

# JPACT Worksheet

**Agenda Item Title:** 2023 High Capacity Transit Strategy Adoption

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## **Purpose/Objective**

The 2023 High Capacity Transit (HCT) Strategy creates the roadmap for implementing the future network vision and renews our regional commitment to HCT as an essential tool for achieving many regional goals. The strategy calls for a system that fits within the context of communities, serves as the foundation of our regional transportation system, and provides an important tool for supporting community development. The update process reached its final milestone earlier this summer with a draft report that underwent a 45-day public review period. This memorandum describes the feedback provided during initial draft and public review earlier this summer, summarizes recommendations for changes to the final document, and reviews next steps for considering adoption of the HCT Strategy.

## **Action Requested/Outcome**

JPACT is being asked to take action regarding a recommendation for Resolution No. 23-5348 (see attachment 1) for the purpose of adopting the 2023 High Capacity Transit Strategy. Staff asks that JPACT consider making a recommendation that Metro Council approve Resolution No. 23-5348, as recommended by Metro's Transportation Policy Alternatives Committee (TPAC).

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

JPACT had the opportunity to review public comments and discuss staff recommendations for refinements to the High Capacity Transit Strategy based on those comments (listed in Exhibit B in attachment 3), as well as the content provided in Resolution No. 23-5348 (see attachment 1), Exhibit A (see attachment 2), and the Staff Report (see attachment 4) at the October 19 meeting. To reiterate, those comments expressed clear support for the high capacity transit vision and pipeline, especially in connecting regional and town centers and making transit faster and more convenient, as well as keen interest in identifying resources to implement the vision.

As described in more detail previously, many amendments to the public review draft HCT Strategy were recommended in response to the comments received. Those included adding language about the multiple tools in the transit toolbox beyond high capacity transit and accessibility considerations for trains and buses, new call-out boxes on the business case for this type of investment and opportunities for rapid bus implementation, technical edits to standardize terms and provide more clarity between transit classifications, additional appendix information for engagement survey summaries and corridor-specific planning considerations, and other minor edits for consistency, clarity and editorial purposes. Due to the technical nature of the comments received, these were all identified as consent topics. TPAC and Metro's Technical Advisory Committee (MTAC) had the opportunity to review staff's recommendations and provide comment at the October 6 and 11 review meetings.

MTAC members did not provide additional comments at the review meetings, voting by majority to recommend approval of Resolution No. 23-5348 as written at their October 18 meeting. The Clackamas County and Water & Sewer representatives voted in opposition, expressing concerns about the overall increase in high capacity corridors in the vision impacting the timing of high capacity investment in the county. Considering MTAC's recommendation for approval, Metro's

Policy Advisory Committee (MPAC) voted by majority to recommend Metro Council approve Resolution No. 23-5348 at their meeting on October 25 (with the Clackamas County representative voting in opposition).

At TPAC's October 11 meeting, the City of Portland identified additional editorial and technical edits that staff recommend be incorporated as part of the amendments accepted under comment #54 by the HCT Strategy Working Group in Exhibit C, which directs staff to "make additional technical corrections as needed". Following the October discussions, TPAC voted to recommend JPACT approve Resolution No. 23-5348 at their meeting on November 3 (with the Clackamas County representative voting in opposition). A few considerations were raised by members during discussion of the motion: some concerns about a lack of additional near-term high capacity investment corridor opportunities in Clackamas County and southwest Washington County and reflecting impacts from tolling, a desire for more tools to support the path forward for later-term corridors, and also appreciation for the vision prioritization using the right tool in the right context and for the resources within the strategy highlighting local work and actions for growing ridership.

### **Next Steps**

Metro Council will consider recommendations from JPACT and MPAC and take action regarding approval of Resolution No. 23-5348 on November 30, following a public hearing (see attachment 4).

### **What packet material do you plan to include?**

1. Resolution No. 23-5348
2. Exhibit A to Resolution 23-5348
3. Exhibit B to Resolution 23-5348
4. Staff Report to Resolution No. 23-5348