

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 23-1496 FOR THE PURPOSE OF AMENDING THE 2018 REGIONAL TRANSPORTATION PLAN (RTP) TO COMPLY WITH FEDERAL AND STATE LAW AND AMENDING THE REGIONAL FRAMEWORK PLAN

Date: November 20, 2023

Department: Planning, Development and Research

Meeting Date: November 30, 2023

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ISSUE STATEMENT

A major update to the [Regional Transportation Plan](#) (RTP) has been underway since Fall 2021. The region's High Capacity Transit Strategy was also updated as part of the RTP update.

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 greater Portland region is at pivotal moment. The most recent census data shows our region continues to grow more diverse. By 2045 more than 2 million people are expected to be living within the metropolitan planning boundary for the RTP – about one-half million more people than today.

The greater Portland region is facing urgent global and regional challenges. The impacts of climate change, generations of systemic racism, economic inequities and the pandemic have made clear the need for action across jurisdictional boundaries. Systemic inequities mean that communities have not equally benefited from public policy and investments, and our changing climate and the COVID-19 pandemic have exacerbated many disparities that Black, Indigenous and people of color (BIPOC) communities, people with low income, women and other marginalized populations were already experiencing. Safety, housing affordability, homelessness, and public health and economic disparities have been intensified by the global pandemic; the effects of which the region continues to experience.

ACTION REQUESTED

Approve Ordinance No. 23-1496 as recommended by the Joint Policy Advisory Committee on Transportation (JPACT).



2023 RTP Goals developed by JPACT and Metro Council with input from MPAC and Metro's Committee on Racial Equity (CORE)

POLICY OPTIONS FOR COUNCIL CONSIDERATION

1. Approve Ordinance No. 23-1496 as recommended by JPACT.
2. Do not approve Ordinance No. 23-1496 and refer it back to JPACT with a recommendation for amendment.

RECOMMENDED ACTION

Approve Ordinance No. 23-1496 and its Exhibits, as recommended by JPACT.

ANTICIPATED EFFECTS

If Ordinance No. 23-1496 is adopted by the Metro Council, the 2023 RTP will become effective immediately for federal purposes and be submitted to the Department of Land Conservation and Development (DLCD) and the Land Conservation and Development Commission (LCDC) for review under state law.

The ordinance, as recommended, sets the foundation for:

- Addressing the urgent global and regional challenges facing the region in the near-term, particularly related to safety, equity, housing, climate, mobility and the economy;
- Ensuring local and regional concerns, RTP pricing policies, and the Oregon Department of Transportation (ODOT) commitments related to tolling are addressed through the National Environmental Policy Act (NEPA) processes underway, in future amendments to the Metropolitan Transportation Improvement Program (MTIP) and during project implementation;
- An updated regional mobility policy and completion of work needed to support future implementation of the updated policy in future local transportation system plan updates and when evaluating the transportation impacts of local comprehensive plan amendments;
- The next Regional Flexible Funds Allocation (RFFA) process, consideration of future amendments to the MTIP, and development of the next MTIP;
- Updating the Regional Transportation Functional Plan, guidance and tools (2024-25) to support subsequent local transportation system plan updates (2025-2028);
- Continued work to improve existing analysis tools and methods to more fully quantify (and better understand) the equity, safety, climate, mobility, and economic benefits of investments;
- Future region-wide planning efforts, partnerships and ongoing public engagement and consultation activities;
- Regional efforts to seek future funding; and
- The 2028 RTP update.

The ordinance also defines specific activities for Metro, ODOT, TriMet and other regional partners to take over the next few years to support the policy outcomes identified through the RTP update. These activities will result in a more comprehensive approach for implementing the 2040 Growth Concept and meeting regional and state goals for safety, mobility, equity, climate, and the economy.

Under federal law, this plan update must be completed by Dec. 6, 2023, when the current plan expires. Continued compliance with federal planning regulations ensures ongoing federal transportation funding eligibility for projects and programs in the region. This includes funding from Federal grants and already-programmed funds that Metro distributes to partners through the RFFA and federal funds Metro programs in the MTIP. A current RTP must also be in place for state and regional agencies to seek federal actions and approvals of projects undergoing environmental review under NEPA.

STRATEGIC CONTEXT & FRAMING DECISION

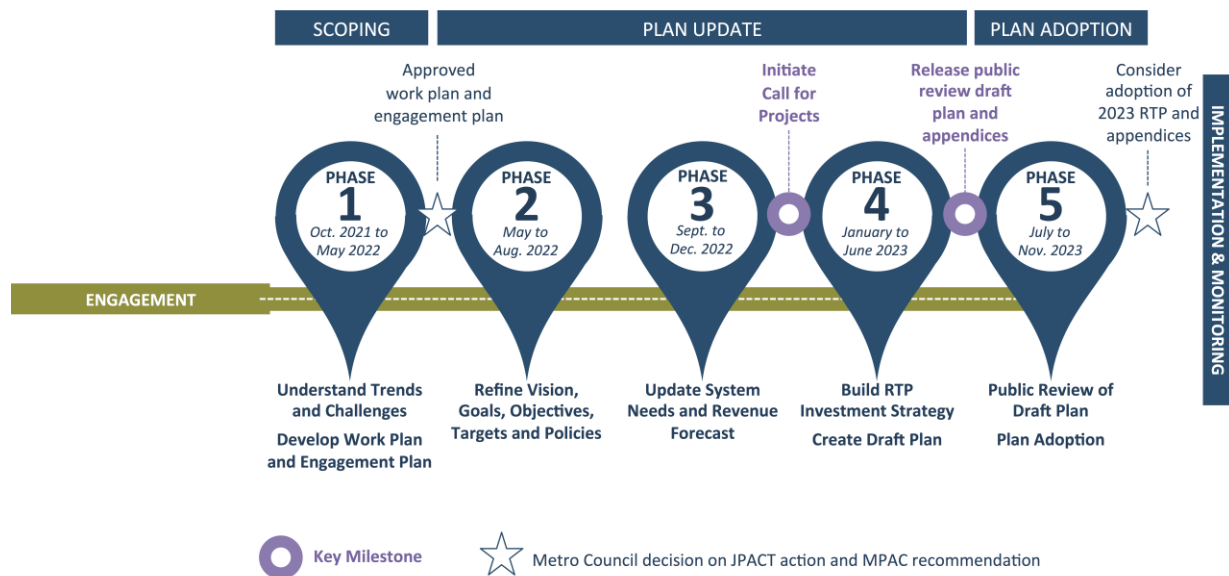
Background

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.

The timeline for the RTP update is shown in **Figure 1**.

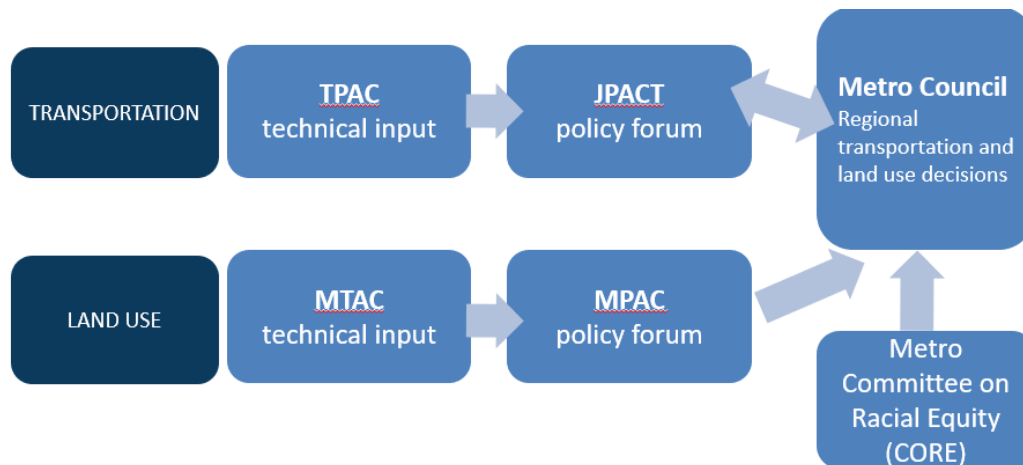
Figure 1. 2023 RTP Update Timeline



Summary of Regional Decision-Making Process

Metro's transportation planning activities are guided by a federally-mandated decision-making framework known as the metropolitan transportation planning process.

Figure 2. Regional decision-making framework

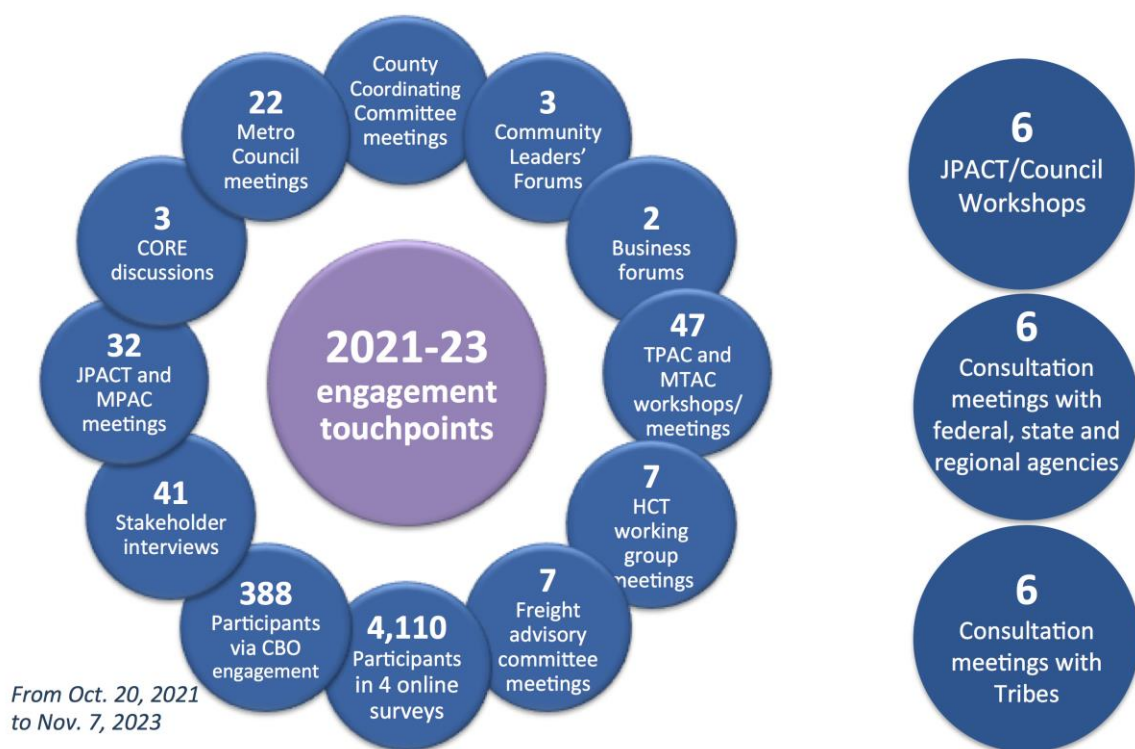


Shown in **Figure 2**, Metro facilitates on-going consultation and coordination through five Metro advisory committees – the Transportation Policy Alternatives Committee (TPAC), the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC) and the Metro Technical Advisory Committee (MTAC) and the Committee on Racial Equity (CORE). These committees were forums for discussion, coordination, consultation and decision-making by elected officials and their staff, representing cities and counties across the region, public agencies and transportation providers, including ODOT, Oregon Department of Environmental Quality, Oregon

Department of Land Conservation and Development, the Port of Portland, the Port of Vancouver, TriMet and South Metro Regional Transit (SMART). Three of those committees – TPAC, MPAC and MTAC – include community representatives that bring their expertise and perspective to the discussions and decisions. JPACT and the Metro Council together serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions, including the RTP.

The [2023 RTP update public engagement plan](#) adopted by JPACT and the Metro Council guided the strategic direction, approach and desired outcomes for sharing information and engaging with people, community-based organizations (CBO), businesses, transportation agencies, regional decision-makers and other interested parties throughout the two-year RTP update process. While regional advisory committees served as the primary engagement mechanisms for collaboration and consensus building during the 2023 RTP update, Metro also engaged with other interested individuals, communities and organizations across greater Portland throughout the process, as shown in **Figure 3**.

Figure 3. Summary of key touch points from 2021 to 2023



A more detailed summary of the decision-making process and related public participation and engagement activities is provided in Appendix D of the 2023 RTP. Summary reports of all engagement activities are available on the project website at oregonmetro.gov/rtp.

2023 RTP Adoption Process

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 comment period built on the

significant engagement and feedback received throughout the update to the RTP.

The comments received during the final public comment period represent a variety of perspectives and interests. Some focus on specific communities or neighborhoods and others focus on serving specific populations or interests across the region. Comments from these organizations and members of the public were considered by Metro staff alongside comments received from jurisdictional partners and regional advisory committees as part of developing the recommendations contained in Exhibit C (Part 1 and Part 2) to Ordinance No. 23-1496. During September and October, Metro's regional advisory committees continued discussion of the Metro staff recommendations.

A summary of those discussions and actions on the RTP follows.

At their respective meetings **on September 20 and September 21, MPAC and JPACT began discussion of the five key policy topics** contained in Exhibit C (Part 1). MPAC and JPACT members expressed support for advancing regional discussions to secure funding for the priorities in the RTP, particularly transit service. MPAC members expressed the importance of adequate funding to address local transportation needs, particularly growing maintenance needs in each community, and the importance of the region speaking as one voice in future legislative sessions. Recommendations for expanding the region's efforts to secure funding are reflected in Exhibit C (Part 1).

MPAC members stated support for the important role that freeways serve in meeting local travel needs in different parts of the region due to a lack of multimodal connectivity. MPAC also urged the next RTP project selection process be more closely linked to development needs and priorities. Another expressed JPACT priority was ensuring project partners on major freeway projects (including the Interstate Bridge Replacement Program, I-5 Rose Quarter Project, the I-205 Toll Project, and the Regional Mobility Pricing Project) continue to be accountable to the previous commitments made by ODOT. JPACT also directed staff to work with ODOT on unbundling ODOT project #12095 to provide more specificity about the location and project details to increase transparency and enable the projects to be included in the final RTP system analysis. Recommendations for unbundling and other actions, and ensuring accountability to commitments are reflected in Exhibit C (Part 1).

At the September 28 Metro Council meeting, Council conducted the first read of Ordinance No. 23-1496 and held the first of two legislative hearings for adoption of the 2023 RTP, as required by state law. A second hearing and final Council legislative action are scheduled for November 30, 2023. At that time, Council will consider recommendations from MPAC and JPACT.

On September 29, Metro staff recommendations were transmitted to Metro's technical advisory committees – the TPAC and MTAC – for discussion and recommendation to their respective policy advisory committees – JPACT and MPAC. The recommendations address JPACT direction on unbundling ODOT safety projects as reflected in Exhibit C (Part 1).

On October 6, TPAC began discussion of the Metro staff recommendations. Members raised the importance of having adequate time to discuss the Metro staff recommendations prior to making a final recommendation to JPACT. Members also highlighted the importance of prioritizing future Metro staff work identified in Chapter 8 of the RTP, recognizing the recommendations contain additional post-RTP adoption work for Metro staff beyond what was identified in the public review draft 2023 RTP. Top priorities identified by TPAC members included completion of the mobility policy work as part of the update to the Regional Transportation Functional Plan, regional transportation funding discussions, and work to continue advancing the region's climate tools and analysis and improving the project list development and evaluation process in advance of the next RTP update (due in 2028).

On October 10, the Metro Council discussed the Metro staff recommendations in Exhibit C (Part 1) and expressed support for the overall set of recommendations as proposed.

At a joint workshop **on October 11, MTAC and TPAC members discussed the Metro staff recommendations each of the discussion topics in Exhibit C (Part 1).** As part of the discussion, TPAC and MTAC members introduced and discussed potential changes to the Metro staff recommendations. These potential changes were raised and acted on at the October 18 MTAC meeting.

On October 18, MTAC unanimously recommended that MPAC recommend the Metro Council adopt the 2023 RTP with the changes that are contained in Exhibit B and Exhibit C (Part 1 and Part 2) to Ordinance No. 23-1496. MTAC's recommendation made some changes to the Metro staff recommendations and recognized that TPAC and JPACT will also make recommendations on Ordinance No. 23-1496 and its Exhibits in November.

On October 25, MPAC unanimously recommended that Metro Council adopt the 2023 RTP with the changes that are contained in Exhibit B and Exhibit C (Part 1 and Part 2) to Ordinance No. 23-1496. MPAC's recommendation made some changes to the MTAC recommendations and recognized that TPAC and JPACT will also make recommendations on Ordinance No. 23-1496 and its Exhibits in November.

As part of MPAC's action, MPAC recommended adding a new action to amend the RTP Constrained Project List to split the I-5 and I-205: Regional Mobility Pricing Project (RMPP) (RTP #12304) into two phases, retaining only the preliminary engineering (PE) phase in the RTP Constrained Project List and moving the construction-related phases (RW, UR, CN and OT) to the RTP Strategic Project List. This recommendation aimed to ensure local and regional concerns and ODOT commitments are addressed in the upcoming NEPA process and in project implementation.

On November 3, TPAC used the MPAC recommendation as a starting point and made a strong recommendation for the RTP to move forward for adoption, with 13 voting in support and 3 opposed.

As part of TPAC's deliberations, the committee specifically recommended that JPACT:

- discuss and consider MPAC's recommendation to split the Regional Mobility Pricing Project (RMPP) into two phases due to the complexity and political nature of the issue;
- approve the other recommended actions that are contained in Exhibit B and Exhibit C (Part 1 and Part 2) to Ordinance No. 23-1496; and
- approve Ordinance No. 23-1496 and its Exhibits.

TPAC's recommendation to JPACT included MPAC's recommendation to the Metro Council except for the recommendation on RMPP and that ODOT present the revenue sharing approach to the OTC before January 1, 2026. TPAC and JPACT did not include these MPAC recommendations in their respective recommendations. TPAC's recommendation to JPACT on the RMPP was split vote, with 9 in support of forwarding this item for JPACT discussion and consideration, and 8 either opposed or abstaining.

Concerns raised about the RMPP during the TPAC discussion included:

- desire to ensure the RMPP NEPA work, other project analysis and implementation will:
 - provide the information needed to understand that what is being developed will meet the goals and policies of the RTP and adequately address previous ODOT commitments;
 - provide time to do the analysis to understand the impacts of the project on safety, diversion and other outcomes; and
 - provide time for engagement with public, policymakers and regional advisory committees before the construction phase is included in the RTP Constrained project list.

Concerns raised about the MPAC recommendation to phase the RMPP during the TPAC discussion included:

- precedent of an advisory committee recommending a change to an individual project in the RTP, particularly at the end of a two year process; and
- uncertainty about the timeline, project cost and process changes implications for RMPP and other related tolling projects.

To inform the JPACT discussion on the MPAC recommendation on RMPP, TPAC requested that Metro and ODOT staff provide as much relevant information as possible to JPACT on the precedent of an advisory committee, such as MPAC, recommending a change to an individual project on the RTP project list and the impact of MPAC's recommended change

on the RMPP timeline, project cost and process change implications for RMPP and other related tolling projects, including ability of ODOT to complete NEPA.

On November 16, JPACT voted to approve Ordinance No. 23-1496 and Exhibits A, B and C and submit to the Metro Council for adoption, as recommended by TPAC, with 14 in support and 1 opposed. After substantial discussion, JPACT did not support the MPAC recommendation on the RMPP and voted to retain the RMPP as a single project within the RTP Constrained Project List. JPACT also directed staff to recommend a more robust MTIP amendment process for the RMPP that:

- (1) recognizes the unprecedented nature of the RMPP;
- (2) requires ODOT to prepare findings that document how the RTP policies, including the pricing policies and actions, and previous ODOT commitments with the Metro Council are addressed when requesting JPACT and the Metro Council consider future MTIP amendments for the RMPP; and
- (3) provides additional time and meaningful opportunities for the public, local jurisdictions and elected officials to review project-specific data and provide input on concerns relating to:
 - a. Funding and projects to address the impacts of RMPP on safety and traffic diversion on local roadways,
 - b. Implementation of a low-income fare program for RMPP, and
 - c. Expanding transportation options along priced corridors.

ANALYSIS/INFORMATION

Known Opposition. On November 16, 2023, the JPACT representative for Clackamas County voted in opposition to adopting the 2023 RTP. Concerns have been raised about the level of investment in road capacity relative to the level of investment in transit, walking and biking and mixed progress addressing safety and climate change. Comments received in opposition to or expressing concerns about individual projects focused on the I-5 Interstate Bridge Replacement Program, the I-5 Rose Quarter Project, the Regional Mobility Pricing Project and the I-205 Toll Project. Concerns have been raised with the climate analysis conducted for the 2023 RTP.

How does this advance Metro's racial equity goals? The RTP update is guided by the [Metro Council's Strategic Plan to Advance Racial Equity, Diversity and Inclusion](#) and supporting Metro Racial Equity Framework and the [Planning and Development Department Strategy for Achieving Racial Equity](#) using a targeted universalism¹ approach. This will ensure that people situated in different positions in society because of institutionalized racism can access the same opportunities. The RTP advances equitable

¹ Targeted universalism means setting universal goals and pursuing those goals with targeted processes that are catered to the needs of each group.

outcomes by eliminating disparities as a priority policy outcome. The project team has been partnering with Metro's DEI team to apply Metro's Racial Equity Framework throughout the planning, data collection and analysis and engagement process. Metro's Committee on Racial Equity (CORE) also provided feedback and guidance throughout the process, with in-depth discussions about the RTP at three of their meetings. Their input and direction were reported back through presentations to Metro Council and committees. In their discussions, CORE focused on the need for accountability. CORE members emphasized the importance of both measuring engagement with marginalized communities and also measuring how the plan impacts these communities. CORE's feedback helped shaped the 2023 RTP vision and goals and new strategies for bringing accountability to the 2023 RTP, including:

- Piloting an assessment of the draft project list to better understand and communicate whether projects advance the RTP goal areas. The results of this High Level Assessment were shared with committees, community organizations, community members as we asked for feedback on investment priorities.
- Staff recommended refinements to the public draft RTP included recommendations related to ensuring accountability, unbundling ODOT safety projects, reporting on safety investments in the region and improving the RTP project list development and review process in advance of the 2028 RTP. These are now moving forward as part of the adoption package. (See Exhibit C (Part 1) - Policy Topic 1 – Investment Emphasis).

In addition, the RTP update included broad region-wide engagement with a focus on elevating the voices of people who have been excluded and marginalized from transportation decisions in this region and who have been disproportionately impacted and burdened by those decisions. Metro worked with community based organizations who have trusted relationships with black and brown community members, youth, people with disabilities, people with low incomes and people with limited English proficiency. These community members are also routinely under-represented in online engagement and broad public events.

Metro held six consultation meetings with Tribes, 2022-2023. Additionally, Metro's Tribal Liaison had interim conversations with Tribes and with Metro staff. These conversations informed the vision and goals and the environmental assessment and led to the first ever RTP project submission by a Tribe. Additionally, these conversations informed a comment letter submitted by Metro's Tribal Liaison with recommendations for ongoing work and process improvements between now and the next RTP update.

How does this advance Metro's climate action goals? The RTP is a key tool for implementing [2040 Growth Plan](#), adopted in 1995, and the [Climate Smart Strategy](#), adopted in 2014 and approved by the Land Conservation and Development Commission (LCDC) in 2015. The strategy was incorporated into the RTP in 2018. Together, these plans will help ensure that greater Portland thrives by connecting people to their jobs, families, schools and other important destinations and by allowing business and industry to create jobs and

move goods to market. This RTP update provided an opportunity to review the strategy and consider how the plan's policies and investments can be recalibrated to accelerate reducing greenhouse gas emissions and support implementation of the [Governor's Executive Order 20-04](#) on Climate Change and the [Statewide Transportation \(STS\) Strategy for Reducing Greenhouse Gas Emissions](#). The update also addressed new statewide requirements adopted in 2022 through the [LCDC Climate Friendly Equitable Rulemaking process](#).

The RTP climate analysis uses the same STS state-led actions assumed in the analysis used to set the region's GHG reduction targets as allowed by OAR 660-044-0030. As described in Appendix J, the 2023 RTP demonstrates progress towards implementing the Climate Smart Strategy and, if fully funded and implemented, can be expected to meet the state-mandated targets for reducing per capita greenhouse gas emissions from cars and small trucks by 2045. The results also indicated that if the region pursues identified regional actions (policies and investments) alone with no further action from the state, the region will fail to meet the target rule VMT per capita reductions. However, the analysis shows that if the state implements the state-led actions identified in the Oregon Statewide Transportation Strategy (STS), then the region would surpass the target rule VMT per capita reduction.

Given concerns raised about the RTP climate analysis and that some of the STS state-led actions used in the RTP climate analysis may be overly ambitious, Exhibit C to Ordinance No. 23-1496 recommends that state agencies conduct a comprehensive review of key state assumptions used to set the regional GHG targets, as described in OAR 660-044-0035 (Metropolitan Greenhouse Gas Reduction Targets Rules) and to update the STS and GHG target rules as needed. The RTP, as recommended in Exhibit C, also identifies actions to begin monitoring and reporting current trends in greenhouse gas emissions in the region and state and to continue improving the region's analysis tools and capabilities to better inform policy and investment decisions that impact climate. This work will further shape and inform the climate analysis used in the next RTP update (due in 2028).

Explicit list of groups and individuals who have been involved in policy development.

The project team has engaged and consulted with the following governments, groups, public agencies and individuals throughout the update:

- **Tribal governments** were invited to consultation to inform the 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. After this invitation to consultation, staff and representatives from multiple Tribes engaged formally and informally with Metro staff regarding the update to the RTP.

- **Community leaders and community-based organizations** for marginalized and underrepresented communities², health and equity interests, environmental protection, affordable housing, transportation, and social, climate and environmental justice. Engagement occurred through stakeholder interviews, three Community Leaders' Forums, community based partnerships, TPAC and MTAC briefings,
- **Business, economic development and freight groups**, including Greater Portland Inc., large and small employers, freight shippers, business organizations, associations and chambers of commerce. Engagement occurred through stakeholder interviews, two business forums and a Stakeholder Advisory Committee that Metro convened in support of the Regional Freight Delay and Commodity Movement Study.
- **Local jurisdiction staff and elected officials representing counties and cities in the region** (through stakeholder interviews, county coordinating committees, TPAC/MTAC workshops and regional technical and policy advisory committees).
- **Special districts**, including TriMet, SMART, C-TRAN, the Port of Portland and the Port of Vancouver (through stakeholder interviews, TPAC, MTAC, JPACT and MPAC briefings and consultation activities).
- **Southwest Washington Regional Transportation Council (SW RTC) and other Clark County governments** (through Regional Transportation Advisory Committee (RTAC), SW RTC, TPAC, JPACT and MPAC briefings and consultation activities).
- **State agencies**, including the Oregon Department of Transportation, the Oregon Transportation Commission (OTC), the Oregon Department of Land Conservation and Development (DLCD), the Oregon Land Conservation and Development Commission (LCDC), and the Oregon Department of Environmental Quality (DEQ) (through TPAC, MTAC, JPACT and MPAC briefings and consultation activities).
- **Federal agencies**, including the Federal Highway Administration, Federal Transit Administration and the U.S. Environmental Protection Agency (through TPAC and consultation activities).

A more detailed summary of public participation and engagement activities is provided in Appendix D of the 2023 RTP. Summary reports of all engagement activities are available on the project website at oregonmetro.gov/rtp.

Legal Antecedents. Several federal, state and regional laws and actions relate to this action, including:

Federal laws and actions include:

- 23 U.S. Code 134: Metropolitan Transportation Planning.
- 23 U.S.C. 150: National goals and performance management measures.

² Marginalized and underrepresented communities include Black, Indigenous and people of color (BIPOC) communities, people with low income, people with limited English proficiency, youth, older adults and people experiencing a disability.

- 23 CFR 450 and 771: USDOT rules that govern updates to RTPs.
- Clean Air Act [42 U.S.C. 7401 and 23 U.S.C. 109(j)], as amended.
- US EPA transportation conformity rules (40 CFR, parts 51 and 93).
- Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law in 2012.
- Fixing America's Surface Transportation Act (FAST Act), signed into law in 2015.
- Infrastructure Investment and Jobs Act (IIJA), signed into law in 2020.

State laws and actions include:

- Statewide planning goals.
- Oregon Transportation Planning Rules (OAR Chapter 660, Division 12).
- Oregon Transportation Plan and implementing modal plans.
- Oregon Clean Air Act State Implementation Plan (SIP).
- Oregon Metropolitan Greenhouse Gas Reduction Targets Rules (OAR Chapter 660, Division 44).
- [Governor's Executive Order 20-04](#) on Climate Change, signed in March 2020.
- House Bill 3055 (2021), enacted on July 7, 2021.
- House Bill 2017 (2017), enacted on Aug. 18, 2017.

Metro Council actions include:

- **Ordinance No. 14-1346B** (For the Purpose of Adopting the Climate Smart Communities Strategy and Amending the Regional Framework Plan to Comply with State Law), adopted by the Metro Council on December 18, 2014.
- **Resolution No. 16-4708** (For the Purpose of Approving the Strategic Plan to Advance Racial Equity, Diversity and Inclusion), adopted by the Metro Council on June 23, 2016.
- **Ordinance No. 18-1421** (For the Purpose of Amending the 2014 Regional Transportation Plan to Comply with Federal and State Law and Amending the Regional Framework Plan), adopted by the Metro Council on Dec. 6, 2018.
- **Resolution No. 19-5048** (For the Purpose of Adopting the Work Plan and Stakeholder Engagement Plan for Updating the Regional Transportation Plan (RTP) Mobility Policy), adopted by the Metro Council on December 5, 2019.
- **Ordinance No. 21-1457** (For the Purpose of Adopting the Distribution of the Population and Employment Growth to Year 2045 to Local Governments in the Region Consistent with the Forecast Adopted by Ordinance No. 18-1427 in Fulfillment of Metro's Population Coordination Responsibility under ORS 195.036), adopted by the Metro Council in February 2021.
- **Ordinance No. 21-1467** (For the Purpose of Amending the 2018 Regional Transportation Plan to Include the Preliminary Engineering Phase of the I-205 Toll Project, and to Clarify the Financial Connection of the I-205 Toll Project to the I-205 Improvement Project), adopted by the Metro Council on April 26, 2022. Exhibit B to this ordinance contained I-205 Toll Project Commitments for ODOT and Portland Regional

Partners that Metro Council and JPACT continue to look for ODOT to address as the NEPA process for the I-205 Toll Project continues.

- **Resolution No. 22-5255** (For the Purpose of Adopting the Work Plan and Engagement Plan for the 2023 Regional Transportation Plan Update), adopted by the Metro Council on May 5, 2022.
- **Resolution No. 22-5273** (For the Purpose of Endorsing the Modified Locally Preferred Alternative for the Interstate Bridge Replacement Program), adopted by the Metro Council on July 14, 2022.
- **Resolution No. 23-5306** (For the Purpose of Endorsing the Preferred Alternative for the Earthquake Ready Burnside Bridge Project), adopted by the Metro Council on March 16, 2023.
- **Resolution No. 23-5343** (For the Purpose of Releasing the Draft 2023 Regional Transportation Plan (RTP) and Project List for Public Review and Policy Discussion), adopted by the Metro Council on June 29, 2023.

Budget Impacts: Adoption of this ordinance has no budget impact at this time. There will be future costs associated with implementation of the plan. These costs will be shared by local, regional, state and federal partners.