

## **Metro Policy Advisory Committee (MPAC)**

### **agenda**

---

**Wednesday, May 24, 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)

If you wish to attend the meeting, but do not have the ability to attend by phone or computer, please contact the Legislative Coordinator at least 24 hours before the noticed meeting time by phone at 503-813-7591 or email at [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov).

#### **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](mailto: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](mailto: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](mailto: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 MPAC Consideration of MTAC Nominees

[COM](#)

[23-0697](#)

Attachments: [MPAC Worksheet](#)  
[MTAC Memo](#)

- 5.2 Consideration of the March 22, 2023 MPAC Minutes [COM](#)  
[23-0691](#)

Attachments: [032223 MPAC Minutes](#)

- 5.3 Consideration of the April 26, 2023 MPAC Minutes [COM](#)  
[23-0703](#)

Attachments: [042623 MPAC Minutes](#)

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

- 6.1 Update on Oregon Housing Needs Analysis [COM](#)  
[23-0699](#)

Presenter(s): Ted Reid, Metro  
Sean Edging, DLCD

Attachments: [MPAC Worksheet](#)  
[OHNA Graphic](#)  
[HB2001 Summary](#)

- 6.2 High Capacity Transit: Draft Strategy Report [COM](#)  
[23-0701](#)

Presenter(s): Ally Holmqvist (she/her), Metro

Attachments: [MPAC Worksheet](#)  
[HCT Milestones and Meeting Schedules](#)  
[Executive Summary](#)  
[Strategy Update](#)  
[Engagement Summary](#)

- 6.3 2023 RTP: Project List Input and Draft System Analysis [COM](#)  
[23-0700](#)

Presenter(s): Kim Ellis (she/her), Metro  
Eliot Rose (he/him), Metro

Attachments: [MPAC Worksheet](#)  
[RTP Briefing Book](#)  
[RTP Schedule](#)

**7. Adjourn (7:00 PM)**

## Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act and other statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit [oregonmetro.gov/civilrights](http://oregonmetro.gov/civilrights) or call 503-797-1890. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. Individuals with service animals are welcome at Metro facilities, even where pets are generally prohibited. For up-to-date public transportation information, visit TriMet's website at [trimet.org](http://trimet.org)

### Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

### Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

### Metro 的不歧視公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

### Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullaan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

### Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

### Metro의差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、[www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。までお電話ください公開会議で言語通訳を必要とされる方は、Metroがご要望に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

### សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

### Metro إشعار بعدم التمييز من

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

### Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

### Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

### Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

### Avizul Metro privind nediscriminare

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

### Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev taus ntuj weekdays) 5 hnub ua hauj lwv ua ntej ntawm lub rooj sib tham.





## **2023 MPAC Work Program**

***As of 5/11/2023***

*Items in italics are tentative*

<p><b><u>May 24, 2023</u></b></p> <ul style="list-style-type: none"> <li>• MPAC Consideration of MTAC Nominees (consent)</li> <li>• <i>Update on Oregon Housing Needs Analysis (Ted Reid, Metro, DLCD staff; 40 min)</i></li> <li>• High Capacity Transit: Draft Strategy Report (Ally Holmqvist (she/her), Metro; 45 min)</li> <li>• 2023 RTP: Project List Input and Draft System Analysis (Kim Ellis (she/her), Metro; 40 min)</li> </ul>	<p><b><u>June 28, 2023</u></b></p> <ul style="list-style-type: none"> <li>• MPAC Consideration of MTAC Nominees</li> <li>• Community place making Grants (Dana Lucero, Metro; 30 min)</li> <li>• Transit Oriented Development (TOD) Program Strategic and Work Plan Update (Andrea Pastor, Metro; 30 min)</li> <li>• Urban Growth Management discussion: Middle Housing Potential (Ted Reid (he/him), Metro and ECONorthwest Staff; 60 min)</li> </ul>
<p><b><u>July 26, 2023</u></b></p> <ul style="list-style-type: none"> <li>• <i>Urban Growth Management discussion: Long-term Role of Housing Production in Housing Affordability (filtering); Gentrification and Displacement Trends (Ted Reid (he/him), Metro and ECONorthwest staff; 60 min)</i></li> <li>• <i>Legislative Update</i></li> <li>• <i>C2P2 Update (Sebrina Owen-Wilson, she/her)</i></li> <li>• <i>Freight Commodity Study (Tim Collins, Metro)</i></li> </ul>	<p><b><u>August 23, 2023</u></b></p>
<p><b><u>September 27, 2023</u></b></p> <ul style="list-style-type: none"> <li>• <i>Urban Growth Management discussion: Office to Residential Conversion Potential (Ted Reid (he/him), Metro and ECONorthwest staff; 60 min)</i></li> </ul>	<p><b><u>October 25, 2023</u></b></p> <ul style="list-style-type: none"> <li>• <i>Urban Growth Management discussion: Update on Draft Buildable Land Inventory (Ted Reid (he/him), Metro and ECONorthwest staff; 60 min)</i></li> </ul>

<p><b><u>November 08, 2022</u></b></p> <ul style="list-style-type: none"> <li>• <i>Urban Growth Management discussion: Economic and Demographic Outlook (Ted Reid (he/him), Metro and ECONorthwest staff; 60 min)</i></li> </ul>	<p><b><u>December 13, 2022</u></b></p>

## **5.1 MPAC Consideration of MTAC Nominees**

*Consent Agenda*

Metro Policy Advisory Committee  
Wednesday, May 24th, 2023

# MPAC Worksheet

**Agenda Item Title:** Metro Technical Advisory Committee (MTAC) Nominations for Member/Alternative Member Positions

**Presenters:** Eryn Kehe, Urban Policy & Development Manager II

**Contact for this worksheet/presentation:** Marie Miller

## **Purpose/Objective**

The purpose of this presentation is to forward nominations from regional jurisdictions, agencies and community partners to fill vacant positions on the Metro Technical Advisory Committee (MTAC). MTAC is an advisory committee of MPAC that provides technical recommendations on growth management subjects as directed by MPAC. The candidates nominated to fill these positions are excellent professionals and knowledgeable in the subject matter of this committee.

## **Outcome**

Action to approve the nominations presented for the Metro Technical Advisory Committee.

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

Vacancies on the committee have left positions open. These nominations help fill the committee roster for review of subjects and technical recommendations to MPAC.

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

A memo that describes the nominations and positions being considered for confirmation on the committee.

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: May 8, 2023  
To: Metro Policy Advisory Committee (MPAC)  
From: Eryn Kehe, Metro Technical Advisory Committee (MTAC) Chair  
Subject: MTAC Nominations for MPAC Consideration

---

## **BACKGROUND**

The Metro Technical Advisory Committee (MTAC) is an advisory committee to the Metro Policy Advisory Committee (MPAC). MTAC's purpose is to provide MPAC with technical recommendations on growth management subjects, including technical, policy, legal and process issues, with an emphasis on providing policy alternatives.

## **PURPOSE**

Nominations to fill MTAC member and alternate member positions are submitted for consideration and approval by MPAC according to committee bylaws. MPAC may approve or reject any nomination submitted.

## **RECOMMENDED MTAC APPOINTMENTS**

Following the retirement of Chris Deffebach, Washington County  
Nomination:

**Jessica Pelz, Member**

Policy Analyst, Land Use and Transportation, Washington County

Filling vacancies as Service Providers: Water and Sewer, alternate members  
Nomination:

**Cassera Phipps**, Principal Planner, Clean Water Services

**Chris Faulkner**, Water Resources Program Manager, Clean Water Services

## **5.2 Consideration of the March 22, 2023 MPAC Minutes**

*Consent Agenda*

Metro Policy Advisory Committee  
Wednesday, May 24th, 2023

**METRO POLICY ADVISORY COMMITTEE (MPAC)**

Meeting Minutes

March 22, 2023

**MEMBERS PRESENT**

Vince Jones-Dixon (Chair)  
Ed Gronke  
Gerritt Rosenthal  
Alex Howard  
Mary Nolan  
Brett Sherman  
Mark Shull  
Sherry French  
Nadia Hasan  
Kirstin Greene  
Luis Nava  
Tim Rosener  
Glen Yung  
Omar Qutub  
Denyse McGriff

**AFFILIATION**

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

**MEMBERS EXCUSED**

Kim Harless  
Gordon Hovies  
Sharon Meieran  
Ted Wheeler  
Brian Cooper  
Brian Hodson  
James Fage  
Susan Greenberg  
Joe Buck  
Duncan Hwang  
Terri Preeg Rigsby  
Pam Treece  
Thomas Kim  
Carmen Rubio  
Steve Callaway

**AFFILIATION**

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

#### ALTERNATES PRESENT

Anthony Martin  
Rebecca Stavenjord  
Nafisa Fai  
Donnie Oliveira  
Elizabeth Amira Streeter  
Laura Kelly

#### AFFILIATION

Largest City in Washington County  
Other Cities in Clackamas County  
Washington County  
City of Portland  
Citizen of Multnomah County  
Oregon Department of Land Conservation and Development

OTHERS PRESENT: Cynthia Castro, Becky Hewitt, Sandy Glantz, Christina Ghan, Kendy Schwing, Dr. Smart Ocholi, Sarah Paulus, Debbie, Megan McKibben, Brenda Bartlett, Anna Slatinsky, Tom Armstrong, Colin Cooper, Schuyler Warren, Chris Deffebach, Laurie Petrie

STAFF: Carrie MacLaren, Nui Bezaire, Jaye Cromwell, Liam Frost, Emily Lieb, Malu Wilkinson, Ted Reid, Patricia Rojas, Ash Elverfeld, Paul Slyman, Roger Alfred, Laura Combs, Jeff Kain

### **1. CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS**

MPAC Chair Vince Jones-Dixon (he/him) called the hybrid Zoom meeting to order at 5:00 PM.

Metro Staff Jeff Kain (he/him) called the role.

### **2. PUBLIC COMMUNICATION ON AGENDA ITEMS**

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

### **3. COUNCIL UPDATE**

Metro Councilor Gerritt Rosenthal (he/him) began by reading out the 2022 Compliance Report.

Councilor Rosenthal then spoke to the Portland Expo Center project. He remarked that staff has taken the direction of preserving the cultural and historical significance of Hall A, which was used as an internment zone for Japanese-Americans in the mid-20th century as well as housing Portland residents after the Vanport Flood. The Councilor stated that the other halls of the Expo Center are being redeveloped to expand the presence of amateur sports.

Councilor Rosenthal commented that the Oregon Zoo has completed its ten-year plan and is moving into its next phase of planning.

Lastly, the Councilor remarked that Metro's Investment and Innovation Capital Grant review process has begun.



#### **4. COMMITTEE MEMBER COMMUNICATIONS**

No members of the committee provided updates.

#### **5. CONSENT AGENDA**

##### **5.1 Consideration of the January 25<sup>th</sup>, 2023 MPAC Minutes**

##### **5.2 Consideration of the February 22<sup>nd</sup>, 2023 MPAC Minutes**

**MOTION:** City of Oregon City Mayor Denyse McGriff moved to approve the consent agenda. City of Happy Valley Councilor Brett Sherman seconded.

**ACTION:** With all in favor, the appointment was adopted.

#### **6. INFORMATION/DISCUSSION ITEMS**

##### **6.1 Update on SHS and AHB Reports**

Chair Jones-Dixon introduced Metro Staff Emily Lieb, Liam Frost, and Nui Bezaire, as well as City of Portland Staff Cynthia Castro.

*Key elements of the presentation and member discussion included:*

The presentation began with Bezaire telling the stories of three people in the Metro region who have recently fallen into homelessness. Bezaire then shifted to analyzing how the implementation of Metro's Supportive Housing Services (SHS) program has compared to its projected targets, with metrics on permanent supportive housing placements, rapid rehousing placements, eviction and homelessness prevention, and shelter units. Frost provided an update on the Tri County Planning Body, a regional planning group composed of local leaders and experts that serves to create a guiding direction for housing development across the metropolitan area. Lieb spoke to the progress of Metro's Affordable Housing Bond (AHB) program, displaying the project's current pace towards benchmark goals as well as detailing the project's locations and available units.

City of Sherwood Mayor Tim Rosener spoke to rising renting costs in Sherwood and the continued threat of displacement for families. He questioned if the SHS's rental assistance voucher system requires individuals to have received an eviction notice before being able to enroll in the program.

Frost began by explaining that this program is primarily targeted to serve individuals who have experienced chronic homelessness, although he noted that 25% of the funds are directed towards cases of episodic homelessness. Bezaire clarified that this program can still serve those facing eviction, and that an eviction notice is not a requirement for service within the SHS. She noted that this qualification may have been established by the county to create tiers of prioritization for assistance.

Mayor Rosener then asked if there is an ongoing conversation about coordinating shelter bed placement regionally rather than at the city level.

Bezaire remarked that there is SHS funding being directed to each county for expanding shelter options,

however there is no greater regional coordination with this expansion.

Washington County Commissioner Nafisa Fai thanked Metro for their partnership with the counties and the implementation of the SHS program. She provided an update on the state of homelessness in Washington County.

## **6.2 2024 Urban Growth Management Decision: Development Outcomes in Past UGB Expansion Areas and Urban Centers**

Chair Jones-Dixon introduced Metro staff Ted Reid (he/him), as well as ECONorthwest staff Becky Hewitt.

*Key elements of the presentation and member discussion included:*

The presentation discussed the 2024 Urban Growth Management Decision, a state-mandated update to the region's growth, particularly in regards to the Urban Growth Boundary (UGB). Hewitt overviewed the development readiness of areas within the UGB expansion area, focusing on highlighting the circumstances under which housing and employment land development stalls. Graphics displayed that housing production in UGB expansions has lagged significantly behind projections, with Hewitt proposing that the key factors influencing this lag being parcel size and developability, market alignment, infrastructure, and governance. The presentation concluded with staff recommending that Metro focuses on tailoring the UGB to include lands that do not have serious barriers to development and could be utilized quickly for future growth.

Mayor Rosener noted that school capacities and bonding limits may play a role in cities decisions to request UGB expansions.

City of Hillsboro Councilor Anthony Martin highlighted the importance of securing funding for expansion areas, as well as commenting that these land use decisions result in price appreciation for developers. He asked staff whether they performed location specific analyses, and if so whether they noticed any geographic trends. He then questioned how growth is being measured in satellite cities such as Canby and North Plains.

Hewitt stated that they performed individual case studies of specific regions within the UGB, although they chose not to summarize this information by jurisdiction.

Councilor Rosenthal noted that many housing developments in the Southwest have seen a rise of multi-family unit construction, asking staff if they have any understanding of why this shift towards higher density housing is occurring.

Hewitt remarked that higher density housing is being driven by a variety of factors, including policy mandates, market shifts towards apartment complexes, and changes to infrastructure funding.

## **6.3 Expo Futures Update**

Chair Jones-Dixon introduced Metro Staff Paul Slyman (he/him) and Giyen Kim (she/her).

*Key elements of the presentation and member discussion included:*

The presentation detailed the history of the Expo Future project before overviewing the Request for Expressions of Interest process and Metro's updated vision for the Expo Center. A market and feasibility study conducted in 2014 concluded that Expo should transition to new markets including sports, live entertainment, and highly-produced trade shows. Metro adopted to look for a public-private partnership for the center, opening for community requests on how to develop the space. The new vision for Expo involves reworking Hall A, which was used as an internment center during the Japanese-American internment throughout the 1940's, to be a culturally significant site dedicated to memorial and preserving historic relevance. As for the rest of the halls, Metro has chosen to retain Expo as a community center, while building out its capacity to hold sporting events and gatherings, a decision made due to Oregon's thriving sports industry.

Councilor Martin questioned if there is any alignment between the development of the Expo Center and the building of the new Hillsboro Hops stadium.

Slyman stated that the new vision for Expo will serve to support the broader sports industry in the Metro region as a whole.

City of Beaverton Councilor Nadia Hasan commented that there should be a focus on making sports accessible to all.

Councilor Martin questioned how resiliency and sustainability is being considered in the project's development.

Slyman noted that Metro's sustainability policies would be applied to any new development added to the center. As for resiliency, he remarked that they are following the levy project and are working with the team to ensure sufficient stability.

**7. ADJOURN**

Chair Jones-Dixon adjourned the meeting at 6:52 PM.

Respectfully Submitted,



Jeffrey Kain  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF March 22, 2023**

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
6.1	Presentation	03/22/2023	Metro Housing Update Presentation	032223m-01
6.2	Presentation	03/22/2023	Metro Development Readiness Assessment Presentation	032223m-02
6.3	Presentation	03/22/2023	Metro's Vision for the Future of the Expo Center Presentation	032223m-03

### **5.3 Consideration of the April 26, 2023 MPAC Minutes**

*Consent Agenda*

Metro Policy Advisory Committee  
Wednesday, May 24th, 2023

**METRO POLICY ADVISORY COMMITTEE (MPAC)**

Meeting Minutes

April 26, 2023

**MEMBERS PRESENT**

Vince Jones-Dixon (Chair)  
Kim Harless  
Gerritt Rosenthal  
Gordon Hovies  
Mary Nolan  
Brett Sherman  
Mark Shull  
Sherry French  
Sharon Meieran  
Joe Buck  
Duncan Hwang  
Tim Rosener  
Glen Yung  
Pam Treece  
Luis Nava

**AFFILIATION**

City of Gresham, Second Largest City in Multnomah County  
City of Vancouver  
Metro Council  
Special Districts in Washington County  
Metro Council  
City of Happy Valley, Other Cities in Clackamas County  
Clackamas County  
Special Districts in Clackamas County  
Multnomah County  
City of Lake Oswego, Largest City in Clackamas County  
Metro Council  
Other Cities in Washington County  
Clark County  
Washington County  
Citizen of Washington County

**MEMBERS EXCUSED**

Ed Gronke  
Alex Howard  
Nadia Hasan  
Ted Wheeler  
Brian Cooper  
Brian Hodson  
James Fage  
Susan Greenberg  
Kirstin Greene  
Terri Preeg Rigsby  
Denyse McGriff  
Thomas Kim  
Carmen Rubio  
Steve Callaway

**AFFILIATION**

Citizen of Clackamas County  
Port of Portland  
City of Beaverton, Second Largest City in Washington County  
City of Portland  
City of Fairview, Other Cities in Multnomah County  
City of Canby, City in Clackamas County outside UGB  
City of North Plains, City in Washington County outside UGB  
Beaverton School Board, Governing Body of a School District  
Oregon Department of Land Conservation and Development  
Special Districts in Multnomah County  
City of Oregon City, Second Largest City in Clackamas County  
TriMet  
City of Portland  
Largest City in Washington County

ALTERNATES PRESENT  
Elizabeth Amira Streeter

AFFILIATION  
Citizen of Multnomah County

OTHERS PRESENT: Kevin Teater, Kelly Reid, Peter Swinton, Adam Barber, Megan McKibben, Laurie Petrie, Jessica Pelz, Christina Ghan, Kendy, Christina Deffebach, Jessica Engelmann, Jamie Stasny, Sandy Glantz

STAFF: Eliot Rose, Roger Alfred, Kim Ellis, Serah Breakstone, Jeff Kain, Malu Wilkinson, Eryn Kehe, Jaye Cromwell, Anne Buzzini, Connor Ayers, Eduardo Ramos

**1. CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS**

MPAC Vice Chair Pam Treece called the Zoom meeting to order at 5:00 PM.

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

Metro Staff Roger Alfred confirmed that there were not enough members present to declare a quorum. Ayers remarked that this would prevent the committee from approving the consent agenda.

**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 Metro's Waste Prevention and Environmental Services (WPES) department, discussing solid waste fees, transfer stations, and the system facilities plan.

Councilor Hwang then commented on the public engagement guide, noting that this document is being updated.

**4. COMMITTEE MEMBER COMMUNICATIONS**

City of Sherwood Mayor Tim Rosener asked Councilor Hwang if there will be an opportunity for cities to weigh in on the WPES system facilities plan.

Councilor Hwang responded, remarking that there will be extensive public engagement for this project, including the cities' comments into the plan.

Tualatin Valley Fire and Rescue Vice President Gordon Hovies noted that a new public safety dispatch center in Washington County.

## **5. CONSENT AGENDA**

### **5.1 MPAC Consideration of MTAC Nominees**

### **5.2 Consideration of the March 22nd, 2023 MPAC Minutes**

As the committee was not able to reach quorum, the consent agenda was postponed until the following MPAC meeting.

## **6. INFORMATION/DISCUSSION ITEMS**

### **6.1 2040 Planning and Development Grants Update and 2020 Grantee Highlights**

Vice Chair Treece introduced Metro Eryn Kehe and Serah Breakstone.

*Key elements of the presentation and member discussion included:*

Breakstone and Kehe provided a background on the 2040 Planning and Development Grants program, a program that seeks to implement Metro's 2040 Growth Concept by providing funding to projects that serve the region's planning goals. Staff noted that development focus has expanded to respond to local and regional priorities, including funding for new urban areas, community and economic development in the Urban Growth Boundary (UGB), and planning for the development of equitable housing. Breakstone then discussed several organizations and programs that received funding through this grant. Staff explained the changes to grant categories and funding levels that are being made in this grant cycle. A timeline for the grant project was provided.

Kehe responded to a question about consultants and engagement that had been posted in the chat. She then answered another question that had been posted in the chat regarding the size of the grant pool.

Citizen of Multnomah County Amira Streeter asked for clarification on the grant projects that would fall under the "concept planning" category.

Breakstone explained that concept planning relates to high-level, early planning on areas that the jurisdiction would like to bring into the UGB. Kehe noted that public engagement is a large component of the concept planning stage.

Streeter recommended that staff breakdown grant spending by category.

Metro Councilor Gerritt Rosenthal questioned the number of small business incubators in the region and asked if they would be eligible for grants.

Kehe remarked that the idea is to support additional grants to nonprofit organizations.

Mayor Rosener questioned if staff is factoring in state legislation into the decision-making process for the project.

Kehe confirmed that they are considering state-level legislation into the development of the program.



Metro staff Malu Wilkinson responded to Councilor Rosenthal's question about whether the Metro Code would need to be changed to allow for the small business support called for in this program, noting that the Council changed the code in 2020 to allow for this kind of support.

## **6.2 Preliminary Analysis of Submitted RTP Projects**

Ayers introduced Metro staff Kim Ellis (she/her) and Eliot Rose (he/him).

*Key elements of the presentation and member discussion included:*

Ellis began the presentation by providing context on this stage of the RTP process, noting that the purpose of this presentation is to share information, as well as discuss and receive initial feedback about the draft project list submitted by agency partners. She shared that a public survey has been launched gauging public opinion on the direction of the RTP. Rose gave context for what information this presentation shares, stating that it gives project list summaries, high-level assessment on each project's alignment with RTP goals, and a system analysis that quantifies how the RTP performs with respect to specific measures and targets. A brief quantitative analysis was provided for each key RTP goal area, displaying what percentage of RTP projects align with each goal. A timeline of the project's next steps was provided.

Mayor Rosener suggested that the next cycle of the RTP could adopt a more comprehensive transportation plan designed analyzing the needs of the system as a whole rather than including the projects that each jurisdiction proposes independently. He then spoke to the difficulties Sherwood faces with transit.

Rose noted that staff did perform a needs assessment as a part of the RTP process. He remarked that the system analysis of the plan will provide more information regarding transit travel times through each of the corridors.

City of Happy Valley Councilor Sherman remarked that he would have like to see a more in-depth comparative process for the project list, asking staff if this is a component of the RTP process.

Ellis discussed the RTP process, stating that while the plan will continue to be advanced that staff is looking for direction on which projects will get the region towards its goals. She remarked that the system analysis will allow for more direct comparison between projects.

Councilor Sherman noted that staff had stated that equity and safety projects were being prioritized in the short term, asking if this prioritization is spurred by local jurisdictions reworking the projects to fit into a near term timeline, or if these projects are simply being advanced over others.

Ellis clarified that equity and safety goals are both being reformatted to be easily implemented as well as being accelerated over other projects.

Councilor Sherman recommended that staff make clear which projects serve to enhance already existing infrastructure or services compared to those that bring entirely new developments to the region.

Councilor Rosenthal remarked that projects that fail to meet the equity or safety goals of the project, along with not substantially serving the mobility or economic goals, should be removed from the project list. He commented that the vision for the region's transportation system moving forward is more than just the sum of the individual projects.

Rose noted that equity focused areas contain slightly less than half of the region's jobs and people, meaning that proportionally more projects in the RTP will address equity in some regard.

Councilor Sherman requested additional clarification on the process of deciding which projects address each of the goal areas.

Rose noted that it can be a useful tool to focus on comparing projects that fall into the same category, as these investments are likely to be more comparable.

## **7. ADJOURN**

Chair Jones-Dixon adjourned the meeting at 6:51 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 APRIL 26, 2023**

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
6.1	Presentation	04/26/2023	2040 Planning & Development Grants – Program Update Presentation	042623m-01
6.2	Presentation	04/26/2023	2023 Draft RTP Project Summaries and High-Level Assessment Results Presentation	042623m-02

## **6.1 Update on Oregon Housing Needs Analysis**

*Information/Discussion Items*

Metro Policy Advisory Committee  
Wednesday, May 24th, 2023

# MPAC Worksheet

**Agenda Item Title:** Oregon Housing Needs Analysis

**Presenters:** Sean Edging, Housing Planner, OR Department of Land Conservation and Development

Ted Reid, Principal Regional Planner, Metro (not presenting, but available for questions about implementation in the Metro region)

**Contact for this worksheet/presentation:** Ted Reid, [ted.reid@oregonmetro.gov](mailto:ted.reid@oregonmetro.gov)

## **Purpose/Objective**

Oregon Department of Land Conservation and Development staff will provide MPAC with an update on recent changes to state law (HB 2001, 2023 session) that guide housing planning. Metro Planning, Development, and Research staff will also be available to answer questions about how this new law interacts with housing planning in the Metro region.

## **Outcome**

MPAC members have an opportunity to deepen their understanding of the Oregon Housing Needs Analysis (OHNA) and how it will be implemented.

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

HB 2001 (2023 session) has been signed into law and will result in changes to how the state, Metro, and local jurisdictions undertake planning for housing.

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

Graphic summary of OHNA

Section by section summary of HB 2001 (2023 session)

# FINDING A GOOD PLACE TO LIVE SHOULDN'T BE THIS HARD

If it seems like there aren't enough options to rent or buy where you're looking, it's true! There's a reason for that: **we've been building too few homes in too few places for decades.** The result is sky-high rents and home prices. This is hardest on those who can least afford it, driving up the cost of living and even landing people on the streets. For people of color and marginalized communities, it continues a history of segregation making it harder to find a home that meets their needs.



FALL IN HOUSING PRODUCTION,  
RISE IN PRICES



## AS A RESULT OF THE HOUSING SHORTAGE, YOU MAY BE:



COMMUTING LONG DISTANCES BETWEEN A HOME YOU CAN AFFORD AND THE STORES, SERVICES, AND JOBS YOU NEED TO REACH

UNABLE TO BUY YOUR FIRST HOME OR PRICED OUT OF AREAS NEAR FAMILY, FRIENDS, AND YOUR COMMUNITY



SEEING MORE HOUSING INSTABILITY AROUND YOU, OR EVEN BE AT RISK OF LOSING YOUR OWN HOME

STRUGGLING TO FIND WORKERS OR ACCEPTING A JOB OFFER BECAUSE IT IS DIFFICULT TO FIND AFFORDABLE HOUSING NEARBY



HAVING TROUBLE PAYING RENT WHILE LIVING ON A FIXED INCOME OR SUPPORTING SOMEONE WHO DOES, SUCH AS A FAMILY MEMBER WHO IS AGING OR LIVING WITH A DISABILITY

We are repeating the past instead of preparing for the future, assuming that someone else, somewhere else will take care of the needed housing.

THIS CAN'T CONTINUE IF WE WANT OREGON TO THRIVE.

SOLUTIONS >>

YOU MAY BE ASKING, ISN'T THERE A SIMPLE WAY TO FIX THIS? CAN WE JUST...

INCREASE HOME OWNERSHIP?

**YES!** We need to build more starter homes for first-time buyers. But we also need more rental units of all types, whether they are accessory dwelling units, duplexes, apartments or any other creative solution.

REDUCE DEVELOPMENT COSTS?

**YES!** It is an efficient use of public funds to leverage the market to build more housing. But tax abatements already exist and we wouldn't be in such a crisis if they worked on their own. There are some types of deeply affordable housing that the market will never build.

PROVIDE MORE LAND?

**YES!** Some communities do need additional land for housing, but land by itself isn't enough. It needs to be development-ready, either with new infrastructure in expansion areas or by allowing for infill in existing neighborhoods.

SPEED UP PERMITTING?

**YES!** Local governments often need more capacity to serve a growing market, and the permitting process is often overly complicated. Streamlining permitting can help reduce costs, allowing for more housing production. But on its own, this won't produce the mix of housing we need in the places that need it most. We need more housing choices everywhere for everyone.

WE NEED MORE HOUSING CHOICES FOR EVERYONE, EVERYWHERE

BUILD ENOUGH AFFORDABLE HOUSING FOR EVERYONE WHO NEEDS IT?

**YES!** We must provide subsidized housing to those who need it now. But in the long term, it won't be enough if the overall housing shortage keeps growing, leaving those lower income income brackets competing over the same limited supply. Both government and private developers need to ramp up to meet our needs.

THERE IS NO SILVER BULLET. WE NEED ALL OF THESE SOLUTIONS AND MORE TO CLOSE THE HOUSING GAP. THAT'S WHY IT'S IMPORTANT THAT WE ADVANCE A PACKAGE OF WORK DEVELOPED WITH HOUSING LEADERS AND COMMUNITY ENGAGEMENT OVER THE PAST YEAR.

By adopting the *Oregon Housing Needs Analysis*, The Oregon Legislature is making fundamental changes to our system that will remove barriers to building more homes by:

- ✓ Regularly reporting on available housing in each community for existing and future residents, including those who have been historically excluded
- ✓ Requiring every community to make progress on providing its fair share of housing choices and work towards more fair and equitable housing outcomes
- ✓ Ensuring that cities reduce key barriers to housing development, like zoning, inadequate infrastructure, and permitting delays
- ✓ Measuring progress in production, affordability, and choice and holding ourselves accountable when we don't follow through
- ✓ Expanding and coordinating the state's role in supporting local housing production
- ✓ Working together to make land production-ready for housing, while also protecting Oregon's landscapes and working lands for a diverse economy

ANTHO

# GOAL 10

SINCE 1973, OREGON HAS REQUIRED PLANNING FOR A DIVERSITY OF QUALITY, AFFORDABLE HOUSING IN ALL COMMUNITIES THROUGHOUT THE STATE. WE REFER TO THIS AS GOAL 10, AND WE HAVE NOT LIVED UP TO THESE REQUIREMENTS. OHNA POLICIES AIM TO INCREASE HOUSING PRODUCTION, AFFORDABILITY, AND CHOICE, MAKING GOOD ON THE GOAL 10 PROMISE TO OREGONIANS.

The Oregon Legislature paved the way for OHNA implementation with the passage of House Bill 2001, part of a much larger package of needed housing solutions.

It will take time, but with the right tools and resources, we can create housing choices for everyone, everywhere in Oregon. But there is still a lot of work to do, and we'll have to work together to achieve our housing goals.



## NEXT STEPS

- 1 SETTING STATEWIDE RULES THAT INCREASE HOUSING PRODUCTION, AFFORDABILITY, AND CHOICE
- 2 PROVIDING SUPPORT AND FUNDING FOR LOCAL IMPLEMENTATION
- 3 WORKING WITH LOCAL GOVERNMENTS TO ADOPT HOUSING PLANS AND TAKE ACTION



FOR MORE INFO



Learn more about OHNA



Housing GovDelivery for future notices to get involved



OREGON  
Department of  
Land Conservation  
& Development

Feel free to email us with specific questions at:  
[housing.dlcd@dlcd.oregon.gov](mailto:housing.dlcd@dlcd.oregon.gov)



# House Bill 2001 -11: Section by Section Summary

*Updated on March 3, 2023*

## About this summary

The purpose of this memorandum is to provide plain language summaries of provisions included in the -11 amendment of House Bill 2001 (2023 Session). This memorandum focuses on provisions of the bill originally included in House Bill 2889 that implement an Oregon Housing Needs Analysis into state and local planning programs. [This bill includes technical notes, which are denoted in blue.](#)

## Relevant Acronyms:

**DAS** – Department of Administrative Services  
**DLCD** – Department of Land Conservation and Development  
**HCA** – Housing Capacity Analysis  
**HPS** – Housing Production Strategy  
**LCDC** – Land Conservation and Development Commission

**MFI** – Median Family Income  
**OHCS** – Oregon Housing and Community Services  
**OHNA** – Oregon Housing Needs Analysis  
**ORS** – Oregon Revised Statute  
**PRC** – Population Research Center  
**UGB** – Urban Growth Boundary

## House Bill 2001 -11 Amendment

Relating to housing; declaring an emergency

**Summary (as it relates to the OHNA):** Establishes Oregon Housing Needs Analysis in Oregon Department of Administrative Services. Requires cities outside Metro to plan for housing needs as allocated by analysis. Requires Metro to adopt similar methodology to allocate housing needs to cities within Metro. Requires Housing and Community Services Department to develop housing production dashboard and housing equity indicators. Allows Department of Land Conservation and Development to audit, and to enter into housing acceleration agreement with, certain cities that are not adopting or implementing housing production strategies or that are lowest performing as measured by dashboard and indicators. Allows department to seek, and Land Conservation and Development Commission to issue, specific enforcement orders for certain continued noncompliance by cities in addressing housing. Amends land use requirements for local governments related to urbanization, including by requiring cities to measure and plan for development-ready lands, requiring Metro to adopt housing coordination strategy and allowing cities outside of Metro to adopt rural reserves. Requires commission to adopt or amend implementing rules.

## Oregon Housing Needs Analysis (Sections 1-8)

**SECTION 1 (1) Oregon Housing Needs Analysis Methodology:** Establishes the Oregon Housing Needs Analysis (OHNA) within the Department of Administrative Services (DAS). The purpose of the OHNA is:

- Production of housing to meet the need of Oregonians at all levels of affordability; and
- Production of housing in a way that creates more housing choice by affirmatively furthering fair housing.

**SECTION 1 (2) OHNA Components:** Establishes the three OHNA components completed by DAS:

- A statewide 20-year housing needs analysis (Section 2 (1))
- An allocation of housing need to cities and counties (Section 2 (2), (3), & (4))
- Subsidized affordable and total housing production targets (Section 3)

**SECTION 1 (3) & (4) OHNA Process:** Subsection (3) specifies that – after the public process to establish a methodology is completed – the results of the methodology are not land use decisions appealable under ORS 197.180. Subsection (4) requires DLCD and OHCS to assist DAS in completing the OHNA and enables the two agencies to study and recommend methodological changes to the OHNA and solicit comments from stakeholders to inform recommendations.

**SECTION 2 (1) 20 Year Housing Need:** Requires DAS to establish, through the OHNA, an estimate of 20-year housing need for data regions. The 20-year housing need shall include the following major factors:

- Population and household growth;
- Current housing underproduction;
- Housing needed for people experiencing homelessness; and
- Housing units projected to be converted into second and vacation homes.

**SECTION 2 (2) & (3) 20 Year Housing Need Allocation:** Requires the OHNA methodology to allocate 20-year need to all cities. (Note: Metro will retain statutory responsibility for calculating 20-year need for the region which is discussed in greater detail in sections below.) The allocation must consider:

- Forecasted population growth;
- Forecasted regional job growth;
- An equitable distribution of housing by income level;
- The OHNA estimates made under subsection (1); and
- The purpose of the Oregon Housing Needs Analysis under Section 1 (1).

**SECTION 2 (4) OHNA Income Levels:** Establishes the following income bins by which needed housing will be reported:

- Housing affordable to households making:
  - Below 30% Median Family Income (MFI);
  - 30% to 60% MFI;
  - 60% to 80% MFI;
  - 80% to 120% MFI; and
  - Above 120% MFI.

**SECTION 3 Housing Production Targets:** Requires DAS to allocate housing production targets for total production and production of publicly-supported housing affordable to households earning less than 80% MFI for cities above 10,000 in population. These articulate goals that will serve as the basis for tracking and evaluating progress towards achieving greater production and affordability.

**SECTION 4 Housing Production Dashboard:** Requires OHCS to publish a housing production dashboard in which cities and members of the public can readily access information generated by the OHNA, including comparative assessments of local progress towards housing production targets. The dashboard must include the progress that cities above 10,000 population are making on total and publicly-supported production and a comparative analysis of cities within the region and across similar market typologies.

The information on the dashboard will be based on the OHCS inventory of affordable housing as well as permitting data reported to DLCD in Section 37.

Technical note: A prototype assessment is explored in the [OHNA Technical Report \(Appendix D\)](#).

**SECTION 5 Statewide Housing Equity Indicators:** Requires the OHNA to include a comprehensive equity analysis, to the extent of best available data. This analysis will provide baseline equity analysis that local jurisdictions currently must complete as part of a Housing Production Strategy and will track important equity-related housing outcomes of statewide concern. Subsection (2) outlines the following series of potential types of information that can be reported:

- Housing outcomes (such as cost burden, units to own/rent, housing condition for various demographics, including race or ethnicity, disability status, English proficiency, and age);
- Housing types produced and overall land efficiency of housing production of housing production;
- Accessibility and visitability, as defined by the Department of Consumer and Business Services, of new housing stock;
- Risk of gentrification and displacement;
- Housing segregation by race and income;
- Environmentally just housing outcomes, informed by a mapping tool developed by the Environmental Justice Council;
- Tenants who spend more than 50% of their household income on rent (i.e. ‘severely cost burdened’); and
- Other measurable factors or indicators identified by the department.

Technical note: Some, but not all, of these categories are explored in the [original pilot methodology \(pg.7\)](#) and the [OHNA Technical Report \(Appendix D, pg. 17\)](#)

**SECTION 6 OHNA Deadlines:** Outlines the deadlines by which DAS, OHCS, and DLCD must complete specific milestones including:

- DLCD – Adopt a housing production target schedule no later than March 1, 2024
- DAS – Conduct initial analysis & allocation; establish production targets no later than January 1, 2025
- OHCS – Publish the statewide housing production dashboard and equity indicators no later than January 1, 2025

**SECTION 7 Placeholder Budget:** This is a placeholder to provide adequate budget for DAS and OHCS to complete the requirements of Sections 1 to 5.

### Urbanization Generally (Sections 8-13)

**SECTION 8 (1) LCDC Rulemaking Principles:** Articulates principles LCDC must apply in adopting or administering rules under ORS 197.286 to 197.314 (Housing and Urbanization statutes). These principles include (paraphrased for brevity):

- Housing that is safe, accessible and affordable in the community of their choice should be available to every Oregonian.
- Building enough equitable housing must be a top priority.

- The development and implementation of the housing production strategy should be the focal point by which the department collaborates with local governments to address and eliminate local barriers to housing production.
- Expertise, technical assistance, model ordinances and other tools and resources to address housing production should be provided to local governments, using cooperative planning tools, but not to the exclusion of the expedient use of enforcement authority.
- Housing production should support fair and equitable housing outcomes, environmental justice, climate resilience and access to opportunity.
- Housing production should not be undermined by litigation, regulatory uncertainty or repetitive or unnecessary procedures.
- Local governments, to the greatest extent possible, should take actions within their control to facilitate the production of housing to meet housing production targets.

**SECTION 8 (2) Public Bodies Supporting Production:** Subsection (2) requires all public bodies under ORS 174.109 to use their authority to remove barriers and create pathways for production of needed housing and collaborate with DLCDC on facilitating production, affordability, and choice

**SECTION 8 (3) LCDC Rulemaking Authority:** Enables LCDC to approve a range of methodologies, policy options, or assumptions that a local government may adopt in determining:

- Needed housing;
- Housing production strategies or housing coordination strategies;
- Buildable lands or housing capacity;
- Amendments to urban growth boundaries; or
- Adoption or amendments to urban or rural reserves.

**SECTION 9 LCDC Rulemaking:** Directs the Land Conservation and Development Commission (LCDC) to adopt rules related to housing production strategies and housing accountability on or before January 1, 2025 and rules related to buildable lands inventories and urbanization-related processes on or before January 1, 2026. The purpose of these rules is to provide greater flexibility, options, and certainty for jurisdictions to demonstrate compliance with statute and Goals 10 and 14. Additionally, it's intended to provide more 'off-the-shelf' policy options that support housing production, diversity, and affordability.

Subsection (2) details the priorities that LCDC must weigh in adopting rules. These priorities relate to providing greater certainty and flexibility to local governments pursuing urbanization related analysis and concurrent actions that increase the developability of lands brought into the UGB. Priorities include:

- Facilitating and encouraging housing production, affordability and housing choice on buildable lands within an urban growth boundary;
- Providing greater clarity and certainty in the adoption and acknowledgement of housing capacity analyses, urban growth boundary amendments, urban growth boundary exchanges or urban reserves to accommodate an identified housing need;
- Reducing analytical burden, minimizing procedural redundancy and increasing legal certainty for local governments pursuing urban growth boundary amendments, urban growth boundary exchanges or urban reserves where a housing need is identified, especially for smaller cities, consistent with the appropriate protection of resource lands; and

- Supporting coordinated public facilities planning, annexation, and comprehensive plan amendments to facilitate the development of lands brought into an urban growth boundary.

Section 9 (3) requires LCDC to consult with other state agencies, provide clarity on strategies adopted by cities that fulfill Goal 10 requirements, and recognize actions already taken by local governments.

**SECTION 9 (4) LCDC Authority to Postpone Applicability:** This subsection enables LCDC to postpone the applicability of this bill to cities that are currently underway with Goal 10 processes to no later than January 1, 2026, to avoid changing the law before a city has completed the work.

[Technical note:](#) For cities with upcoming deadlines that have not yet begun work, LCDC has statutory authority to push back deadlines and postpone beginning Goal 10-related work until the OHNA is fully implemented.

**SECTION 10 & 11 Placeholder Budget:** This is a placeholder to provide adequate budget for DLCD implementation and LCDC rulemaking in the current and next biennium.

**SECTION 12 Definitions:** Amends statutory definitions of ORS 197.286 to align with the implementation of an OHNA.

[Technical note:](#) Urban, unincorporated areas in Metro have been removed from applicability under HB 2001 -11, with the expectation that LPRO will facilitate a work group directed to provide legislative recommendations by the 2024 Legislative Session on how these areas are incorporated into the policy.

**SECTION 13 Development-Ready Lands:** As part of a buildable lands inventory, this section requires cities to determine the amount of buildable lands likely to support production of housing during the period of their housing production target (i.e. over six years for Metro cities and eight years for non-Metro cities). These lands are:

- Annexed and zoned to allow housing through clear and objective standards and procedures;
- Readily served through adjacent public facilities or identified for near-term capital improvements in an adopted capital improvement plan
- Not encumbered by local, state, or federal protective regulations or have appropriate entitlements to prepare land for development

If a city finds that there is insufficient development-ready land to accommodate their housing production target, they must take actions in their Housing Production Strategy that prepare lands for development or increase capacity of development-ready lands.

### **Housing Production Accountability (Sections 14-19)**

**SECTION 14 Housing Accountability:** Amends the current “Housing Accountability” statute (ORS 197.293) to establish a framework by which DLCD periodically evaluates production progress and refers underperforming cities to a housing acceleration program. This framework consists of several steps:

- Subsection (1) articulates principles that LCDC must apply in implementation:
  - Increasing housing production;
  - Developing affordable and equitable housing;
  - Forming partnerships with cities and with other public bodies;

- Responding proportionately to housing underproduction;
  - Escalating enforcement to address persistent, repeated or deliberate noncompliance with housing production targets; and
  - Considering the availability of state resources to support housing production.
- Subsections (2) and (3) require DLCD to evaluate city progress and performance on production, affordability, and choice, and for cities that are underperforming, not completing HPS requirements by the deadline, or referred by an enforcement order, refer into the housing acceleration program.
- Subsections (4) and (5) requires DLCD to evaluate state and local barriers to housing production affordability and choice within six months. It outlines a variety of required factors the department must consider, such as local and state regulatory barriers, capacity, and resources. Additionally, it requires the agency to notify other public bodies and enables the agency to request concurrent OHCS review.
- Within six months of the audit being complete, subsection (6) requires DLCD and the city to enter a proportionate housing acceleration agreement informed by the audit. Subsection (7) requires the department to provide support and funding for implementation and assistance in pursuing other state or public funds. A city under this agreement falls onto one of two tracks:
  - Subsection (8) specifies that, if the factors affecting housing production are a consequence of policies/practices directly within a city's control, the city must adopt an amended HPS within six months and actions within a year of HPS adoption.
  - Subsection (9) specifies that, for cities not required to amend their HPS, the city must adopt findings describing how the city addressed the audit's findings and recommendations.
- Subsection (10) enables DLCD to grant narrow timeline extensions for good cause
- Subsection (11) specifies that this process and local actions are not land use decisions nor are subject to appeal or review
- Subsection (12) requires public bodies to assist cities and DLCD and ensure their rules or policies do not unduly delay implementation.

**SECTION 15 LCDC Enforcement Order Request:** Amends the statute on filing a request for an enforcement order (ORS 197.319) to allow DLCD to submit a request and for LCDC assign a hearings officer or administrative law judge more expeditiously for cases specific to Housing Accountability.

**SECTION 16 LCDC Enforcement Order Authority:** Amends the 'enforcement order authority' statute (ORS 197.320) to require LCDC to issue an enforcement order for cities with a population of 10,000 or greater that (paraphrased for brevity):

- Has a pattern or practice of violating housing-related statutes or implementing policies that create additional, unnecessary cost or delay to affordable or market-rate housing production;
- Has a pattern or practice of creating adverse disparate impacts to state or federal protected classes or inhibiting equitable access to housing choice;
- Has failed to enter into a housing acceleration agreement; or
- Has materially breached a term of a housing acceleration agreement, including a failure to meet the timeline for performance.

**SECTION 17 LCDC Enforcement Order Compliance:** Amends the enforcement order compliance statute (ORS 197.335) to specify the types of actions LCDC may take in an order, including requirements for a city to:

- Comply with the housing acceleration agreement.
- Take specific actions that are part of the city's housing production strategy.
- Impose appropriate models that have been developed by department, including model ordinances, procedures, actions or anti-displacement measures.
- Reduce maximum timelines for review of needed housing or specific types of housing or affordability levels, including through ministerial approval or any other expedited existing approval process.
- Take specific actions to waive or amend local ordinances.
- Forfeit grant funds under subsection (4) of this section.

**SECTION 18 & 19 Effective Date:** Establishes an effective date of January 1, 2025 and enables DLCD and LCDC to take any necessary actions needed to exercise the duties and functions required for implementing the housing accountability framework.

### **Urbanization Outside of Metro (Sections 20-24)**

**SECTION 20 Statute Amendment:** Specifies the following sections are added to ORS 197.286 to 197.314.

**SECTION 20 Non-Metro City Buildable Lands:** Creates a distinct buildable lands statute (ORS 197.296) that is applicable to cities outside of the Portland Metro Region. Subsection (2) clarifies the schedule by which jurisdictions must complete Goal 10 planning, which is the same as the current rule: once every eight years for cities above 10,000 population. Subsection (2)(d) clarifies that small cities can, but are not required to, conduct Housing Capacity Analysis.

**SECTION 21 Buildable Lands:** Similar to the current buildable lands statute (ORS 197.296), with changes reflecting a shift in approach towards emphasizing housing production:

- Subsections (1) & (2) describe applicability and deadlines, which are substantially similar to current law (once every eight years as scheduled by the commission)
- Subsection (3) and (4) describes the parameters and requirements associated with inventorying and estimating the capacity of buildable lands. These parameters are primarily similar to current law, with a few amendments to reflect a shift in approach towards production.
  - Note: LCDC will adopt rules that articulate more “off the shelf” assumptions that cities can make about this subsection. This includes assumptions cities can make about the redevelopment ability of land and the effect of specific market or regulatory conditions on housing capacity.
- Subsection (5) requires that when a deficiency of buildable lands is identified a city must adopt a UGB amendment, ‘efficiency measures’, or a combination of both. A city may demonstrate ‘efficiency measures’ were already adopted as part of a previous HPS. This reflects the recognition of ‘efficiency measures’ as a type of housing production strategy.
- Subsection (6) outlines the parameters and assumptions a city must make associated with the adoption of ‘efficiency measures’. This reflects current statute.

**SECTION 17 Needed Housing:** Creates a separate “needed housing” statute for cities that is separate and distinct from Metro (ORS 197.303). The statute is similar but adjusted to use allocated housing need as the basis for 20-year need. It broadens the definition of “needed housing” to include middle housing and accessible housing. It also clarifies that cities determine housing type, characteristics, and locations based on the allocated need and must demonstrate that needed housing is:

- Attainable for the allocated housing need by income, including consideration of publicly supported housing;
- Appropriately responsive to current and projected market trends; and
- Responsive to the fair and equitable housing outcomes outlined in Section 28 (the HPS statute).

**SECTION 24 Priority Scheme Adjustments:** Makes minor revisions related to the priority scheme statute for cities outside the metro, acknowledges cities outside the metro can now adopt rural reserves, cities expanding a UGB can first prioritize urban reserves before prioritizing non-resource lands.

### **Metro Urbanization (Sections 25-27)**

**SECTION 25 Buildable Lands:** Modifies the “Buildable Lands” statute (ORS 197.296) to separate Metro and cities outside of the Metro. Metro will be required to estimate 20-year need in a manner similar to the OHNA, including incorporating consideration of the effect of second and vacation homes.

[Technical Note:](#) This statute retains a current inconsistency of the buildable lands statute (ORS 197.296). Subsections (6)-(9) requires Metro to adopt ‘efficiency measures’ on a finding of deficiency of lands, similar to cities. However, Metro does not have the same types of tools and actions available to cities that constitute ‘efficiency measures’. For example, Metro cannot upzone lands or allow a greater variety of housing types in response to a deficiency, because those are controlled by cities and counties.

**SECTION 26 Metro City Buildable Lands:** Updates the Metro city buildable land statute to reflect the recognition of ‘efficiency measures’ as a type of housing production strategy.

**SECTION 27 Needed Housing:** Modifies the “needed housing” statute (ORS 197.303) to only apply to Metro and removes cities outside of the Metro to a separate statute (Section 17). This statute is amended to align Metro’s determination of need and allocation process with the Oregon Housing Needs Analysis, including that Metro incorporate estimates of homelessness, underproduction, and second and vacation homes. It also requires that they estimate need by income and allocate this need to cities in a substantially similar manner as the OHNA.

### **Housing Production Strategies (Section 28-30)**

**SECTION 28 (1) & (2) Housing Production Strategy:** Adjusts statutes related to the Housing Production Strategy (ORS 197.290) to clarify the intent to further “housing choice for all” and advance fair and equitable housing outcomes in statute. This includes planning for:

- The development of needed housing;
- The development and maintenance of housing that is of diverse housing types, high-quality, affordable and accessible;
- Housing with access to economic opportunities, services and amenities; and
- Affirmatively furthering fair housing (defined in subsection (9)).



**SECTION 28 (3) Actions in a Housing Production Strategy:** Clarifies actions that local governments can take to respond to identified housing need, promote housing production and overcome locally specific development barriers. In addition to the original provisions of the statute, this subsection further clarifies and articulates the types of actions that increase housing production, affordability, and choice. This includes ‘efficiency measures’ which were historically part of the buildable lands statute (ORS 197.296).

**SECTION 29 Conforming Amendments:** Sections 30 is added to and made a part of ORS 197.296 to 197.314.

**SECTION 30 Housing Coordination Strategy:** Establishes a Housing Coordination Strategy required for Metro and optional for other regional/county entities. This section recognizes a coordinating role that regional governments play in housing planning and outlines the actions and tools that could be included in a Housing Coordination Strategy. Subsection (4) outlines the following actions that may be included in a Housing Coordination Strategy:

- The identification or coordination of resources that support the production of needed housing, including funding, staff capacity or technical support at the regional or state level.
- The identification of local or regional impediments to developing needed housing, including financial, regulatory, or capacity related constraints.
- Regional strategies that coordinate production of needed housing between local governments within a region and that are developed in consultation with impacted local governments.
- The identification of specific actions that cities in the region may consider as part of a housing production under ORS 197.290.
- Any other actions identified by rule of the LCDC that may promote the quantity or quality of developed housing in the region.

Subsection (5) clarifies that the Housing Coordination Strategy does not implicate Metro’s Regional Growth Management decision. Subsection (6) & (7) mirror current provisions in the HPS document on required considerations and denoting the strategy is not a land use decision subject to appeal or review, except by DLCD under ORS 197.291.

[Technical note:](#) The purpose of this document is to describe the regional tools that Metro brings to the table to support production, affordability, and choice in recognition of the different regional tools that are available to Metro (and optionally, other regional entities). Subsection (5) clarifies that coordination strategy does not implicate the Metro growth management decision, including Metro’s assessment of buildable lands. Metro makes this determination once every six years under ORS 197.296, described earlier in this summary. This subsection does not prevent Metro from adopting a UGB amendment if a need is identified under ORS 197.296.

**SECTION 31 HPS Submittal and Review Process:** Subsections (1)-(7) outlines the Housing Production Strategy submittal and review process which are unchanged from the current statute. Subsection (8) enables LCDC to specify circumstances in which an action in an HPS is exempt from concurrent analyses related to transportation or economic development.

### **Urban and Rural Reserves (Sections 32-)**

**SECTION 32 Rural Reserves for non-Metro Cities:** Enables non-Metro jurisdictions to establish rural reserves. Subsection (4) clarifies that neither urban nor rural reserves have Measure 49 implications if

they do not create new restrictions on property use, nor do they affect “right to farm” laws that protect farm and forest activities.

**SECTION 33 Urban Reserves:** Amends the urban reserve statute mostly to clean up (“conform”) amendments. Subsection (4)(a) and (5) enables local governments to optionally establish urban reserves before pursuing a UGB amendment, rather than concurrently or after.

**SECTION 34:** Ensures that changes to the Rural and Urban Reserve statute will not affect existing urban or rural reserves or require a jurisdiction to recomplete the process.

### **Local Housing Reports (Sections 35-39)**

**SECTION 35. Reporting Requirements:** Moves reporting requirements specific to DLCD to ORS Chapter 197 and focuses this statute on rent burden reporting and engagement under OHCS.

**SECTION 36 Conforming Amendments:** Moves sections 31 and 32 to ORS 197.286 to 197.314.

**SECTION 37 Reporting Requirements:** Subsection (1) moves the annual local permitting reporting requirement for cities above 10,000 population to ORS Chapter 197. Includes several refinements, including:

- Subsection (1)(a)(E) requires reporting of accessible units.
- Subsection (1)(b) clarifies that cities only need to report affordable housing that would not be captured on the OHCS affordable housing inventory.
- Subsections (2) & (3) requires DLCD to report production data to OHCS and DAS.

**SECTION 38 Pre-HPS Survey:** Moves the pre-HPS survey requirement to Chapter 197. Makes minor timing modifications based on the housing capacity analysis deadline, rather than the housing production strategy.

**SECTION 39 Reporting Requirement Repealed:** ORS 197.178 – an outdated reporting requirement for quasi-judicial housing applications - is repealed.

### **Population Forecast (Sections 40-41)**

**SECTION 40 Population Forecast:** Modifies the population forecast statute to require the Population Research Center (PRC) to include projections by race/ethnicity, disability, and for tribal lands. It also enables DLCD to fund PRC to complete this work from appropriations other than DLCD’s general grant funding.

**SECTION 41 Metro Population Forecast:** Modifies the population forecast statute to require Metro to include projections by race/ethnicity and disability.

### **Non-OHNA Policies (Sections 42-70)**

This memorandum does not include a summary of other policies that are unrelated to the implementation of the Oregon Housing Needs Analysis.

### **Conforming Amendments (Sections 71-104)**

**Sections 71-104 Conforming Amendments:** Conforms statutory language with the policy changes above.

## **6.2 High Capacity Transit: Draft Strategy Report**

*Information/Discussion Items*

Metro Policy Advisory Committee  
Wednesday, May 24th, 2023

# MPAC Worksheet

**Agenda Item Title:** High Capacity Transit Strategy Update: Report and Recommendations

**Presenter:** Ally Holmqvist, Senior Transportation Planner, Metro

**Contact for this worksheet/presentation:** Ally Holmqvist, ally.holmqvist@oregonmetro.gov

## Purpose/Objective

With the pipeline of corridor investments for the region established, the final milestone for the High Capacity Transit Strategy looks backward to document how we got here and looks forward to create the roadmap for putting the pipeline to use in implementing the vision. The strategy renews our regional commitment to HCT as an essential tool for achieving many regional goals. The strategy update calls for HCT projects that fit within the context of communities, serve as the foundation of our regional transportation system, and provide an important tool for supporting community development and maximizing regional goals. To realize these investments and all the benefits they bring, the region will need strong partnership, local champions, and engaged communities to ensure HCT maximizes value to everyone in our region.

High capacity transit is one part — a key part, but still one of many parts — of the broader transit strategy. The Regional Transit Strategy establishes a broad vision using all the tools in our transit toolbox to expand the coverage of the local transit network and even make connections outside of the region, improve frequency on most arterial streets, make the bus better through priority treatments on corridors with greater delay and provide the highest quality investments (e.g., light rail, rapid bus, streetcar) where the most people need to move quickly along major travel corridors (see Figure 1 below). It's also broader than transit type and service — other actions implementing the strategy include investing in transit infrastructure (e.g., tunnel, dedicated lanes, signal priority), collaborating between transit providers and local jurisdictions, and expanding transit supportive elements (e.g., crossings, travel demand management). A corridor's inclusion in the vision, regardless of tier, reinforces its need for continued investment both in land use and corridor planning to develop the transit-supportive environment and with other tools in the transit toolbox to begin growing service so that we can have what we need in place first to successfully take transit to the next level in the future.

## Action Requested/Outcome

MPAC provides feedback on the draft report, particularly the actions and recommendations for implementing the high capacity transit network vision, and reviews next steps for the HCT Strategy Update as the effort merges with the 2023 RTP Update process.

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

Earlier this fall, MPAC, along with other Metro and County coordinating committees and regional stakeholders, provided feedback on the investment priorities and identified additional considerations for high capacity transit investment readiness. Since then, the Project Management Team (including staff from Metro and TriMet) has worked with the Working Group (including regional partners) to make adjustments to the corridor investment tiers and develop a report establishing the regional strategy for high capacity transit.

The draft report documents the regional strategy for high capacity transit investment — most importantly what it will take and how we can work together to realize the network vision. The report opens by setting the stage for how this work continues the legacy of the 1982 Light Rail System Plan and 2009 High Capacity transit plan, building from the foundation established by the

2040 Growth Concept and Regional Transit Strategy. It outlines what we were looking to do with this update, including taking stock of existing conditions, challenges and opportunities for high capacity transit, and why it was important to undertake now. It describes the process we went through together, including who was involved and how, and the outcomes for the policy framework, network vision, and corridor tiers. The appendix will include the technical memos previously reviewed at the other key milestones of the process to further document the details of this work. The report also includes call-out boxes throughout to highlight key points, themes or information, including best practices, what we heard from community, and lessons learned. Several adjustments to the corridor investment tiers developed with the working group are included in the final high capacity transit vision within the report:

- Given the community interest in the Killingsworth portion of the Line 72, its Tier 2-consistent evaluation score, and active consideration underway as part of the 82nd Avenue project, as well as the longer-term timeline planned for advancing streetcar on the NW Lovejoy to Hollywood corridor – the tiering of these corridors was swapped. Killingsworth from Swan Island to Parkrose is now Tier 2 and NW Lovejoy to Hollywood Tier 3.
- Given the current adjacent light rail line and the questions around feasibility for rapid bus along Burnside in the Washington County, we have removed the westside segment of Burnside from the corridor.

Then, most importantly, the report outlines the actions and recommendations that collectively make up the strategy for implementing the high capacity transit network vision. The implementation chapter kicks off by describing all of the different elements that create an environment supportive of high capacity transit and make a corridor investment successful: land use, urban context, and transit-oriented development; community stability and resilience; transit access, complete streets, safety and mobility options; transportation demand management programs and policies; transit affordability and fare programs; and transportation system management and operations. These actions are the culminating outcome from the framework of prior planning work, reflecting what we know now from more recent challenges and opportunities and emerging best practices explored earlier in the report. In addition to highlighting the importance of federal funding resources to design and construct these capital projects and the work needed to secure long-term funding resources for the future operation and maintenance of these completed projects, the report also recommends specific actions that regional partners can take to move corridors forward based on their tier status generally. A given corridor may have completed some to many of these actions already, so a working corridor-specific matrix of compiled opportunities, challenges, and recommendations for future corridor planning processes identified through planning efforts to date will also be included in the report appendix.

This spring, staff will be working with decision-makers, advisory committees stakeholders, and community organizations to refine the draft report. Additionally, the team is already reaching out directly to all of the community groups and advisory committees, advocacy organizations, agency stakeholders and business organizations engaged as part of other milestones throughout the process to indicate how their feedback informed the outcome and invite additional input on the draft report. In June, the HCT Strategy will be incorporated into the 2023 RTP document for public review in July and consideration for adoption in November.

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

1. Major Milestones and Meetings Outline (updated)
2. HCT Strategy Report: Executive Summary
3. HCT Strategy Report: Full Report Draft
4. Draft Engagement Summary Appendix (in progress)



# HIGH CAPACITY TRANSIT STRATEGY UPDATE

## Key Meeting Dates and Engagement Activities for Project Milestones

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

Date	Who
<b>April 19</b>	<b>HCT Working Group #6: Draft Strategy Report and RTP Investment Strategy</b> <ul style="list-style-type: none"> <li>• HCT Report</li> <li>• RTP Investment Strategy</li> <li>• RTP Public Review Preview</li> </ul>
May 3	East Multnomah County Transportation Committee TAC
May 4	Clackamas County C-4 TAC
May 4	Washington County Coordinating Committee TAC
<b>May 10</b>	<b>Transportation Policy Alternatives Committee (TPAC)</b>
May 15	East Multnomah County Transportation Committee (policy)
May 15	Washington County Coordinating Committee (policy)
May 17	Clackamas County C-4 Subcommittee (policy)
<b>May 17</b>	<b>Metro Technical Advisory Committee (MTAC)</b>
<b>May 18</b>	<b>Joint Policy Advisory Committee on Transportation (JPACT)</b>
<b>May 24</b>	<b>Metro Policy Advisory Committee (MPAC)</b>
<b>May 30</b>	<b>Metro Council (work session)</b>
April-May	<ul style="list-style-type: none"> <li>• Project webpage <ul style="list-style-type: none"> <li>○ HCT Storymap</li> <li>○ Targeted outreach on report with previously engaged stakeholders</li> <li>○ Draft report documents and executive summary</li> </ul> </li> <li>• Fact Sheet #6: What is the region's strategy for HCT?</li> <li>• Engagement with advisory and policy committees</li> </ul>

## Summer 2023

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

Date	Who
June 2	TPAC: Recommendation to JPACT on release of the draft plan and project list for public review (by Resolution)
<b>June 12</b>	<b>Metro Council (Discussion)</b>
<b>June 15</b>	<b>JPACT: Consider action on TPAC recommendation (by Resolution)</b>
<b>June 29</b>	<b>Council: Consider action on JPACT recommendation (by Resolution)</b>
June-August	<ul style="list-style-type: none"> <li>• RTP Project webpage: Public review draft documents</li> <li>• Briefings to Metro technical and policy committees and county coordinating committees <ul style="list-style-type: none"> <li>○ July will also include discussions on Ch.8: Implementation</li> </ul> </li> <li>• Online public comment survey and hearing(s)</li> </ul>

**Fall 2023****Outcome:** RTP adoption.

Date	Who
August 4	TPAC: Review draft Ordinance and outline of adoption package
September 13	TPAC Workshop: Draft Public Comment Report and Recommended Changes
September 20	MTAC: Draft Public Comment Report and Recommended Changes
October 6	TPAC: Draft Public Comment Report and Recommended Changes
October 18	MTAC: Recommendation to MPAC
<b>October 19</b>	<b>JPACT: Introduce final 2023 RTP action (Ordinance)</b>
<b>October 25</b>	<b>MPAC: Recommendation to the Metro Council</b>
November 3	TPAC: Recommendation to JPACT
<b>November 16</b>	<b>JPACT: Consider final action (by Ordinance)</b>
<b>November 30</b>	<b>Metro Council: Consider final action (by Ordinance)</b>
September-November	<ul style="list-style-type: none"> <li>RTP Public Hearings</li> <li>RTP Project webpage: Final documents</li> </ul>





# HIGH CAPACITY TRANSIT Strategy Update





## Introduction

Since greater Portland's Blue Line MAX light rail service began in 1986 and the 2040 Growth Strategy was adopted in 1995, high-capacity transit (HCT) has served as the backbone of the region's growth and prosperity. The 2009 HCT Plan laid the groundwork for the continued expansion of the system, including investments like the FX Division Transit project.

*Despite periodic downturns in the economy, competition for resources among many regional needs, and most recently a global pandemic, HCT continues to play a vital role in meeting the region's goals.*

The High Capacity Transit Strategy Update refreshes the vision described in the 2009 Plan, and provides a shared vision and action plan for developing new HCT corridors. It includes an adaptable approach to HCT investments that is nimble, flexible, and cost-effective, with a greater emphasis on potential rapid bus corridors.

This strategy update is part of the Regional Transportation Plan (RTP), which is being updated in 2023.

### What does this strategy update do?

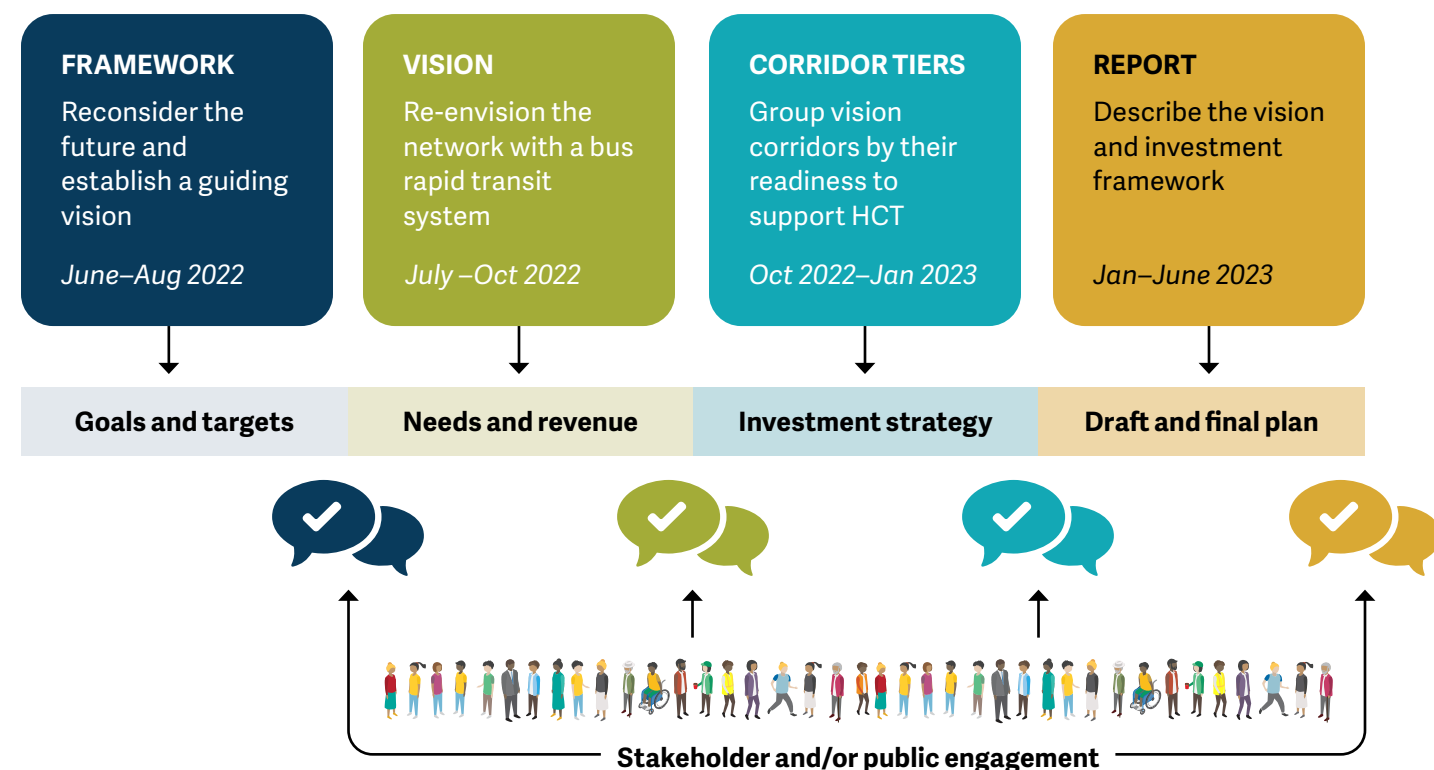
- Summarizes the regional vision for HCT investment, strategies for moving HCT corridors forward towards implementation, and policies for supporting HCT
- Includes a tiered plan for developing future HCT corridors
- Accounts for regional growth, how community needs have changed, and how travel is different
- Highlights the important role of local agencies and partners in moving HCT corridors forward
- Guides near- and long-term decision-making
- Sets the region up for funding these projects
- Addresses system operations improvements and "state of good repair" investments

### Why update the HCT strategy?

Since greater Portland's HCT strategy was first developed in 2009, much has changed:

- The region's awareness and level of urgency has increased on issues like inequalities based on people's race and income, housing affordability and displacement, the impacts of climate change, and safety.
- The pandemic brought major changes to how and where people travel. Concerns about personal safety and health continue to impact how people use transit and how providers operate today.
- Population and job growth has continued, with tens of thousands more people making the region their home since 2009.
- Finding money for HCT investments has become a greater challenge. There are limited local dollars available for matching federal grants, directly funding HCT corridor design and construction, or operating HCT corridors.

### What were the phases of the HCT strategy update?



## How does the HCT strategy update support our regional goals?



### Equity

- Improve access to high-quality transit and faster travel for people with low incomes and other underserved communities
- Improve local air quality
- Minimize displacement of people or businesses and maintain housing affordability



### Climate

- Shift more driving trips to transit to reduce GHG emissions
- Help address congestion by investing tolling revenues into HCT in congested corridors
- Use electric transit vehicles or other clean fuels to reduce emissions



### Mobility

- Provide an affordable alternative to driving
- Connect regional and town centers as part of the 2040 Growth Concept
- Ensure a safe, welcoming system that is attractive to riders
- Make sure people can safely and comfortably get to HCT stations
- Invest in the existing HCT system to fix chokepoints, like the Steel Bridge



### Economy

- Support healthy communities and bolster local economies
- Make sure HCT connects people, jobs, and essential services
- Minimize time spent waiting while transferring to make multiple trips easier
- Develop housing near HCT that welcomes people of all incomes and backgrounds and avoids displacement
- Help the region grow in a way that preserves farm and forestlands



### Safety

- Make transit rider safety the highest priority
- Consider the pros and cons of different safety programs, such as education and communication versus enforcement
- Design streets to be safe for all people

## What is high-capacity transit?

*High capacity transit is a type of public transportation that moves a lot of people quickly and often.*



Light Rail Transit (LRT)



Bus Rapid Transit (BRT) and Rapid Bus



Commuter Rail

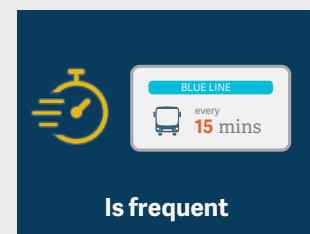


Streetcar

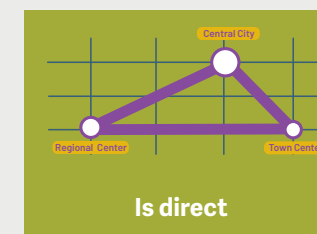


Commuter rail and streetcar expand the reach of the high capacity transit network. Further investment in the elements that make transit high quality would increase their capacity to move more people (e.g., frequency, speed, and/or span).

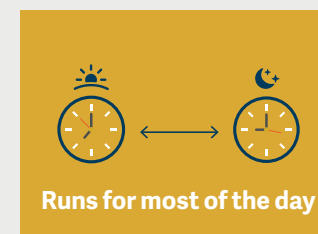
### High-capacity transit ...



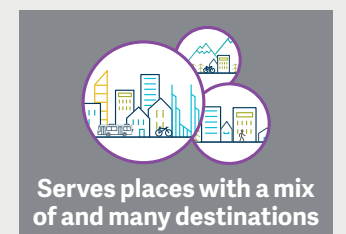
Is frequent



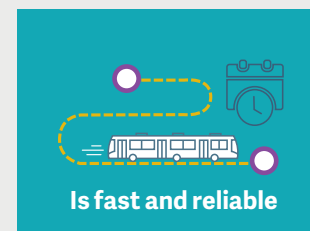
Is direct



Runs for most of the day



Serves places with a mix of and many destinations



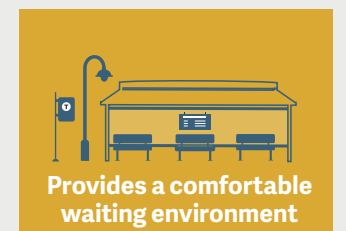
Is fast and reliable



Moves lots of people



Has its own track or bus lane



Provides a comfortable waiting environment

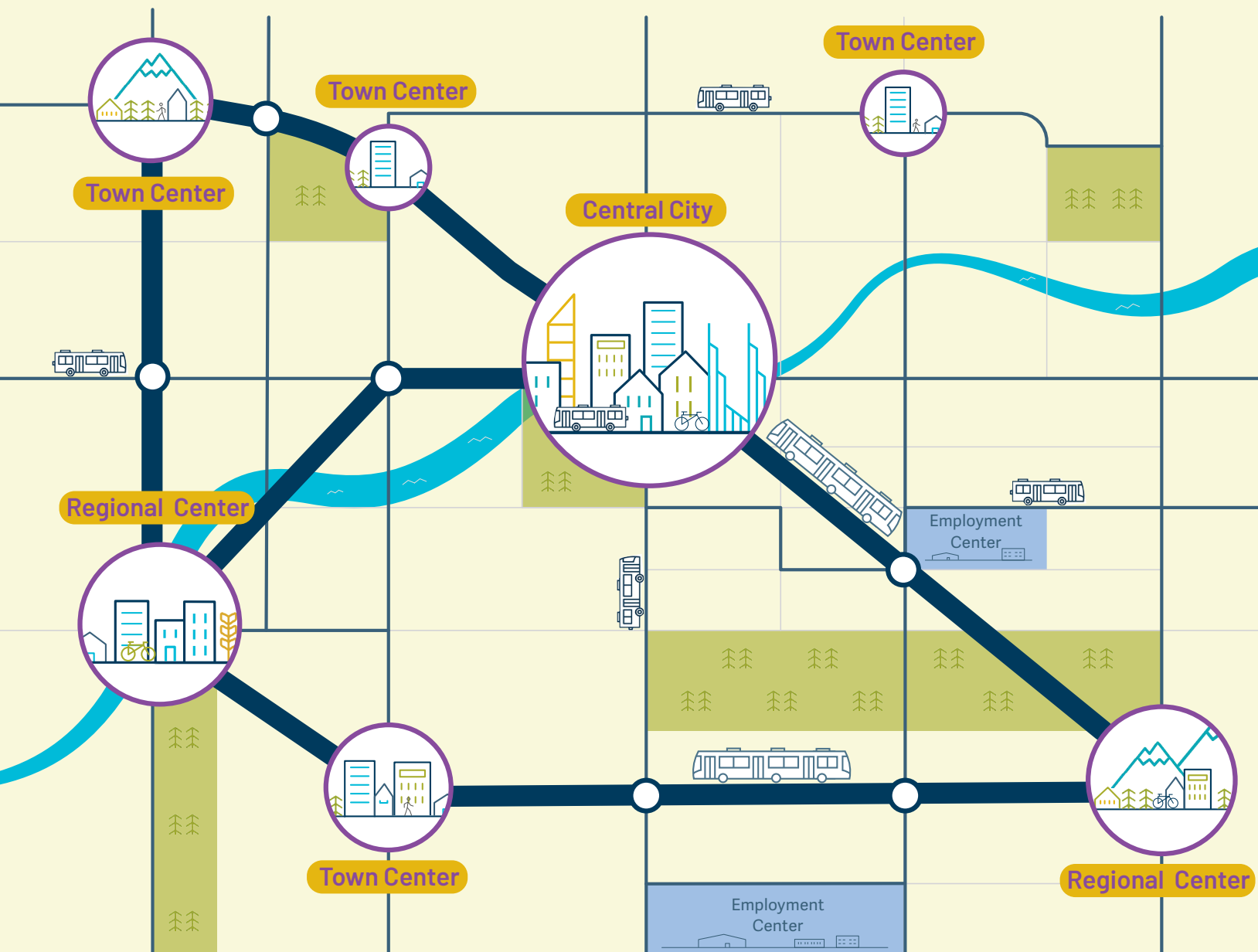


## High-Capacity Transit Vision

The HCT Vision is the future network of HCT corridors with enhanced features such as shelters and real-time travel information, as well as dedicated travel space for transit that moves more people quickly and comfortably.

The vision reimagines a strong HCT network that supports compact land development, broadens connections, and increases options for getting around the region.

Well-connected and people-focused, the vision creates connections between activity centers; along corridors; to jobs, services, and other major destinations (e.g., colleges, hospitals, affordable housing); and prioritizes mobility improvement for communities of color and other marginalized communities.



### How did we develop the Vision?

The project team worked with partners and the public to answer these questions:

- Where are more people traveling today and where will they want to travel in the future?
- What connections link the most people and underserved communities to jobs, important services and other places?
- How long does a transit trip in a certain area currently take compared to driving?
- How much could an investment in high capacity transit improve travel?
- What are the needs and priorities of community members and organizations, businesses, agency partners and elected officials

### What did we hear from the community?

Metro and TriMet talked with people at many community events, meetings and took feedback through the project website. We heard the following priorities from the community:

- **Community stability:** strong support for investments in corridors to maintain housing and business affordability and avoid displacement.
- **Safe access to transit:** Support for facilities that enable safe and comfortable walking and biking to transit and waiting at the transit stop (crosswalks, sidewalks, lighting, bus stop amenities).
- **Transit service:** support for more frequent, faster, and reliable service. Support for expanding service, particularly to growing areas and town centers in the broader region.
- **Broaden access:** better serve community members who are older, who do not speak English, who have mobility or other disabilities, who have health conditions, who are travelling with children, or who are in school.

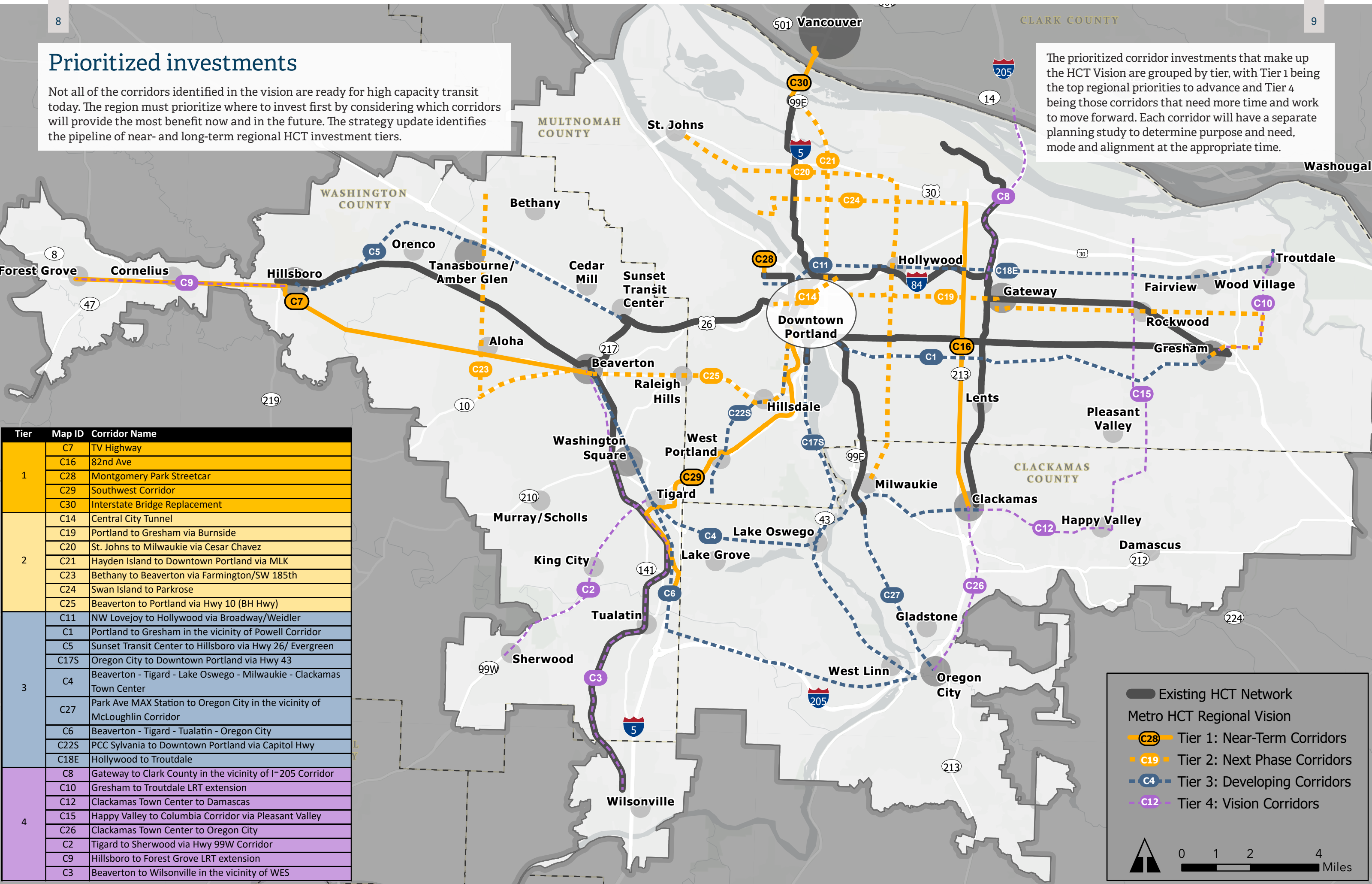




# Prioritized investments

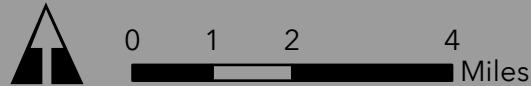
Not all of the corridors identified in the vision are ready for high capacity transit today. The region must prioritize where to invest first by considering which corridors will provide the most benefit now and in the future. The strategy update identifies the pipeline of near- and long-term regional HCT investment tiers.

The prioritized corridor investments that make up the HCT Vision are grouped by tier, with Tier 1 being the top regional priorities to advance and Tier 4 being those corridors that need more time and work to move forward. Each corridor will have a separate planning study to determine purpose and need, mode and alignment at the appropriate time.



Tier	Map ID	Corridor Name
1	C7	TV Highway
	C16	82nd Ave
	C28	Montgomery Park Streetcar
	C29	Southwest Corridor
	C30	Interstate Bridge Replacement
2	C14	Central City Tunnel
	C19	Portland to Gresham via Burnside
	C20	St. Johns to Milwaukie via Cesar Chavez
	C21	Hayden Island to Downtown Portland via MLK
	C23	Bethany to Beaverton via Farmington/SW 185th
	C24	Swan Island to Parkrose
3	C25	Beaverton to Portland via Hwy 10 (BH Hwy)
	C11	NW Lovejoy to Hollywood via Broadway/Weidler
	C1	Portland to Gresham in the vicinity of Powell Corridor
	C5	Sunset Transit Center to Hillsboro via Hwy 26/ Evergreen
	C17S	Oregon City to Downtown Portland via Hwy 43
	C4	Beaverton - Tigard - Lake Oswego - Milwaukie - Clackamas Town Center
	C27	Park Ave MAX Station to Oregon City in the vicinity of McLoughlin Corridor
	C6	Beaverton - Tigard - Tualatin - Oregon City
	C22S	PCC Sylvania to Downtown Portland via Capitol Hwy
	C18E	Hollywood to Troutdale
4	C8	Gateway to Clark County in the vicinity of I-205 Corridor
	C10	Gresham to Troutdale LRT extension
	C12	Clackamas Town Center to Damascas
	C15	Happy Valley to Columbia Corridor via Pleasant Valley
	C26	Clackamas Town Center to Oregon City
	C2	Tigard to Sherwood via Hwy 99W Corridor
	C9	Hillsboro to Forest Grove LRT extension
	C3	Beaverton to Wilsonville in the vicinity of WES

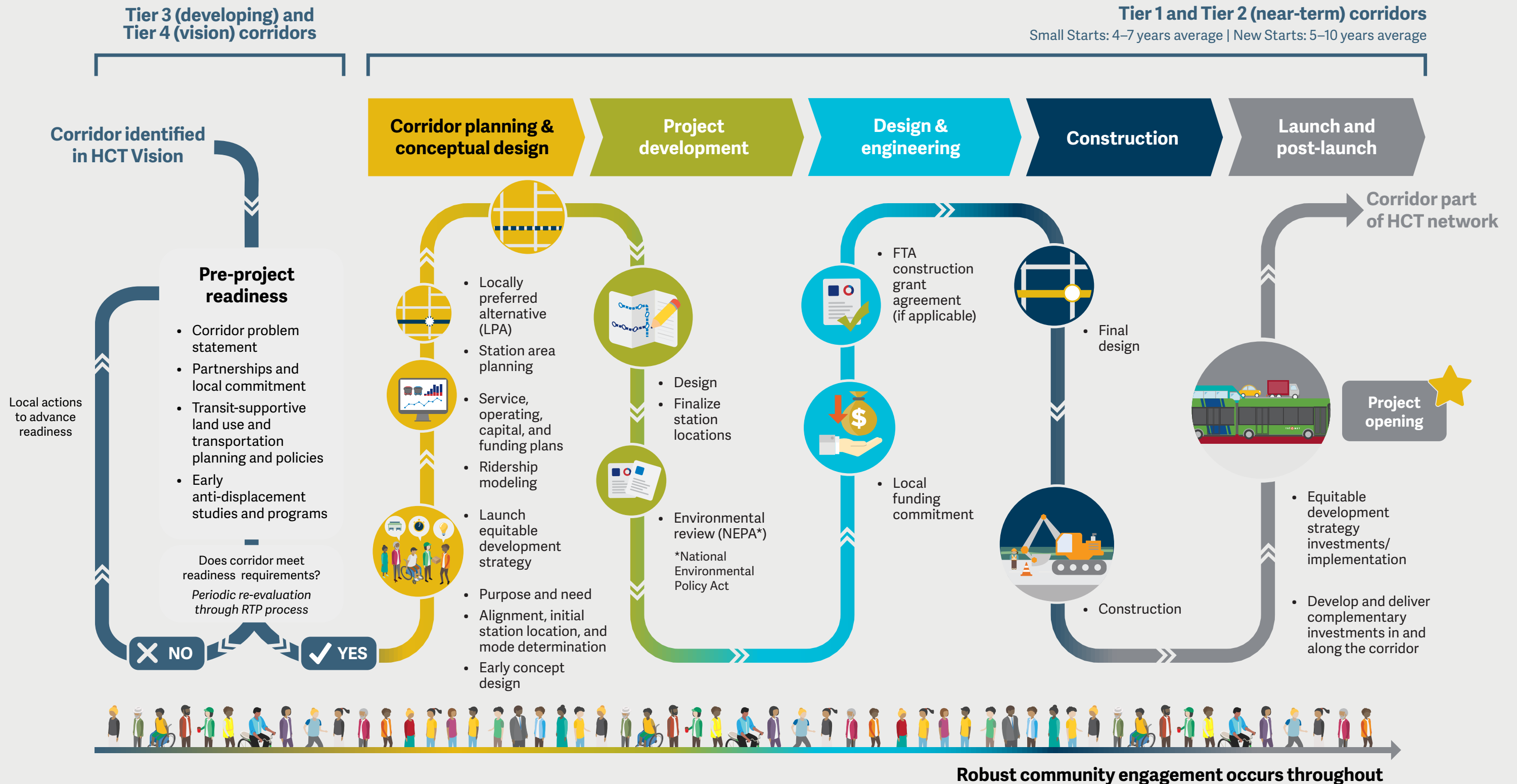
- Existing HCT Network
- Metro HCT Regional Vision
  - C28 Tier 1: Near-Term Corridors
  - C19 Tier 2: Next Phase Corridors
  - C4 Tier 3: Developing Corridors
  - C12 Tier 4: Vision Corridors



# How will corridors move forward?

The figure below shows how corridors move through different stages of planning, engineering, and construction.

Tier 1 and 2 corridors are ready to move forward in the near term, while tier 3 and 4 corridors need more work to make them ready for investment.



## Supporting HCT development

Near-term HCT investments take existing strong transit connections to the next level, while highlighting current and future corridor needs like safety, access and livability. For transit investments to be successful, other transit supportive improvements are key to creating an environment that encourages current and future transit ridership while meeting regional objectives around equity and affordability.

The strategy update presents the transit-supportive elements that make a corridor ready for high capacity transit investment. The figure below shows some of the strategies and recommendations for setting a corridor up for success as it moves forward in the project development process. More information on each element is available on p. 14.





### Land use, urban context, and transit-oriented development



### Community stability and resilience



### Transit access: complete streets, safety, and mobility options



### Transportation demand management programs and policies



### Transit affordability and fare programs



### Transportation system management and operations

<b>Why does it matter?</b>	Density and mixed uses support high-frequency service and modeshare goals	Strategies to ensure existing residents and small businesses benefit from HCT investments	Multimodal streets help people get to and from transit safely	Incentivize alternatives to driving, and increase attractiveness and awareness of transit options	Make transit more affordable and accessible to all people	Make transit a competitive alternative to driving
<b>What does it include?</b>	<ul style="list-style-type: none"> <li>• Supportive land uses including mixed use developments</li> <li>• Transformation potential through transit-oriented development and higher-density development aligned with 2040 Growth Concept and the community's vision for growth</li> <li>• Supportive planning and policies</li> <li>• Local commitment to corridor investment</li> </ul>	<ul style="list-style-type: none"> <li>• Robust community input and engagement</li> <li>• Equitable development and affordable housing strategies</li> <li>• Local anti-displacement policies and actions</li> <li>• Targeted support for small businesses</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrian network completion (sidewalks, crossings, accessibility, lighting, etc.)</li> <li>• Bicycle network connections</li> <li>• Transit-supportive street design</li> <li>• Transit stop and station amenities</li> <li>• Mobility hubs</li> <li>• Shared mobility options</li> <li>• First/last mile connections</li> <li>• Shuttles</li> <li>• Bicycle parking and storage</li> </ul>	<ul style="list-style-type: none"> <li>• Parking policies</li> <li>• Education and outreach</li> <li>• Employer benefits programs</li> <li>• Transportation wallet programs</li> <li>• University/school affiliate programs (i.e., student passes, education programs)</li> </ul>	<ul style="list-style-type: none"> <li>• HOP Pass</li> <li>• Reduced Fare Programs: Youth, Low-income, Honored Citizen, and Veterans</li> <li>• Free fare grant programs</li> <li>• Employer-sponsored transit discount programs</li> </ul>	<ul style="list-style-type: none"> <li>• Optimize existing transit system operations and performance</li> <li>• Transit-priority treatments</li> <li>• Passenger information technology</li> </ul>
<b>When is it done?</b>	All stages	Pre-project and ongoing	All stages	Pre-project and ongoing	Pre-project and ongoing	Pre-project, as part of implementation, and ongoing
<b>Who is responsible?</b>	<ul style="list-style-type: none"> <li>• Local jurisdictions</li> <li>• Metro</li> <li>• Transit service providers</li> <li>• DLCD</li> </ul>	<ul style="list-style-type: none"> <li>• Local jurisdictions</li> <li>• Local Housing Authorities</li> <li>• Metro</li> <li>• CBOs</li> <li>• <i>Chambers of Commerce / business organizations</i></li> </ul>	<ul style="list-style-type: none"> <li>• Local jurisdictions</li> <li>• Metro</li> <li>• Transit service providers</li> <li>• <i>Shared mobility providers</i></li> <li>• ODOT</li> </ul>	<ul style="list-style-type: none"> <li>• Local jurisdictions</li> <li>• Metro</li> <li>• Transit service providers</li> <li>• ODOT</li> <li>• <i>Employers and schools/universities</i></li> <li>• CBOs</li> </ul>	<ul style="list-style-type: none"> <li>• Transit service providers</li> <li>• Metro</li> <li>• <i>Employers and schools/universities</i></li> <li>• CBOs</li> </ul>	<ul style="list-style-type: none"> <li>• Local jurisdictions</li> <li>• Transit service providers</li> <li>• Metro</li> <li>• ODOT</li> </ul>

Notes: Partners shown in *italics*. CBO: Community-based organization. DLCD: Oregon Department of Land Conservation and Development. ODOT: Oregon Department of Transportation.



## Where will the money come from?

The Federal Transit Administration administers several grant programs that could support HCT investments. These federal programs have long been an important source of funding for the region's existing HCT system and will continue to be an essential component of HCT investment in the Portland region.

Local funding is crucial to meeting the match requirements of federal grants – “match” refers to the amount of local (or sometimes other state/federal money) required to secure a grant. To be competitive, the region generally needs to provide a 50% local match.

Not every project will need federal funding, though. Some corridors may be able to advance with local funds, especially those rapid bus corridors that have lower capital investment needs.

### Operations

Funding to design and construct HCT corridors is only part of the funding story. Long-term funding is also needed to operate HCT corridors – ongoing dollars to pay drivers and keep systems maintained and supported. There are several dedicated sources of funding for transit capital projects, but fewer grant sources for ongoing operations. All HCT corridor projects will need to develop a plan to fund operations and maintenance of these investments.

## Looking forward

The region's multi-decade investment in MAX light rail will continue to be the backbone of the regional transit system, connecting the Central City and regional centers. As we look to advance new HCT corridors to serve more people and jobs aligned with land use goals, new approaches like rapid bus corridors present promising opportunities for system expansion. Rapid bus can provide many of the benefits of light rail at a cost that is more in line with current regional funding constraints, reduces the risk of potential displacement, and helps connect town and regional centers in constrained corridors. Other HCT approaches—streetcar in dense urban areas and light rail extensions to serve more regional centers—will also help us implement the vision.

*The strategy update calls for HCT projects that fit within the context of communities, serve as the foundation of our regional transportation system, and provide an important tool for supporting community development and maximizing regional goals.*







Metro



# DRAFT High Capacity Transit Strategy Update

April 2023





## **Metro respects civil rights**

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

Metro fully complies with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act that requires that no otherwise qualified individual with a disability be excluded from the participation in, be denied the benefits of, or be subjected to discrimination solely by reason of their disability under any program or activity for which Metro receives federal financial assistance.

If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit [oregonmetro.gov/civilrights](http://oregonmetro.gov/civilrights) or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at [trimet.org](http://trimet.org).

**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](http://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

## TABLE OF CONTENTS

Introduction .....	5
High capacity transit .....	11
High capacity transit policy framework .....	15
High capacity transit vision development process .....	30
High capacity transit corridor investment priorities .....	35
Implementing the vision .....	39
Appendices	
A      Summary of Outreach and Input	
B      Regional Transit Modes	
C      Policy Framework Technical Memorandum	
D      Level 1 Screening	
E      Level 2 and Readiness Evaluation	

## TABLES AND FIGURES

Figure 1. Regional 2040 Growth Concept.....	6
Figure 2. Update timeline .....	8
Figure 3. Characteristics of high capacity transit.....	11
Figure 4. High capacity transit modes .....	12
Figure 5. Related regional plans and policies .....	15
Figure 6. Regional transit network policies in relation to the RTP and other Metro plans .....	16
Figure 7. Estimated Service and Ridership Changes, 2021 .....	21
Figure 8. Oregon Remote Work Levels .....	21
Figure 9. People with low incomes in relation to transit service (Forward Together).....	22
Figure 10. Before-and-after effects of Burnside Bridge bus-priority improvements.....	23
Figure 11. HCT opportunities related to 2023 RTP goals .....	25
Figure 12. Regional transit network concept .....	27
Figure 13. Spectrum of regional transit modes .....	29
Figure 14. Regional HCT plan update process .....	31
Figure 15. Level 2 evaluation corridor scores .....	33
Table 1. Readiness criteria .....	34

Table 2. HCT regional priority investment corridors by tier .....	36
Figure 16. HCT regional vision corridors by tier .....	38
Figure 17. Overview of transit-supportive elements.....	40
Figure 18. Small Starts and New Starts project development timelines.....	50
Figure 19. HCT project development lifecycle.....	53

This page intentionally left blank.

## INTRODUCTION

### Renewed commitment

The Portland metropolitan area is an incredible place. Our region has vibrant communities, neighborhoods with distinctive personalities, and a world-class transit system. The communities of the Portland metropolitan region have worked together over the past decades to create one of the most livable regions of the country and strive to make our region the greatest place to live, work and play.

Since Portland's MAX light rail Blue Line service from Portland to Gresham began in 1986 and the 2040 Growth Strategy was adopted in 1995, high capacity transit (HCT) has served as the backbone of the region's growth and prosperity.

Despite periodic downturns in the economy, competition for resources among many regional needs, and most recently a global pandemic, HCT continues to play a vital role in achieving the region's goals. With many investments completed and continued work needed to achieve regional land use, economic, climate and safety goals, the region is doubling down on its commitment to HCT. HCT is a proven tool for achieving thriving, compact communities, furthering equity goals, and connecting people to opportunity every day. **This 2023 HCT strategy update reaffirms our regional commitment to HCT as a cornerstone of community development** and provides an actionable vision and plan for advancing HCT across the region. This strategy update recognizes that the region needs to adapt its approach to HCT investments — **rapid bus is a newer approach in this region that presents major opportunities to achieve HCT outcomes in a funding-constrained environment.**

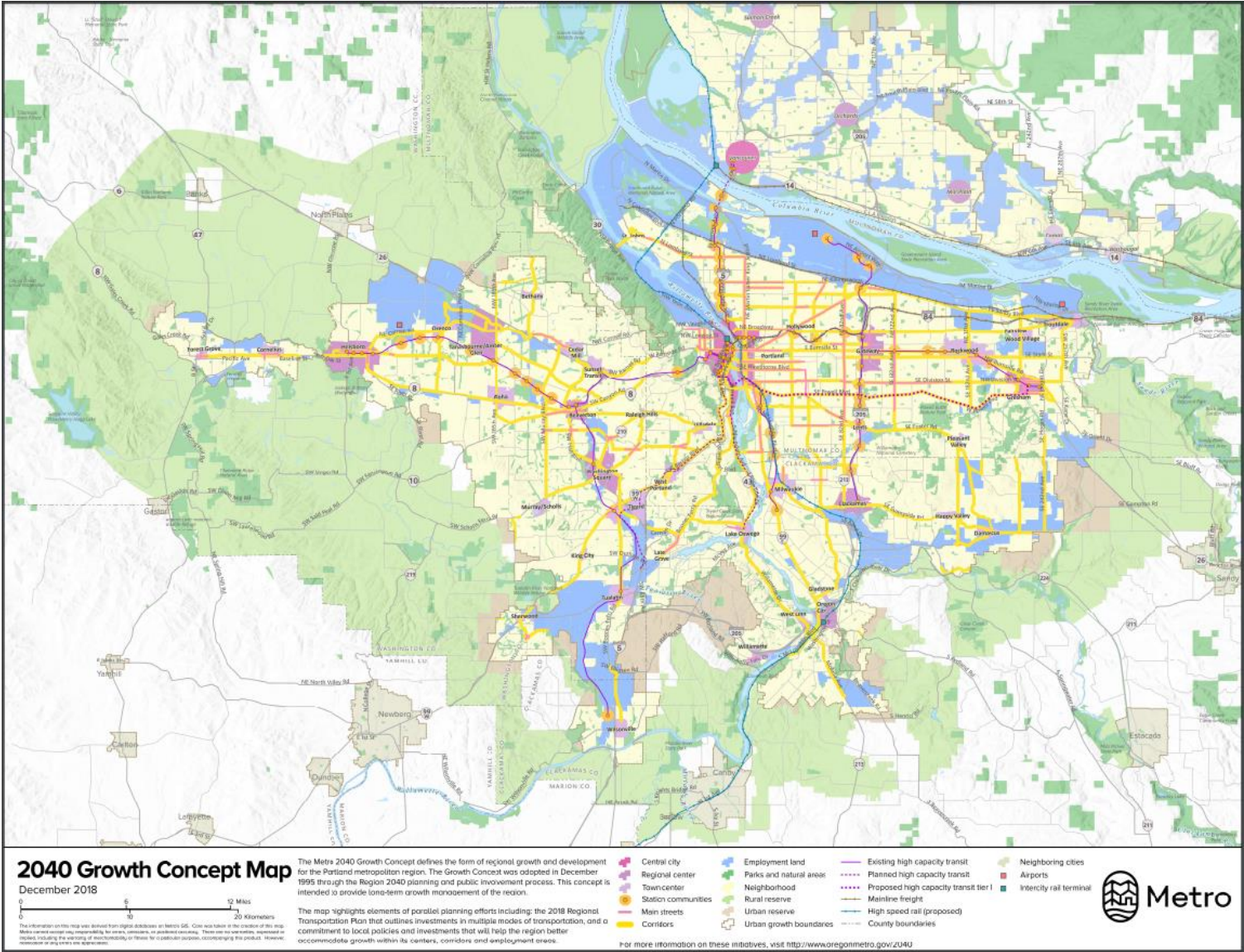
HCT helps the greater Portland region grow in a way that supports healthy, vibrant communities and that preserves farmland and forestland. As envisioned in the 2040 Growth Concept (Figure 1) — the blueprint for how the Portland region grows — HCT plays a key role in connecting people with services, places to shop, work and school. High-quality transit connections also provide viable and affordable alternatives to driving, thus creating better transportation options and making greater Portland more equitable and climate friendly.

#### Rapid bus

This term refers to rubber-tired HCT modes that include bus rapid transit (BRT) and frequent express (FX)-style HCT services. In general, these services offer the core elements of HCT including exclusive guideways, enhanced amenities, and frequent, branded service. Rapid bus is distinct from "better bus" improvements that focus on spot treatments for speed and reliability.



Figure 1. Regional 2040 Growth Concept



This HCT strategy update is part of the Metro Regional Transportation Plan (RTP), which is being updated in 2023. This strategy update:

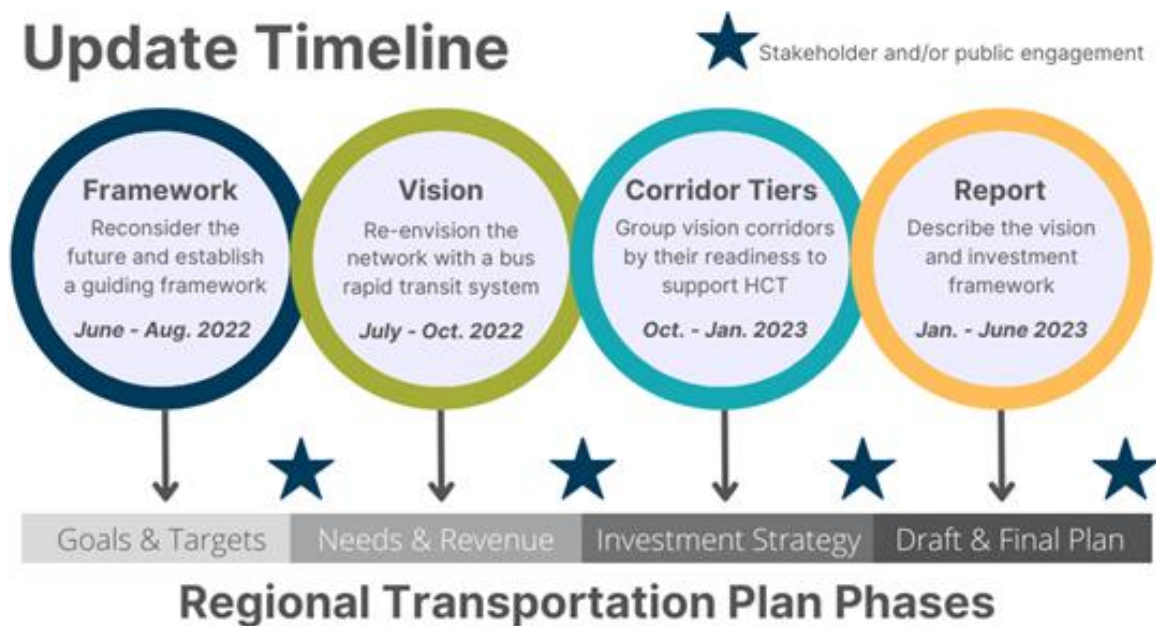
- summarizes the regional vision for HCT investment, strategies for moving HCT corridors forward, and a shared policy framework for supporting and implementing HCT
- identifies and prioritizes corridors to envision where a higher quality of transit service would provide the most benefit to the greatest number of people
- provides a roadmap for realizing the vision for HCT investment to guide near- and long-term decision-making related to HCT investments
- takes into account how the region has grown, how communities and their needs have changed, how transit and travel are different, and how the funding landscape has evolved
- establishes a pipeline of corridor investments helping the region to be competitive for federal funding for HCT
- identifies the steps needed to advance corridor investments working in close partnership with local agencies.

This HCT strategy update is not a comprehensive review of the regional transit structure or its management or a complete service analysis of the existing HCT system. Rather, it provides a vision for continued HCT investment that aligns with the RTP and the regional 2040 Growth Concept. Much future work and commitment are needed to advance the investments described in this strategy.

### **Project process and timeline**

Metro began the HCT strategy update process in the summer of 2022. Figure 2 describes the overall timeline for the project. Metro and TriMet co-led development of this strategy update with significant participation from a working group composed of regional stakeholders: Clackamas, Multnomah, and Washington Counties; Clark County Public Transit Benefit Area Authority (C-TRAN); Oregon Department of Transportation; City of Portland; Portland Streetcar; South Metro Area Regional Transit (SMART); and Southwest Washington Regional Transportation Council.

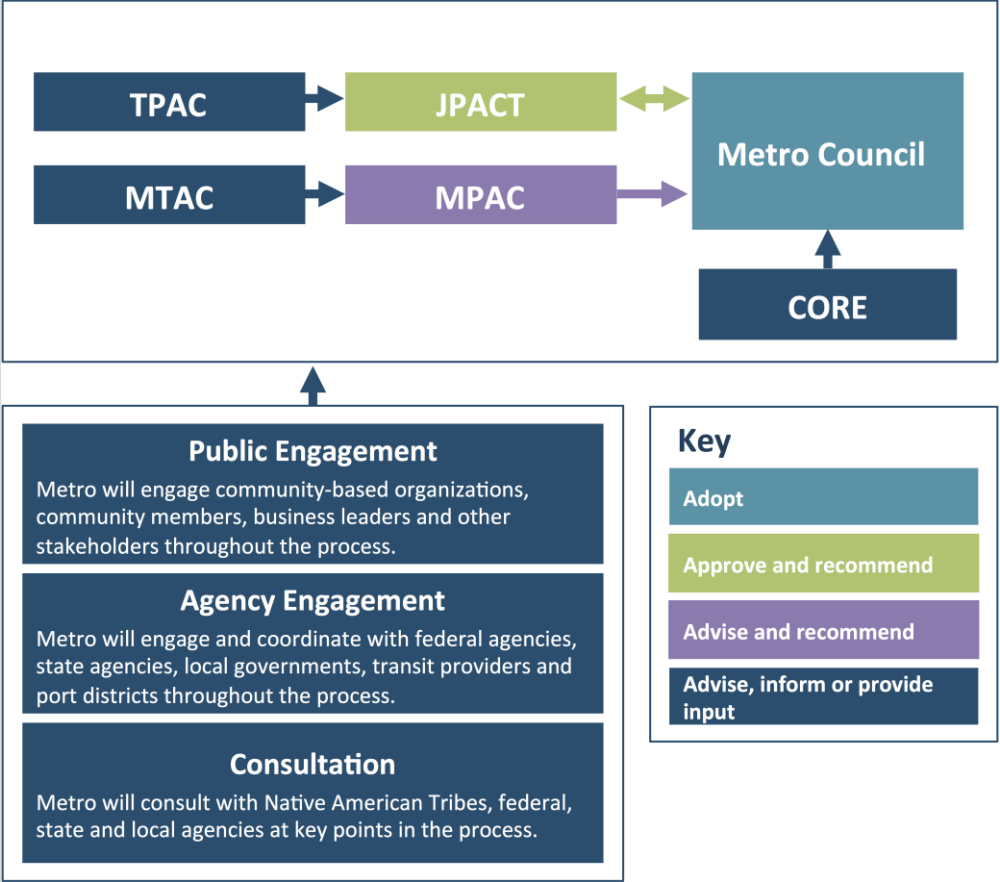
Figure 2. Update timeline



This strategy update was informed throughout by public engagement through tools such as online surveys and open houses, presentations and discussions at dozens of local meetings, and community-led events and workshops. Appendix A includes a summary of this outreach and the input provided. Metro committees were also informed by public and agency engagement when providing input and advising at each milestone in the process.

**Decision-making process**

The chart below shows how different groups guided the HCT strategy update process. Ultimately, the Metro Council approves the final 2023 Regional Transportation Plan, which this strategy is a component of.



CORE = Committee on Racial Equity; JPACT = Joint Policy Advisory Committee; MPAC = Metro Policy Advisory Committee; MTAC = Metro Technical Advisory Committee; TPAC = Transportation Policy Alternatives Committee

## **Engaging community**

Community input influenced all major milestones for this strategy through the following activities.

### **Surveys**

- RTP)summer MetroQuest survey
- winter storymap survey.

### **Focus groups and forums**

- two joint events: RTP Community Leaders Forum and Westside Multimodal Improvement Study Business Forum
- two meetings with both TriMet's Transit Equity Advisory Committee and Committee on Accessible Transportation
- two meetings with Clackamas County small transit providers
- two agency lessons learned focus groups: Metro/TriMet and C-TRAN
- one small business focus group and one presentation to the Washington County Chamber of Commerce.

### **Public events**

- nine tabling events held at various locations throughout the region
- three community events and activities held by community-based organization partners such as Centro Cultural, The Street Trust and Verde.

### **Advisory committee meetings**

- six meetings with the HCT Working Group
- nineteen meetings with partner jurisdictional staff (Transportation Policy Alternatives Committee; Metro Technical Advisory Committee; Clackamas, East Multnomah, and Washington County Technical Coordinating Committees)
- nineteen meetings with elected officials (Metro Policy Advisory Committee; Joint Policy Advisory Committee; East Multnomah, and Washington County Policy Coordinating Committees).

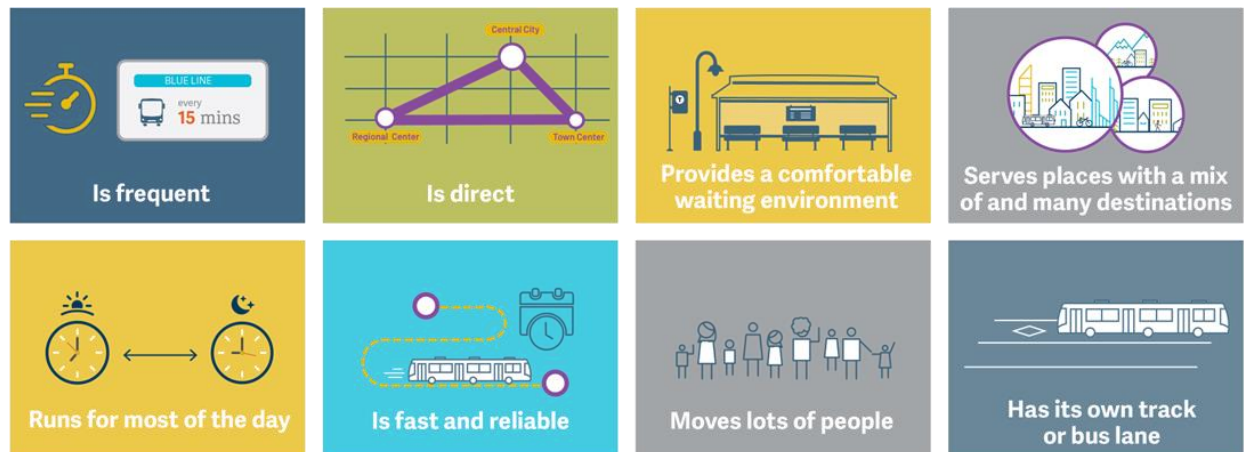


## HIGH CAPACITY TRANSIT

### Defining high capacity transit

HCT is a type of public transportation that moves a lot of people quickly and often. It provides a higher quality of service with greater benefits to more people with improved convenience and travel time. See Figure 3 for the characteristics of high capacity transit.

**Figure 3. Characteristics of high capacity transit**



### High capacity transit modes

Train-based HCT includes:

- rapid streetcar and streetcar (depending on context)
- light rail transit
- commuter rail and heavy rail.

Rapid bus-based HCT options include:

- bus rapid transit (BRT)
- corridor-based BRT

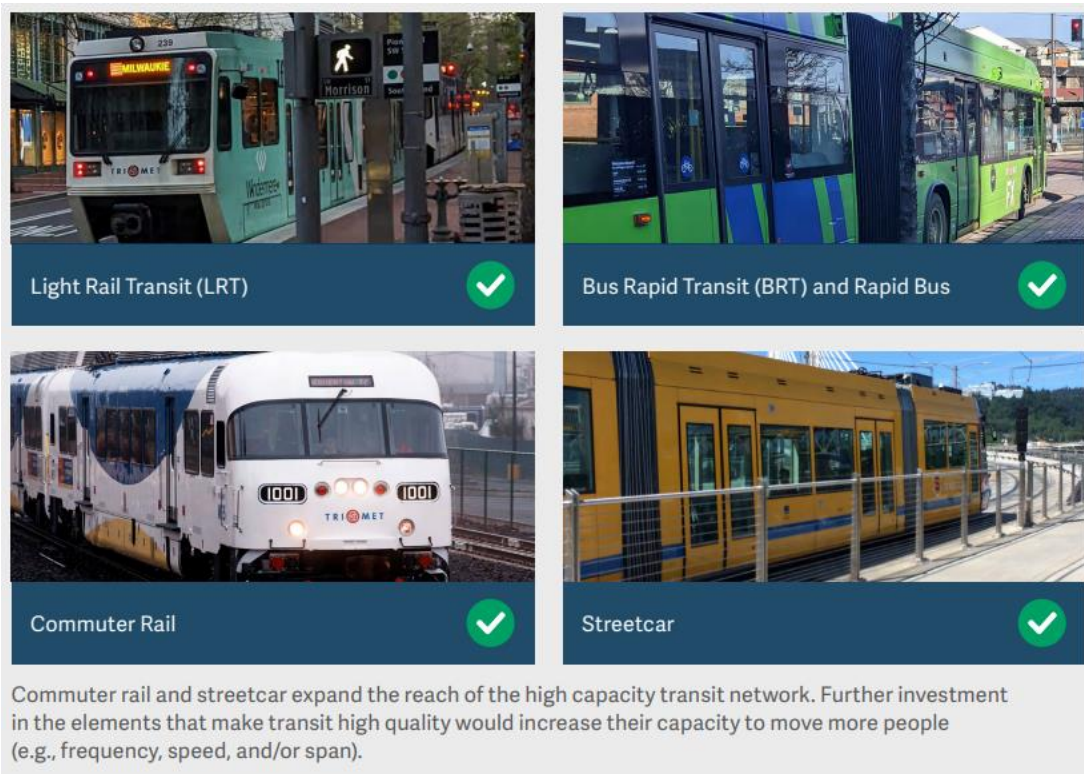
Bus rapid transit is a strategy for serving high-volume corridors with rail-like capacity for a smaller investment. These systems feature distinctive branding, a majority of dedicated bus-only lanes, and passenger amenities such as real-time information systems.

Regardless of mode, HCT investments include:

- some degree of roadway priority
- fast boarding due to off-board payment and multiple-door boarding
- comfortable waiting spaces with real-time information

- limited stops
- improvements to the surrounding streetscape for better pedestrian access.

**Figure 4. High capacity transit modes**



Additionally, this strategy update encompasses other system elements including:

- light rail transit operations improvements
- existing HCT corridor “state of good repair” investments.

While not defined as HCT, TriMet’s Better Bus program (also known as enhanced transit corridor investments), as well as investments in operating the regional frequent service bus network are closely related to and support HCT. These investments include elements of HCT such as high frequency service or speed and reliability improvements, but they are not directly addressed by this strategy update. Many frequent transit corridors and better bus corridors are candidates for HCT investments.

### **Elements that make a transit investment high capacity**

High capacity transit has both a level of enhanced amenities and transit priority — which work together to move more people more comfortably than other types of regional or local transit — that are implemented as part of a corridor-level capital project. The type or mode varies and can include light rail, commuter rail, rapid streetcar, bus rapid transit or corridor-based rapid bus.

Enhanced amenities are features that improve efficiency and enhance the user experience. These include vehicles that are larger and allow boarding from all doors, stations with near level boarding, and frequent service (15 minutes or better). It also refers to amenities such as covered waiting areas, real-time bus or train arrival information, schedules, ticket machines, enhanced lighting, benches, bicycle parking, and even civic art and commercial services. Together, these features make high capacity transit more convenient and comfortable.

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

### **History of regional high capacity transit planning**

In 1974, there was a paradigm shift in how the Portland region addressed growth and approached transportation policy. Following public outcry over the expected cost and the destruction of neighborhoods required for its construction, elected leaders rejected the Mt. Hood Freeway project. Instead, the region set aside plans for 54 new highway projects in favor of a robust network of HCT and developed the 1982 Light Rail System Plan. The region’s first light rail line — the MAX Blue Line — opened in 1986 and heralded in this new era in transportation for the region.

After several expansions in the 1990s and early 2000s, including the MAX Red and Yellow Lines, the Regional High Capacity Transit System Plan was developed in 2009 to guide future regional HCT capital investments. The HCT plan provided a framework on where to spend limited transportation dollars: where local jurisdictions had committed to supportive land uses, high-quality pedestrian and bicycle access, management of parking resources, and broad-based financial and political support. As a result, the region has seen the addition of the MAX Green and Orange Lines and will soon see both the MAX Red and Yellow Lines extended through the A Better Red MAX improvements project (under construction) and the Interstate Bridge Replacement Program MAX Yellow Line extension to Vancouver, Washington (planning). At the same time, planning for the new Southwest Corridor MAX line is moving forward.



The 2018 Regional Transit Strategy (an element of the 2018 RTP) refreshed the region's HCT strategy in advance of a major regional funding measure put to the voters in 2020. This funding measure was ultimately not successful, and funds are still needed to support expansion of the transit network. Since that time, greater Portland's first rapid bus project (FX2-Division) opened, and planning began for two additional rapid bus projects: 82nd Avenue and Tualatin Valley Highway. Rapid bus has provided a new opportunity to think differently about what the region's HCT network could look like in the future. It can be more flexible and cost-effective to implement than light rail and has the potential to move projects more quickly through the federal project development process. Further, it is an opportunity to leverage federal funding. The 2021 Bipartisan Infrastructure Law authorized \$109 billion for transit infrastructure and made more funding available for Small Starts Capital Investment Grant rapid bus projects.

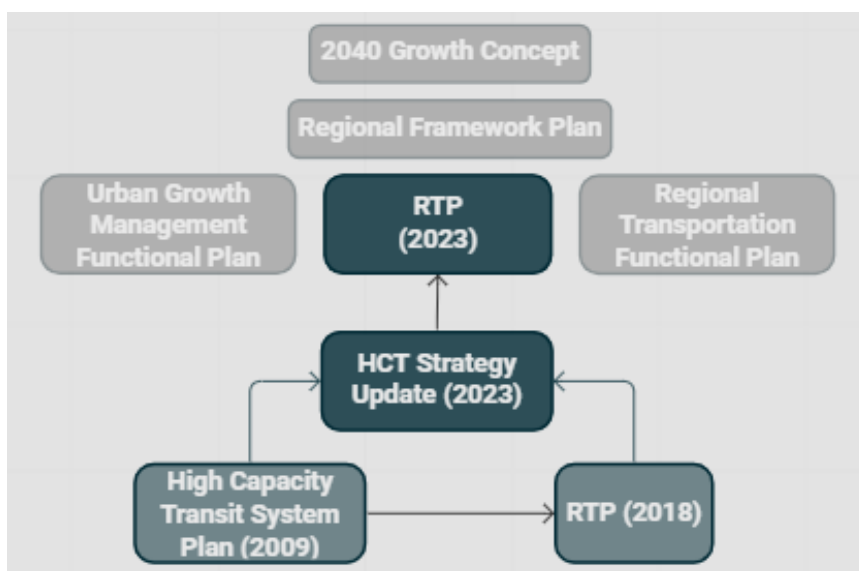
## HIGH CAPACITY TRANSIT POLICY FRAMEWORK

### Role of HCT strategy update within the regional transportation plan process

The Metro 2023 RTP update is the process to refine the region's transportation investment blueprint for the next 20 years and beyond. The RTP process evaluates the available revenues for transportation spending, assesses the region's needs, and presents a list of prioritized projects and programs to achieve the Portland metropolitan region's transportation goals. The RTP recognizes that demand for transportation investments exceeds existing financial capacity; prioritization is necessary to demonstrate fiscal constraint for federal reporting processes and to ensure we take intentional steps in expanding our transportation system.

This HCT strategy update sets the vision and priorities for regional HCT corridors. It falls under the Regional Transit Strategy, which is a part of the RTP that provides the region's overall vision for meeting future transit needs. As shown in Figure 5, the RTP continues to support the 2040 Growth Concept: the region's long-range land use and transportation plan for managing growth. The Regional Framework Plan identifies regional policies to implement the 2040 Growth Concept goals.

**Figure 5. Related regional plans and policies**

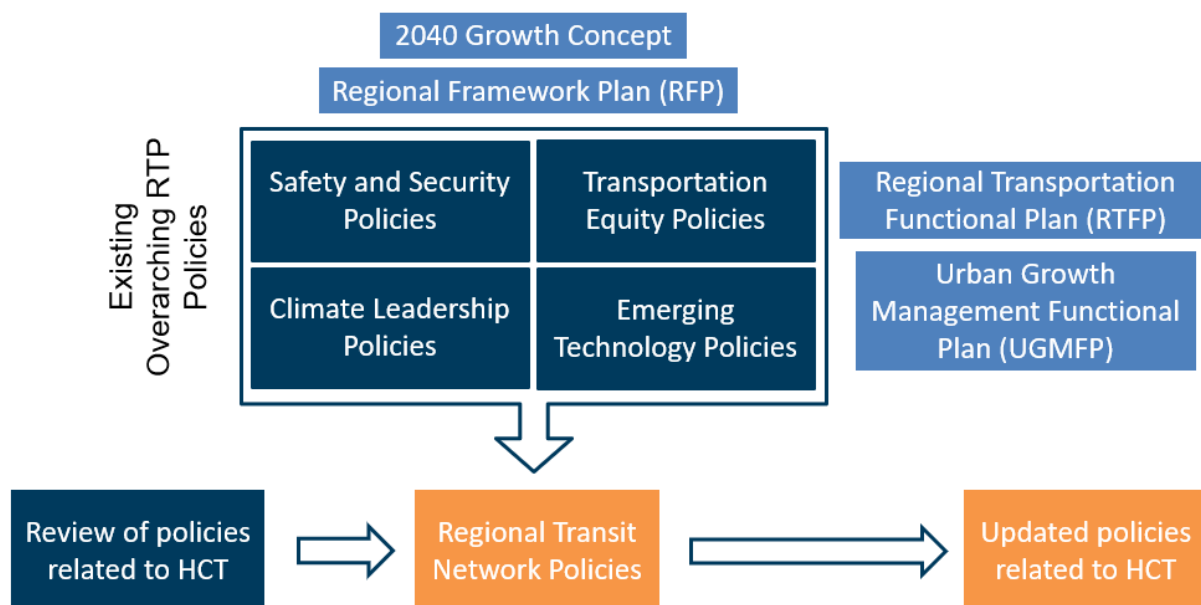


As shown in Figure 6 below, the RTP includes overarching policies that guide the Regional Transit Network Policies.<sup>1</sup> This HCT strategy update recommends updates to these policies; the updates will guide how Metro evaluates transportation projects including identifying and prioritizing investments that will advance the regional HCT network in a fashion that benefits the most people.

---

<sup>1</sup> Two “functional plans” – the Regional Transportation Functional Plan and the Urban Growth Management Functional Plan – provide additional guidance to local jurisdictions to implement the policies in the RTP.

**Figure 6. Regional transit network policies in relation to the RTP and other Metro plans**



As part of this HCT strategy update, plans and policies from state and federal agencies; transit providers including TriMet, SMART, and C-TRAN; and cities and counties in the region were reviewed to document relevant policies or efforts. Appendix C, Policy Framework, provides additional detail on the local and regional plans that were reviewed and their respective relationships to the update.

#### **Regional transit strategy**

High capacity transit is one part — a key part, but still one part — of the broader transit strategy. It plays a specific role in moving many people quickly along major travel corridors. The regional transit strategy is implemented by improving transit service, investing in transit infrastructure, collaborating between transit providers and local jurisdictions, and expanding transit-supportive elements.

**Transit service improvements** Local and regional transit service improvements designed to meet current and projected demand in line with local and regional visions and plans.

**Capital investments in transit** New enhanced transit strategies such as signal priority, dedicated lanes or HCT options such as rapid bus, light rail, commuter rail or high speed rail.

**Transit supportive elements** Includes programs, policies, capital investments and incentives such as travel demand management and physical improvements such as sidewalks, crossings and complementary land uses.

### **Incorporating community feedback in the policy framework**

**Community stability** Strong support for investments in corridors to maintain housing and business affordability and avoid displacement.

**Safe access to transit** Support for safe and comfortable facilities for walking and biking to transit and for waiting at the transit stop (crosswalks, sidewalks, lighting, bus stop amenities).

**Transit service** Support for more frequent and reliable service. Support for expanding service, particularly to growing areas and town centers in the broader Metro region.

**Broaden access** Better serve community members who are older, who do not speak English, who have mobility challenges or other disabilities, who have health conditions, who are travelling with children, or who are in school.

**Priority corridors** for transportation investments include:

- Multnomah: 82nd Ave., Powell Blvd., 122nd Ave., Downtown Portland
- Clackamas: McLoughlin Blvd., 82nd Ave., Highway 212/Sunrise, Clackamas to Columbia/181st Ave.
- Washington: Tualatin Valley Highway, SW 185th Ave., Burnside/Barnes Road.

### **Other related regional work**

Other recent regional studies, planning efforts or work underway informed development of this strategy and include:

- Mobility Corridors Atlas (2014)
- Strategic Plan to Advance Racial Equity, Diversity and Inclusion and Equity Framework (2016)
- Southwest Corridor Equitable Development Strategy (2017) and Locally Preferred Alternative (2018)
- Division Transit Locally Preferred Alternative (2019)
- Designing Livable Streets and Trails Guide (2019)
- Regional Framework for Highway Jurisdictional Transfer (2021)
- Regional Congestion Pricing Study (2021)
- Transportation System Management and Operations Strategy Update (2021)
- Regional Mobility Policy (2019-22)
- Tualatin Valley Highway Corridor Study (2022-23)
- 82nd Avenue Corridor Study (2023)
- Transit-Oriented Development Strategic Plan Update (2022)
- Emerging Transportation Trends Study (2022)
- Climate Smart Strategy Update (2022)

## Challenges/opportunities

This strategy update revisits investment priorities based on new and emerging regional issues, challenges and opportunities including the possibilities presented by rapid bus, the transit priorities identified through recent work by Metro and partners, and the lessons learned from the work of peer regions and in the wake of the COVID-19 pandemic. This strategy update considers and responds to these recent trends through the updated policies and the HCT vision described in later sections.

### What issues were considered in the 2009 plan?

#### *Our Place in the World*

In 2008, Metro developed the document, *Our Place in the World*, which highlighted global issues that were creating challenges for the Portland metropolitan region at the time.<sup>2</sup> While these challenges were central to the 2009 HCT plan, many are still relevant today and to this strategy update:

- Growth has brought opportunity and prosperity to the region, but it has also brought growing pains.
- Uncertain energy supplies and the rising price of petroleum products affect transportation project costs and household transportation expenses. Increasing costs will make travel more difficult for those of modest means and make it imperative that our transportation system provides affordable transportation choices across the region.
- Expanded transit service will be necessary to reduce the region's impact on climate change and improve air quality.
- Current sources of transit funding are not enough to support system expansions needed to serve the region's rapidly growing ridership.

#### *System design considerations*

The 2009 HCT plan documented a number of considerations regarding the design of the HCT system, many of which continue to be relevant today.

**Grid versus radial system** The 2009 plan identified corridors that would continue to build out a radial HCT network. New cross-region routes that would create a grid connection between markets may become priorities for the region once the radial system is fully realized and/or markets generate enough riders to justify an HCT investment. Grid systems provide additional person-carrying

---

<sup>2</sup> Metro, [Our Place in the World](#), October 2008. Pages 23-24 are specific to integrated transportation networks and travel options.

capacity and travel choices but are only feasible if there are enough riders to support parallel lines that are high frequency to minimize transfer time. The FX2-Division line illustrates corridor-based rapid bus as a strategy that can build out the HCT grid.

### **Passenger capacity (network density versus coverage)**

Transit vehicle capacity and frequency determine person-carrying capacity. Light rail provides a higher passenger capacity per hour of service. The MAX system was developed to fit downtown Portland's 200-foot blocks; this limits the light rail trains to two cars. The 2009 plan identified strategies to increase passenger-carrying capacity including increasing frequency on existing lines, adding new lines serving existing corridors, adding parallel lines with minimum one-mile spacing, and considering a tunnel under downtown that would allow longer trains and support faster travel across the region; the region has continued to study a tunnel solution.

**Branching** As the region expands, branching lines from a common route could be considered to serve multiple end-of-line destinations. This strategy remains applicable, particularly for rapid bus lines.

**Rail interoperability** The potential to build streetcar tracks to accommodate MAX trains in specific segments was identified as a consideration to provide system redundancy. Streetcar design standards typically do not allow MAX trains to operate on streetcar tracks. Streetcar and MAX currently interoperate on the Tilikum Crossing bridge, which is also shared with buses. Shared rail and bus segments can maximize the utility of investments in constrained corridors.

**Vehicle features** Low floors, fare payment at stations or on board, multiple wide doorways, and other "universal design" features streamline boarding and alighting and maximize accessibility. As with the frequent express FX2-Division project, an iconic vehicle can become a symbol of the HCT brand that makes it easier for riders to identify and use.

**Service quality** considers the total customer system experience. HCT includes:

- moderate to full transit priority, i.e., speed and reliability
- very frequent service (every 15 minutes or more often)
- long hours of service on weekdays and weekends
- longer station spacing of one-third to one-half mile or more for fast travel time
- high-quality station access is important since HCT stations are farther apart
- high-quality station amenities including shelters and real-time information.

**Appendix B:  
Regional  
Transit Modes**  
summarizes the  
characteristics  
of HCT and  
other regional  
transit modes

**Land use and urban form** Mixed land uses concentrated within walking distances of HCT stations are critical to fostering walkable communities and successful HCT performance. High-quality transit service and pedestrian access must be in place to realize a significant drop in per capita vehicle miles traveled that occurs as neighborhoods and regional centers transition from a character of closer to 10 persons and employees per acre to one of 25 to 50 persons per acre — an environment supporting rapid bus and light rail investment.

**Transit system constraints** The 2009 plan identified that the Steel Bridge, the Rose Quarter Transit Center and at-grade light rail crossings increase transit delay.

### **What has evolved since the 2009 HCT plan?**

Since 2009, the region’s awareness and level of urgency has heightened around issues including social equity-related disparities based on people’s race and income, housing affordability and displacement, the impacts of climate change and eliminating traffic deaths and serious injuries through the Vision Zero program. The pandemic brought additional transformation around how and where people travel. It has also resulted in more urgent personal safety and health concerns, and has continued to impact how transit is utilized and delivered. This section summarizes takeaways from several recent efforts that analyzed these trends.

#### ***Metro and TriMet Forward Together and Emerging Trends Studies***

In preparation for the 2023 RTP and the Forward Together service plan, Metro and TriMet, respectively, conducted research into current and emerging trends for transportation in the region.<sup>3</sup> Key trends related to HCT that were identified through these efforts are described below.

#### **An evolving approach to high capacity transit**

Since the 2009 plan was adopted, the regional funding landscape has changed. Federal funding now requires a much more significant match than in the past — typically, 50% as opposed to 10% in past decades. With few dedicated local funding sources, funding for major HCT investments presents a substantial challenge. Rapid bus and related “rubber-tire” HCT investments can provide all the benefits of HCT, often at a reduced cost compared to other modes. While each HCT corridor will go through a refinement process that examines the most appropriate HCT mode, the region recognizes that rapid bus and similar investments represent a cost-effective path forward for introducing HCT in the face of uncertain funding.

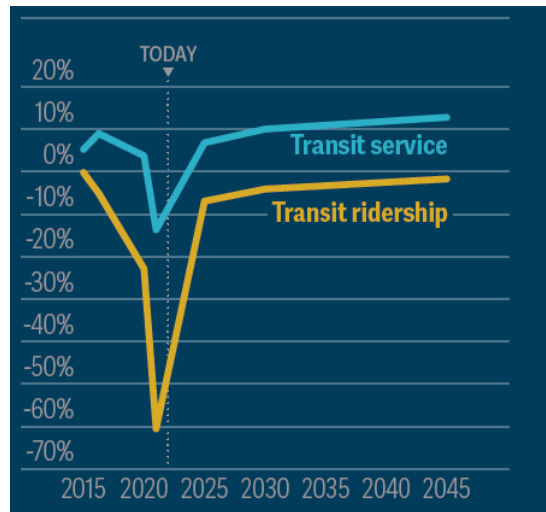
---

<sup>3</sup> Metro, Emerging Trends, [Executive Summary](#), October 2022. TriMet, Forward Together, [Existing Conditions and Market Analysis Reports](#), April/May 2022.

**Declining transit ridership and a gradual recovery** Nationally and on TriMet, transit ridership declined by 4% between 2010 and 2019, although ridership began to increase in the year before the COVID-19 pandemic. Between February and April 2020, regional transit ridership dropped by nearly 70%, and TriMet reduced service by 20%. As of early 2023, ridership is recovering and is expected to be at pre-pandemic levels by 2026 supported by the service plan envisioned in Forward Together (see Figure 7).

**Shifts in when and where transit is needed** Peak commute demand has declined since the pandemic as many people continue to work from home (see Figure 8). But not everyone is able to work remotely, and lower-wage workers are less likely to have that option. The pandemic showed that people in lower-income areas continued to ride transit at higher rates.

**Figure 7. Estimated Service and Ridership Changes, 2021**



**Figure 8. Oregon Remote Work Levels**





**Figure 9. People with low incomes in relation to transit service (Forward Together<sup>4</sup>)**



## Impacts of climate change

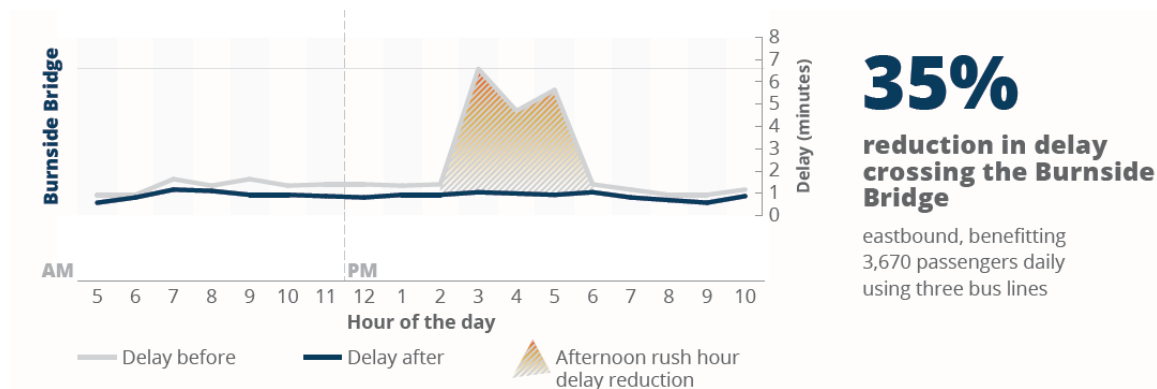
Reducing the impacts of climate change can benefit low-income communities and communities of color who are more likely to live in areas of high flood risk and areas that experience urban heat island effects from a sparse tree canopy.

**Growing and lingering personal safety concerns** Personal safety on transit vehicles is now a top concern of riders. Some potential riders remain concerned about their health and choose not to use transit. The number of people experiencing houselessness has grown, including the numbers of unhoused residents at or near transit stops. Severe injuries and traffic fatalities have also increased in recent years.

Similarly, pedestrian and cyclist safety has declined during and post pandemic. Regional agencies are focused on addressing the root causes, which include an increase in traffic speeding, facility gaps, poor lighting and other issues.

**Improvements to make transit faster, more reliable, and more attractive** TriMet, Metro, the City of Portland (including its Rose Lane Plan) and other jurisdictions have studied hundreds of bus-priority lane and spot improvement projects between 2018 and 2022; more than 50 were implemented. Figure 10 provides an example of the effectiveness of one of these investments: the Burnside Bridge.

**Figure 10. Before-and-after effects of Burnside Bridge bus-priority improvements**



## Safe and Healthy Urban Arterials

In preparing for the RTP, Metro developed this RTP policy brief describing existing conditions, challenges and policy considerations for urban arterials in the region, which are of high importance for transit.<sup>5</sup> Eight of the 10 highest-ridership TriMet

<sup>5</sup> Metro, [Safe and Healthy Urban Arterials Policy Brief](#), October 2022.

bus routes are on urban arterials that carried 25% of TriMet's ridership in 2020. Takeaways from the report are included below.

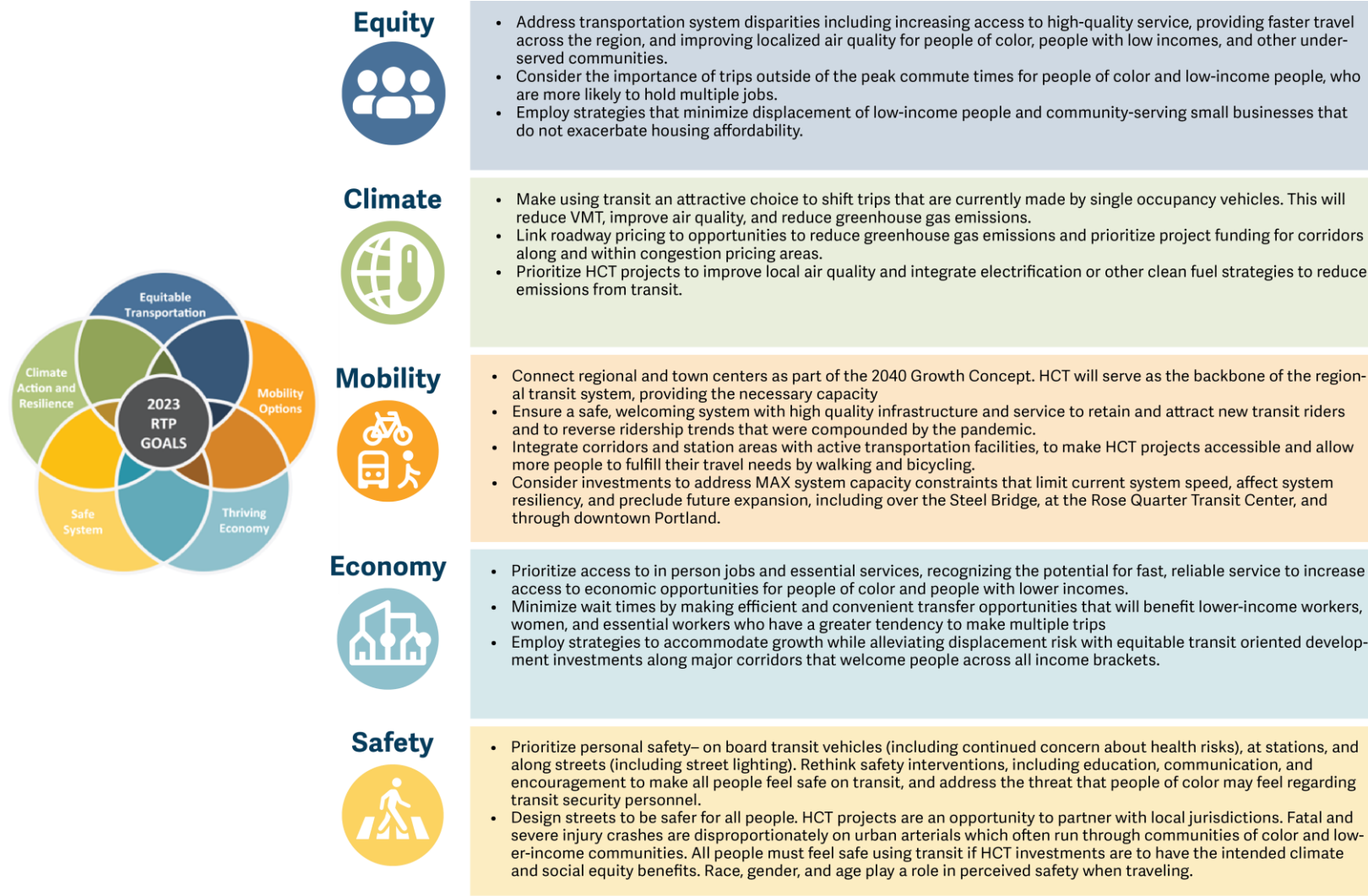
- Urban arterials represent 5% of roadway miles but have over 40% of serious and fatal crashes, as well as a disproportionate number of serious bicycle and pedestrian crashes and fatalities.
- Two-thirds of urban arterials are in areas with higher populations of people of color and people with lower incomes; fatal and severe injury crashes disproportionately affect these communities.
- Urban arterials are critical for implementing the regional growth concept since they serve many of the region's regional centers, town centers and station communities where the most housing and job growth will occur.
- Existing zoning, design and safety deficiencies, outdated standards, lack of funding, and complex coordination are among the challenges to addressing needs and creating thriving centers along urban arterials.

The policy brief identified policy, design and funding challenges for the RTP to address in defining a new approach for urban arterials that addresses equity and safety issues. HCT investments identified for urban arterial corridors could be a key mechanism for coordinating improvements on these streets.

### **Synthesis of challenges and opportunities to be addressed**

Figure 11 below illustrates the five pillars of the 2023 RTP goals and how they relate to HCT opportunities.

**Figure 11. HCT opportunities related to 2023 RTP goals**



## High capacity transit policy framework updates

High capacity transit is the backbone of both the 2040 Growth Concept and Climate Smart Strategy,<sup>6</sup> as well as the foundation for the transit network in the RTP which is a key tool for implementing both documents. The 2040 Growth Concept sets forth a vision for connecting the central city to regional centers such as Gresham, Clackamas and Hillsboro with fast and reliable HCT; these connections will help greater Portland concentrate development and growth in its centers and corridors.

Based on a review of existing regional, state and federal policies; evaluation of the challenges and opportunities described above; and review of policies in similar regions; this strategy update refined the policy framework to better reflect current and future regional priorities and desired outcomes for HCT. Key considerations included:

- prioritizing social equity in transit investments by emphasizing the importance of high-quality service to make transit work for everyone
- addressing climate change as another key priority for transit investment, recognizing that climate and equity are interrelated challenges for the region
- prioritizing maintenance as key to preserving a resilient and reliable system, and
- more clearly addressing the role of the better bus program as a distinct tool for increasing reliability of the transit system.

A key element of the policy framework is defining what HCT looks like in greater Portland and the role that it plays in the regional transportation network. This strategy update recharacterized high capacity transit to:

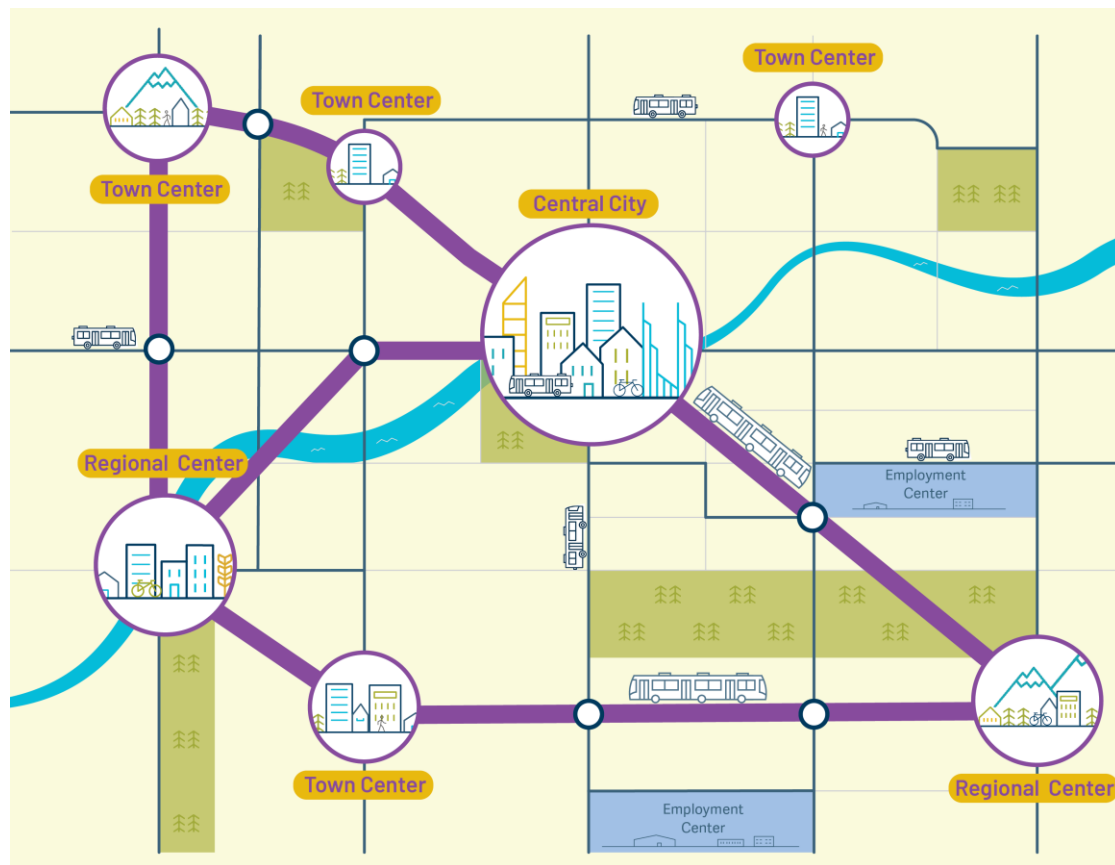
- lead with the *purpose* of HCT, which is to serve as the backbone of the regional transportation (not just transit) network
- expand the *role* of HCT to connecting regional centers and major town centers (see Figure 12)
- integrate *social equity* by emphasizing that HCT should connect people who are marginalized by society (e.g., communities of color), suffer from institutional or structural discrimination or rely on transit (i.e., people of color, limited English proficiency, 18 or under, 65 or over, low-income, differently abled) with high-quality transit
- define the *essential attributes* of high-quality transit as fast, frequent, safe and reliable

---

<sup>6</sup> <https://www.oregonmetro.gov/climate-smart-strategy>

- emphasize that HCT provides the needed *capacity* to serve the region's highest demand corridors
- specify the *levels of transit priority*, aspiring to operate in exclusive guideway to the extent possible
- specify the *transit modes* that may be considered, which include corridor-based rapid bus such as the FX2-Division line, that may not have majority exclusive guideway.

**Figure 12. Regional transit network concept**





### **Defining bus rapid transit**

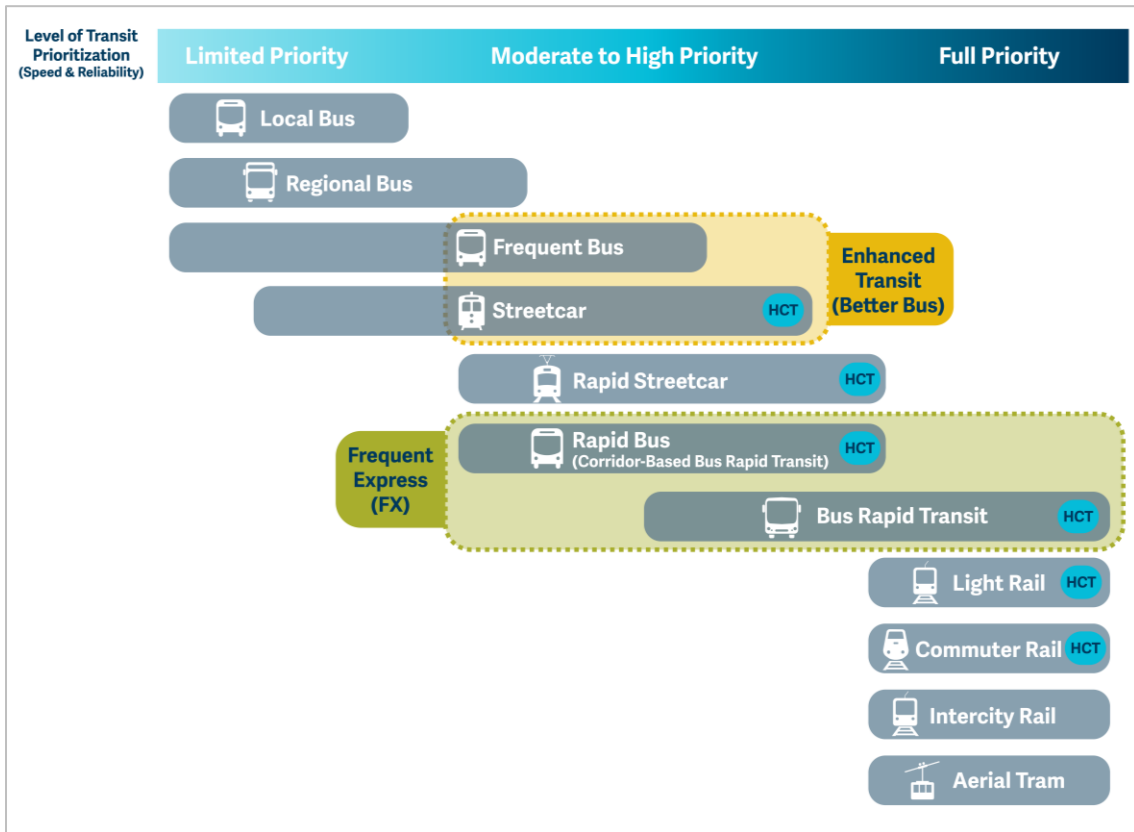
Federal funding has been and will continue to be essential to advancing most HCT corridors. BRT, as defined by the Federal Transit Administration's Capital Investment Grant program, must include:

- more than 50% of the route is in a fixed, separated guideway dedicated for public transportation during peak periods
- defined Americans with Disabilities Act-compliant stations with shelters and route schedules
- solutions for faster travel time at congested intersections
- bi-directional weekday service for at least 14 hours a day arriving at least every 15 minutes all day or 10 minutes at peak and 20 minutes at all other times
- weekend service for at least 10 hours a day arriving at least every 30 minutes all day
- unique branding.

The program also considers projects that are corridor-based BRT. These projects do not have requirements for weekend service, and the corridor does not need to have exclusive guideway. Corridor-based BRT projects must still include the other elements noted above.

Figure 13 below illustrates the modes that are HCT, ranging from light rail or rapid bus (bus rapid transit) with majority exclusive guideway to corridor-based rapid bus with a mix of exclusive and shared right of way (such as the FX2-Division high capacity bus service) to a streetcar mode.

**Figure 13. Spectrum of regional transit modes**



### Better bus: Example of a city-led initiative

Cities all over Greater Portland can work with TriMet to support shared goals.

The City of Portland developed an Enhanced Transit Toolbox that describes many types of speed and reliability improvements that can be implemented as part of better bus enhancements.

Better bus investments complement HCT by improving the speed and reliability of regional transit and improving access to jobs, services, recreation and other essential destinations in the Metro area. Better bus includes spot treatments that enhance bus speed and reliability, but it does not include the comprehensive corridor investments of HCT. The diagram to the right compares common better bus and frequent express (FX) rapid bus treatments.

Street Design	● ● ●
Signal Improvements	● ● ●
Queue Jumps	▶ ● ●
Dedicated Bus Lanes	● ● ●
Distinct Branding	FX ●
Enhanced Stations	●
Specialized Buses	●
All-Door Boarding	●
Transit Signal Priority	●
Street Access Improvements	●
<b>FX</b>	<b>BetterBus</b>



## HIGH CAPACITY TRANSIT VISION DEVELOPMENT PROCESS

### High capacity transit vision

The HCT vision is the comprehensive future network of HCT corridors with enhanced amenities and transit priority that work together to move more people, more quickly than other types of regional or local transit. Well-connected and people focused, the vision will create convenient connections between people and jobs, services, commerce and other major destinations (e.g., colleges, hospitals, affordable housing). The vision prioritizes those who depend on transit or lack travel options, particularly communities of color and other marginalized communities.

The vision builds on prior work and:

- reflects the vision and goals adopted as part of the 2023 RTP Update process, described in the HCT policy framework section
- carries forward regional goals and investment priorities using the 2018 RTP HCT Readiness and Assessment criteria developed based on those priorities in partnership with regional stakeholders
- connects regional and town centers to support the 2040 Growth Concept
- maintains consistency with the Federal Transit Administration's Capital Investment Grant Program project justification criteria
- reflects the greater Portland region's history of success with the Federal Project Development process (advancing one corridor every 3 years)
- considers investments within the RTP horizon and beyond (thinking toward the next growth concept horizon of 2070)
- contemplates optimal network design (e.g., radial, grid, multihub) and character (e.g., coverage, spacing, intensity).

The vision will take years to achieve, but significant progress has been made in the last 35 years. Some HCT corridors identified are not ready to move forward today; they lack the population density or number of jobs to warrant a major transit investment such as HCT. However, the vision recognizes that these places are where future growth is focused and that as time goes on, they will become viable and important corridors for HCT investment. Other corridors are already clear regional priorities — such as the Southwest Corridor project — where all of the

#### Reflecting local and community visions

Community feedback show strong support for the following corridors. This feedback was essential to refining the HCT vision:

- Lombard/Killingsworth
- Martin Luther King Jr. Blvd.
- Cesar Chavez
- Clackamas to Columbia
- Halsey
- Burnside
- Powell
- Highway 212/Sunnyside
- I-205
- McLoughlin
- WES/Route 76 - Beaverton to Wilsonville
- Highway 26
- 185th Avenue
- Highway 99W

right ingredients are in place today. The vision combines all of these corridors, representing the full buildout of the region's HCT system.

## Evaluation approach

Metro enacted a two-step process, very similar to the 2018 Regional Transit Strategy process. The first step considered a broad universe of potential future HCT corridors and narrowed to those best aligned with regional goals. The second step focused on readiness, or the ability for a given corridor to move forward in the near versus long term. Once the prioritized short list of corridors was identified, community feedback and discussions with regional stakeholders refined the list of corridors and priorities.

The following sections provide a brief summary of the evaluation process; for more details, please see Appendix D, Level 1 Screening, and Appendix E, Readiness Evaluation. The process is illustrated in Figure 14.

### Core evaluation criteria

**Mobility** Ridership and travel time

**Land use and market support**

Urban form, centers and land use

**People and job density** Cost

effectiveness

**Operating and capital project**

**cost per rider** Equity benefit and access to jobs and services

**Environmental benefit** Vehicle

miles traveled

Figure 14. Regional HCT plan update process

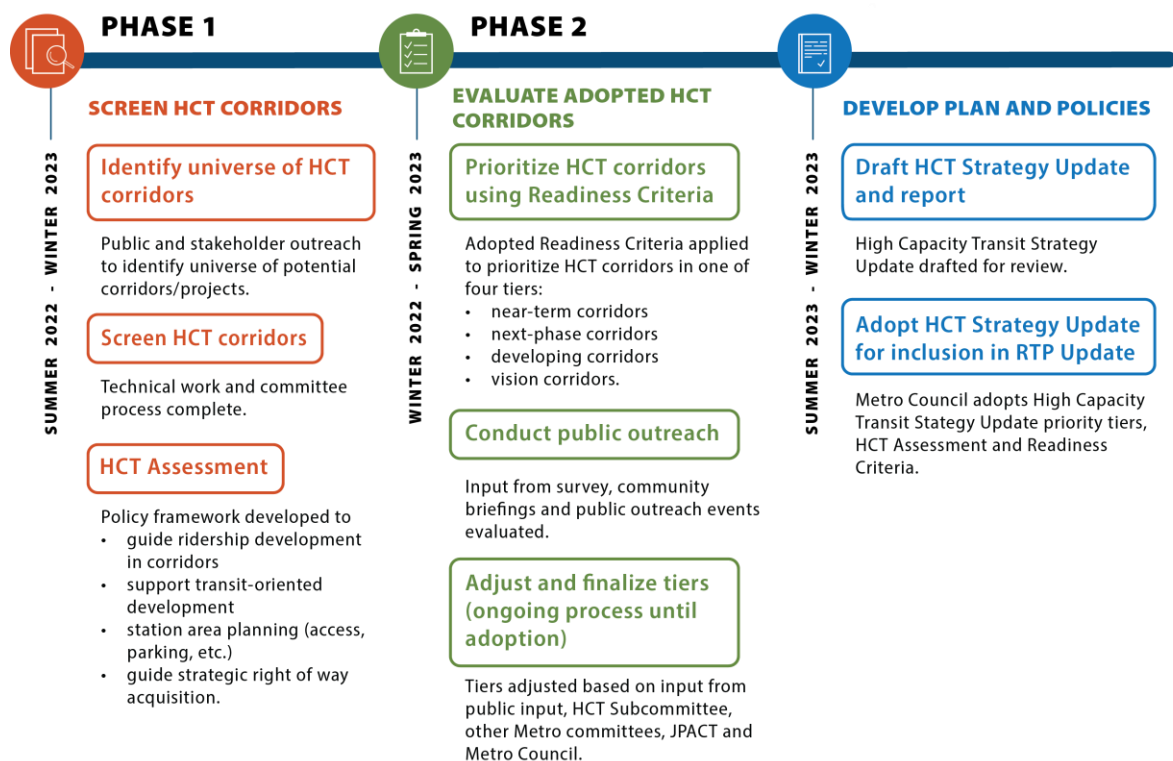
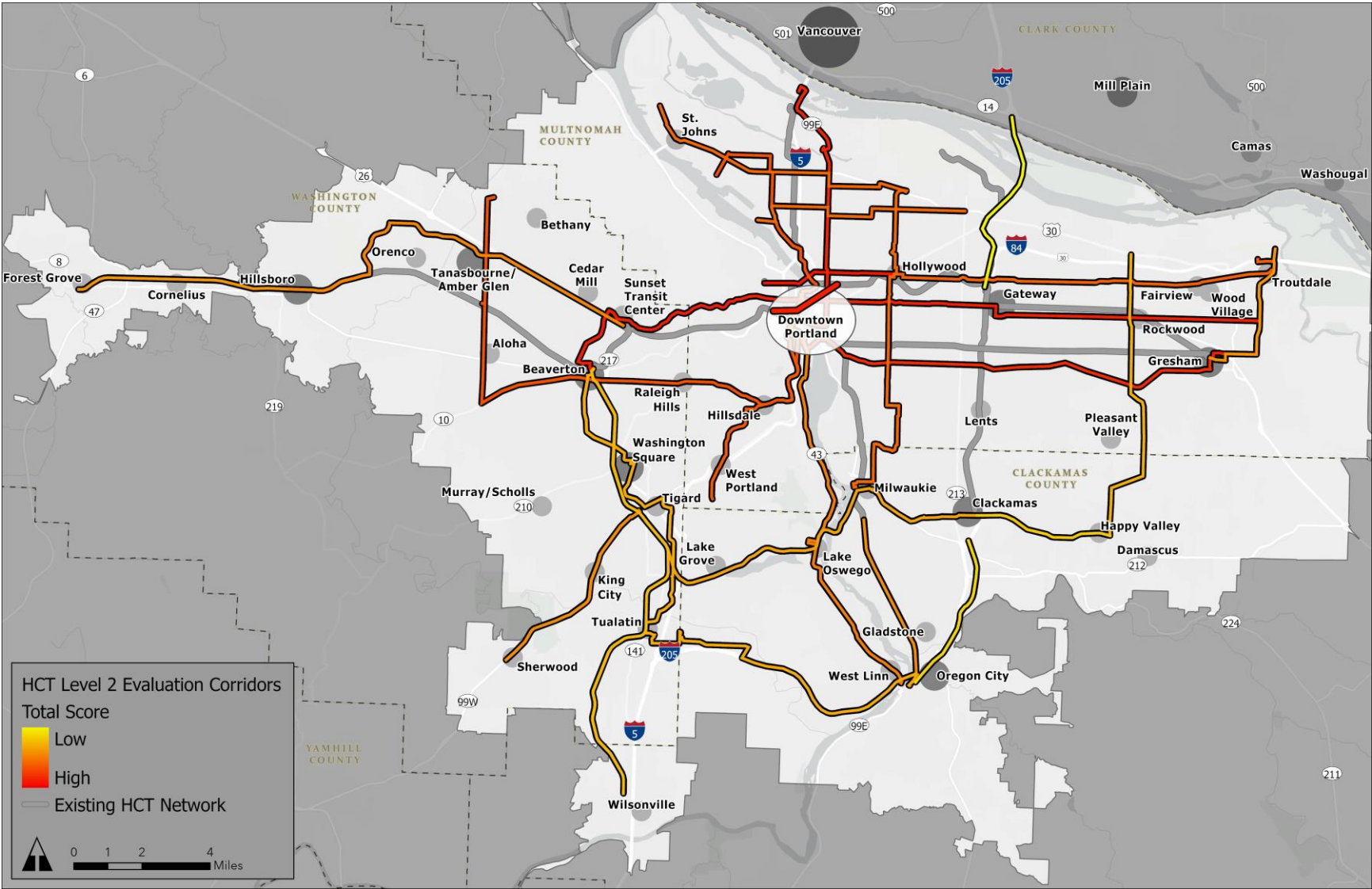


Figure 15 shows the initial scoring from the evaluation which considered the following:

1. Where are more people traveling today and where will they want to travel in the future?
2. What connections link the most people and historically marginalized communities to jobs, essential services and other major destinations?
3. How long does a transit trip in a certain area currently take compared to other travel options? How much could an investment in high capacity transit improve travel?
4. What are the needs and priorities voiced by community members and organizations, businesses, agency partners and elected officials.

The HCT corridors shown are representative; that is, they do not necessarily represent the exact corridor that would advance. Additional work outside of this strategy update is required to define the exact corridor, termini and mode.

Figure 15. Level 2 evaluation corridor scores



**Readiness assessment**

To use resources cost-effectively and consistent with regional mobility, equity and environmental priorities, HCT is a tool for connecting centers of activity where a high number of people live, work, and visit. The readiness assessment considered the following factors that are known to contribute to successful HCT corridor implementation and that reflect federal funding priorities:

- very compact urban form (e.g., grid, small blocks) that places destinations and affordable housing options near transit (with limited parking)
- very dense mix of uses and a balance of jobs and housing that create a place where activity occurs at least 18 hours a day
- mix of many and diverse essential services near transit: grocery stores, medical clinics and educational institutions
- well-designed streets and buildings that encourage walking and rolling
- streets with space to accommodate larger buses or trains and that are designed to include elements prioritizing transit
- good street connectivity with safe, direct and convenient access to walk and roll to, from, and beyond transit stops and stations
- local plans, strategies and partnerships that underpin transit-supportive places.

Table 1 shows the readiness criteria used for corridor evaluation.

**Table 1. Readiness criteria**

Category	Metric
Documented Support	Community support Transit-supportive land use Work completed to date
Physical Conditions in the Corridor	Physical space Miles of sidewalks within one-half mile of the corridor, normalized Miles of street with bike facility present within one-half mile corridor, normalized
Implementation Complexity	Corridor length Freight corridor

## HIGH CAPACITY TRANSIT CORRIDOR INVESTMENT PRIORITIES

The strategy update prioritizes corridors to create a pipeline for implementation over time. In the past 30 years, Metro and TriMet have taken on a major investment analysis about every 3 years. This number has increased in recent years as four regional corridor planning efforts have been initiated since the 2018 Regional Transit Strategy was adopted, including two rapid bus projects. More corridors could potentially move forward if additional resources are devoted.

### Prioritized investments

This strategy update identifies near- and long-term regional HCT investment priorities. Mode decisions will be made as corridors enter into the FTA alternatives analysis process, but most corridors assume rapid bus as the primary investment mode.

To distinguish near-term regional priorities from corridors that will need time to develop, a simple set of priority tiers was established. Funding is a major constraint in moving corridors forward both because of federal funding timelines and requirements, as well as a lack of local funding to move projects forward. Obtaining funding through the FTA Capital Investment Grants program, whether Small Starts or New Starts funded, takes 7 or 8 years or more from initiation of a federal alternatives analysis to completion of a full funding grant agreement and construction. Additionally, only those HCT corridors that meet strict federal funding criteria are eligible for federal funding. In most cases, lower-tier corridors do not have sufficient land use, population, and employment density in place to be competitive for increased investment in the short term.

Table 2 shows the HCT vision corridors ranked by priority tier. Near-term regional priority corridors (Tier 1) should be advanced first and work on these corridors is already underway. However, no corridor is guaranteed advancement, and every corridor has the opportunity for rapid advancement by meeting the High Capacity Transit Assessment and Readiness Criteria in the 2023 RTP.

**Table 2. HCT regional priority investment corridors by tier**

Tier	Tier description	Explanation	ID	Corridor	
1	Near-term corridors	Corridors most viable to advance into implementation in next 4 years.	Tier 1 corridors include those with adopted locally preferred alternatives or have active work underway. They were <i>not</i> included in the evaluation detailed in the HCT vision development process section above because the region has already identified these corridors as a priority.	C7	82nd Ave
				C16	Tualatin Valley Highway
				C29	Southwest Corridor
				C30	Interstate Bridge Replacement
				C28	Montgomery Park Streetcar
2	Next-phase corridors	Corridors in which implementation may be viable if recommended land use planning and policy actions are implemented.	Tier 2 corridors scored well on Level 2 and Readiness criteria; they are candidates for HCT investment and could be ready to advance toward implementation in the next 5 years.	C14	Central City Tunnel
				C19	Portland to Gresham via Burnside
				C21	Hayden Island to Downtown Portland via MLK
				C23	Bethany to Beaverton via Farmington/SW 185th
				C25	Beaverton to Portland via Hwy 10 (BH Hwy)
				C20	St. Johns to Milwaukie via Cesar Chavez
				C24	Swan Island to Parkrose
3	Developing corridors	Corridors in which implementation may be viable if: 1. There is additional land use investment; and 2. There is a local champion to support corridor development; or 3. There is interest in development, but land use and ridership potential are not yet supportive.	Tier 3 corridors were those in which more work would be needed before they become candidates for investment. Some scored well on Level 2 but not on Readiness criteria, which may mean that corridors may not yet have sufficient population density/land use policies in place. Alternatively they could have scored moderately on Level 2 and Readiness criteria. These corridors have a longer-term path to implementation.	C1	Portland to Gresham in the vicinity of Powell Corridor
				C22S	PCC Sylvania to Downtown Portland via Capitol Hwy
				C18E	Hollywood to Troutdale
				C11	NW Lovejoy to Hollywood via Broadway/Weidler
				C17S	Oregon City to Downtown Portland via Hwy 43
				C5	Sunset Transit Center to Hillsboro via Hwy 26/ Evergreen
				C27	Park Ave MAX Station to Oregon City in the vicinity of McLoughlin Corridor
				C4	Beaverton - Tigard - Lake Oswego - Milwaukie - Clackamas Town Center
				C6	Beaverton - Tigard - Tualatin - Oregon City



Tier	Tier description	Explanation	ID	Corridor
4	Vision corridors	Corridors in which implementation may be viable when projected land use, policy outcomes and projected ridership is in line with HCT investment.		
		Tier 4 corridors are those that scored lower on Level 2 or Readiness criteria. Additional planning work, and increased land use and population density would be needed to support HCT investment. These corridors may be candidates for other types of investments.		
			C2	Tigard to Sherwood via Hwy 99W Corridor
			C9	Hillsboro to Forest Grove LRT extension
			C10	Gresham to Troutdale LRT extension
			C15	Happy Valley to Columbia Corridor via Pleasant Valley
			C3	Beaverton to Wilsonville in the vicinity of WES
			C12	Clackamas Town Center to Damascus
			C26	Clackamas Town Center to Oregon City
			C8	Gateway to Clark County in the vicinity of I-205 Corridor

Figure 16 shows the corridors by tier. The corridors shown on this map were used to define and analyze potential HCT investments, but do not necessarily represent the ultimate corridor or termini of any given corridor. Much additional work, described in the next sections of this report, is required to further define and refine these corridors, their HCT modes, and many other components.

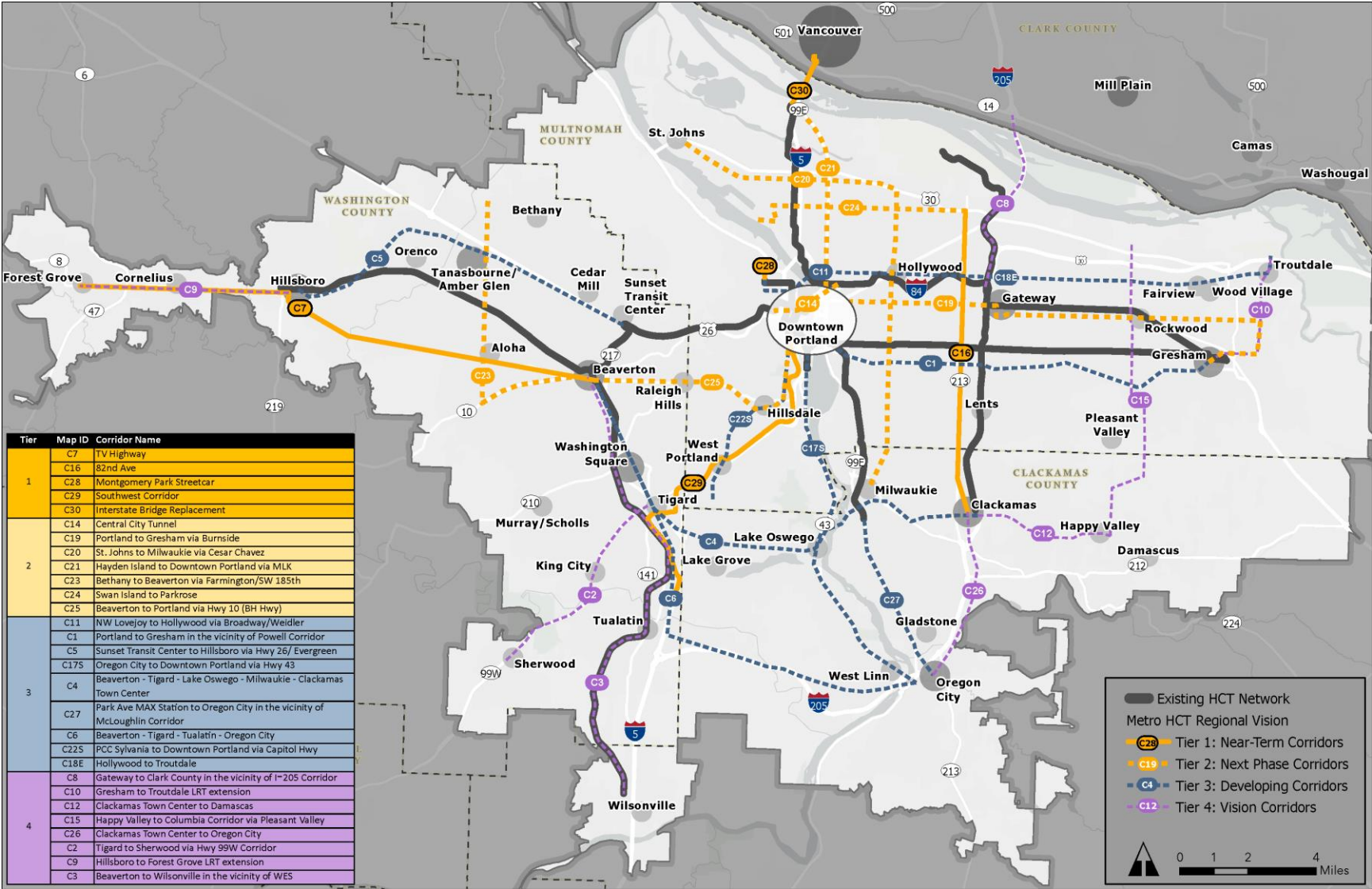
#### Community priorities

These vision tiers also reflect community investment priorities which indicated clear need for and interest in high capacity transit solutions for near-term and next-phase corridors for better access to neighborhoods, jobs, and community places. Additional community priorities are focused on making high capacity transit for comfortable to use:

- increasing capacity to reduce crowding
- reducing bus travel and waiting time
- providing lighting, especially at the stop
- installing shelters offering protection from the weather
- ensuring stops are safe to access and comfortable to wait at
- increasing feeling of safety and security on the bus.



Figure 16. HCT regional vision corridors by tier



## IMPLEMENTING THE VISION

### Supporting high capacity transit development







High capacity transit investments take existing strong transit connections to the next level in accessibility and priority on the roadway and at the signal – while shining a light on the corridor in which it travels to improve safety, access and livability for current and future riders. For transit investments to meet success and be utilized to its fullest potential, other elements and improvements around the transit service and infrastructure are needed. The following general types of transit supportive elements factor into creating an environment that encourages transit ridership while meeting regional objectives around equity and affordability:

- land use, urban context, and transit-oriented development
- community stability and resilience
- complete streets: transit access and safety
- transportation demand management policies and programs
- transportation system management and operations
- transit affordability and fare programs.

Figure 17 presents these transit supportive elements and the strategies that can be considered under each.

**Figure 17. Overview of transit-supportive elements**



						
Element	Land Use, Urban Context, and Transit-Oriented Development	Community Stability and Resilience	Transit Access: Complete Streets, Safety, and Mobility Options	Transportation Demand Management Programs and Policies	Transit Affordability and Fare Programs	Transportation System Management and Operations
Why does it matter?	Density and mixed uses support high-frequency service and modeshare goals	Strategies to ensure existing residents and small businesses benefit from HCT investments	Multimodal streets help people get to and from transit safely	Incentivize alternatives to driving, and increase attractiveness and awareness of transit options	Make transit more affordable and accessible to all people	Make transit a competitive alternative to driving
What does it include?	<ul style="list-style-type: none"> <li>Supportive land uses including mixed use developments</li> <li>Transformation potential through transit-oriented development and higher-density development aligned with 2040 Growth Concept and the community's vision for growth</li> <li>Supportive planning and policies</li> <li>Local commitment to corridor investment</li> </ul>	<ul style="list-style-type: none"> <li>Robust community input and engagement</li> <li>Equitable development and affordable housing strategies</li> <li>Local anti-displacement policies and actions</li> <li>Targeted support for small businesses</li> </ul>	<ul style="list-style-type: none"> <li>Pedestrian network completion (sidewalks, crossings, accessibility, lighting, etc.)</li> <li>Bicycle network connections</li> <li>Transit-supportive street design</li> <li>Transit stop and station amenities</li> <li>Mobility hubs</li> <li>Shared mobility options</li> <li>First/last mile connections</li> <li>Shuttles</li> <li>Bicycle parking and storage</li> </ul>	<ul style="list-style-type: none"> <li>Parking policies</li> <li>Education and outreach</li> <li>Employer benefits programs</li> <li>Transportation wallet programs</li> <li>University/school affiliate programs (i.e., student passes, education programs)</li> </ul>	<ul style="list-style-type: none"> <li>Hop fastpass, e.g., enables fare capping and other discount options</li> <li>Reduced Fare Programs: Youth, Low-income, Honored Citizen, and Veterans</li> <li>Free fare grant programs</li> <li>Employer-sponsored transit discount programs</li> </ul>	<ul style="list-style-type: none"> <li>Optimize existing transit system operations and performance</li> <li>Transit-priority treatments</li> <li>Passenger information technology</li> </ul>
When is it done?	All stages	Pre-Project and Ongoing	All stages	Pre-project and ongoing	Pre-project and ongoing	Pre-project, as part of implementation, and ongoing
Who is responsible?	<ul style="list-style-type: none"> <li>Local jurisdictions</li> <li>Metro</li> </ul>	<ul style="list-style-type: none"> <li>Local jurisdictions</li> <li>Metro</li> <li>CBOs (i.e., Community-Based Organizations)</li> </ul>	<ul style="list-style-type: none"> <li>Local jurisdictions</li> <li>Transit service providers</li> <li>ODOT</li> <li>Metro</li> </ul>	<ul style="list-style-type: none"> <li>Local jurisdictions</li> <li>Transit service providers</li> <li>Metro</li> <li>CBOs</li> <li>Employers</li> </ul>	<ul style="list-style-type: none"> <li>Transit service providers</li> <li>Employers</li> </ul>	<ul style="list-style-type: none"> <li>Transit service providers</li> <li>ODOT</li> <li>Metro</li> </ul>

## The role of community engagement

Community engagement is a core priority of Oregon communities; it is the first goal in Oregon's statewide land use goals. Intentional and authentic community engagement conducted throughout the HCT planning process informs project development and can galvanize lasting community support. Engagement improves projects and outcomes by helping hone the problems addressed by HCT corridor investments, avoiding or mitigating impacts, and identifying how the investment can best meet needs.

Buy-in from residents, employees, and other stakeholders living in and around a transit corridor is crucial, underlying each of the six elements presented above. Community engagement creates opportunities for co-creation, giving both agency staff and residents an equal stake in decision-making — jointly designing, planning, and executing project work. A key component of co-creation is centering events designed and led by residents, including **street design workshops, walk audits, and charrettes**. These events cement residents' ownership of the narrative surrounding their communities and the changes they wish to see.

## Land use, urban context, and transit-oriented development

The value of HCT lies in its ability to move large numbers of people at high frequencies. The land uses and development context around station areas are critical to realizing HCT's full potential. Higher density zoning allows for more people to live, work, and play in proximity to transit, while mixed use developments create a variety of destinations for people to access in one place. This makes transit a convenient and attractive option for large numbers of people, effectively reducing the number of trips needed to be taken by car.

There are many considerations when designing transit-supportive land uses and urban contexts, from local community support to government policies.

**Existing conditions and context.** Many communities feel strongly about the character and role of their neighborhood against the wider urban context, especially those who are at risk of displacement. Existing anchor institutions such as major employment centers or regional destinations will also heavily impact ridership potential. Understanding the needs and concerns of existing residents, businesses, and other stakeholders is crucial to project success.

## Future transformation potential as imagined under the 2040 Growth

**Concept and the community's vision for growth.** Planning solely based on the existing land use and urban context isn't enough, especially when considering the time and cost of developing transit infrastructure. Supportive land use decisions should be visionary in their approach, factoring in the unrealized potential for further density or growth. Considering the long-term land use vision helps future-

proof HCT investments, ensuring the infrastructure can accommodate future needs, which can save resources in the long term.

**Supportive local planning and policies.** Local and regional jurisdictions can create the legislative space for transit-supportive decisions to be made. The state's Climate Friendly and Equitable Communities amendments to the Transportation Planning Rule require policies such as eliminating parking minimums with new development. Developing station area plans are an early action in corridor development that help tailor local zoning codes and policies to the local context and community-supported vision.

**Commitment to corridor** HCT delivers economic potential to entire corridors, and local jurisdictions should be on-board with the opportunities and impacts that will cascade along the route that transit services will take. This could mean matching local investments, zoning, and redevelopment opportunities to the rights-of-way and urban streetscape throughout the corridor.

#### **Community stability and resilience**

HCT infrastructure brings new and improved travel options to our region. HCT is an important element of our regional transit system and providing people with access to jobs and other opportunities. However, HCT investments can incentivize redevelopment of property along project corridors and have historically led to land value and rent increases. Taking intentional steps to prevent the displacement of local residents and small businesses, particularly those of lower income backgrounds and historically marginalized communities, is an important part of equitably investing in HCT. Building community resilience to change is a complex and multifaceted process and is not limited to one stage of an HCT project's lifecycle. Many elements should be put in motion during early planning, but require ongoing reassessment and engagement.

**Understanding demographic and market trends.** Trends in demographics and market indicators can identify whether a corridor is currently undergoing gentrification and displacement (residential and commercial), and help jurisdictions evaluate the potential risk for further gentrification and displacement that may accompany proposed transit investments, and prioritize policies and programs to mitigate potential impacts.

**Equitable development and affordable housing strategies.** Creating an equitable development framework that guides all land use and development planning in a project corridor helps a community evaluate its guiding principles to ensure that equity is an ongoing part of the planning and development conversation, and includes affordable housing and anti-displacement strategies. The Southwest Corridor Equitable Development Strategy and Equitable Housing Strategy (see callout below) are recent local examples. Metro's transit-oriented



development program is one resource providing funding to stimulate private development of higher-density, affordable and mixed-use projects near transit.

**Local anti-displacement policies and actions** Cities have policy tools that they can deploy to prepare for potential gentrification and displacement. Readiness for HCT includes steps to mitigate that risk through community input, partnerships with local organizations, and allocating funds to support or subsidize projects/programs. Metro is currently scoping an agency-wide, cross-departmental anti-displacement action plan that will also be a resource to regional partners looking to implement local strategies.

**Targeted support for small businesses** As communities change, small businesses benefit from outreach and designated support to ensure they understand the changing market, potential rent changes, and have access to programs that may help them stay in an area. Additionally, support is needed during construction to avoid disrupting local businesses and keep customers coming in the doors.

#### **Southwest Corridor Equitable Development Strategy and Equitable Housing Strategy**

Thanks to a Federal Transit Administration grant, Metro worked with partners from the community to explore how a proposed light rail and other investments in the Southwest Corridor could support community development and improve the quality of life for people of all incomes and backgrounds. This process built relationships among government and community members, employers, affordable housing providers, business leaders, philanthropic organizations and educational institutions. It established a new group, the Southwest Equity Coalition, and a pilot project grant program to support continued implementation of the strategy. One element nested within the broader effort is the Equitable Housing Strategy. A joint effort between the cities of Portland and Tigard, the strategy laid the groundwork for early actions to prevent displacement, and plan for more housing options and opportunities in the corridor. It also includes actions for building capacity in under-represented communities for advocacy and public involvement — one example being the SW Community Grants Program funding community-based partners to organize and engage low-income tenants related to affordable housing and transit issues.

These innovative tools can be replicated to create more equitable outcomes as greater Portland plans expansions to the HCT network.

### **Planning for transit-oriented development**

Both Metro and TriMet are working on updates to transit-oriented development plans.

Metro's Transit-Oriented Development Strategic Plan Update is exploring opportunities for better implementing regional racial equity strategies and furthering climate mitigation and resilience goals, including contracting and workforce, community-based organization development partnerships, inclusionary investment decision-making, urban heat island mitigation design requirements, energy efficiency standards, and parking ratios and other traffic demand management incentives. The plan guides transit-oriented development program activities to acquire land and provide gap funding for nonprofit and for-profit private developers to support the construction of higher density buildings in areas served by frequent service bus, streetcar or light rail. Similarly, Metro's Affordable Housing Bond Program allocated 10% of its funds to a site acquisition program where access to transit was identified as the top desired nearby amenity by community.

TriMet's draft Regional Transit-Oriented Development Plan builds on the guidelines approved by the Board of Directors in May 2020 to provide clarity and structure to the Transit-Oriented Development Program. The plan includes information and guidelines for the inventory, evaluation and prioritization of TriMet sites in the transit-oriented development program. It details how TriMet promotes transit-oriented development across the region. Most importantly, the plan empowers communities and partners to provide feedback regarding where transit-oriented development projects are located, how sites are selected, and how decisions are made. The plan is designed to provide transparency to all elements of TriMet's transit-oriented development work and is focused on creating equitable transit-oriented development projects for everyone.

### **Transit access: complete streets, safety, and mobility options**

Most transit trips begin and end with active transportation. The quality of access to transit stops and stations can make a marked difference in the usefulness of transit services. This means investing in the streetscape around transit station areas, completing pedestrian and bicycle networks and to HCT stations, and partnering with mobility service providers to ensure people can safely reach HCT services.

**Multimodal and Complete Streets** Completing the local sidewalk and bicycle facility network, providing wayfinding and street lighting will make it safer for all people to access transit. Promoting disability-friendly transit services means committing to Americans with Disabilities Act-compliant crossings, sidewalks, and curb ramps, as well as transit platforms that offer level boarding onto vehicles. Resources including the National Association of City Transportation Officials [Transit Street Design Guide](#) provide guidance on how city streets can be adapted to serve the needs of all people accessing transit facilities. The Oregon Department of Transportation has also developed updated guidance for accommodating all modes on state highways, the [Blueprint for Urban Design](#).



### **First and last mile mobility options**

Bikeshare, carshare, circulator shuttles, and rideshare are all travel options that can be made available at HCT stations, allowing riders to easily switch between modes and complete the first or last part of their trips. Providing secure bicycle storage encourages bicycle owners to consider riding to and from transit. These travel options and amenities can be integrated with Complete Streets efforts and integrated into mobility hubs — locations where transportation services come together providing options for people to access and comfortably make connections to and from transit.

### **Transportation demand management programs and policies**

For many people, driving (alone) is the default means of travel, especially if existing systems and policies incentivize and subsidize driving and parking. Transportation demand management programs seek to shift trips to travel modes such as transit, active transportation (walking and biking), and ridesharing through incentives that make them more attractive and feasible for everyday trips. A lack of knowledge and understanding of transit is a common barrier to transit use, making strategic distribution of transit information and resources an important element of transit success. Transportation demand

### **Safe and healthy urban arterials**

Another focus area for the 2023 Regional Transportation Plan update is developing safe and healthy urban arterial roadways. State and local transportation agencies have been working to enhance safety on urban arterials for decades. While these corridors serve an important regional mobility function in connecting centers, they are typically more dangerous due to higher speeds, volumes and more travel lanes than minor arterials and are the most complicated roads to make improvements on because they require a lot of coordination and planning. Successful high capacity transit projects have illustrated the capacity of regional partners to coordinate effectively to complete complex, multimodal corridor projects. The safe and healthy urban arterial policy brief identifies strategic actions that regional partners can take to support developing urban arterials as complete streets and increase access to current and planned transit routes.

### **Access to transit study**

An emerging trend in local transit services is using smaller vehicles that range from vans and shuttles to small buses with fixed to flexible routes to fill the gap between traditional bus and rail services, as well as local destinations. In some cases, these services use ride-hailing and other new technologies to provide on-demand micro transit services.

In close coordination with public transit service providers in the region, Metro will explore how these emerging trends improve transit access and convenience, and how they might fit into a broader strategy to fill gaps in transit service that connect people in more suburban areas. This study will make recommendations for consideration in the 2028 RTP update.

management programs come in many different shapes and sizes depending on design and context.

**Employer-based programs** Employers can offer commuter benefits such as subsidized transit passes or bikeshare credit instead of parking permits, which encourages employees to make their regular trips without their cars. Employers are also an important stakeholder to partner with in raising awareness of transit options, and encouraging ridership.

**Municipal and agency policies** Jurisdictions can manage parking supply and parking costs to support the competitiveness of transit. Parking policies that support transit include matching parking pricing to demand, shared parking between uses, unbundling parking from rental and for-sale residential and commercial space, and removing minimum parking requirements for new developments. Transportation wallet programs in the City of Portland are another successful example that incentivizes transit and active transportation use over driving and parking. Establishing parking districts around station areas can be a helpful policy and planning tool to achieve transportation demand management goals.

#### **Transit affordability and fare programs**

For lower-income people, the cost of transportation can be a substantial if not disproportionate financial burden. Per trip transit fares can be high especially for families and for those making frequent short trips. Part of making HCT accessible lies in establishing fare policy that enable more people to choose transit as a regular option. The following considerations can further help price transit competitively to make it an attractive choice for all riders.

**Student and youth fare programs** The majority of students are not in the workforce, and thus lack substantial regular income. Both TriMet and SMART offer reduced fares for students, including community college students. Portland Public School students can ride TriMet free during the school year and there are free summer programs. Partnering with schools, universities, and other community organizations can help publicize fare programs for young people, and encourage more to ride transit and navigate transit.

**Low-income fare programs** TriMet currently offers an Honored Citizen Fare Card, and people with low incomes can apply to use this fare with proof of income and government-issued ID to be submitted either through an online portal or at a designated enrollment location. While TriMet has taken numerous steps to make transit fares more accessible, barriers may still remain particularly those who lack access to a smartphone or availability during weekday business hours. Exploring partnerships with convenience stores and local retailers could help make low-income fare programs more accessible.

## **Transportation system management and operations**

Improvements to the speed and reliability of transit services is one of the most crucial ways to make transit more competitive with driving. Convenience is a key value for many people, and this can be achieved by reducing bus travel times, making transfers more seamless, and providing real time information for people to plan their trips.

**Optimize existing transit network** Many local bus services connect neighborhoods to key corridors, providing a feeder service for HCT. Timing transfers and right-sizing the amount of line duplication will help increase the transit travelshed, optimizing transit coverage and enhancing the rider's experience.

**Transit priority treatments** The Portland Metro region's framework for speed and reliability spot improvements, known as the Better Bus Program, partners with local jurisdictions to make capital investments. Improvements such as transit signal priority, transit-only lanes, queue jumps, and optimizing bus stops can reduce the amount of delay that transit vehicles experience and improve overall travel times.

**Passenger information technology** Real-time passenger information, either presented in a mobile application or on station displays, allow passengers to know when a transit vehicle will arrive. Information is important in helping people make travel decisions, and reduces the uncertainty faced by passengers who are transferring between services.

## **Project development and funding**

### **Federal funding and eligibility**

Federal funding will continue to be an essential component of HCT investment for many corridors in the Portland region. Some rapid bus projects could be delivered sooner and more cost-effectively if new revenues were available. FTA administers several Capital Investment Grants programs including Small Starts, New Starts, and Core Capacity grants. Roughly \$2 billion is allocated annually across all FTA Capital Investment Grant programs:

- Small Starts projects must be less than \$400 million in total cost and seek less than \$150 million in total Small Starts funding
- New Starts projects are greater than \$400 million in total cost and are seeking more than \$150 million in total funding.

Projects must be commuter (heavy) rail, light rail, streetcar, BRT or corridor-based BRT — the primary difference being that rail and BRT projects with fixed-guideway investments must have more than 50% of the route in dedicated transit lanes or other separated right of way. Corridor-based BRT projects do not need to

have exclusive guideway, but must have other elements. To be eligible investments, projects must:

- involve a “substantial” investment on a single route within a defined corridor
- include defined stations
- include features such as traffic signal priority for buses, off-board fare collection, park and ride facilities, etc.
- have short headways, including a maximum of 15 minute headways all day on weekdays and for BRT only, a maximum 30 minute headways on weekends. Corridor-based rapid bus is not required to operate on weekends
- use a separate and consistent brand identity for the service.

Since 1986, the region has been very successful in obtaining New Starts and Small Starts funding through the FTA 5309 Capital Investment Grants program. Partnerships in the region have resulted in approximately \$4.2 billion in transit investments, which includes \$2.29 billion from the FTA 5309 Capital Investment Grants program and nearly \$500 million from other federal sources. New Starts/Small Starts funding are a key part of the financial plan for major transit capital projects in the region. The FTA Capital Investment Grants program has historically contributed between 50% and 90% of project funding through Full Funding and Small Starts Grant Agreements.

Current assumptions and future projections for the 2023 RTP assume that Capital Investment Grants-eligible projects will pursue approximately 50% of project funding from the FTA 5309 New Starts/Small Starts program. This means that local matching funds must be allocated. Additional federal funding may be allocated to cover project costs through the allocation of financially constrained MPO-directed funding (e.g., Urban Surface Transportation Program, Congestion Mitigation and Air Quality, or Transportation Alternatives Program); however, total federal funding for a project cannot exceed 80% of the total project cost.

The local funding commitment typically includes contributions from state, regional and local projects partners. Contributions are discussed and budgeted during the planning and project development phases and range in type from dedication of right of way, lottery-backed bond proceeds, local improvement districts, general fund contributions and others. Non-federal funding contributions are negotiated project by project and typically consider facility jurisdiction, project needs and benefits and opportunities for partnership.

### **Operations Funding**

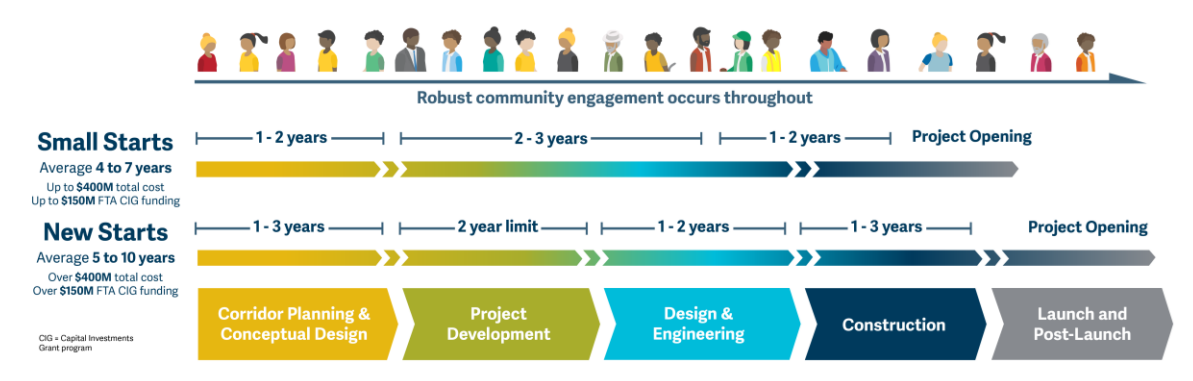
Funding to design and construct HCT corridors is only part of the funding story. Long-term funding is also needed for operations of HCT corridors – ongoing dollars to pay drivers, keep systems maintained, and supported. There are several dedicated sources of funding for transit capital projects, but fewer grant sources for ongoing operations. All HCT corridor projects will need to establish a solid

plan, working with TriMet and others, for long term operations and maintenance of these investments.

### Federal funding process

Projects follow a stepwise process to obtain New Starts or Small Starts funding (**Error! Reference source not found.**). The first major step in the process is submitting a request to formally enter Project Development to the FTA. Prior to making this request, project sponsors typically have completed early planning work in the corridor, have arrived at a locally preferred alternative, and may have started on the environmental review process. The National Environmental Policy Act process is the environmental review, which evaluates the environmental impacts of a project and documents the required mitigations. There is no specific requirement around completing certain activities prior to entering the project development phase.

**Figure 18. Small Starts and New Starts project development timelines**



The project development phase is when substantial design work and the National Environmental Policy Act process are completed, the Small Starts Rating application is submitted, and the funding commitments finalized prior to award of construction funding. Sponsors must show that they have funds available to complete this phase within a reasonable timeframe. FTA also requires submittal of additional information once preliminary design is completed, including a project management plan, refined cost estimates, identification of needed right of way, and completion of value engineering.

Once project sponsors have submitted information to support rating and evaluation of the project, FTA makes recommendations for which projects to fund in the Annual Report on Funding Recommendations. Funding is not guaranteed until Congress and the president have approved the funding requests. Typically, once a project makes it to the annual report, it will receive funding, though it may take several budget cycles to be allocated funding by Congress.

Project development includes:

- locally preferred alternative and RTP adoption, if not completed
- sufficient design and engineering

- National Environmental Policy Act clearance
- project evaluation and rating
- critical third-party agreements
- Requirement that 50% of non Capital Investment Grants funding is committed within 3 years of entering project development
- risk assessment/readiness.

**Error! Reference source not found.** shows a hypothetical timeline for an HCT project that uses federal Capital Investment Grants program funds after completing the process to get to project development. The process can take a minimum of 5 years to complete and typically extends to 7 or more years.

### Moving corridors forward

Figure 19 illustrates the general actions needed to prepare HCT corridors for and advance them through the development process to construction, categorized into five phases. Timelines for each phase will vary depending on project type and complexity.

1. **Pre-project** actions involve improving readiness.
2. **Corridor planning** including determining a preferred alignment and mode, early concept design, and applying to enter into the federal project development process, if applicable.
3. **Project development** includes advancing design, completing environmental review (e.g., National Environmental Policy Act) and securing project funding.
4. **Final design and construction** will result in a completed project.
5. **Post-project** actions may include fostering transit-oriented development, transit network changes, and anti-displacement actions

#### Elevating local voices

HCT investments don't happen without the leadership and engagement of local jurisdictions and partners. Local champions are needed to see projects through, all the way from "good idea" to station construction. Local partners are needed for the long haul, too – projects take years to come to fruition, meaning consistent engagement is key. Local champions and partners are also critical to ensuring transformative HCT investments maximize benefits to the local community, and to guide approaches to mitigating potential impacts like displacement.

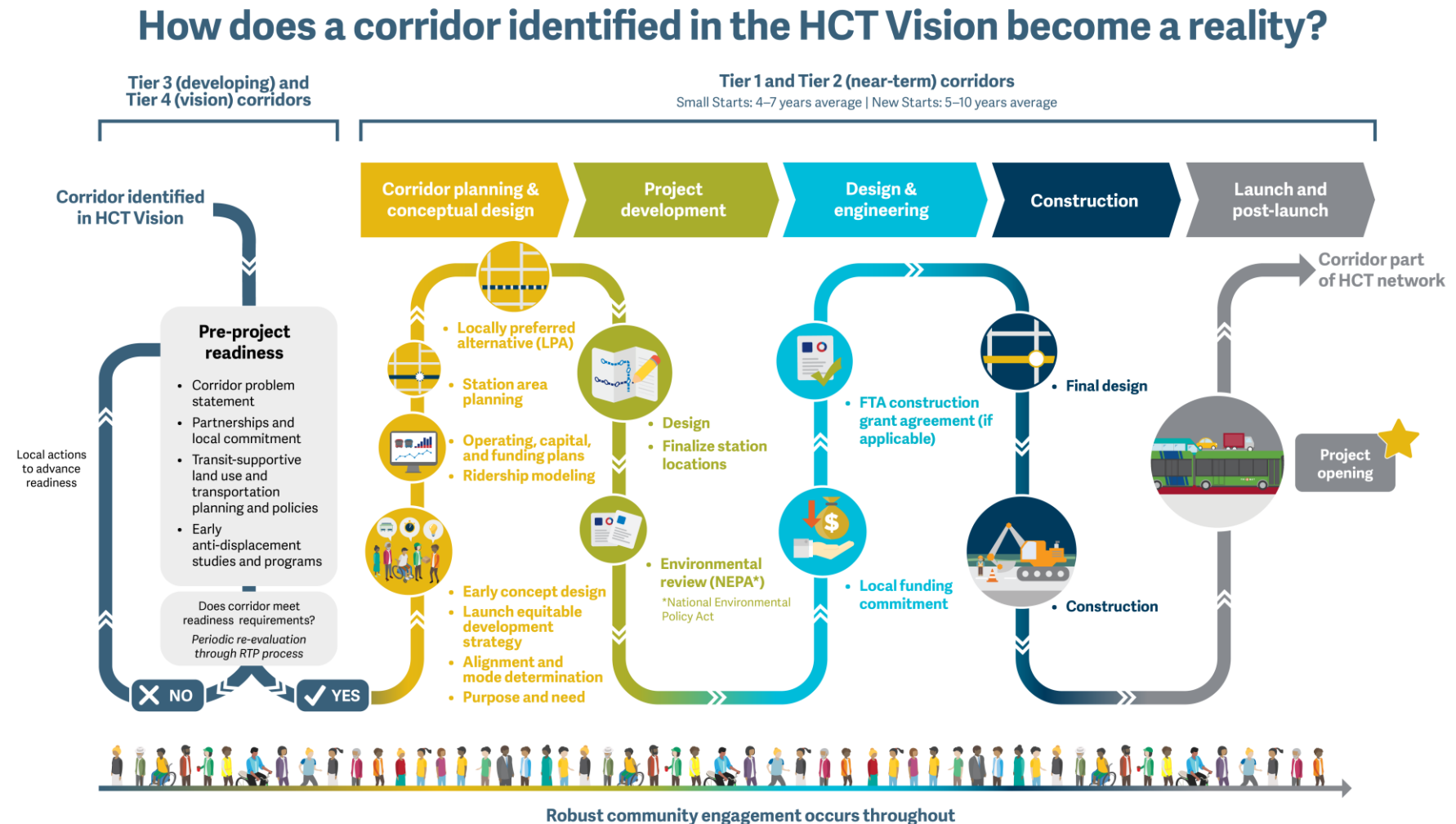
Figure 19 also illustrates conceptually where HCT corridors are in the project development lifecycle based on readiness tier.

**Tier 1** corridors are already in corridor planning and/or early project development actions.

**Tier 2** corridors are generally ready to proceed with HCT corridor studies, although they may be completing some readiness actions.

**Tier 3 and Tier 4** corridors, in general, are not yet ready to proceed. These recommendations focus on actions to increase the readiness of a given corridor including securing commitments from project partners and early land use planning.

Figure 19. HCT project development lifecycle





The general recommendations and actions needed to advance corridors based on readiness tier are broken out by 5-year increments below.

Tier 1 and Tier 2 corridors, in general, are ready to proceed with HCT studies and investment; the recommendations for these corridors are centered on concrete actions to further define the corridors, establish project champions and determine funding.

## **Recommendations**

### **Tier 1 corridor advancement, near term**

- Complete alternatives analysis and select locally preferred alternatives as appropriate.
- Complete NEPA process.
- Collaborate with local and regional partners, including Metro and TriMet, to determine funding approach.
- Foster continued community support and interest by providing regular updates to communities about the status of HCT investments.
- Collaborate with TriMet and Metro on sequencing of major HCT capital investments to ensure adequate staffing capacity is available to move projects forward.
- Collaborate with TriMet to determine operating funding and staffing needs to support the long-term operations of new HCT investments.
- Develop an equitable engagement and development strategy with key community stakeholders and Metro's Committee on Racial Equity.

### **Tier 2 corridor advancement, near term**

- Update functional classifications in transportation system plans to be consistent with the RTP design classifications to support implementing the 2040 Growth Concept and planned land uses. Commit to applying urban design standards (Blueprint for Urban Design, National Association of City Transportation Officials, Metro's Designing Livable Streets Guide, approved local standards) on identified corridors in policies and projects. Apply an outcomes and performance-based process that prioritizes safety, transit, walking and bicycling in trade-offs.
- Identify transit corridors in transportation system plans as candidates for HCT investment. Identify constraints or barriers that would need to be addressed to make the corridor "HCT-ready," such as freight designations, traffic volumes, and presence of cycling and walking facilities.
- Revisit land use plans and zoning to align higher-density uses with planned HCT corridors. Also consider development code and regulations that support transit usage, such as parking standards.

- Define corridor problem statement, refinement planning, and conceptual design to better understand the specific needs in the corridor and establish a shared vision with partners. There are usually corridor needs beyond the HCT investment – project partners must coordinate with other corridor planning processes to understand how improvements will be coordinated.
- Assess corridor against HCT Assessment and Readiness Criteria and make any needed adjustments to support Capital Investment Grants competitiveness.
- Begin identifying funding sources and/or commitments and engaging community about corridor transit needs.
- Build a coalition of local and regional stakeholders to support continued work on the corridor, including to support development of an equitable development strategy.

#### **Tier 2 corridor advancement, medium term**

- Conduct alternatives analysis to develop and vet HCT and related improvements that address the identified problems. Through this process, further define the preferred HCT mode, corridor termini, routing, potential station/stop locations, etc.
- Advance design work in support of alternatives analysis and NEPA.
- Gain further clarity on cost.
- Determine the locally preferred alternative with partners and community.
- Collaborate with Metro, TriMet, and partners to determine the appropriate funding approach. If federal funding is likely, review Capital Investment Grants program criteria and determine areas where the corridor could improve performance with respect to the criteria. This could mean additional changes to development code, adopting policies that encourage development of affordable housing, and others.
- Secure funding and start construction for projects.

Tier 3 and Tier 4 corridors, in general, are not yet ready to proceed. These recommendations focus on actions to increase the readiness of a given corridor.

#### **Tier 3 corridor advancement, near term**

- Identify transit corridors in transportation system plans and ensure roadway classification design supports transit-supportive elements. Identify constraints or barriers that will need to be addressed to make the corridor HCT-ready, such as freight designations, traffic volumes, and presence of cycling and walking facilities. As land use or comprehensive plan updates occur, consider how they can focus growth in key corridors to support HCT investment (and vice versa). Consider the presence of access to transit improvements and the mix of uses and destinations that are supportive of density thresholds that are

supportive of HCT and federal Capital Investment Grants funding program criteria. Consider how HCT would support the local land use vision.

- Develop corridor problem statements and corridor extents.
- Assess corridor against HCT Assessment and Readiness Criteria and look for opportunities to support readiness.
- Build a coalition of local and regional stakeholders to support continued work on the corridor.
- Invest in anti-displacement and housing stabilization before major transportation investments add displacement pressure.

#### **Tiers 3 and 4 corridor advancement, ongoing**

- Establish project champions, partnerships and political leadership.
- Create ridership development, land use and transit-oriented development plans for key centers and station areas.
- Assess financial feasibility. Conduct early analysis to understand how the corridor aligns with federal Capital Investment Grants funding program criteria and identify areas where improvement or changes are needed.

#### **Capital Investment Grants land use criteria**

The Capital Investment Grants program assigns a rating to each project based on multiple criteria, spanning land use to financial performance. In general, a project must achieve an overall “medium” rating to be considered for funding.

Capital Investment Grants funding criteria include specific thresholds for employment and household density that contribute to how well a project scores. Additionally, project sponsors must demonstrate that the investment will create new ridership above and beyond the existing corridor ridership.

### **Lessons learned from Division Transit and The Vine**

Fourth Plain in Vancouver, Washington, and Division Transit in Portland, Oregon, are the first rapid bus routes in the region. As the trailblazers, there is much to learn from these projects in looking ahead to building out the rapid bus network.

**While rapid bus is a catalyst for other much needed investments in the corridor** (e.g., sidewalks, housing), there are trade-offs to consider when packaging these investments. To be most successful, these projects should focus on key gaps and mobility needs to be most competitive for federal funding and efficient with local match dollars. Cost capping can be an effective tool for pursuing rapid implementation. Being clear about these trade-offs when identifying an approach is critical at the outset of the process.

**Understand the problems rapid bus is trying to solve** Is it problems with capacity and full buses or with speed and travel time? Knowing that at the outset will help identify the right tools to focus on in the solution in order to set the project up for success.

**Determine what decisions need to be made and who makes those decisions** early on to improve processes and provide greater transparency. Create a funding strategy and address environmental, right-of-way and utility needs earlier than you think you need to. Engage community-trusted stakeholders in decision-making and provide a clear process of two-way communication to influence the process.

**Be context-specific in the approach used and the solutions considered** Rapid bus along Division may look different than rapid bus along Tualatin Valley Highway. Consider opportunities for bus only lanes that can carry more people, more efficiently on a congested corridor. Consider what future transfers might be needed or leveraged.

**Consider how transitioning to electric buses will factor into the needs of the future transit network** and how the network can respond to and create opportunities for more multi-modal trips (e.g., more spaces for mobility devices and bikes on board).

**Plan for a seamless continuity of service during construction** and identify a traffic control plan early on. Be clear with contractors on specifications and how to manage construction to avoid or minimize impacts to communities and businesses. Reach out early and often to communicate any impacts that are expected or do arise.

### **Looking forward**

The region's multi-decade investment in MAX light rail will continue to be the backbone of the regional transit system, connecting the central city and regional centers. As we look forward to advancing new HCT corridors to serve growing population and employment, while meeting our land use goals, new approaches like rapid bus present major opportunities. Rapid bus provides the benefits of HCT at a cost that is more in line with the current constraints on the regional funding landscape, as well as imparting benefits like lower construction complexity and lower risk of displacement. It provides an opportunity to broaden the network and expand connections to town centers and strengthen connections to regional

centers — allowing us to fill the gap where corridors are indicating a readiness for high capacity transit investment in their ability to further the region’s mobility, safety, equity, climate and economy goals. This framework will inform future updates to the region’s long-standing 2040 Growth Concept as we look toward continuing to support compact urban development.

However, in all cases, the best HCT mode for all corridors will be developed through robust corridor planning. Different HCT tools are appropriate depending on context; streetcar in urban corridors, light rail extensions to serve new centers, and rapid bus in constrained corridors, are a few examples. All of these approaches will be considered in light of evolving regional goals and other priorities, including the recently adopted statewide Climate Friendly and Equitable Communities rules, to influence what HCT tool is determined to best for the needs of a given corridor.

The strategy update renews our regional commitment to HCT as an essential tool for achieving many regional goals. To realize these investments and all the benefits they bring, the region will need strong partnership, local champions, and engaged communities to ensure HCT maximizes value to everyone in our region.

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.  
[oregonmetro.gov/news](https://oregonmetro.gov/news)

Follow oregonmetro



Metro Council President  
Lynn Peterson

**Metro Councilors**

Ashton Simpson, District 1  
Christine Lewis, District 2  
Gerritt Rosenthal, District 3  
Juan Carlos González, District 4  
Mary Nolan, District 5  
Duncan Hwang, District 6

**Auditor**

Brian Evans

600 NE Grand Ave.  
Portland, OR 97232-2736  
503-797-1700



# Public and stakeholder engagement and consultation summary

High Capacity Transit Strategy Update  
2023 Regional Transportation Plan

DRAFT April 2023

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.**

[oregonmetro.gov/news](http://oregonmetro.gov/news)

**Follow oregonmetro**



**Metro Council President**

Lynn Peterson

**Metro Councilors**

Ashton Simpson, District 1

Christine Lewis, District 2

Gerritt Rosenthal, District 3

Juan Carlos González, District 4

Mary Nolan, District 5

Duncan Hwang, District 6

**Auditor**

Brian Evans

600 NE Grand Ave.

Portland, OR 97232-2736

503-797-1700



## TABLE OF CONTENTS

<b>Introduction .....</b>	<b>1</b>
Engagement Goals .....	1
<b>Public Engagement Overview .....</b>	<b>2</b>
<b>Stakeholders .....</b>	<b>2</b>
Partner Jurisdictional Staff.....	3
Partner Elected Officials.....	3
Stakeholder Advisory Committees .....	3
<b>Strategies .....</b>	<b>4</b>
<b>Milestone 1: Framework.....</b>	<b>5</b>
Milestone 1 Feedback Summary.....	5
Milestone 1 Engagement Activities .....	7
<b>Milestone 2: Vision.....</b>	<b>8</b>
Milestone 2 Feedback Summary.....	8
Milestone 2 Engagement Activities .....	10
<b>Milestone 3: Corridor Tiers .....</b>	<b>11</b>
Milestone 3 Feedback Summary.....	11
Milestone 3 Engagement Activities .....	14
<b>Milestone 4: Draft Strategy Update .....</b>	<b>15</b>
Milestone 4 Feedback Summary.....	15
Milestone 4 Engagement Activities .....	15



## INTRODUCTION

This report provides a high-level summary of the public and stakeholder engagement and consultation that was conducted to support the High Capacity Transit (HCT) Strategy Update for the 2023 Regional Transportation Plan (RTP). The project team organized or participated in dozens of outreach activities, and the feedback from these activities was used to shape and refine the HCT Strategy Update. This summary lists these outreach activities, outlines the groups of community members, stakeholders, and regional leaders that were involved, and summarizes the salient points of feedback received through the planning process.

HCT is a key element of the 2040 Growth Concept, a long-range plan adopted by the Metro Council in 1995. As a part of the 2023 RTP, the HCT Strategy will identify priority areas for investments that would provide the most benefit to the most people.

Public and stakeholder outreach for the HCT Strategy Update was closely coordinated with the overall planning and engagement for the 2023 RTP process.

Outreach for the HCT Strategy Update was built on a foundation of recent public and stakeholder outreach initiatives, including the 2009 HCT Plan, the 2018 Regional Transit Strategy, and the 2023 RTP Phase 1 scoping conversations, among others. The project team considered this feedback and engagement when deciding how to tailor outreach efforts for this Strategy Update.

### Engagement Goals

HCT engagement goals were the same as those for the broader 2023 RTP planning process, and are as follows:

- Learn about the transportation needs and priorities of communities across greater Portland.
- Reflect the priorities identified through community engagement and prioritize the input provided by communities of color, the disability community and communities with limited English proficiency, in the elements of the 2023 RTP that guide investment decisions.
- Build support for and momentum to achieve community-driven objectives and build public trust in Metro's transportation planning process.
- Strengthen existing and build new partnerships with local, regional, state and federal governments, Tribes, business and community leaders, academic institutions and historically underrepresented communities including Black, Indigenous and people of color, people with disabilities, people with low incomes and people with limited English proficiency, as well as youth and older adults for sustained involvement in decision-making.

The public engagement process was organized by four major milestones, which aligned with the development phases of the HCT Strategy Update. These milestones are described here, and detailed further below:

- **Milestone 1** focused on the policy framework for HCT and reflected on changes since developing the 2018 RTP.
- **Milestone 2** refined the network vision and discussed corridor readiness factors.
- **Milestone 3** reviewed the corridor prioritization, organized by “tiers,” and evaluated whether the corridors meet the readiness factors.
- **Milestone 4** will gather feedback on the Draft HCT Strategy.

## PUBLIC ENGAGEMENT OVERVIEW

Feedback through the engagement and consultation process spanned a variety of topics, including general requests for service improvements, suggestions for improving access to transit, and interest in prioritizing specific corridors. However, several overarching themes emerged through the process. These include the desire to:

- **Improve regional HCT connections without routing through downtown Portland.** Demand to travel to the city center has been waning with the reduction in commuter traffic and the growth of other regional centers. Instead, people want to travel between regional centers directly, without passing through downtown Portland.
- **Improve safety and security while accessing and using the transit system.** Responses frequently mentioned concern for personal safety while riding transit, waiting at transit stops, and when traveling on streets and sidewalks to access transit stops.
- **Locate transit corridors and stops convenient for accessing job centers.** Responses affirmed that HCT access to employment opportunities is good for both employers and employees, improving access to talent and jobs.
- **Improve existing transit service.** Faster and more frequent service along existing routes would make transit more attractive to potential riders.
- **Align HCT investments with future tolling.** Feedback suggested HCT could provide an alternative to driving tolled routes, and could be a tool to mitigate traffic diversion.
- **Define clearly what HCT includes and HCT's objectives.** The public may not always understand what “high capacity transit” means or what it includes. A clear definition will help with planning efforts, and understanding its objectives will better frame the priority corridors.

## STAKEHOLDERS

Metro partnered with standing committees throughout the process, including:

## **Agency Partners**

- City of Portland
- Clackamas County
- C-TRAN
- Multnomah County
- Oregon Department of Transportation (ODOT)
- Southwest Washington Regional Transportation Council (RTC)
- South Metro Area Regional Transit (SMART)
- TriMet
- Washington County

## **Partner Jurisdictional Staff**

- Clackamas Transportation Advisory Committee (CTAC)
- East Multnomah County Transportation Committee Technical Advisory Committee (EMCTC TAC)
- Metro Technical Advisory Committee (MTAC)
- Transportation Policy Advisory Committee (TPAC)
- TriMet Committee on Accessible Transportation (CAT)
- Washington County Coordinating Committee Transportation Advisory Committee (WCCC TAC)

## **Partner Elected Officials**

- Clackamas County Coordinating Committee (C-4)
- Washington County Coordinating Committee (WCCC)
- East Multnomah County Transportation Committee (EMCTC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)

## **Stakeholder Advisory Committees**

- Active Transportation Return on Investment (ATROI)
- TriMet's Committee on Accessible Transportation (CAT)
- TriMet's Transit Equity Advisory Committee (TEAC)

Included representatives from:

- Africa House
- Join PDX

- APANO
- Asian Family Center (a project of IRCO)
- Bus Riders Unite!
- Central City Concern
- Centro Cultural
- Clackamas Community College
- Clackamas Workforce Partnership
- Immigrant and Refugee Community Organization (IRCO)
- Latino Network
- Milwaukie High School
- Multnomah County Youth Commission
- Oregon Food Bank
- Portland Community College
- The Street Trust
- TriMet

## STRATEGIES

The project team consulted a broad spectrum of community members through various activities, as listed in Table 1. When practical, outreach for the HCT Strategy Update was integrated with activities for the 2023 RTP, including events, meetings, and surveys. At other times, outreach for the HCT Strategy Update was focused solely on HCT to target feedback related to the HCT vision.

**Table 1. Public and Stakeholder Engagement Overview**

Activity	Events
Online Surveys	<ul style="list-style-type: none"> <li>1 Survey as part of an RTP survey (summer 2022).</li> <li>1 HCT online open house and survey (winter 2022-2023).</li> </ul>
Focus Groups and Forums	<ul style="list-style-type: none"> <li>2 Meetings with RTP Community Leaders Forum and Westside Multimodal Improvement Study Business Forum (joint events).</li> <li>2 Meetings with Clackamas County Small Transit Providers.</li> <li>2 Meetings with TriMet's CAT.</li> <li>2 Meetings with TriMet's TEAC.</li> <li>2 Agency Lessons Learned Focus Groups (one on Division Transit Project with Metro/TriMet and one on the Vine with C-TRAN).</li> <li>1 Business Focus Group <i>with representatives from the Gresham Chamber of Commerce, Tigard Chamber of Commerce, and Westside Economic Alliance.</i></li> <li>1 Small Business Focus Group with ATROI.</li> <li>1 Meeting with Washington County Chamber of Commerce.</li> </ul>

Activity	Events
Public Tabling Events with TriMet's <i>Forward Together</i>	5 Events in Multnomah County: Rosewood Initiative (2 events), PCC Cascade, St. Philip Neri, and Fairview City Hall.
	2 Events in Clackamas County: CCC Harmony (2 events).
	3 Events in Washington County: Shute Park Library, Washington County Conference Center, and Muslim Educational Trust.
Advisory Committee Meetings	6 HCT Working Group <i>convened with stakeholders from around the region, including Clackamas County, Multnomah County, Washington County, Portland Bureau of Transportation, TriMet, Portland Streetcar, C-TRAN, Oregon Department of Transportation, Southwest Washington Regional Transportation Council (SW RTC), and Metro.</i>
	5 Meetings with WCCC.
	4 Meetings with CTAC.
	4 Meetings with EMCTC
	4 Meetings with EMCTC TAC.
	4 Meetings with JPACT.
	4 Meetings with TPAC.
	4 Meetings with WCCC TAC.
	3 Meetings with C-4.
	3 Meetings with Metro Council Work Sessions.
	3 Meetings with MPAC.
	3 Meetings with MTAC.

## MILESTONE 1: FRAMEWORK

In Milestone 1, the project team introduced the HCT Strategy Update to the public, stakeholders, and leaders in the region. Outreach focused on shaping the HCT policy framework and considering regional transportation changes related to HCT since developing the 2018 RTP. Feedback was used to help shape the HCT policy framework.

### Milestone 1 Feedback Summary

Feedback from Milestone 1 highlighted a desire to strengthen the transit network with HCT connections between regional centers. Suggestions included growing the network to serve areas of expected growth and prioritizing equity areas with BIPOC (Black, Indigenous, and People of Color) communities. Feedback indicated the importance of making HCT accessible to people with mobility impairments and of providing pedestrian and biking connections to HCT stops. Safety and security were mentioned multiple times as a perceived barrier to transit use.



## **Access to and from the Transit System**

- Stakeholders emphasized how streets, transit stations, and transit vehicles need to be more accessible for people in wheelchairs. Station elevators are often broken, making the station inaccessible to someone using a wheelchair. Improve maintenance with existing elevators and provide ramps instead or to supplement elevators.
- Stakeholders suggested educating the community and Metro employees about disability and accessibility issues.
- Community members expressed concern about the existing biking and pedestrian connections to transit.
- Stakeholders expressed desire to improve transit connections at the ends of transit lines by connecting to other transit providers or to transit hubs.
- Stakeholders suggested improving amenities at transit stops toward the ends of transit lines to make them more comfortable for people who may be waiting a while.

## **Environmental Impacts**

- Stakeholders and regional leaders were interested in using HCT to help meet the requirements for Climate Friendly Equitable Communities.
- Stakeholders were concerned about transit's negative impacts to air quality and the climate crisis.

## **HCT Network**

- Regional leaders and stakeholders expressed a desire to connect regional centers without going through downtown Portland.
- Stakeholders suggested growing the transit network to support where people are traveling now and where the region is expected to grow, with a focus on areas zoned for mixed use.
- Stakeholders recommended prioritizing equity areas and areas with BIPOC communities.
- Regional leaders expressed a desire to improve WES Commuter Rail service as an HCT corridor and to extend it to Salem.
- Regional leaders expressed a desire to extend HCT along I-205 to Tigard Triangle, Wilsonville, and Tualatin.
- Regional leaders suggested using bus-on-shoulder (or light rail on ODOT right of way) to make connections on highways. They suggested pursuing funding from the Statewide Transportation Improvement Fund (STIF) and considering how it could align with congestion pricing.
- Stakeholders suggested considering effects from tolling when defining corridors.
- Stakeholders suggested connecting with Clark County.

- Stakeholders suggested creating an express light rail line to downtown Portland.
- Regional leaders mentioned that Powell Boulevard was not an attractive corridor because it had already been studied for HCT and was passed over.

### **Planning for HCT Investments**

- Regional leaders recommended using this process to position for FTA funding.
- Stakeholders recommended focusing on outcomes as opposed to a specific mode.
- Stakeholders recommended coordinating with concurrent projects, such as the Westside Multimodal Improvements Study and the Climate Smart Strategy.
- Stakeholders suggested Metro incorporate restorative justice and BIPOC leaders in the planning process.

### **Transit Service**

- Regional leaders and the public expressed desire for faster transit service. The public also expressed desire for improved frequency. Survey results revealed that travel time is the primary factor for deciding which transportation mode the public chooses for a given trip.
- Regional leaders suggested improving transit service to destinations as well as improving service in the outer areas of the region.
- Stakeholders expressed a desire for improving night and evening service to help employees get to and from late shifts.
- Stakeholders suggested that this would be a good time to improve transit to entice people back after COVID.
- Feedback was mixed on how to prioritize service improvements. Public comments suggested improving service on existing routes or corridors, while regional leaders emphasized prioritizing new routes where none currently exist.

### **Transportation and Safety Concerns**

- Regional leaders and the public expressed concern about safety and security on transit.
- The public also expressed concern about safety and security while walking or biking.
- The public and stakeholders expressed concern about regional traffic congestion.
- Stakeholders suggested improving curb management to help local businesses. They suggested establishing dedicated loading zones and dedicated parking for mobile businesses and local residents.
- Stakeholders expressed frustration about the cost of transit.

### **Milestone 1 Engagement Activities**

Activities for Milestone 1 were conducted from June through October 2022.

- June 30 – HCT Working Group #1
- July 6 – EMCTC TAC
- July 7 – WCCC TAC
- July 13 – TPAC Intro and Overview
- July 18 – EMCTC
- July 20 – MTAC Intro and Overview
- July 26 – Metro Council Intro and Overview
- August 4 – Presentation to C-4 TAC
- August 10 – ATROI Small Business Study Listening Session  
*A listening session to assess the transportation needs of BIPOC business owners and business leaders as a follow-up to the ATROI Study conducted in the spring of 2021. Seventeen participants attended the two-hour session to share concerns and suggestions regarding accessibility, public transit, and other issues that affect their ability to do business.*
- August 15 – Presentation to WCCC
- August 16 – HCT Working Group #2
- August 18 – JPACT Intro & Overview
- August 24 – MPAC Intro & Overview
- September and October - RTP Public Survey 2  
*An online survey for the RTP open from September 7 through October 17, 2022. Questions in the survey helped inform the HCT Strategy Update, including questions about transportation needs and priority investment. The survey was available in 5 languages (English, Spanish, Vietnamese, Simplified Chinese, and Russian) and collected input from 1,191 participants.*

## **MILESTONE 2: VISION**

In Milestone 2, the project team shared the draft vision for the HCT Strategy Update. Outreach focused on refining this vision and better understanding what factors make a corridor ready for an HCT investment. Feedback was used to shape the initial tiers of corridors, which were later shared in Milestone 3.

### **Milestone 2 Feedback Summary**

Stakeholders, the public, and elected officials often had similar ideas for the HCT vision. Many expressed a desire to expand the transit service area, with a particular focus on more connections in Washington and Clackamas counties. People suggested connecting HCT investments to better serve equity populations and target employment hubs. Many were

interested in how HCT investments might relate to future tolling. The vision for HCT generally centered around an expanded network that provided faster trips to job centers while strengthening existing connections.

### **Access to and from the Transit System**

- The business community and stakeholders from Clackamas County suggested that shuttles could provide first- and last-mile transit connections.
- The business community raised concerns about congestion slowing drivers and creating problems for private shuttles that transport employees to work.

### **Economic Considerations**

- The business community, stakeholders, and elected officials expressed a desire to locate transit stops near job centers.
- Members of the public and business community mentioned that many people have security concerns on transit, which has led to business losses near the MAX.
- The business community mentioned that transit does not meet the needs of some job fields, such as construction, where workers need to carry tools.
- Stakeholders noted how HCT could act as a lever for future development and potentially aid in reaching the 2040 Growth Concept.
- A stakeholder stated that economic opportunity should be more fully reflected in HCT policies and objectives.

### **HCT Network**

- Elected officials, stakeholders, and the public asked for stronger north-south connections in Washington County and Clackamas County.
- Elected officials, stakeholders, and the public suggested expanding the transit service area to provide more people with the option to take transit.
- Elected officials wanted HCT corridor investments to be balanced through the three counties in the region.
- Stakeholders are interested in aligning HCT with future tolling.
- Stakeholders expressed interest in investing in HCT connections, including:
  - To Montgomery Park.
  - Along NE MLK Jr. Boulevard.
  - Along NE Halsey Street.
  - WES Commuter Rail.
  - To Lents.
  - Between Hillsboro and Wilsonville.
  - Within East Portland and Gresham.
- The public expressed desire for better connections between rail systems, particularly the Yellow Line and Red Line, and the Green Line and Orange Line.

## **Planning for HCT Investments**

- Stakeholders and elected officials emphasized the need to support people with mobility challenges and People of Color in the planning and implementation process.
- Stakeholders emphasized that the HCT definition and objectives should be clear, and that people should know why HCT is needed in a particular corridor.
- Stakeholders mentioned the importance of partnering with cities early to improve collaboration and the quality of the future investment.
- A stakeholder mentioned that it was important to plan for continued transit service during the construction of HCT projects.

## **Transit Service**

- The public and stakeholders expressed desire for faster transit speeds and suggested investing in prioritization, such as dedicated lanes, signal priority, bus-on-shoulder, and queue jumping.
- The public and stakeholders were interested in grade separation of transit to provide faster connections, including a tunnel through downtown.
- The public and stakeholders called for further investment in commuter rail.
- The business community and stakeholders raised concerns about insufficient frequency during non-peak hours.
- The business community mentioned interest in having more one- or two-seat rides to reduce transfers and increase ease of access to large campus sites for employees.
- A stakeholder wanted to measure HCT investments to see how they could improve current transit.

## **Milestone 2 Engagement Activities**

Activities for Milestone 2 were conducted from September 2022 through February 2023.

- September 27 – HCT Working Group #3
- October 4 – EMCTC TAC
- October 6 – WCCC TAC
- October 13 – HCT Working Group #3.5: Vision Workshop
- October 17 – EMCTC
- October 18 – Portland Community College Cascade Tabling
- October 19 – C-4
- October 19 – Rosewood Initiative Tabling
- October 19 – TPAC/MTAC Policy Framework and Vision
- October 20 – Shute Park Library Tabling

- October 24 – Clackamas County
- October 24 – WCCC PC
- October 26 – Clackamas Community College Harmony Tabling
- October 26 – MPAC Policy Framework and Vision
- October 27 – JPACT/Council Policy Framework and Vision Workshop Feedback
- November 8 – TEAC
- November 9 – Division Transit Project Focus Group
- November 10 – The Vine Focus Group
- November 17 – HCT Working Group 3.5 Vision Review Session
- November 30 – Clackamas County Small Transit Providers Meeting
- February 13, 2023 – Business Roundtable

### **MILESTONE 3: CORRIDOR TIERS**

In Milestone 3, the project team shared the draft prioritization of corridors to the public, stakeholders, and leaders in the region. The prioritization organized HCT corridors in four “tiers,” as follows:

- Tier 1: near-term corridors.
- Tier 2: next-phase corridors.
- Tier 3: developing corridors.
- Tier 4: vision corridors.

Feedback was used to refine corridor priorities and finalize tiers.

### **Milestone 3 Feedback Summary**

Feedback from Milestone 3 was largely centered on corridor prioritization and refining the corridor alignments. Stakeholders and community members also suggested other improvements that would make transit a more viable transportation option, such as improved security, service, and amenities. Public input was largely supportive of the HCT vision, with a majority of survey respondents indicating they would use HCT more often if the vision were implemented.

### **Access to and from the Transit System**

- Stakeholders emphasized how transit vehicles need to be more accessible, particularly articulated buses: not all ramps can be deployed for all-door boarding, these buses cannot accommodate courtesy stops during inclement weather, and they have reduced functionality for mobility devices.

- Community members suggested using wheel guides at bus stops to make it easier for buses to stop at a consistent location at the edge of the platform.
- Community members expressed a desire for improved pedestrian connections to transit.
- Stakeholders expressed concerns about sidewalk obstructions from people experiencing houselessness.

### **Amenities**

- Community members expressed interest in amenities, such as better lighting, better ticket vending, real-time traveler information, better shelters, and more seating options for single riders.

### **Economic Considerations**

- Regional leaders recommended talking to business leaders and thinking about density and jobs.
- Stakeholders recommended focusing on workforce development, especially with young workers who need transit to get from their schools to their jobs.

### **Equity**

- Regional leaders expressed a desire for more north-south connections to improve options for underserved community members.
- Stakeholders mentioned that honored citizens can have difficulty finding priority seating.

### **HCT Prioritization**

- Regional leaders suggested elevating the priority of certain corridors, especially:
  - OR 99W corridor.
  - WES Commuter Rail corridor.
- Regional leaders and stakeholders expressed support for the Southwest Corridor.
- Regional leaders and community members expressed desire for prioritizing HCT investments in WES Commuter Rail and for HCT improvements along 82nd Avenue.
- Youth community members prioritized locations and routes to improve transit connections, including:
  - Along 82nd Avenue.
  - To Clackamas Town Center.
  - Downtown Portland to Rockwood/Gresham.
  - Along Killingsworth Street.



- Public survey feedback indicated the Central City Tunnel, Interstate Bridge MAX, and Southwest Corridor as the top three HCT priorities for respondents.

### **HCT Network**

- Regional leaders, stakeholders, and community members expressed desire for a light rail extension to Forest Grove.
- Regional leaders expressed interest in tolling, and specifically how HCT could align with tolling and expected traffic diversion.
- Regional leaders discussed transit improvements along Sunnyside Road and in Happy Valley.
- Community members expressed interest in improving regional HCT connections. Examples include:
  - A MAX line loop connecting all three counties.
  - Through Milwaukie, Oak Grove, and wider Clackamas.
  - Through Tigard, Tualatin, and Wilsonville.
  - More direct bus connections to Cully and Gresham.
  - Adding an express connection to Forest Grove.
  - Through Milwaukie, Oak Grove, and wider Clackamas.
  - Through Tigard, Tualatin, and Wilsonville.
- Stakeholders expressed interest in improved transit access to recreational facilities, medical facilities, and retirement communities.
- Stakeholders recommended connecting HCT with future housing trends and plans.
- Public survey results indicate strong support for the HCT vision, with 70 percent of respondents stating they would use the HCT network “somewhat” or “much” more often if the network looked like the planned vision.

### **Transit Service**

- Regional leaders expressed an interest in other transit modes, such as shuttle service. They mentioned adding a shuttle service on the OR 99E corridor, as an example.
- Community members expressed desire for more frequent transit service and more FX2 buses.
- Stakeholders emphasized not removing regular transit as rapid transit is implemented.
- Stakeholders would like to evaluate how effective the Division Transit project improvements have been.
- Stakeholders expressed concerns with at-grade rail crossings for HCT, which can create reliability issues, and suggested a tunnel or car-free streets to improve HCT speeds.

- Community members expressed an interest in roadway improvements to bus lines to allow buses to more easily share the road with cars.
- Stakeholders suggested limiting MAX stops between Hillsboro and Sunset Transit Center to improve time travels.

### **Safety and Security**

- Community members and stakeholders expressed concerns about safety and security. Community members mentioned safety and security is a significant barrier to young people taking transit.
- Community members expressed personal safety concerns eastbound from Hollywood Transit Center.
- Community members encouraged Metro to convene jurisdictions to improve roadway safety.

### **Planning for HCT Investments**

- Regional leaders and stakeholders expressed interest in funding and emphasized being grant-ready.
- Stakeholders were interested in the assumptions used for modeling.
- Stakeholders recommended involving the Halsey business community in the small business focus group.
- Community members suggested Metro reach out to Sandy Area Metro (SAM) and the community in Sandy.
- Stakeholders shared concerns about funding transportation infrastructure.

### **Milestone 3 Engagement Activities**

Activities for Milestone 3 were conducted from November 2022 through February 2023.

- November 16, 2022 – TriMet CAT
- November 23, 2022 – HCT Working Group #4
- December 8, 2022 – TriMet CAT
- January 4, 2023 – EMCTC TAC
- January 5, 2023 – C-4 TAC
- January 5, 2023 – WCCC TAC
- January 9, 2023 – WCCC
- January 10, 2023 – TEAC
- January 11, 2023 – TPAC Workshop
- January 18, 2023 – C-4

- January 18, 2023 – MTAC
- January 18, 2023 – St. Philip Neri Tabling
- January 19, 2023 – Rosewood Initiative Tabling
- January 24, 2023 – Clackamas Community College Harmony Tabling
- January 25, 2023 – Washington Street Conference Center Tabling
- January 26, 2023 – Fairview City Hall Tabling
- January 30, 2023 – Washington County Chamber of Commerce
- January 31, 2023 – Verde Adult Focus Group
- February 2, 2023 – Verde Youth Focus Group
- February 2, 2023 – Business Focus Group
- January through March 2023 – HCT Online Open House and Survey  
*A public online open house and survey specifically for HCT was open from January 17 through March 15, 2023. The online open house shared the HCT vision and priorities. The survey asked participants if they supported the vision and what they would like to prioritize. The online open house was viewed over 800 times and the survey collected 354 responses.*

## **MILESTONE 4: DRAFT STRATEGY UPDATE**

In Milestone 4, the project team shared the Draft HCT Strategy Update along with the Draft 2023 RTP.

### **Milestone 4 Feedback Summary**

[PLACEHOLDER FOR FEEDBACK FROM MILESTONE 4]

### **Milestone 4 Engagement Activities**

[PLACEHOLDER FOR ACTIVITIES FROM MILESTONE 4]

## **6.3 2023 RTP: Project List Input and Draft System Analysis**

*Information/Discussion Items*

Metro Policy Advisory Committee  
Wednesday, May 24th, 2023

# MPAC Worksheet

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

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

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

## Purpose/Objective

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

## Outcome

MPAC members discuss and provide feedback on these questions:

- What observations or questions do you have about the results of the system analysis?
- How can the proposed set of investments be prioritized to better align with our regional goals and community priorities, particularly in the near-term?

## Background and context

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

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

Now that the RTP Call for Projects to our city, county, state and special district partners is complete, Metro staff are seeking input on the draft project list on how these investments align with the policy framework set forth by Council and the Joint Policy Advisory Committee on Transportation (JPACT) at their joint workshops in 2022. Staff is also continuing to conduct a technical analysis of how these investments collectively and individually meet our transportation needs<sup>1</sup> and advance RTP goals.

Initial findings from this analysis, public input received to date on the draft project list, and other information is summarized in the *Briefing Book for JPACT and Metro Council* in **Attachment 1**. This information will help inform local, regional and state partners as they consider whether to make



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

<sup>1</sup> Factsheets summarizing the regional transportation needs assessment are available at:

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

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

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

further refinements to their draft project lists before the public review draft of the plan is released this summer. **Agencies must communicate project list changes, if any, to Metro staff by May 24.** See page 3 for more information.

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

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

### **Draft project list development, evaluation and refinement**

- **Call for Projects completed in February.** Staff completed the initial RTP Call for Projects, working with the counties, cities, TriMet, ODOT and other agencies to update the region's project priorities based on direction provided by the Metro Council and JPACT. A total of 1,066 projects were submitted during the Call for Projects, with 769 projects proposed for the RTP Constrained List. The projects include capital projects and programmatic investments, projects devoted to increased transit service and shuttles, and projects that maintain and operate the region's streets, highways and transit systems to keep the transportation system in a state of good repair.
- **Project list information is available online in a variety of formats for partners, policymakers and the public:**
  - **RTP project list summaries** are provided in **Attachment 1**. The summaries include aggregate information such as the distribution of projects across different types of investments and different cost categories. These summaries provide information on the spending profile of the RTP as well as context to help understand the project list assessment and system analysis being conducted. A regional map is also provided for reference.
  - **Interactive map** of the projects submitted is available online at: <https://drcmetro.maps.arcgis.com/apps/webappviewer/index.html?id=9cde84c8845c4c66a2ed1c41baedc956>
  - **Interactive Airtable** that presents information about each project in tabular form, including a description, estimated cost, timing and the high-level assessment results. The Airtable can be found at: <https://airtable.com/shrE3wFe9bla5ghTM/tbliY1vwSuxggFlf/viwTeTj2keSfc0D0m>
  - **An excel workbook that contains the results of the high-level project list assessment** and federally-required environmental assessment<sup>2</sup> is available here: <https://oregonmetro.sharefile.com/d-s45a9a9bbb1594d54abbe709412aaadd0>

---

<sup>2</sup> In accordance with federal regulations 23 CFR 450.320 (development of programmatic mitigation plans) and 23 CFR 450.324 (development and content of the metropolitan transportation plan) Metro developed the 2023 Regional Transportation Plan (RTP) environmental assessment and mitigation activities. This is not a NEPA analysis. The purpose of the assessment is to identify vegetation, aquatic, and terrestrial wildlife species and habitat, wetlands, floodplains, and other biological, Tribal, and historic resources that projects intersect with and may be affected by projects in the plan and identify potential mitigation activities to address the potential environmental impacts of future transportation projects.

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

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

[oregonmetro.gov/rtp](https://www.oregonmetro.gov/rtp)

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

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

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

### **Engagement and outreach**

- **Public engagement and outreach activities continue.** Several activities are underway, including:  
**Community partnerships (through November 2023).** Metro partnered with seven community-based organizations: Centro Cultural, Community Cycling Center, Next Up, OPAL, The Street Trust, Unite Oregon and Verde. These community partners have engaged people of color, youth and other marginalized communities in Clackamas, Multnomah and Washington counties, with a focus on engaging people at the intersection of multiple communities who have been underrepresented in decision-making processes. Organizations primarily engaged community members in the draft project list and the High Capacity Transit Strategy.
- **In-language community forums:** Metro worked with community engagement liaisons to hold four in-person culturally specific forums in Chinese, Vietnamese, Spanish and Russian languages that included participants from all three counties. These are communities who are



typically underrepresented in online survey feedback. The forums focused on receiving feedback on similar questions to those in the online survey including near-term investment priorities. The forums also provided opportunities to hear community members experiences traveling around the region and their ideas for improving the system.

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

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

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

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

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

### **Policy and technical work**

- **Update to the Regional High Capacity Transit Strategy continues.** The HCT Working Group reviewed a draft HCT Strategy report on April 19. The draft was informed by feedback received through advisory committee meetings, the HCT Vision Tiers survey, and outreach events conducted through the joint RTP community-based organization contracts between January and March. A summary of this and other feedback received throughout the update process is being prepared as a forthcoming Appendix to the report. Additional events in May will identify further community implementation priorities for the vision corridors. Presentations on the feedback received, the draft report, and next steps will be made at County Coordinating Committee and Metro advisory committee meetings in May.
- **Review and update to the Climate Smart Strategy continues.** Work continues to setup the VisionEval (VE) regional model in consultation with the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD) to support the climate analysis for the RTP. The model is currently being developed to reflect the draft 2023 RTP project list, telework assumptions and new modules developed by ODOT during the Oregon Transportation Plan update, and consider changes to pricing related state-led actions identified in the ODOT Statewide Transportation Strategy (STS). This work aims to reflect the RTP Constrained investments included in the regional travel demand model and policies that are included in the RTP and STS. Specific VisionEval inputs are tested for compliance with the Target Rule and consistency with the travel demand model. Findings and recommendations from this research will be discussed this spring and summer.

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

#### **Final public review and adoption process**

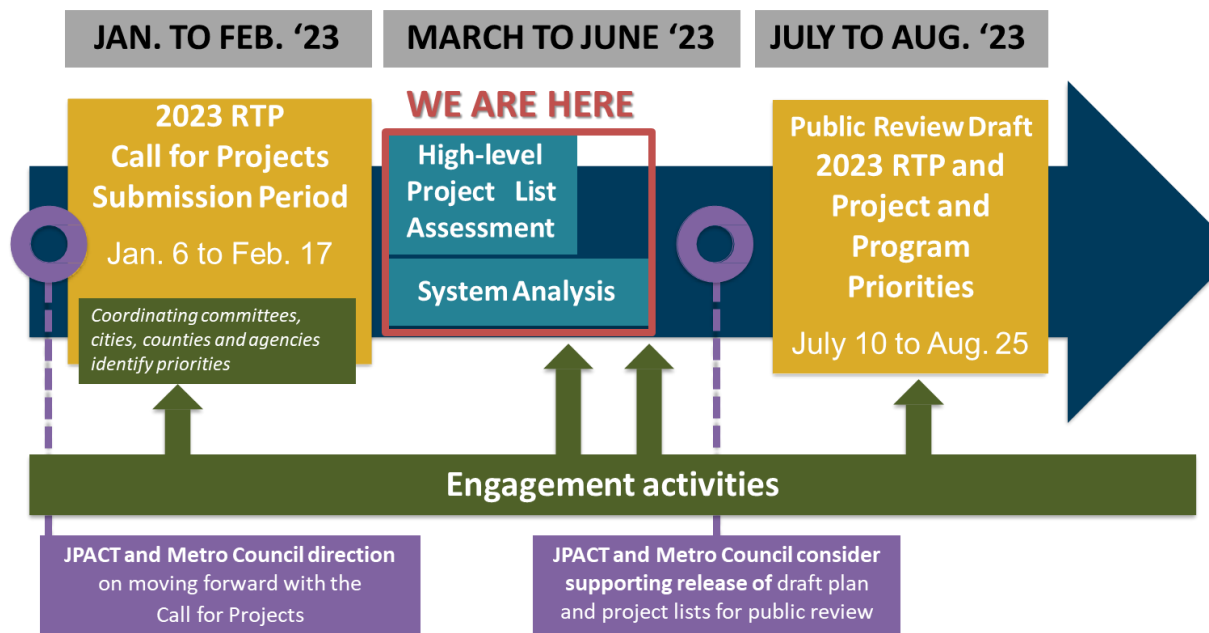
- **Planning of the final 45-day public review period and adoption process is underway.** In June, staff will seek JPACT and Metro Council support to release the Draft 202 RTP and draft High Capacity Transit Strategy for public review and comment. The comment period is planned for July 10 to August 25.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

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

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

## NEXT STEPS

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



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

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

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

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

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

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

### **5/24/23 DEADLINE:**

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

5/25 Business Leaders Forum: Report on draft project list across mobility, safety, equity, economy and climate policy outcomes and findings from Regional Freight Delay and Commodity Movement Study

June	Input on the assessment of projects, along with public input on the system analysis findings will be considered by decision-makers and project agencies as they continue to work together to finalize the draft RTP project priorities for public review in Summer 2023  JPACT and Metro Council consider public input and technical analysis before providing direction on release of the draft RTP and list of project and program priorities for public review
July 10 to Aug. 25	45-day public comment period on the public review draft plan, draft list of project priorities and the draft High Capacity Transit Strategy with hearing(s)
Sept.-Nov. 2023	Metro staff document public comments received and work with TPAC and MTAC to develop recommendations for consideration by MPAC, JPACT and Metro Council
November 2023	JPACT and Metro Council consider adoption of the 2023 RTP and updated project and program priorities (by Ordinance) and High Capacity Transit Strategy (by Resolution)

For more information about the update, visit [oregonmetro.gov/rtp](https://oregonmetro.gov/rtp).

/Attachment

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



# Briefing Book for JPACT and Metro Council

for workshop on May 11, 2023

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

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

The following documents are enclosed.

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

Learn more about the 2023 Regional Transportation Plan at  
[oregonmetro.gov/rtp](https://oregonmetro.gov/rtp)





# 2023 Regional Transportation Plan

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

## Why plan?

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

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

## Draft vision and goals

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

## Vision

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

## Equitable transportation

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

## Climate action and resilience

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

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

## Thriving economy

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

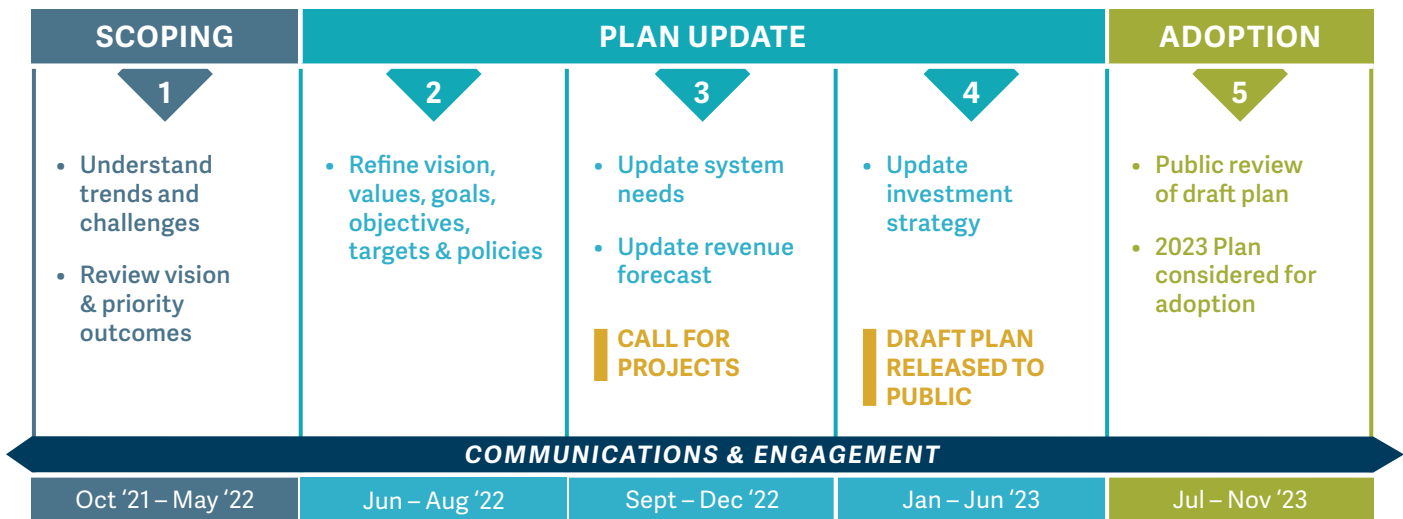
## Safe system

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

## Mobility options

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

## 2023 Regional Transportation Plan timeline



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

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

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

### What is in the plan?

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

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

engagement, technical analysis, and Federal and State regulations.

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

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

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

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

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

### Learn more

[oregonmetro.gov/rtp](https://oregonmetro.gov/rtp)

### Email

[transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov)

### Follow oregonmetro



**Metro**





## Policy Framework for the 2023 Regional Transportation Plan Call for Projects

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

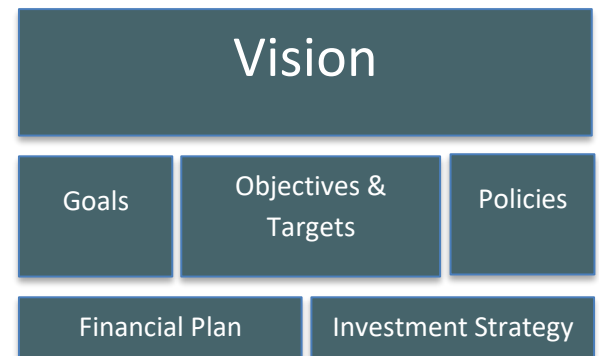
*The Regional Transportation Plan brings city, county, regional and state priority transportation projects together to create a coordinated regional transportation priority list for the period from 2023 to 2045. It is a key step for these projects to qualify for potential state, and federal funding.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

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

### An outcomes-based approach

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

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



**Figure 1. 2023 RTP outcomes-based planning approach**

### Vision and goals

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



**Figure 2. 2023 RTP vision and goals**

The policy framework for the Call for Projects includes:

- **RTP outcomes-based approach** described above;
- **Draft 2023 RTP vision and goals** developed by JPACT and Metro Council for the 2023 RTP:

**Goals** (developed in 2022 by JPACT and Metro Council with input from MPAC and CORE)

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

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

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

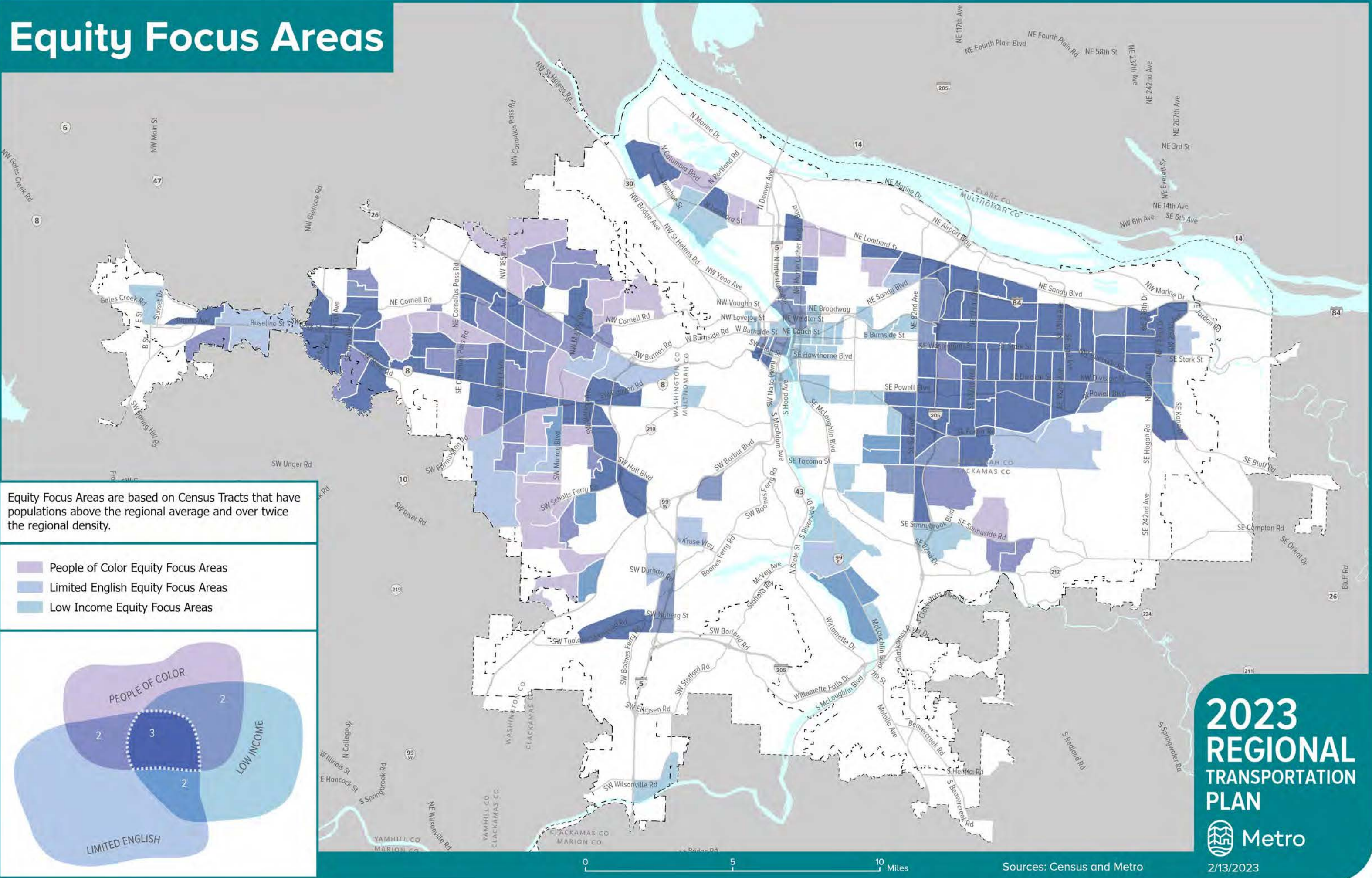
**Figure 3. Elements informing the 2023 RTP call for projects**



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

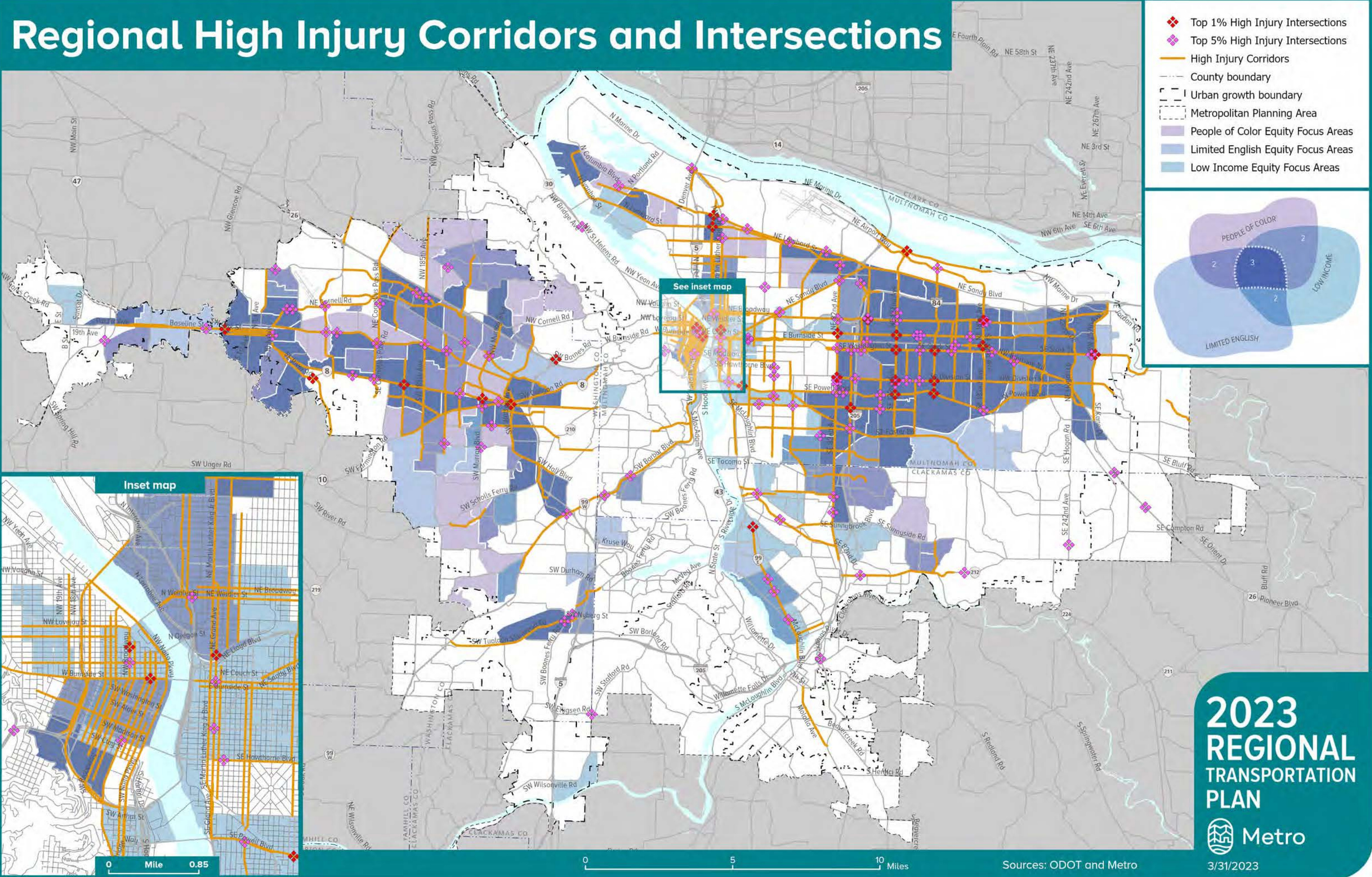


# Equity Focus Areas





# Regional High Injury Corridors and Intersections







# **2023 Regional Transportation Plan Draft System Analysis Findings**

May 5, 2023

# Draft System Analysis Findings

May 5, 2023

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

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

The draft system analysis results are described

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

## Our changing region

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



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

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

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

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

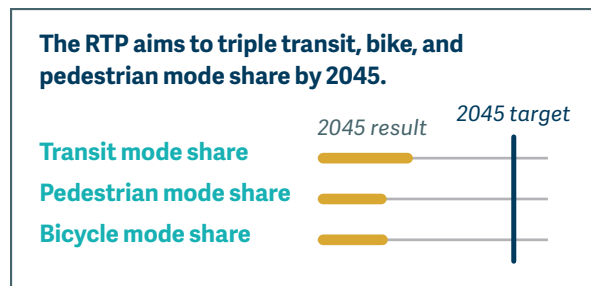


# Mobility

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

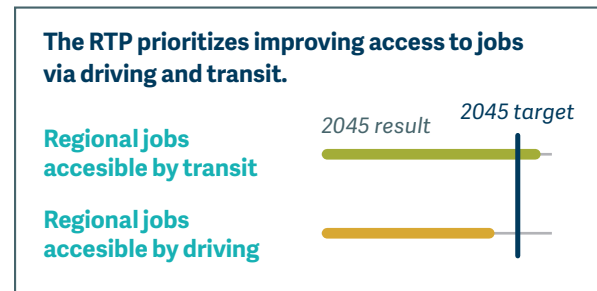
## The RTP does not meet the region's targets to triple transit, walking and bicycling mode share.

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



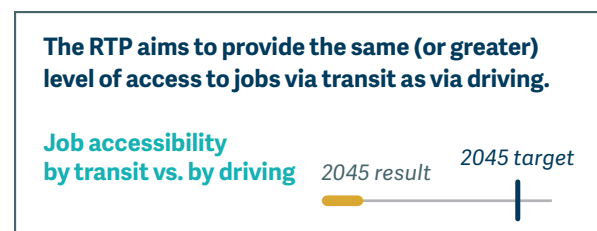
## The RTP generally improves access to jobs.

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



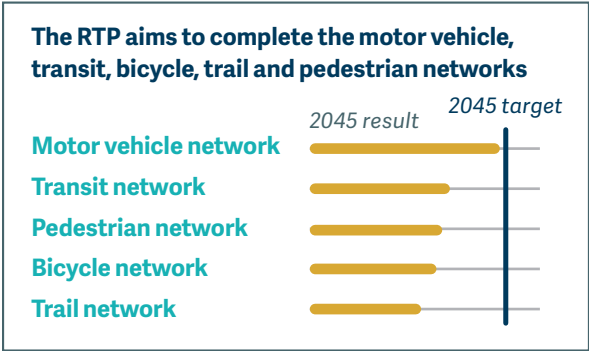
## Driving currently offers much better access to jobs than transit does, and the RTP does not change this.

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



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

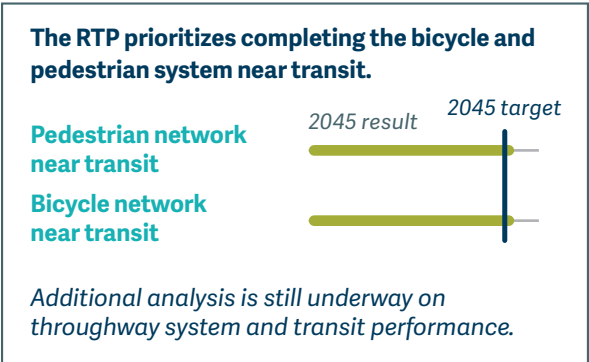
A goal of the RTP mobility policy is to complete all the planned infrastructure networks included in the plan – motor vehicle, transit, pedestrian, bicycle and trail. None of these networks are complete, but the motor vehicle network, which will be 99% complete in 2045 when other networks are only 58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



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

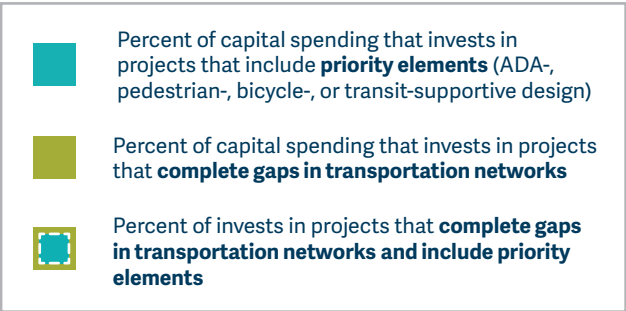
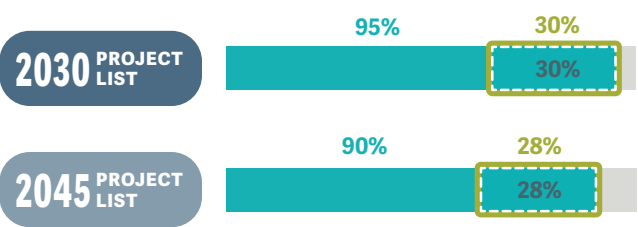
The pedestrian and bicycle networks are currently more complete near transit than in other locations in the region, and though the RTP does slightly less to complete these networks near transit than in other parts of the region, they will still be more complete in 2045.

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



### How does the RTP invest in mobility?

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



# Safety

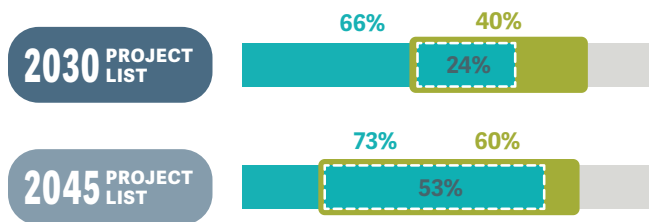
The region is not on track to meet its target of reducing fatal and serious injury crashes to zero by 2035. By every safety measure that the RTP tracks, the region's streets are getting less safe, and the RTP is not meeting the interim 2020 targets that it established to maintain progress toward the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

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



## How does the RTP invest in safety?

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

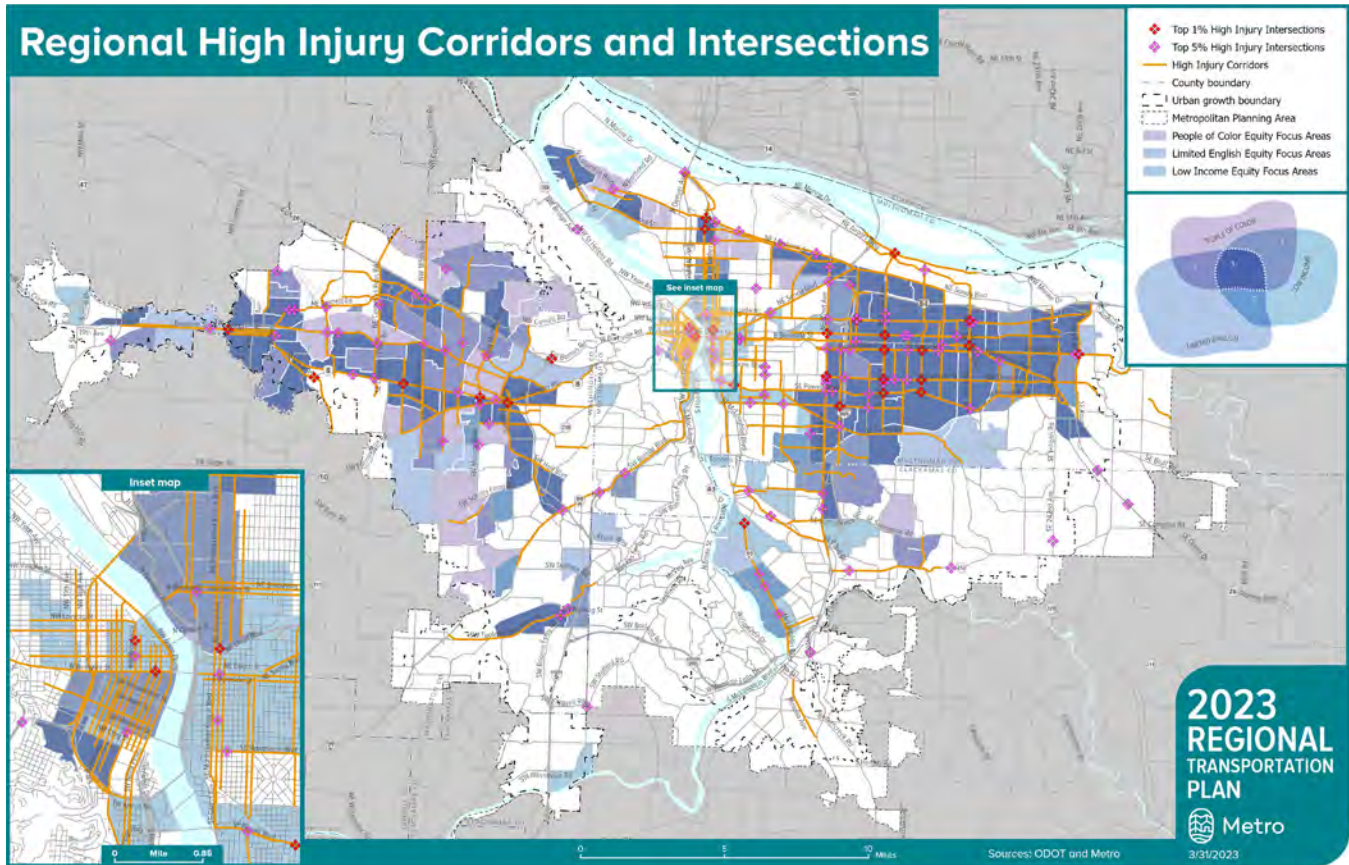


- Percent of capital spending that invests in projects that **help reduce serious traffic crashes or address other safety issues**
- Percent of capital spending that invests in projects **located on high injury corridors or intersections**
- Percent of capital spending that invests in projects on **high injury corridors or intersections that help reduce serious traffic crashes or address other safety issues**

## Regional safety trends

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

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





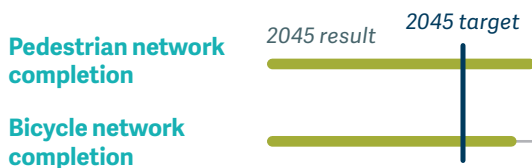


*The RTP achieves mixed results on equity – it invests equitably, but these investments do not lead to more equitable outcomes, nor do they undo longstanding transportation inequities in safety and access to jobs.*

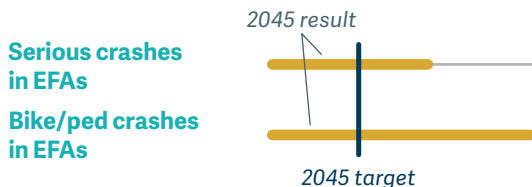
**The region’s bicycle and pedestrian networks are currently more complete in the Equity Focus Areas (EFAs) where people of color, low-income people and people who speak limited English are concentrated.**

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

**The RTP prioritizes completing the bicycle and pedestrian system in equity focus areas to provide safe streets for the most vulnerable travelers.**



**Safety is a critical issue for marginalized travelers. The RTP aims to reduce crashes in equity focus areas to at or below the levels observed in other communities.**



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

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

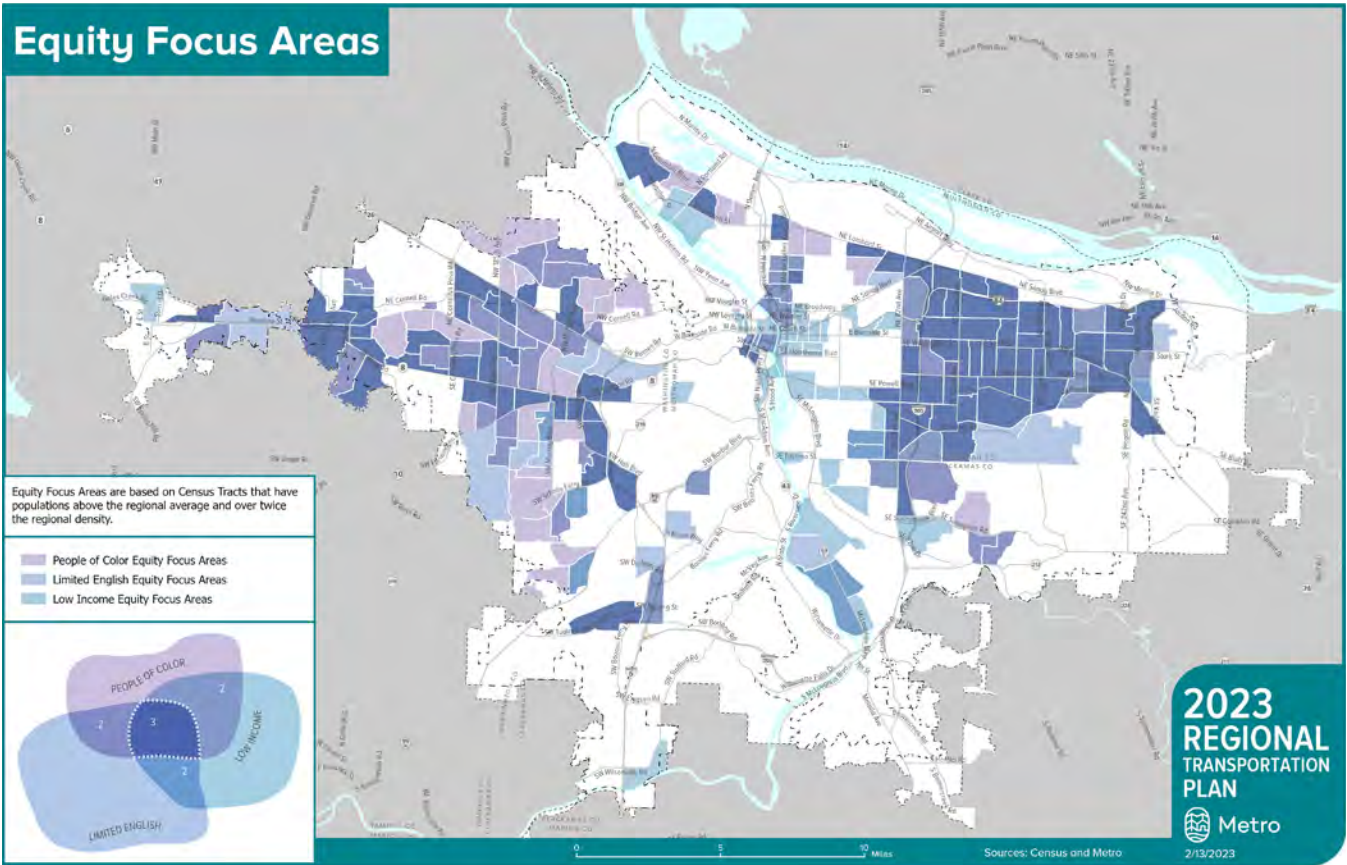
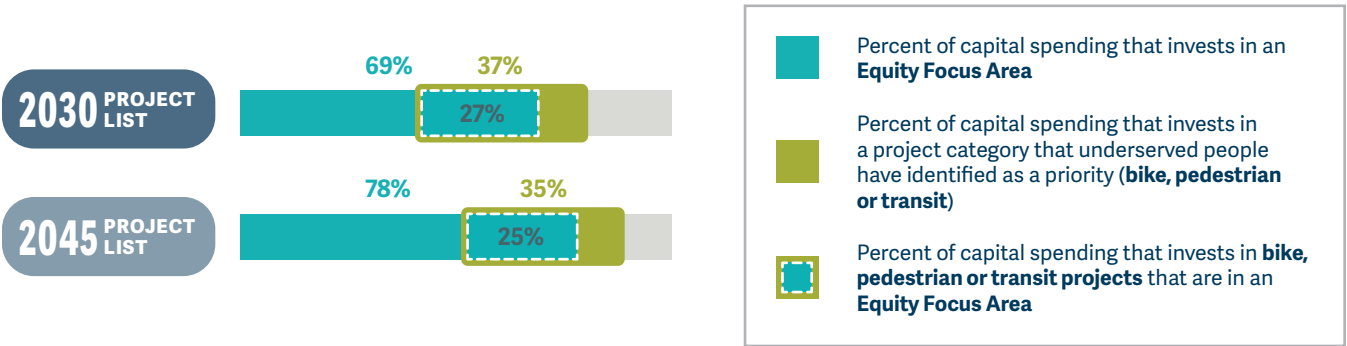
Both community feedback and research emphasize that people of color and people with low incomes are more likely to rely on transit than other people are. An equitable transportation system, therefore, is one in which transit offers the same level of access to jobs as driving.

**The RTP prioritizes improving access to jobs within equity focus areas.**



# How does the RTP invest in equity?

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







## Economy

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

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

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

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

**Driving** +3.7% / +3.8%

**Transit** -3.4% / -1.6%

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

**NETWORK COMPLETION IN CENTERS, STATION COMMUNITIES & MIXED USE AREAS**



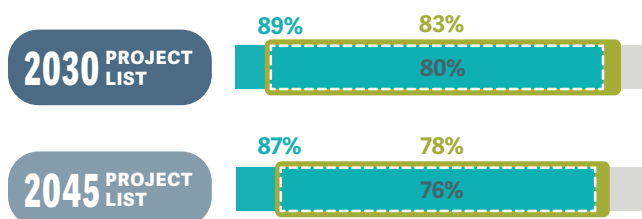
**NETWORK COMPLETION IN EMPLOYMENT & INDUSTRIAL AREAS**



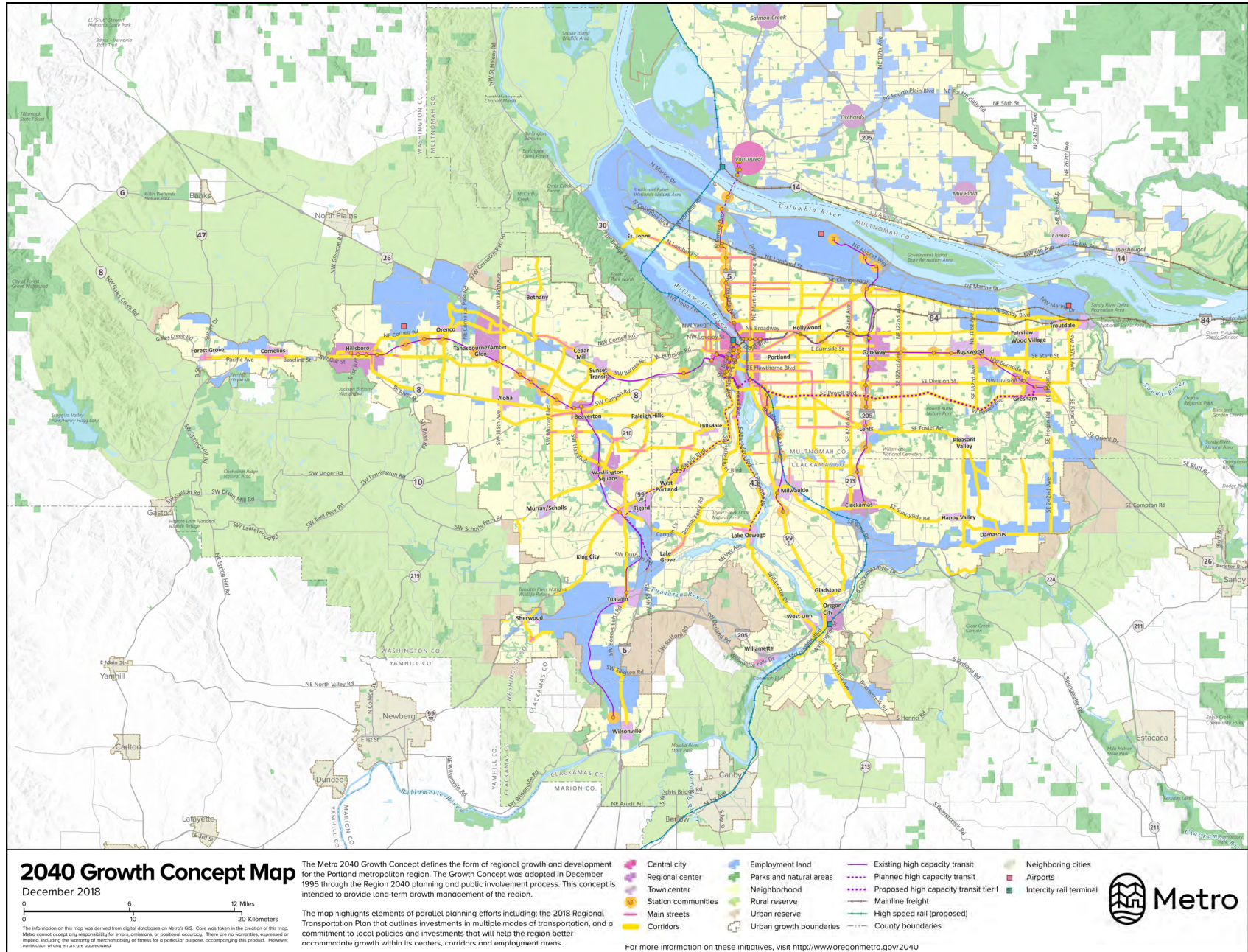
*Additional analysis is still underway on thoroughway system and transit performance.*

## How does the RTP invest in ECONOMY?

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



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





# Climate Change + Air Quality

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

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

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

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

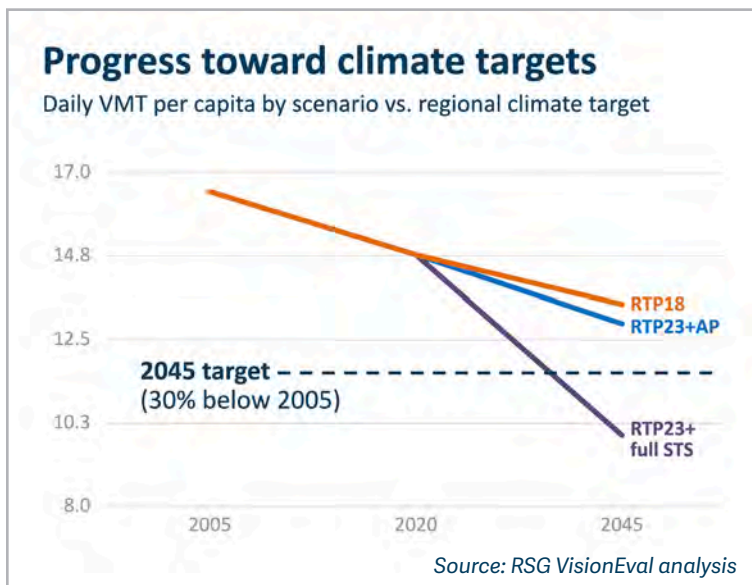
The 2023 RTP update will be the first to include two new regional pricing programs on the I-5 and I-205 corridors in addition to the I-5 Interstate Bridge Replacement Program, which also includes tolling on the I-5 Interstate Bridge (see map at right). Together, these pricing programs will have a significant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



## Throughway Pricing in the RTP

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

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



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

*Additional climate-related analysis is still underway.*

## How does the RTP invest in CLIMATE?

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



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

#### ► High GHG Reduction Impact

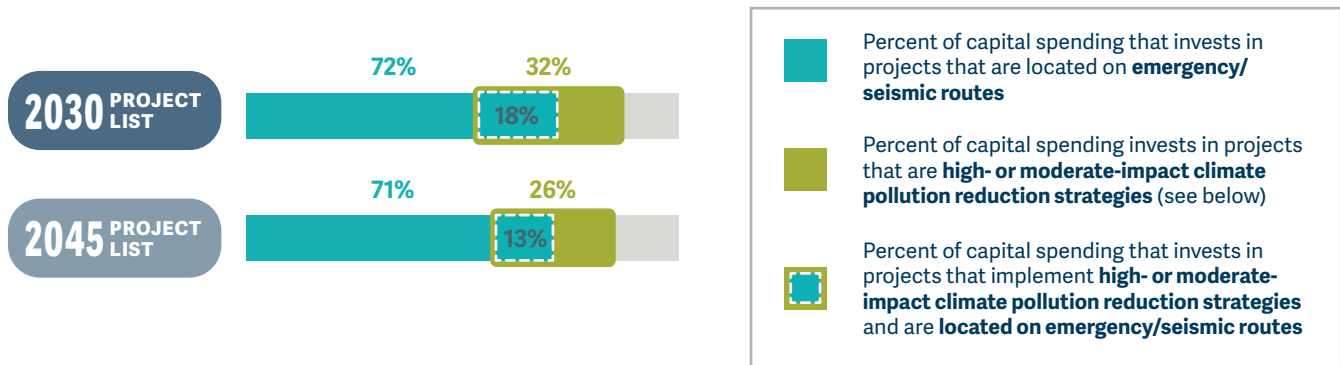


#### ► Medium GHG Reduction Impact



## How does the RTP invest in CLIMATE and RESILIENCE?

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



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

#### ► High GHG Reduction Impact



#### ► Medium GHG Reduction Impact





MOBILITY AND CLIMATE

2023 Regional Transportation Plan Update

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

Mobility and climate policy context

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

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

Transportation system completeness

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

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

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

Figure 1. Greater Portland Climate Smart Strategies

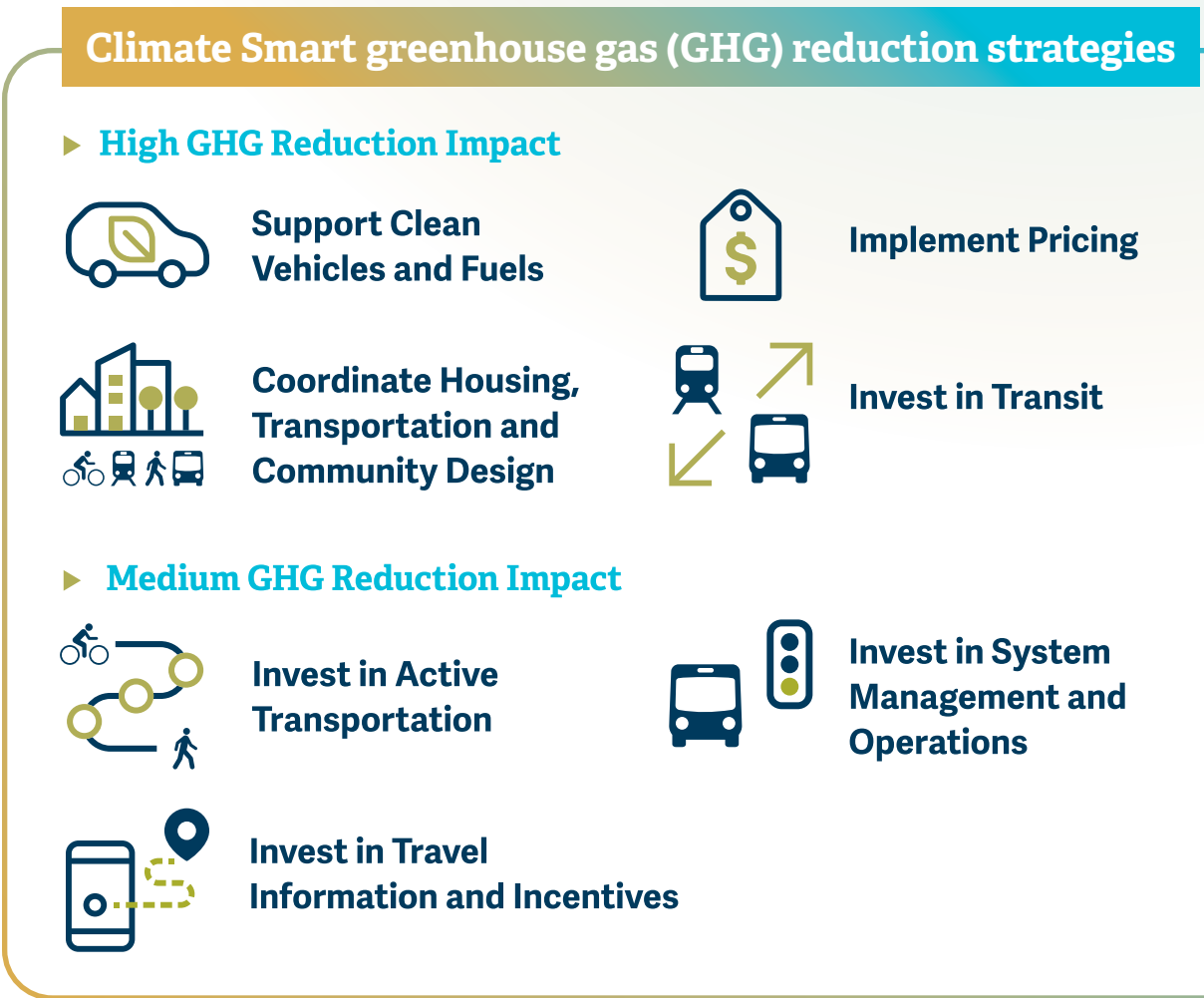
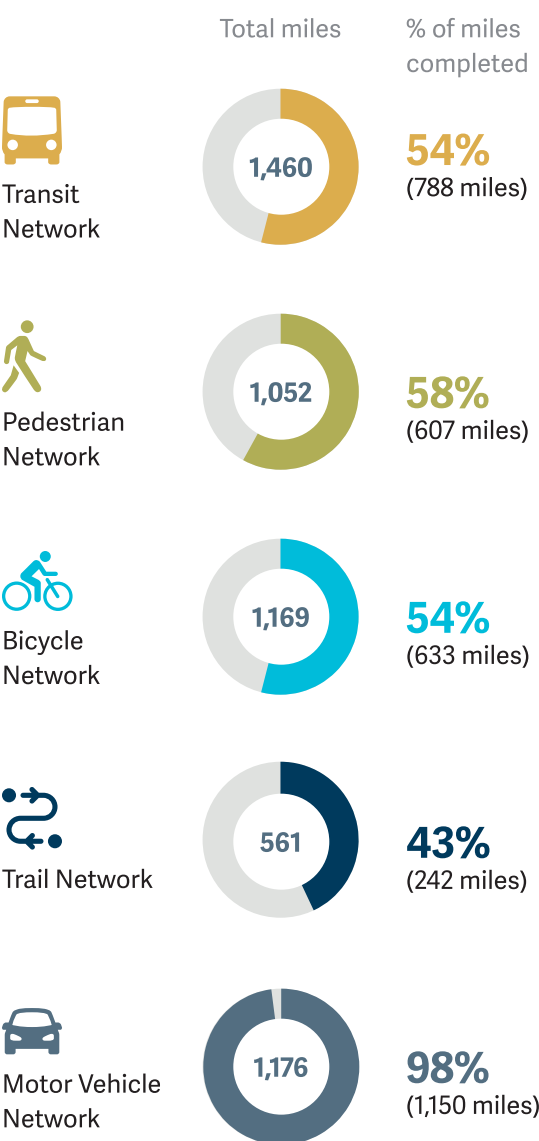


Figure 2. System completeness by modal network



Did you know...

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



Vehicle miles traveled trends

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

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

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

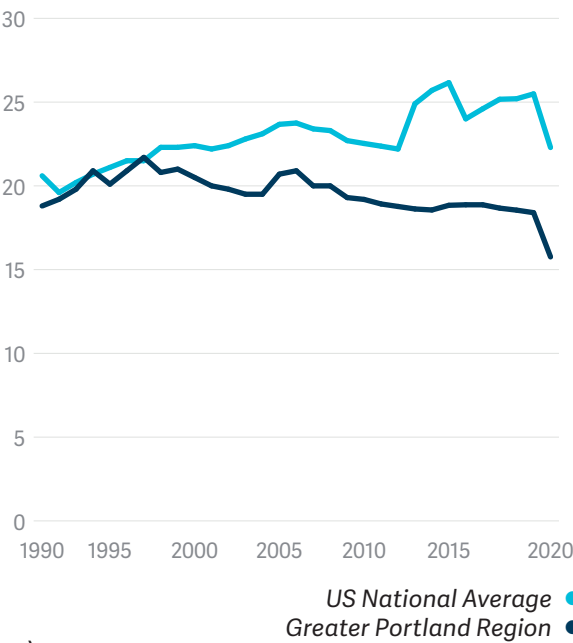


Figure 4. Home-based VMT per capita by Metro transportation analysis zone (TAZ) (explore this map in more detail here)

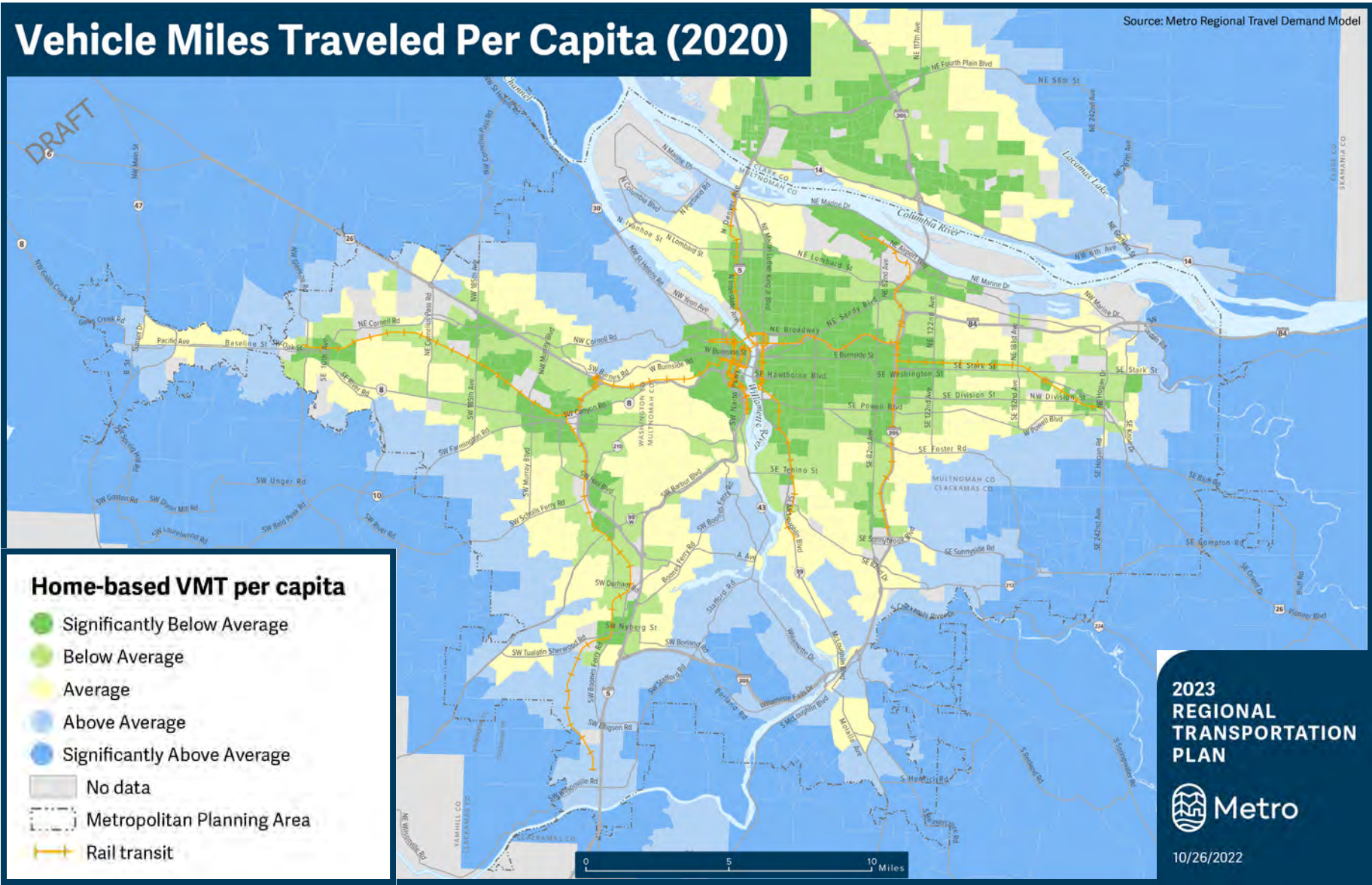
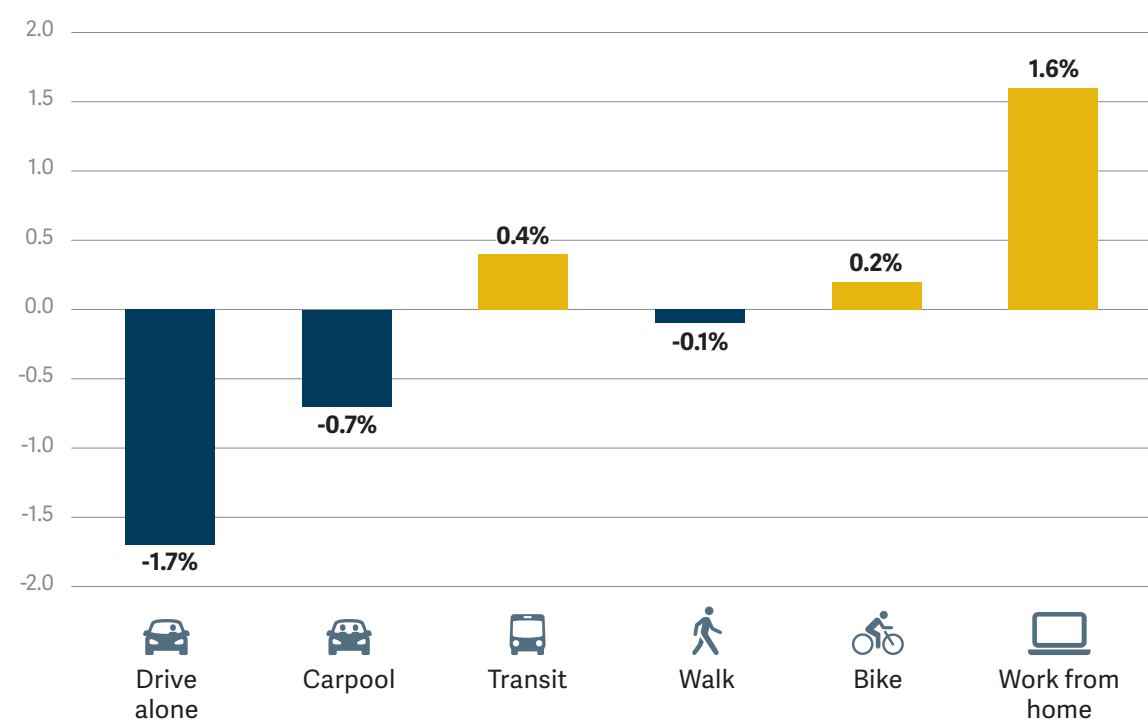


Figure 4 shows how home-based VMT per capita varies across the region. VMT per capita is lower in regional centers, along frequent transit lines, in many of the region's older neighborhoods, and in other communities that are rich with travel options.

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

Figure 5. Change in mode share, 2010-2019



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





SAFETY

# 2023 Regional Transportation Plan Update

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

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

## The region’s approach to safety

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

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

Figure 1. Components of the Safe System approach



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

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

### Did you know...

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

Figure 2. Guiding principles of the Safe System approach

### Safe System Approach

It is possible to **PREVENT ALL** traffic deaths

Proactively integrate **HUMAN FAILING** into design

**FOCUS** on analyzing **FATAL** and **SEVERE CRASHES**

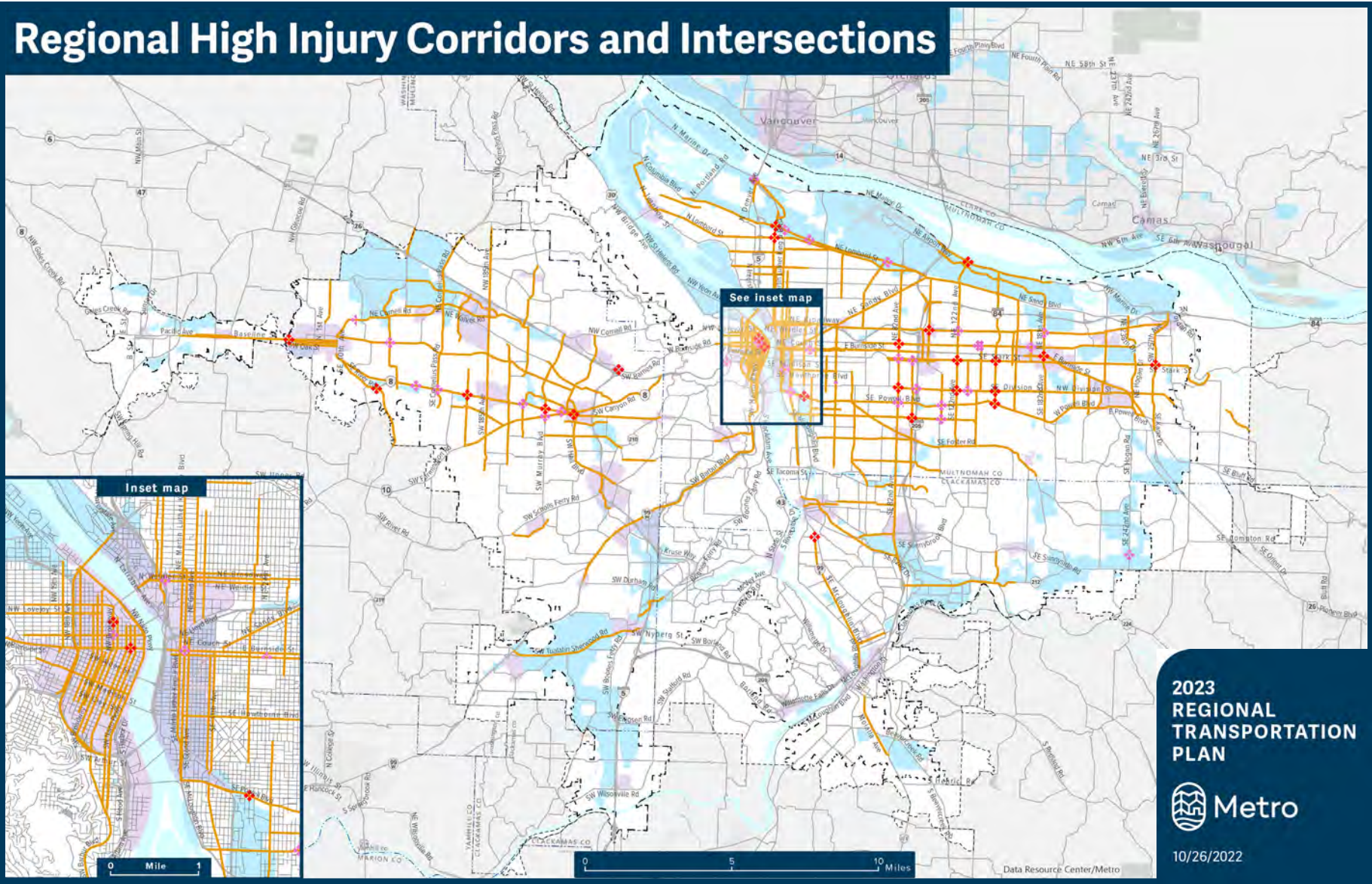
**PROACTIVELY** design a forgiving system

Saving lives is **NOT EXPENSIVE**





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



## Regional High Injury Corridors

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

## Traffic deaths and serious injuries

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

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

## People who are walking and biking are particularly vulnerable

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

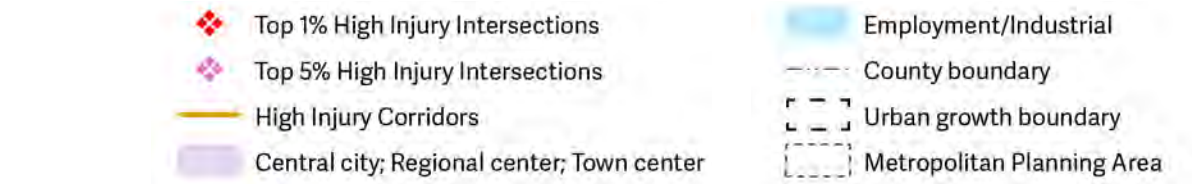


Figure 4. Annual traffic fatalities, compared to the trend, and target, 2009-2020 region

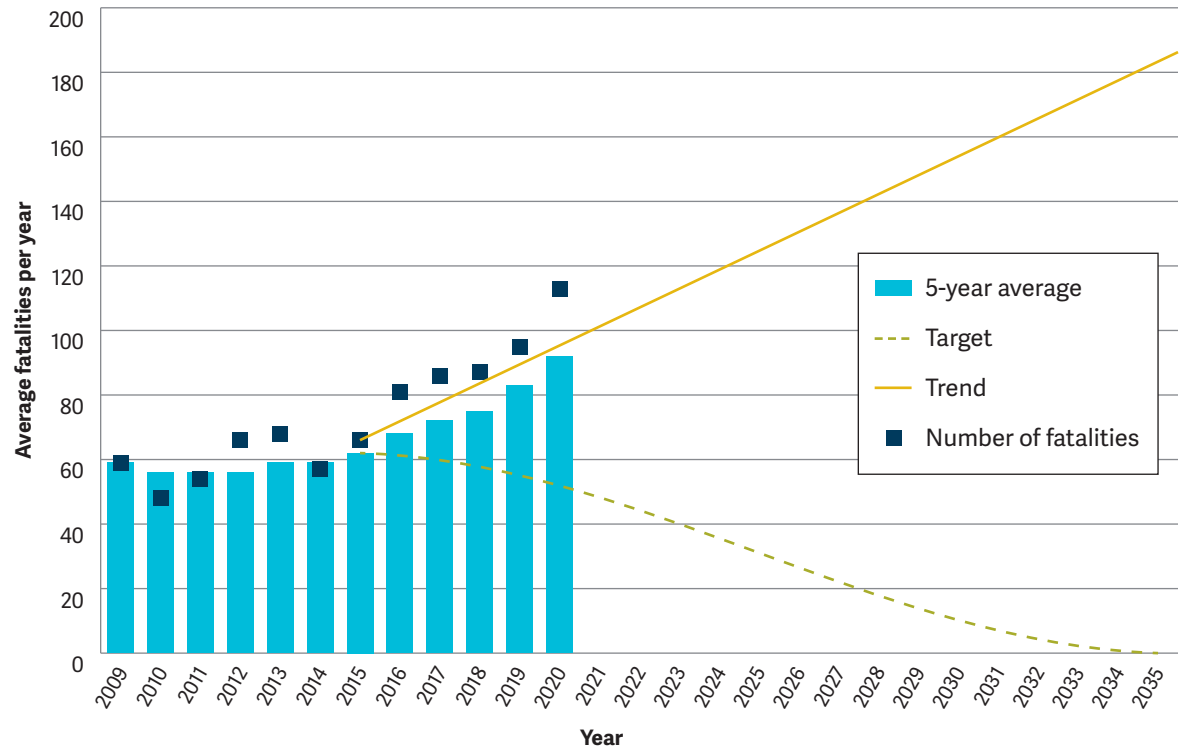
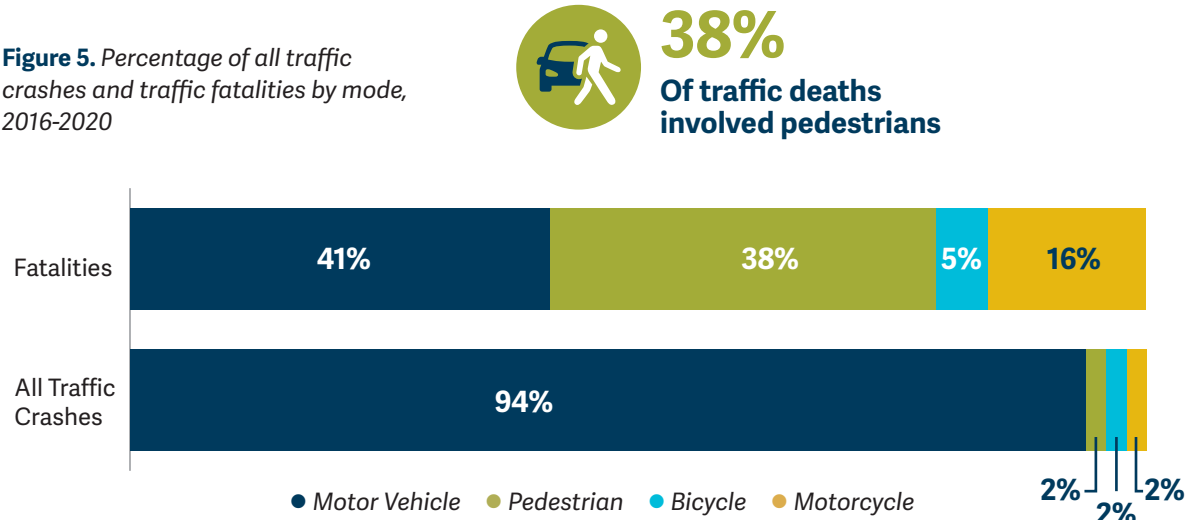


Figure 5. Percentage of all traffic crashes and traffic fatalities by mode, 2016-2020







EQUITY

# 2023 Regional Transportation Plan Update

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

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

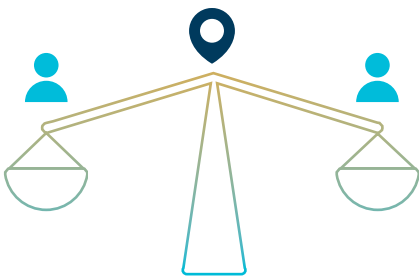
## The region’s approach to equity

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



## Equity Focus Areas

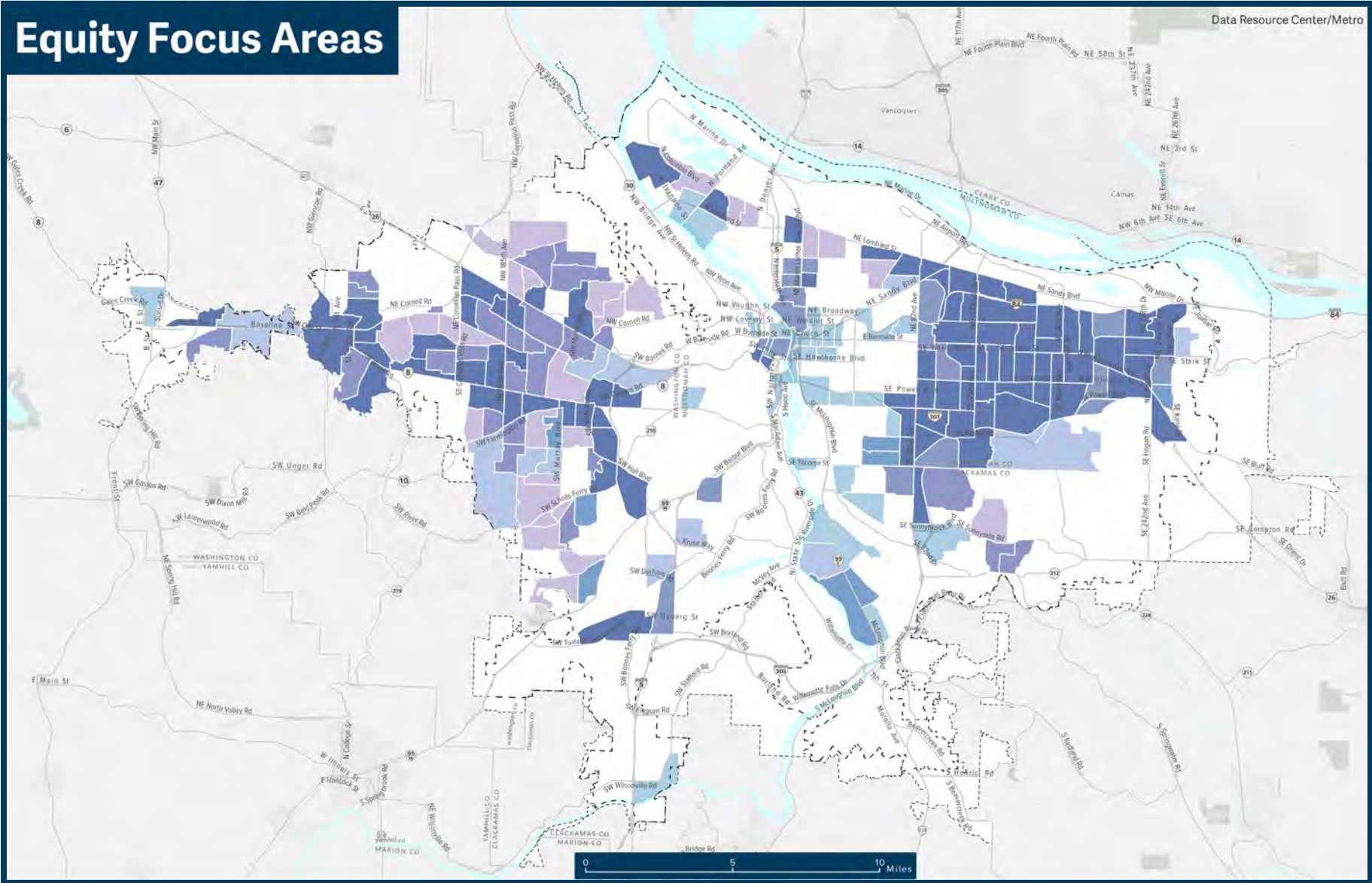
Equity Focus Areas (EFAs) are places where people of color, people with low incomes, and people with limited English proficiency are concentrated. These communities have been excluded from decisions, and negatively impacted by transportation projects. EFAs were identified to guide transportation plans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



## Did you know...

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

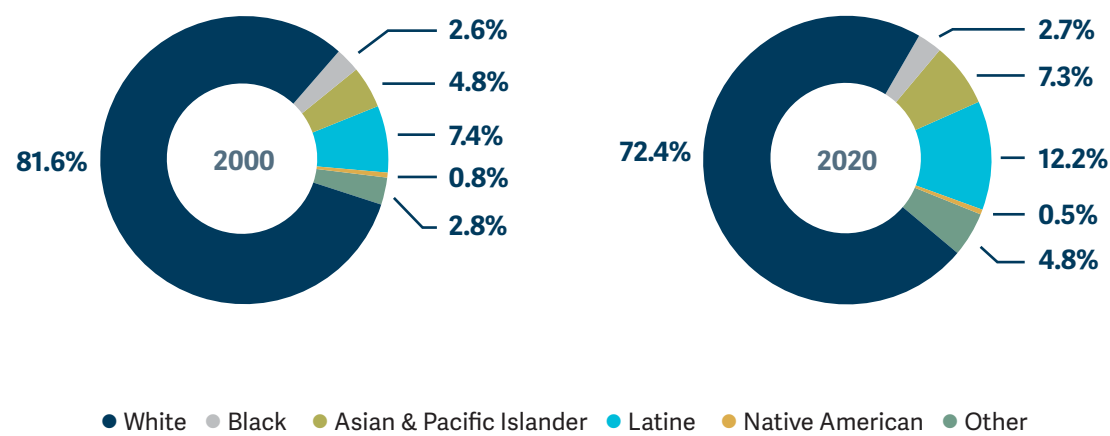
Figure 1. Equity focus areas, 2020 (explore this map in more detail here)



## Recent demographic and economic changes

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

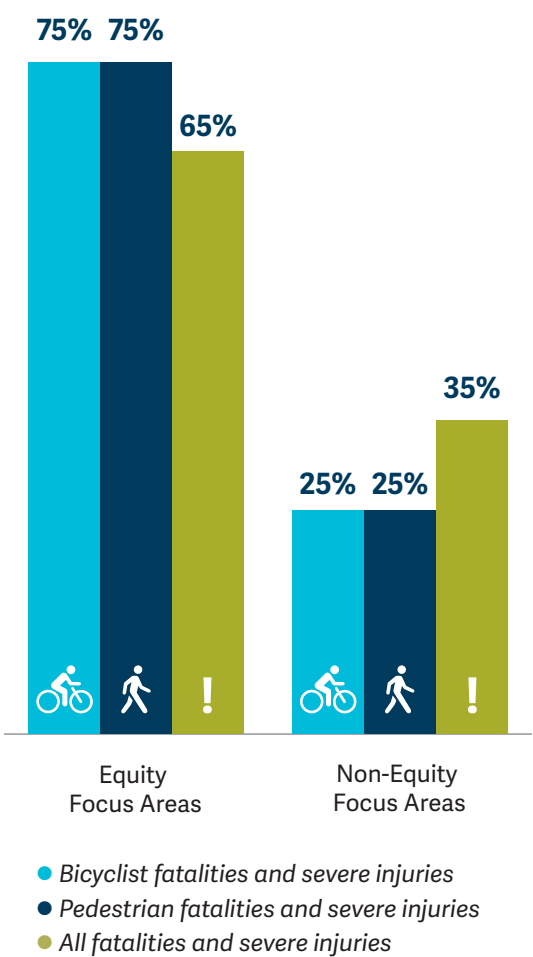
Figure 2. Population by race and ethnicity in the seven-county region, 2000 and 2020



## Crashes and equity

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

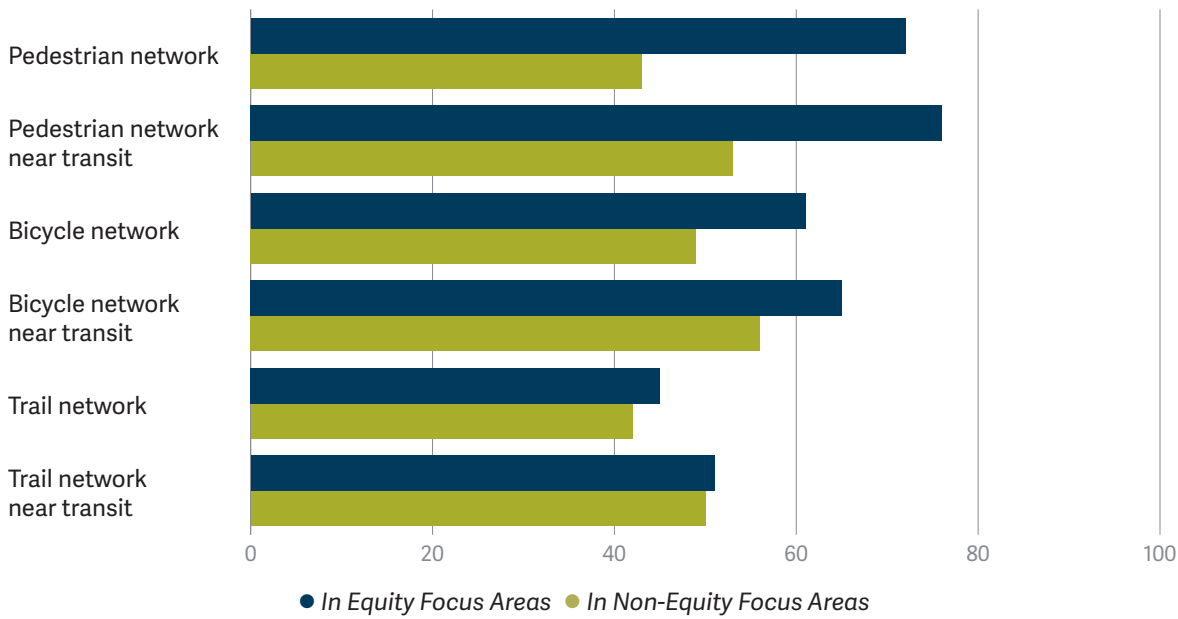
Figure 3. Percentage of average annual traffic fatalities and severe injuries in EFAs



## System completeness in Equity Focus Areas

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

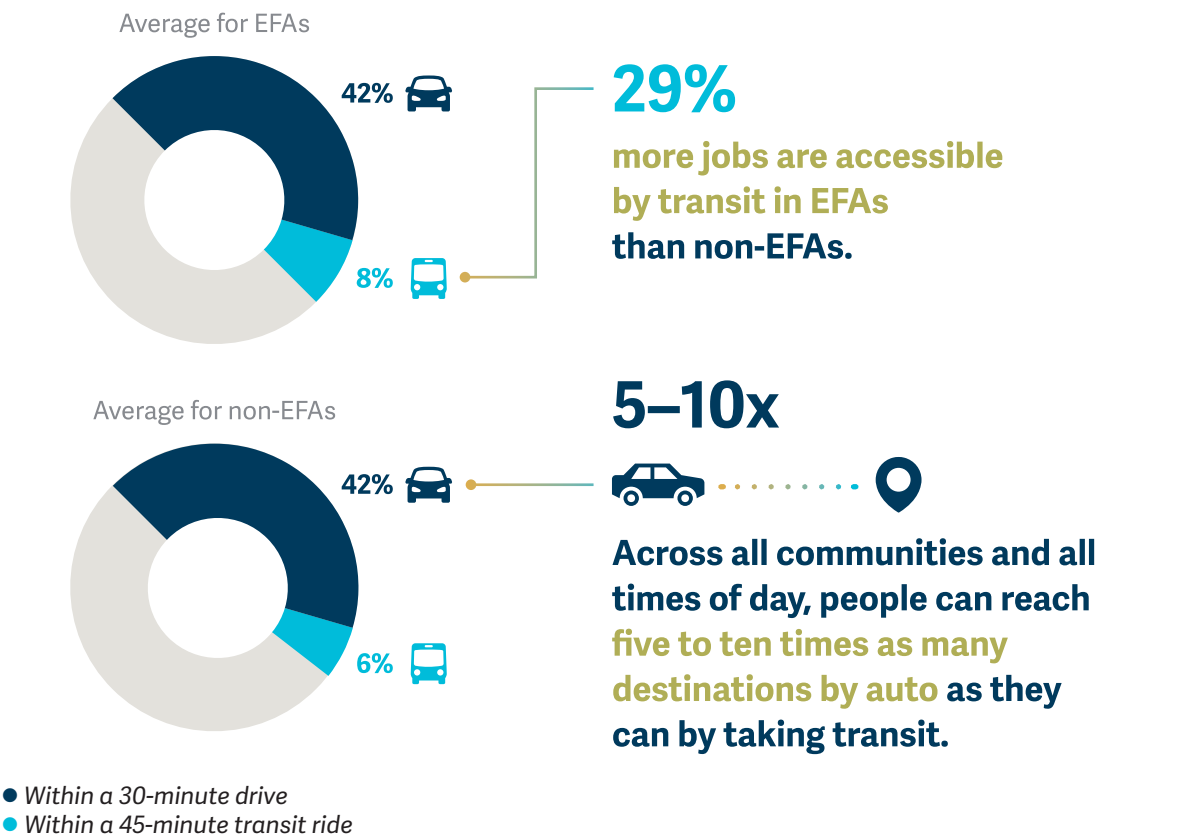
Figure 4. System completeness by network type and geography



## Access to destinations via transit

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

Figure 5. Percentage of jobs accessible during rush hour





# 2023 Regional Transportation Plan

## Draft project list overview and maps

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

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

### Introduction

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

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

- **Interactive map** of the projects submitted is available online at: <https://drcmetro.maps.arcgis.com/apps/webappviewer/index.html?id=9cde84c8845c4c66a2ed1c41baedc956>
- **Interactive Airtable** that presents information about each project in tabular form, including a project description, estimated cost, timing and the high-level assessment results. The Airtable can be found at: <https://airtable.com/shrE3wFe9bla5ghTM/tbliY1vwSuxgqFlf/viwTeTj2keSfc0D0m>
- **An excel workbook of the projects and all the information submitted** by jurisdictional partners can be downloaded here: <https://www.oregonmetro.gov/sites/default/files/2023/04/07/2023-RTP-Project-List-2023-03-23readonly.xlsx>

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

### RTP project list summaries

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

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



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

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

The capital investment categories include:

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



Investment scenarios include:

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

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

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

### RTP project list maps

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

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



## DRAFT CONSTRAINED PROJECT LIST

# RTP spending by investment category

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

DRAFT

### REGIONWIDE

**\$25.3B**

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



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

**\$48.0B**

**OPERATIONS + MAINTENANCE SPENDING**  
[YEAR OF EXPENDITURE \$]



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

### SHARE OF CAPITAL SPENDING BY PROJECT LOCATION

#### PORTLAND



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

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

#### CLACKAMAS COUNTY



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

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

#### MULTNOMAH COUNTY (NON-PDX)



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

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

#### WASHINGTON COUNTY



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

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

**\$73.3B**

**total RTP project spending**  
[YEAR OF EXPENDITURE \$]

#### NOTES:

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

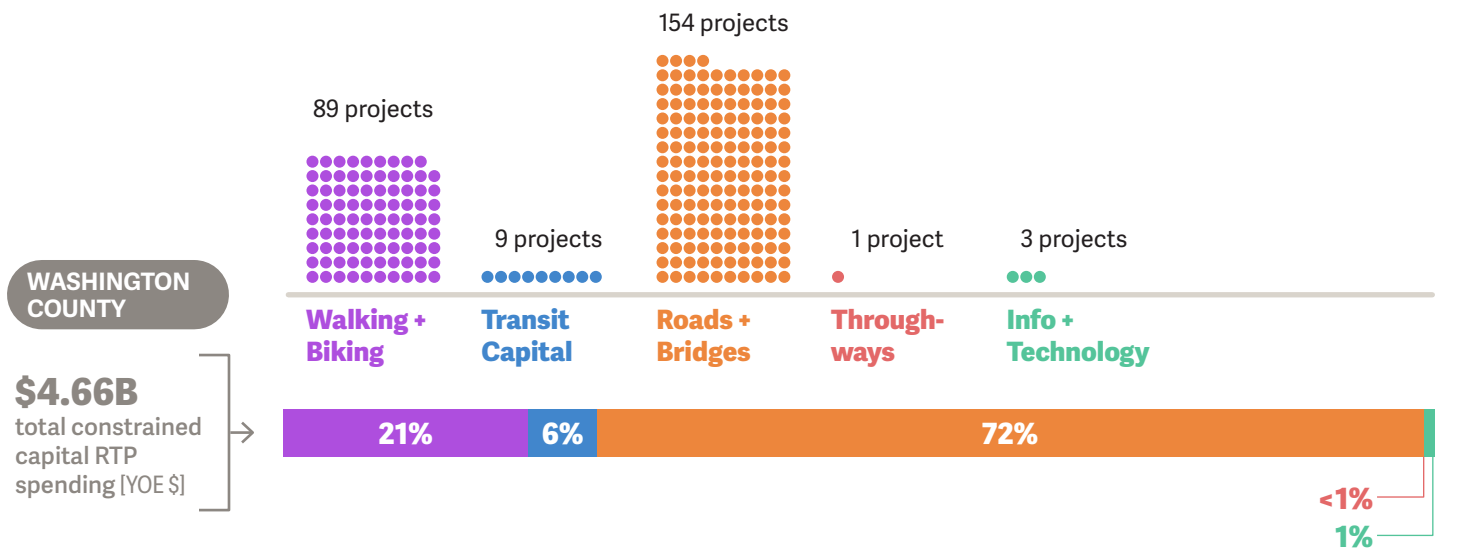
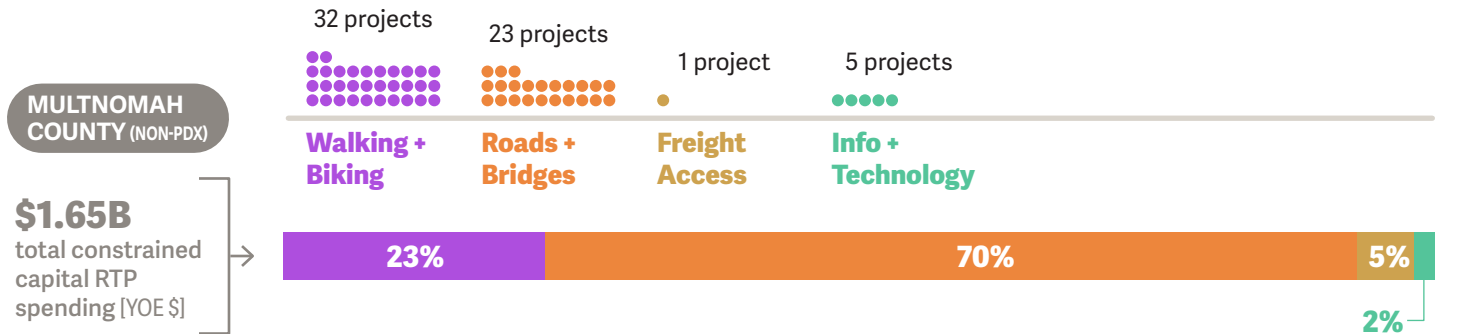
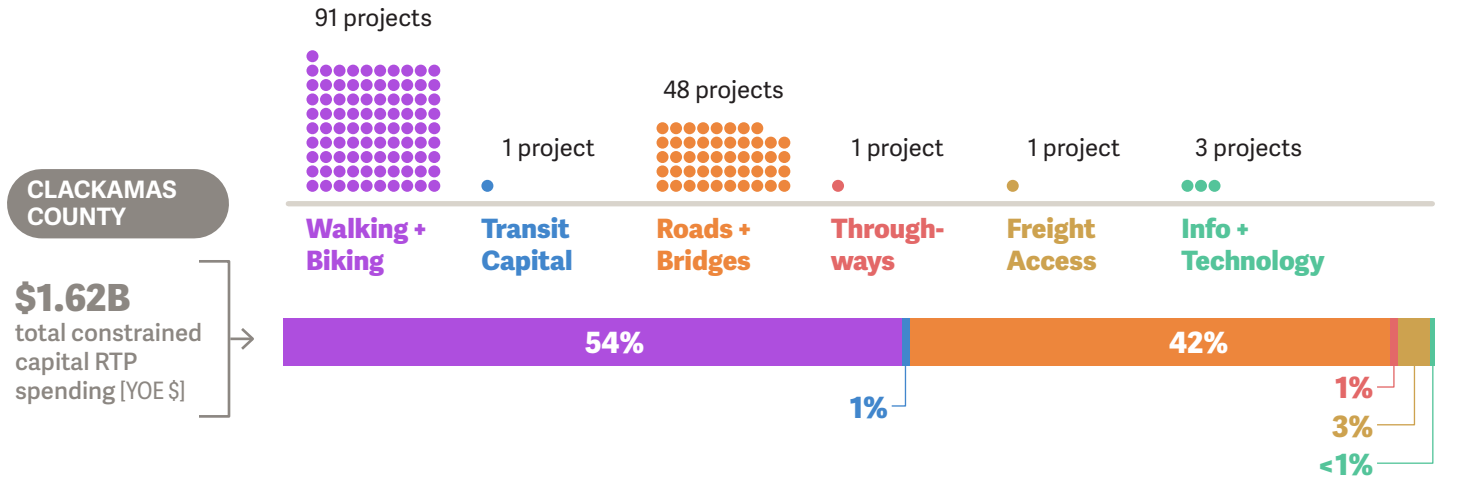
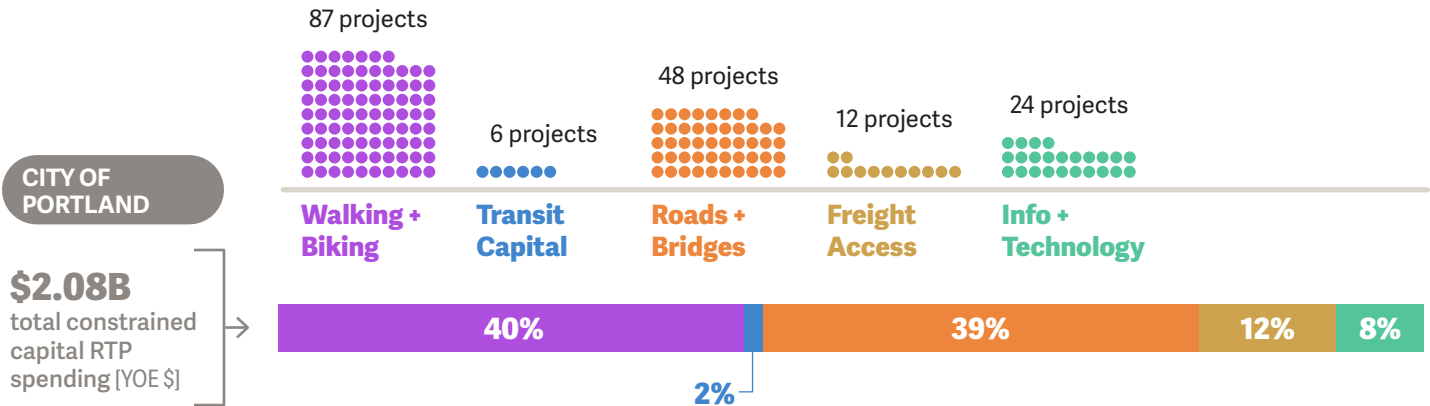
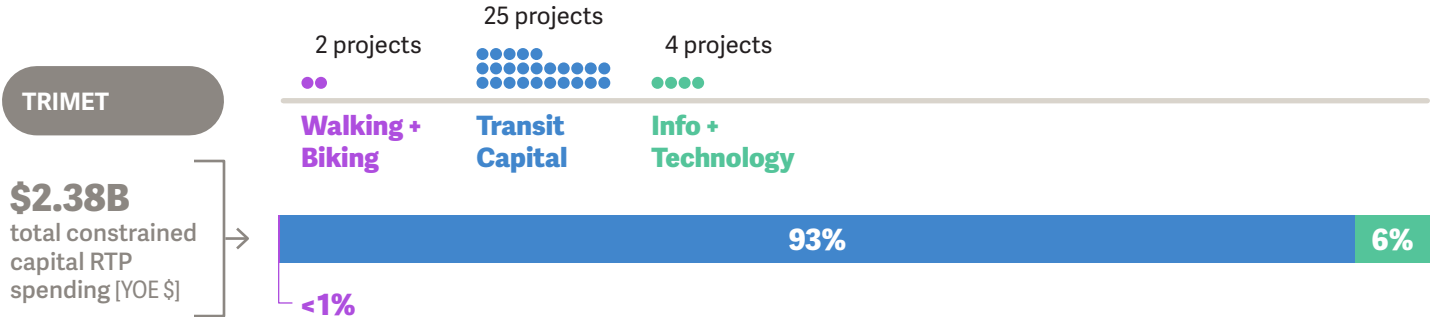
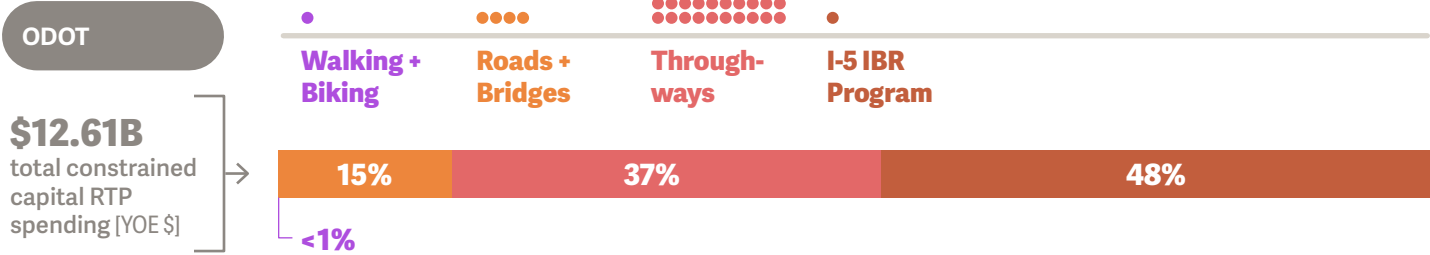


DRAFT CONSTRAINED PROJECT LIST

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

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

DRAFT



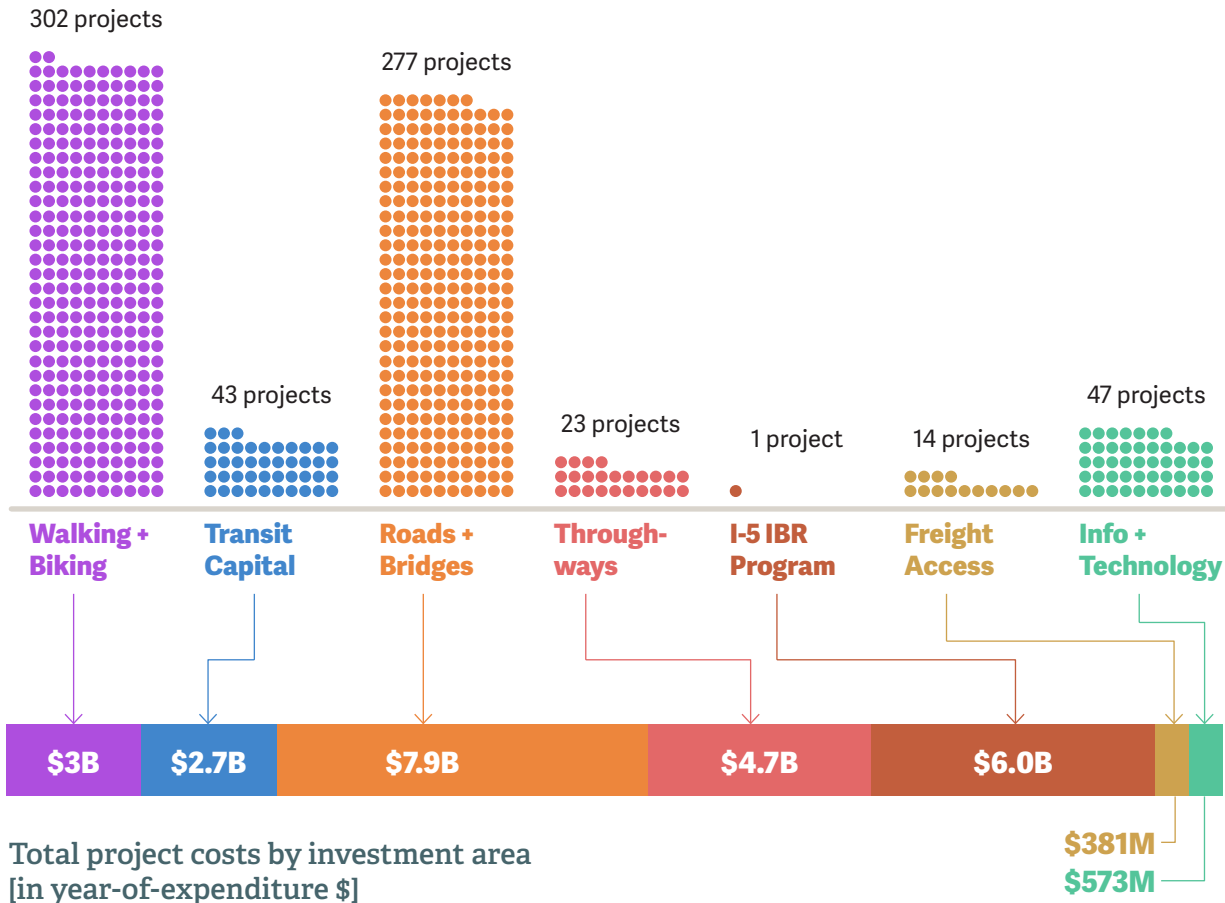
- NOTES:
1. The information is for capital projects only; operations and maintenance costs are not included.
  2. County project summaries include cities within the county.
  3. Project costs are in year-of-expenditure dollars.
  4. The investment category for each project is assigned by the lead agency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



DRAFT CONSTRAINED PROJECT LIST

# Number and cost of capital projects by investment category

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



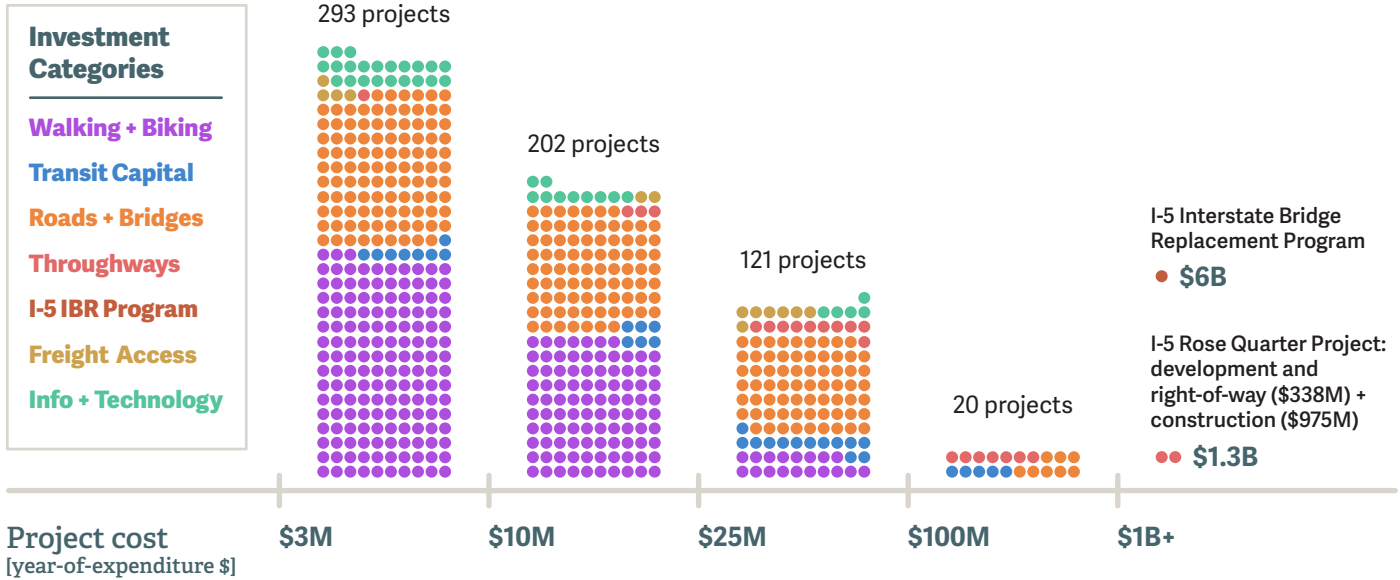


DRAFT CONSTRAINED PROJECT LIST

# Cost range of capital projects by investment category

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



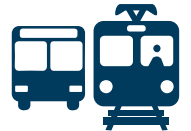
DRAFT






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

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

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

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

Acronyms used for project phases

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



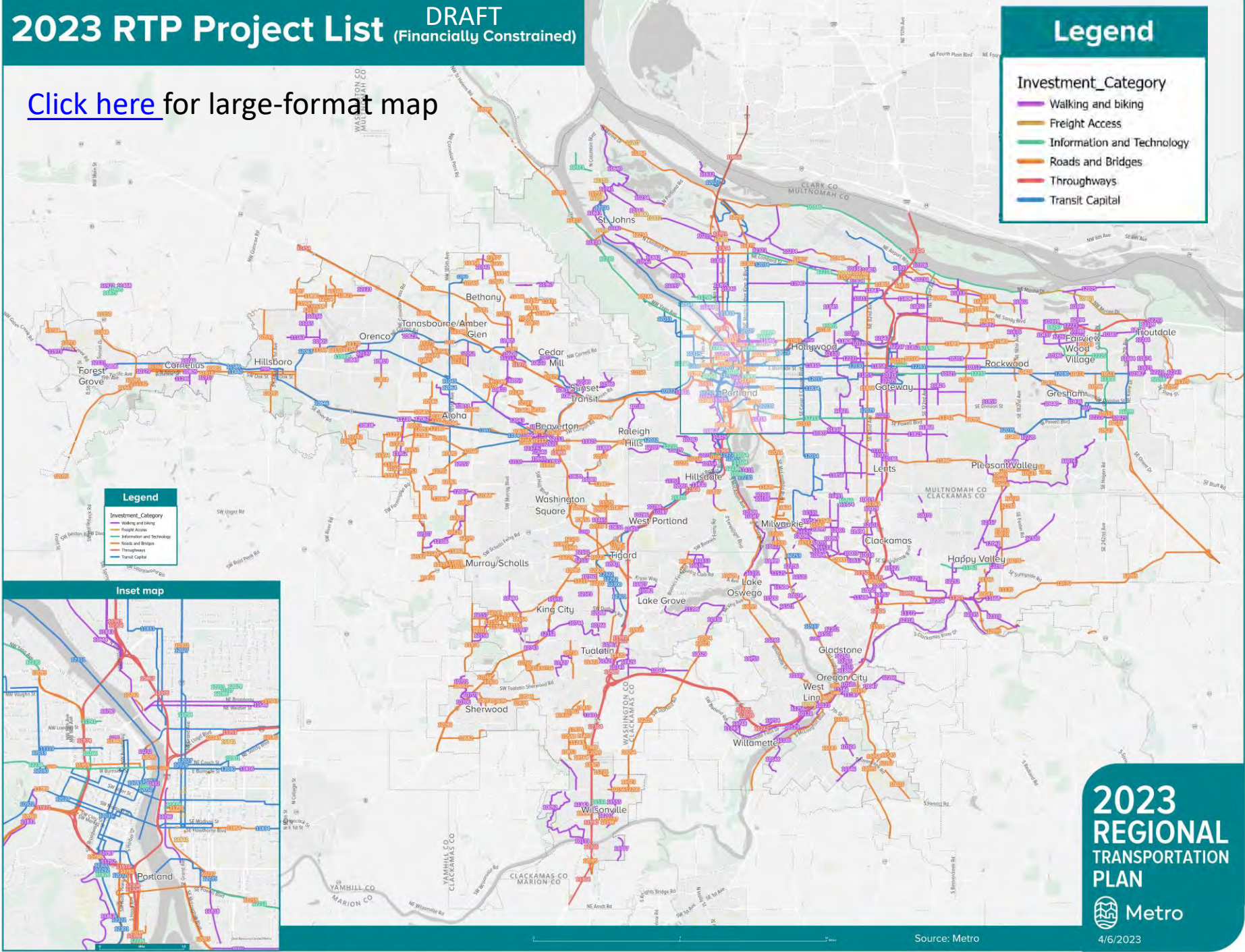
# 2023 RTP Project List DRAFT (Financially Constrained)

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

### Legend

Investment\_Category

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



2023  
REGIONAL  
TRANSPORTATION  
PLAN



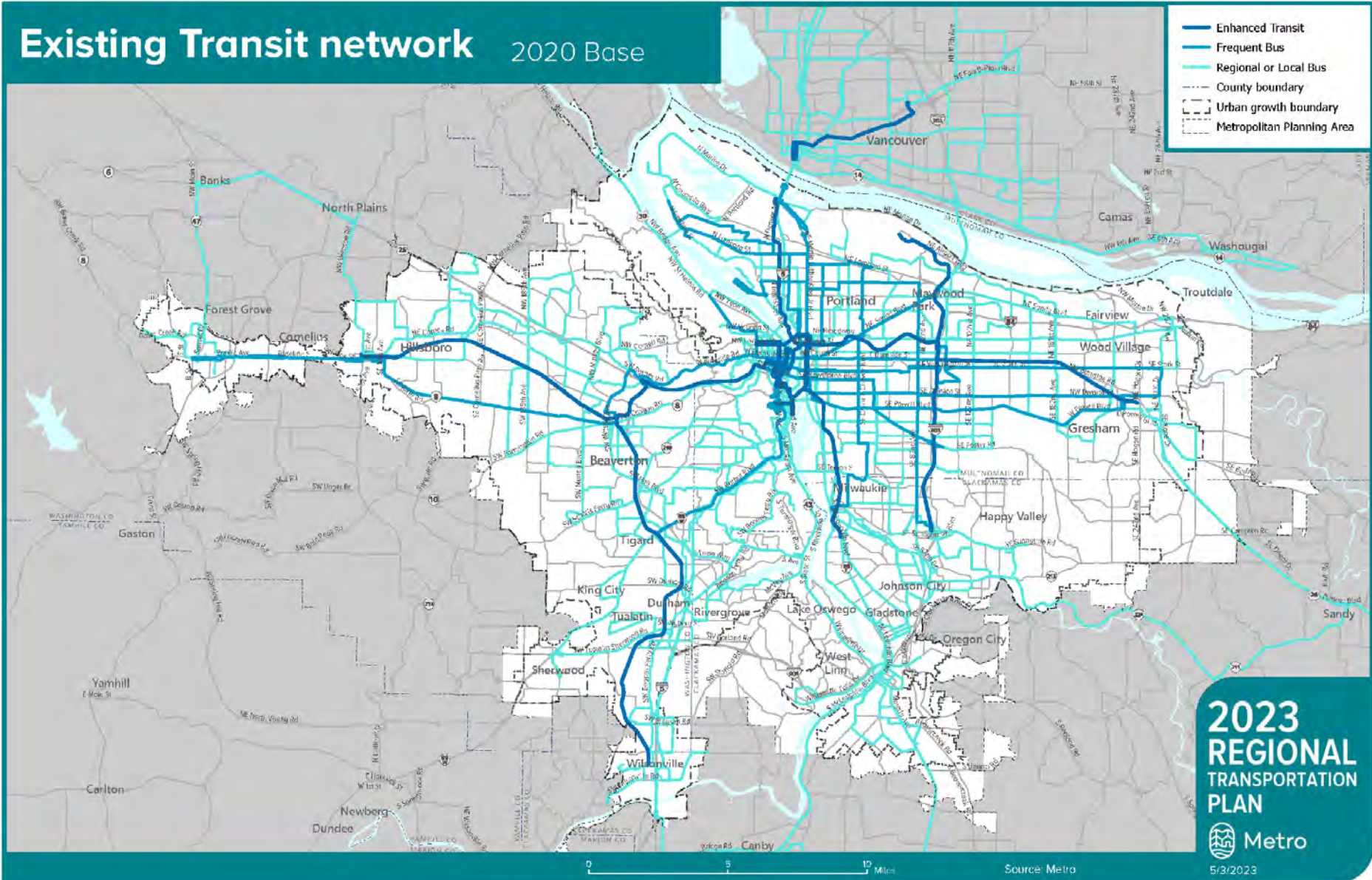
Source: Metro

4/6/2023



# TriMet and SMART Transit Service and Capital Projects

## Existing Transit network 2020 Base



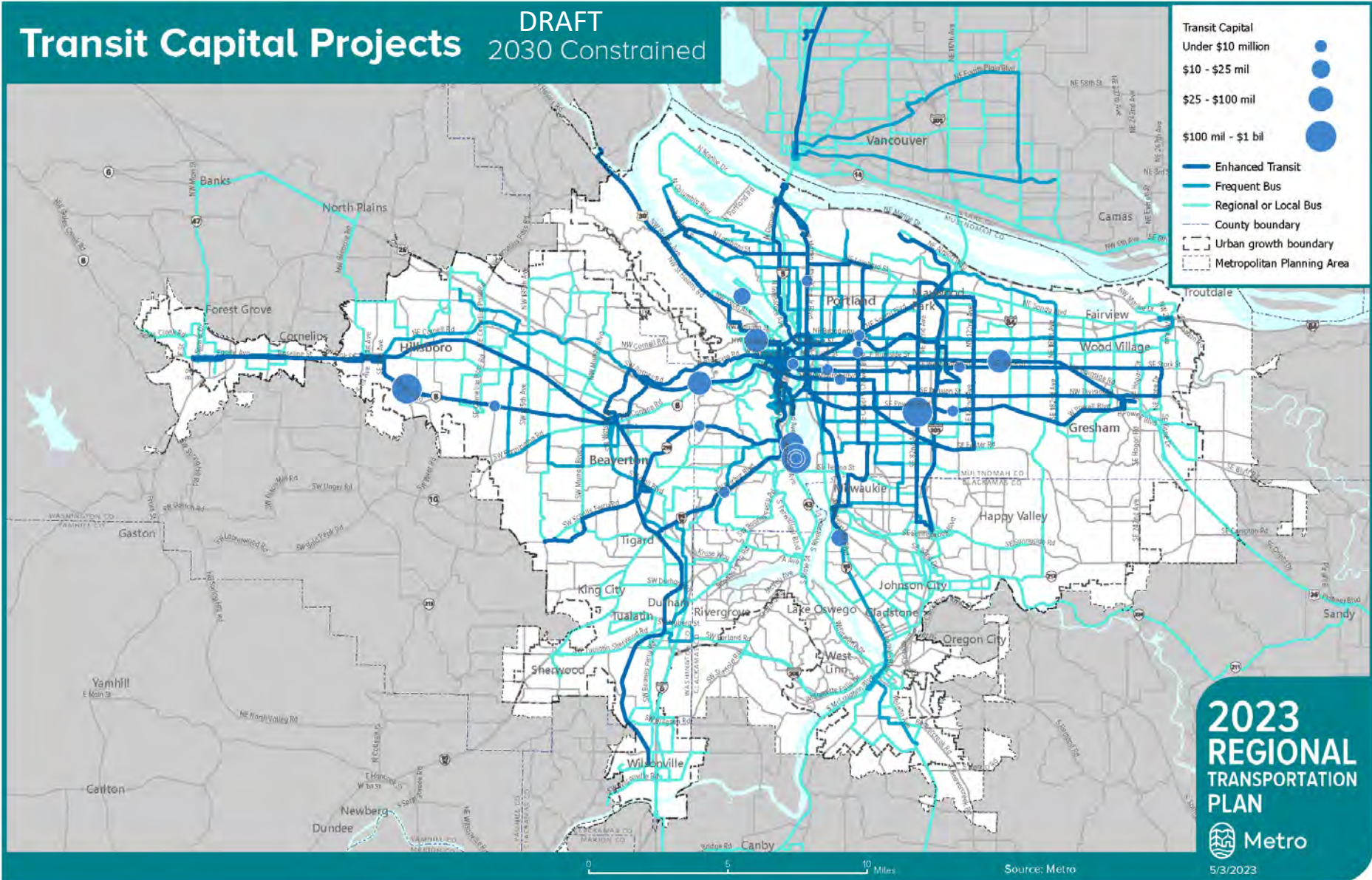
*This map also includes C-Tran and other transit service from outside the planning area boundary.*



# TriMet and SMART Transit Service and Capital Projects

## Transit Capital Projects

DRAFT  
2030 Constrained



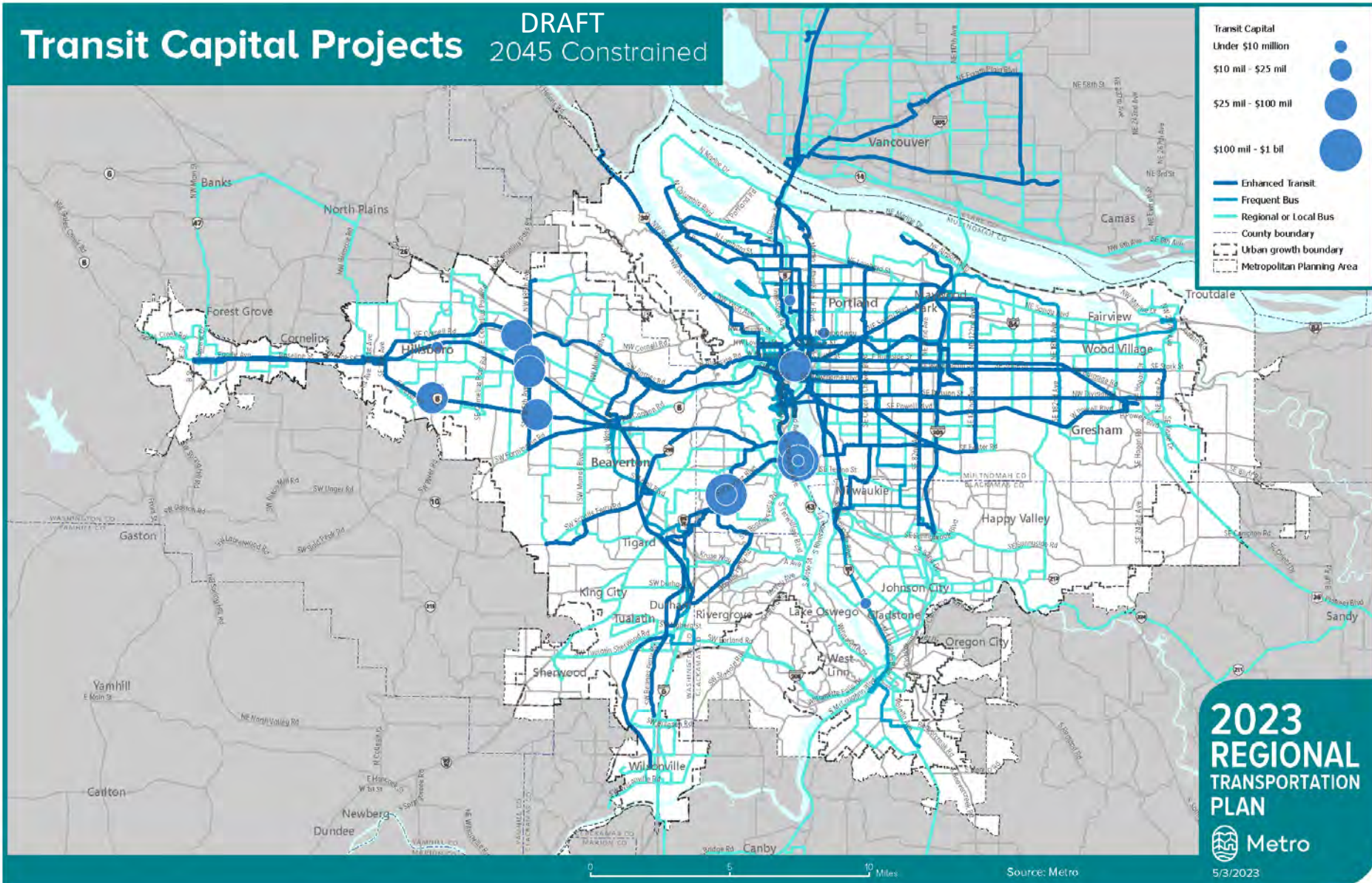
*This map also includes C-Tran and other transit service from outside the planning area boundary.*



# TriMet and SMART Transit Service and Capital Projects

## Transit Capital Projects

DRAFT  
2045 Constrained

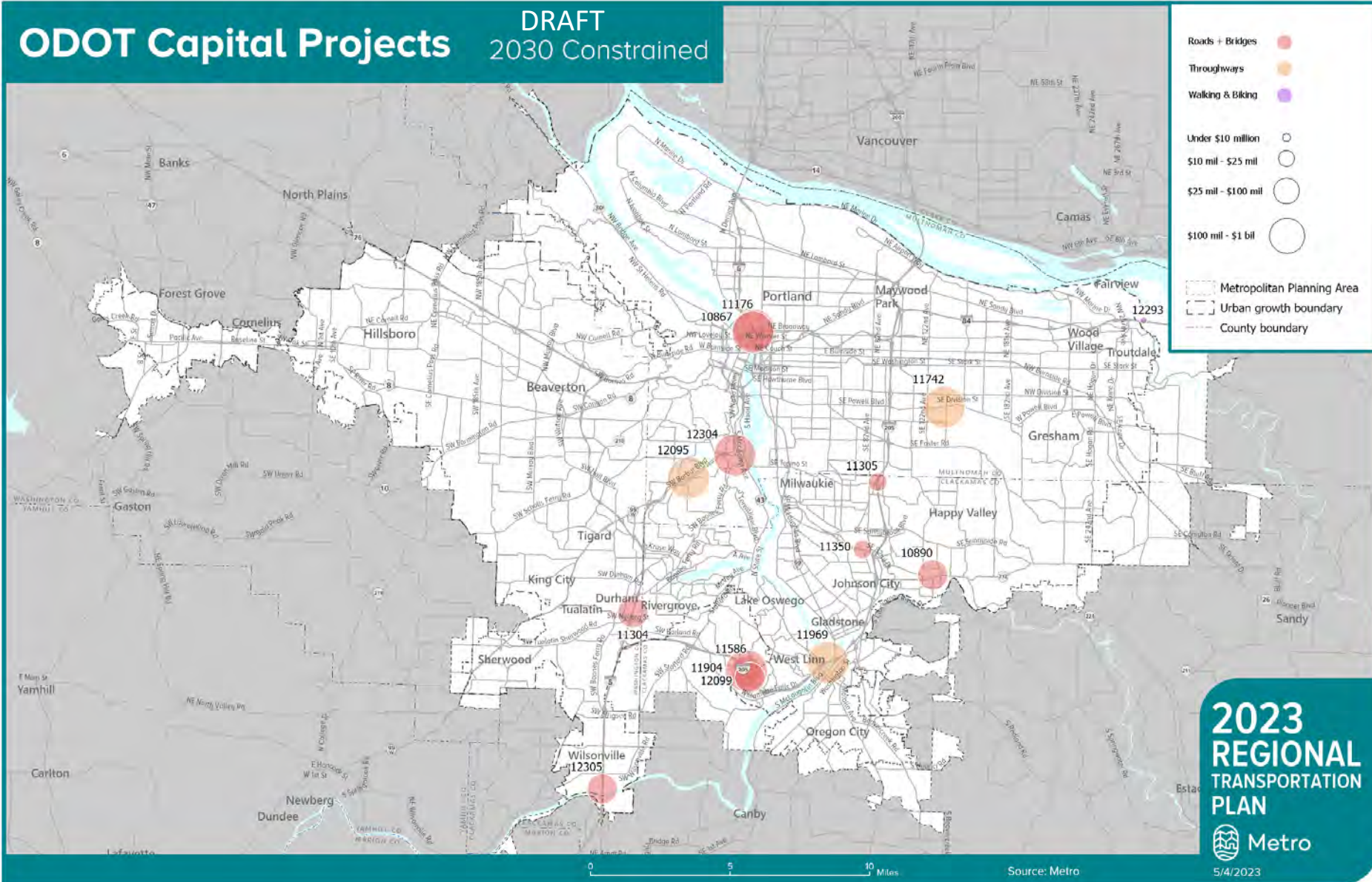


*This map also includes C-Tran and other transit service from outside the planning area boundary.*



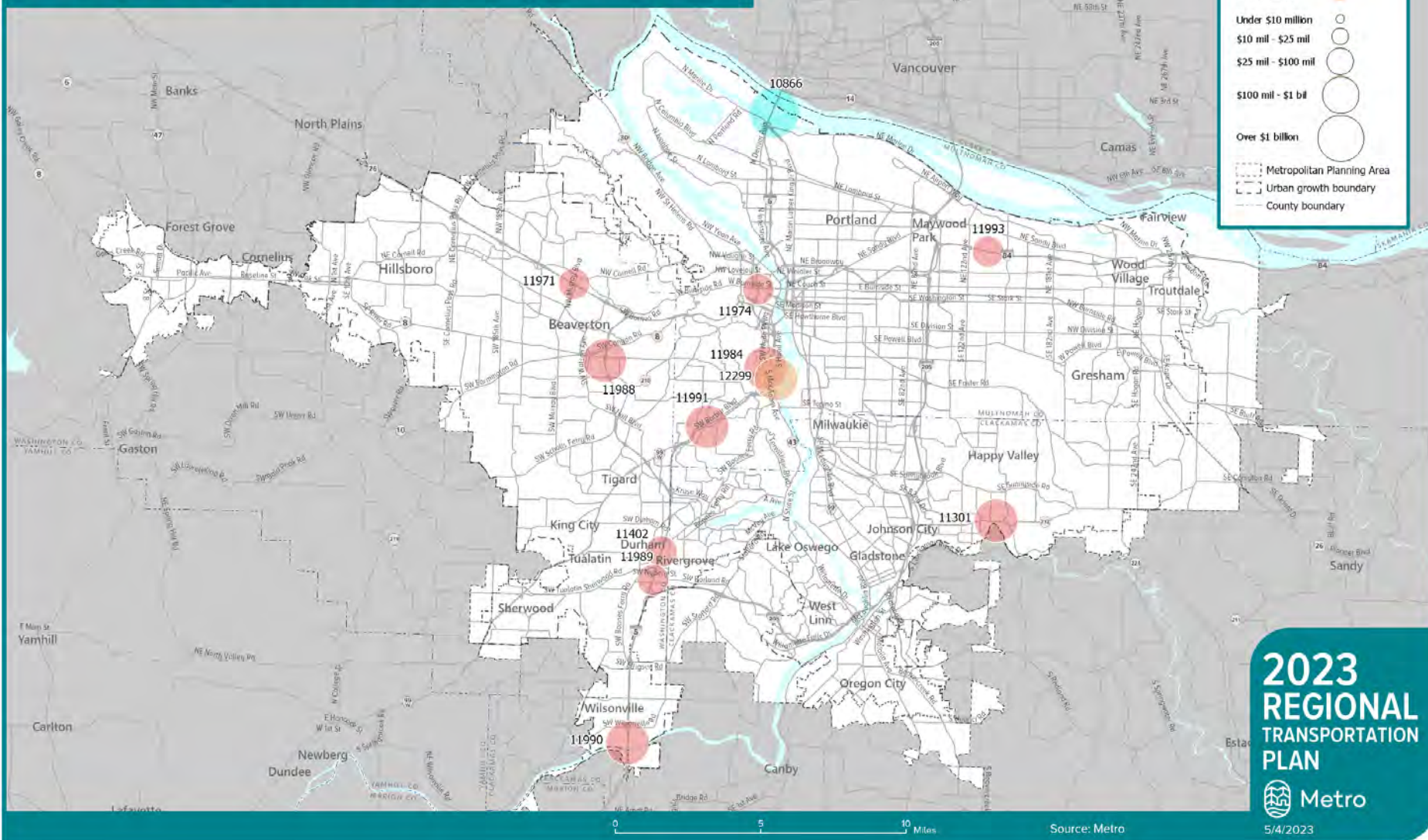
# ODOT Capital Projects

DRAFT  
2030 Constrained



# ODOT Capital Projects

DRAFT  
2045 Constrained







## 2023 Regional Transportation Plan

# Community input on investment priorities – Preliminary summary

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

## Overview

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

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

### Key takeaways:

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

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

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

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

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

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

## Outcomes: Focus on safety.

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

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

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

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

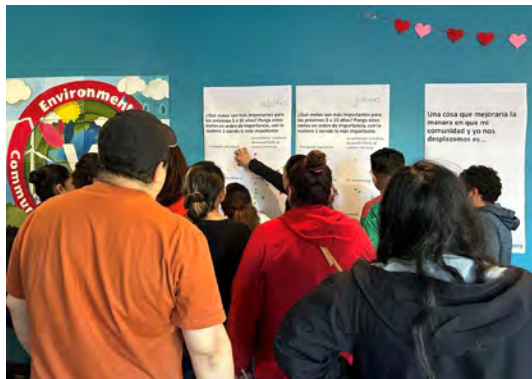


Photo: Verde forum participants

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

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

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

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

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

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

## Outcomes: Equitable transportation and climate are also priorities.

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

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

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

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

### Investments: maintenance.

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

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

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

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

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

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

#### Roads and bridges

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



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

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

### **Transit**

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

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

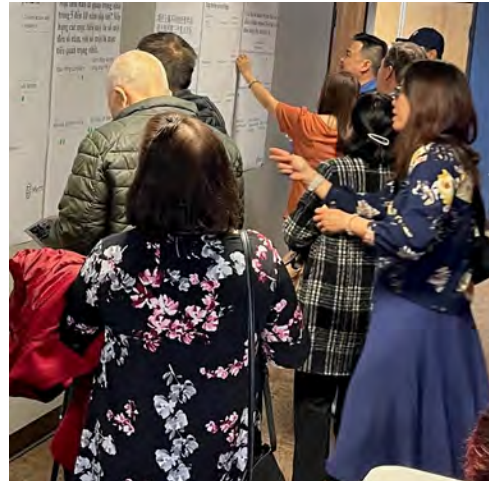
**“Waiting time for bus on weekend takes too long. Can frequency be as good as weekday? People work on weekends too. They have to wake up so early to make time to take transit.”**  
– Vietnamese in-language forum participant.

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

### **Biking and walking**

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

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



**Photo: In-language forum participants**

### **Next steps**

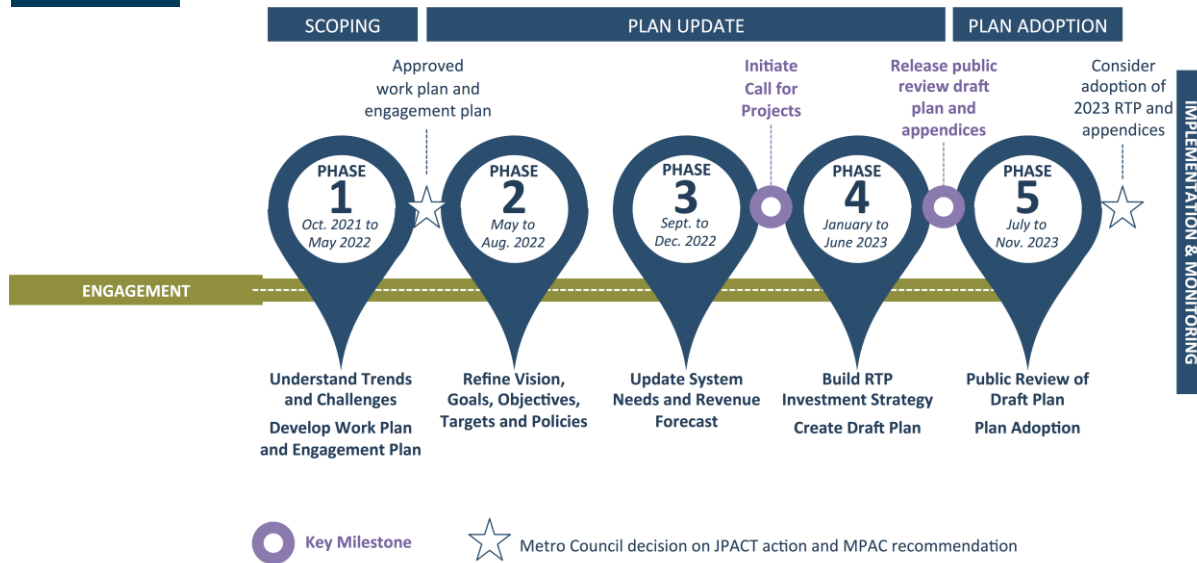
As Metro continues to receive community feedback provided by community based organizations, a deeper analysis of the online public survey and other engagements, staff will continue sharing this input with partnering agencies and decision makers.



## 2023 REGIONAL TRANSPORTATION PLAN UPDATE

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

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



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

#### • Call for Projects

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

- **Draft Policy Chapter (Ch. 3)**

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

- **High-level Assessment of Draft Project List**

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

- **RTP System Analysis**

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

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

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

\*\*\*\*\*

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

- **Update HCT Strategy**

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

- **Update Climate Smart Strategy<sup>1</sup>**

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

---

<sup>1</sup> Schedule of discussions to be further refined.