i>Draft Sherwood West concept plan (city presents); update on BLI (Metro staff)</i> • <i>C2P2 Update</i>

5.1 Consideration of the July 26, 2023 MPAC Minutes

Consent Agenda

Metro Policy Advisory Committee
Wednesday, September 27th, 2023

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

July 26, 2023

MEMBERS PRESENT

Vince Jones-Dixon (Chair)
Alex Howard
Gordon Hovies
Kim Harless
Brett Sherman
Gerritt Rosenthal
Sherry French
Nadia Hasan
Mark Shull
Duncan Hwang
Kirstin Greene
Sharon Meieran
Pam Treece
Ed Gronke
Denyse McGriff
Carmen Rubio
Mary Nolan
Steve Callaway

AFFILIATION

City of Gresham, Second Largest City in Multnomah County
Port of Portland
Special Districts in Washington County
City of Vancouver
City of Happy Valley, Other Cities in Clackamas County
Metro Council
Special Districts in Clackamas County
City of Beaverton, Second Largest City in Washington County
Clackamas County
Metro Council
Oregon Department of Land Conservation and Development
Multnomah County
Washington County
Citizen of Clackamas County
City of Oregon City, Second Largest City in Clackamas County
City of Portland
Metro Council
Largest City in Washington County

MEMBERS EXCUSED

Joe Buck
Tim Rosener
Ted Wheeler
Glen Yung
Brian Cooper
Brian Hodson
Omar Qutub
James Fage
Susan Greenberg
Terri Preeg Riggsby
Luis Nava
Thomas Kim

AFFILIATION

City of Lake Oswego, Largest City in Clackamas County
Other Cities in Washington County
City of Portland
Clark County
City of Fairview, Other Cities in Multnomah County
City of Canby, City in Clackamas County outside UGB
Citizen of Multnomah County
City of North Plains, City in Washington County outside UGB
Beaverton School Board, Governing Body of a School District
Special Districts in Multnomah County
Citizen of Washington County
TriMet

ALTERNATES PRESENT

Amira Streeter
Anthony Martin
Laura Kelly

AFFILIATION

Citizen of Multnomah County
Largest City in Washington County
Oregon Department of Land Conservation and
Development

OTHERS PRESENT: Becky Hewitt, Madeline Baron, Laurie Petrie, Anna Slatinsky, Megan McKibben, Jamie Stasny, Jessica Pelz, Stephen Roberts, Miranda Bateschell, Adam Barber

STAFF: Connor Ayers, Jeff Kain, Anneliese Koehler, Catherine Ciarlo, Jaye Cromwell, Jenna Jones, Laura Combs, Ted Reid, Eryn Kehe, Anne Buzzini, Andy Shaw

1. CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS

MPAC Chair Vince Jones-Dixon called the Zoom meeting to order at 5:00 PM.

Metro staff Connor Ayers (he/him) called the role.

Metro staff Jaye Cromwell confirmed that the committee had reached a quorum.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

No members of the public chose to provide testimony on agenda items.

3. COUNCIL UPDATE

Metro Councilor Duncan Hwang (he/him) began by providing an update on the agency's efforts to advance diversity, equity, and inclusion, particularly regarding trans inclusion.

He shared that the first Supportive Housing Services (SHS) annual report has been released, noting the successes and failures of the program.

Councilor Hwang then discussed updates on the 82nd Avenue transportation project.

The Councilor provided remarks on the Community Cleanups project, highlighting Metro efforts to clean up public spaces across the region.

Lastly, he noted that the public comment period for the 2023 Regional Transportation Plan is now open.

Metro Councilor Gerritt Rosenthal reported on a Driving Diversity seminar that encouraged diverse audiences to learn how to drive solid waste trucks.

Washington County Commissioner Pam Treece questioned if one of the Metro Councilors could provide an update on Metro's Strategic Targets work.

Metro staff Catherine Ciarlo (she/her) remarked that there is not the correct staff members present to provide comments on the Strategic Targets Plan, noting that she will work to provide more information in the following MPAC meeting.

Councilor Hwang briefly commented on the promises of the Strategic Targets work, noting that the plan will soon be shared more widely with the region.

4. COMMITTEE MEMBER COMMUNICATIONS

No members of the committee provided an update.

5. CONSENT AGENDA

5.1 Consideration of the June 28, 2023 MPAC Minutes

Chair Jones-Dixon called for a motion to approve the consent agenda.

MOTION: Clackamas County Commissioner Mark Shull moved to approve the consent agenda. City of Beaverton Councilor Nadia Hasan seconded.

ACTION: With all in favor, the consent agenda was approved.

6. INFORMATION/DISCUSSION ITEMS

6.1 Legislative Update

Chair Jones-Dixon introduced Metro staff Anneliese Koehler (she/her) and Jenna Jones (she/her).

Key elements of the presentation and member discussion included:

Jones began the presentation by discussing the Oregon Housing Needs Analysis, highlighting how the analysis has shaped the provisions of major housing legislation. Koehler discussed a policy package that emerged from the Oregon Semiconductor Competitiveness Task Force recommendations. Jones highlighted major legislative investments into regional projects.

Oregon Department of Land Conservation and Development Deputy Director Kirstin Greene mentioned that there is an additional \$3.5 million dollars of legislative investment directed towards local governments implementing the provisions of House Bill 2001 (HB2001).

Committee member Amira Streeter (she/her) questioned what qualifies as a unit of measurement in the needs analysis of House Bill 3155 (HB3155).

Jones clarified that any kind of housing unit, whether an apartment, duplex, house, etc., can be qualified as a unit in this analysis, noting that the analysis filters by housing type.

Streeter then questioned why the analysis was set at a deadline of every six years, expressing concerns that there may be significant population changes over the course of six years.

Jones noted that the renewal of the analysis is set at six years to match Metro's Urban Growth Management (UGM) review which occurs every six years. She noted that they do consider the impact of population change.

Streeter asked if there is a metric for affordability, and how this metric is measured.

Jones explained that the newest versions of the analysis closely tying targets to housing affordability levels using area median income (AMI) as the metric.

City of Hillsboro Mayor Steve Callaway firstly reminded the committee that housing production is ultimately dependent upon developers, and that it is in the region's best interest for cities to cooperate to create affordable housing. He then asked what Metro's position will be on an Urban Growth Boundary (UGB) expansion produced as a result of House Bill 3414 (HB3414).

Koehler suggested that this bill will likely not come back through the legislature in the exact same form, noting the difficulty of providing a comment without the necessary details. She ultimately stated that Metro will need to analyze the issue HB3414 is attempting to solve before deciding if Metro wants to act towards expansion.

Councilor Rosenthal ensured that the Metro Council will be listening to input of cities on this issue.

6.2 Urban Growth Management and Engagement Update

Chair Jones-Dixon introduced Metro staff Eryn Kehe (she/her) and Laura Combs (she/her).

Key elements of the presentation and member discussion included:

Kehe began the presentation by providing context on the UGM decision, explaining the decision-making framework and the timeline on the process. She then remarked on the engagement plan, highlighting the efforts that will be undertaken to engage stakeholders, jurisdictions, and the public in this issue. Particular attention was given to the stakeholder roundtable, a new group being developed to help facilitate conversations regarding the UGM. Combs explained the role that the youth cohort will play in Metro's engagement efforts.

As this agenda item was closely tied to the next item, Chair Jones-Dixon moved onto the next agenda item.

6.3 Urban Growth Management Discussion: Long-Term Role of Housing Production in Housing Affordability (filtering); Gentrification and Displacement Trends

Kehe introduced Metro staff Ted Reid (he/him), as well as Becky Hewitt and Madeline Baron from ECONorthwest.

Key elements of the presentation and member discussion included:

Hewitt overviewed research performed by ECONorthwest on housing filtering, market functions, and gentrification with the purpose of guiding Metro's 2024 UGM decision. Baron discussed how new housing affects the affordability of existing housing, at both a regional and neighborhood scale. She noted that the Metro region has been underproducing housing, and with increasing demand for housing, new supply is needed to balance the costs of the housing market. Hewitt explained the risks for displacement, highlighting the areas of the Metro region that are the most at risk of large-scale gentrification.

City of Happy Valley Councilor Brett Sherman firstly questioned if the high interest rate environment of the modern housing market has impacted the filtering process.

Baron affirmed the Councilor's suggestion, stating that high interest rates significantly slow down the sorting process of housing.

Councilor Sherman then expressed concerns that boosting housing production, while improving the affordability of housing, would in effect decrease the average homeowner's value.

Baron stated that there is a conflict here, noting that the community interest in greater affordable housing is often in contention with the individual's interest to protect the value of their home. However, as our supply of housing is already so low, we could experience a large boost to the housing supply without drastically impacting home values.

Councilor Sherman explained that Happy Valley is looking to invest in equity-focused developments near transit centers; he questioned if there is a way to incorporate both transportation and housing factors into the UGM decision.

Hewitt clarified that it is vitally important to consider the overlap of housing and transportation in ensuring that these investments actually serve the populations they are intended to help. She also added that adding housing supply shouldn't simply be viewed as bringing the value of houses down, but rather moderating the pace of increase.

Committee member Ed Gronke questioned what solutions are available to solve the issues discussed in this presentation.

Hewitt explained that Metro's focus on readiness is critical to ensuring that the housing supply the region needs may actually be delivered to meet the demand. She also highlighted securing land investments, careful land use and zoning policy, and the removing of regulatory obstacles to further development as key pieces in solving these issues.

Chair Jones-Dixon requested that staff restate their guidance to cities for discussing this information with constituents.

Hewitt explained that bringing the available data to community members and developers may help fill in gaps in the data and better understand how to better support members of the public.

Councilor Rosenthal noted that roughly 25% of new housing production is listed as being needed for individuals in the below 30% AMI category. He asked where the rest of the housing production is needed most.

Baron provided a brief overview of housing need projections based on income-levels.

Seeing no further discussion on the topic, Chair Jones-Dixon moved onto the next agenda item.

ADJOURN

Chair Jones-Dixon adjourned the meeting at 6:49 PM.

Respectfully Submitted,

A handwritten signature in black ink that reads "Jeff Kain". The signature is written in a cursive, flowing style.

Jeffrey Kain
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JULY 26, 2023

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.1	Presentation	07/26/2023	MPAC Legislative Update	072623m-01
5.2	Presentation	07/26/2023	UGM Public Engagement Presentation	072623m-02
5.3	Presentation	07/26/2023	MPAC – Filtering and Displacement Presentation	072623m-03

6.1 Urban Growth Management Engagement Update

Information/Discussion Items

Metro Policy Advisory Committee
Wednesday, September 27th, 2023

MPAC Worksheet

Agenda Item Title: Urban Growth Management Engagement Update

Presenters: Eryn Kehe (Metro Planning, Development and Research)

Contact for this worksheet/presentation: Eryn Kehe eryn.kehe@oregonmetro.gov

Purpose/Objective

The purpose of this item is to continue MPAC's engagement in the urban growth management process so that it is prepared to advise the Metro Council on its decision in late 2024.

Staff will provide updates on the engagement activities including the stakeholder roundtable, the Land Use Technical Advisory Group, and the youth cohort.

Outcome

The intended outcome of this meeting is that MPAC will gain a better understanding of engagement activities and provide recommendations on key areas for improvement.

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

Stakeholder roundtable members were appointed and the first meeting is scheduled for September 29th. Youth cohort members have been recruited and the first kickoff meeting was held on September 19th. The first LUTAG meeting happened on July 31st to discuss the upcoming Buildable Lands Inventory methodology and the use of a new proforma-style model to estimate land capacity.

What packet material do you plan to include?

Urban growth management committees handout. A PowerPoint will also be made available after the meeting.

Urban growth management committees

Draft - 8/31/23

Adopt

Advise and recommend

Advise and provide feedback



Metro

Metro Council



Makes urban growth management decisions every six years based on information from staff and the community



Elected officials - Six Councilors and Metro Council President



A public hearing will be held before the urban growth management decision - *open to the public*

<https://www.oregonmetro.gov/regional-leadership/metro-council>

CORE



Advise Metro Council on strategies to advance racial equity across Metro's work areas



Members appointed by Metro Council



Standing committee with monthly meetings - *open to the public*

<https://www.oregonmetro.gov/regional-leadership/metro-advisory-committees/committee-racial-equity>

MPAC



Advise the Metro Council on land use issues, including the urban growth boundary - established by the Metro Charter



21 voting members representing cities, counties, special districts and the public, and six non-voting members. Three Metro Councilors also participate as non-voting liaisons.



Meetings are the fourth Wednesday of each month - *open to the public*

<https://www.oregonmetro.gov/regional-leadership/metro-advisory-committees/metro-policy-advisory-committee>

MTAC



Provide technical feedback to MPAC on regional land use issues including the urban growth boundary



35-member committee defined by the Metro Charter and made of planners, citizens, and business representatives



Meetings are monthly on the third Wednesday from Jan to Sept - *open to the public*

<https://www.oregonmetro.gov/regional-leadership/metro-advisory-committees/metro-technical-advisory-committee>

LUTAG



Provide Metro staff with technical advice on the 2024 Urban Growth Report methods and results, with a particular focus on estimates of housing and job capacity based on local knowledge



Local land use planners from jurisdictions within the Metro boundary and other technical experts from interested organizations



Fall 2023 through spring 2024, meetings as needed

Youth cohort



Members learn about regional urban growth management in Oregon and how to participate in decision-making



15 young people from across the region, ages 14-25



Eight meetings, from fall 2023 - fall 2024

Urban growth report stakeholder roundtable



Members contribute perspectives to the content of the 2024 Urban Growth Report



Range of stakeholders representing a variety of industries and work or live in different parts of the region



Monthly meetings September 2023 to spring 2024 - *open to the public*

6.2 2023 Regional Transportation Plan (RTP): Overview of Public Comment, Key Topics to Address and Next Steps for Finalizing the 2023 RTP and High Capacity Transit Strategy Adoption

Information/Discussion Items

Metro Policy Advisory Committee
Wednesday, September 27th, 2023

MPAC Worksheet

Agenda Item Title: 2023 Regional Transportation Plan (RTP): Overview of Public Comment, Key Topics to Address and Next Steps for Finalizing the 2023 RTP and High Capacity Transit Strategy for Adoption

Presenters: Kim Ellis, RTP Project Manager (she/her)

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

Purpose/Objective

This is an opportunity for the Metro Policy Advisory Committee (MPAC) to begin discussion of the feedback received on the public review draft 2023 Regional Transportation Plan (RTP) and 2023 High Capacity Transit (HCT) Strategy. Staff will also preview five key topics identified for further policy discussion as the RTP is finalized for consideration by JPACT and the Metro Council.

Outcome

MPAC members discuss and provide feedback on these questions:

- Do you have questions about the major themes heard during the final public comment period?
- Do you have questions or feedback about the key topics identified for MPAC discussion?
- Do you have questions about the next steps for finalizing the 2023 RTP and HCT Strategy for adoption?

Staff will work with the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC) to prepare policy questions and options for MPAC discussion and feedback in October. MPAC will be asked to make a recommendation to the Metro Council on adoption of the 2023 RTP and HCT Strategy at the October 25 meeting.

Background and context

A major update to the [Regional Transportation Plan](#) (RTP) has been underway since Fall 2021. Under federal law, the next update is due by Dec. 6, 2023, when the current plan expires. Providing continued compliance with federal planning regulations ensures continued federal transportation funding eligibility for projects and programs in the region. The region's High Capacity Transit Strategy is also being updated as part of the RTP update. The RTP is the state- and federally-required long-range transportation plan for the Portland metropolitan area.

Since Fall 2021, Metro Council and staff have extensively engaged with policymakers, jurisdictional staff, federally recognized tribes, transportation agencies, community-based organizations and business groups, businesses, and members of the public to update the region's vision, goals and policies for the transportation system and understand the region's transportation trends, needs and priorities for investment.

The process is now in the final adoption phase. At the September 27 meeting, staff will present an update on the RTP timeline and decision process, major high-level themes from the public comments received, and key topics and concerns identified by Metro staff for more in-depth policy discussion as the plan is finalized for consideration by MPAC in October, and JPACT and the Metro Council in November. A schedule of remaining discussions and actions is attached in **Attachment 1**.

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

As directed by Resolution No. 23-5343, a final 45-day public comment period was held from Monday, July 10 to Friday, August 25, 2023. The public comment period built on the significant engagement and feedback received throughout the update to the RTP.¹

Engagement activities conducted during the comment period included:

- **Notifications and notices** – Public notices of the comment period were provided to local neighborhood involvement and community outreach offices and community planning organizations in Washington County. Notices were published in Portland Tribune, Clackamas Review, Hillsboro News Times, Forest Grove News Times, Valley Times News, Beaverton Valley Times, El Latino de Hoy, The Asian Reporter and on the Metro website. Notifications were sent to the RTP interested persons list (nearly 2,772 people) in addition to Metro’s four regional advisory committees and their respective interested parties. Partner agencies and community and business organizations engaged throughout the RTP update posted notifications of the comment period through E-newsletters, social media and other methods to inform their members and interested parties of the comment opportunity.
- **On-line survey and on-line comment form** – An on-line survey, an interactive map and interactive project list, and public review drafts of the 2023 RTP, project lists, appendices and High Capacity Transit Strategy were posted on the 2023 RTP web page at www.oregonmetro.gov/rtp. Members of the public, regional advisory committees, partner agencies and other interested parties were invited to comment on the draft materials. More than 660 people responded to the on-line survey and more than 250 people and agencies submitted more than 300 comments through an online comment forum. The survey results and comments submitted through the on-line comment form are included in the draft public comment report.
- **Letters and emails** – The public was invited to submit letters and emails. Metro received more than 50 emails and 40 letters from community members, community-based organizations, advocacy groups, business associations, public agencies and elected officials. The emails and letters are included in the draft public comment report.
- **Public hearing** – The Metro Council held a public hearing on July 27, 2023. Thirteen community members testified at the hearing. The closed caption transcript of hearing testimony is included in the draft public comment report.
- **Consultation** – Metro staff invited federally-recognized Tribes and several federal, state and local resource, wildlife, land management and regulatory agencies to consult on the public review draft RTP and High Capacity Transit Strategy in accordance with [23 CFR](#)

¹ Summary reports of engagement activities conducted to date can be found on the project website at: <https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/engagement>

[450.316\(b\)](#) and [23 CFR 450.324\(f\)\(10\)](#). Metro convened 20 participants in two separate consultation meetings on August 17 and 22. Summaries of the consultation meetings are included in the draft public comment report.

- **Draft Public Comment Report.** Metro staff have prepared a [working draft Public Comment Report](#) and [Appendices to the comment report](#) that summarizes key themes and includes the online survey results, online feedback and copies of all emails, letters, and transcriptions of voicemails received during the formal comment period as well as consultation meeting summaries and transcriptions of verbal testimony provided during the public hearing. Additional analysis will be added as the report is finalized. The draft public comment report and appendices are provided in **Attachment 2**.

Next Steps for Responding to Public Comments Received

Metro staff are drafting recommended actions to respond to comments received and identified key concerns that warrant more in-depth discussion by TPAC and MTAC on September 13 and September 20, respectively, and during subsequent meetings. The recommended actions will include amendments to the public review draft RTP and HCT Strategy, recommendations for no change with an explanation as to why no change is recommended, and recommendations for future work.

Draft Metro staff recommendations will be brought forward for consideration in two parts:

1. **Summary of Comments Received and Recommended Actions Identified for Further Discussion** – *aka Discussion Items for Consideration* – These Metro staff recommendations, and the public comments they respond to, raise important policy considerations that warrant further policy discussion by MPAC, JPACT and the Metro Council. The five discussion topics identified by Metro staff are:
 - Investment emphasis – project mix and timing
 - Pricing policy application to toll projects
 - Increasing regional transportation investment (funding)
 - Climate tools and analysis
 - Mobility policy implementation

A summary of key concerns raised for each discussion topic is provided in **Attachment 3**. TPAC and MTAC will begin discussion of these items at their September 13 and September 20 meetings. An overview of these topics will be provided to Metro Council, JPACT and MPAC at their September meetings. Potential recommended actions will be brought forward for discussion at the October 25 meeting as part of MPAC finalizing the committee’s recommendation to the Metro Council. MPAC may choose to make recommendations to Metro Council on any or all of the discussion topics.

2. **Summary of Comments Received and Recommended Actions for Consideration on a “consent basis”** – *aka Consent Items for Consideration* – These Metro staff recommendations address technical edits, fine-tuning, clarifications and/or substantive changes identified through the public review process for consideration on a “consent basis” without further discussion. Members of Metro’s technical committees may request discussion of any of these consent items at their meetings in September and October. MPAC, JPACT and Metro Council will be requested to take action on these recommendations without discussion as part of their respective final action. However,

policymakers may request discussion of individual consent items prior to or as part of their final action. MPAC will be requested to make recommendations to Metro Council on the consent items as a package without further discussion.

Legislative hearings – The Metro Council is scheduled to hold a legislative hearing on the RTP on September 28, 2023. Comments on the HCT Strategy may also be provided at the hearing. A final hearing and Metro Council action on the RTP and HCT Strategy is scheduled for November 30, 2023.

Strategic context and framing for MPAC discussion

The [Regional Transportation Plan](#) (RTP) is the state- and federally-required long-range transportation plan for the greater Portland region. The greater Portland region's economic prosperity and quality of life depend on a transportation system that provides every person and business in the region with equitable access to safe, reliable, climate-friendly and affordable travel options. 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.

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. Metro is the only regional government agency in the U.S. whose governing body is directly elected by voters. Metro is governed by a council president elected region-wide and six councilors elected by district. The Metro Council provides leadership from a regional perspective, focusing on issues that cross local boundaries and require collaborative solutions. As the federally designated MPO, Metro is responsible for leading and coordinating updates to the RTP every five years. Metro is also responsible for developing a regional transportation system plan (TSP), consistent with the Regional Framework Plan, statewide planning goals, the Oregon Transportation Planning Rule (TPR), the Metropolitan Greenhouse Gas Reduction Targets Rule, the Oregon Transportation Plan (OTP), and by extension state modal plans. As a result, the RTP serves as both the Federal metropolitan transportation plan and the regional TSP for the region.

MPAC advises and makes recommendations to the Metro Council on growth management and land use issues, including the RTP, at the policy level. In this role, MPAC has engaged in the development of the 2023 RTP and 2023 HCT Strategy throughout the process and will be asked to make a recommendation to the Metro Council on adoption of both in October.

What packet material do you plan to include?

1. Schedule of Key Dates for Finalizing the 2023 RTP and 2023 HCT Strategy for Adoption (9/14/23)
2. Working Draft Public Comment Report and Appendices (9/7/23)
3. Summary of Proposed Discussion Topics on Key Concerns with 2023 RTP (9/7/23)
4. Draft Ordinance No. 23-1496 (and Exhibit A)
5. Draft Resolution No. 23-5348 (and Exhibit A)

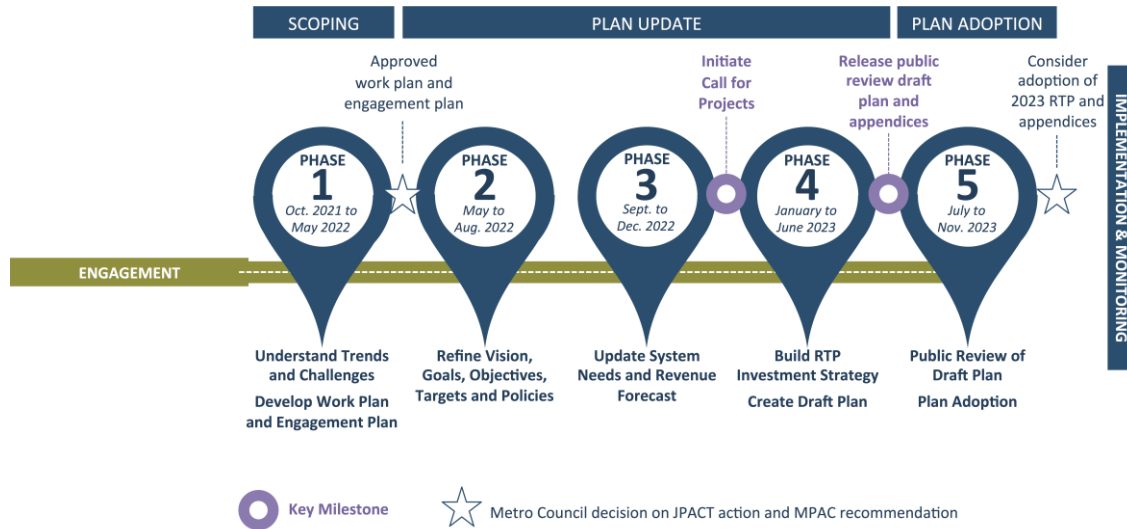


2023 REGIONAL TRANSPORTATION PLAN UPDATE

Key Dates for Finalizing the 2023 Regional Transportation Plan and 2023 High Capacity Transit Strategy for Adoption

September to November 2023

Dates are subject to change.



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

September	9/1	TPAC	<ul style="list-style-type: none"> DISCUSSION: Overview of draft adoption legislation and update on draft Metro staff recommended actions in response to public comments
	9/12	Metro Council	<ul style="list-style-type: none"> DISCUSSION: Process update and feedback on draft RTP policies and implementation chapter (Ch. 8)
	9/13	TPAC Workshop	<ul style="list-style-type: none"> DISCUSSION: Discuss draft Metro staff recommended actions in response to public comments received Review policy topics for JPACT discussion
	9/20	MTAC	<ul style="list-style-type: none"> DISCUSSION: Draft adoption legislation Discuss draft Metro staff recommended actions in response to public comments received Review policy topics for MPAC discussion
	9/21	JPACT	<ul style="list-style-type: none"> DISCUSSION: Overview of Public Comment, Key Topics to Address and Next Steps for Finalizing the 2023 RTP and High Capacity Transit Strategy for Adoption
	9/27	MPAC	<ul style="list-style-type: none"> DISCUSSION: Overview of Public Comment, Key Topics to Address and Next Steps for Finalizing the 2023 RTP and High Capacity Transit Strategy for Adoption
	9/28	Metro Council	<ul style="list-style-type: none"> Public hearing (first evidentiary hearing/first read) on Ordinance 23-1496

October	10/6	TPAC	<ul style="list-style-type: none"> • DISCUSSION: Discuss draft Metro staff recommended actions in response to public comments and identify draft recommended actions for JPACT discussion
	10/10	Metro Council	<ul style="list-style-type: none"> • DISCUSSION: Discuss draft recommended actions in response to public comments (focus on key policy topics identified by Council for discussion)
	10/11	TPAC Workshop	<ul style="list-style-type: none"> • DISCUSSION: Discuss draft Metro staff recommended actions in response to public comments identified for JPACT discussion
	10/18	MTAC	<ul style="list-style-type: none"> • ACTION: Make final recommendation to MPAC on adoption of 2023 RTP (Ordinance 23-1496) and 2023 HCT Strategy (Resolution No. 23-5348), and recommended actions in response to public comments
	10/19	JPACT	<ul style="list-style-type: none"> • DISCUSSION: Discuss draft recommended actions in response to public comments (focus on key policy topics identified by TPAC for JPACT discussion)
	10/25	MPAC	<ul style="list-style-type: none"> • ACTION: Make final recommendation to Metro Council on adoption of 2023 RTP (Ordinance 23-1496) and 2023 HCT Strategy (Resolution No. 23-5348), and recommended actions in response to public comments (focus on key policy topics identified for MPAC discussion)
November	11/3	TPAC	<ul style="list-style-type: none"> • ACTION: Make final recommendation to JPACT on adoption of 2023 RTP (Ordinance 23-1496) and 2023 HCT Strategy (Resolution No. 23-5348), and recommended actions in response to public comments
	11/7	<i>Metro Council</i>	<ul style="list-style-type: none"> • DISCUSSION: <i>Discuss MPAC recommendation and TPAC recommendation to JPACT on adoption of 2023 RTP (Ordinance 23-1496) and 2023 HCT Strategy (Resolution No. 23-5348), and recommended actions in response to public comments</i>
	11/16	JPACT	<ul style="list-style-type: none"> • ACTION: Make final recommendation to Metro Council on adoption of 2023 RTP (Ordinance 23-1496) and 2023 HCT Strategy (Resolution No. 23-5348), and recommended actions in response to public comments
	11/30	Metro Council	<ul style="list-style-type: none"> • ACTION: Public hearing and consider final action on adoption of 2023 RTP (Ordinance 23-1496) and 2023 HCT Strategy (Resolution No. 23-5348), and recommended actions in response to public comments



2023 Regional Transportation Plan

Working draft

Public comment report

A summary of comments received during the final comment period for the development of the 2018 Regional Transportation Plan from July 10 to Aug. 25, 2023.

September 2023



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Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. JPACT serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions.

Project web site: oregonmetro.gov/rtp

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration

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INTRODUCTION

Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business with access to safe, reliable, healthy and affordable ways to get around. The Regional Transportation Plan provides a shared vision and investment strategy that guides investments for all forms of travel to keep people connected and commerce moving throughout the Portland metropolitan region. The plan is updated every five years to stay ahead of future growth and address trends and challenges facing the region.

The greater Portland region continues to grow and change, requiring new and expanded transportation options while maintaining the system of today. One-half million new residents are expected to live in the Portland region by 2045 – about half from growing families. Communities are becoming more racially and culturally diverse, and the aging population is growing. People are shopping and working in new ways that will require different transportation solutions.

The region is facing urgent global and regional challenges. Climate change is happening faster than predicted and the transportation system is not fully prepared for the expected Cascadia Subduction Zone earthquake. Technological changes in transportation, communication and other areas are radically altering our daily lives. The impacts of climate change, generations of systemic racism, economic inequities and the pandemic have made clear the need for action. Systemic inequities mean that communities have not equally benefited from public policy and investments, and our changing climate and the pandemic has exacerbated many disparities experienced by Black, Indigenous and people of color (BIPOC) communities, people with low income, women and other marginalized populations. Safety, housing affordability, homelessness and public health and economic disparities have been intensified by the global pandemic and continue to be of concern. As the greater Portland region continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, this RTP provides an opportunity for all levels of government, community members and businesses to work together to deliver a better transportation future.

This report summarizes the comments received for the final comment period held from July 10, 2023 through Aug. 25, 2023. Comments received will guide refinements to the 2023 Regional Transportation Plan for consideration by the Metro Policy Advisory Committee, the Joint Policy Advisory Committee on Transportation and the Metro Council.

PUBLIC COMMENT OVERVIEW

From July 10 to Aug. 25, 2023, Metro held a 45-day public comment period on the 2023 Regional Transportation Plan (RTP) and High Capacity Transit Strategy. The feedback received through the public comment period builds on the input received through public engagement since fall 2021, when Metro started engaging local, regional and state agencies, Tribes and the public to update the RTP.

During the public comment period, Metro invited comments and feedback from members of the public, community and business organizations, regional advisory committees, agency partners and policymakers. There were a variety of resources available to review and platforms to provide feedback and comments:

- **Public review draft materials:** The public review drafts of the 2023 RTP and High Capacity Transit Strategy and their appendices were posted on the 2023 RTP webpage at oregonmetro.gov/rtp. Supplemental materials were also posted to the webpage to provide interactive and accessible versions of these documents. Those materials included executive summaries of the 2023 RTP and High Capacity Transit Strategy and an interactive map and project list of the RTP investment priorities.
- **Online survey:** An online survey provided brief overviews of key elements of the 2023 RTP, including the project list, new and updated policies and High Capacity Transit Strategy priorities. The survey invited feedback on whether these key elements of the plan will move the greater Portland's transportation system in the right direction. They survey also provided opportunities for open-ended feedback. Nearly 700 people responded to the online survey.
- **Comment platforms:** There were several ways for people to provide specific comments and suggested changes to the plan, including an online comment form, email, letter and voicemail. More than 50 emails and 20 letters were received proposing specific changes to the draft RTP and strategies. The final public comment report documents all comments received.
- **Public hearing:** The Metro Council held a public hearing on July 27, 2023 and received testimony from 13 people on a range of topics. The closed caption transcript of hearing testimony is provided in Appendix E.
- **Consultation meetings:** Metro staff invited federal, state and local resource, land management and regulatory agencies to consult on the public review draft 2023 RTP and High Capacity Transit Strategy in accordance with [23 CFR 450.316](#). Metro convened two separate consultation meetings on Aug. 17 (resource agencies) and Aug. 22 (federal and state agencies). These consultation activities built on consultations with agencies earlier in the 2023 RTP process. Summaries of consultation meetings held during public comment are included in Appendix F.

Snapshot of participation

(Comment counts are subject to change as comments continue to be processed by staff.)

- **663 online survey participants** providing more than **500** comments
- **40** letters sent in by local jurisdictions, community-based organizations, business and community members
- **More than 50** emails
- **20** community members provide in-person or written testimony at the public hearing on July 27, 2023.
- **306** comments submitted through the **online comment form**

Throughout the 2023 RTP update, Metro invited consultation with the seven Tribes to inform Metro's 2023 update to the Regional Transportation Plan and staff and representatives from multiple Tribes engaged formally and informally. No formal consultation meetings were held with Tribes during the public comment period. Metro's Tribal Liaison engaged with Tribes informally during this time.

- **Notifications and notices:** Public notices of the comment period were provided to local neighborhood involvement and community outreach offices at jurisdictions across the region. Notices were published in newspapers across the region and on the Metro website. Metro also posted to social media throughout the public comment period. Notifications were sent to the RTP interested persons list (2,772 people) in addition to Metro's four regional advisory committees and their respective interested parties. Partner agencies and organizations engaged throughout the RTP update also posted the public comment opportunity.

ONLINE SURVEY SUMMARY

During the public comment survey, an online survey collected public feedback on the investments and policies in the 2023 Regional Transportation Plan and High-Capacity Transit Strategy. There were 663 survey participants.¹ A summary of the survey follows, and a complete report of the survey is included in Appendix A.

The survey included introduced the 2023 Regional Transportation Plan and included questions across five topic areas:

1. Priority types of transportation investments
2. High-capacity transit priorities
3. New and updated guiding policies: pricing and mobility policies
4. Moving forward together: feedback on what the region should work on in the next five years.
5. Demographic information



Survey respondents were asked to select the county where they live. This question was optional, and 283 survey participants responded. This summary includes results cross-tabulated by county of respondents.

Table 1: Survey participation by county

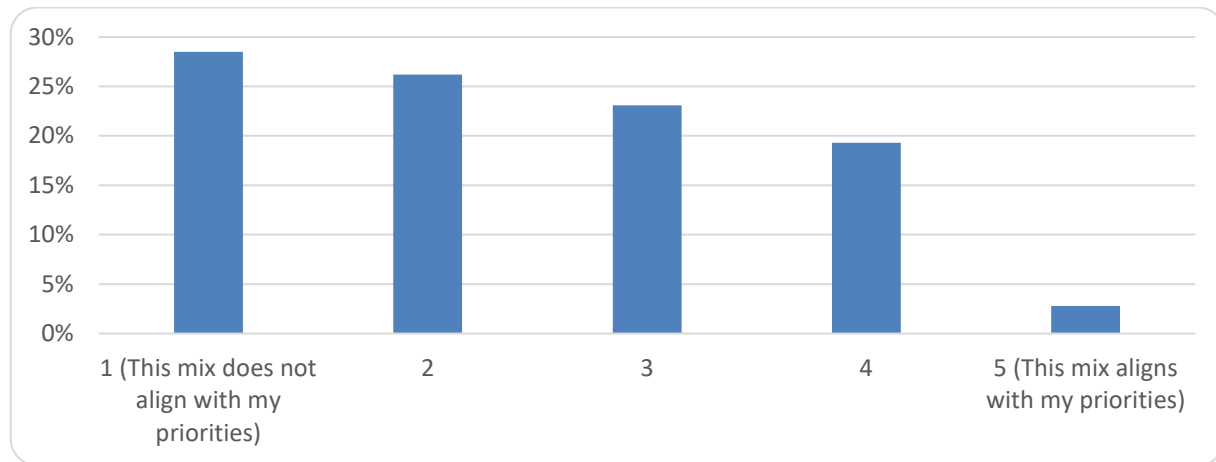
	Number of survey respondents who provided their county	Percent of survey respondents who provided their county	Percent of population within the MPA in each county
<i>Clackamas</i>	35	12%	18%
<i>Multnomah</i>	194	69%	48%
<i>Washington</i>	47	17%	34%
<i>Clark</i>	2	0.7%	
<i>Other – write in</i>	5	2%	

1. Priority transportation investments

The survey displayed the estimated costs of the RTP constrained list of capital projects by investment category and asked: On a scale of 1 to 5, how well does the mix of investment in the draft project list match your priorities? There were 389 respondents to this question. The most frequent response was 1 (28.5% of participants). The median score for this question was 3.

¹ This survey is an engagement tool for collecting feedback from the public; it is not intended to express a scientific, statistically valid representation of all of the region's residents.

Figure 1: On a scale of 1 to 5, how well does the mix of investment in the draft project list match your priorities? (All responses)



- Among Clackamas County participants (35), most people indicated that the mix of investments aligns with their priorities. The most frequently selected score was 4 (34.3% of respondents).
- Among Multnomah County participants (194), most people indicated that the mix of investments does not align with their priorities. The most frequently selected score was 1 (32.3% of respondents). Among
- Washington County participants (47), most people indicated that the mix of investments does not align with their priorities (scores of 1 or 2) but there were relatively more scores of 3 and 4 than among Multnomah County participants. The most frequently selected score among Washington County participants was 3 (26.7% of respondents).

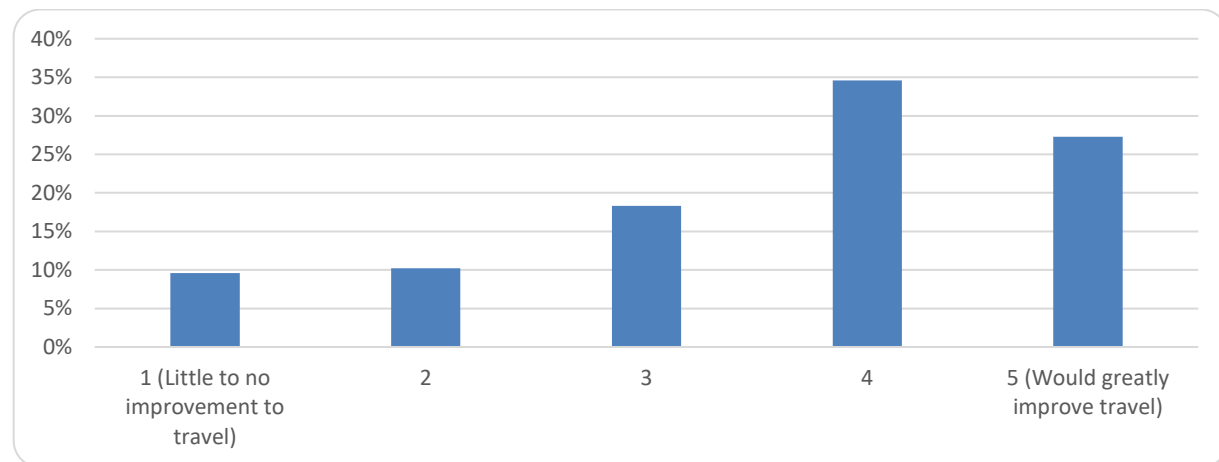
Participants were invited to share open-ended comments about their transportation investment priorities. Responses are included in Appendix A.

2. High capacity transit strategy

The survey displayed the High Capacity Transit Strategy Vision and asked: On a scale of 1 to 5, how well do you think the priorities for high capacity transit will improve travel in the greater Portland region? There were 344 responses to this question. The most frequently response to this question was a score of 4 (34.6%) and the second most frequently given response was a five (27.3%) indicating that most survey participants felt that the prioritized list of high capacity transit projects would improve travel throughout the region.



Figure 2: On a scale of 1 to 5, how well do you think the priorities for high capacity transit will improve travel in the greater Portland region? (All responses)



- Among Clackamas County participants (33), most people indicated priorities for high capacity transit will improve travel in the region. The most frequently selected score was 4 (33.3% of respondents).
- Among Multnomah County participants (188 responses), most people indicated priorities for high capacity transit will improve travel in the region. The most frequently selected score was 4 (35.1% of respondents).
- Among Washington County participants (46), the most frequently selected score was also 4 (34.8% of respondents). However, the next most frequently selected response was 3 (26.1% of respondents).

The survey provided information about the priority corridors in the High Capacity Transit Strategy, noting that tier 1 high capacity transit projects have been identified locally and regionally as priorities and asked: of the corridors identified in tiers 2-4 for high capacity transit investments, what corridors are most important to you and your community? (Select up to three.) The top three projects that received the highest response were:

- Central City Tunnel (36.7% of all participants)
- St. Johns to Milwaukie via Cesar Chavez (30.8% of all participants)
- Beaverton – Tigard – Lake Oswego – Milwaukie – Clackamas Town Center (18.4% of all participants)

Participant scoring of the high capacity transit corridors varied slightly between counties, but generally participants across counties prioritized the same corridors, with some variation Washington County's highest rated corridor was Beaverton - Tigard - Tualatin - Oregon City (40.5%) and Clackamas County's second highest rated corridor was Park Ave MAX Station to Oregon City in the vicinity of McLoughlin (41.9%).

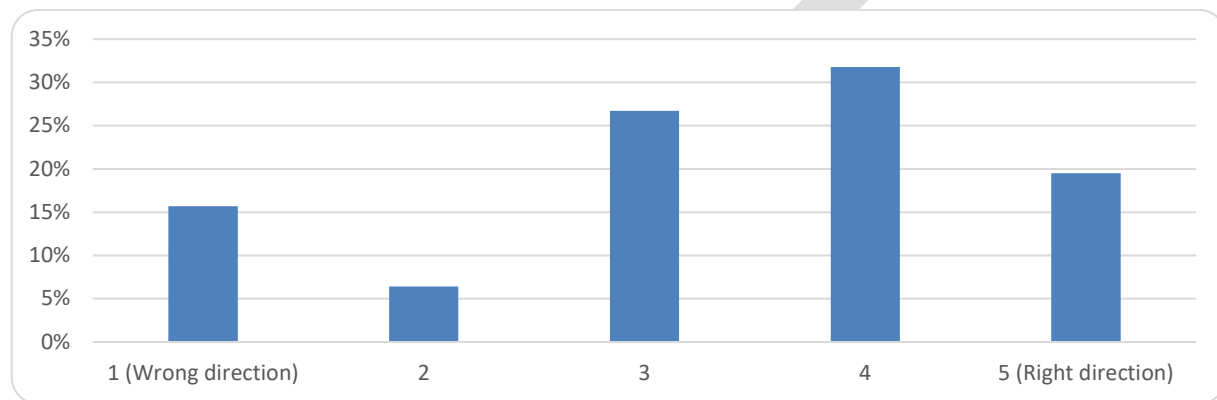
Participants were invited to share open-ended comments about what decision-makers should consider while the High Capacity Strategy is implemented. Responses are included in Appendix A.

3. Guiding policies

The survey provided an overview of the new and updated policies in the 2023 RTP, including the pricing policies and mobility policies, and asked: on a scale of one to five, how well these policies guide the region's transportation system in the right direction?

There were 236 responses to the question about the pricing policies. The median score for this question was 3, indicating there is generally support for the pricing policies included in the 2023 RTP.

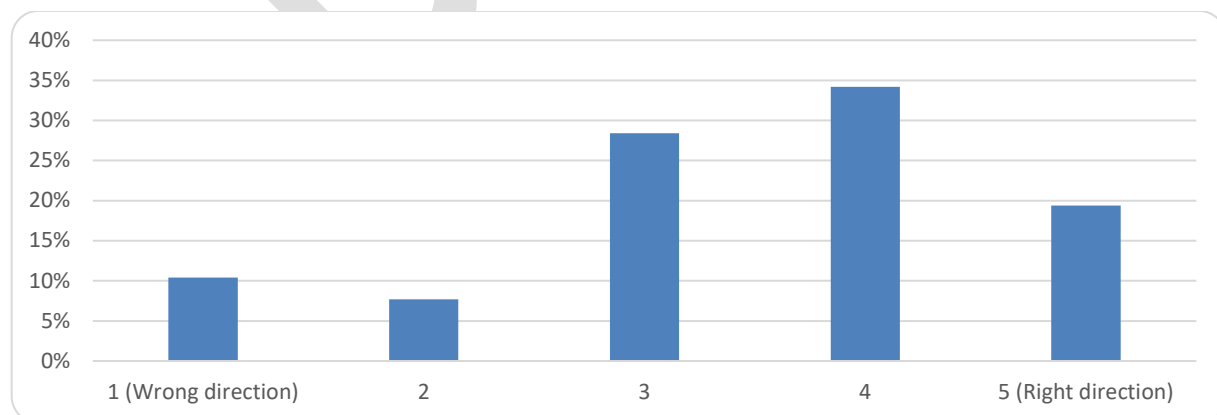
Figure 3: On a scale of 1 to 5, how well do you think the pricing policies guide the region's transportation system in the right direction? (All responses)



- Among Clackamas County participants (29), the most frequently selected score was 4 (27.6% of respondents).
- Among Multnomah County participants (149), the most frequently selected score was 4 (35.6% of respondents).
- Among Washington County participants (35), the most frequently selected score was 3 (28.6% of respondents).

There were 222 responses to the question about the mobility policies. The **median score was 4**.

Figure 4: On a scale of 1 to 5, how well do you think the mobility policies guide the region's transportation system in the right direction? (All responses)



- Among Clackamas County participants (29), the most frequently selected score was 5 (27.6% of respondents).
- Among Multnomah County participants (138), the most frequently selected score was 4 (34.3% of respondents).
- Among Washington County participants (35), the most frequently selected score was 3 (28.6% of respondents).

Survey participants were asked if there is anything that cities, counties, Metro, transit providers, and the state should consider as the policies are being implemented. Responses are included in Appendix A.

4. Moving Forward Together

Survey participants were asked to share their thoughts about the future of transportation in greater Portland by responding to two open-ended questions. Most frequently mentioned topics are summarized below. A more extensive analysis of responses and the complete list of survey responses is included in Appendix A.

The first question in this section asked: What's one big idea you have for improving greater Portland's transportation system? (242 responses) **The second question in this section asked:** *with decision-makers about transportation in greater Portland. (250 responses). Among the responses to these two questions, the top themes were the same.*

Transit (163) **service** (66) and **transit infrastructure** (68) were most frequently mentioned in comments. Most often, participants expressed a desire to see investments in transit frequency, longer operating hours, fewer transfers across the system, and overall improvements to network **connectivity** (23). Other participants described a need for better transit infrastructure including expansion of transit priority lanes, transit stop improvements like better lighting, trash cans, or seating.

"Pedestrian and bicycle safety should be the greatest priorities. There is too much emphasis on moving vehicles, while pedestrian deaths are increasing."

"More express services (that skip stops) along existing lines (both rail and bus)."

"Increased frequency across all public modes of transportation and minimum connection times."

"I am a single disabled parent with a young child, and every time we take public transportation there is some incident that makes us feel unsafe. Help us feel safe in our city again make Portland the city that everyone used to love. Fix our safety concerns."

Active Transportation (114) was mentioned by participants. Commenters frequently mentioned a need to shift mode choice to biking and walking, prioritize project implementation and funding for active transportation infrastructure and craft policies to better address the needs and safety of active transportation users. Several participants also acknowledged the connection between investing in active transportation and addressing climate change (48).

"Getting rid of all roadway expansions, increasing access to sidewalks and bike lanes and putting some type of local tolling in place to properly price access to the public right of way so these projects can be implemented more quickly."

"We need to adjust the entire transportation system to provide for greater reliance on active transportation, remote work, online shopping, and safer public transit."

"Keep pushing bikes, walking, and transit"

"Be radical in prioritizing non-drive along modes! Transit, walking, and biking should be the easiest, most efficient, and most attractive options. We need radical investment to shift away from the discouraging trend that is having significant impacts on quality of life in the region."

"We are in a climate and affordability crisis. All modes that help alleviate these issues (walking/biking/transit) should be receiving our support and investment."

Safety was a frequently mentioned theme with 100 comments. Several survey respondents mentioned a lack of perceived safety on transit as the primary reason for not using that mode. Many commenters raised concerns about the safety of biking and walking on existing infrastructure. Homelessness around transit stops and mixed-use trails was often cited as a barrier for using those modes. Several comments expressed a need to prioritize safety for vulnerable road users, in underserved communities, and for historically marginalized groups.

"Safety! I want to feel safe in any and all modes of transportation, and I do not."

"The main reason myself and many others I know don't use transit in Portland is because of safety concerns, and discomfort with so many homeless people sleeping or hanging out at the stations and on transit."

"Pedestrian and bicycle safety should be the greatest priorities. There is too much emphasis on moving vehicles, while pedestrian deaths are increasing."

EMAILS AND LETTERS

Almost 100 letters and emails were received suggesting recommendations to the policy chapters, project lists and more general comments on the plan and supporting strategies. All emails and letters received are included in Appendix B. Of these comments, all substantive comments are under consideration by Metro staff and amendments will be recommended, when feasible, to address the comments and edits provided. Comments about specific projects will be shared with the sponsoring agencies.

PUBLIC HEARING - JULY 27, 2023

A public hearing on the public review draft 2023 Regional Transportation Plan and High Capacity Transit Strategy was held at a Metro Council meeting on Thursday July 27, 2023 at the Metro Regional Center and online. The closed caption transcript of hearing testimony is included in Appendix E of the final comment report. Twenty people testified in-person or through written testimony on a range of topics, including:

- Highlighting the region's traffic safety crises with record pedestrian deaths and advocating for prioritizing safety.
- Highlighting the climate crisis and emphasizing the need to reduce vehicle miles traveled to meet climate goals. There's a need to adjust assumptions in climate modeling to reflect actual trends in vehicles and fleet.
- Support for policies in chapter 3 of the Regional Transportation Plan, with an emphasis on the need to align investment priorities with policies and implement the policies in the plan. Redefine chapter 8 to be an actionable plan that addresses concerns.
- Concerns related to equity, including the need to prioritize investments in communities of color and low-income communities that are most impacted by traffic crashes and most in need of travel options.
- Concerns about gentrification and the need for the RTP to invest in anti-displacement.
- Improve metrics that measure the RTP's impact on equity.
- Concerns about the limitations of transit, not being fast or reliable enough.
- Parking, including both support for reducing parking to meet climate goals and criticism of reduced parking requirements near affordable housing in transit oriented development.
- The region urgently needs to funding for transportation; look to the 2025 legislative package to align 2027 RTP.
- Support for pricing that is reinvested in transit, walking and biking and not widening freeways. Consider region-wide mitigations for pricing impacts to low-income communities so every city does not need to reinvent the wheel on how to mitigate impacts.
- Three of the written testimonies were in support of Frog Ferry as a desirable alternative to driving that would increase community connection and resilience.
- One written testimony endorsed the No More Freeways comments on the Regional Transportation Plan.

CONSULTATION MEETINGS

Metro staff invited federal, state and local resource, wildlife, land management and regulatory agencies to consult on the public review draft RTP and High Capacity Transit Strategy in accordance with [23 CFR 450.316](#). Metro convened a consultation meeting for resource agencies on Aug. 17 and a consultation meeting for state and federal agencies on Aug. 22. These meetings were the third round in a series of consultation meetings that Metro hosted with state, federal, local and resource agencies throughout the 2023 RTP update. Twenty staff from various agencies participated in the consultation meetings. Summaries of consultation meetings held during the public comment period are included Appendix F. Key themes and comments heard during the consultation meetings are summarized below.

Metro also invited consultation with the seven Tribes to inform Metro's 2023 update to the Regional Transportation Plan. In alphabetical order, these Tribes included: Confederated Tribes and Bands of the Yakama Nation, Confederated Tribes of Grand Ronde, Confederated Tribes of Siletz Indians, Confederated Tribes of the Umatilla Indian Reservation, Confederated Tribes of the Warm Springs Reservation of Oregon, Cowlitz Indian Tribe, and the Nez Perce Tribe. Metro's Tribal Affairs Program staff submitted a comment that provides an overview of the priorities, concerns, themes, and requests identified through tribal consultation and engagement with participating Tribes during the 2023 RTP process.

Aug. 17, 2023 consultation meeting

Metro hosted a consultation meeting on Aug. 17, focused on the 2023 RTP's environmentally focused policies and Environmental Assessment. The following agencies attended the Aug. 17 consultation meeting: City of Portland Bureau of Environmental Services (BES), Clean Water Services (CWS), Environmental Protection Agency (EPA), Metro Parks & Nature and Oregon Department of Fish & Wildlife (ODFW). Key topics from the discussion included:

- Consideration for emerging tools, data and policies related to habitat conservation and mitigation being developed by partner agencies.
- Early consideration for environmental impacts in transportation planning processes is increasingly important with new NEPA timelines.
- Early coordination with local agencies can help leverage transportation projects to implement other agencies' needed infrastructure updates.

Aug. 22, 2023 consultation meeting

Metro hosted a consultation meeting on Aug. 22, focused on discussing and receiving comments on the Public Review Draft of 2023 Regional Transportation Plan and process. The following agencies attended the Aug. 22 consultation meeting: Department of Land Conservation and Development (DLCD), Federal Highway Administration (FHWA), Federal Transportation Administration (FTA), Oregon Department of Transportation (ODOT), Southwest Washington Regional Transportation Council (SWRTC), City of Wilsonville South Metro Area Regional Transit (SMART) and TriMet. Key discussion topics included:

- Updated requirements under the Bipartisan Infrastructure Law.
- Appreciation for Metro's collaborative and transparent 2023 Regional Transportation Plan process.

- An interest from agency staff in supporting the work outlined in chapter 8 of the 2023 RTP, acknowledging that there is a significant amount of urgent work to do, especially related to local funding needs and an update of 2040.
-

DRAFT

ONLINE COMMENT FORM

An online comment form was available for people who wanted to suggest specific changes or edits to the text of the 2023 RTP and High Capacity Transit Strategy. Members of the public, transportation agencies and organizations used the comment form to provide comments, feedback and suggested edits to the Public Review Draft Regional Transportation Plan and High Capacity Transit Strategy.

There were ## commenters who provided their names. These comments are attached to this report, along with comments received by email, mail and voicemail. Of these comments, all substantive comments are under consideration by Metro staff and amendments will be recommended, when feasible, to address the comments and edits provided. Comments about specific projects have been shared with the sponsoring agencies. An additional ## people submitted comments using the online comment form and did not provide their names.

Of the comments received through the online comment form, most were submitted by community members or organizations. Of the 307 comments, 75 were submitted by ODOT staff and one by the City of Tualatin. City staff comments are not included in the following summary.

The following section summarizes the top reoccurring themes from online comment form submissions. Many comments included multiple topics. For example, many of the project specific comments were supporting or encouraging faster implementation of walking and biking investments. Some of the comment opposing freeway projects or road capacity also supported increased transit investments.

- Projects (92 comments)
- Support for transit investments (77 comments)
- Support for walking/biking investments (53 comments)
- Opposition to freeway projects and added road capacity (39 comments)

Additional recurring comments included concerns about climate change (17 comments) personal safety in public space and on transit (11 comments) and traffic safety concerns (14 comments). There were six (6) comments that called for increased investment in road maintenance and four (4) comments that supported increased capacity for cars.

Support for transit investment was the most frequently mentioned theme among the comments. (76 comments)

More than 55 comments suggested that the greater Portland region needs more transit. Some of these comments were in support of specific transit projects and others called for investing in transit generally. Additionally, 23 comments voiced the need for improved transit service.

A Max Green Line Extension to Oregon City or near to the Clackamas Community Collage would be nice. It's really tough just trying to get to Oregon City and getting out of Oregon City like before Midnight is a pain. The only thing reliable in and out of Oregon City are just the buses and most of the buses there don't run very often at late nights. – Tim Roth, Portland

I want to make a comment upon how slow it is for me to get from Beaverton to SE Portland. It takes

about 2 hours with Public Transportation and I think that is why people choose cars over taking public transportation. If there is anyway that could be looked upon that will be great. – Lei Lei Win, Portland, African Youth Community Organization

I live in Cornelius and plan to continue living there for some time. I drive to work right now but would likely switch back to taking Trimet if you were to build the blue line (or some MAX extension) out to Cornelius/Forest Grove area. – No name provided.

Support for investing in walking and bicycling. (53 comments) Many of these comments were in support of specific bicycle and pedestrian projects.

"I don't have time to read through all those plans to say that decent reliable transportation should be a right to everyone. Cars are destroying the planet and killing pedestrians and drivers alike. Transportation in the city of Portland should be more reliable and easy than taking a car." – John Peterman

"I would like to see more % invested in bike and walk infrastructure. I rely on Portland's bike and walk infrastructure every day and would be able to have a higher quality of life if it were improved." – Addie Olson

Opposition to adding capacity to freeways was mentioned in 28 comments. There were also a handful of comments that generally opposed investing in car infrastructure (11 comments).

"We need to stop blindly investing in increased car capacity. It is a never ending cycle that will consume our limited resources, exclude our most vulnerable, and decreases the livability of our communities. Cars have a place but we have enough infrastructure to support that place. We now need to focus on reducing car trips where possible to release the pressure on our existing system and build out other modes equitably. Focusing on bike, ped, and transit in the next facade is going to pay dividends in the long run." - Nic Westendorf, Portland

"This [Interstate Bridge Replacement Project] is exactly what the Portland area does not need. Providing more capacity for SOVs traveling through the city is a recipe for lowering the quality of life for a large part of Portland's citizens. In essence, that is the history of I-5. - Many of the goals of this project can be met much better via a different modes/route." – Sean Pliska, Portland

"Why are we spending 975 million dollars on the antiquated idea that auxiliary lanes and shoulders reduce traffic congestion? The highway cover is a nice idea, but discouraging car travel is the easiest way to combat congestion on the interstate. Think of how much that money could do for improving public transit, which is a much more climate conscious and equitable solution to the problem of traffic on highways." – Amythest Lee, Portland

Address climate change (16 comments). Many of these comments also voiced opposition for projects that add car capacity and/or these comments voiced support for investments in transit and walking and biking.

How is it that we're spending SO LITTLE on high impact climate strategies?? 32% for 2030 and 26% for 2045?? That is unacceptable to me for the metro transit system - transportation account for 30% of all GHG emissions, and the metro council is fully supporting the dirtiest mode of transportation

(cars) with HALF of our capital investment going towards car-based infrastructure (page 34). – Christian Bayless, Hillsboro

As an advocate for Lloyd, for climate, and for a densely livable Portland, I am fundamentally opposed to freeway expansion of any type, especially as it relates to the Lloyd, Lower Albina, and other historically black neighborhoods. I am for capping and reconnecting, however, a freeway widening project and capping/covering should not be included in the same conversation, especially as we have an extremely small window of time to tackle emissions and decarbonization goals. – Kristin Leiber, Lloyd EcoDistrict, Portland

Traffic safety concerns were woven throughout a range of comments, with references to unsafe driver behavior and/or the need for enforcement. (14 comments)

“By emphasizing pedestrian and bicycle safety in the most appropriate areas and fostering meaningful collaboration, Metro can play a pivotal role in reshaping transportation projects for the benefit of all community members, especially those who have long been overlooked.” - Community Cycling Center, Andando en Bicicletas Caminando (ABC)

“Install ITS and CCTV cameras (project Barbour Blvd ITS)” – Noor Sakawadin, Oregon Somali Bravness Community

There was also a handful of comments that referenced not feeling safe in public spaces and/or on transit. (11 comments)

“Pre-pandemic I was a regular bus rider 5-days a week to downtown portland. Post-pandemic, I have not ridden the bus once. I still commute to downtown, but not on the bus.... I do not feel safe walking to or waiting for a bus near my office. the current system needs to be maintained and made safe before any additional regional transportation plans are made....” – No name provided, Vancouver

There were several comments that supported adding more capacity for cars. (6 comments)

“Build new roads! Maintain existing roads! Stop deliberately making life difficult for drivers! Gas tax pay for transportation!” – No name provided

“Please support private car infrastructure. Public transit is too slow and dangerous.” – Mike Pederson, Vancouver

NOTICES AND NOTIFICATIONS

Public notices of the comment period were provided to local neighborhood involvement and community outreach offices at jurisdictions across the region. Notices were published in the Portland Tribune, Clackamas Review, Hillsboro News Times, Forest Grove News Times, Valley Times News, Beaverton Valley Times, El Latino de Hoy and The Asian Reporter and on the Metro website. Metro also posted to social media throughout the public comment period.

Notifications were sent to the RTP interested persons list (nearly 2,772 people) in addition to Metro's four regional advisory committees, Metro Council, their respective interested parties and the Metro Public Engagement Review Committee. Partner agencies and community and business organizations engaged throughout the RTP update posted notifications of the comment period through social media and e-newsletters and other methods to inform their members and interested parties of the comment opportunity.



Promotion of the public comment period

Metro promoted the public comment period through the website, newsfeeds, Metro's transportation interested parties email list, technical and policy advisory and interested parties lists, social media and by requesting distribution by community involvement offices at jurisdictions across the greater Portland region:

- City of Beaverton
- City of Forest Grove
- City of Gresham
- City of Happy Valley
- City of Hillsboro
- City of Lake Oswego
- City of Milwaukie
- City of Oregon City
- City of Portland
- City of Tigard
- City of Tualatin
- City of West Linn
- City of Wilsonville
- Clackamas County
- Washington County
- Multnomah County

Metro also sent notices to community based and other organizational partners, through individual relationships built through ongoing partnerships and other engagement activities, asking them to distribute to their organization and constituencies.

- 1000 Friends of Oregon

- AARP
- Asian Pacific American Network of Oregon
- Audubon
- Beyond Black
- Bike Loud
- Centro Cultural
- Climate Solutions
- Coalition of Communities of Color
- Community Cycling Center
- Disabilities Rights Oregon
- Division Midway Alliance
- East Portland Action Plan
- Forward Together Action
- Getting There Together
- Go Lloyd (TMA)
- Hacienda Community Development Corporation
- Immigrant & Refugee Community Organization
- Imagine Black
- Intertwine Alliance
- Join PDX
- League of Women Voters
- Momentum Alliance
- Metropolitan Alliance for Workforce Equity
- Native American Youth and Family Center
- Next Up
- OPAL
- Oregon Futures Lab
- Oregon Environmental Council
- Oregon Just Transition
- Oregon League of Conservation Voters
- Oregon Walks
- Ride Connection
- Street Roots
- Street Smart
- Sunrise Movement PDX
- The Street Trust
- Urban Greenspace Institute
- Urban League of Portland
- Verde
- Washington County Ignite
- Westside Transportation Alliance
- Youth Collective - The Cen

NEXT STEPS

Later this fall, MPAC and JPACT will recommend action on the 2023 RTP and High Capacity Transit Strategy to the Metro Council. Metro Council will consider final action on the 2023 RTP and High Capacity Transit Strategy on Nov. 30, 2023.

Figure 5. Timeline for 2023 Regional Transportation Plan update



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

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Stay in touch with news, stories and things to do.
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September 2023

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PUBLIC REVIEW DRAFT 2023 REGIONAL TRANSPORTATION PLAN Public Comment Report Appendices

September 6, 2023

Appendix A. Online Survey Public Comment Report

Appendix B. Email Comments on Public Review Draft and Strategies through 8/25/23

Appendix C. Letters submitted on Public Review Draft and Strategies through 8/25/23

Appendix D. Voicemails submitted on Public Review Draft and Strategies through 8/25/23

Appendix E. Written and closed caption transcript of RTP Public Hearing (7/27/23)

Appendix F. Consultation Meeting Summaries

Appendix G. Online Comments submitted on Public Review Draft and Strategies through 8/25/23

Appendix H. Public Comment Index

DISCUSSION DRAFT
9/13/23

Key Policy Topics to Address for the 2023 Regional Transportation Plan

This document summarizes five topics identified by Metro staff for more in-depth policy discussion by the Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. For each topic, a summary of key concerns raised during the public comment period is provided. Potential recommended actions will be developed to serve as a starting point for discussion in October and November. The potential recommended actions are anticipated to reflect a combination of potential technical and policy recommendations.

Discussion Topic 1- Investment Emphasis – Project Mix and Timing

Key concerns	Potential recommended actions
<ol style="list-style-type: none"> 1. Too much emphasis on throughway investment relative to other investments. 2. Not enough transit service relative to throughway investment levels, particularly in the near-term. 3. Not enough emphasis on completing gaps in active transportation network relative to throughway investment levels, particularly in the near-term. 4. Not enough emphasis on addressing the safety needs of urban arterials relative to throughway investment levels, particularly in the near-term. 5. Not enough emphasis on reducing climate pollution relative to throughway investment levels, particularly in the near-term. 	<p><i>To be developed pending further discussion.</i></p>

DISCUSSION DRAFT
9/13/23

Discussion Topic 2 – RTP Pricing Policy Application to Toll Projects

Key concerns	Potential recommended actions
<ol style="list-style-type: none"> 1. Concern about whether future MTIP amendments to advance ODOT tolling program projects will be subject to the RTP pricing policies and actions. 2. Toll project analysis has been insufficient to understand the impacts of potential diversion from tolling on traffic and safety on the local system. <ol style="list-style-type: none"> a. It is unclear how much diversion from tolling is actually occurring and how much is local travel that should be using local system versus long distance travel that should be using throughways. b. Concern for the potential for more fatal and serious injury crashes on urban arterials due to diversion of throughway travel on arterial streets that are already high injury corridors. This information is needed to identify potential mitigation projects. c. Need to recognize that diversion is highly dependent on local conditions (e.g., I-205 in West Linn vs. in East Portland) and therefore must be addressed at the mobility corridor level. 3. Concern that ODOT has not demonstrated how tolling projects in the RTP (e.g., I-205 Toll Project and Regional Mobility Pricing Project) will help meet state and regional climate and safety goals and GHG reduction targets. 	<p><i>To be developed pending further discussion.</i></p>

DISCUSSION DRAFT
9/13/23

Discussion Topic 3 – Increasing regional transportation investments

Key concerns	Potential recommended actions
<ol style="list-style-type: none"> 1. Inadequate funding to meet the region’s currently identified needs and RTP goals; the gas tax continues to fall behind in the near-term and not viable in long-term, yet it is unclear whether new revenues such as congestion pricing, VMT/road user fee will fill this gap. 2. There is not regional agreement on how to prioritize existing or new funding. 	<p><i>To be developed pending further discussion.</i></p>

Discussion Topic 4 - Mobility Policy Implementation

Key concerns	Potential recommended actions
<ol style="list-style-type: none"> 1. Concerns about how (measures and processes) and when the Regional Mobility Policy must be implemented through Transportation System Plans and local comprehensive plan amendments (land use decisions). 	<p><i>To be developed pending further discussion.</i></p>

DISCUSSION DRAFT
9/13/23

Discussion Topic 5 - Climate Tools and Analysis

Key concerns	Potential recommended actions
<ol style="list-style-type: none"> 1. Concern that the RTP climate analysis and Climate Smart Strategy did not meaningfully inform RTP investment priorities, as indicated by the high level of investment in freeway projects relative to investment in transit, biking and walking projects. 2. Concern that key Statewide Transportation Strategy (STS) assumptions provided by the state for the RTP climate analysis are lagging, in particular new road user charges, vehicle fleet mix, share of electric vehicles, and vehicle fleet turnover. Commenters noted several specific areas where the documentation is inadequate or fails to describe how state policies and programs will reverse trends that currently appear to be moving in the wrong direction and driving an increase in carbon emissions. 3. Concern that Metro and the State are using VisionEval for climate analysis in the STS, STIP and RTP, whereas MOVES, the federally-approved emissions analysis tool, is being used for emissions analysis of major projects in the NEPA process. 	<p><i>To be developed pending further discussion.</i></p>

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2018)	ORDINANCE NO. 23-1496
REGIONAL TRANSPORTATION PLAN (RTP))	
TO COMPLY WITH FEDERAL AND STATE)	Introduced by Chief Operating Officer
LAW AND AMENDING THE REGIONAL)	Marissa Madrigal in concurrence with
FRAMEWORK PLAN)	Council President Lynn Peterson

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

WHEREAS, the Regional Transportation Plan (RTP) is the federally recognized transportation policy for the Portland metropolitan region, and must be updated every five years to ensure continued compliance with federal planning regulations and funding eligibility of projects and programs using federal transportation funds in the region; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Statewide Planning Goal 12, as implemented through the Transportation Planning Rule (Oregon Administrative Rules Chapter 660 Division 12) and the Metropolitan Greenhouse Gas Emissions Reduction Rule (Oregon Administrative Rules Chapter 660 Division 44); and

WHEREAS, the RTP is a central tool for implementing Metro's Region 2040 Growth Concept and Climate Smart Strategy and constitutes a policy component of the Regional Framework Plan; and

WHEREAS, the last update to the RTP was adopted by the Metro Council on December 6, 2018 and subsequently approved and acknowledged by the Land Conservation and Development Commission; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2023 RTP work plan and public engagement plan on April 21 and May 5, 2022, respectively; and

WHEREAS, from May 2022 through November 2023, the Metro Council and Metro staff engaged the public, community, and business leaders, and local, regional and state partners to update the RTP, including its vision, goals, objectives, policies, performance measures, and projects; and

WHEREAS, Metro staff have conducted planning activities informed by extensive inclusive public engagement to support a regional policy discussion on the future of the region's transportation system and the role that investment can play in providing safe, reliable and affordable mobility options to access to jobs, education, healthcare and other services and opportunities and building healthy, climate-friendly and equitable communities and a strong economy; and

WHEREAS, central to the 2023 RTP is an overall emphasis on making progress toward the region's safety, equity, climate, economic and mobility goals, and state goals for reductions in per capita vehicle miles traveled and corresponding greenhouse gas emissions; and

WHEREAS, on July 10, 2023 Metro released the initial draft of the 2023 RTP and Appendices for public review and comment, providing a 45-day public comment period on the draft 2023 RTP

through August 25, 2023, and held a public hearing on July 27, 2023 to accept public testimony and comments; and

WHEREAS, Metro staff invited federally-recognized tribes, the Federal Highway Administration, the Federal Transit Administration and other federal, state and regional resource, wildlife, land management and regulatory agencies to consult on the 2023 RTP and Appendices in accordance with 23 CFR 450.316, and convened six separate consultation meetings in Fall 2021, Spring 2023 and on August 17 and 22, 2023; and

WHEREAS, the Metro Council, JPACT, the Metro Policy Advisory Committee (MPAC), the Metro Technical Advisory Committee, the Transportation Policy Alternatives Committee, TriMet, the South Metro Area Regional Transit, local government elected officials and staff, small and large businesses and economic development interests, business and community leaders, and the public, particularly underrepresented communities including Black, Indigenous and people of color communities, people with low income, people who speak limited English, people experiencing a disability, youth and older adults, assisted in the development of the 2023 RTP and provided comment throughout the planning process; and

WHEREAS, the 2023 RTP sets the foundation for local transportation plan updates, future region-wide planning efforts, regional efforts to seek transportation infrastructure funding, and defines specific activities for Metro and regional partners to take over the next few years to support the outcomes identified through the RTP update; and

WHEREAS, JPACT and MPAC have made recommendations to the Metro Council on adoption of the 2023 RTP and Appendices; and

WHEREAS, the Metro Council held two additional public hearings on the 2023 RTP and its components identified in Exhibit A, Exhibit B, Exhibit C, and Exhibit D on September 28 and November 30, 2023; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The 2018 Regional Transportation Plan is hereby amended to become the 2023 Regional Transportation Plan, as indicated in attached Exhibit A and Appendices, and the addendum to Exhibit A, which are all attached and incorporated into this ordinance.
2. Chapter 2 (Transportation) of Metro's Regional Framework Plan is hereby amended, as indicated in Exhibit B, attached and incorporated into this ordinance, to reflect the updated Transportation policies in the 2023 RTP in Exhibit A.
3. The "Summary of Comments Received and Recommended Actions," attached as Exhibit C, is incorporated by reference and any amendments reflected in the recommended actions are incorporated in Exhibit A.
4. The Findings of Fact and Conclusions of Law in Exhibit D, attached and incorporated into this ordinance, explain how these amendments comply with the Regional Framework Plan, statewide planning laws and the Oregon Transportation Plan and its applicable components.
5. Staff is directed to submit this ordinance and exhibits to the Land Conservation and Development Commission (LCDC).

6. The 2023 RTP is hereby adopted as the federally-recognized metropolitan transportation plan and shall be transmitted to the U.S. Department of Transportation.

ADOPTED by the Metro Council this 30th day of November 2023.

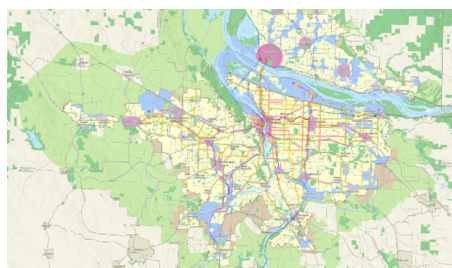
Lynn Peterson, Council President

Attest:

Approved as to Form:

Connor Ayers, Recording Secretary

Carrie MacLaren, Metro Attorney



PUBLIC REVIEW DRAFT 2023 Regional Transportation Plan

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

July 10, 2023

oregonmetro.gov/rtp

2023 REGIONAL TRANSPORTATION PLAN | LIST OF CONTENTS

Executive Summary

This section provides an overview of the plan, how it was developed, key trends and challenges it will address and the outcomes it will deliver. The executive summary is a standalone document for the public review draft plan.

Chapter 1 | Toward a Connected Region

This chapter introduces the greater Portland region and Metro's role in transportation planning, how the plan addresses regional, state and federal requirements, its relationship to other adopted plans and strategies, and the public process that shaped development of the plan.

Chapter 2 | Our Shared Vision and Goals for Transportation

This chapter presents the plan's aspirational vision for the region's transportation system. The vision is further described through goals, objectives and performance targets that reflect the values and desired outcomes expressed by the public, policymakers and community and business leaders engaged in development of the plan. This outcomes-based policy framework guides future planning and investment decisions as well as monitoring plan implementation.

Chapter 3 | Transportation System Policies to Achieve Our Vision

This chapter defines overarching policies for safety, equity, climate, mobility and pricing as well as the vision and policies for the modal networks of the regional transportation system – motor vehicle, transit, freight, bike and pedestrian - and for transportation system management and operations (TSMO) and transportation demand management (TDM). The policies will help the region make progress toward the plan's vision and goals and implementation of the 2040 Growth Concept and Climate Smart Strategy. Together the policies will guide the development and implementation of the regional transportation system, informing transportation planning and investment decisions made by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

Chapter 4 | Our Growing and Changing Region

This chapter provides a snapshot of current regional growth trends and existing conditions and outlines key transportation challenges the plan will address and opportunities for building a regional transportation system that reflects our values and vision for the future.

Chapter 5 | Our Transportation Funding Outlook

This chapter provides an overview of local, state and federal funding expected to be available to pay for needed investments.

Chapter 6 | Regional Programs and Projects to Achieve Our Vision

This chapter describes how the region plans to invest in the transportation system, with expected funding.

Chapter 7 | Measuring Outcomes

This chapter reports on the expected system performance of the region's investment priorities and documents whether the region achieves regional performance targets in 2045.

Chapter 8 | Moving Forward Together

This chapter describes ongoing and future efforts to implement the RTP, consistent with federal, state and regional requirements. The chapter summarizes ongoing regional programs, regional and state planning efforts and major project development activities underway in the region, and data and research activities to support Metro's performance-planning responsibilities and plan implementation.

Glossary

Common Acronyms

APPENDICES

Appendix A	Constrained Priorities – Near-term Constrained Project List (2023 to 2030); Long-term Constrained Project List (2031 to 2045)
Appendix B	Unconstrained Priorities – 2031 to 2045 Strategic Project List
Appendix C	Federal Air Quality Attainment Status Certification Letter (effective Oct. 2, 2017)
Appendix D	Public and Stakeholder Engagement and Consultation Summary <i>Note: This appendix is under development and will be included in final RTP Appendices.</i>
Appendix E	<i>not assigned</i>
Appendix F	Environmental Assessment and Potential Mitigation Strategies
Appendix G	Coordinated Transportation Plan for Seniors and People with Disabilities (adopted in June 2020 by the TriMet Board)
Appendix H	Financial Strategy Documentation
Appendix I	Performance Evaluation Documentation
Appendix J	Climate Smart Strategy Implementation and Monitoring
Appendix K	Performance Targets <i>Note: This appendix will be included in final RTP Appendices.</i>
Appendix L	Federal Performance-Based Planning and Congestion Management Process Documentation
Appendix M	Regional Analysis Documentation
Appendix N	Southwest Corridor Project Locally Preferred Alternative (adopted Dec. 6, 2018)
Appendix O	Earthquake Ready Burnside Bridge Preferred Alternative (adopted March 16, 2023)
Appendix P	East Metro Connections Plan (adopted in June 2013)
Appendix Q	Sunrise Project Locally Preferred Alternative (adopted in July 2009)
Appendix R	I-5/99W Connector Study Recommendations (adopted in Feb. 2009 by Project Steering Committee)
Appendix S	I-5/Columbia River Bridge Replacement Modified Locally Preferred Alternative (adopted in July 2022)
Appendix T	Clackamas to Columbia Corridor Plan (adopted in 2020)
Appendix U	Summary of Comments Received and Recommended Actions <i>Note: This appendix will be developed following the final public comment period and included in final RTP Appendices.</i>

LIST OF TOPICAL AND MODAL STRATEGIES AND PLANS*

	Adoption date
Regional Transportation System Management and Operations Strategy	Jan. 6, 2022
Regional Transportation Safety Strategy	Dec. 6, 2018
Regional Emerging Technology Strategy	Dec. 6, 2018
Regional Freight Strategy	Dec. 6, 2018
Regional Transit Strategy	Dec. 6, 2018
Regional Travel Options Strategy	May 24, 2018
Climate Smart Strategy (incorporated in the RTP in Dec. 2018)	Dec. 18, 2014
Regional Active Transportation Plan	July 17, 2014

* All strategies and plans were adopted by the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT).



Supplement to Exhibit A to Ordinance No. 23-1496: 2023 Regional Transportation Plan Appendices

Due to the size of the 2023 Regional Transportation Plan Appendices, it is being included in the packet electronically via this document. The appendices can be found at <https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/public-comment> or click on the blue links below to view the individual documents. Printed copies are available on request.

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Supplement to Exhibit A to Ordinance No. 23-1496: 2023 Regional Transportation Plan Appendices

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2023)	RESOLUTION NO. 23-5348
HIGH CAPACITY TRANSIT STRATEGY)	
)	Introduced by Chief Operating Officer
)	Marissa Madrigal in concurrence with
)	Council President Lynn Peterson

WHEREAS, transit is a central tool for implementing the region's 2040 Growth Concept, Climate Smart Strategy and Regional Transportation Plan (RTP); and

WHEREAS, in 2014 the Metro Council adopted the Climate Smart Strategy via Ordinance No. 14-1346B, which calls for increased investment in our regional transit system in order to help meet state-required targets for reducing greenhouse gas emissions from light-duty vehicles; and

WHEREAS, in 2018 the Metro Council adopted the Regional Transit Strategy (RTS) as a component of the RTP via Resolution No. 18-4892, which established the regional vision to make transit more frequent, convenient, accessible and affordable for everyone and included new and updated high capacity transit-related policies and identified high capacity transit lines on the Regional Transit Network map to reflect that vision; and

WHEREAS, the High Capacity Transit (HCT) Strategy is a component of the 2018 RTS; and

WHEREAS, Metro and TriMet, as a Project Management Team, created a High Capacity Transit Working Group consisting of transit, city, and county and state agency partners that met more than eight times from 2022 to 2023 to provide technical input and recommendations to the team regarding the development of a new regional HCT Strategy to be adopted concurrently with the 2023 RTP; and

WHEREAS, development of the 2023 HCT Strategy aimed to increase regional collaboration and coordination through a combination of existing and new partnerships, focused policy discussions, sound technical work, and inclusive public engagement designed to build public trust in government, build support for and momentum to adopt the 2023 HCT Strategy, and make the case for funding and investment in the region's transportation system as part of updating the vision, goals, policies and investment priorities for the region's transit system; and

WHEREAS, the 2023 HCT Strategy includes a new coordinated vision and strategy for high capacity transit in the greater Portland region, new and updated high capacity transit-related policies, and updated high capacity transit lines on the Regional Transit Network map aimed at providing a stronger backbone for the regional transit system in the greater Portland region; and

WHEREAS, the 2023 HCT Strategy supports ongoing efforts to link land use and transportation planning to implement the 2040 Growth Concept and community visions within fiscal constraints while addressing urgent global and regional challenges facing the region, including rising inequities, climate change and safety, affordability, public health and economic disparities intensified by the global pandemic; and

WHEREAS, the 2023 HCT Strategy updates existing transit-related policies, performance measures and actions that are described in the RTP, 2018 RTS and Climate Smart Strategy; and

WHEREAS, on July 10, 2023 Metro released the initial draft of the 2023 HCT Strategy for public review and comment, providing a 45-day public comment period through August 25, 2023, and held a public hearing on July 27, 2023 to accept public testimony and comments; and

WHEREAS, Metro staff invited federally recognized Tribes, the Federal Highway Administration, the Federal Transit Administration and other federal, state and regional resource, wildlife, land management and regulatory agencies to consult on the 2023 HCT Strategy in accordance with 23 CFR 450.316 and convened six separate consultation meetings in Fall 2021, Spring 2023 and on August 8, 17 and 22, 2023; and

WHEREAS, the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Metro Technical Advisory Committee, the Transportation Policy Alternatives Committee, TriMet, South Metro Area Regional Transit, local government elected officials and staff, small and large businesses and economic development interests, business and community leaders, and the public, particularly underrepresented communities including Black, Indigenous and people of color communities, people with low income, people who speak limited English, people experiencing a disability, youth and older adults, assisted in the development of the 2023 HCT Strategy and provided comment throughout the planning process; and

WHEREAS, JPACT and MPAC have recommended approval of the 2023 HCT Strategy by the Metro Council; and

WHEREAS, the Metro Council held two additional public hearings on the 2023 HCT Strategy on September 28 and November 30, 2023; now therefore,

BE IT RESOLVED that:

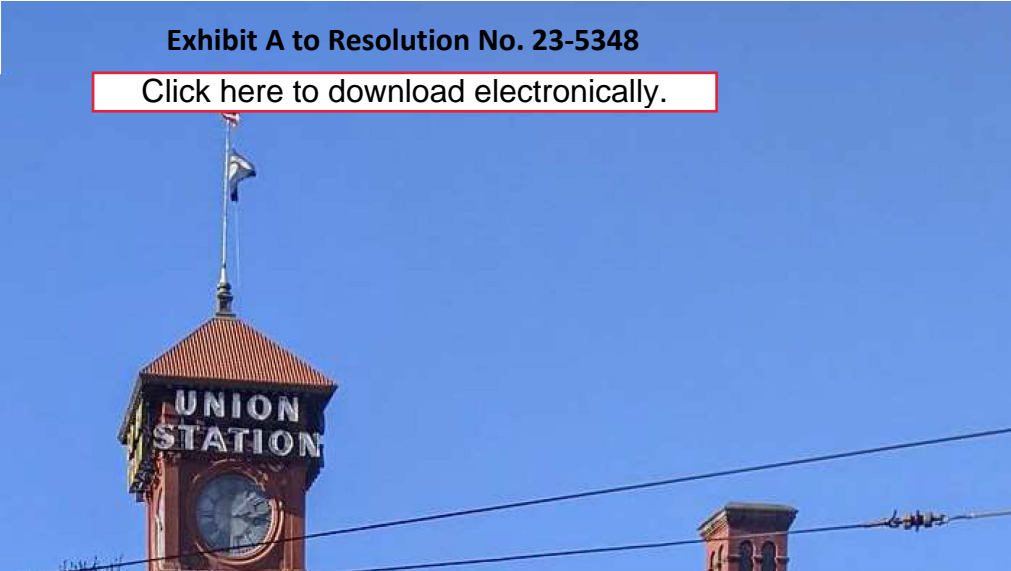
1. The Metro Council adopts the 2023 High Capacity Transit Strategy attached to this Resolution as Exhibit A as a component of the 2023 Regional Transportation Plan that complements the 2018 Regional Transit Strategy.
2. The "Summary of Comments Received and Recommended Actions," attached as Exhibit B, is incorporated by reference and any amendments reflected in the recommended actions are incorporated in Exhibit A.

ADOPTED by the Metro Council this 30th day of November 2023.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



HIGH CAPACITY TRANSIT Strategy



Materials following this page were distributed at the meeting.



Metro

Urban growth management engagement update

**Metro Policy Advisory Committee
September 27, 2023**

Technical work and analysis: Developing the urban growth report

- Buildable land inventory (BLI)
- Regional forecast
- Capacity analysis
- Employment trends and site characteristics
- Housing needs analysis
- Residential readiness analyses
- Draft urban growth report (UGR)

City expansion proposals

- Letters of interest
- Expansion proposals

*2040 planning and
development grants
available*

Metro Council decision

- Consider Metro staff and advisory group recommendations
- Public hearings
- Policy direction
- Final decision

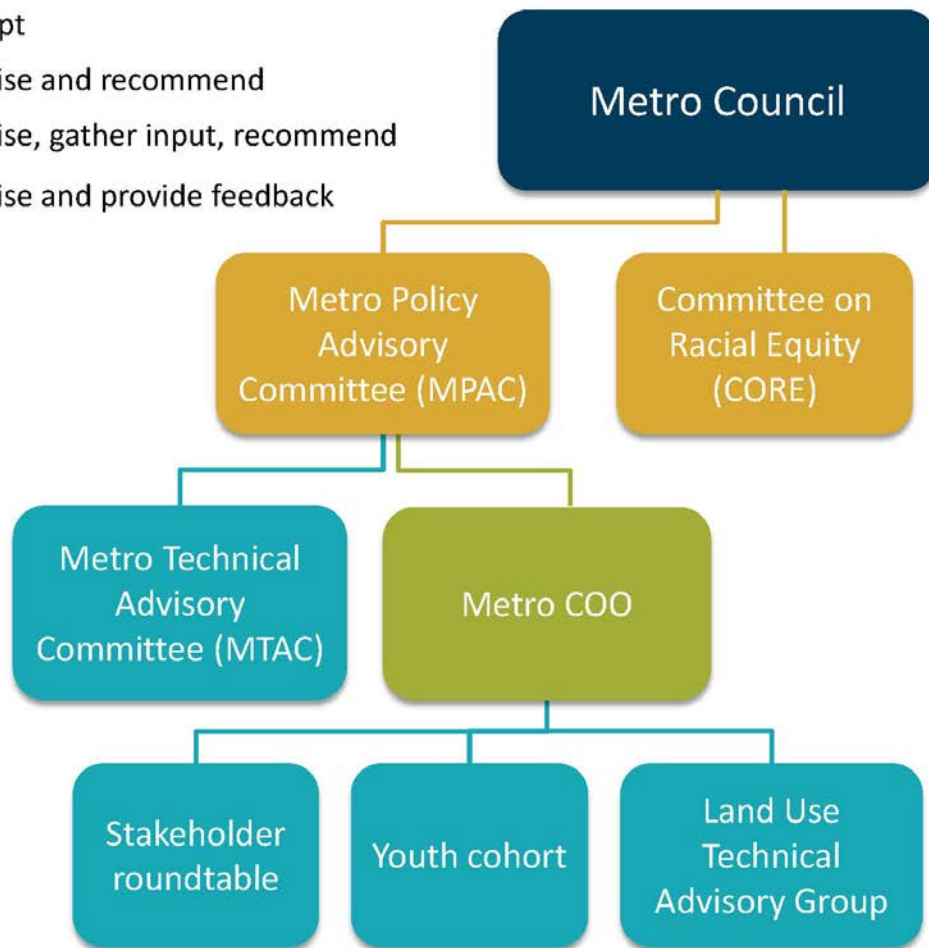


Stakeholder engagement

- MTAC
- MPAC
- CORE
- Land Use Technical Advisory Group
- Jurisdictional outreach
- Stakeholder roundtable
- Youth cohort
- Interest group presentations

2024 UGM decision

- Adopt
- Advise and recommend
- Advise, gather input, recommend
- Advise and provide feedback



Decision-making framework

Engagement update

- Stakeholder roundtable
- Land Use Technical Advisory Group (LUTAG)
- Youth cohort



Stakeholder roundtable role

- Contribute perspectives to the content of the 2024 Urban Growth Report
- Staff will consider the group's feedback when preparing a recommendation for the Metro Council UGB decision

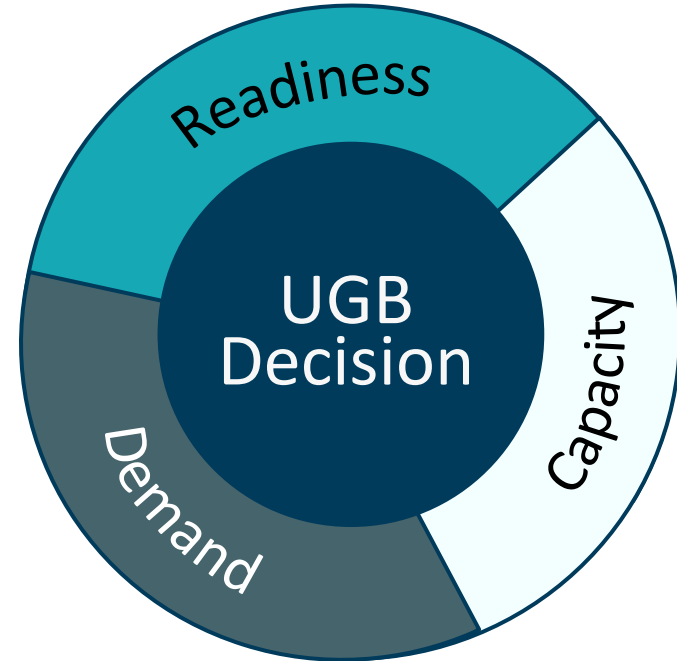
Stakeholder roundtable

- Members appointed
- Range of regional voices
- First meeting:
This Friday Sept 29th



Land Use Technical Advisory Group

- Kickoff meeting completed
- Current focus on land capacity
 - Buildable lands inventory
 - Proforma model



Youth cohort with Next Up

- Recruitment finalized
- Kickoff meeting complete
- Key areas of focus



**YOUNG PEOPLE
BUILDING
POWER IN
OREGON**

Recommendations

Are we missing any key considerations?



oregonmetro.gov



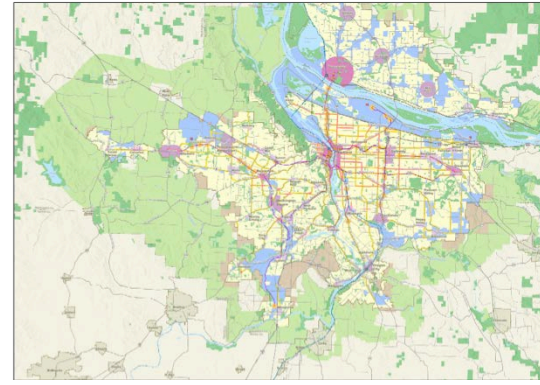


2023 Regional Transportation Plan Shaping MPAC's Recommendation to Metro Council

MPAC

September 27, 2023

Catherine Ciarlo, PD&R Director
Kim Ellis, RTP Project Manager



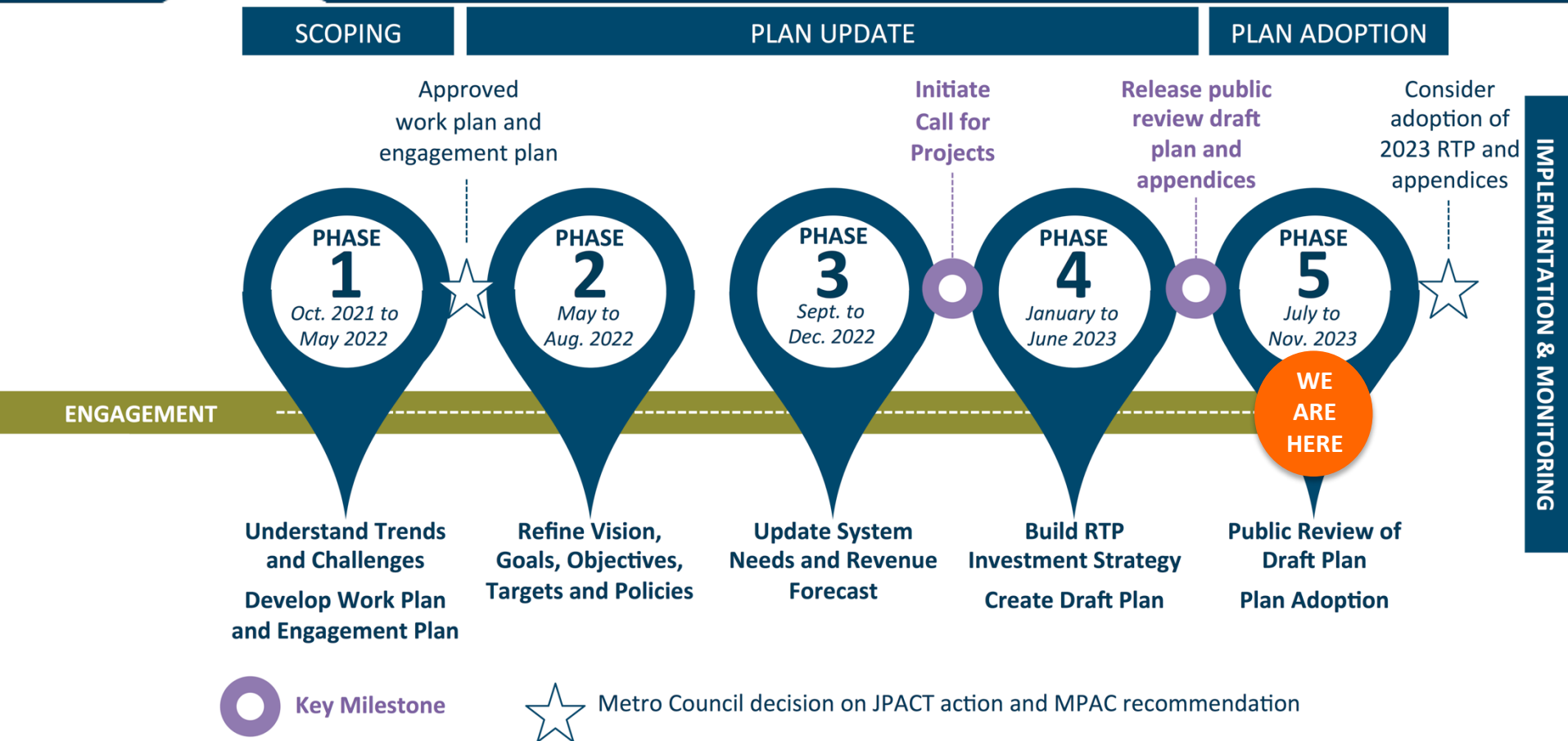
Outcomes for today

- Overview of decision process, comments and major themes
- Feedback on preview of draft staff recommendations on key policy topics

MPAC will be asked to consider MTAC's recommendation and make a recommendation to Metro Council on Oct. 25



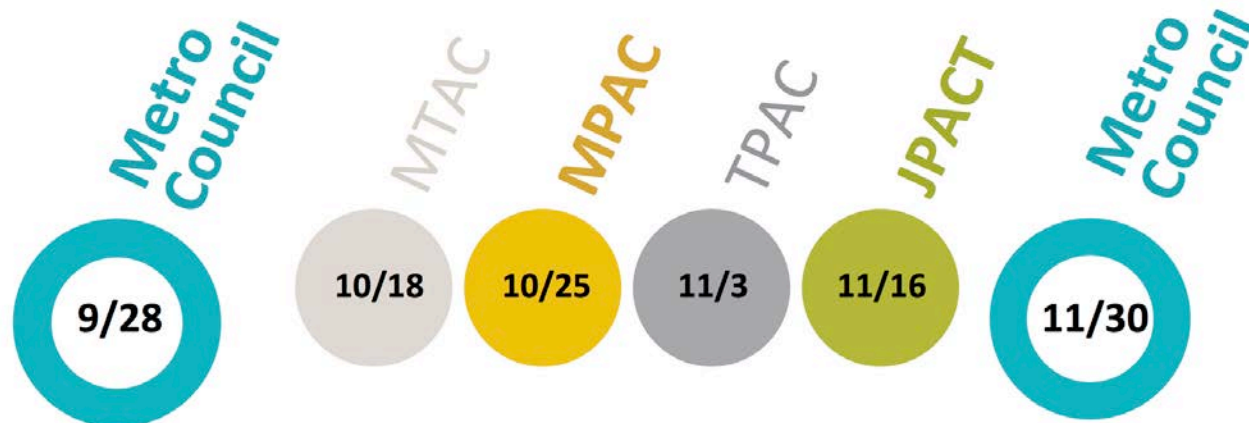
Timeline for the 2023 RTP update



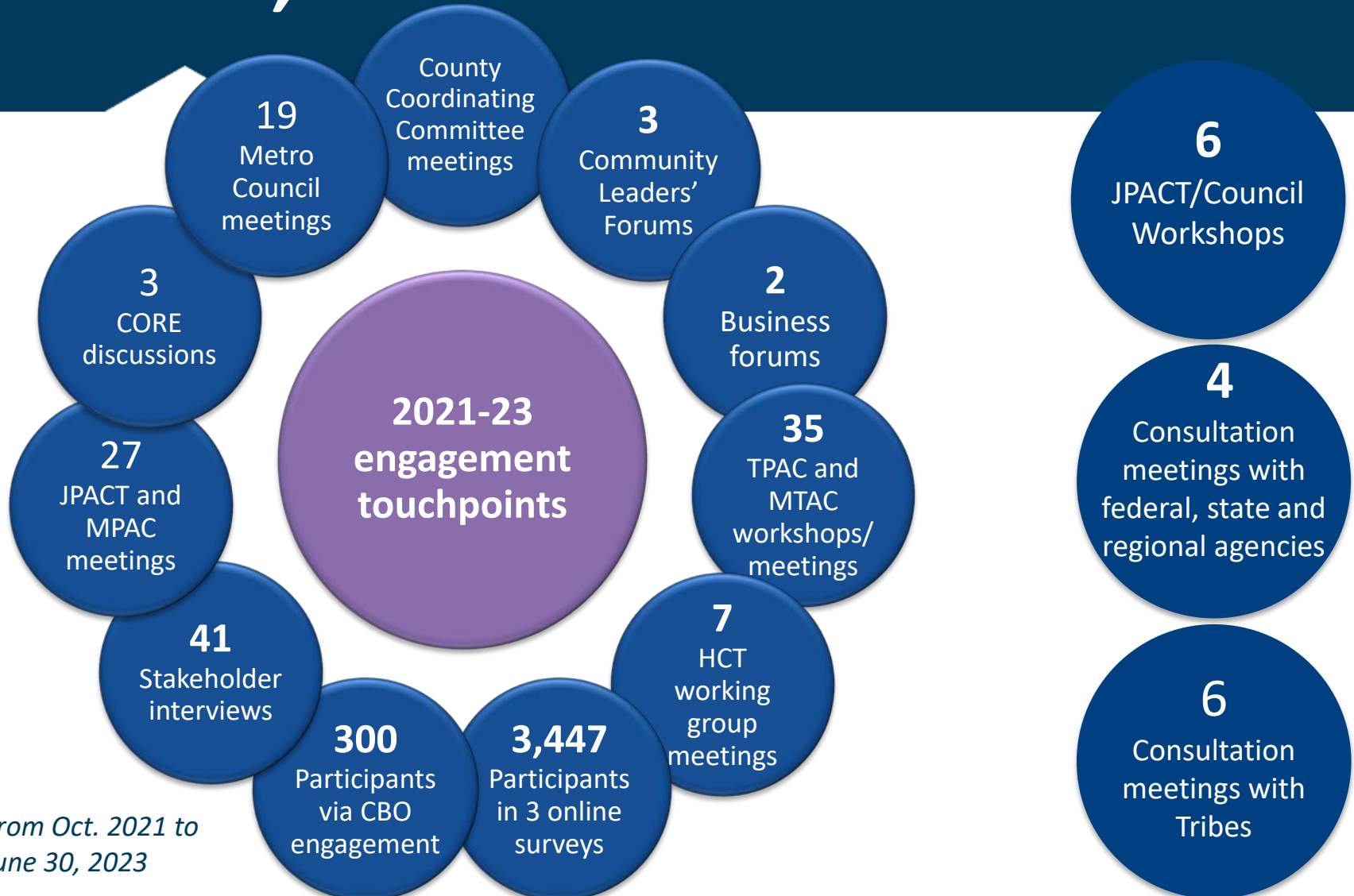
Moving toward RTP adoption

Metro staff summarizing and drafting recommendations to respond to comments in two buckets:

- **Key policy topics to address** – focus of final discussions
- **Consent items** – less substantive actions to be considered for approval by Consent

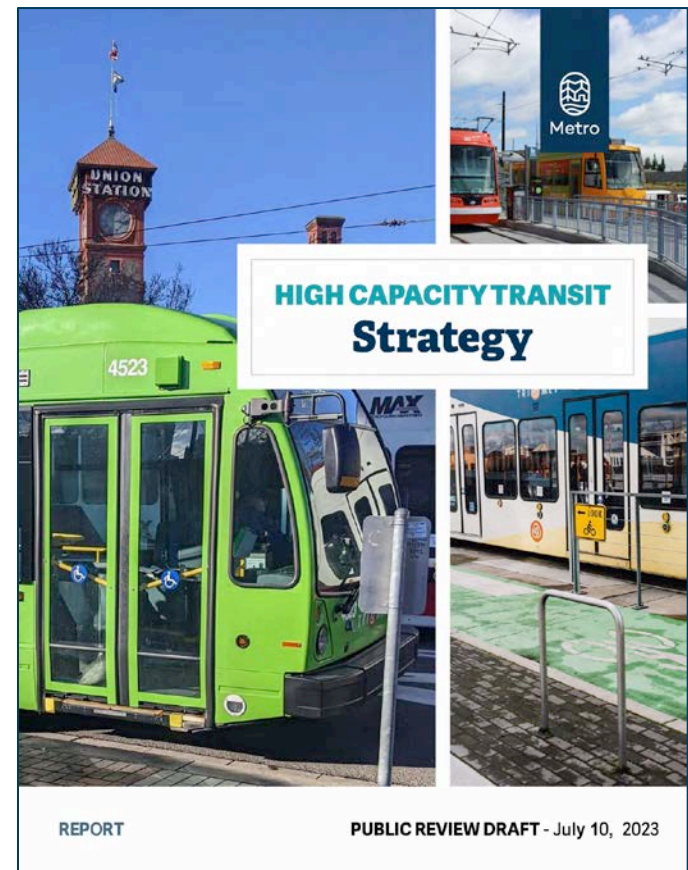
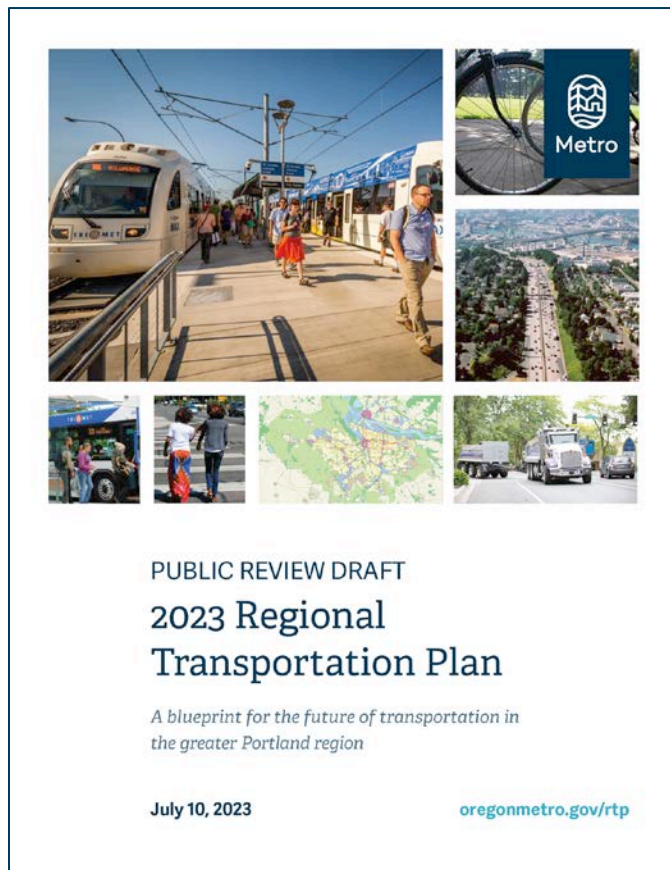


Many meaningful opportunities to listen, learn and collaborate



*From Oct. 2021 to
June 30, 2023*

The result is an updated plan and high capacity strategy strategy



and **Appendices**

Snapshot of final comment period

July 10 to August 25, 2023

663 online survey participants

307 comments submitted
through online comment form

52 emails

40 letters

20 participants in 2 consultation
meetings

13 community members
testified at the public hearing



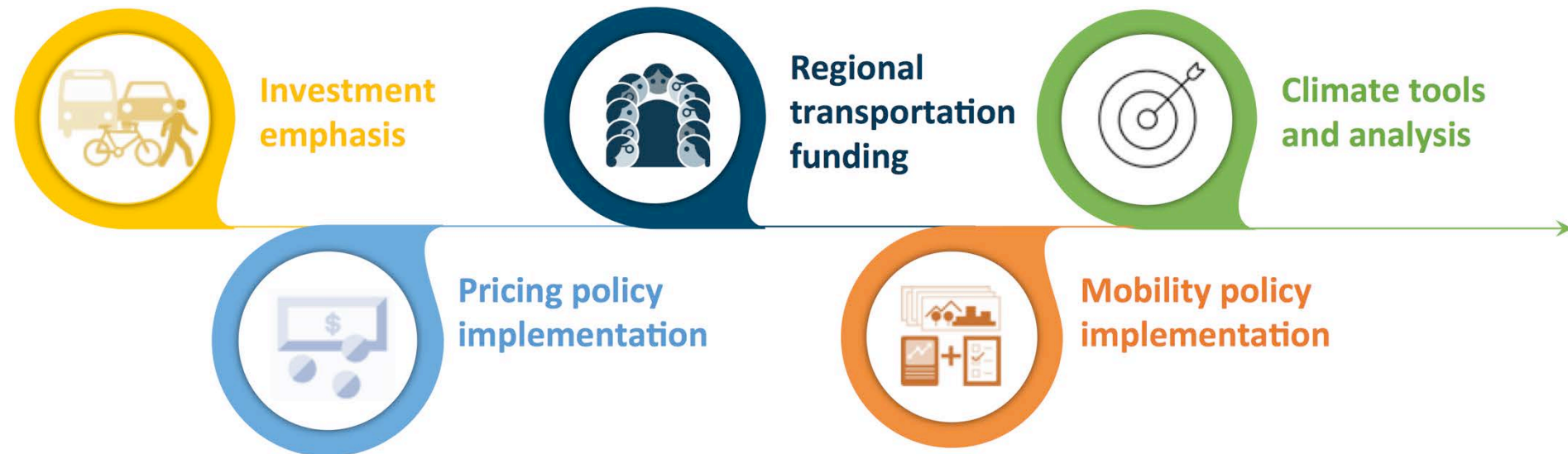
Major themes – What we heard

July 10 to August 25, 2023

- Invest more in transit, walking and biking
- Better address safety and climate
- Accountability to ensure policies are implemented and that priorities align with policies
- Project-specific feedback



Key policy topics to address in this RTP cycle and beyond



Policy Topic 1

Investment emphasis — project mix and timing

- Project list adjustments in the 2023 RTP (feasibility and impact)
- Project list development for 2028 RTP
 - Policy guidance for project sponsors
 - Process changes for RTP updates



Policy Topic 2

Pricing policy implementation

- Apply RTP pricing policy moving forward, including future JPACT and Metro Council decisions on toll projects
- Ensure the NEPA processes underway follow through on ODOT commitments



Policy Topic 3

Regional transportation funding

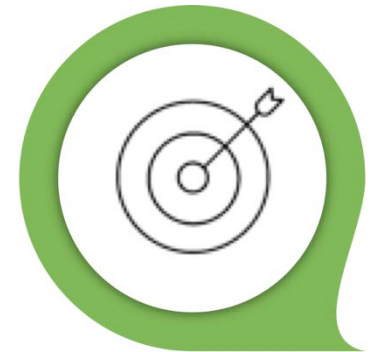
- Actions between now and the next RTP update to bring more funding for transportation into the region
 - Annual JPACT work program for 2024
 - State level funding discussions
 - Federal funding opportunities
 - Regional/local funding strategies



Policy Topic 4

Climate tools and analysis

- Opportunities to improve policy and investment decisions that impact climate
- Opportunities to improve evaluation and modeling tools to assess the climate impacts of transportation investments



Policy Topic 5

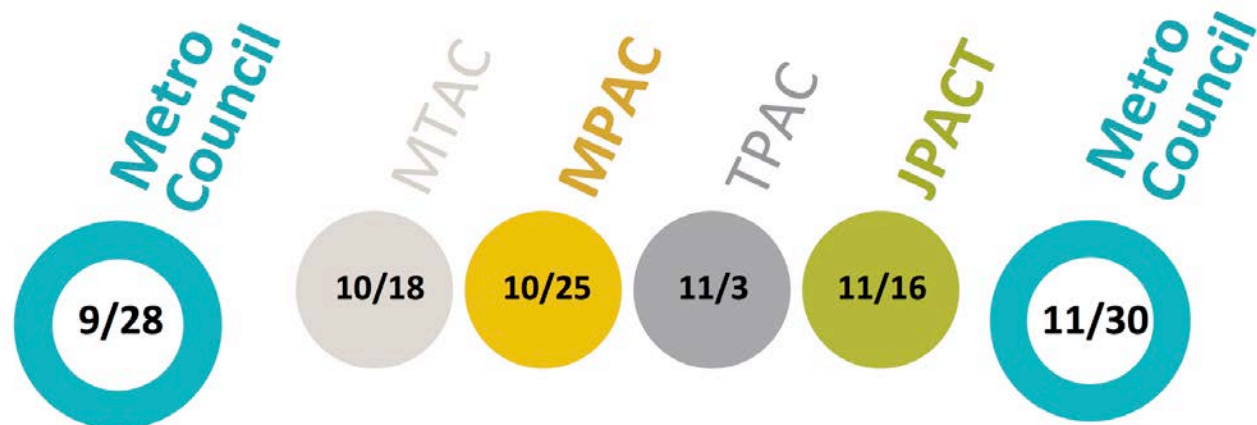
Mobility policy implementation

- Broad support for regional policy that shifts from a focus on congestion to one that prioritizes access, efficiency, equity, safety, reliability, and travel options
- Ensure work is completed with local and state partners before implementation:
 - Develop approach and guidance for use of Vehicle Miles Traveled (VMT) per capita and multimodal system completeness measures to inform land use decisions
 - Review travel speed threshold for throughways with traffic signals and use of VMT per employee measure



MPAC discussion

1. Questions about the major themes heard during the final public comment period?
2. Questions or feedback about the key topics identified for MPAC discussion?
3. Questions about MPAC role or next steps for finalizing the 2023 RTP and HCT Strategy for adoption?



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



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

oregonmetro.gov

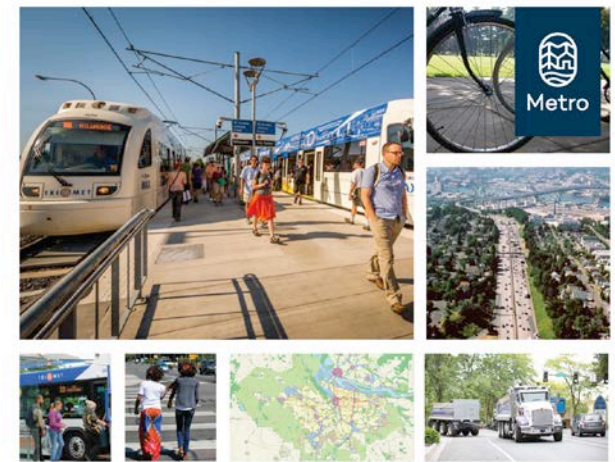
Ordinance No. 23-1496

Exhibit A – 2023 Regional Transportation Plan (and appendices)

Exhibit B – Regional Framework Plan Amendments

Exhibit C – Summary of Comments and Recommended Changes

Exhibit D – Findings of Compliance with Statewide Goals



PUBLIC REVIEW DRAFT
2023 Regional
Transportation Plan

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

July 10, 2023

oregonmetro.gov/rtp

and **Appendices**

Resolution No. 23-5348

Exhibit A – 2023 High Capacity Transit Strategy

Exhibit B – Summary of Comments and Recommended Changes

