

Council meeting agenda

Tuesday, May 30, 2023

10:30 AM

**Metro Regional Center Council Chamber,
<https://www.youtube.com/live/OAbDYHUnjMw?feature=share>,
<https://zoom.us/j/615079992>, or
**877-853-5257 (toll free) (Webinar ID:
615079992)****

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber. You can join the meeting on your computer or other device by using this link:
<https://www.youtube.com/live/OAbDYHUnjMw?feature=share>

1. Call to Order and Roll Call

2. Public Communication

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council 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 agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber.

Those requesting to comment virtually during the meeting can do so by joining the meeting using this link: <https://zoom.us/j/615079992> (Webinar ID: 615079992) or 888-475-4499 (toll free) and using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Consent Agenda

- 3.1 Resolution No. 23-5338, For the Purpose of Adding Six New Projects, Authorized by Congress Through Congressionally Directed Spending, to the 2021-24 MTIP and Allowing the Start of Preliminary Engineering Activities [RES 23-5338](#)
- Attachments: [Resolution No. 23-5338](#)
[Exhibit A](#)
[Staff Report](#)

4. Other Business

- 4.1 Update on Metro's Public Engagement Guide [23-5881](#)
- Presenter(s): Gloria Pinzón Marin (she/they), Metro
- Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)
[Attachment 3](#)
- 4.2 High Capacity Transit Strategy Update: Draft Report [23-5883](#)
- Presenter(s): Ally Holmqvist (she/her), Metro
- Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)
[Attachment 3](#)
[Attachment 4](#)
[Attachment 5](#)

5. Chief Operating Officer Communication

6. Councilor Communication

7. Adjourn

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Ogeysiiska takooris la'aanta ee Metro

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការប្រកាសស្តីពីការមិនរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។

បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

إشعار بعدم التمييز من Metro

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**Resolution No. 23-5338, For the Purpose of Adding Six New Projects, Authorized by
Congress Through Congressionally Directed Spending, to the 2021-24 MTIP and
Allowing the Start of Preliminary Engineering Activities**
Consent Agenda

Metro Council Meeting
Thursday, May 30th, 2023

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF ADDING SIX NEW
PROJECTS, AUTHORIZED BY CONGRESS
THROUGH CONGRESSIONALLY
DIRECTED SPENDING, TO THE 2021-24
MTIP AND ALLOWING THE START OF
PRELIMINARY ENGINEERING ACTIVITIES**

) RESOLUTION NO. 23-5338
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Introduced by: Chief Operating
Officer Marissa Madrigal in
concurrence with Council President
Lynn Peterson

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2020, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 20-5110 to adopt the 2021-24 MTIP; and

WHEREAS, pursuant to the U.S. Department of Transportation's MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, approval by Congress of the Consolidated Appropriations Act, 2023 (CAA2023) includes multiple Congressional Directed Spending (CDS) project authorizations for Oregon which six are now moving forward to complete MTIP and STIP programming requirements; and

WHEREAS, approved funding for two CDS projects originate from the Allocation of Highway Infrastructure Programs Projects designated in Division L of the CAA2023 Act with the remaining four originating from Table 20 of the Transit Infrastructure Grants-Community Project Funding/Congressionally Directed Spending section; and

WHEREAS, the six approved CDS funding awards include \$3,200,000 for the ODOT OR141- Hall Boulevard Pedestrian Safety Improvements at Hemlock & Spruce, \$2,332,000 for the ODOT Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area, \$3,000,000 for TriMet's 82nd Ave MAX Station Improvement Project, \$5,000,000 for TriMet's Merlo Bus Garage Zero Emission Retrofit, \$5,000,000 for TriMet's Oregon City Transit Center renovation project, and \$2,000,000 for TriMet's Willamette Shore Line Rail & Trestle Repair project; and

WHEREAS, ODOT, Metro, plus TriMet have been seeking and obtaining for over six months programming, obligation, and expenditure guidance from Federal Highways Administration and Federal Transit Administration and now believe the six CDS awards can move forward to be implemented and efficiently delivered; and

WHEREAS, the programming of the six CDS awards in the MTIP and STIP in FFY 2023 will help accelerate required obligations and overall project delivery ensuring awarded funds are obligated by the deadline of September 30, 2026 and expended by September 30, 2030; and

WHEREAS, the specific programming requirements to add the six projects to the 2021-24 MTIP are stated in Exhibit A to this resolution; and

WHEREAS, on May 5, 2023, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on May 18, 2023, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add the six Congressional Directed Spending approved projects in the May 2023 Formal MTIP Amendment to the 2021-24 Metropolitan Transportation Improvement Program.

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

Approved as to Form:

Lynn Peterson, Council President

Carrie MacLaren, Metro Attorney

2021-2024 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 23-5338

May FFY 2023 Formal Transition Amendment Bundle Contents
 Amendment Type: Formal/Full
 Amendment #: MY23-09-MAY
 Total Number of Projects: 6

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 23428 MTIP ID TBD New Project	ODOT	I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta	Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (CAA23, DEMO ID OR211)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR211, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
(#2) ODOT Key # 22647 MTIP ID TBD New Project	ODOT	OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St	The project will provide two enhanced pedestrian crossings along Hall to improve the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area (CAA23, DEMO ID OR216)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR216, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.

(#3) ODOT Key # TBD MTIP ID TBD New Project	TriMet	TriMet Merlo Bus Garage Zero Emission Retrofit	This project includes sitework, garage and utility upgrades and installation of charging stations for articulated buses at Merlo Garage (ID# 2023-CMPJ-094 Earmark)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-094, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
(#4) ODOT Key # TBD MTIP ID TBD New Project	TriMet	TriMet 82nd Ave MAX Station Improvement Project	The project includes design, permitting, and construction for refurbishment of the light rail platform, existing shelters and lighting, and new safety upgrades at the 82nd Avenue MAX Station for added passenger safety (DEMO ID OR209, CAA2023)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR209, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
(#5) ODOT Key # TBD MTIP ID TBD New Project	TriMet	TriMet Oregon City Transit Center	This project includes acquisition of property, design and planning, sitework, construction and renovation of facilities at the Oregon City Transit Center for improved transit operations (ID# 2023-CMPJ-095)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-095, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.

(#6) ODOT Key # TBD MTIP ID TBD New Project	TriMet	Willamette Shore Line Rail & Trestle Repair	The WSL improvements will upgrade the South Miles Street crossing, replace Jones trestle, conduct mitigation associated with geotech exploration and miscellaneous trestle & track improvements along with routine maintenance (ID# 2023-CMPJ-096)	ADD NEW PROJECT: The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-096, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
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Proposed Amendment Review and Approval Steps:

- Tuesday, May 2, 2023: Post amendment & begin 30-day notification/comment period.
- Friday, May 5, 2023: TPAC meeting (Required Metro amendment notification)
- Thursday, May 18, 2023: JPACT meeting.
- Wednesday, May 31, 2023: End 30-day Public Comment period.
- Thursday, June 1, 2023: Final project amendment approvals from FHWA estimated.

2021-2026 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: Add new approved Congressional Directed Spending project to the 2021-24 MTIP



Metro 2021-26 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
Add the new Congressional Directed
Spending project to the MTIP

Lead Agency:	ODOT		Project Type:	Trail		ODOT Key:	23428
Project Name:		1	Fiscal Constraint Cat:	Capital		MTIP ID:	TBD
I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta			ODOT Type	Bike/Ped		Status:	0
			Performance Goal:	N/A		Comp Date:	12/31/2025
			Capacity Enhancing:	No		RTP ID:	N/A
			Conformity Exempt:	Yes		RTP Approval:	12/6/2018
			On CMP:	N/A		Trans Model:	12/6/2018
			30 Day Notice Begin:	5/2/2023		TCM:	No
			30 Day Notice End:	5/31/2023		TSMO Award	No
			Funding Source	CDS Earmark		TSMO Cycle	N/A
			Funding Type:	HIPCDS23		RFFA ID:	N/A
			State Highway Route	I-84		RFFA Cycle:	N/A
			Mile Post Begin:	18.33		UPWP:	No
			Mile Post End:	18.51		UPWP Cycle:	N/A
			Length:	0.18		Past Amend:	0
			Flex Transfer to FTA	No		Council Appr:	Yes
			FTA Conversion Code:	N/A		Council Date:	6/1/2023
			1st Year Program'd:	2023		OTC Approval:	No
		Years Active:	0		OTC Date	N/A	
			STIP Amend #: 21-24-3308		MTIP Amnd #:	MY23-09-MAY	
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).							
Short Description:							
Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (CAA23, DEMO ID OR211)							

Detailed Description: In NE Multnomah County on Jordan Rd off I-84 at MP 18.33 to MP 18.51 at the Sandy River Delta, design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (Consolidated Appropriations Act 2023 earmark, DEMO ID OR211)

STIP Description: Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access

Last Amendment of Modification: None. This amendment represents the project's initial programming in the mTIP.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
HIPCDS23	Y926	2023		\$ 233,200				\$ 233,200
HIPCDS23	Y926	2024			\$ 26,919			\$ 26,919
HIPCDS23	Y926	2024					\$ 2,071,881	\$ 2,071,881
Note:							Federal Totals:	\$ 2,332,000

State Funds								
HB2017	S070	2023		\$ 26,691			\$	26,691
HB2017	S070	2024			\$ 3,081		\$	3,081
HB2017	S070	2024					\$ 237,136	\$ 237,136
Note: HB2017 State funds are being used as the match to the federal earmark							State Total:	\$ 266,908

Local Funds								
							\$	-
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 259,891	\$ 30,000	\$ -	\$ 2,309,017	\$ 2,598,908
Total Project Cost Estimate (all phases):							\$	2,598,908
Year of Expenditure Cost Amount:							\$	2,598,908

Programming Summary Details

Why project is short programmed: N/A - The project is not short programmed.

Phase Change Amount:	\$ -	\$ 259,891	\$ 30,000	\$ -	\$ 2,309,017	\$ 2,598,908
Phase Change Percent:	0%	100%	100%	0%	100%	100%
Revised Match Federal:	\$ -	\$ 26,691	\$ 3,081	\$ -	\$ 237,136	\$ 266,908
Revised Match Percent:	N/A	10.27%	10.27%	N/A	10.27%	10.27%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes Congressional Direct Spending Earmark ID - DEMO OR211
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						
MTIP Programming Consistency Check Details and Glossary						
General Areas						
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.					
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.					
3	This amendment to the MTIP completes what action: The amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR211, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.					
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, FLAP Project Summary including support letters, STIP OTC letter notifying of programming action, USDOT March 21, 2023 Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 Memo, and Sandy Rover Delta overview, and project location maps.					
Public Notification and Comment Process:						
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes					
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? May 2, 2023 to May 31, 2023					
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes					
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes					
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Not expected. However, any significant comments received will be sent on to Metro's Communication staff for review plus evaluation, and response as needed.					
6	Added clarifying notes: The project will need to also add the ROW and construction phases to FFY 2024 in the new 2024-27 MTIP. It will be included as part of the 202427 Transition Amendment bundle.					

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? No. The multi-use trail has a recreational use component and is not part of the Metro Pedestrian or Bicycle networks
2A	Does the amendment include fiscal updates? Yes. The authorized funding originates as a Congressional Directed Spending earmark from the Consolidated Appropriations Act of 2023.
2B	What is the funding source for the project? Congressional authorized funds programmed under fund code Y926 with a related programmatic fund code of HIPCDS23
2C	Was the Proof-of Funding requirement satisfied and how? The USDOT March 21, 2023 Memo provide the earmark funding confirmation
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: Not applicable. The project is considered a recreational trail and not part of the Metro Bicycle and Pedestrian commuter trail modeling networks.
1B	RTP Project Description: N/A. Since the project is not funded by Metro and is outside of the RTP commuter trail networks, it is not subject to the standard RTP consistency checks. The new multi-use trail will support recreational needs in the Sandy River Delta natural area.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Air Quality - Bicycle and Pedestrian Facilities
3A	Is the project considered capacity enhancing? No. The project is a multi-use pedestrian/bicycle trail exempt under 40 CFR 93.126, Table 2.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No.
4	What RTP Goal(s) does the project support? Goal #7 - Healthy People: Objective 7.1 Active Living – Improve public health by providing safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project does not exceed \$100 million dollars in cost.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? N/A.

2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A.
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Other Review Areas	
1	Is the project location identified on the National Highway System (NHS), and what is its designation? Jordan Rd is located adjacent to I-84 which is designated on the NHS as part of the Eisenhower Interstate System
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No. Not applicable
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? Not applicable.

Fund Type Codes References	
HIPCD23	A federal programmatic fund code representing the approved earmarks from the Consolidated Appropriations Act of FFY 2023. The applicable fund code for these earmark is Y926. For this earmark, the federal share is set at 89.73% with a required match of 10.27%.
HB2017	State funds authorized from the Oregon approved HB2017 legislation authorized for various transportation system improvements. For this specific project, the State HB2017 funds are being used as the required match to the federal funds.

Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	S070	HB2017 Funding Package		10.27%	26,690.78	0.00%	0.00	100.00%	26,690.78	0.00%	0.00
	Y926	HIP - community project congressionally directed		89.73%	233,200.00	100.00%	233,200.00	0.00%	0.00	0.00%	0.00
	PE Totals				100.00%	259,890.78		233,200.00		26,690.78	
RW	S070	HB2017 Funding Package		10.27%	3,081.00	0.00%	0.00	100.00%	3,081.00	0.00%	0.00
	Y926	HIP - community project congressionally directed		89.73%	26,919.00	100.00%	26,919.00	0.00%	0.00	0.00%	0.00
	RW Totals				100.00%	30,000.00		26,919.00		3,081.00	
CN	S070	HB2017 Funding Package		10.27%	237,136.05	0.00%	0.00	100.00%	237,136.05	0.00%	0.00
	Y926	HIP - community project congressionally directed		89.73%	2,071,881.00	100.00%	2,071,881.00	0.00%	0.00	0.00%	0.00
	CN Totals				100.00%	2,309,017.05		2,071,881.00		237,136.05	
Grand Totals					2,598,907.83		2,332,000.00		266,907.83		0.00



Memorandum

Subject: **ACTION:** Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 [CFDA No. 20.205]

Date: March 21, 2023

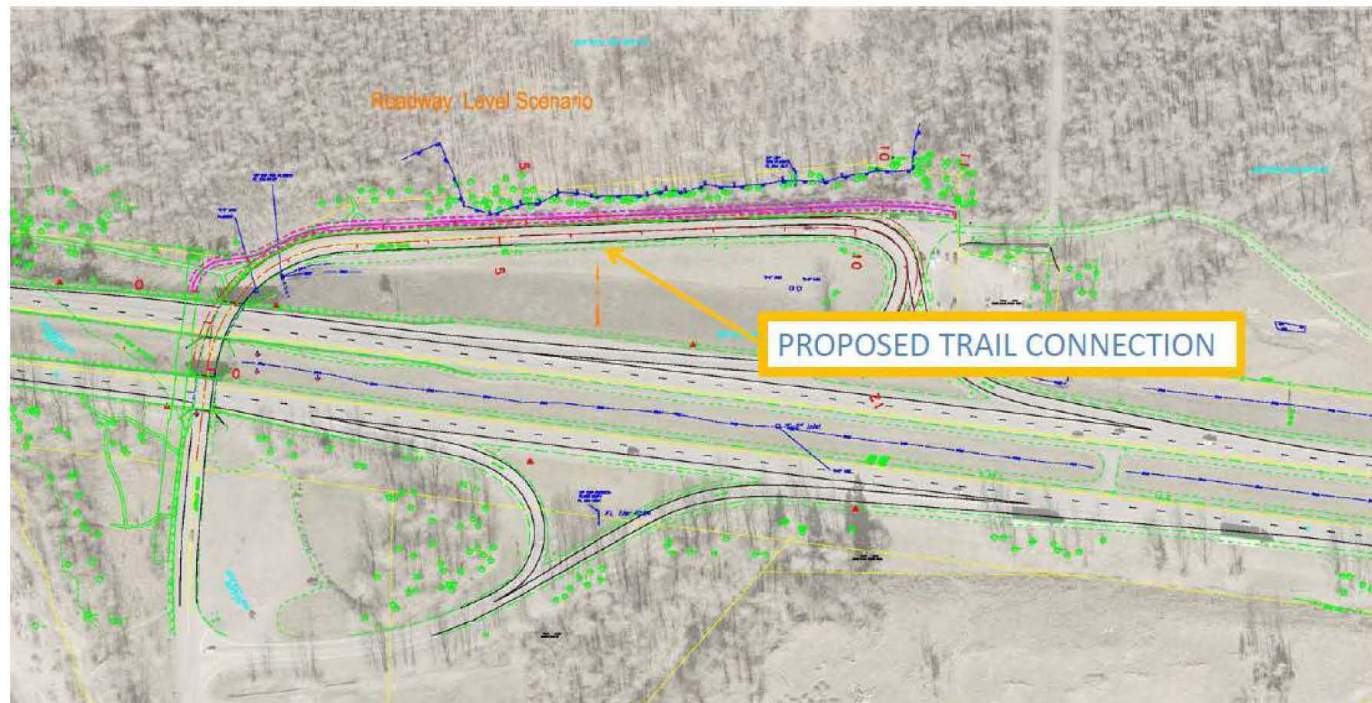
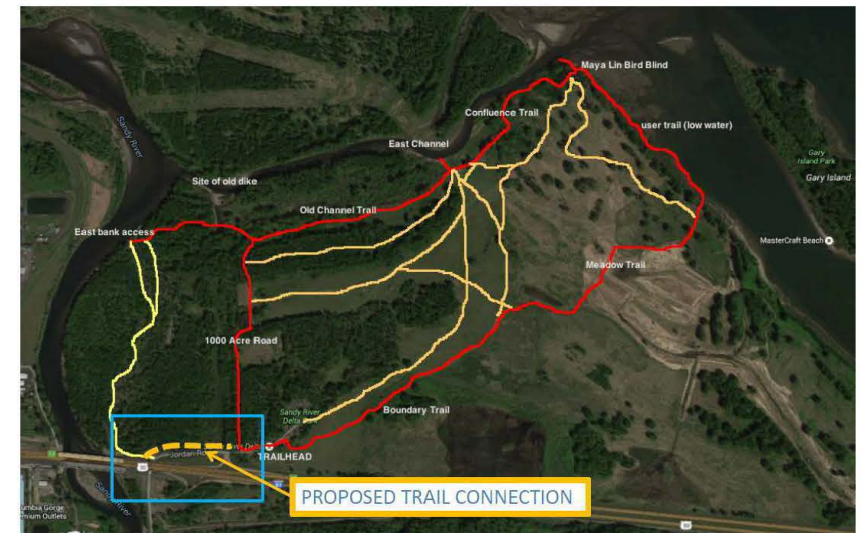
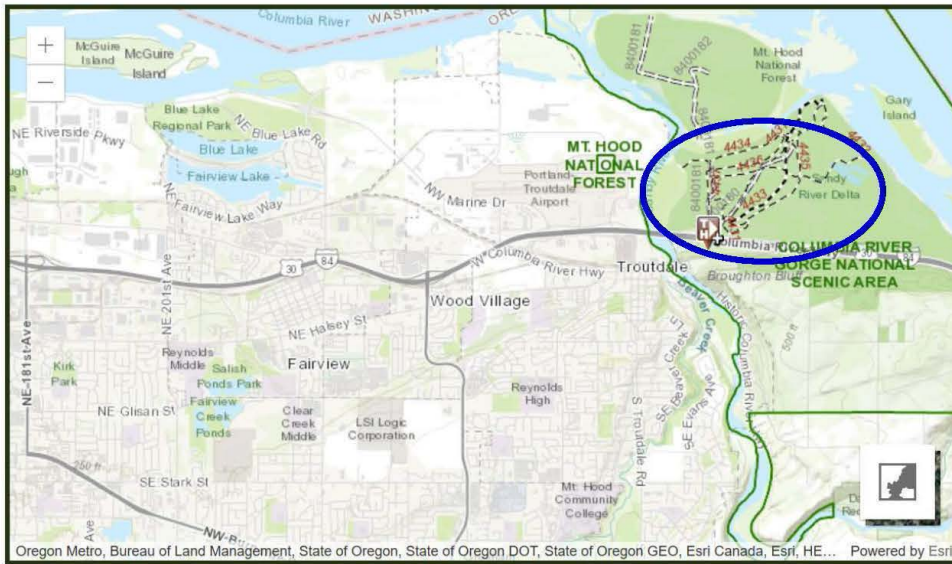
In Reply
Refer to: HISM-40

From: Peter J. Stephanos /s/
Director, Office of Stewardship, Oversight,
and Management

To: Brian R. Bezio
Chief Financial Officer

Consolidated Appropriations Act, 2023 (Public Law 117-328) Division L, Title I, Highway Infrastructure Programs

State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR204	Aloha Livable Community and Safe Access to Transit	962,000	962,000		962,000	
OR	OR205	Tonquin Employment Area Access Project	3,000,000	3,000,000		3,000,000	
OR	OR206	Burns Paiute Tribe—US Highway 20 Wildlife Connectivity Project *See Note 1	940,000	940,000		0	
OR	OR207	Construction of Arterial Road between Highway 11 and Highway 30	1,500,000	1,500,000		1,500,000	
OR	OR208	City of Carlton—West Main Street Revitalization	1,500,000	1,500,000		1,500,000	
OR	OR209	82nd Ave MAX Station Improvement Project — Portland, OR	3,000,000	3,000,000		3,000,000	
OR	OR210	NE Halsey Safety and Access to Transit Project — Portland, OR	1,000,000	1,000,000		1,000,000	
OR	OR211	Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area — Multnomah County, OR	2,332,000	2,332,000		2,332,000	
OR	OR212	181st Ave Safety Improvements Project — Gresham, OR	3,178,686	3,178,686		3,178,686	
OR	OR213	Earthquake Ready Burnside Bridge (EQRB) Design Phase — Multnomah County, OR	2,000,000	2,000,000		2,000,000	
OR	OR214	Main Avenue/OR 104 Pedestrian Route	1,360,000	1,360,000		1,360,000	
OR	OR215	Beaverton Downtown Loop	4,000,000	4,000,000		4,000,000	



2021-2026 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: Add new approved Congressional Directed Spending project to the 2021-24 MTIP



Metro 2021-26 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
Add the new Congressional Directed
Spending project to the MTIP

Lead Agency: ODOT		Project Type:	Trail	ODOT Key:	22647
Project Name: OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St	2	Fiscal Constraint Cat:	Capital	MTIP ID:	TBD
		ODOT Type	Bike/Ped	Status:	1
		Performance Goal:	N/A	Comp Date:	12/31/2026
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Capacity Enhancing:	No	RTP ID:	12095
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	N/A	Trans Model:	12/6/2018
		30 Day Notice Begin:	5/2/2023	TCM:	No
		30 Day Notice End:	5/31/2023	TSMO Award	No
		Funding Source	CDS Earmark	TSMO Cycle	N/A
		Funding Type:	HIPCD523	RFFA ID:	N/A
		State Highway Route	OR141	RFFA Cycle:	N/A
		Mile Post Begin:	3.84	UPWP:	No
		Mile Post End:	4.41	UPWP Cycle:	N/A
		Length:	0.57	Past Amend:	0
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	6/1/2023
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	0	OTC Date	N/A
		STIP Amend #: 21-24-3308		MTIP Amnd #: MY23-09-MAY	
Detailed Description: On OR141 in Washington County at SW Spruce St and SW Hemlock St, the signalized pedestrian crossings on Hall Blvd currently have significant distance between them. The project will provide 2 enhanced pedestrian crossings to increase the number of signals along Hall improving the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area (Consolidated Appropriations Act 2023 earmark, DEMO ID OR216)					

STIP Description: Signalized pedestrian crossings on Hall Blvd currently have significant distance between them. Project will provide 2 enhanced pedestrian crossings to increase the number of signals along Hall improving the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area.

Last Amendment of Modification: None. This amendment represents the project's initial programming in the MTIP.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
HIPCDS23	Y926	2023		\$ 942,165				\$ 942,165
HIPCDS23	Y926	2024			\$ 564,402			\$ 564,402
HIPCDS23	Y926	2024					\$ 1,693,433	\$ 1,693,433
Note:							Federal Totals:	\$ 3,200,000
State Funds								
HB2017	S070	2023		\$ 107,835				\$ 107,835
HB2017	S070	2024			\$ 64,598			\$ 64,598
HB2017	S070	2024					\$ 193,821	\$ 193,821
Note: HB2017 State funds are being used as the match to the federal earmark							State Total:	\$ 366,254
Local Funds								
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$	\$	\$ -	\$	\$
Phase Totals After Amend:			\$ -	\$ 1,050,000	\$ 629,000	\$ -	\$ 1,887,254	\$ 3,566,254
Total Project Cost Estimate (all phases):							\$	3,566,254
Year of Expenditure Cost Amount:							\$	3,566,254

Programming Summary Details							
Why project is short programmed: N/A - The project is not short programmed.							
Phase Change Amount:	\$	-	\$ 1,050,000	\$ 629,000	\$ -	\$ 1,887,254	\$ 3,566,254
Phase Change Percent:		0%	100%	100%	0%	100%	100%
Revised Match Federal:	\$	-	\$ 107,835	\$ 64,598	\$ -	\$ 193,821	\$ 366,254
Revised Match Percent:		N/A	10.27%	10.27%	N/A	10.27%	10.27%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes Congressional Direct Spending Earmark ID - DEMO OR216
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary	
General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR216, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, STIP OTC letter notifying of programming action, USDOT March 21, 2023 Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 Memo, and project location maps.

Public Notification and Comment Process:	
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? May 2, 2023 to May 31, 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Not expected. However, any significant comments received will be sent on to Metro's Communication staff for review plus evaluation, and response as needed.

6	Added clarifying notes: The project will need to also add the ROW and construction phases to FFY 2024 in the new 2024-27 MTIP. It will be included as part of the 202427 Transition Amendment bundle.
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Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes - Safety
2A	Does the amendment include fiscal updates? Yes. The authorized funding originates as a Congressional Directed Spending earmark from the Consolidated Appropriations Act of 2023.
2B	What is the funding source for the project? Congressional authorized funds programmed under fund code Y926 with a related programmatic fund code of HIPCDS23
2C	Was the Proof-of Funding requirement satisfied and how? The USDOT March 21, 2023 Memo provide the earmark funding confirmation
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID: #12095 - Safety & Operations Projects
1B	RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Air Quality - Bicycle and Pedestrian Facilities
3A	Is the project considered capacity enhancing? No. The project is a multi-use pedestrian/bicycle trail exempt under 40 CFR 93.126, Table 2.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No.
4	What RTP Goal(s) does the project support? Goal #5 - Safety and Security Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project does not exceed \$100 million dollars in cost.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? N/A.

2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A.
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Other Review Areas	
1	Is the project location identified on the National Highway System (NHS), and what is its designation? No. OR141 is not identified as part of the NHS.
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes. See below in 2B
2B	What is the Metro modeling designation? See below entries: - Motor Vehicle: Minor Arterial - Transit Network: Frequent Bus - Bicycle Network: Bicycle Parkway - Pedestrian Network: Pedestrian Parkway
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References	
HIPCDS23	A federal programmatic fund code representing the approved earmarks from the Consolidated Appropriations Act of FFY 2023. The applicable fund code for these earmark is Y926. For this earmark, the federal share is set at 89.73% with a required match of 10.27%.
HB2017	State funds authorized from the Oregon approved HB2017 legislation authorized for various transportation system improvements. For this specific project, the State HB2017 funds are being used as the required match to the federal funds.

Financial Plan -- Estimate / Actual Amounts									
Phase	Funding Resp	STIP	Year	Use Hist Savings	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment
PE	DISCRETIONARY	2021-2024 STIP	2023		942,165.00	942,165.00	0.00	0.00	
	HB2017 Safety R1	2021-2024 STIP	2023		107,835.00	0.00	107,835.00	0.00	
	PE Totals				1,050,000.00	942,165.00	107,835.00	0.00	
RW	DISCRETIONARY	2021-2024 STIP	2024		564,401.70	564,401.70	0.00	0.00	
	HB2017 Safety R1	2021-2024 STIP	2024		64,598.30	0.00	64,598.30	0.00	
	RW Totals				629,000.00	564,401.70	64,598.30	0.00	
CN	DISCRETIONARY	2021-2024 STIP	2024		1,693,433.30	1,693,433.30	0.00	0.00	
	HB2017 Safety R1	2021-2024 STIP	2024		193,821.02	0.00	193,821.02	0.00	
	CN Totals				1,887,254.32	1,693,433.30	193,821.02	0.00	
OT	DISCRETIONARY	2021-2024 STIP	2024		0.00	0.00	0.00	0.00	
	OT Totals				0.00	0.00	0.00	0.00	
Grand Totals					3,566,254.32	3,200,000.00	366,254.32	0.00	



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: **ACTION:** Allocation of Highway Infrastructure
Programs Projects designated in Division L of the
Consolidated Appropriations Act, 2023
[CFDA No. 20.205]

Date: March 21, 2023

In Reply
Refer to: HISM-40

From: Peter J. Stephanos /s/
Director, Office of Stewardship, Oversight,
and Management

To: Brian R. Bezio
Chief Financial Officer

Division Administrator

Consolidated Appropriations Act, 2023
(Public Law 117-328) Division L, Title I, Highway Infrastructure Programs

State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR216	OR141: Hall Boulevard Pedestrian Safety Improvements at Hemlock & Spruce	3,200,000	3,200,000		3,200,000	
OR	OR217	OR-18/OR-99W Corridor Safety and Intersection Improvements	4,000,000	4,000,000		4,000,000	
OR	OR218	River Road—Santa Clara Pedestrian and Bicycle Bridge	6,000,000	6,000,000		6,000,000	
OR	OR219	Coos County Libby Lane Paving Project (MP 3.33 to MP 5.62)	608,000	608,000		608,000	
OR	OR220	US-101 Sidewalk Infill	2,800,000	2,800,000		2,800,000	
Oregon					41,380,686		40,440,686

2021-2024 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: The new Consolidated Appropriations Act of 2023 designated earmark is being added to the tip and STIP to allow TrAMS obligation/grant approval to occur before the end of FFY 2023



Metro 2021-24 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
Add the new approved earmark to the MTIP

Lead Agency:	TriMet		Project Type:	Transit	ODOT Key:	New - TBA
Project Name:		3	Fiscal Constraint Cat:	Capital	MTIP ID:	New - TBA
TriMet Merlo Bus Garage Zero Emission Retrofit			ODOT Type	TBD	Status:	T22
Project Status:			Performance Meas:	Transit	Comp Date:	12/31/2027
T22 = Programming actions in progress or programmed in current MTIP			Capacity Enhancing:	No	RTP ID:	11338
			Conformity Exempt:	Yes	CMP:	No
			30 Day Notice Begin:	5/2/2023	TCM:	No
			30 Day Notice End:	5/31/2023	TSMO Award	No
			Funding Source	Congress	TSMO Cycle	N/A
			Funding Type:	Dec 22 AA	RFFA ID:	No
			State Highway Route	N/A	RFFA Cycle:	N/A
			Mile Post Begin:	NA	UPWP:	No
			Mile Post End:	N/A	UPWP Cycle:	N/A
			Length:	N/A	Past Amend:	0
			Flex Transfer to FTA	No	Council Appr:	Yes
			FTA Conversion Code:	N/A	Council Date:	6/1/2023
			1st Year Program'd:	2023	OTC Approval:	No
			Years Active:	0	OTC Date	N/A
			STIP Amend #: TBD		MTIP Amnd #: MY23-09-MAY	

Detailed Description:

This project completes the first phase of a retrofit of TriMet's Merlo bus garage maintenance building as part of broader strategy for expansion of zero emission, battery electric buses (BEBs). It also supports adding more service and future articulated (higher-capacity, 60 ft) buses on the westside of the Portland region, expands charging infrastructure and retrofitting of the maintenance facility as a first step to scaling up the Merlo garage for future charging, maintenance, and service deployment of articulated and BEBs. (approved earmark - Community Project Funding , Congressional Directed Spending December 2022 Appropriations Bill)

STIP Description: TBD

Last Amendment of Modification: None. Initial project programming in the MTIP.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Workforce)	Total
Federal Funds								
CPFCDS22	Y926	2023		\$ 1,500,000				\$ 1,500,000
CPFCDS22	Y926	2023				\$ 2,000,000		\$ 2,000,000
CPFCDS22	Y926	2023					\$ 1,500,000	\$ 1,500,000
Programming phases in FFY 2023 to support TrAMS grant application							Federal Totals:	\$ 5,000,000
State Funds								
State STIF (TriMet)	Match	2023		\$ 375,000				\$ 375,000
State STIF (TriMet)	Match	2023				\$ 500,000		\$ 500,000
State STIF (TriMet)	Match	2023					\$ 375,000	\$ 375,000
							State Total:	\$ 1,250,000
Local Funds								
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 1,875,000	\$ -	\$ 2,500,000	\$ 1,875,000	\$ 6,250,000
Total Project Cost Estimate (all phases):							\$	\$ 6,250,000
Year of Expenditure Cost Amount:							\$	\$ 6,250,000

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ 1,875,000	\$ -	\$ 2,500,000	\$ 1,875,000	\$ 6,250,000
Phase Change Percent:	0%	100%	0%	100%	100.0%	100.0%
Revised Match Federal:	\$ -	\$ 375,000	\$ -	\$ 500,000	\$ 375,000	\$ 1,250,000
Revised Match Percent:	N/A	20.0%	N/A	20.0%	20.0%	20.0%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes Obligation will be through FTA's TrAMS grant application process
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The amendment adds the new project for TriMet to the MTIP with approved earmark for the Merlo Garage Renovation as approved in the December 2022 Appropriations Bill under the Community Project Funding/Congressional Directed Spending section.
4	MTIP Programming Submitted Supporting Documentation: Approved FFY 2022 Appropriations Bill, Congressional Directed Spending earmark list, December 20, 2022 Senate Congressional Record, Vol 168, Number 198, Book III, draft MTIP Worksheet, plus prior programming discussions between TriMet and FTA.

Public Notification and Comment Process:

5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? May 2, 2023 to June 1, 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes

5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Not anticipated. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.
6	Added clarifying notes: The project title being added as stated for the earmark. The project is considered a capital improvement type project which requires individual phase programming reflecting the estimated required funding needed in each applicable phase. However, TriMet will obligate the entire award through the FTA TrAMS system all at the same time. This results in the phase programming being shown all in FFY 2023.

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, transit
2A	Does the amendment include fiscal updates? Yes. The project includes a new Congressionally Directed Spending earmark for the project.
2B	What is the funding source for the project? December FFY 2022 Appropriations Bill. The earmark is identified in the Community Project Funding section as an approved Congressionally Directed Spending award.
2C	Was the Proof-of Funding requirement satisfied and how? The CDS award list has been included as proof-of-funding validation.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11338 - Operating Capital: Equipment and Facilities Phase 2
1B	RTP Project Description: Equipment and facilities to support system replacement, refurbishment, and growth.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
3A	Is the project considered capacity enhancing? No. The project is a planning project. It is not capacity enhancing.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? No.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #10 - Fiscal Stewardship Objective 10.1 Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is not capacity enhancing nor does it exceed \$100 million dollars in cost.

UPWP Consistency Check Areas

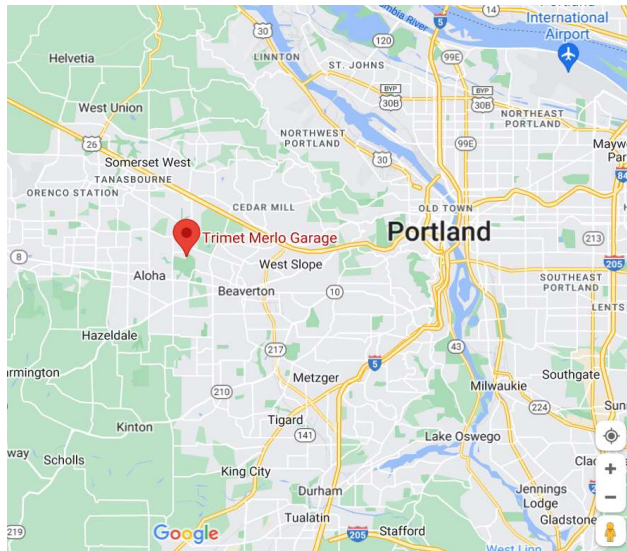
1A	Does the MTIP action also require an UPWP amendment: No. The project is not part of the approved UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

CPFCD22	A programmatic fund type code used to identify federal earmarks approved within the December 2022 Appropriations Bill. CPFCD22 = Community Project Funding/Congressionally Directed Spending 2022 approval year. The Community Project Funding is the specific funding section within the appropriations bill that contains the transit approved earmarks. The federal share is 80% with a minimum match requirement of 20%.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds





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Senate

EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 2617, CONSOLIDATED APPROPRIATIONS ACT, 2023

The following is an explanation of the Consolidated Appropriations Act, 2023.

DIVISION I—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES

The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-492 carries the same weight as language included in this joint explanatory statement and should be complied with unless specifically addressed to the contrary by

grammatical duplication identified by the annual Government Accountability Office (GAO) reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

TRANSPARENCY REQUIREMENT

The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising/postings on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer expense, with exceptions for certain cases.

FEDERALLY FUNDED RESEARCH

The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

HUMAN TRAFFICKING

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's [FTA] 5307 program and the Federal Aviation Administration's [FAA] airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

DEPARTMENT OF TRANSPORTATION—Continued [Community Project Funding/Congressionally Directed Spending]

Agency	Account	Project	Recipient	State	Amount	Requestor(s)		Origination
						House	Senate	
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road Hunterspoint Station Rehabilitation Project	Metropolitan Transportation Authority	NY	5,000,000	Maloney, Carolyn B.		H
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road (LIRR) Forest Hills Platform Extensions & Elevators Project	Metropolitan Transportation Authority	NY	7,000,000	Meng		H
Department of Transportation	Transit Infrastructure Grants	EZConnect One-Call Center	Stark Area Regional Transit Authority	OH	1,250,000		Brown	S
Department of Transportation	Transit Infrastructure Grants	Rickenbacker Area Mobility Center	Central Ohio Transit Authority	OH	3,000,000	Beatty	Brown	H
Department of Transportation	Transit Infrastructure Grants	Rail Car Replacement Program	Greater Cleveland Regional Transit Authority	OH	5,000,000	Brown (OH)	Brown	H
Department of Transportation	Transit Infrastructure Grants	Lawrence County Transit Multimodal Parking Facility Construction	Lawrence County Port Authority	OH	2,500,000	Johnson (OH)		H
Department of Transportation	Transit Infrastructure Grants	Willamette Shore Line Improvements Phase II — Portland	Tri-County Metropolitan Transportation District of Oregon	OR	2,000,000	Blumenauer		H
Department of Transportation	Transit Infrastructure Grants	Merlo Bus Garage Zero Emission Retrofit	Tri-County Metropolitan Transportation District of Oregon	OR	5,000,000	Bonamici		H
Department of Transportation	Transit Infrastructure Grants	Fleet Fall Protection & Crane Project	Lane Transit District	OR	800,000	DeFazio	Merkley, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Benton Area Transit Fleet Replacement	Oregon Department of Transportation	OR	1,512,000	DeFazio	Merkley, Wyden	H

2021-2024 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: The new Consolidated Appropriations Act of 2023 designated earmark is being added to the tip and STIP to allow TrAMS obligation/grant approval to occur before the end of FFY 2023



Metro 2021-24 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
Add new approved earmark to
the MTIP

Lead Agency:	TriMet		Project Type:	Transit	ODOT Key:	New - TBA
Project Name:		4	Fiscal Constraint Cat:	Capital	MTIP ID:	New - TBA
TriMet 82nd Ave MAX Station Improvement Project			ODOT Type	TBD	Status:	T22
			Performance Meas:	Transit	Comp Date:	12/31/2027
			Capacity Enhancing:	No	RTP ID:	11338
Project Status:			Conformity Exempt:	Yes	CMP:	No
T22 = Programming actions in progress or programmed in current MTIP			30 Day Notice Begin:	5/2/2023	TCM:	No
			30 Day Notice End:	5/31/2023	TSMO Award	No
			Funding Source	Congress	TSMO Cycle	N/A
			Funding Type:	Dec 22 AA	RFFA ID:	No
Short Description:			State Highway Route	N/A	RFFA Cycle:	N/A
The project includes design, permitting, and construction for refurbishment of the light rail platform, existing shelters and lighting, and new safety upgrades at the 82nd Avenue MAX Station for added passenger safety (DEMO ID OR209, CAA2023)			Mile Post Begin:	NA	UPWP:	No
			Mile Post End:	N/A	UPWP Cycle:	N/A
			Length:	N/A	Past Amend:	0
			Flex Transfer to FTA	No	Council Appr:	Yes
			FTA Conversion Code:	N/A	Council Date:	6/1/2023
			1st Year Program'd:	2023	OTC Approval:	No
			Years Active:	0	OTC Date	N/A
			STIP Amend #:	TBD	MTIP Amnd #:	MY23-09-MAY

Detailed Description: This project implements phase 1 of the rehabilitation recommended in TriMet's Blue Line Station Rehabilitation (BLSR) project. This project will make critical station improvements to TriMet's 82nd Ave. MAX Station to support ridership recovery, improve urban design and user experience, and improve safety and access to transit. These investments to update the light rail platform, refurbish the existing shelter and improve the safety and comfort for riders through Crime Prevention Through Environmental Design (CPTED) improvements and updated Design Criteria. (FY23 Community Project Funding/Congressionally Directed Spending, DEMOID OR 209, CAA2023)

STIP Description: TBD

Last Amendment of Modification: None. Initial project programming in the MTIP.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Workforce)	Total
Federal Funds								
HIPCPC23	Y926	2023	\$ -	\$ 532,924	\$ -			\$ 532,924
HIPCPC23	Y926	2023				\$ 2,467,076		\$ 2,467,076
Programming phases in FFY 2023 to support TrAMS grant application.							Federal Totals:	\$ 3,000,000

State Funds

								\$ -
							State Total:	\$ -

Local Funds

Local	Match	2023	\$ -	\$ 133,231	\$ -			\$ 133,231
Other	OTH0	2023		\$ 185,509				\$ 185,509
Local	Match	2023				\$ 616,769		\$ 616,769
Other	OTH0	2023				\$ 858,793		\$ 858,793
Note: FTA allows deviation from phase minimum match requirements as long as the overall minimum match is met.							Local Total	\$ 1,794,302

Phase Totals Before Amend:	\$ -	\$ 851,664	\$ -	\$ 3,942,638	\$ -	\$ 4,794,302
Phase Totals After Amend:	\$ -	\$ 851,664	\$ -	\$ 3,942,638	\$ -	\$ 4,794,302
Total Project Cost Estimate (all phases):					\$	\$ 4,794,302
Year of Expenditure Cost Amount:					\$	\$ 4,794,302

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ 851,664	\$ -	\$ 3,942,638	\$ -	\$ 4,794,302
Phase Change Percent:	0%	100%	0%	100%	0.0%	100.0%
Revised Match Federal:	\$ -	\$ 133,231	\$ -	\$ 616,769	\$ -	\$ 750,000
Revised Match Percent:	N/A	20.0%	N/A	20.0%	N/A	20.0%

Note: The total project match is \$1,794,302 which equals a total TriMet match of 37.4% to the project.

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary	
General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The amendment adds the new project for TriMet to the MTIP with approved earmark for the 82nd Ave MAX Station Improvement project as approved in the Consolidated Appropriations Act of 2023 under the Community Project Funding/Congressional Directed Spending section. The DEMO identification for the earmark is OR209.
4	MTIP Programming Submitted Supporting Documentation: Approved Consolidated Appropriations Act of 2023 March 21, 2023 Highway Infrastructure Allocation memo, draft MTIP Worksheet, plus prior programming discussions between TriMet and FTA.

Public Notification and Comment Process:	
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? May 2, 2023 to June 1, 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Not anticipated. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.
6	Added clarifying notes: The project title being added as stated for the earmark. The project is considered a capital improvement type project which requires individual phase programming reflecting the estimated required funding needed in each applicable phase. However, TriMet will obligate the entire award through the FTA TrAMS system all at the same time. This results in the phase programming being shown all in FFY 2023.

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, transit
2A	Does the amendment include fiscal updates? Yes. The project includes a new Congressionally Directed Spending earmark for the project.
2B	What is the funding source for the project? December FFY 2022 Appropriations Bill. The earmark is identified in the Community Project Funding section as an approved Congressionally Directed Spending award.
2C	Was the Proof-of Funding requirement satisfied and how? The CDS award list has been included as proof-of-funding validation.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11338 - Operating Capital: Equipment and Facilities Phase 2
1B	RTP Project Description: Equipment and facilities to support system replacement, refurbishment, and growth.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
3A	Is the project considered capacity enhancing? No. The project is a planning project. It is not capacity enhancing.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? No.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #10 - Fiscal Stewardship Objective 10.1 Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is not capacity enhancing nor does it exceed \$100 million dollars in cost.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No. The project is not part of the approved UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

HIPCPC23	A programmatic fund type code used to identify federal earmarks approved within the December 2022 Appropriations Bill and contained in the Consolidated Appropriations Act, 2023.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	Additional agency local funds contributing to the project phase above the minimum match requirement. Often referred to as "Overmatch" funds.



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Senate

EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 2617, CONSOLIDATED APPROPRIATIONS ACT, 2023

The following is an explanation of the Consolidated Appropriations Act, 2023.

DIVISION L—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES

The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-402 carries the same weight as language included in this joint explanatory statement and should be complied with unless specifically addressed to the contrary in

grammatic duplication identified by the annual Government Accountability Office [GAO] reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

TRANSPARENCY REQUIREMENT

The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising/posting on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer expense, with exceptions for safety or security

FEDERALLY FUNDED RESEARCH

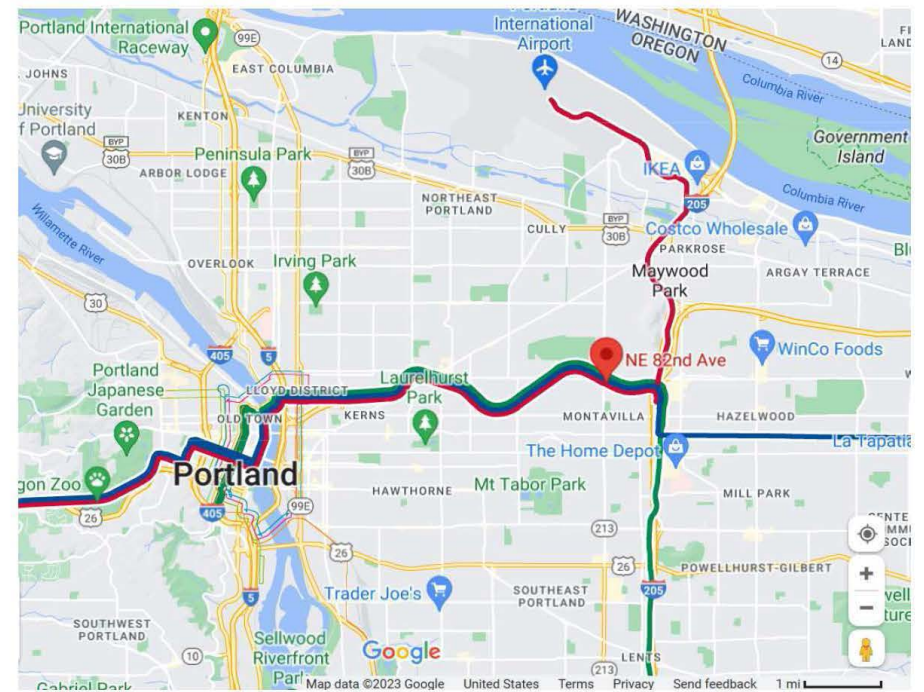
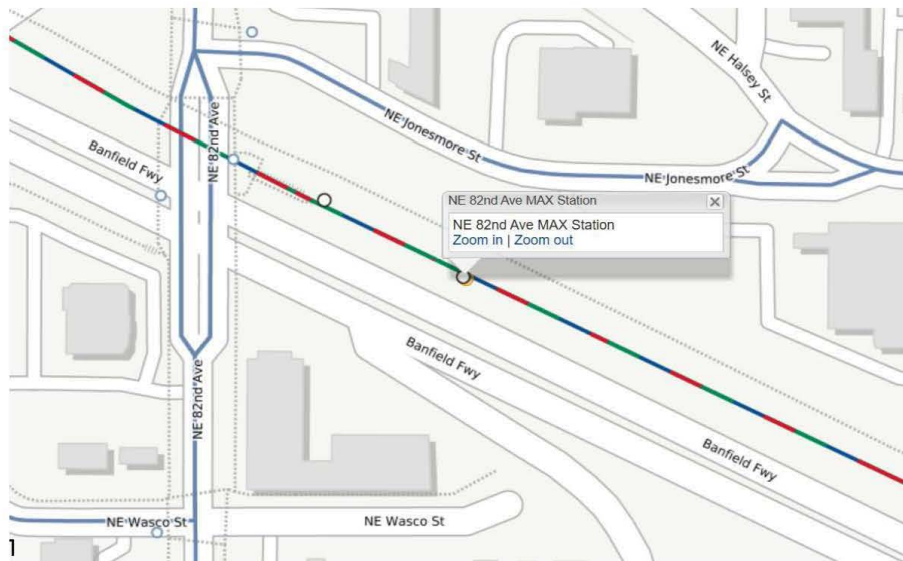
The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

HUMAN TRAFFICKING

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's [FTA] 5307 program and the Federal Aviation Administration's [FAA] airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

DEPARTMENT OF TRANSPORTATION—Continued
[Community Project Funding/Congressionally Directed Spending]

Agency	Account	Project	State	Amount	Requestor(s)		Origination
					House	Senate	
Department of Transportation	Highway Infrastructure Programs	Construction of Arterial Road between Highway 11 and Highway 30	OR	1,500,000		Merkley, Wyden	S
Department of Transportation	Highway Infrastructure Programs	City of Carlton—West Main Street Revitalization	OR	1,500,000		Merkley, Wyden	S
Department of Transportation	Highway Infrastructure Programs	82nd Ave MAX Station Improvement Project — Portland, OR	OR	3,000,000	Blumenauer		H
Department of Transportation	Highway Infrastructure Programs	NE Halsey Safety and Access to Transit Project — Portland, OR	OR	1,000,000	Blumenauer	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area — Multnomah County, OR	OR	2,332,000	Blumenauer	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	181st Ave Safety Improvements Project — Gresham, OR	OR	3,178,686	Blumenauer	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	Earthquake Ready Burnside Bridge (EQRB) Design Phase — Multnomah County, OR	OR	2,000,000	Blumenauer	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	Main Avenue/OR 104 Pedestrian Route	OR	1,360,000	Bonamici		H
Department of Transportation	Highway Infrastructure Programs	Beaverton Downtown Loop	OR	4,000,000	Bonamici	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	OR141: Hall Boulevard Pedestrian Safety Improvements at Hemlock & Spruce	OR	3,200,000	Bonamici	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	OR-18/OR-99W Corridor Safety and Intersection Improvements	OR	4,000,000	Bonamici	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	River Road—Santa Clara Pedestrian and Bicycle Bridge	OR	6,000,000	DeFazio		H



2021-2024 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: The new Consolidated Appropriations Act of 2023 designated earmark is being added to the tip and STIP to allow TrAMS obligation/grant approval to occur before the end of FFY 2023



Metro 2021-24 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
Add new approved earmark to
the MTIP

Lead Agency:	TriMet		Project Type:	Transit		ODOT Key:	New - TBA
Project Name:		5	Fiscal Constraint Cat:	Capital		MTIP ID:	New - TBA
TriMet Oregon City Transit Center			ODOT Type	TBD		Status:	T22
			Performance Meas:	Transit		Comp Date:	12/31/2027
			Capacity Enhancing:	No		RTP ID:	11338
Project Status:			Conformity Exempt:	Yes		CMP:	No
T22 = Programming actions in progress or programmed in current MTIP			30 Day Notice Begin:	5/2/2023		TCM:	No
			30 Day Notice End:	5/31/2023		TSMO Award	No
			Funding Source	Congress		TSMO Cycle	N/A
			Funding Type:	Dec 22 AA		RFFA ID:	No
			State Highway Route	N/A		RFFA Cycle:	N/A
			Mile Post Begin:	NA		UPWP:	No
			Mile Post End:	N/A		UPWP Cycle:	N/A
			Length:	N/A		Past Amend:	0
			Flex Transfer to FTA	No		Council Appr:	Yes
			FTA Conversion Code:	N/A		Council Date:	6/1/2023
			1st Year Program'd:	2023		OTC Approval:	No
			Years Active:	0		OTC Date	N/A
			STIP Amend #: TBD			MTIP Amnd #: MY23-09-MAY	

Detailed Description: The project will expand and retrofit the existing transit center to add bus layover facilities, improved amenities for bus operators to address the bus operator shortage, and make lighting and stop improvements to address transit rider needs. These improvements are necessary to expand bus service in Clackamas County. (FY23 Community Project Funding/Congressionally Directed Spending, CAA2023, Table 20, December 20, 2022)

STIP Description: TBD

Last Amendment of Modification: None. Initial project programming in the MTIP.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Workforce)	Total
Federal Funds								
CPFCDS22	Y926	2023		\$ 387,568	\$ -			\$ 387,568
CPFCDS22	Y926	2023			\$ 1,478,957			\$ 1,478,957
CPFCDS22	Y926	2023				\$ 2,951,247		\$ 2,951,247
CPFCDS22	Y926	2023					\$ 182,228	\$ 182,228
Programming phases in FFY 2023 to support TrAMS grant application.							Federal Totals:	\$ 5,000,000

State Funds								
TriMet STIF	Match	2023		\$ 96,892				\$ 96,892
STIF Overmatch	OTH0	2023		\$ 170,530				\$ 170,530
TriMet STIF	Match	2023			\$ 369,739			\$ 369,739
STIF Overmatch	OTH0	2023			\$ 650,741			\$ 650,741
TriMet STIF	Match	2023				\$ 737,812		\$ 737,812
STIF Overmatch	OTH0	2023				\$ 1,298,548		\$ 1,298,548
TriMet STIF	Match	2023					\$ 45,557	\$ 45,557
STIF Overmatch	OTH0	2023					\$ 80,181	\$ 80,181
							State Total:	\$ 3,450,000

Local Funds								
								\$ -
							Local Total	\$ -

Phase Totals Before Amend:	\$ -	\$		\$	\$	\$	\$	
Phase Totals After Amend:	\$ -	\$	654,990	\$	2,499,437	\$	4,987,607	\$ 307,966
Total Project Cost Estimate (all phases):							\$	8,450,000
Year of Expenditure Cost Amount:							\$	8,450,000

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ 654,990	\$ 2,499,437	\$ 4,987,607	\$ 307,966	\$ 8,450,000
Phase Change Percent:	0%	100%	100%	100%	100.0%	100.0%
Revised Match Federal:	\$ -	\$ 96,892	\$ 369,739	\$ 737,812	\$ 45,557	\$ 1,250,000
Revised Match Percent:	N/A	20.0%	20.0%	20.0%	20.0%	20.0%

Note:

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes Fund obligation process will be through FTA TrAMS grant approval process
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The amendment adds the new project for TriMet to the MTIP with approved earmark for the Oregon Coty Transit Center redesign project as approved in the Consolidated Appropriations Act of 2023 under the Community Project Funding/Congressional Directed Spending section.
4	MTIP Programming Submitted Supporting Documentation: Approved Consolidated Appropriations Act of 2023 December 22, 2022, December 22, 2022 Congressional Record, draft MTIP Worksheet, plus prior programming discussions between TriMet and FTA.

Public Notification and Comment Process:	
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? May 2, 2023 to June 1, 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Not anticipated. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.
6	Added clarifying notes: The project title being added as stated for the earmark. The project is considered a capital improvement type project which requires individual phase programming reflecting the estimated required funding needed in each applicable phase. However, TriMet will obligate the entire award through the FTA TrAMS system all at the same time. This results in the phase programming being shown all in FFY 2023.

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Yes, transit
2A	Does the amendment include fiscal updates? Yes. The project includes a new Congressionally Directed Spending earmark for the project.
2B	What is the funding source for the project? December FFY 2022 Appropriations Bill. The earmark is identified in the Community Project Funding section as an approved Congressionally Directed Spending award.
2C	Was the Proof-of Funding requirement satisfied and how? The CDS award list has been included as proof-of-funding validation.
2D	Was overall fiscal constraint demonstrated? Yes.

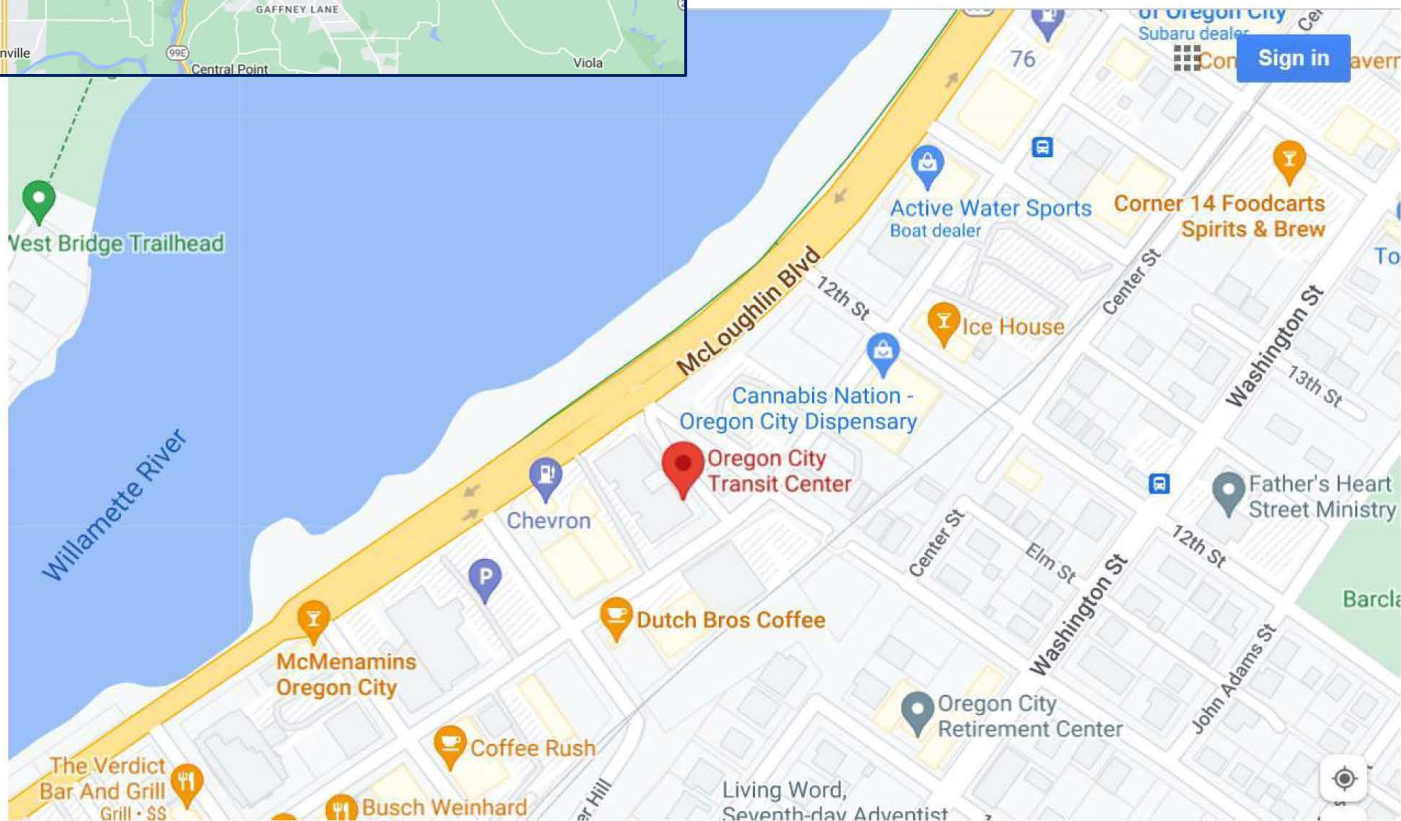
RTP Consistency Check Areas	
1A	RTP ID and Name: ID# 11338 - Operating Capital: Equipment and Facilities Phase 2
1B	RTP Project Description: Equipment and facilities to support system replacement, refurbishment, and growth.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
3A	Is the project considered capacity enhancing? No. The project is a planning project. It is not capacity enhancing.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? No.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.

4	What RTP Goal(s) does the project support? Goal #10 - Fiscal Stewardship Objective 10.1 Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is not capacity enhancing nor does it exceed \$100 million dollars in cost.

UPWP Consistency Check Areas	
1A	Does the MTIP action also require an UPWP amendment: No. The project is not part of the approved UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not applicable

Other Review Areas	
1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References	
CPFCD22	A programmatic fund type code used to identify federal earmarks approved within the December 2022 Appropriations Bill. CPFCD22 = Community Project Funding/Congressionally Directed Spending 2022 approval year. The Community Project Funding is the specific funding section within the appropriations bill that contains the transit approved earmarks. The federal share is 80% with a minimum match requirement of 20%.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds



FEDERAL TRANSIT ADMINISTRATION				
TABLE 20				
FY2023 Transit Infrastructure Grants-Community Project Funding/Congressionally Directed Spending				
<i>The amounts allocated in this notice are made available for the purposes, and in the amounts, specified in the explanatory statement accompanying the Consolidated Appropriations Act, 2023 (Pub. L. 117-402, Dec. 30, 2022).</i>				
State	Recipient	Project ID	Project Description	Amount
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-094	Merlo Bus Garage Zero Emission Retrofit	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-095	Oregon City Transit Center	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-096	Willamette Shore line Improvements Phase II - Portland	\$2,000,000



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PROCEEDINGS AND DEBATES OF THE 117th CONGRESS, SECOND SESSION

Vol. 168

WASHINGTON, TUESDAY, DECEMBER 20, 2022

No. 198—Book III

Senate

EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 2617, CONSOLIDATED APPROPRIATIONS ACT, 2023

The following is an explanation of the Consolidated Appropriations Act, 2023.

DIVISION L—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES

The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-402 carries the same weight as language included in this joint explanatory statement and should be complied with unless specifically addressed to the contrary in

grammatical duplication identified by the annual Government Accountability Office (GAO) reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

TRANSPARENCY REQUIREMENT

The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising/posting on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer expense, with exemptions for safety or security purposes.

FEDERALLY FUNDED RESEARCH

The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

HUMAN TRAFFICKING

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's [FTA] 5307 program and the Federal Aviation Administration's [FAA] airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

December 20, 2022

CONGRESSIONAL RECORD — SENATE

Department of Transportation	Transit Infrastructure Grants	Oregon City Transit Center	Tri-County Metropolitan Transportation District of Oregon	OR	5,000,000	Schrader		H
Department of Transportation	Transit Infrastructure Grants	South Salem Mobility as a Service (MaaS) Transit Facility	Salem Area Mass Transit District	OR	2,560,000	Schrader	Merkley, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Station Square Station Improvement Project	Port Authority of Allegheny County	PA	5,000,000	Doyle, Michael F.	Casey	H
Department of Transportation	Transit Infrastructure Grants	Bus Replacement	Amtran	PA	900,000	Joyce (PA)		H
Department of Transportation	Transit Infrastructure Grants	Bus Replacement	Cambria County Transit Authority (CamTran)	PA	2,284,000	Joyce (PA)		H
Department of Transportation	Transit Infrastructure Grants	RIPTA—Bus Replacement	Rhode Island Public Transit Authority	RI	2,500,000		Reed	S
Department of Transportation	Transit Infrastructure Grants	Intermodal Transit Hub at UT Dallas Station for DART Silver Line	Dallas Area Rapid Transit (DART)	TX	2,500,000	Allred		H
Department of Transportation	Transit Infrastructure Grants	Supervisory Control and Data Acquisition System Upgrade Project	Dallas Area Rapid Transit (DART)	TX	2,820,800	Allred		H
Department of Transportation	Transit Infrastructure Grants	Charging Infrastructure for the Transition to a Zero-Emissions Public Transportation Fleet	Capital Metropolitan Transportation Authority	TX	4,169,920	Doggett		H
Department of Transportation	Transit Infrastructure Grants	Westheimer BOOST Bus Stop Improvements	Metropolitan Transit Authority of Harris County (METRO)	TX	5,000,000	Fletcher		H
Department of Transportation	Transit Infrastructure Grants	Missouri City Park & Ride	Metropolitan Transit Authority of Harris County (METRO)	TX	5,000,000	Green (TX)		H
Department of Transportation	Transit Infrastructure Grants	East Dallas Bus & Maintenance Facility Renovation	Dallas Area Rapid Transit (DART)	TX	2,927,000	Johnson (TX)		H

2021-2024 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: The new Consolidated Appropriations Act of 2023 designated earmark is being added to the tip and STIP to allow TrAMS obligation/grant approval to occur before the end of FFY 2023



Metro 2021-24 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
Add new approved earmark to
the MTIP

Lead Agency:	TriMet		Project Type:	Transit		ODOT Key:	New - TBA
Project Name:		6	Fiscal Constraint Cat:	Capital		MTIP ID:	New - TBA
Willamette Shore Line Rail & Trestle Repair			ODOT Type	TBD		Status:	T22
			Performance Meas:	Transit		Comp Date:	12/31/2027
			Capacity Enhancing:	No		RTP ID:	11338
Project Status:			Conformity Exempt:	Yes		CMP:	No
T22 = Programming actions in progress or programmed in current MTIP			30 Day Notice Begin:	5/2/2023		TCM:	No
			30 Day Notice End:	6/1/2023		TSMO Award	No
			Funding Source	Congress		TSMO Cycle	N/A
			Funding Type:	Dec 22 AA		RFFA ID:	No
			State Highway Route	N/A		RFFA Cycle:	N/A
Short Description:			Mile Post Begin:	NA		UPWP:	No
The WSL improvements will upgrade the South Miles Street crossing, replace Jones trestle, conduct mitigation associated with geotech exploration and miscellaneous trestle and track improvements along with routine maintenance (ID# 2023-CMPJ-096)			Mile Post End:	N/A		UPWP Cycle:	N/A
			Length:	N/A		Past Amend:	0
			Flex Transfer to FTA	No		Council Appr:	Yes
			FTA Conversion Code:	N/A		Council Date:	6/1/2023
			1st Year Program'd:	2023		OTC Approval:	No
			Years Active:	0		OTC Date	N/A
			STIP Amend #: TBD			MTIP Amnd #: MY23-09-MAY	

Detailed Description: The WSL is a 5.5 mile railroad corridor that supports continued rail operations from Lake Oswego to Portland South Waterfront by trolleys. The project consists of two phases. Phase II will upgrade the S Miles St. crossing, replace Jones trestle, conduct mitigation associated with geotech exploration, and miscellaneous trestle and track improvements and routine maintenance. (FY23 Community Project Funding/Congressionally Directed Spending, CAA2023, Table 20, December 20, 2022) (Follow-on earmark to Key 22666)

STIP Description: TBD

Last Amendment of Modification: None. Initial project programming in the MTIP.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Workforce)	Total
Federal Funds								
CPFCDS22	Y926	2023		\$ 539,238				\$ 539,238
CPFCDS22	Y926	2023				\$ 1,460,762		\$ 1,460,762
Programming phases in FFY 2023 to support TrAMS grant application.							Federal Totals:	\$ 2,000,000
State Funds								
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023	\$ -	\$ 134,810				\$ 134,810
Local	Match	2023				\$ 365,191		\$ 365,191
Note: Local funds are TriMet General Funds							Local Total	\$ 500,001
Phase Totals Before Amend:			\$ -	\$	\$ -	\$	\$ -	\$
Phase Totals After Amend:			\$ -	\$ 674,048	\$ -	\$ 1,825,953	\$ -	\$ 2,500,001
Total Project Cost Estimate (all phases):							\$	2,500,001
Year of Expenditure Cost Amount:							\$	2,500,001

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ 674,048	\$ -	\$ 1,825,953	\$ -	\$ 2,500,001
Phase Change Percent:	0%	100%	0%	100%	0.0%	100.0%
Revised Match Federal:	\$ -	\$ 134,810	\$ -	\$ 365,191	\$ -	\$ 500,001
Revised Match Percent:	N/A	20.0%	N/A	20.0%	N/A	20.0%

Note:

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						Fund obligation process will
EA Start Date:						be through FTA TrAMS
EA End Date:						grant approval process
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The amendment adds the new project for TriMet to the MTIP with approved earmark for the Willamette Shore Line Improvements - Phase II earmark project as approved in the Consolidated Appropriations Act of 2023 under the Community Project Funding/Congressional Directed Spending section.
4	MTIP Programming Submitted Supporting Documentation: Approved Consolidated Appropriations Act of 2023 December 22, 2022, December 22, 2022 Congressional Record, draft MTIP Worksheet, plus prior programming discussions between TriMet and FTA.

Public Notification and Comment Process:	
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? May 2, 2023 to June 1, 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Not anticipated. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.
6	Added clarifying notes: The project title being added as stated for the earmark. The project is considered a capital improvement type project which requires individual phase programming reflecting the estimated required funding needed in each applicable phase. However, TriMet will obligate the entire award through the FTA TrAMS system all at the same time. This results in the phase programming being shown all in FFY 2023.

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Yes, transit
2A	Does the amendment include fiscal updates? Yes. The project includes a new Congressionally Directed Spending earmark for the project.
2B	What is the funding source for the project? December FFY 2022 Appropriations Bill. The earmark is identified in the Community Project Funding section as an approved Congressionally Directed Spending award.
2C	Was the Proof-of Funding requirement satisfied and how? The CDS award list has been included as proof-of-funding validation.
2D	Was overall fiscal constraint demonstrated? Yes.

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1B	RTP Project Description: Equipment and facilities to support system replacement, refurbishment, and growth.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
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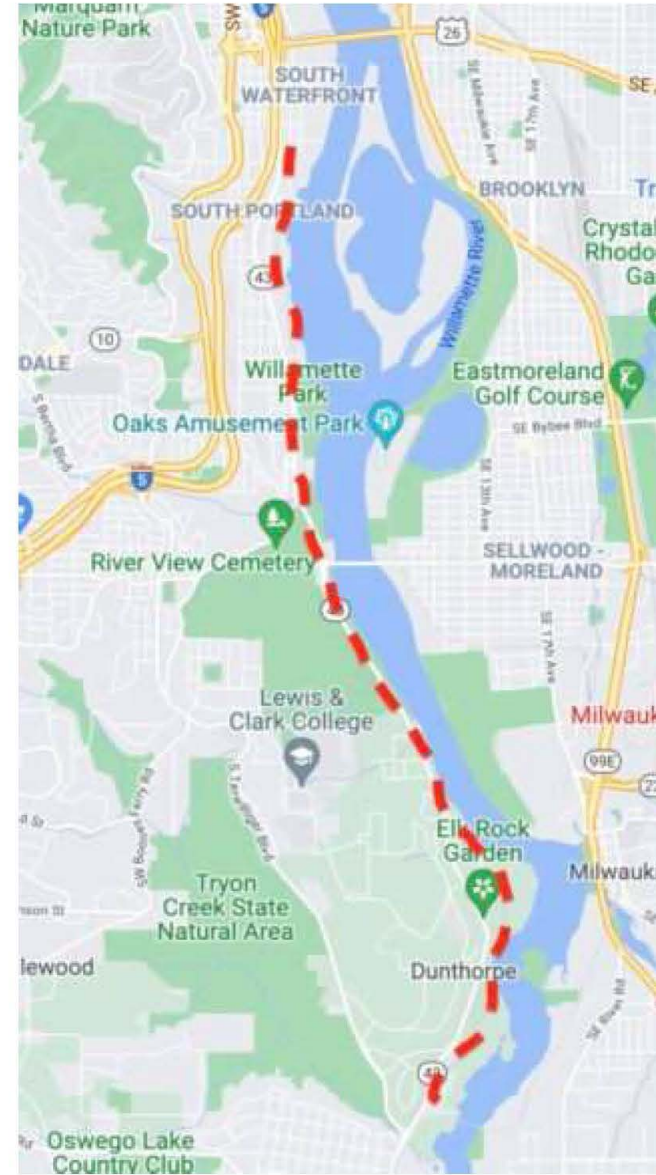
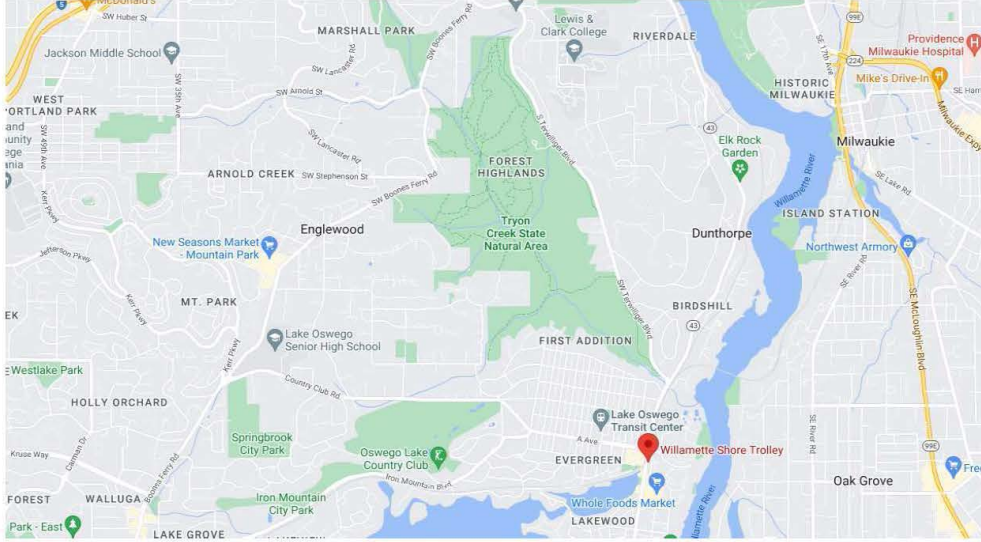
4	What RTP Goal(s) does the project support? Goal #10 - Fiscal Stewardship Objective 10.1 Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is not capacity enhancing nor does it exceed \$100 million dollars in cost.

UPWP Consistency Check Areas	
1A	Does the MTIP action also require an UPWP amendment: No. The project is not part of the approved UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not applicable

Other Review Areas	
1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
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Fund Type Codes References	
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home	admin	RTP	RFFA	MTIP	FUND	search	
details	costs	programming	map	amendments	obligations	earmarks	comments

ODOT Key: 22666 | MTIP ID: 71275

Willamette Shore Line Rail & Trestle Repair-Phase I (TriMet) - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2022		\$599,976	\$0	\$120,024	\$720,000	<input type="checkbox"/>
	2019	5339(b) Bus & Bus Facilities	\$599,976	\$0	\$120,024	\$720,000	
Construction	2023		\$1,400,024	\$0	\$279,976	\$1,680,000	<input type="checkbox"/>
	2019	5339(b) Bus & Bus Facilities	\$1,400,024	\$0	\$279,976	\$1,680,000	
Totals >>			\$2,000,000	\$0	\$400,000	\$2,400,000	

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grammatic duplication identified by the annual Government Accountability Office (GAO) reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

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The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's [FTA] 5307 program and the Federal Aviation Administration's [FAA] airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

DEPARTMENT OF TRANSPORTATION—Continued
 [Community Project Funding/Congressionally Directed Spending]

Agency	Account	Project	Recipient	State	Amount	Requestor(s)		Origination
						House	Senate	
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road Hunterspoint Station Rehabilitation Project	Metropolitan Transportation Authority	NY	5,000,000	Maloney, Carolyn B.		H
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road (LIRR) Forest Hills Platform Extensions & Elevators Project	Metropolitan Transportation Authority	NY	7,000,000	Meng		H
Department of Transportation	Transit Infrastructure Grants	EZConnect One-Call Center	Stark Area Regional Transit Authority	OH	1,250,000		Brown	S
Department of Transportation	Transit Infrastructure Grants	Rickenbacker Area Mobility Center	Central Ohio Transit Authority	OH	3,000,000	Beatty	Brown	H
Department of Transportation	Transit Infrastructure Grants	Rail Car Replacement Program	Greater Cleveland Regional Transit Authority	OH	5,000,000	Brown (OH)	Brown	H
Department of Transportation	Transit Infrastructure Grants	Lawrence County Transit Multimodal Parking Facility Construction	Lawrence County Port Authority	OH	2,500,000	Johnson (OH)		H
Department of Transportation	Transit Infrastructure Grants	Willamette Shore Line Improvements Phase II — Portland	Tri-County Metropolitan Transportation District of Oregon	OR	2,000,000	Blumenauer		H
Department of Transportation	Transit Infrastructure Grants	Merlo Bus Garage Zero Emission Retrofit	Tri-County Metropolitan Transportation District of Oregon	OR	5,000,000	Bonamici		H
Department of Transportation	Transit Infrastructure Grants	Fleet Fall Protection & Crane Project	Lane Transit District	OR	800,000	DeFazio	Merkley, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Benton Area Transit Fleet Replacement	Oregon Department of Transportation	OR	1,512,000	DeFazio	Merkley, Wyden	H

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: May 19, 2023
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: May FFY 2023 MTIP Formal Amendment & Resolution 23-5338 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING SIX NEW PROJECTS, AUTHORIZED BY CONGRESS THROUGH CONGRESSIONALLY DIRECTED SPENDING, TO THE 2021-24 MTIP AND ALLOWING THE START OF PRELIMINARY ENGINEERING ACTIVITIES
BACKGROUND

What This Is:

The May FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle contains six new projects. All six projects are Congressional Directed Spending projects, or otherwise referred to as Congressional Earmarks. Two are ODOT managed earmarks with the remaining four belonging to TriMet. They are being added now to the 2021-24 MTIP to enable Federal Highway Administration (FHWA) Financial Management Information System (FMIS) and Federal Transit Administration Transit Awards Management System (TrAMS) obligations to occur before the end of FFY 2023 (September 30, 2023). This will enable ODOT and TriMet to initiate Preliminary Engineering activities for their projects this federal fiscal year, and help accelerate overall project delivery.

What is the requested action?

JPACT approved Resolution 23-5338 on May 18, 2023, and now recommends Metro Council provide the final approval for Resolution 23-5338 to add the six new projects to the 2021-24 MTIP.

A summary of the project and amendment actions are shown on the next pages.

May FFY 2023 Formal Transition Amendment Bundle Contents Amendment Type: Formal/Full Amendment #: MY23-09-MAY Total Number of Projects: 6				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 23428 MTIP ID TBD <i>(New Project)</i>	ODOT	I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta	Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (CAA23, DEMO ID OR211)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR211, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
(#2) ODOT Key # 22647 MTIP ID TBD <i>(New Project)</i>	ODOT	OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St	The project will provide two enhanced pedestrian crossings along Hall to improve the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area (CAA23, DEMO ID OR216)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR216, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
(#3) ODOT Key # TBD MTIP ID TBD <i>(New Project)</i>	TriMet	TriMet Merlo Bus Garage Zero Emission Retrofit	This project includes sitework, garage and utility upgrades and installation of charging stations for articulated buses at Merlo Garage (ID# 2023-CMPJ-094 Earmark)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-094, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.

(#4) ODOT Key # TBD MTIP ID TBD <i>(New Project)</i>	TriMet	TriMet 82nd Ave MAX Station Improvement Project	The project includes design, permitting, and construction for refurbishment of the light rail platform, existing shelters and lighting, and new safety upgrades at the 82nd Avenue MAX Station for added passenger safety (DEMO ID OR209, CAA2023)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR209, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
(#5) ODOT Key # TBD MTIP ID TBD <i>(New Project)</i>	TriMet	TriMet Oregon City Transit Center	This project includes acquisition of property, design and planning, sitework, construction and renovation of facilities at the Oregon City Transit Center for improved transit operations (ID# 2023-CMPJ-095)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-095, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
(#6) ODOT Key # TBD MTIP ID TBD <i>(New Project)</i>	TriMet	Willamette Shore Line Rail & Trestle Repair	The WSL improvements will upgrade the South Miles Street crossing, replace Jones trestle, conduct mitigation associated with geotech exploration and miscellaneous trestle & track improvements along with routine maintenance (ID# 2023-CMPJ-096)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-096, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.

JPACT Meeting Summary:

JPACT convened on May 18, 2023. The May 2023 Formal MTIP Amendment was included in the Consent Agenda. JPACT moved and approved the May 2023 Formal MTIP Amendment under Resolution 23-5338 unanimously without discussion.

TPAC May 5, 2023 Meeting Summary:


TPAC met on May 5, 2023 and received their official notification about the May 2023 Formal MTIP Amendment bundle. Ken Lobeck, Metro staff provided an overview of the six new Congressional Directed Spending projects awarded under the Consolidated Appropriations Act of 2023. Ken explained that these six projects had now passed all required pre-programming reviews and RTP consistency checks to inclusion in the MTIP. He also added that the four projects belonging to TriMet are completing a formal re-review with FTA to allow the project phases to be programmed in FFY 2023. Ken stated that FTA's preview was supportive of the programming deviation request allowing Metro to continue processing the four projects as part of the May Formal Amendment bundle.

A couple of questions were raised about the RTP consistency check and the requirement that the earmark must be included in the current constrained RTP. Ted Leybold, Metro Resource Development Department Manager, explained that if the project is not included in the current constrained RTP, then an RTP amendment would be required to add the project. Both Ken and Ted stated the importance that the submitting agency discuss their earmark submission with Metro to verify the project is part of the constrained RTP. Chris Ford, ODOT added that the use of project grouping buckets can satisfy the RTP consistency check as long as the project is not capacity enhancing. Ken Lobeck concurred with Chris stating that this was how the OR141 earmark met RTP consistency by grouping it into the ODOT Operations and Safety bucket in the RTP.

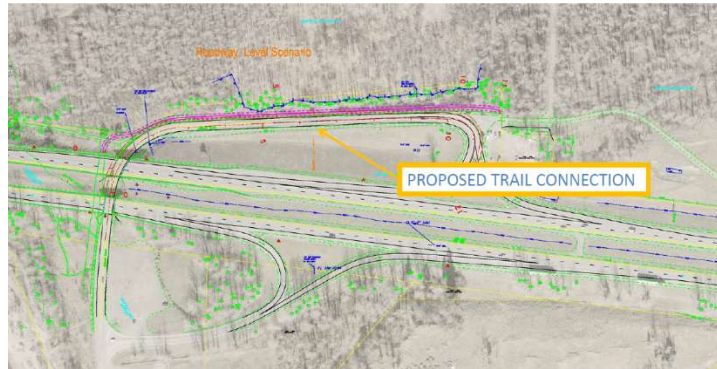
A final question raised was if the earmark is covered conceptually in the RTP and meets the RTP's goals and strategies, then is this sufficient to meet RTP consistency, or if a larger discussion is required? Ken Lobeck replied that this has occurred twice in the past and required FHWA review and direction to resolve the issue. The short answer from FHWA was that the project must be included the current constrained RTP. FHWA's guidance covered the need for the implementation phases (ROW, UR, construction) as part of demonstrating the funding plan in the RTP. The problem that still exists and has not been clarified is if only the PE phase is being added to the MTIP. Then, if discussion of the project in conceptual terms is included in the RTP, is this sufficient to satisfy the RTP consistency check and the project (PE phase) can be added to the MTIP? Ken agreed with Chris that a larger off-line discussion is still required to work on this area.

With no further questions or discussion about the MTIP May Formal Amendment, TPAC voted to provide JPACT with an approval recommendation to add the six new projects to the MTIP. There were no objections, two abstentions with the vote.

AMENDMENT SUMMARY

Project #1 Key 23428	I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta (Add new project) Lead Agency: ODOT
<p><u>Project Description:</u> Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (CAA23, DEMO ID OR211)</p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: ODOT • Project Administrator: ODOT • ODOT Key Number: 23428 • MTIP ID#: TBD (new entry not yet assigned in the MTIP) • RTP ID: Not applicable. The project is recreational trail outside of the RTP pedestrian/bicycle modeling networks involving commuter trails. RTP consistency check areas do not apply for this project. • Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through USDOT March 21, 2023, Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 Memo. • Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Air Quality, Bicycle and Pedestrian Facilities • OTC approval No. • Performance Measurements applicable: No – Not applicable. • Special Amendment Performance Assessment Required: No • Were overall RTP Consistency checks achieved and satisfactory: Yes. • Can the required changes be made without issues: Yes. • Additional information: The Congressional earmark award is \$2,332,000. Also, see US Forestry Service information about the Sandy River Delta Park at https://www.fs.usda.gov/recarea/crgnsa/recarea/?recid=29976 	
<p><u>Description of Changes</u></p> <p>The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.</p> <div data-bbox="277 1667 719 1722">  Forest Service Caring For the Land and Serving People </div> <div data-bbox="277 1749 1094 1778"> Home Visit Us Managing the Land Learn Working With Us About Us </div> <p>Sandy River Delta</p>	

The project will complete a connecting trail along-side Jordan Rd parallel to I-84 and eastbound into the Sandy River Delta Park. Construction of the Jordan Road Trail Connection will enhance access for pedestrians, cyclists and equestrians to the Sandy River Delta.

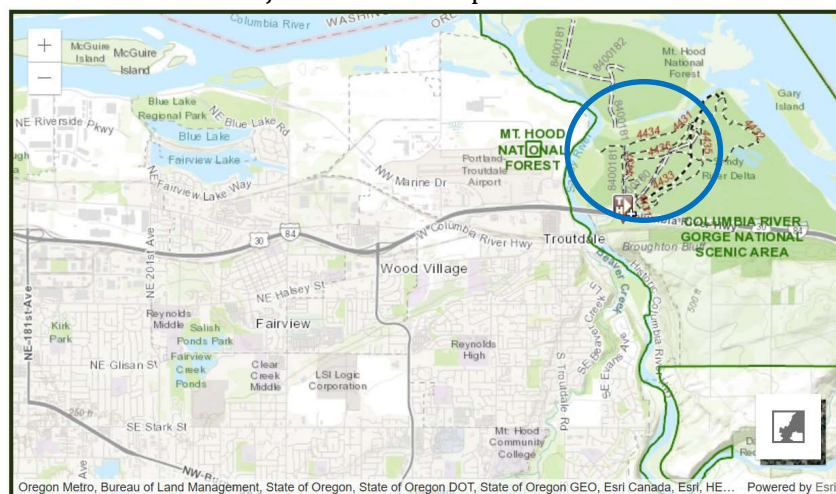


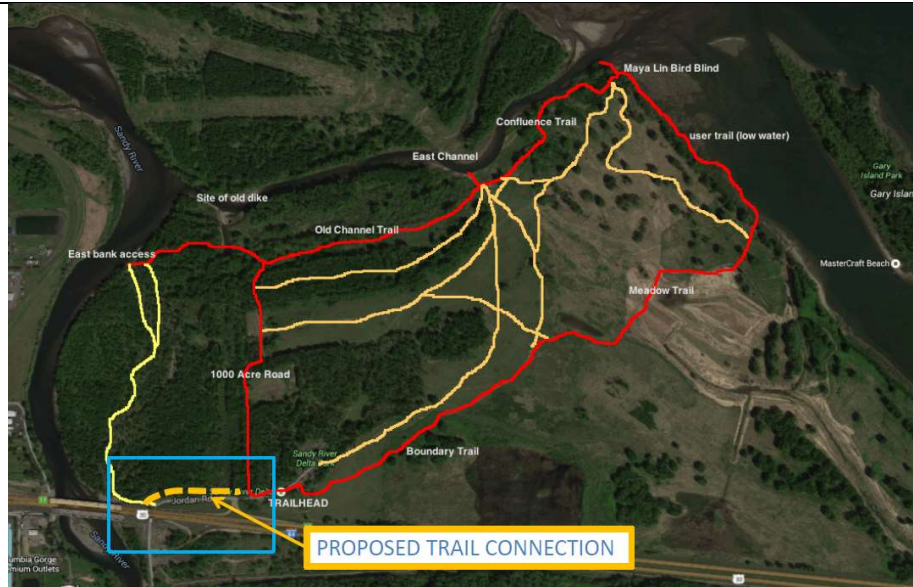
The Sandy River Delta is a 1,500-acre natural area is a gateway from Portland to the Columbia River Gorge National Scenic Area that offers horseback riding, hiking, biking, wading, and fishing. Acquired by the Forest Service in 1991, the delta is managed to restore and protect scenic, cultural, recreational, and natural resources in the river bottomlands where the Sandy River meets the Columbia River. The delta's forests and meadows have been under ecological restoration for decades, and in 2013, an old dike was removed from the Sandy River, restoring its natural channel and improving habitat for salmon and steelhead.

The Jordan Rd connection trail will provide better access to the park's other multi-use trails including:

- **Confluence Trail:** A 1.25 mile gravel ADA trail leading to an elliptical bird blind designed by Maya Lin.
- **Boundary Trail:** A 1.25 mile trail near the habitat restoration zone
- **Meadow Road:** A 0.25 mile route leading to Confluence Trail
- **Meadow Trail:** A 2 mile path through meadows with Columbia Gorge views
- **Ranch Dike Trail:** A 1.25 mile trail through cottonwoods
- **Old Channel Trail:** A 1.75 mile trail along the Sandy River's pre-restoration channel

Project Location Map References



**Support Item(s):****Proof of Funding/Fiscal Constraint Verification**

Consolidated Appropriations Act, 2023
(Public Law 117-328) Division L, Title I, Highway Infrastructure Programs

State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR204	Aloha Livable Community and Safe Access to Transit	962,000	962,000		962,000	
OR	OR205	Tonquin Employment Area Access Project	3,000,000	3,000,000		3,000,000	
OR	OR206	Burns Paiute Tribe—US Highway 20 Wildlife Connectivity Project *See Note 1	940,000	940,000		0	
OR	OR207	Construction of Arterial Road between Highway 11 and Highway 30	1,500,000	1,500,000		1,500,000	
OR	OR208	City of Carlton—West Main Street Revitalization	1,500,000	1,500,000		1,500,000	
OR	OR209	82nd Ave MAX Station Improvement Project — Portland, OR	3,000,000	3,000,000		3,000,000	
OR	OR210	NE Halsay Safety and Access to Transit Project — Portland, OR	4,000,000	4,000,000		4,000,000	
OR	OR211	Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area — Multnomah County, OR	2,332,000	2,332,000		2,332,000	
OR	OR212	181st Ave Safety Improvements Project — Gresham, OR	3,176,666	3,176,666		3,176,666	
OR	OR213	Earthquake Ready Burnside Bridge (EQRB) Design Phase — Multnomah County, OR	2,000,000	2,000,000		2,000,000	
OR	OR214	Main Avenue/OR 104 Pedestrian Route	1,360,000	1,360,000		1,360,000	
OR	OR215	Beaverton Downtown Loop	4,000,000	4,000,000		4,000,000	

Project #2
Key
22647

OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St
(Add new project)
Lead Agency: ODOT

Project Description:

The project will provide two enhanced pedestrian crossings along Hall to improve the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area (CAA23, DEMO ID OR216)

Identifications/Key Consistency Check Areas:

- Lead Agency: ODOT
- Project Administrator: ODOT

- ODOT Key Number: **22647**
- MTIP ID#: TBD (new entry not yet assigned in the MTIP)
- RTP ID: 12095 - Safety & Operations Projects
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through USDOT March 21, 2023, Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 Memo.
- Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Air Quality, Bicycle and Pedestrian Facilities
- OTC approval No.
- Performance Measurements applicable: Yes - Safety.
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes.
- Can the required changes be made without issues: Yes.
- Additional information: The earmark award is \$3,200,000. Also, see the ODOT website for additional project details at:
<https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=22647>

Description of Changes

The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.

New enhanced pedestrian crossings on SW Hall Boulevard

In partnership with the City of Tigard and Washington County, we are working on a project to enhance safety on Hall Boulevard (Oregon Hwy 141).

This project will install two new enhanced pedestrian crossings, or Rectangular Rapid Flashing Beacons, across SW Hall Boulevard at the intersections of SW Hemlock Street in unincorporated Washington County and SW Spruce Street within the City of Tigard. Additional related work includes constructing new sidewalk, new lighting and improving sidewalk curb ramps to meet ADA requirements.

SW Hall Boulevard is a busy, 40 mile-per-hour corridor and people walk over ¼ mile out of direction to the nearest signalized intersection. New, enhanced pedestrian crossings make it safer for people to cross a busy corridor of SW Hall Boulevard.

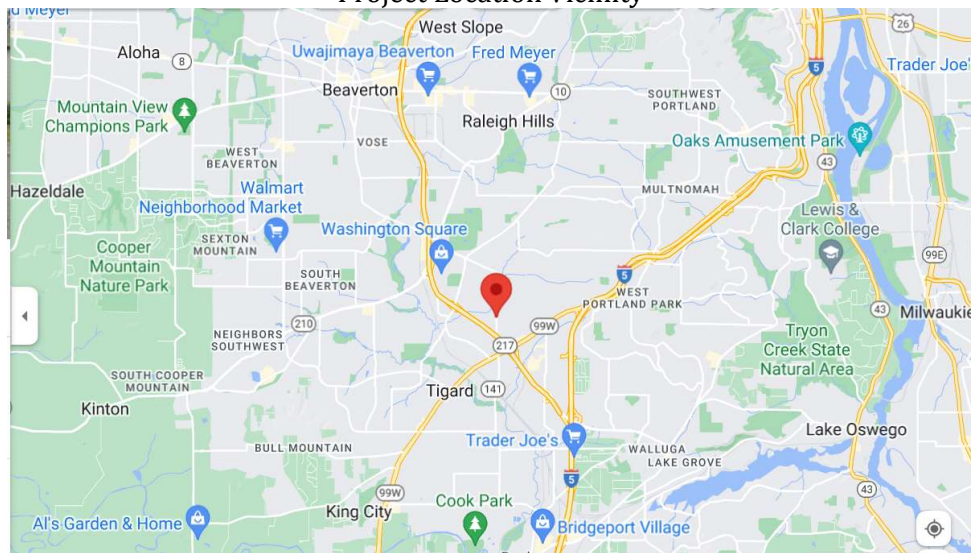
About Rectangular Rapid Flashing Beacons

The rectangular rapid flash beacon (RRFB, is a traffic control device designed to increase driver awareness of pedestrians crossing roadways at marked midblock crossings or uncontrolled



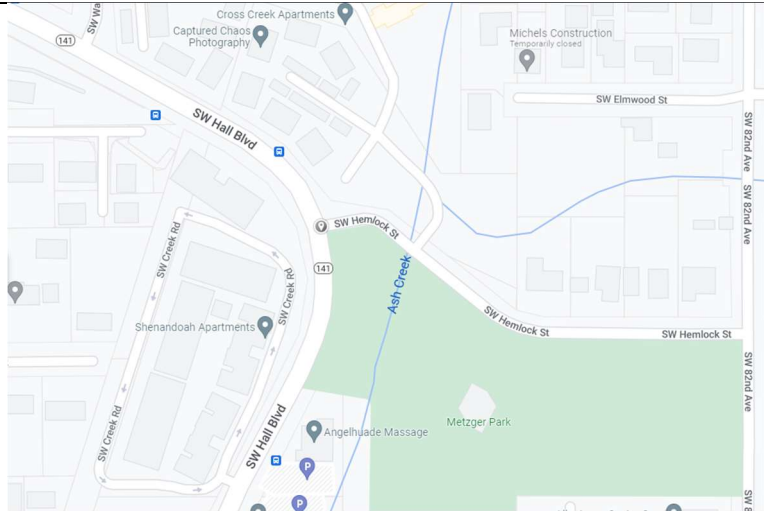
intersections. The beacons consist of rectangular shaped amber light emitting diodes (LEDs) installed below pedestrian warning signs. The beacons remain “dark” until a pedestrian desiring to cross the street pushes the call button to activate the flashing lights. The lights flash in an irregular flash pattern that is similar to emergency flashers on police vehicles. The flashing lights are intended to attract the driver’s attention and reinforce the driver’s duty to yield to pedestrians in the marked crosswalk.

Project Location Vicinity

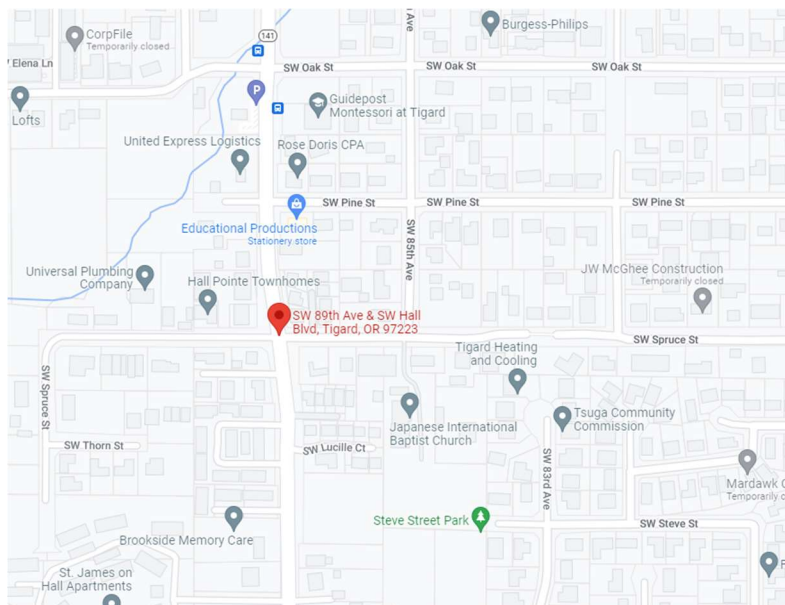


OR141 (SW Hall Blvd) at Hemlock St





OR 141 (SW Hall Blvd) at SW Spruce St



Support Item(s):**Proof of Funding/Fiscal Constraint Verification**

Consolidated Appropriations Act, 2023 (Public Law 117-328) Division L, Title I, Highway Infrastructure Programs							
State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR216	OR141: Hall Boulevard Pedestrian Safety Improvements at Hemlock & Spruce	3,200,000	3,200,000		3,200,000	
OR	OR217	OR-18/OR-99W Corridor Safety and Intersection Improvements	4,000,000	4,000,000		4,000,000	
OR	OR218	River Road—Santa Clara Pedestrian and Bicycle Bridge	6,000,000	6,000,000		6,000,000	
OR	OR219	Coos County Libby Lane Paving Project (MP 3.33 to MP 5.62)	608,000	608,000		608,000	
OR	OR220	US-101 Sidewalk Infill	2,800,000	2,800,000		2,800,000	
Oregon					41,380,686		40,440,686

Project #3
Key
TBD

TriMet Merlo Bus Garage Zero Emission Retrofit
(Add new project)
Lead Agency: TriMet

Project Description:

This project includes sitework, garage and utility upgrades and installation of charging stations for articulated buses at Merlo Garage (ID# 2023-CMPJ-094 Earmark)

Identifications/Key Consistency Check Areas:

- Lead Agency: TriMet
- Project Administrator: TriMet
- ODOT Key Number: **TBD – New Project**
- MTIP ID#: TBD (new entry not yet assigned in the MTIP)
- RTP ID: 11338 - Operating Capital: Equipment and Facilities Phase 2
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through the 12/20/2022 Senate Congressional Record – Community Project Funding/Congressional Directed Spending project list.
- Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- OTC approval No.
- Performance Measurements applicable: Yes - Transit.
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes.
- Can the required changes be made without issues: Yes.
- Additional information: The Congressional earmark is \$5 million.

Description of Changes

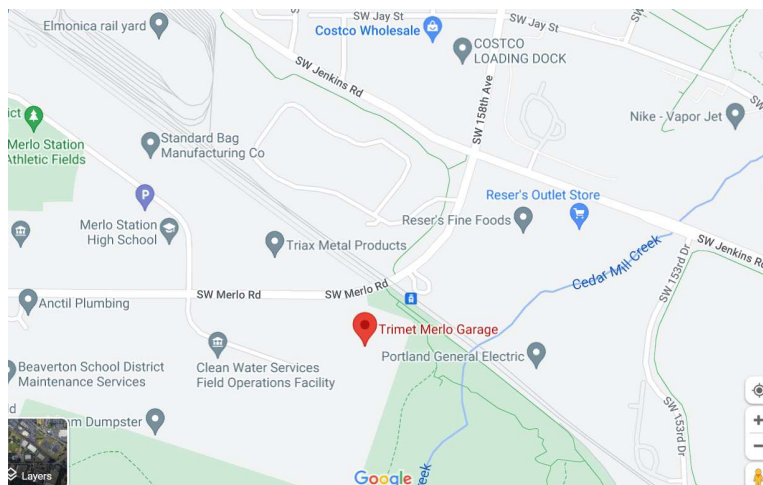
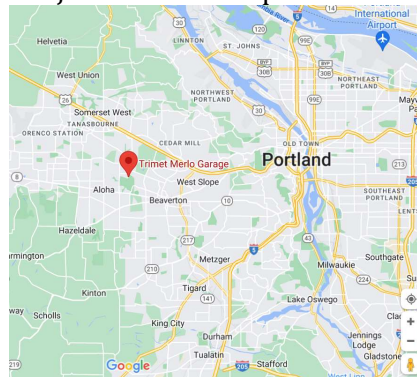
The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.

The Merlo Bus Garage Zero Emission Retrofit project funds the first phase of a retrofit of TriMet's Merlo bus garage maintenance building as part of broader strategy for expansion of zero emission, battery electric buses (BEBs). This request would support adding more service and future articulated (higher-capacity, 60 ft) buses on the westside of the Portland region.

The improvements to the Merlo maintenance facility are a critical investment to be able to implement dedicated, articulated, zero emission bus service on Tualatin Valley Highway in the short term. This expanded charging infrastructure and retrofitting of the maintenance facility are a first step to scaling up the Merlo garage for future charging, maintenance, and service deployment of articulated and BEBs.

This investment will provide the funding to increase transit capacity in areas with growing ridership, increase access to transit and improve air quality in the surrounding area by facilitating the transition from diesel to zero emissions buses.

Project Location Map References



Support Item(s):**Proof of Funding/Fiscal Constraint Verification**United States
of America**Congressional Record**PROCEEDINGS AND DEBATES OF THE 117th CONGRESS, SECOND SESSION

Vol. 168

WASHINGTON, TUESDAY, DECEMBER 20, 2022

No. 198—Book III

Senate

EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 2017, CONSOLIDATED APPROPRIATIONS ACT, 2023

The following is an explanation of the Consolidated Appropriations Act, 2023.

DIVISION L—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES
The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-492 carries the same weight as language included in this joint explanatory statement and should be complied with uniformly.

grammatic duplication identified by the annual Government Accountability Office (GAO) reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

TRANSPARENCY REQUIREMENT
The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising posted on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer expense.

FEDERALLY FUNDED RESEARCH

The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

HUMAN TRAFFICKING

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's [FTA] 5307 program and the Federal Aviation Administration's [FAA] airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

DEPARTMENT OF TRANSPORTATION—Continued
(Community Project Funding/Congressionally Directed Spending)

Agency	Account	Project	Recipient	State	Amount	Requestor(s)		Origination
						House	Senate	
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road Hunterspoint Station Rehabilitation Project	Metropolitan Transportation Authority	NY	5,000,000	Maloney, Carolyn B.		H
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road (LIRR) Forest Hills Platform Extensions & Elevators Project	Metropolitan Transportation Authority	NY	7,000,000	Meng		H
Department of Transportation	Transit Infrastructure Grants	EZConnect One-Call Center	Stark Area Regional Transit Authority	OH	1,250,000	Brown		S
Department of Transportation	Transit Infrastructure Grants	Rickenbacker Area Mobility Center	Central Ohio Transit Authority	OH	3,000,000	Beatty	Brown	H
Department of Transportation	Transit Infrastructure Grants	Rail Car Replacement Program	Greater Cleveland Regional Transit Authority	OH	5,000,000	Brown (OH)	Brown	H
Department of Transportation	Transit Infrastructure Grants	Lawrence County Transit Multimodal Parking Facility Construction	Lawrence County Port Authority	OH	2,500,000	Johnson (OH)		H
Department of Transportation	Transit Infrastructure Grants	Willamette Shore Line Improvements Phase II — Portland	Tri-County Metropolitan Transportation District of Oregon	OR	2,000,000	Blumenauer		H
Department of Transportation	Transit Infrastructure Grants	Merlo Bus Garage Zero Emission Retrofit	Tri-County Metropolitan Transportation District of Oregon	OR	5,000,000	Bonamici		H
Department of Transportation	Transit Infrastructure Grants	Fleet Fall Protection & Crane Project	Lane Transit District	OR	800,000	Defazio	Merkley, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Benton Area Transit Fleet Replacement	Oregon Department of Transportation	OR	1,512,000	Defazio	Merkley, Wyden	H

Project #4
Key
TBD

TriMet 82nd Ave MAX Station Improvement Project
(Add new project)
Lead Agency: TriMet

Project Description:

The project includes design, permitting, and construction for refurbishment of the light rail platform, existing shelters and lighting, and new safety upgrades at the 82nd Avenue MAX Station for added passenger safety (DEMO ID OR209, CAA2023)

Identifications/Key Consistency Check Areas:

- Lead Agency: TriMet
- Project Administrator: TriMet
- ODOT Key Number: **TBD – New Project**
- MTIP ID#: TBD (new entry not yet assigned in the MTIP)

- RTP ID: 11338 - Operating Capital: Equipment and Facilities Phase 2
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through USDOT March 21, 2023, Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 Memo.
- Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- OTC approval No.
- Performance Measurements applicable: Yes - Transit.
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes.
- Can the required changes be made without issues: Yes.
- Additional information: The Congressional earmark is \$3 million.

Description of Changes

The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.

The project will make critical station improvements to TriMet's 82nd Ave. MAX Station to support ridership recovery, improve urban design and user experience, and improve safety and access to

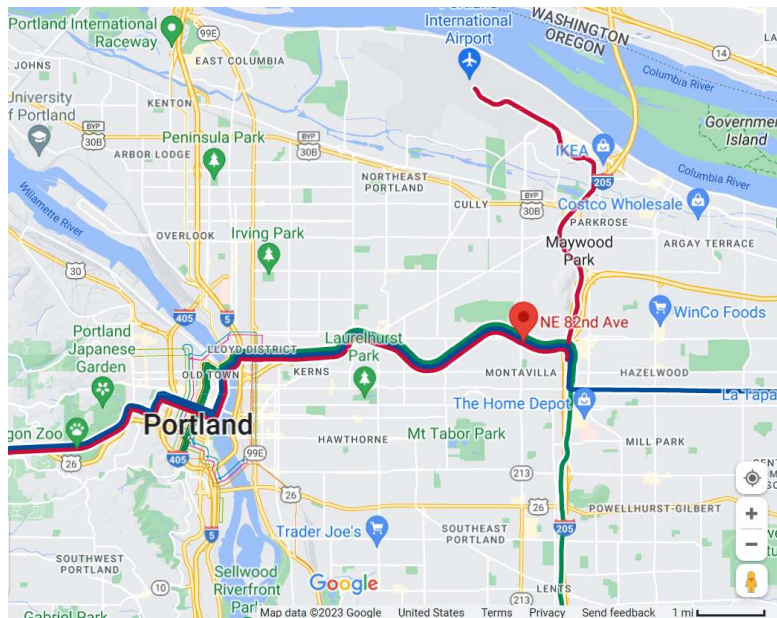
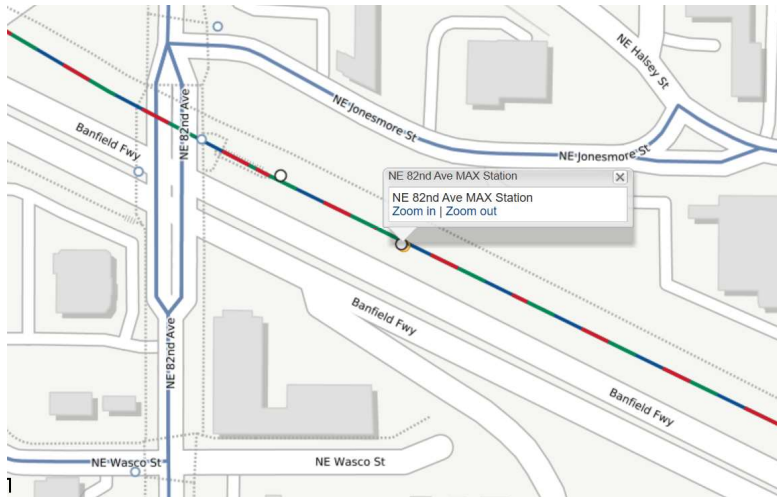


transit. These investments to update the light rail platform, refurbish the existing shelter and improve the safety and comfort for our riders through Crime Prevention Through Environmental Design (CPTED) improvements and updated Design Criteria.

The 82nd Avenue MAX station was designed and constructed as part of the original Banfield Light Rail Project (1986) with one shelter. Though some additional amenities have been added to support increased ridership at the station over time, it is critical that this station be updated and include appropriate shelters and safety/security improvements in line with more current design criteria, especially with improvements to Line 72 that may increase transfers between bus rapid transit.

This Station is in a 2040 Metro Center, serves 3 MAX lines and is a transfer to the Line 72, the bus line that has been the most utilized throughout the pandemic and serves riders that are proportionally lower income and a higher percentage of people of color than almost any other line.


Project Location Map References



Support Item(s):

Proof of Funding/Fiscal Constraint Verification

Consolidated Appropriations Act, 2023 (Public Law 117-328) Division L, Title I, Highway Infrastructure Programs							
State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR204	Aloha Livable Community and Safe Access to Transit	962,000	962,000		962,000	
OR	OR205	Tonguin Employment Area Access Project	3,000,000	3,000,000		3,000,000	
OR	OR206	Burns Paiute Tribe—US Highway 20 Wildlife Connectivity Project *See Note 1	940,000	940,000		0	
OR	OR207	Construction of Arterial Road between Highway 11 and Highway 30	1,500,000	1,500,000		1,500,000	
OR	OR208	City of Carlton - West Main Street Revitalization	1,500,000	1,500,000		1,500,000	
OR	OR209	82nd Ave MAX Station Improvement Project — Portland, OR	3,000,000	3,000,000		3,000,000	
OR	OR210	NE Halsey Safety and Access to Transit Project — Portland, OR	1,000,000	1,000,000		1,000,000	
OR	OR211	Jordan Road to Sandy River Delta Multi-use Path, Columbia River	2,332,000	2,332,000		2,332,000	
OR	OR212	Gorge National Scenic Area — Multnomah County, OR	3,178,686	3,178,686		3,178,686	
OR	OR213	181st Ave Safety Improvements Project — Gresham, OR	2,000,000	2,000,000		2,000,000	
OR	OR214	Earthquake Ready Burnside Bridge (EQRB) Design Phase —	1,360,000	1,360,000		1,360,000	
OR	OR215	Multnomah County, OR	4,000,000	4,000,000		4,000,000	
OR		Main Avenue/OR 104 Pedestrian Route					
OR		Beaverton Downtown Loop					

Project #5 Key TBD	TriMet Oregon City Transit Center (Add new project) Lead Agency: TriMet
<u>Project Description:</u> This project includes acquisition of property, design and planning, sitework, construction and renovation of facilities at the Oregon City Transit Center for improved transit operations (ID# 2023-CMPJ-095)	
Identifications/Key Consistency Check Areas: <ul style="list-style-type: none">• Lead Agency: TriMet• Project Administrator: TriMet• ODOT Key Number: TBD – New Project• MTIP ID#: TBD (new entry not yet assigned in the MTIP)• RTP ID: 11338 - Operating Capital: Equipment and Facilities Phase 2• Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through the 12/20/2022 Senate Congressional Record – Community Project Funding/Congressional Directed Spending project list.• Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).• OTC approval No.• Performance Measurements applicable: Yes - Transit.• Special Amendment Performance Assessment Required: No• Were overall RTP Consistency checks achieved and satisfactory: Yes.• Can the required changes be made without issues: Yes.• Additional information: The Congressional earmark is \$5 million.	
<u>Description of Changes</u>	
The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.	
From:	
<div><div> JEFF MERKLEY</div><div>ABOUTNEWSHELPING YOUCONNECT</div></div> <div><div>Home / News / In the News / News Article</div><div>FEDS GIVE \$5M TO TRIMET FOR OREGON CITY TRANSIT CENTER'S EXPANDED CAPACITY</div><div>Tuesday, January 10, 2023</div><div>By: Raymond Rendleman</div><div>Oregon City News</div></div>	

The redesign will double the bus capacity, provide reliable transit schedule information, and add additional bus shelters, lighting and security cameras," said outgoing Congressman Kurt Schrader, who represented Clackamas County from 2009-22.

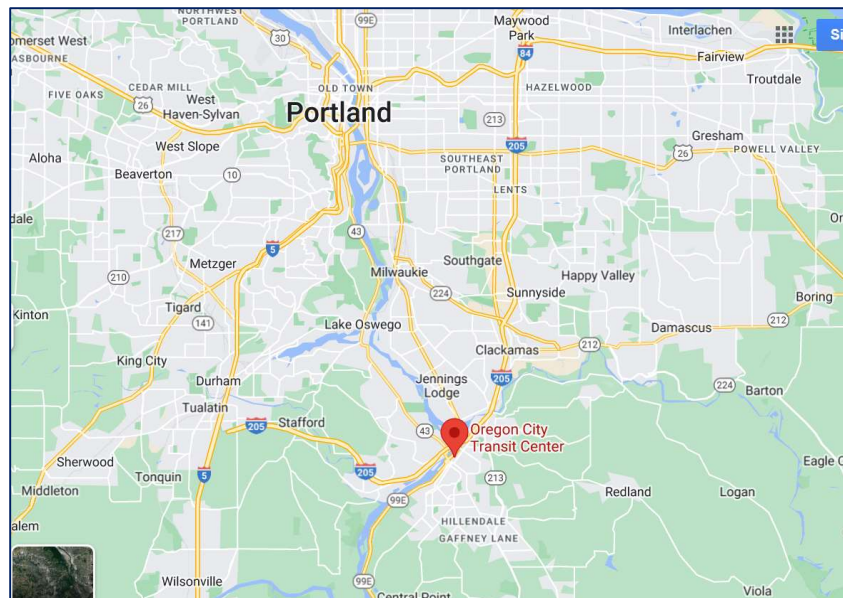


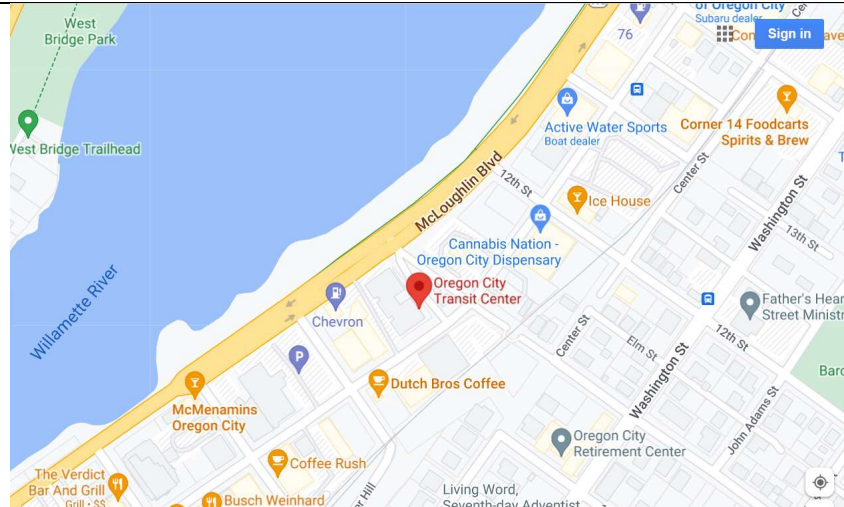
TriMet spokesperson Tia York said that the Oregon City Transit Center redesign project still needs an architect to create renderings, so it's unknown when construction would take place at the corner of 11th and Main streets. York said that the project will support TriMet and partner transit agencies' long-term goals to increase ridership through new and improved bus service in Clackamas County.

"The project will expand and retrofit the existing transit center to add bus layover facilities, including space for non-TriMet bus service partners," York said. "Riders can expect new lighting, bus stop shelters and other improvements that will make the transit center safer and easier to use, including sidewalk improvements along McLoughlin Boulevard.



Project Location Map References



**Support Item(s):****Proof of Funding/Fiscal Constraint Verification**

FEDERAL TRANSIT ADMINISTRATION				
TABLE 20				
FY2023 Transit Infrastructure Grants-Community Project Funding/Congressionally Directed Spending				
<i>The amounts allocated in this notice are made available for the purposes, and in the amounts, specified in the explanatory statement accompanying the Consolidated Appropriations Act, 2023 (Pub. L. 117-402, Dec. 30, 2022).</i>				
State	Recipient	Project ID	Project Description	Amount
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-094	Merlo Bus Garage Zero Emission Retrofit	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-095	Oregon City Transit Center	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-096	Willamette Shore line Improvements Phase II - Portland	\$2,000,000



Congressional Record

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Vol. 168

WASHINGTON, TUESDAY, DECEMBER 20, 2022

No. 198—Book III

Senate

EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 2617, CONSOLIDATED APPROPRIATIONS ACT, 2023

The following is an explanation of the Consolidated Appropriations Act, 2023.

DIVISION I—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES
The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-402 carries the same weight as language included in this joint explanatory statement and should be complied with unless modified by the explanatory statement.

grammatical duplication identified by the annual Government Accountability Office (GAO) reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

TRANSPARENCY REQUIREMENT
The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising posted on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer expense, with appropriate acknowledgment.

FEDERALLY FUNDED RESEARCH

The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

HUMAN TRAFFICKING

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's (FTA) 5307 program and the Federal Aviation Administration's (FAA) airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

Department of Transportation	Transit Infrastructure Grants	Oregon City Transit Center	Tri-County Metropolitan Transportation District of Oregon	OR	5,000,000	Schrader		H
Department of Transportation	Transit Infrastructure Grants	South Salem Mobility as a Service (MaaS) Transit Facility	Salem Area Mass Transit District	OR	2,560,000	Schrader	Merkey, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Station Square Station Improvement Project	Port Authority of Allegheny County	PA	5,000,000	Doyle, Michael F.	Casey	H
Department of Transportation	Transit Infrastructure Grants	Bus Replacement	Amtran	PA	900,000	Joyce (PA)		H

December 20, 2022

Project #6 Key TBD	Willamette Shore Line Rail & Trestle Repair (Add new project) Lead Agency: TriMet
<p><u>Project Description:</u> The WSL improvements will upgrade the South Miles Street crossing, replace Jones trestle, conduct mitigation associated with geotech exploration and miscellaneous trestle and track improvements along with routine maintenance (ID# 2023-CMPJ-096)</p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: TriMet • Project Administrator: TriMet • ODOT Key Number: TBD – New Project • MTIP ID#: TBD (new entry not yet assigned in the MTIP) • RTP ID: 11338 - Operating Capital: Equipment and Facilities Phase 2 • Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through the 12/20/2022 Senate Congressional Record – Community Project Funding/Congressional Directed Spending project list. • Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures). • OTC approval No. • Performance Measurements applicable: Yes - Transit. • Special Amendment Performance Assessment Required: No • Were overall RTP Consistency checks achieved and satisfactory: Yes. • Can the required changes be made without issues: Yes. • Additional information: The Congressional earmark is \$2 million. 	
<p><u>Description of Changes</u></p> <p>The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.</p> <p>The Willamette Shore Line Rail & Trestle Repair project continues the maintenance and repair work</p>	

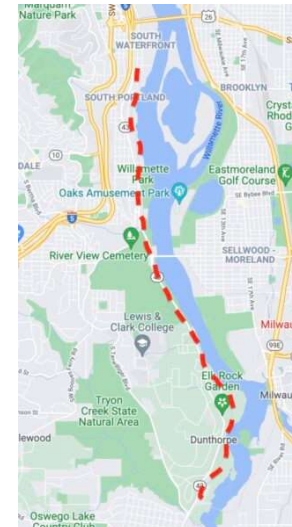
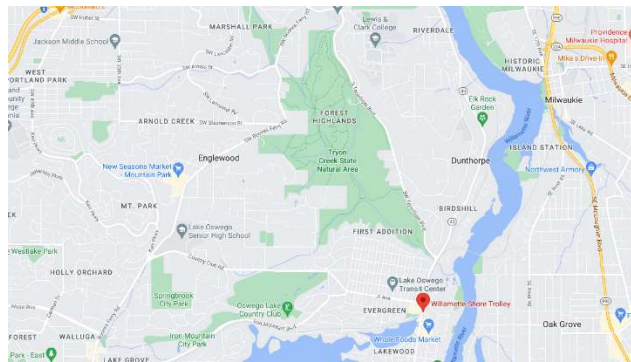


initiated in the early project programmed in Key 22666. The earmark represents follow-on funding in support of the rail and trestle repair activities.

The Willamette Shore Trolley is a heritage railroad or heritage streetcar that operates along the west bank of the Willamette River between Portland and. The right-of-way is owned by a group of local-area governments who purchased it in 1988 in order to preserve it for potential future rail transit. Streetcar excursion service began operating on a trial basis in 1987, lasting about three months, and regular operation on a long-term basis began in 1990. The Oregon Electric Railway Historical Society has been the line's operator since 1995.

The railroad offers passenger excursions using a historic or replica-historic trolley on a former Southern Pacific line previously known as the Jefferson Street Branch Line. The line runs for 5.5 miles (9 km), including a passage through the 0.25-mile-long (0.4 km) Elk Rock Tunnel.

Project Location Map References



Support Item(s):

Proof of Funding/Fiscal Constraint Verification

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OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-095	Oregon City Transit Center	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-096	Willamette Shore line Improvements Phase II - Portland	\$2,000,000

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No. 198—Book III

Senate

EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 3017, CONSOLIDATED APPROPRIATIONS ACT, 2023

The following is an explanation of the Consolidated Appropriations Act, 2023.

DIVISION L—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES

The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-602 carries the same weight as language included in this joint explanatory statement and should be complied with uniformly.

grammatic duplication identified by the annual Government Accountability Office (GAO) reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

TRANSPARENCY REQUIREMENT

The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

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The agreement urges the Department of Transportation to continue efforts to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

HUMAN TRAFFICKING

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's (FTA) Smart program and the Federal Aviation Administration's (FAA) airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

DEPARTMENT OF TRANSPORTATION—Continued

(Community Project Funding/Congressionally Directed Spending)

Agency	Account	Project	Recipient	State	Amount	Requester(s)		Originator
						House	Senate	
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road Hunterspoint Station Rehabilitation Project	Metropolitan Transportation Authority	NY	5,000,000	Maloney, Carolyn B.		H
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road (LIRR) Forest Hills Platform Extensions & Elevators Project	Metropolitan Transportation Authority	NY	7,000,000	Meng		H
Department of Transportation	Transit Infrastructure Grants	EZConnect One-Call Center	Stark Area Regional Transit Authority	OH	1,250,000		Brown	S
Department of Transportation	Transit Infrastructure Grants	Rickenbacker Area Mobility Center	Central Ohio Transit Authority	OH	3,000,000	Beatty	Brown	H
Department of Transportation	Transit Infrastructure Grants	Rail Car Replacement Program	Greater Cleveland Regional Transit Authority	OH	5,000,000	Brown (OH)	Brown	H
Department of Transportation	Transit Infrastructure Grants	Lawrence County Transit Multimodal Parking Facility Construction	Lawrence County Port Authority	OH	2,500,000	Johnson (OH)		H
Department of Transportation	Transit Infrastructure Grants	Willamette Shore Line Improvements Phase II — Portland	Tn-County Metropolitan Transportation District of Oregon	OR	2,000,000	Blumenauer		H
Department of Transportation	Transit Infrastructure Grants	Metro bus garage zero emission Retrofit	Tn-County Metropolitan Transportation District of Oregon	OR	5,000,000	Boromaci		H
Department of Transportation	Transit Infrastructure Grants	Fleet Fall Protection & Crane Project	Lane Transit District	OR	800,000	Defazio	Merkley, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Benton Area Transit Fleet Replacement	Oregon Department of Transportation	OR	1,512,000	Defazio	Merkley, Wyden	H

S9402

CONGRESSIONAL RECORD—SENATE

S9402

CONGRESSIONAL RECORD — SENATE

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include ensuring that the project amendments:

- Complete eligibility verification to be programmed in the MTIP.
- Pass proof of funding and fiscal constraint verification.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand-alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and has completed required air conformity analysis and transportation demand modeling.
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP's constrained project list, the project is verified to be part of the MPO's annual Unified Planning Work Program (UPWP) if federally funded and a

regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.

- Determined the project is eligible to be added to the MTIP or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and determined that Performance Measurements will or will not apply.
- Completion of the required 30-day Public Notification/Opportunity to Comment period.
- Meets MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the May FFY 2023 Formal MTIP amendment (MY23-09-MAY) will include the following:

<u>Action</u>	<u>Target Date*</u>
• TPAC Agenda mail-out.....	April 28, 2023
• Initiate the required 30-day public notification process.....	May 2, 2023**
• TPAC notification and approval recommendation.....	May 5, 2023
• JPACT approval and recommendation to Council.....	May 18, 2023
• Completion of public notification process.....	May 31, 2023
• Metro Council approval.....	May 31/June 1, 2023***

Notes:

* The above dates are estimates. JPACT and Council meeting dates could change.

** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

*** The Council date for the May Formal MTIP amendment has not been assigned as of 5/5/2023. Staff expects a final Council date confirmation to occur in early June.

USDOT Approval Steps (The below timeline is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	June 7, 2023
• USDOT clarification and final amendment approval.....	Mid-July 2023

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
 - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
 - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020

3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None. None of the included project amendments impact the Metro current annual budget.

RECOMMENDED ACTION:

JPACT approved Resolution 23-5338 on May 18, 2023, and now recommends Metro Council provide the final approval for Resolution 23-5338 to add the six new projects to the 2021-24 MTIP.

No Attachments.

Update on Metro's Public Engagement Guide
Other Business

Metro Council Meeting
Thursday, May 30th, 2023

STAFF REPORT FOR WORK SESSION

PRESENTATION: REVIEW OF METRO'S UPDATED GUIDING PRINCIPLES FOR MEANINGFUL PUBLIC ENGAGEMENT

Date: 05/11/2023
Department: Communications
Meeting Date: May 30, 2023

Prepared by: Gloria Pinzón Marin,
gloria.pinzon@oregonmetro.gov
Presenter(s): Gloria Pinzón Marin, Lia
Waiwaiole
Length: 6 pages

ISSUE STATEMENT

Metro's current Principles of Citizen Involvement were adopted in 1997 by Resolution No. 97-2433. Metro staff is proposing to update the guiding principles to bring them into alignment with Metro's Strategic Plan to Advance Racial Equity, current best practices for meaningful engagement and Metro values. These guiding principles for meaningful public engagement create a foundation to sustain an equitable and democratic culture of collaboration and accountability at Metro. The adopted guiding principles will help provide a foundation to update Metro's public engagement guide.

ACTION REQUESTED

Review and provide feedback on the following draft principles in consideration for adoption at a future business meeting.

2023 Metro's Guiding Principles for Meaningful Public Engagement.

All proposed engagement activities whether virtual or in-person should meet one or more of the following principles when planning and implementing engagement processes for Metro decision-making:

- | | |
|---|---|
| 1 | Public participation is an essential part of government decision-making. |
| 2 | Transparency about government decision-making is fundamental to successful public service. |
| 3 | Meaningful public engagement processes apply equity, diversity, and inclusion strategies and tools to help identify and address the needs of impacted, underserved, and historically excluded communities. |
| 4 | Engagement and communications are accessible, informative, timely and inclusive of the rich diversity of lived experiences and perspectives across greater Portland. |
| 5 | Collaboration and capacity-building efforts with community-based organizations, groups and individuals that are impacted, underserved, or historically excluded are essential to address regional issues equitably. |

- | | |
|---|--|
| 6 | Intergovernmental collaboration, coordination, and consultation are essential to address regional issues holistically and efficiently. |
| 7 | Evaluation of engagement activities during and after a project facilitates growth and process improvement. |

History of review for the updated guiding principles for meaningful public engagement:

March/April

- The first draft of thirteen proposed guiding principles were adapted from:
 - Principles of Citizen Involvement adopted 1997
 - COVID 19 Community Engagement Policy, adopted in 2020
 - Public Engagement Guide, adopted in 2013
- Draft one of thirteen updated guiding principles reviewed by:
 - Staff: project steering team, project team, engagement specialists
 - Public Engagement Review Committee
 - Includes local government staff, residents, community-based organizations
 - Metro Council provided guidance on first draft during briefings.

May

- Staff produced a second draft of seven guiding principles based on all feedback received.
- Public Engagement Review Committee reviewed second draft and voted for approval.
- May 30 - Metro Council reviews updated draft of guiding principles at Work Session.

June

- Metro Council considers adoption of Metro's Guiding Principles for Meaningful Public Engagement.
- Staff begins to update Public Engagement Guide in support of Metro's new guiding principles for meaningful public engagement.

IDENTIFIED POLICY OUTCOMES

Adoption of updated Metro's Guiding Principles for Meaningful Public Engagement will:

- provide a path for updating Metro's Public Engagement Guide
- support Metro Council in making decisions that are well informed, sustainable and address the needs and priorities of the diverse communities in the greater Portland region.
- Implementation of the guiding principles will support the advancement of goals in Metro's Strategic Plan to Advance Racial Equity:
 - Goal A: Metro convenes and supports regional partners to advance racial equity.
 - Goal B: Metro meaningfully engages communities of color.

- Goal D: Metro creates safe and welcoming services, programs and destinations.
- Goal E: Metro's resource allocation advances racial equity.

POLICY QUESTION(S)

1. Do the updated guiding principles reflect Metro values and Metro Council expectations around community engagement?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Option 1: Approve the proposed Guiding Principles for Meaningful Public Engagement as-is. Honors Public Engagement Review Committee input and provides a foundation to update the Public Engagement Guide.

Option 2: Approve with suggested edits to Metro's Guiding Principles for Meaningful Public Engagement.

Option 3: Do not approve, make recommendations for further development

STAFF RECOMMENDATIONS

Adopt Metro's Guiding Principles for Meaningful Public Engagement as they are.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The updated Guiding Principles will support the advancement of goals in Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion:

- a. Goal A: Metro convenes and supports regional partners to advance racial equity.
- b. Goal B: Metro meaningfully engages communities of color.
- c. Goal D: Metro creates safe and welcoming services, programs and destinations.
- d. Goal E: Metro's resource allocation advances racial equity.

Known Opposition/Support/Community Feedback

The Public Engagement Review Committee reviewed the first and second draft of the guiding principles. They voted to approve the second draft of the guiding principles that is included in this staff report.

The Committee on Racial Equity also will review the guiding principles and provide input on the potential content of an updated Public Engagement Guide on May 18, 2023. Staff will bring a summary of their input to the worksession.

No known opposition.

Legal Antecedents

- Section 28 of the Metro Charter requires Metro to establish and maintain a citizen involvement committee and a process for citizen involvement
- Federal regulations at CFR § 450.316 require that Metro transportation planning processes must include proactive public involvement including timely notice, continuing opportunity for involvement, and minimum public comment periods
- Metro Resolution No. 97-2433 adopted Metro's current Principles of Citizen Involvement
- Metro Resolution No. 13-4476 adopted Metro's current Public Engagement Guide

Anticipated Effects

- Metro Council provides direction to staff about expectations for public engagement.
- Metro Council is supported in making sustainable, equitable and impactful policies, projects and programs with input from all potentially impacted perspectives.
- New Guiding Principles will inform the upcoming adoption of an updated Metro Public Engagement Guide]

Financial Implications

- No budget impact at this time.
- This process includes getting input from staff and external partners to identify barriers or challenges that exist institutionally to conduct meaningful engagement with all key audiences - within each department. This could reveal needs for additional resources or information. This information would be brought forth at a future Metro Council briefing or worksession.

BACKGROUND

Metro Council has not reviewed or adopted guiding principles for public engagement or involvement since 1997. The guiding principles from 1997 were relied upon by the Metro Council when it adopted the 2013 Public Engagement Guide, which included a slightly updated version of guiding principles. .

Information for consideration about each guiding principle.

The information in the table below is in draft and requires further review by PERC committee, metro staff, and Metro Council.

1	Public participation is an essential part of government decision-making. <i>Purpose: Sustainable, equitable and impactful policies, projects and programs require input from all potentially impacted perspectives.</i>
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	<p>Public involvement should be well resourced and be a significant part of government decision-making to create sustainable, equitable and impactful policies, projects, and programs. Sustainable, equitable and impactful policies, projects and programs require input from all potentially impacted perspectives. This includes, but is not limited to, topic experts and historically empowered stakeholders such as businesses, industry groups and environmental advocates to people who have been historically excluded from governmental decisions, including Black, Indigenous, and other communities of color, people with lower incomes and wealth, people living with disabilities, English language learners and younger people.</p>
2	<p>Transparency about government decision-making is fundamental to successful public service.</p> <p><i>Purpose: Ensures accountability and works to build trust with the public.</i></p> <p>Transparency includes having timely information readily available for the public, sharing what decision was made, what informed a decision, who was engaged, and any trade-offs that were considered within the process.</p>
3	<p>Meaningful public engagement processes apply equity, diversity, and inclusion strategies and tools to help identify and address the needs of impacted, underserved, and historically excluded communities.</p> <p><i>Purpose: inform timelines, resources, goals and key audiences for engagement process.</i></p> <p>Application of this principle includes acknowledging history of systemic racism, identifying key audiences to involve in specific projects as well as adaptive timelines for projects. Applying equity tools in engagement processes benefits all community members by addressing the needs of those most highly impacted. It includes but is not limited to using Metro’s Strategic Plan to Advance Racial Equity, Diversity, and Inclusion, using Metro’s Racial Equity Framework, audience, power-mapping, and IAP2 spectrum of participation. These tools would be attached in the appendix of the updated public engagement guide.</p>
4	<p>Engagement and communications are accessible, informative, timely and inclusive of the rich diversity of lived experiences and perspectives across greater Portland.</p> <p><i>Purpose: create welcoming spaces for participants, meeting them where they are, move away from exclusionary power structures, and acknowledge that communities are not a monolith.</i></p> <p>This principle relates to how we meet with communities as well as how we communicate in a way that is relevant and responsive to the diverse lived experiences and perspectives. This includes but is not limited to people from across the region with unique cultural, language needs, people living with disabilities, businesses of varying sizes and young people.</p>
5	<p>Collaboration and capacity-building efforts with community-based organizations, groups and individuals that are impacted, underserved, or historically excluded are essential to address regional issues equitably.</p>

	<p><i>Purpose: Moves away from extractive/transactional relationships, reduces barriers to participation, increases participation by historically excluded residents, leads to better informed government decision-making, reduces burn-out in partners.</i></p> <p>Meaningful engagement with people and organizations that have been impacted, underserved, and excluded from government decision-making is important to restore past harms and build a more just future for future generations in collaboration with impacted communities. People see themselves represented.</p>
6	<p>Intergovernmental collaboration, coordination, and consultation are essential to address regional issues holistically and efficiently.</p> <p><i>Purpose: As a regional government, Metro can serve as a convener to connect people across greater Portland. This principle includes city, county, state, federal, and Tribal government partners.</i></p> <p>Honors the diversity in experience, needs and geographic connection of partner agencies and Tribal Nations and leverages the connections they already have to the communities they serve. Note that consultation with Tribal Nations is a unique relationship that is government to government and is different from engaging with urban indigenous populations.</p>
7	<p>Evaluation of engagement activities during and after a project facilitates growth and process improvement.</p> <p><i>Purpose: Improvement of practices, creates opportunities for shared learning, and ideally, uplifts community member voices in the process.</i></p>

ATTACHMENTS

Attachment 1: PowerPoint of history of the evolution of the guiding principles

Attachment 2: Memo to Public Engagement Review Committee Approval

[For work session:]

- Is legislation required for Council action? ☒ Yes ☐ No
- If yes, is draft legislation attached? ☐ Yes ☒ No
- What other materials are you presenting today? [POWER POINT]

Updating the guiding principles for meaningful public engagement

Evolution of the guiding principles for Metro Council

By: Gloria Pinzón Marin

05/11/2023

Evolution of the Guiding Principles



1997 Guiding principles for citizen involvement

1	Value active citizen involvement as essential to the future of the Metro region.
2	Respect and consider all citizen input.
3	Encourage opportunities that reflect the rich diversity of the region.
4	Promote participation, based on citizen involvement opportunities, of individuals and of community, business, and special interest groups.
5	Provide communications to encourage citizen participation in Metro processes that are understandable, timely and broadly distributed.
6	Provide citizens with an opportunity to be involved early in the process of policy development, planning and projects.
7	Organize involvement activities to make the best use of citizen's time and effort.
8	Provide financial and staff support to Metro's Office of Citizen Involvement.
9	Sustain ongoing networking among citizens, local governments, Metro officials and staff.
10	Respond to citizens' perspectives and insights in a timely manner.
11	Coordinate interdepartmental and interjurisdictional activities.
12	Evaluate the effectiveness of Metro citizen involvement.

2013 Guiding Principles (*in Public Engagement Guide*)

1. Value active citizen involvement as essential to the future of the Metro region.
2. Respect and consider all citizen input.
3. Encourage opportunities that reflect the rich diversity of the region.
4. Promote participation, based on citizen involvement opportunities, of individuals and of community, business and special interest groups.
5. Provide communications to encourage citizen participation in Metro processes that are understandable, timely and broadly distributed.
6. Provide citizens with an opportunity to be involved early in the process of policy development, planning and projects.
7. Organize involvement activities to make the best use of citizens' time and effort.
8. Provide financial and staff support to Metro's Office of Citizen Involvement.
9. Sustain ongoing networking among citizens, local governments, Metro officials and staff.
10. Respond to citizens' perspectives and insights in a timely manner.
11. Coordinate interdepartmental and inter-jurisdictional activities.
12. Evaluate the effectiveness of Metro citizen involvement.

2019 COVID-19 Policy for Community Engagement

The following guiding principles for community engagement help Metro staff and decision-makers plan for the risk of engaging people most vulnerable to COVID-19 against the risk of losing the voices of those most impacted by the decisions and investments being made.

All engagement activities whether virtual or in-person should meet one or more of the following principles.

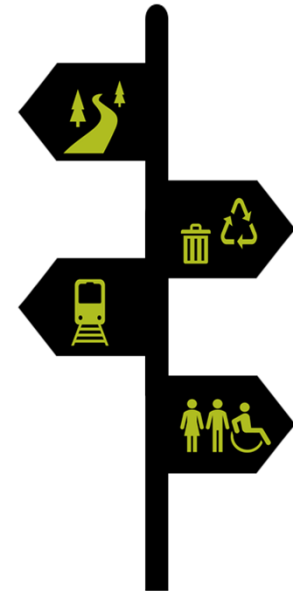
1	Applies equity criteria in resource allocation to increase impact and investment consistency for Black, Indigenous and other communities of color.
2	Facilitates a process for BIPOC to reclaim and use their power.
3	Contributes to the protection, prevention, and repair of harm in the engagement process as well as in the intended outcomes of the project, policy or investment.
4	Strengthens relationship-based engagement with BIPOC to move away from historical power structures of white centered transactional process.
5	Co-creates engagement activities to ensure mutual benefit when partnering with community-based organizations.
6	Considers and revises timelines of proposed policies, projects or plans if meaningful engagement is not feasible during the original timeline.

Guiding principles definition

for 2023 update

A **guiding principle** is a values-based idea that influences behavior and decisions.

Guiding principles for meaningful public engagement will guide public engagement related to Metro Council decision-making processes for policies, programs, or investments.



2023 Guiding principles for meaningful public engagement (Draft 1)

Titles of proposed guiding principles

1. Prioritize public engagement	8. Accessibility
2. Transparency	9. Partnership and co-creation
3. Equity and inclusion	10. Intergovernmental collaboration
4. Repair and accountability	11. Adaptive project timelines
5. Informed decision-making	12. Process evaluation and improvement
6. Relationship-based engagement	13. Mindful planning
7. Adaptive communication	

Full description found in Attachment 3: Memo to PERC, Draft 1

Summary of input received about draft 1

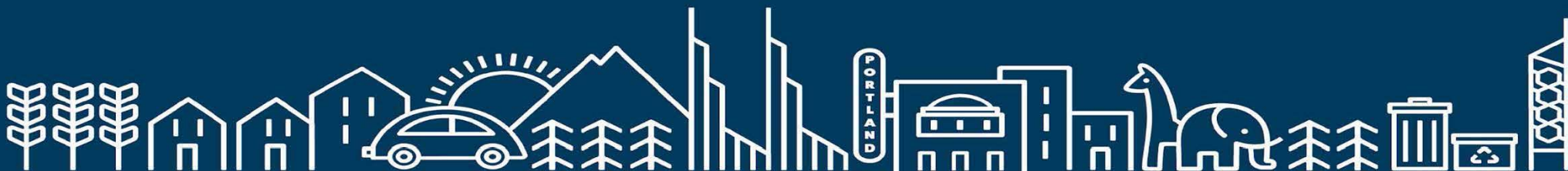
from PERC, Metro Council, Metro staff

- Ensure all lived experiences and perspectives are included.
- Language in titles, description and “expected benefits” sections don’t always align.
- Consider shortening the list of guiding principles.
- Clarify and simplify the language.
- Clarify if these are commitments, values or beliefs Metro holds.
- Add capacity building for community-based organizations and individuals
- Remove exclusive language “citizen”
- Other feedback included suggestions on how to apply the guiding principles.

Metro's guiding principles for meaningful public engagement *Draft 2 (as approved by PERC)*

1	Public participation is an essential part of Metro's decision-making.
2	Transparency about decision-making is fundamental to successful public service.
3	Meaningful public engagement processes apply equity, diversity, and inclusion strategies and tools to help identify and address the needs of impacted, underserved, and historically excluded communities.
4	Engagement and communications are accessible, informative, timely and inclusive of the rich diversity of lived experiences and perspectives across greater Portland.
5	Collaboration and capacity-building efforts with community-based organizations, groups and individuals that are impacted, underserved, or historically excluded are essential to address regional issues equitably.
6	Intergovernmental collaboration, coordination, and consultation are essential to address regional issues holistically and efficiently.
7	Evaluation of engagement activities during and after a project facilitates growth and process improvement.

oregonmetro.gov



Date: Wednesday May 10, 2023
To: Public Engagement Review Committee members
From: Gloria Pinzón Marin
Subject: Draft two of Guiding Principles for Public Engagement for Public Engagement Guide update

Dear PERC members,

We thank you for the input you provided on the first draft of the Guiding Principles for Meaningful Public Engagement on April 06, 2023 or after the meeting. Below is an updated list of the guiding principles for discussion at your May 10th meeting.

Once you, as a committee, review and vote on the guiding principles, the project team will share a final version of the updated guiding principles with Metro Council for consideration and adoption.

About the updates made in this draft:

The second draft of the proposed guiding principles were informed by:

- 1) the COVID 19 Community Engagement Policy, adopted in 2020
- 2) the 2013 version of the Public Engagement Guide
- 3) input from Metro Public Engagement Review Committee members
- 4) input from Metro Council and Metro's community engagement and staff

Suggestions for changes from reviewers included:

- Consider shortening the list of guiding principles.
- Clarify and simplify the language.
- Clarify if these are commitments, values or beliefs.
- Add capacity building for community-based organizations and individuals as a principle.
- Remove exclusive language "citizen"
- Ensure small and large businesses are included.
- Other feedback included suggestions on how to apply the guiding principles.

Key terms to consider:

Meaningful engagement is inclusive, relationship-based, trauma informed, honors the communication and engagement needs of participants, and input from participants can impact decision-making.

Metro's Proposed guiding principles for meaningful public engagement at Metro (Draft 2)

Metro believes...

1	Public participation is an essential part of government <u>Metro's</u> decision-making.
2	Transparency about government decision-making is fundamental to successful public service.
3	Meaningful public engagement processes apply equity, diversity, and inclusion strategies and tools to help identify and address the needs of impacted, underserved, and historically excluded communities.
4	Engagement and communications are accessible, informative, timely and inclusive of the rich diversity of lived experiences and perspectives across greater Portland.
5	Collaboration and capacity-building efforts with community-based organizations, groups and individuals that are impacted, underserved, or historically excluded are essential to address regional issues equitably.
6	Intergovernmental collaboration, coordination, and consultation are essential to address regional issues holistically and efficiently.
7	Evaluation of engagement activities during and after a project facilitates growth and process improvement.

Information for consideration about each guiding principle.

The information in the table below requires further review by PERC committee, metro staff, and Metro Council.

1	<p>Public participation is an essential part of government decision-making.</p> <p><i>Purpose: Sustainable, equitable and impactful policies, projects and programs require input from all potentially impacted perspectives.</i></p> <p>Public involvement should be well resourced and be a significant part of government decision-making to create sustainable, equitable and impactful policies, projects, and programs. Sustainable, equitable and impactful policies, projects and programs require input from all potentially impacted perspectives. This includes, but is not limited to, topic experts and historically empowered stakeholders such as businesses, industry groups and environmental advocates to people who have been historically excluded from governmental decisions, including Black, Indigenous, and other communities of color, people with lower incomes and wealth, people living with disabilities, English language learners and younger people.</p> <p><i>Guide: Examples of meaningful or inclusive engagement would be included in the guide in an appendix.</i></p>
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2	<p>Transparency about government decision-making is fundamental to successful public service.</p> <p><i>Purpose: Ensures accountability and works to build trust with the public.</i></p> <p>Transparency includes having timely information readily available for the public, sharing what decision was made, what informed a decision, who was engaged, and any trade-offs that were considered within the process.</p>
3	<p>Meaningful public engagement processes apply equity, diversity, and inclusion strategies and tools to help identify and address the needs of impacted, underserved, and historically excluded communities.</p> <p><i>Purpose: inform timelines, resources, goals and key audiences for engagement process.</i></p> <p>Application of this principle includes acknowledging history of systemic racism, identifying key audiences to involve in specific projects as well as adaptive timelines for projects. Applying equity tools in engagement processes benefits all community members by addressing the needs of those most highly impacted. It includes but is not limited to using Metro’s Strategic Plan to Advance Racial Equity, Diversity, and Inclusion, using Metro’s Racial Equity Framework, audience, power-mapping, and IAP2 spectrum of participation. These tools would be attached in the appendix of the updated public engagement guide.</p>
4	<p>Engagement and communications are accessible, informative, timely and inclusive of the rich diversity of lived experiences and perspectives across greater Portland.</p> <p><i>Purpose: create welcoming spaces for participants, meeting them where they are, move away from exclusionary power structures, and acknowledge that communities are not a monolith.</i></p> <p>This principle relates to how we meet with communities as well as how we communicate in a way that is relevant and responsive to the diverse lived experiences and perspectives. This includes but is not limited to people from across the region with unique cultural, language needs, people living with disabilities, businesses of varying sizes and young people.</p>
5	<p>Collaboration and capacity-building efforts with community-based organizations, groups and individuals that are impacted, underserved, or historically excluded are essential to address regional issues equitably.</p> <p><i>Purpose: Moves away from extractive/transactional relationships, reduces barriers to participation, increases participation by historically excluded residents, leads to better informed government decision-making, reduces burn-out in partners.</i></p> <p>Meaningful engagement with people and organizations that have been impacted, underserved, and excluded from government decision-making is important to restore past harms and build a more just future for future generations in collaboration with impacted communities. People see themselves represented.</p>
6	<p>Intergovernmental collaboration, coordination, and consultation are essential to address regional issues holistically and efficiently.</p> <p><i>Purpose: As a regional government, Metro can serve as a convener to connect people across greater Portland. This principle includes city, county, state, federal, and Tribal government partners.</i></p> <p>Honors the diversity in experience, needs and geographic connection of partner agencies and Tribal Nations and leverages the connections they already have to the communities they serve. Note that consultation with Tribal Nations is a unique relationship that is government to government and is different from engaging with urban indigenous populations.</p>

7

Evaluation of engagement activities during and after a project facilitates growth and process improvement.

Purpose: Improvement of practices, creates opportunities for shared learning, and ideally, uplifts community member voices in the process.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Thursday 30, 2023
To: Public Engagement Review Committee members
From: Gloria Pinzon Marin, Principal Public Affairs Specialist
Subject: Request for feedback on preliminary draft of Guiding Principles for Meaningful Public Engagement

Dear PERC members,

Metro seeks your input and guidance on a draft list of guiding principles for meaningful public engagement for decision-making. These guiding principles will inform the future update of the Public Engagement Guide. Your input is essential and valued in this process.

Below is the proposed process:

April

- PERC reviews and gives feedback on first draft.
- Metro Council provides guidance on first draft.
- Staff updates draft based on feedback received.

May

- PERC reviews updated guiding principles, votes for approval.
- PERC provides initial input on the update to the Public Engagement Guide.

May/June

- Metro Council reviews and adopts guiding principles for meaningful public engagement.
-

What do we mean by guiding principles?

A guiding principle is an idea that influences behavior and decisions. Guiding principles for meaningful public engagement will guide decisions about community involvement during the planning and implementation of Metro Council decision-making processes for policies, programs, or investments.

About the update

The proposed guiding principles were adapted from two documents and informed by engagement staff at Metro:

- 1) *COVID 19 Community Engagement Policy*, adopted in 2020
- 2) *Public Engagement Guide*, adopted in 2013

These guiding principles for meaningful public engagement create a foundation to sustain an equitable and democratic culture of collaboration and accountability at Metro. They guide public engagement plans, implementation and follow-through related to Metro Council decision-making for policies, programs, and investments.

The updated Guiding Principles will:

- provide a path for updating Metro's Public Engagement Guide
- reflect best practices for meaningful public engagement and foster community participation in government decision-making.

- support Metro Council in making decisions that are well informed, sustainable and address the needs and priorities of the diverse communities in the greater Portland region.
- Support the advancement of goals in Metro’s Strategic Plan to Advance Racial Equity:
 - Goal A: Metro convenes and supports regional partners to advance racial equity.
 - Goal B: Metro meaningfully engages communities of color.
 - Goal D: Metro creates safe and welcoming services, programs and destinations.
 - Goal E: Metro's resource allocation advances racial equity.

	Guiding Principles DRAFT V1	Expected benefits
1	Prioritize public engagement. Adequately resource public engagement activities and communications to reach a broad base of community members, groups and businesses.	<ul style="list-style-type: none"> • Secures sufficient staff, time, and funds to adequately conduct meaningful public engagement with diverse stakeholders. • Provides ongoing training on best practices for staff. • Recognizes that meaningful public engagement leads to a better future for everyone in the region.
2	Transparency. Metro states the purpose for public engagement, its potential to impact decision-making, and reports back to community about how their input was used or not.	<ul style="list-style-type: none"> • Respects people’s time by making sure their input can have impact or influence. • Clarifies expectations for participants and the public. • Clarifies if there are any limitations to Metro’s ability to implement community or stakeholder priorities. • Build trust with community members.
3	Equity and inclusion. Metro applies equity tools to identify engagement priorities, resource allocation priorities, priority audiences, geographic reach, and potential impacts.	<ul style="list-style-type: none"> • Use of power-mapping tool to identify key audiences. • Use of Equity Framework Tool during project planning identify the potential impact of an engagement process or policy decision on people, the environment, or local businesses. • Spectrum of public participation
4	Repair and accountability. Decision-making processes support communities that have been excluded, underserved or harmed including Black Americans, Native and Indigenous people, Asian Americans, Pacific Islanders, immigrants, and people of color to reclaim and use their power in regional decision-making recognizing that they have	<ul style="list-style-type: none"> • Acknowledges that systemic racism has harmed and excluded many communities. • Recognizes that people of color, through their lived experience, hold significant knowledge and skills to help solve the complex problems that exist in the region. • Recognizes that prioritizing Black, Indigenous, and people of color and other

	been highly impacted and excluded through systemic racism.	excluded or underserved communities will lead to a better future for everyone
5	Informed decision-making. Foster a democratic decision-making culture that seeks input from and addresses the needs of those most impacted and excluded by government decision-making.	<ul style="list-style-type: none"> • Decision-making is informed by involvement from communities that are highly impacted. • Well informed policies, programs and investments reduce harm and ensure vulnerable populations benefit and prosper. • Moves Metro away from exclusionary power structures
6	Relationship-based engagement. Use an inclusive, people-first relationship-based engagement approach that honors, respects and reflects community member's lived experience.	<ul style="list-style-type: none"> • Expands Metro's capacity to learn about different ways of relationship building across the communities we serve, (moves away from operating in a homogenous culture dominated by exclusive power structures) • Reduces negative impacts on people before, during and after engagement activities. • Fosters trusting and sustainable relationships between Metro and the communities we serve. • Increases public participation across Metro projects and programs.
7	Adaptive communication. Communications should be ongoing, accessible, informative, relevant and reflective of the rich diversity of the communities in the greater Portland region.	<ul style="list-style-type: none"> • Acknowledges the demographic and cultural diversity that exists in greater Portland and uses that knowledge to normalize inclusive communication practices. • Reduces barriers of communication through active use of tools like language translation and interpretation, audio or visual tools. • Meets people where they are; communicates in a way and in a place that is comfortable for them. • Communication materials are compatible with the use of screen readers and other tools used to access written information by people with vision impairments.
8	Accessibility. Ensure in-person and virtual meetings are inclusive and accessible to people living with disabilities.	<ul style="list-style-type: none"> • Inclusive of community members of unique cognitive or physical abilities. • Reduces or eliminates systemic exclusion of people living with disabilities. • Moves Metro towards being more inclusive and creating welcoming places and programs.

9	Partnerships and co-creation. Work with community-based organizations, groups or community members to co-create engagement activities within their respective communities.	<ul style="list-style-type: none"> • Encourages collaboration and fosters power-sharing with communities. • Reduce and prevent harm to communities during engagement process. • People see themselves represented in the work Metro does.
10	Intergovernmental collaboration. Coordinate and collaborate with local government partners and Tribal Governments to address regional issues.	<ul style="list-style-type: none"> • Moves Metro towards building repair with Tribal Government partners. • Encourages collaboration with regional partners. • Leads to more effective solutions to regional issues. • Is inclusive of jurisdictional partners.
11	Adaptive project timelines. Timelines for developing proposed policies, plans or projects allow for meaningful engagement with the most impacted communities early and throughout the project timelines.	<ul style="list-style-type: none"> • Processes are responsive to community needs and new information learned through engagement. • Extending or creating buffers in timelines increases public trust when used to make well-informed decisions. • Makes more space for engaging with people who have unique needs to accessing information such as people with cognitive or physical disabilities, people living with low incomes and community members.
12	Process evaluation and improvement. Projects build in time for evaluation of engagement practices during and after engagement.	<ul style="list-style-type: none"> • Ongoing evaluation allows Metro staff to adapt their approach along the way. • Evaluation aids self-reflection and process improvements. • Community members contribute to the evaluation process and improve future engagement processes.
13	Mindful project planning. Protect people from and address harm that occurs during the engagement process and the outcomes of the project, policy or investment.	<ul style="list-style-type: none"> • Reduces negative impacts on people before, during and after engagement activities. • Fosters trusting and sustainable relationships between Metro and the communities we serve.

High Capacity Transit Strategy Update: Draft Report
Other Business

Metro Council Meeting
Thursday, May 30th, 2023

HIGH CAPACITY TRANSIT STRATEGY UPDATE: CORRIDOR READINESS INVESTMENT TIERS

Date: May 11, 2023
Department: Planning, Research and
Development

Prepared by: Ally Holmqvist, Senior
Transportation Planner
Presenters: Ally Holmqvist, Senior
Transportation Planner
Length: 45 minutes

ISSUE STATEMENT

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 high capacity transit as an essential tool for achieving many regional goals. The strategy update calls for high capacity 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 high capacity transit 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 (see the 2023 RTP Transit Vision in Attachment 1) 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. It's also broader than transit type and service — other actions implementing the strategy include investing in transit infrastructure (e.g., 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 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

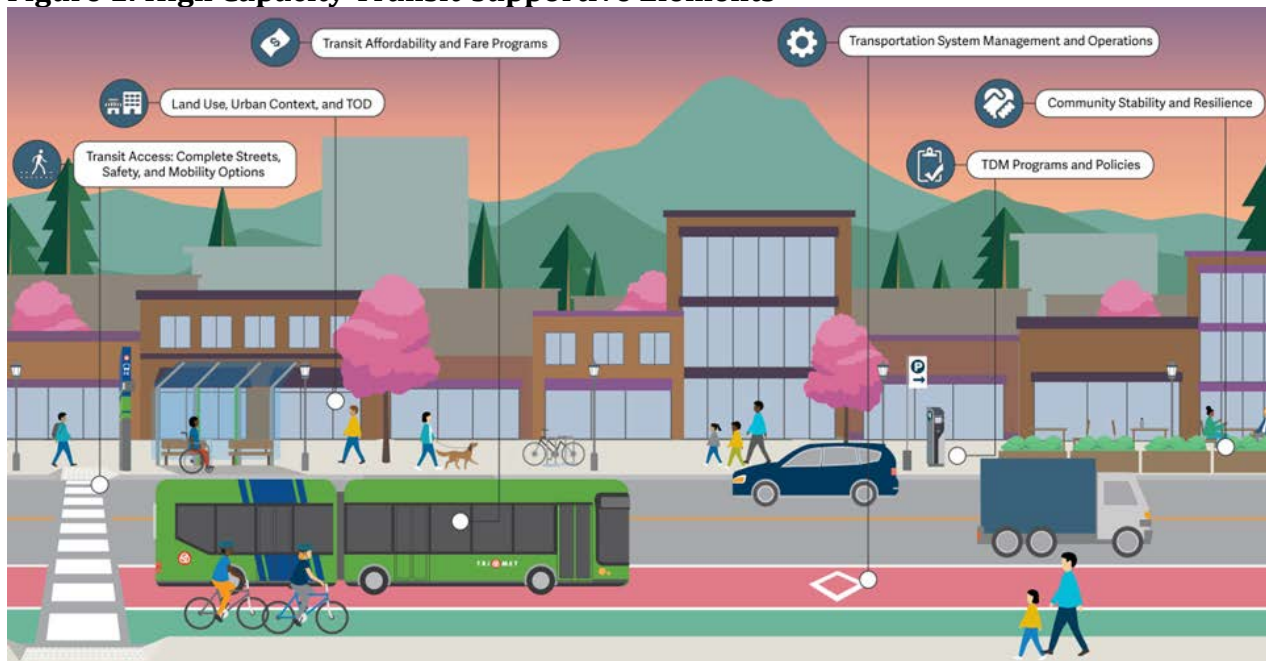
There is no formal action requested. Staff is seeking feedback from the Metro Council on the work done to date with partners to develop the draft report, particularly the actions and recommendations for implementing the high capacity transit network vision, and will review next steps for the HCT Strategy Update as the effort merges with the 2023 RTP Update process for public review.

POLICY CONTEXT AND IDENTIFIED OUTCOMES

The draft report documents the regional strategy for high capacity transit investment — most importantly what it will take and how the region can work together to realize the network vision (see executive summary in Attachment 3 and the full report in Attachment 4). 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 this update was looking to do, 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 engaged in with partners, including who was involved and how, and the outcomes for the policy framework, network vision, and corridor tiers. The report also includes call-out boxes throughout to highlight key points including best practices, what we heard from community, and lessons learned.

Then, most importantly, the draft 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 (shown in Figure 1 below). 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. Each element includes information on supporting actions, when they happen in the project development process, who is responsible and/or a partner in completing them, and why they matter to the success of a high capacity transit investment on a corridor.

Figure 1: High Capacity Transit-supportive Elements



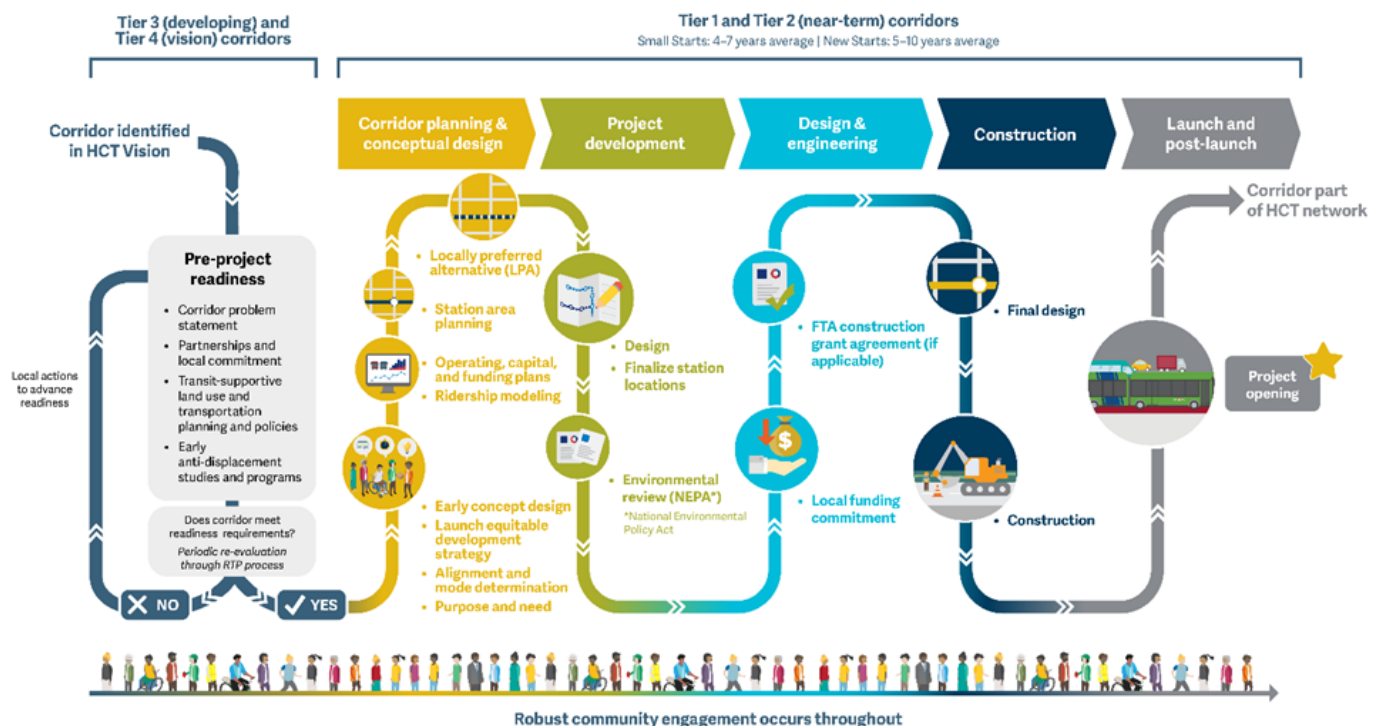
The report also recommends specific actions that regional partners can take to move corridors forward. For Tier 3 and 4 developing and vision corridors, more policy and

planning work is needed toward increasing future land use intensity and population density to reach projected ridership levels and other outcomes indicating high capacity transit investment will be successful (though we are seeing development potential emerge at the Tier 3 level). These efforts support growing much needed transit service and frequency on the corridor, as well as Better Bus investments improving reliability for Tier 3 corridors in particular. To develop corridors, regional partners could explore:

- changes to the comprehensive plan and transportation plan policies, designations and transit-supportive urban form and street designs;
- area and/or corridor land use and/or transit-oriented development plans and community stabilization in key activity centers and potential future station areas;
- begin assessing corridor extent, needs, and barriers to and opportunities for readiness with regional and local partners and community; and
- establishing project champions, partnerships and political leadership.

Figure 2 below illustrates how these activities create a pre-project readiness planning cycle until a corridor demonstrates readiness for high capacity. Tier 2 corridors, while they are ready to advance within the near-term, can still increase competitiveness for federal funding, given its importance with local match to our history of success in implementing high capacity transit. Actions include changes to the development code, alternatives analysis to vet improvement options, and beginning engagement with stakeholder coalition to identify corridor needs and complementary improvements. Finally, Tier 1 corridors are actively engaged in corridor planning and conceptual design to advance toward project development. Ultimately, work is also needed regionally to secure long-term resources for future operation and maintenance of these completed projects that expand the system.

Figure 2: High Capacity Transit Pre-project Readiness and Project Development Processes



POLICY QUESTIONS FOR COUNCIL TO CONSIDER

- What key points and/or priorities are important to address in the report?
- Are there additional recommendations or actions to add to best support implementation of the high capacity transit vision? How should we look to begin developing champions for these corridors?
- Are there any next steps not addressed that should be captured in future work? What guidance do you have as we look to use the pipeline in prioritizing and advancing Tier 2 corridors as a next step?

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The High Capacity Transit (HCT) Strategy Update is a component of the 2023 Regional Transportation Plan (RTP) update. JPACT and Metro Council approved a [work plan](#), equity framework, and [engagement plan](#) for the 2023 RTP update that serve as the guiding vision and goals for the updated HCT System Strategy. The HCT Strategy has been updated in four key phases developed to align with the timeline, key milestones, and engagement efforts for the 2023 RTP (as shown in Figure 3 below). In addition to attending Metro advisory committee and County coordinating committee meetings, staff has returned to Metro Council for input to inform each milestone.

Figure 3: High Capacity Transit Strategy Timeline



Earlier this year, these committees and Metro Council all provided feedback to refine the corridor tiers and identify additional considerations for high capacity transit investment readiness and the report. Opportunities for public input included an online survey with interactive map; in-person tabling at TriMet's 2023 Annual Service Plan open houses including various locations in Portland, Milwaukie, Troutdale, and Hillsboro in partnership with APANO, Centro Cultural, Rosewood Initiative, and Slavic Family; meetings with TriMet's Transit Equity Advisory Committee and Committee on Accessible Transportation and Clackamas County Small Transit Providers; a small business focus group with invitees from across the region; and additional events held by community-based organizations. Through this engagement, staff heard it was important to consider:

- all the ways we can grow our transit network using the tools in our transit toolbox where improvements may reduce “transit deserts” and/or capture future ridership;
- an approach that continues to emphasize getting our current Tier 1 regional priorities in the ground while also looking to develop a clear strategy for advancing
- work toward Tier 2 priorities with partners (e.g., endorsement and identified champions, funding opportunities and commitments); and
- addressing additional system elements as we look toward implementation like operations, roadway design guidelines, and mobility centers and transfer points.

This month, staff will be working with decision-makers and advisory committees to refine the draft report, particularly the actions and recommendations included in the strategy (see Attachment 2 below for a list of these meetings). Additionally, the team is already working on 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. Taken together, this feedback will influence development of the final draft report.

The final draft report will be included as part of the public review draft 2023 Regional Transportation Plan. Elements of the RTP (e.g., system assessment and analysis, investment strategy, and future implementation work) that include high capacity transit will be discussed through this spring and summer to develop the review draft document. Staff will consider and make revisions based on the input received for the public review draft to be considered by committees this summer. Responding to what we heard and learned through the HCT Strategy Update, Metro and TriMet are working on a scope for a Rapid Bus Implementation Plan that will take the next step toward realizing the high capacity transit vision. Following a recommendation by JPACT, Metro Council will then consider making a recommendation about releasing the 2023 RTP for public review in a 45-day comment period at the June 29 meeting.

BACKGROUND

The high capacity transit network vision includes corridors collectively identified as of critical regional importance, making key connections between regional centers and town centers. Within the constraints of assumed funding and agency capacity to advance these types of projects, the corridor tiers create a pipeline where the vision corridors with the greatest need and readiness for this highest level of transit service (taking frequent service to the next level) are advanced first — reflecting current regional priorities, leveraging opportunities and maximizing fiscal stewardship and community benefits in-line with regional goals. This creates the strategy for how high capacity investments — the highest level of transit — will be guided in the future, informing the 2023 Regional Transportation Plan and future plan investment strategies.

Community priorities identified through outreach were consistent with the corridor investment tiers (see Attachment 5 documents for input received to date). We heard the most excitement about the Tier 1 regional priority corridors where planning work is already underway. Also top of the list was the Central City Tunnel for improving MAX speed and reliability, as well as the other Tier 2 emerging priorities Lombard/Cesar Chavez,

Martin Luther King Jr. Blvd., Burnside (in Multnomah County), SW 185th, and Beaverton-Hillsdale Highway. We also heard interest in some of the more ready Tier 3 developing corridors: Killingsworth, Powell, and McLoughlin. Community members were eager for reduced travel and waiting times on transit, expressing a desire to see dedicated space in the roadway for rapid bus, as well as safe connections between regional and town centers and to schools. As we look to implement the vision, they would like to see personal safety improvements, more information at and better access to stops, more accessibility for people with disabilities, and a focus on affordability and anti-displacement measures.

Balancing investments and activities across the region in planning, operations, and investment decisions was another important consideration of the strategy. However, because corridor readiness (e.g., land use market, demonstrated commitment, transit-supportive environment) varies across the region, advancing regional balance meant considering all parts of the region for investment at a scale appropriate commensurate with the current level of readiness. In some areas of the region, even where prior high quality investments have been made on adjacent corridors, our evaluation showed levels of ridership or additional uncaptured ridership indicating the need for additional high capacity investment to further strengthen connections between highly active centers. For example, the Line 20 on Burnside had the second-highest bus ridership in 2022 and taking this connection to the next level provides additional equity, mobility and climate benefits. In other areas of the region, where corridors may not even have transit yet today, we're indicating that there is a need to work to develop the transit-supportive environment and begin to grow transit service, but these areas are not yet ready for the highest quality level of investment. For instance, the Highway 99 corridor was evaluated as part of this process and prior work for developing Southwest Corridor and is not showing the key destinations that draw ridership or the transit-supportive land use policies that generate ridership, the affordable housing that creates community stability, sidewalks and bicycle facilities that allow riders to access transit along the corridor, or the documented support needed to advance a high capacity transit investment. However, the team did work with the working group on several adjustments to the corridor investment tiers:

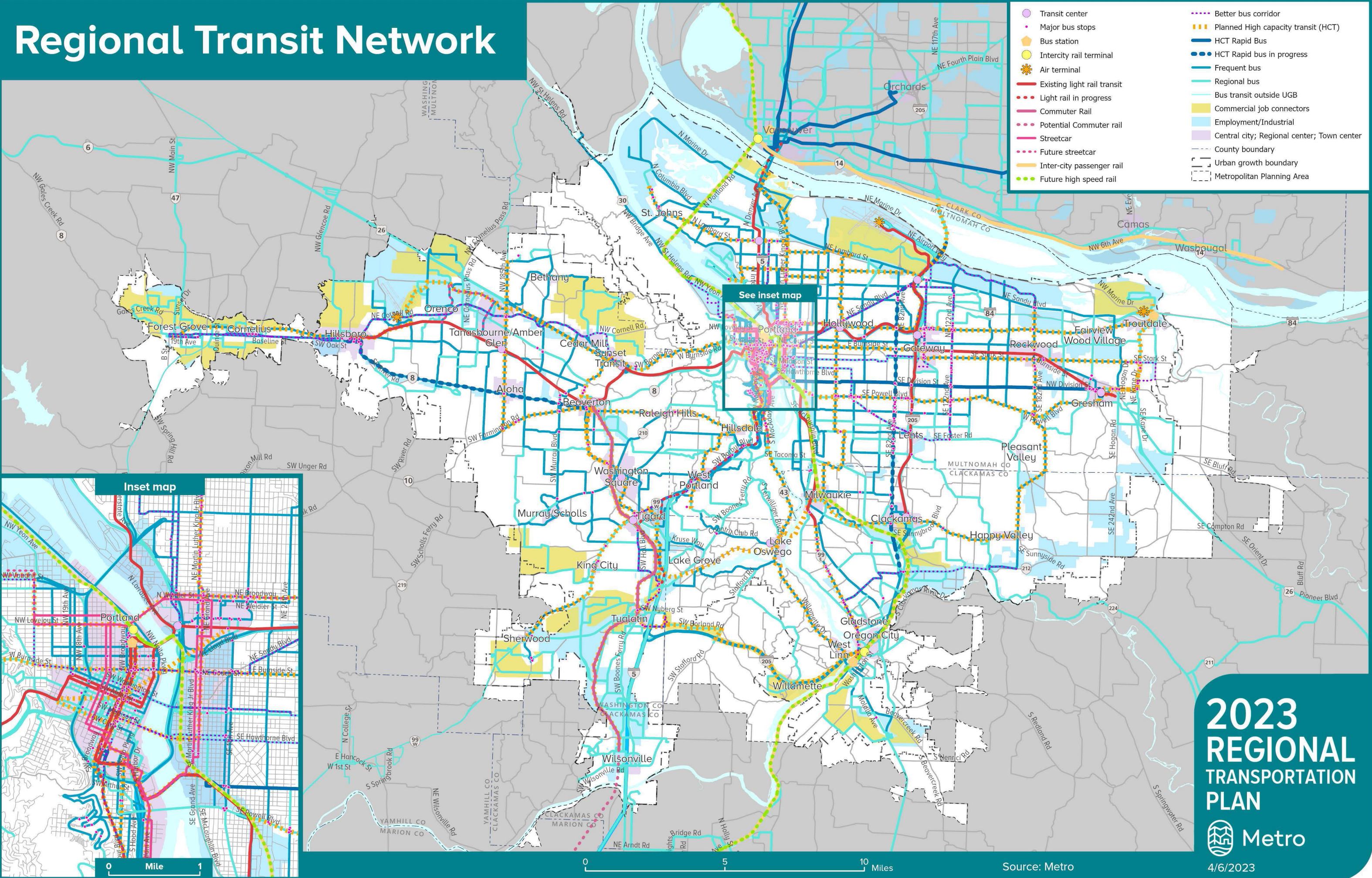
- Given the community interest in the Killingsworth portion of the Line 72, its Tier 2-consistent evaluation score, and active consideration underway as part of the 82nd Avenue project, as well as the longer-term timeline planned for advancing streetcar on the NW Lovejoy to Hollywood corridor – we moved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

ATTACHMENTS

1. 2023 Regional Transit Network Vision
2. Major Milestones and Meetings Outline (updated)
3. HCT Strategy Report: Executive Summary
4. HCT Strategy Report: Full Report Draft
5. Draft Engagement Summary Appendix (in progress)

Is legislation required for Council action? ☐ Yes ☒ No

Regional Transit Network





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

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

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
October 19	JPACT: Introduce final 2023 RTP action (Ordinance)
October 25	MPAC: Recommendation to the Metro Council
November 3	TPAC: Recommendation to JPACT
November 16	JPACT: Consider final action (by Ordinance)
November 30	Metro Council: Consider final action (by Ordinance)
September-November	<ul style="list-style-type: none"> RTP Public Hearings RTP Project webpage: Final documents



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?

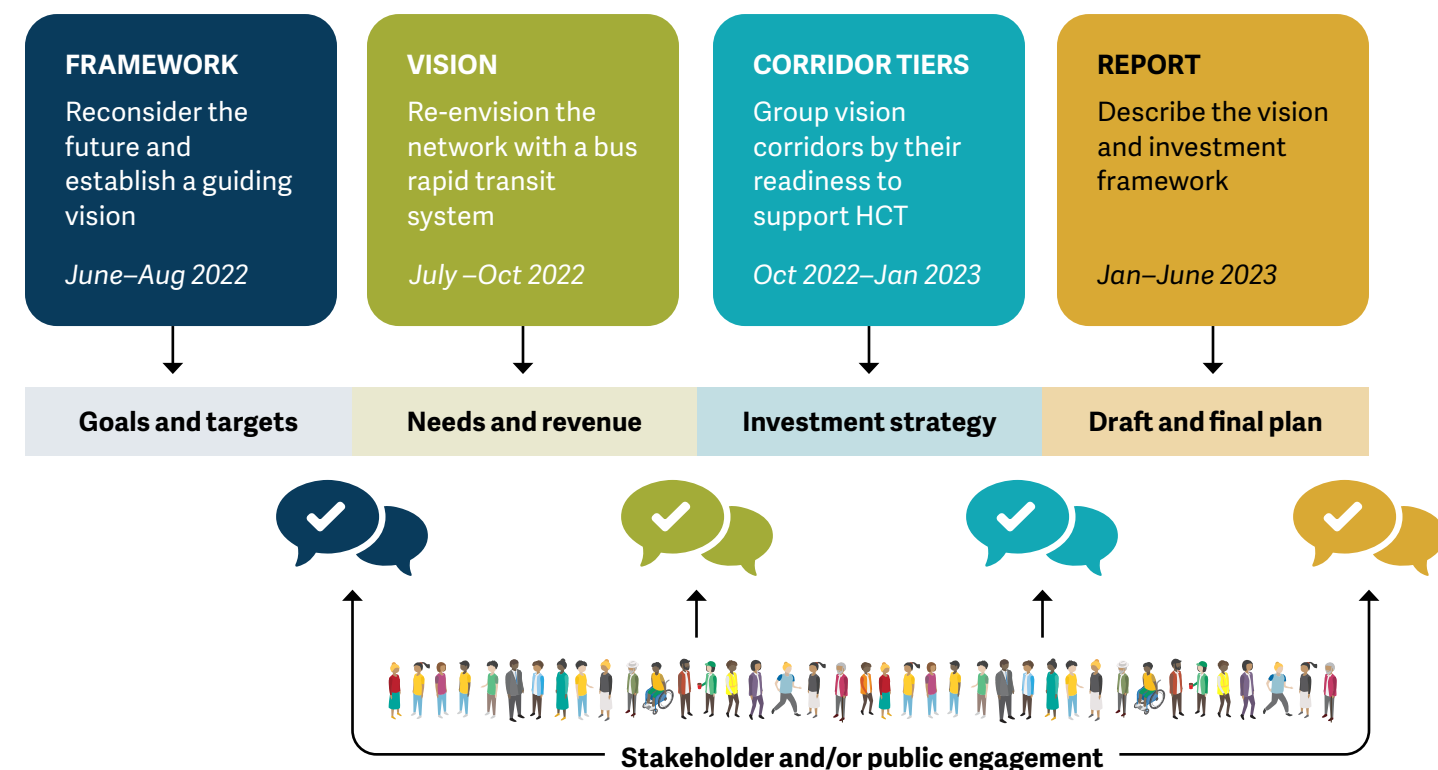
- Summarizes the regional vision for HCT investment, strategies for moving HCT corridors forward towards implementation, and policies for supporting HCT
- Includes a tiered plan for developing future HCT corridors
- Accounts for regional growth, how community needs have changed, and how travel is different
- 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

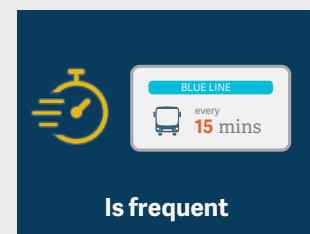


Streetcar

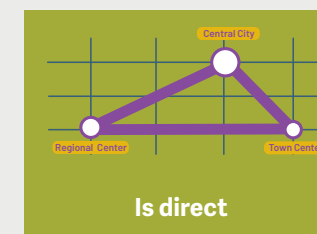


Commuter rail and streetcar expand the reach of the high capacity transit network. Further investment in the elements that make transit high quality would increase their capacity to move more people (e.g., frequency, speed, and/or span).

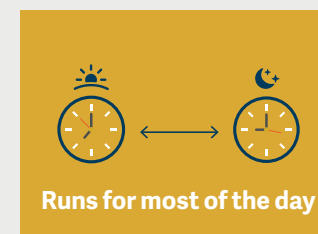
High-capacity transit ...



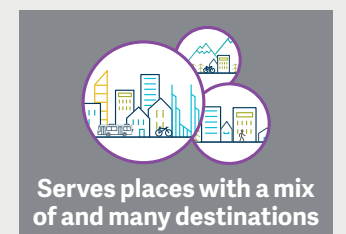
Is frequent



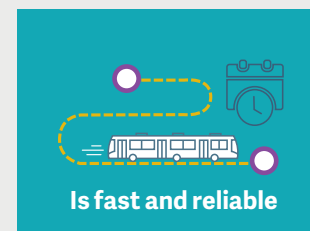
Is direct



Runs for most of the day



Serves places with a mix of and many destinations



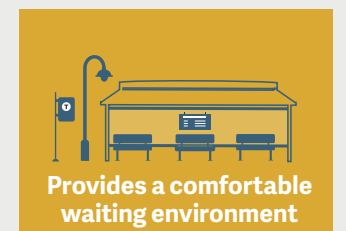
Is fast and reliable



Moves lots of people



Has its own track or bus lane



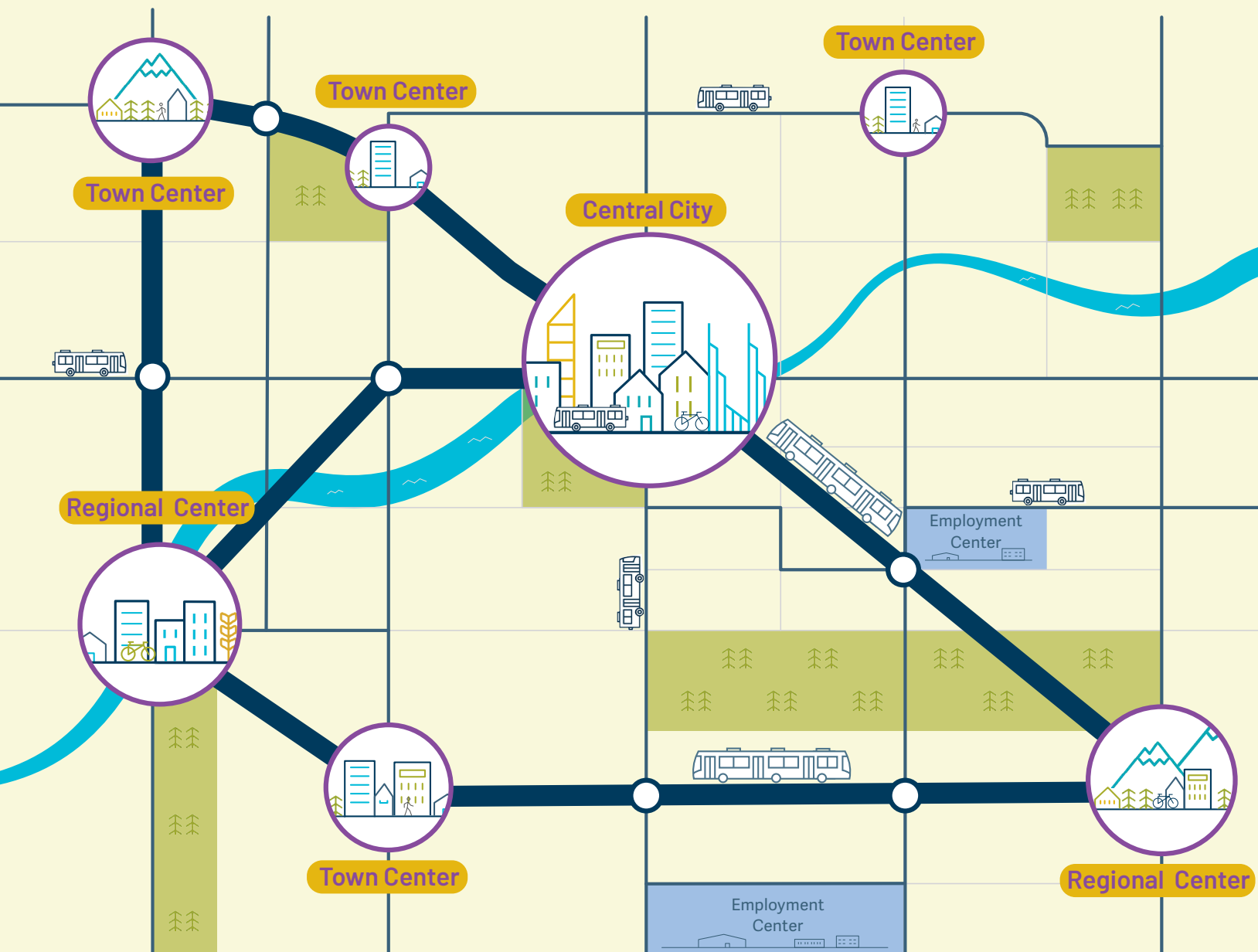
Provides a comfortable waiting environment

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:

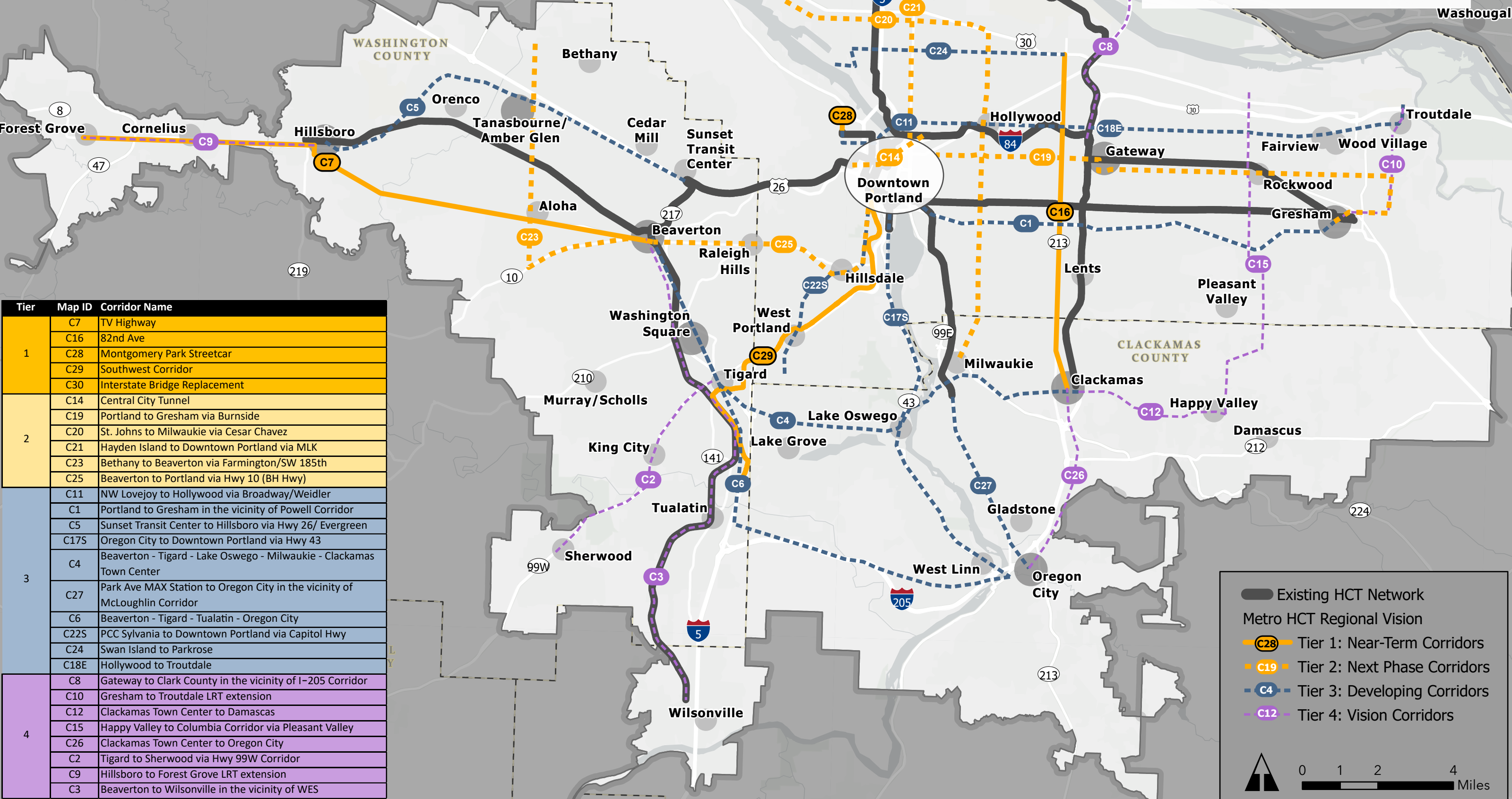
- **Community stability:** strong support for investments in corridors to maintain housing and business affordability and avoid displacement.
- **Safe access to transit:** Support for facilities that enable safe and comfortable walking and biking to transit and waiting at the transit stop (crosswalks, 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.

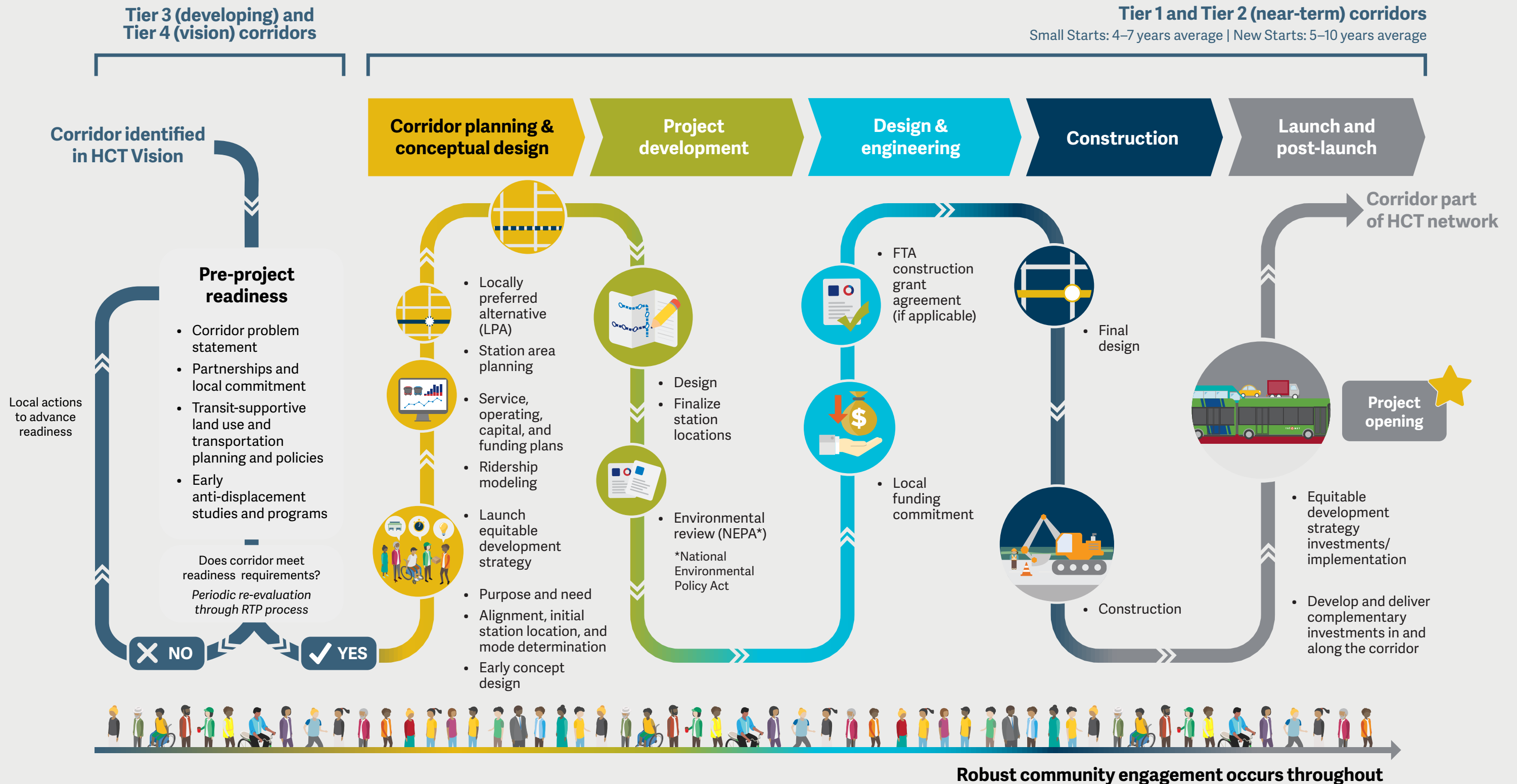


Tier	Map ID	Corridor Name
1	C7	TV Highway
	C16	82nd Ave
	C28	Montgomery Park Streetcar
	C29	Southwest Corridor
	C30	Interstate Bridge Replacement
2	C14	Central City Tunnel
	C19	Portland to Gresham via Burnside
	C20	St. Johns to Milwaukie via Cesar Chavez
	C21	Hayden Island to Downtown Portland via MLK
	C23	Bethany to Beaverton via Farmington/SW 185th
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
	C24	Swan Island to Parkrose
4	C18E	Hollywood to Troutdale
	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

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

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"> • Supportive land uses including mixed use developments • Transformation potential through transit-oriented development and higher-density development aligned with 2040 Growth Concept and the community's vision for growth • Supportive planning and policies • Local commitment to corridor investment 	<ul style="list-style-type: none"> • Robust community input and engagement • Equitable development and affordable housing strategies • Local anti-displacement policies and actions • Targeted support for small businesses 	<ul style="list-style-type: none"> • Pedestrian network completion (sidewalks, crossings, accessibility, lighting, etc.) • Bicycle network connections • Transit-supportive street design • Transit stop and station amenities • Mobility hubs • Shared mobility options • First/last mile connections • Shuttles • Bicycle parking and storage 	<ul style="list-style-type: none"> • Parking policies • Education and outreach • Employer benefits programs • Transportation wallet programs • University/school affiliate programs (i.e., student passes, education programs) 	<ul style="list-style-type: none"> • HOP Pass • Reduced Fare Programs: Youth, Low-income, Honored Citizen, and Veterans • Free fare grant programs • Employer-sponsored transit discount programs 	<ul style="list-style-type: none"> • Optimize existing transit system operations and performance • Transit-priority treatments • Passenger information technology
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"> • Local jurisdictions • Metro • Transit service providers • DLCD 	<ul style="list-style-type: none"> • Local jurisdictions • Local Housing Authorities • Metro • CBOs • <i>Chambers of Commerce / business organizations</i> 	<ul style="list-style-type: none"> • Local jurisdictions • Metro • Transit service providers • <i>Shared mobility providers</i> • ODOT 	<ul style="list-style-type: none"> • Local jurisdictions • Metro • Transit service providers • ODOT • <i>Employers and schools/universities</i> • CBOs 	<ul style="list-style-type: none"> • Transit service providers • Metro • <i>Employers and schools/universities</i> • CBOs 	<ul style="list-style-type: none"> • Local jurisdictions • Transit service providers • Metro • ODOT

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



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

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

Project web site: oregonmetro.gov/rtp

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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.

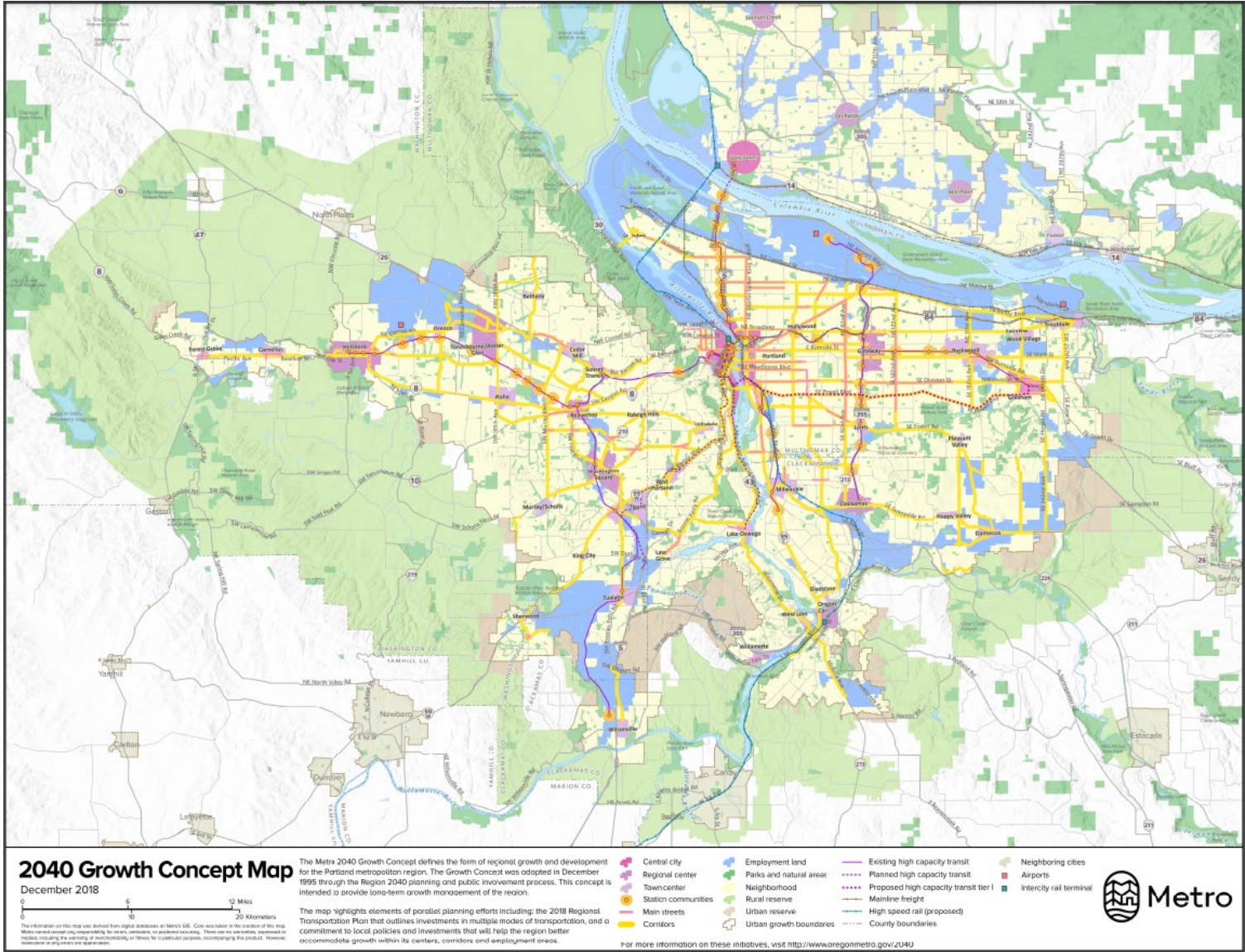
Despite periodic downturns in the economy, competition for resources among many regional needs, and most recently a global pandemic, HCT continues to play a vital role in achieving the region's goals. With many investments completed and continued work needed to achieve regional land use, economic, climate 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:

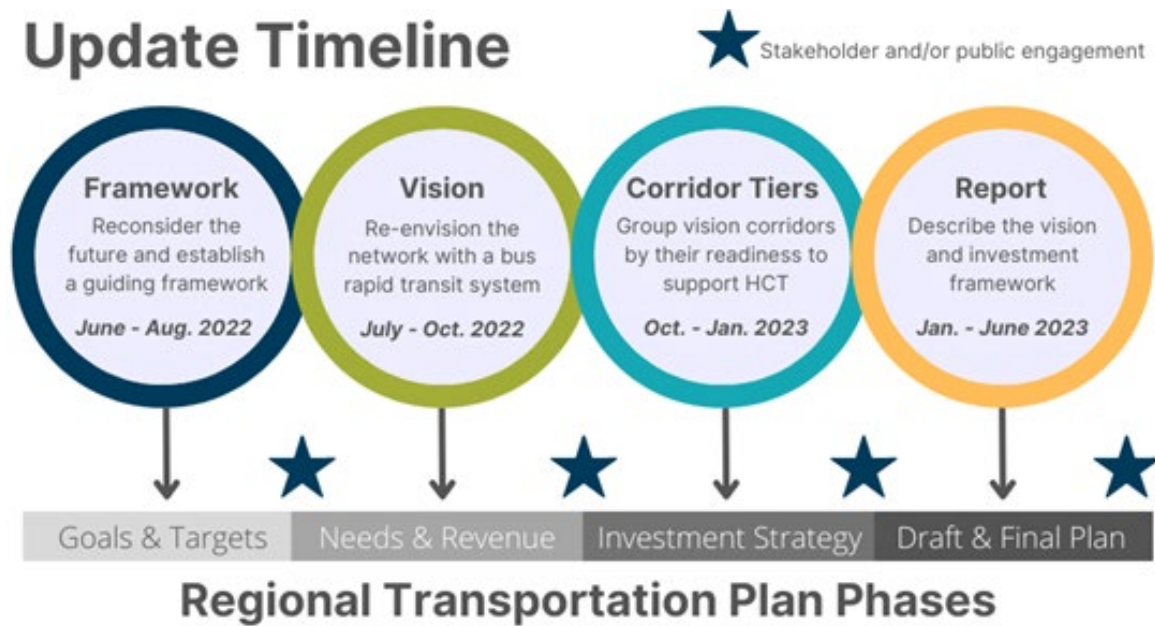
- summarizes the regional vision for HCT investment, strategies for moving HCT corridors forward, and a shared policy framework for supporting and implementing HCT
- identifies and prioritizes corridors to envision where a higher quality of transit service would provide the most benefit to the greatest 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.

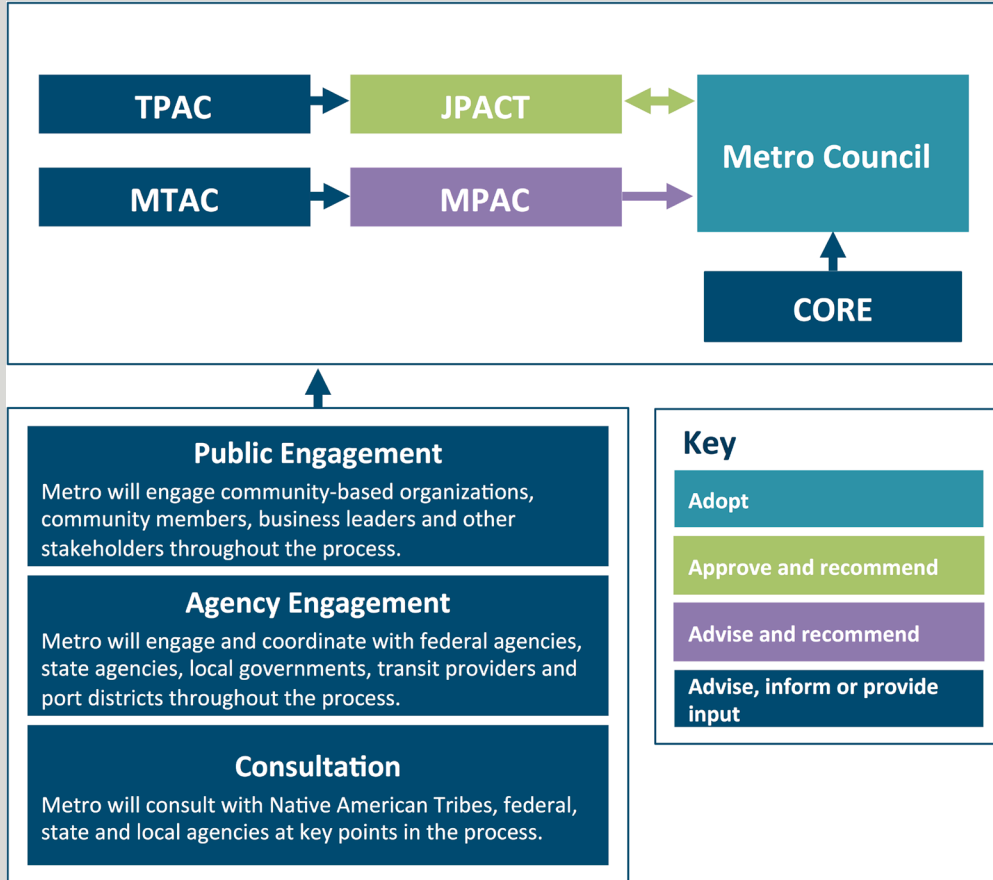
Figure 2. Update timeline



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

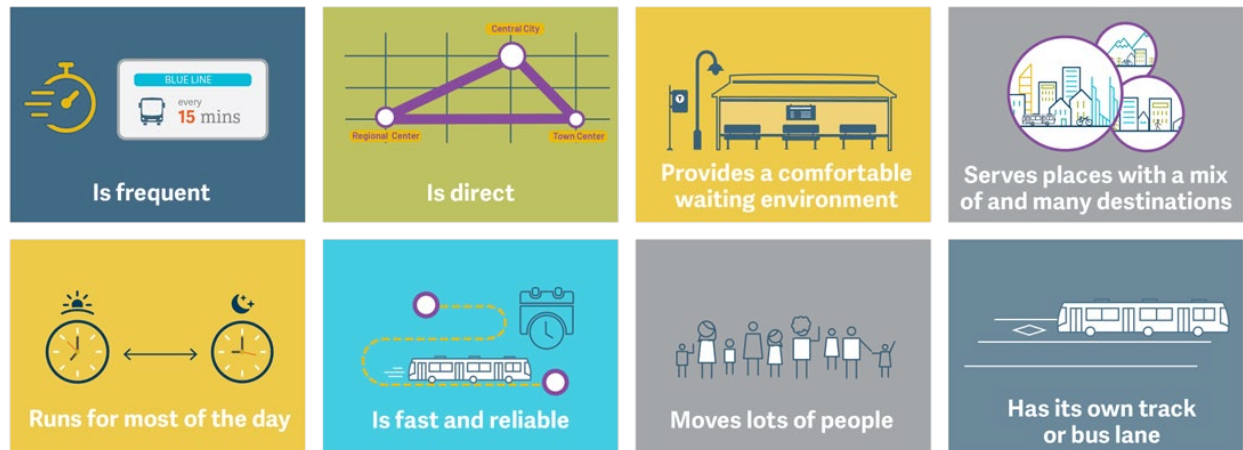
- six meetings with the HCT Working Group
- nineteen meetings with partner jurisdictional staff (Transportation Policy Alternatives Committee; Metro Technical Advisory Committee; Clackamas, East Multnomah, and Washington County Technical Coordinating Committees)
- nineteen meetings with elected officials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

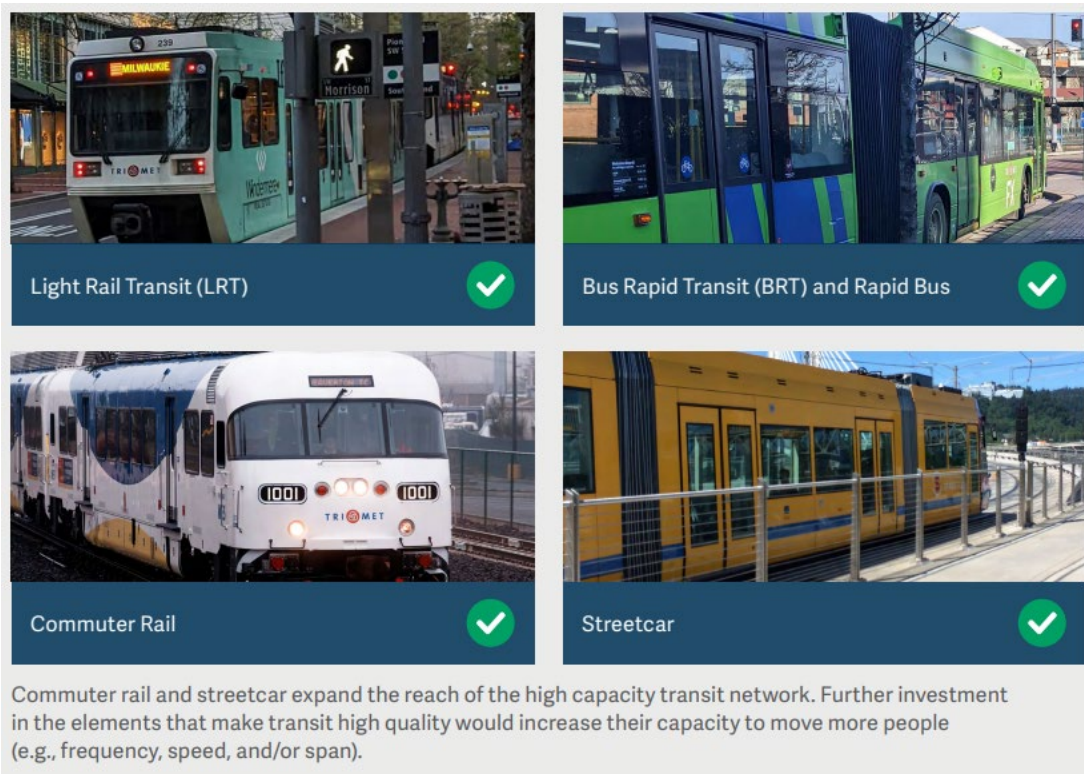
Bus rapid transit is a strategy for serving high-volume corridors with rail-like capacity for a smaller investment. These systems feature distinctive branding, a majority of dedicated bus-only lanes, and passenger amenities such as real-time information systems.

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.

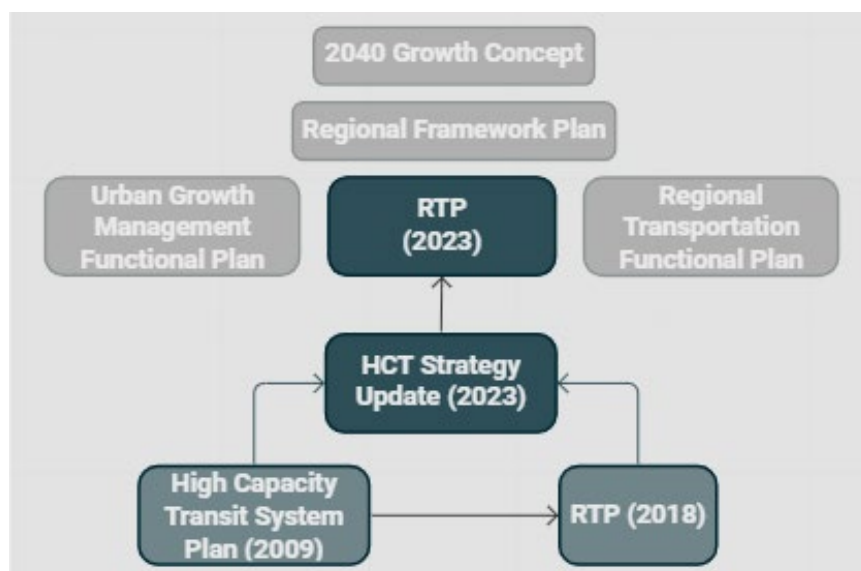
HIGH CAPACITY TRANSIT POLICY FRAMEWORK

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.

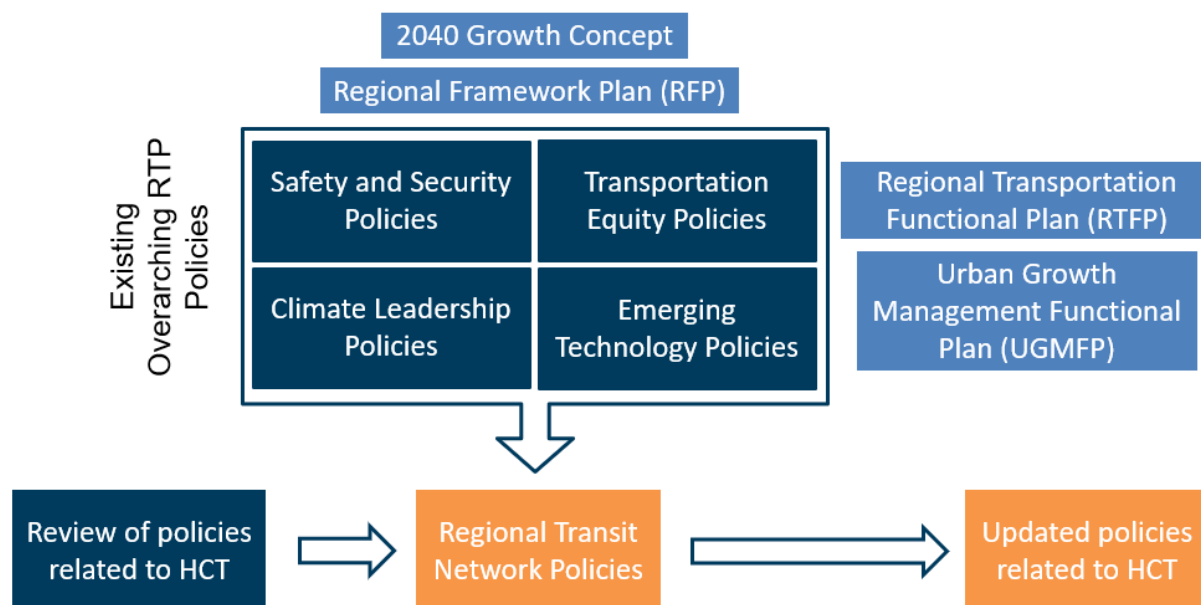
Figure 5. Related regional plans and policies



As shown in Figure 6 below, the RTP includes overarching policies that guide the Regional Transit Network Policies.¹ 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.

¹ 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.² 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

² 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.³ 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.

³ 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

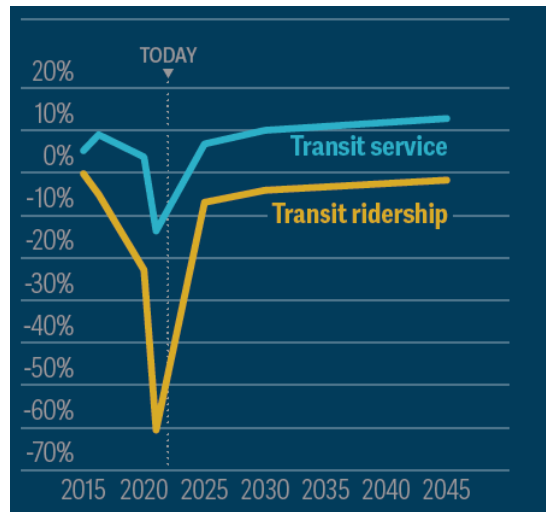
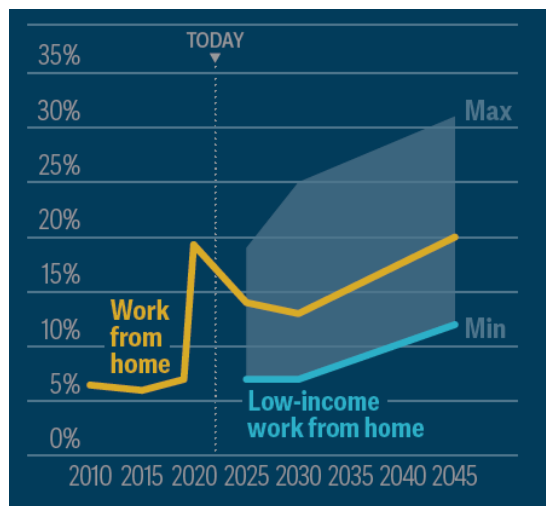
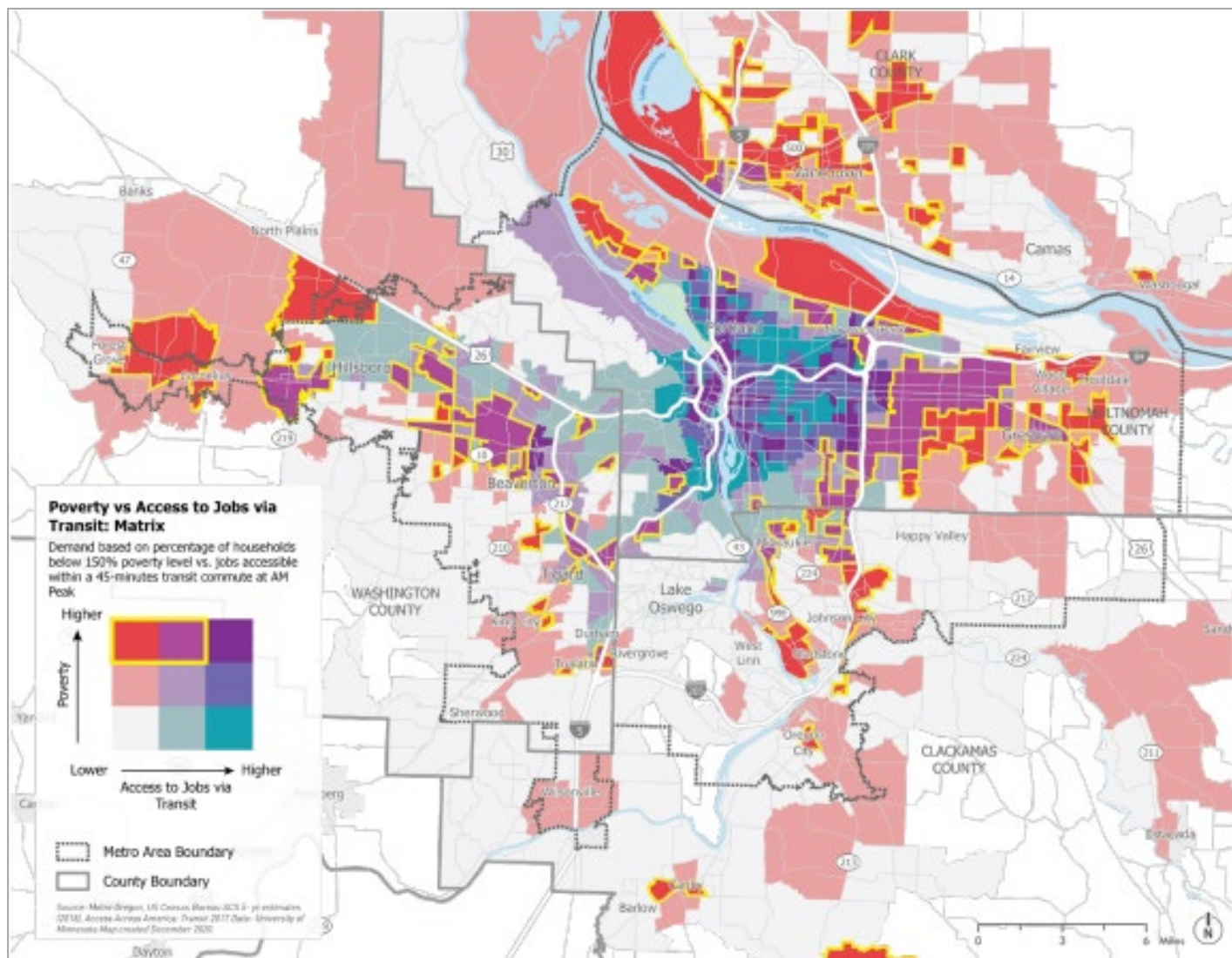


Figure 8. Oregon Remote Work Levels



Disparities in access to jobs and services. Even before the pandemic, housing costs had pushed lower-income residents and people of color to more affordable outlying areas that tend to be farther from transit and require longer trips to access jobs and services (see Figure 9).

Figure 9. People with low incomes in relation to transit service (Forward Together⁴)



⁴ <https://trimet.org/forward/>

Impacts of climate change

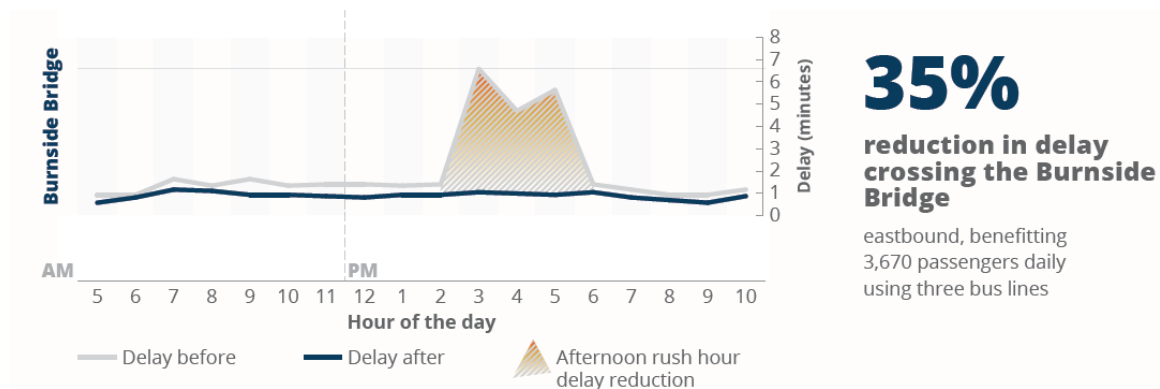
Reducing the impacts of climate change can benefit low-income communities and communities of color who are more likely to live in areas of high flood risk and areas that experience urban heat island effects from a sparse tree canopy.

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.⁵ Eight of the 10 highest-ridership TriMet

⁵ 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.

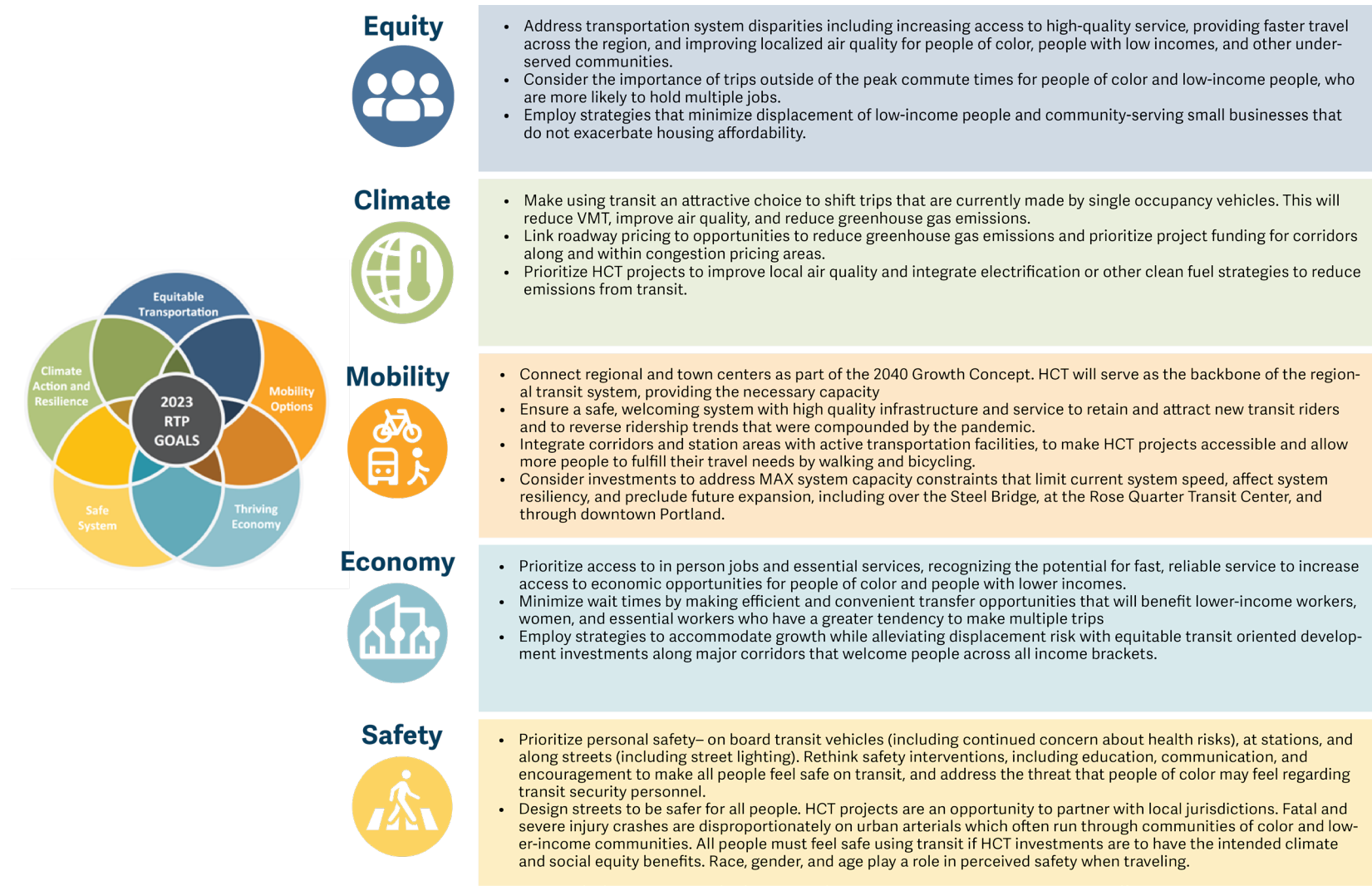
- Urban arterials represent 5% of roadway miles but have over 40% of serious and fatal crashes, as well as a disproportionate number of serious bicycle and pedestrian crashes and fatalities.
- Two-thirds of urban arterials are in areas with higher populations of people of color and people with lower 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,⁶ 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.

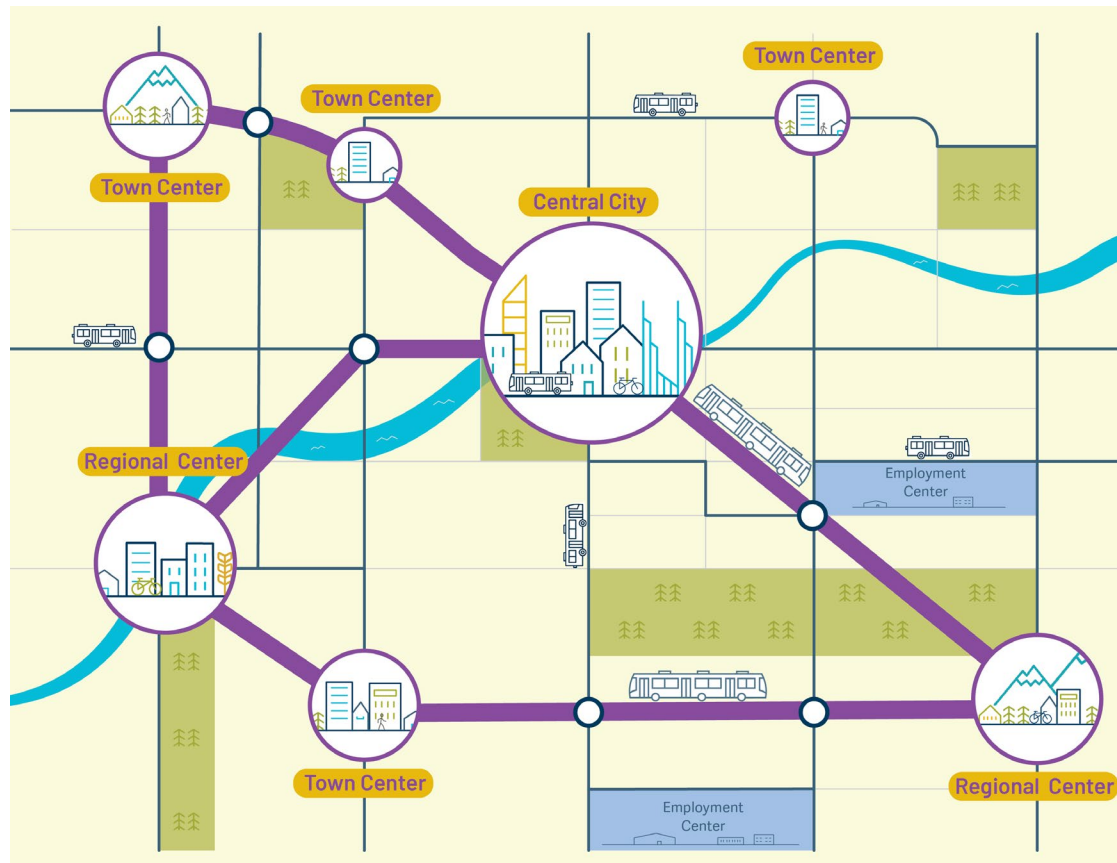
A key element of the policy framework is defining what HCT looks like in greater Portland and the role that it plays in the regional transportation network. This strategy update recharacterized high capacity transit to:

- 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

⁶ <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

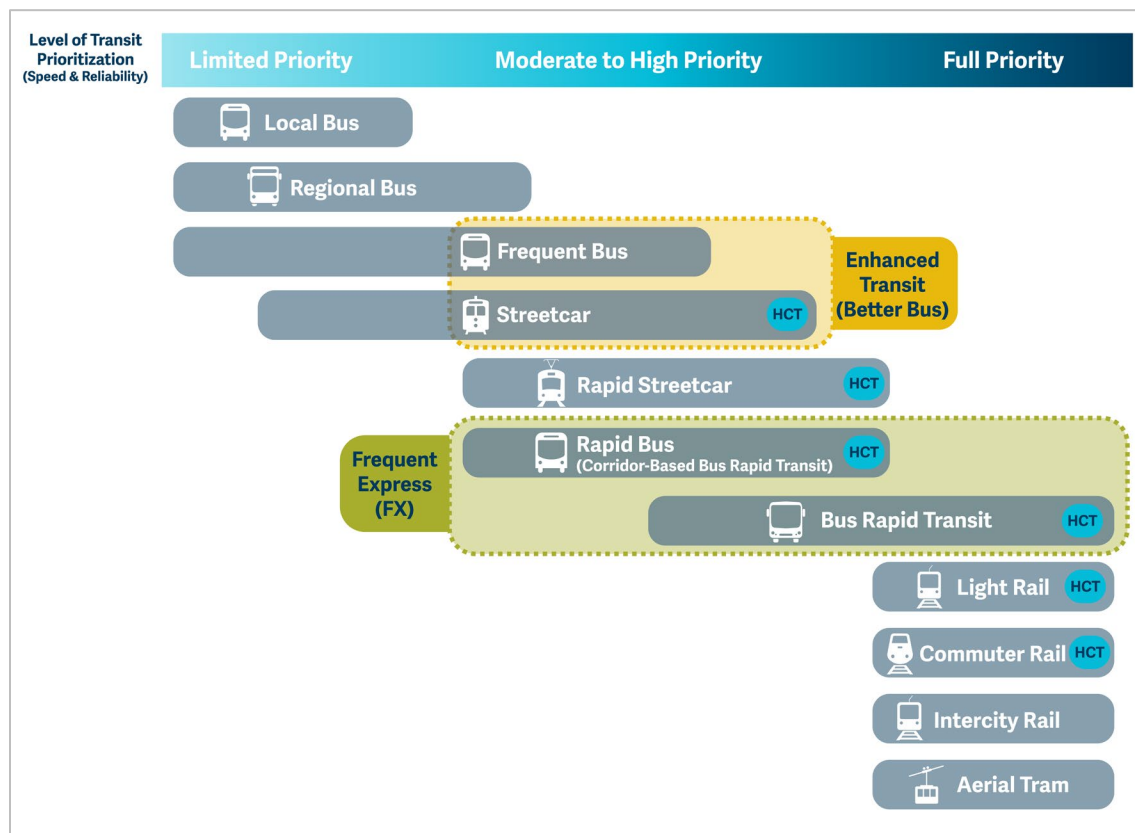
Federal funding has been and will continue to be essential to advancing most HCT corridors. BRT, as defined by the Federal Transit Administration's Capital Investment Grant program, must include:

- 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	●
FX	BetterBus

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

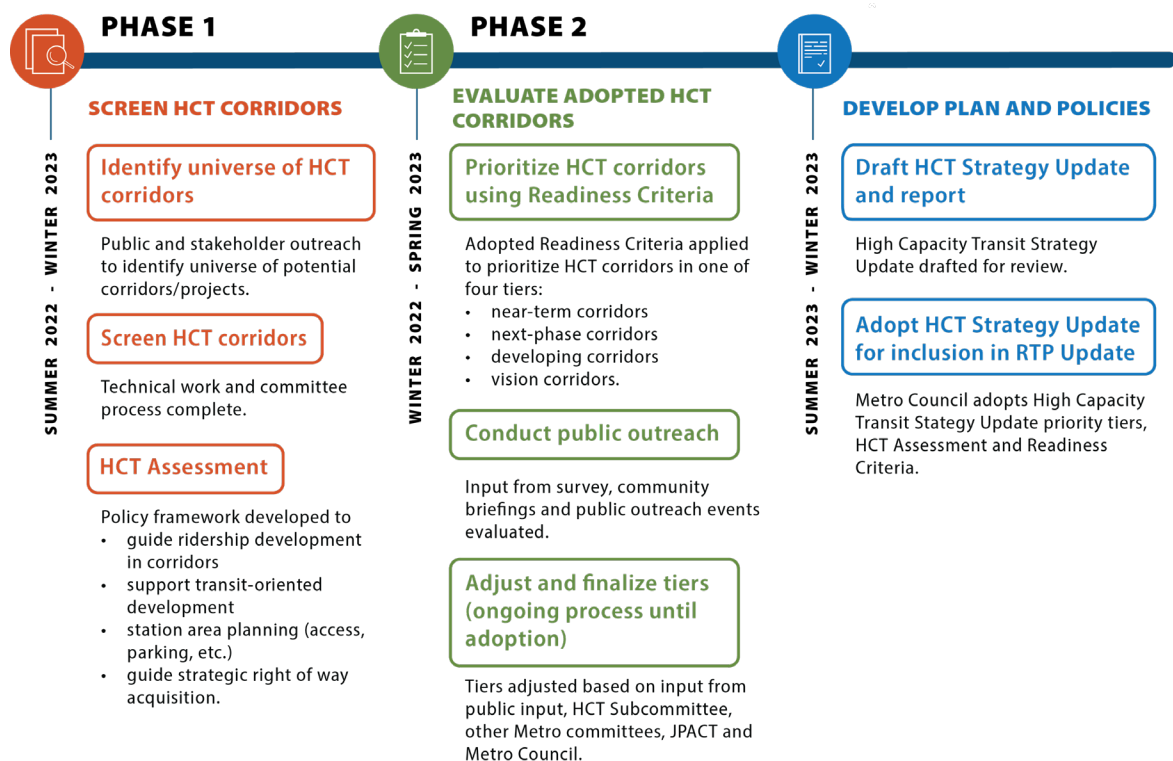
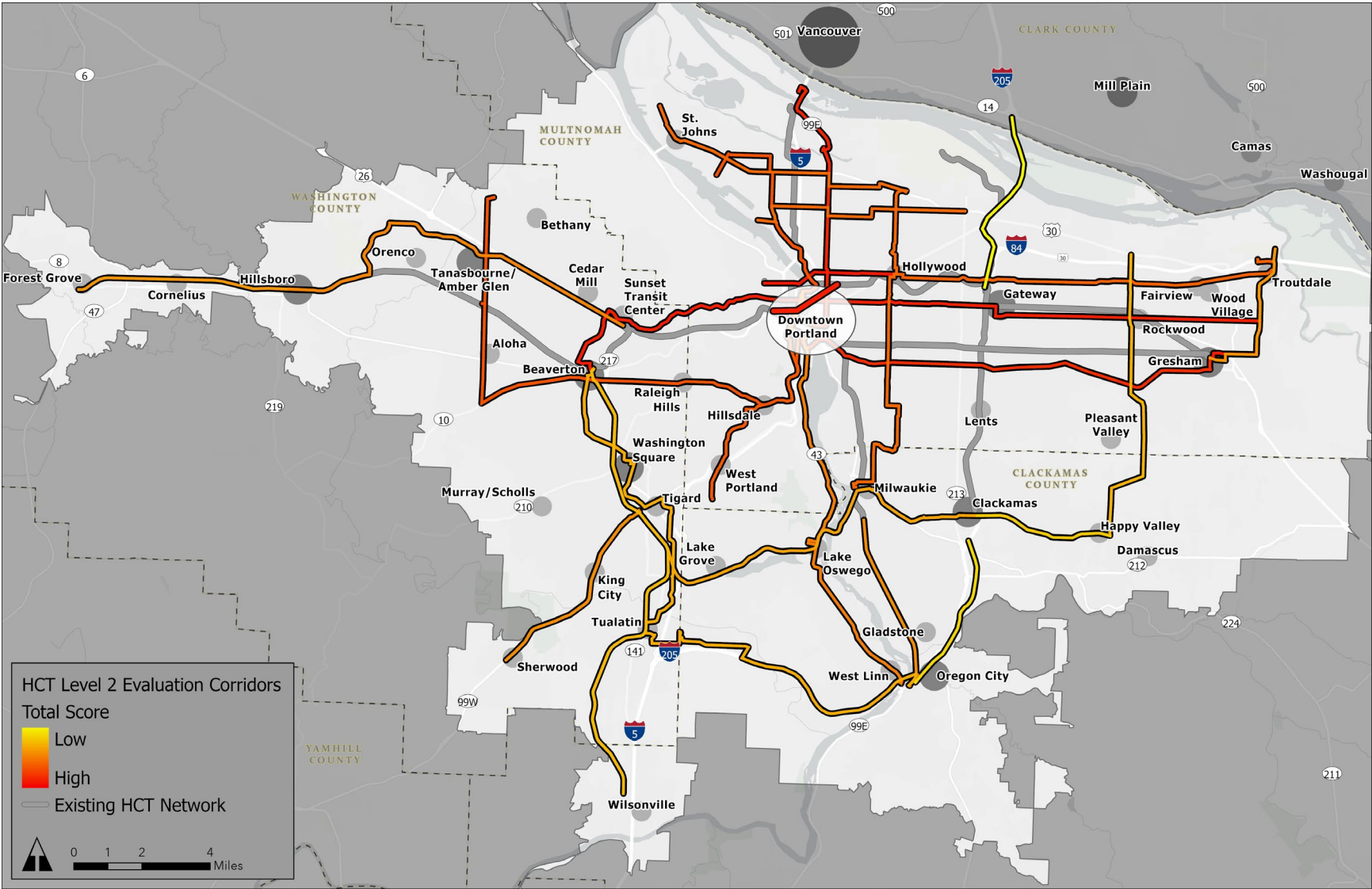


Figure 15 shows the initial scoring from the evaluation which considered the following:

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

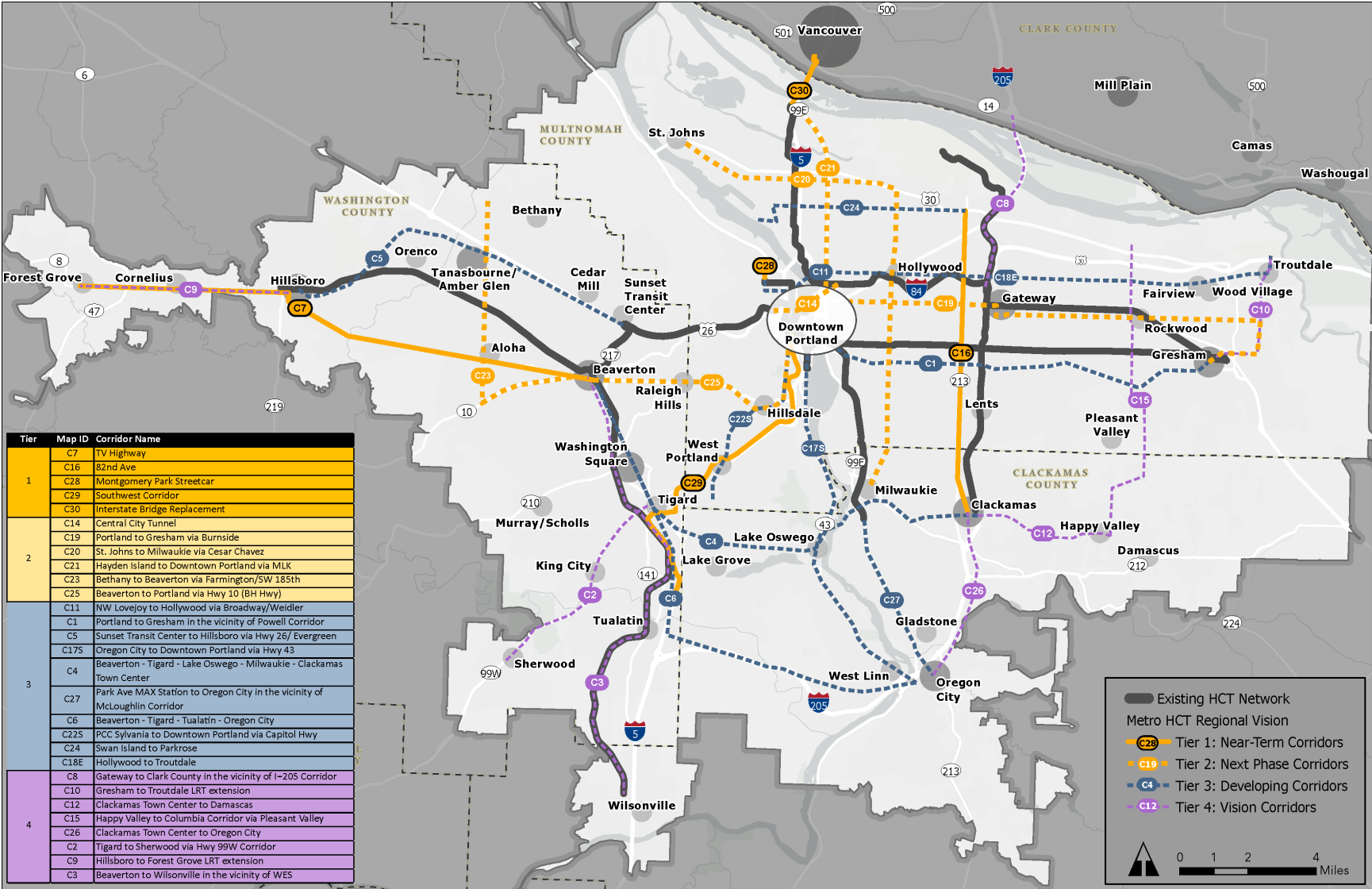
Figure 16 shows the corridors by tier. The corridors shown on this map were used to define and analyze potential HCT investments, but do not necessarily represent the ultimate corridor or termini of any given corridor. Much additional work, described in the next sections of this report, is required to 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"> Supportive land uses including mixed use developments Transformation potential through transit-oriented development and higher-density development aligned with 2040 Growth Concept and the community's vision for growth Supportive planning and policies Local commitment to corridor investment 	<ul style="list-style-type: none"> Robust community input and engagement Equitable development and affordable housing strategies Local anti-displacement policies and actions Targeted support for small businesses 	<ul style="list-style-type: none"> Pedestrian network completion (sidewalks, crossings, accessibility, lighting, etc.) Bicycle network connections Transit-supportive street design Transit stop and station amenities Mobility hubs Shared mobility options First/last mile connections Shuttles Bicycle parking and storage 	<ul style="list-style-type: none"> Parking policies Education and outreach Employer benefits programs Transportation wallet programs University/school affiliate programs (i.e., student passes, education programs) 	<ul style="list-style-type: none"> Hop fastpass, e.g., enables fare capping and other discount options Reduced Fare Programs: Youth, Low-income, Honored Citizen, and Veterans Free fare grant programs Employer-sponsored transit discount programs 	<ul style="list-style-type: none"> Optimize existing transit system operations and performance Transit-priority treatments Passenger information technology
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"> Local jurisdictions Metro 	<ul style="list-style-type: none"> Local jurisdictions Metro CBOs (i.e., Community-Based Organizations) 	<ul style="list-style-type: none"> Local jurisdictions Transit service providers ODOT Metro 	<ul style="list-style-type: none"> Local jurisdictions Transit service providers Metro CBOs Employers 	<ul style="list-style-type: none"> Transit service providers Employers 	<ul style="list-style-type: none"> Transit service providers ODOT Metro

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

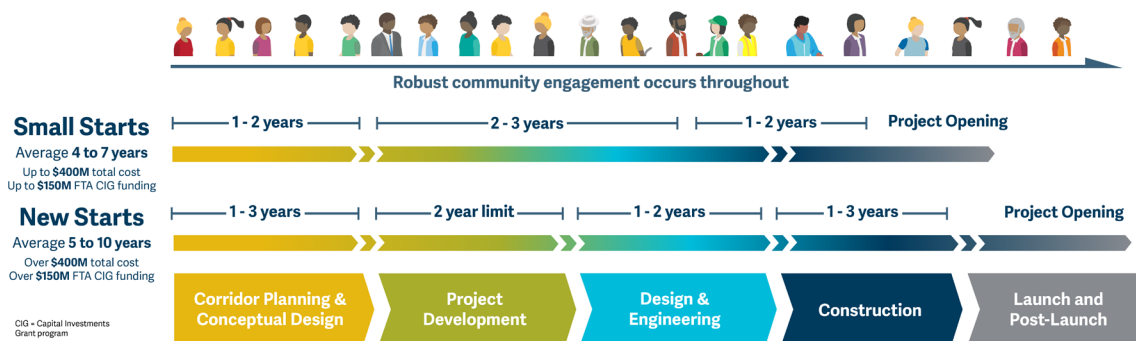
Funding to design and construct HCT corridors is only part of the funding story. Long-term funding is also needed for operations of HCT corridors – ongoing dollars to pay drivers, keep systems maintained, and supported. There are several dedicated sources of funding for transit capital projects, but 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 (Figure 18). 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.

Figure 18 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.

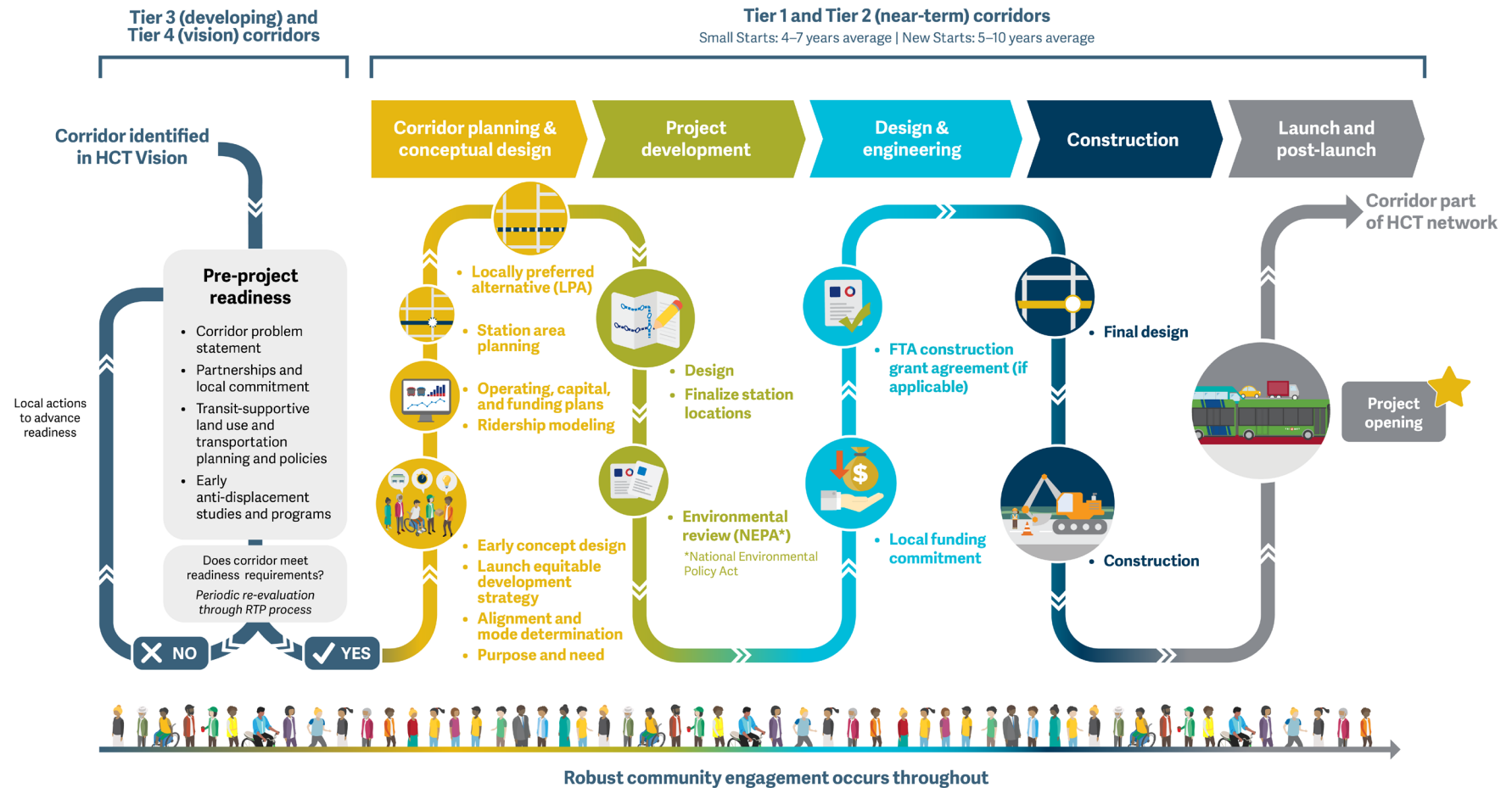
Tier 1 corridors are already in corridor planning and/or early project development actions.

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

How does a corridor identified in the HCT Vision become a reality?



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.

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Public and stakeholder engagement and consultation summary

High Capacity Transit Strategy Update
2023 Regional Transportation Plan

DRAFT April 2023

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

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]

Materials following this page were distributed at the meeting.

City Hall's Attempt to Criminalize Outdoor Sleeping

Wayne Wignes

May 30, 2023

Dear County Board Members,

I am writing you with regard to city councils plan to outlaw street camping this week. As I am sure you all are aware, supreme courts have ruled it unconstitutional to criminalize houselessness in the event that a city has not provided adequate shelter. Ted's plan is seemingly to circumnavigate this by providing tiny homes under the guise of 'outdoor shelter'. Tiny homes/ pods have been tried many times over and for a number of reasons they prove inadequate for a large scale solution. Furthermore, he seems convinced that it is some immutable and proven truth that people will not go to his outdoor shelters unless or until they are forced to – as though making them places where people actually want to go to is not possible.

I think such a thing is possible, but I seriously doubt that Ted is the man with the vision or will to see it through.

Now I am not a believer in tents – I believe outdoor communal sleeping arrangements would do much good instead, both in terms of economic feasibility and in the sense that they'd likely have the effect of restoring a sense of community to Portlands street people. This – a sense of community – is what is needed right now. Comparing Portland ten years ago to what it is today, this is the most striking thing which is missing among the unhoused. They are no longer a community so much as a conglomeration of isolated drug users.

Now that Ted's 'plan' went from some unspecified massive outdoor shelter to a conglomeration of pods and tiny homes I see little hope for any of this changing. What Ted is proposing is not actually outdoor shelter so much as it is a larger number of smaller and lesser versions of the same costly and inefficient and ineffective thing [private housing] which has been tried many times over. It is a far cry from what the supreme court had in mind when they concluded people ought to have a place to go before they are criminalized for trying to sleep.

Since Ted has been mayor the number of bars, fences, boulders, etc. has multiplied to heights never seen before. One of his first acts as mayor was to obtain powers of enforcement over ODOT territory from the state. THIS forced the issue onto sidewalks, not COVID or some influx of unhoused. He also helped dismantle R2D2, looked the other way on the public right of way underpass below the Burnside bridge (a public resource which the office of OMF has helped expropriate to a private interest), he has stood in support of departed commissioner Nick Fish's crooked deal to shut down O'Bryant square to placate the million dollar high rise apartment owners building next to it, and he helped shut down the Joyce – basically any source of actual community among the unhoused he

helped tear it down. The result has been isolation, distrust, and degeneracy – all fermenting along with the piles of shit on the sidewalks. But a sheltered and overly prideful man like Ted could never face up to the notion that he is dealing with something he is ill prepared to deal with. Instead of owning up to his mistakes he tries to cover them up with more mistakes – as though criminalizing houselessness has never been tried before. And all he has to say to Native Portlanders who have seen their life long home go down the drain is "I think I'm doing fine as mayor". Now I hear he is proposing to strong arm the board of commissioners and likely anyone else if you all do not support his 'plan' to force people into concentration camps – excuse me; concentrated campsites.

Then there is Gonzalez who is not above using data which the public does not have equitable access to in order to put together a [laughable] 'data analysis' which attempts to correlate the exact locations of unhoused people to violent crime. As is hopefully apparent from my git hub I do mathematical data analysis/ smart contract development and I consider myself to be somewhat savvy with computers and data, but I had trouble finding on the city of Portland's website anything more than vague crime stats by county – a thing which is at odds with the map that Gonzalez posted on his facebook back in November which showed *specific* geographic 'hot spots' of camping. He made the claim that these places overlapped – even caused – an uptick in violent crime. This all sets a dangerous precedent because,

- A) policy/ fire-code is now being warped and twisted based on a 'public conversation' that was founded upon data that the public do not have equal and convenient access too. Furthermore, the analysis was deeply flawed. If and when you want to correlate a rise in crime to an increase in the presence of campers you need something called a *cointegration analysis* which shows how two things evolve together *over time*.
- B) What is now to stop someone from correlating crime to blacks or Hispanics and then bend and twist fire policy to support some ulterior agenda against them?

I wish I had the time and opportunity to engage in person, but at the moment I do not. I urge all county and metro board members to remember that checks and balances are what make this country great, and I encourage you to stand up to city council if anything I've said has struck a cord with you.

Thank you for your time and consideration.

Wayne Wignes



Guiding principles for meaningful public engagement

Metro Council Worksession

Tuesday, May 30, 2023

Gloria Pinzon Marin, Principal Community Engagement Lead

Lia Waiwaiole, Interim Director of Communications



Metro connects to people in different ways

Education

- Conservation
- Waste reduction
- Internships
- Multimedia

Partnerships

- Program implementation
- Supports civic engagement

Civic engagement

- Metro Council meetings
- Adviser Committees
- Public Comment
- Constituent relations

Planning projects

- All departments
- Public involvement
- Community advisory groups
- Public events
- Surveys

Customer service

- Transfer Stations
- At Metro parks
- Arts and Culture
- Metro Paint and Ask Metro
- Zoo



Public Engagement Guide

About the 2023 update

- Last full update was 2013
- Expected adoption Winter 2023
- Update tool for

Members of the public | Metro staff | Metro Council

Considerations

- Metro decision-making processes
- Shared language and best practices for meaningful engagement
- Community Partnerships
- Identifying organizational challenges



Expected Metro Council touchpoints

Expected topics	
✓ April	✓ Review draft of Guiding Principles for meaningful engagement
May 30	<ul style="list-style-type: none">• Review updated guiding principles for meaningful engagement• Public Engagement Guide overview
June	<ul style="list-style-type: none">• Adoption of updated Guiding Principles
July – September	<ul style="list-style-type: none">• Visit with Public Engagement Review Committee (PERC)• Metro Council guidance and project updates
November 2023	<ul style="list-style-type: none">• Adoption of updated Public Engagement Guide

← We are here

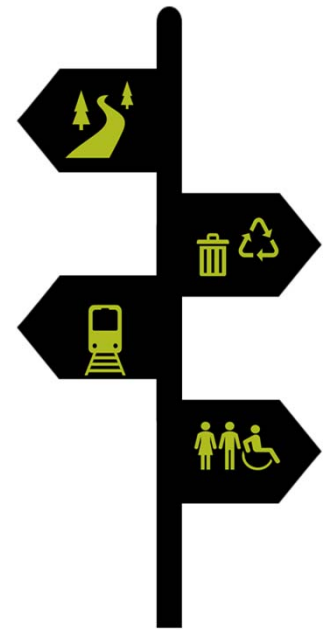


Words matter: key terms

Metro's guiding principles for meaningful public engagement will strengthen our engagement practices.

A **guiding principle** is a values-based idea that influences behavior and decisions.

Meaningful public engagement can impact decision-making, is inclusive of all potentially impacted perspectives, relationship-based, trauma informed, responsive and considerate of the communication and engagement needs of participants.



Changes to the guiding principles over time

1997 Metro Principles of Citizen Involvement

*Based on Oregon State Land Use Law
Resolution 97-2433*

2013 Guiding Principles of Public Involvement

Updated within full Public Engagement Guide 2013

2019 COVID 19 Policy on Community Engagement

*Proposed: 2023 Guiding Principles for
Meaningful Public Engagement*

*Adapted from 2013 principles and
2019 COVID Community Engagement
Reviewed by staff, community, Metro Council*

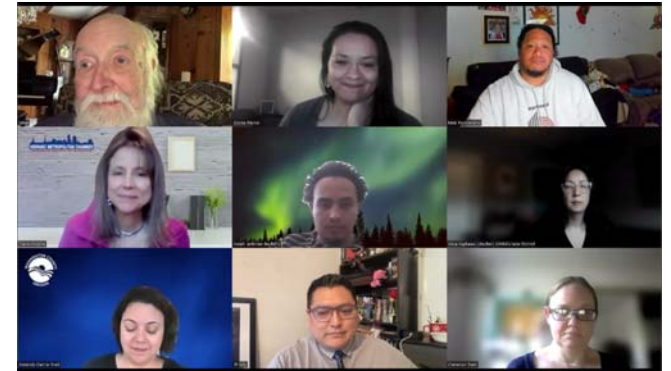


Input on draft one guiding principles

- ✓ *Support for **adaptive timelines***
- ✓ ***Accessibility** and **transparency***
- ✓ *Remove exclusive language like “citizen”*
- ✓ *Clarify and simplify language*

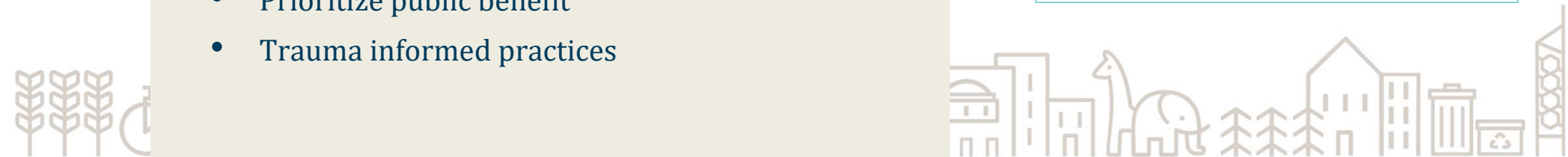
Comments:

- Public **input should impact decision-making**
- Evaluation with participants
- **Communities are not a monolith**, be specific
- Prioritize public benefit
- Trauma informed practices



Public Engagement Review Committee

- County engagement staff
- Community Organizations
- Community members



Input on draft one guiding principles cont.

- Shorten the list, clarify language
- Add **capacity building**
- Support for acknowledging accountability
- Consideration of **impact in decision-making**

Comments:

- Appreciation for work with communities of color
- Desire to reach more audiences
 - Business, environmental and labor organizations*
 - People living on the edges of the region*
- Consider risk assessment and credibility
- Want **more information earlier**
- More **connection to residents and staff**
- More messaging with inclusive language



Metro Council



1. **Public** participation is an essential part of **Metro's** decision-making.
2. Transparency about **government** decision-making is fundamental to successful public service.
3. Meaningful public engagement processes apply equity, diversity and inclusion strategies and tools to help identify and address the needs of impacted, underserved, and historically excluded communities.
4. Engagement and communications are accessible, informative, timely and inclusive of the rich diversity of lived experiences and perspectives across greater Portland.
5. Collaboration and capacity-building efforts with community-based organizations, **programs, initiatives and groups** individuals that are impacted, underserved, or historically excluded are essential to address regional issues equitably.
6. Intergovernmental collaboration, coordination, and consultation are essential to address regional issues holistically and efficiently.
7. Evaluation of engagement activities during and after a project **encourages responsiveness**, growth and process improvement.
8. **Adaptive project timelines allow for meaningful engagement with the most impacted audiences early and throughout the project.**

Draft 2 with suggested
changes to **Metro's guiding
principles for meaningful
public engagement**
(changes in orange)

Suggested changes come from:

- Public Engagement Review Committee
- Committee on Racial Equity

1. Public participation is an essential part of Metro's decision-making.
2. Transparency about decision-making is fundamental to successful public service.
3. Meaningful public engagement processes apply equity, diversity and inclusion strategies and tools to help identify and address the needs of impacted, underserved, and historically excluded communities.
4. Engagement and communications are accessible, informative, timely and inclusive of a rich diversity of lived experiences and perspectives.
5. Collaboration and capacity-building efforts with community-based organizations, programs, initiatives and individuals that are impacted, underserved, or historically excluded are essential to address regional issues equitably.
6. Intergovernmental collaboration, coordination, and consultation are essential to address regional issues holistically and efficiently.
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Draft 2 with suggested changes to **Metro's guiding principles for meaningful public engagement**

(for Metro Council consideration)

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- Public Engagement Review Committee
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Potential application in Public Engagement Guide update

Guiding Principles for Meaningful engagement, draft 2



Example application in Public Engagement Guide update

Guiding Principles for Meaningful engagement, draft 2



#7 *“Evaluation of engagement activities during and after a project encourages responsiveness, growth and process improvement.”*



Seeking input from Metro Council

Guiding Principles for Meaningful engagement, draft 2

- 1) Do the updated guiding principles reflect Metro values and Council expectations around public engagement?



Seeking input from Metro Council

Public Engagement Guide Update 2023

What do Metro Councilors need to make informed decisions?

What else does Metro Council want staff to consider as we prepare to update the Public Engagement Guide?



A tool for The public | Metro staff | Metro Council



Slide 14

GP0

IF THERE IS TIME

Gloria Pinzon, 2023-05-26T01:31:57.544

Suggested topics for future discussion...

- Developing clear decision-making processes
- Work towards having shared language and expectations between staff and Metro Council
- Increasing connections between community and Metro Council

GP0



Slide 15

GP0

Define roles, expectations for project managers, engagement/communication staff,
Gloria Pinzon, 2023-05-24T18:53:27.862

Public Engagement Guide
2023 update

Questions?
Gloria.pinzon@oregonmetro.gov

oregonmetro.gov



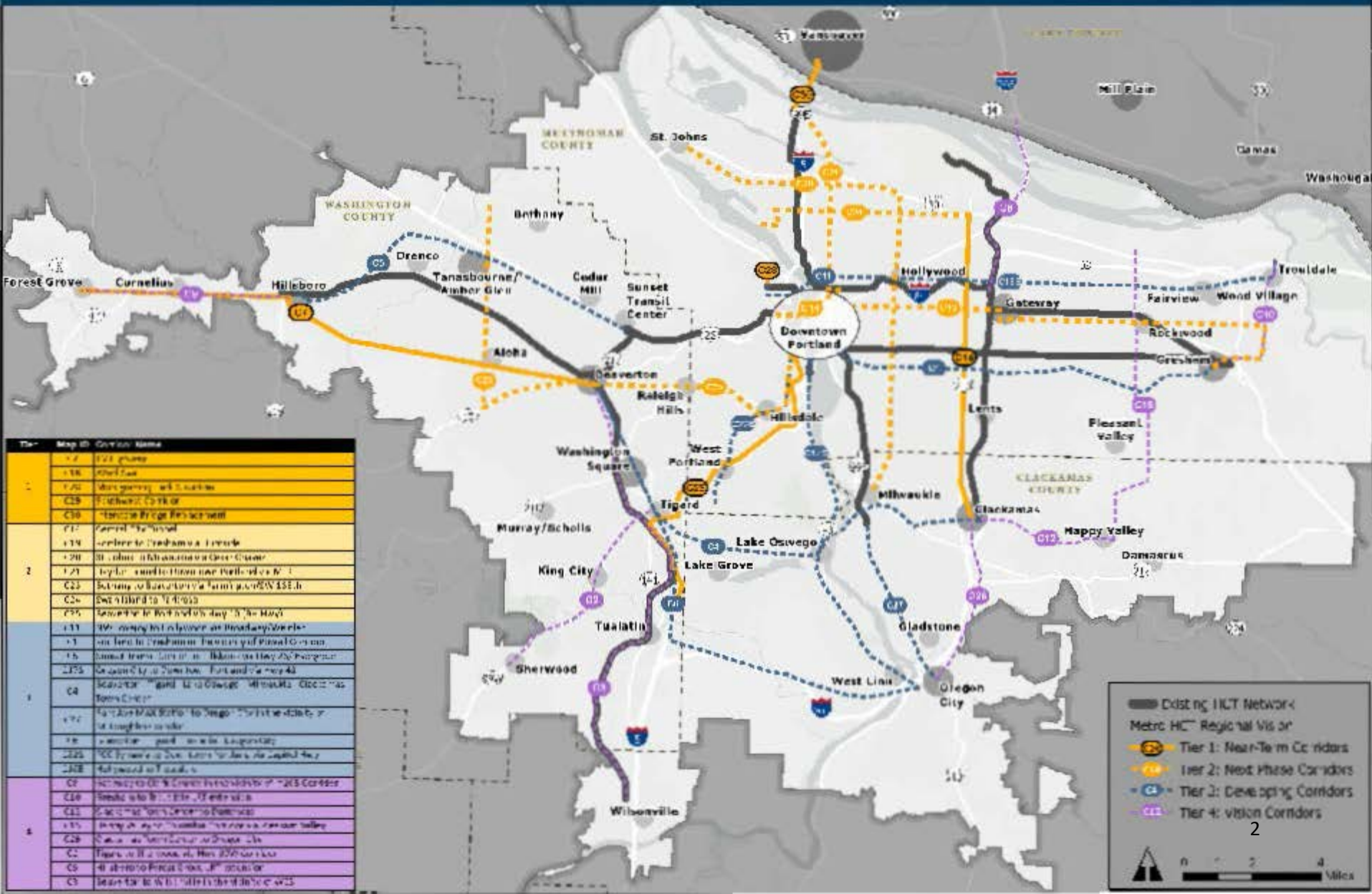


Metro

HCT Strategy Update: Report & Actions

May 2023

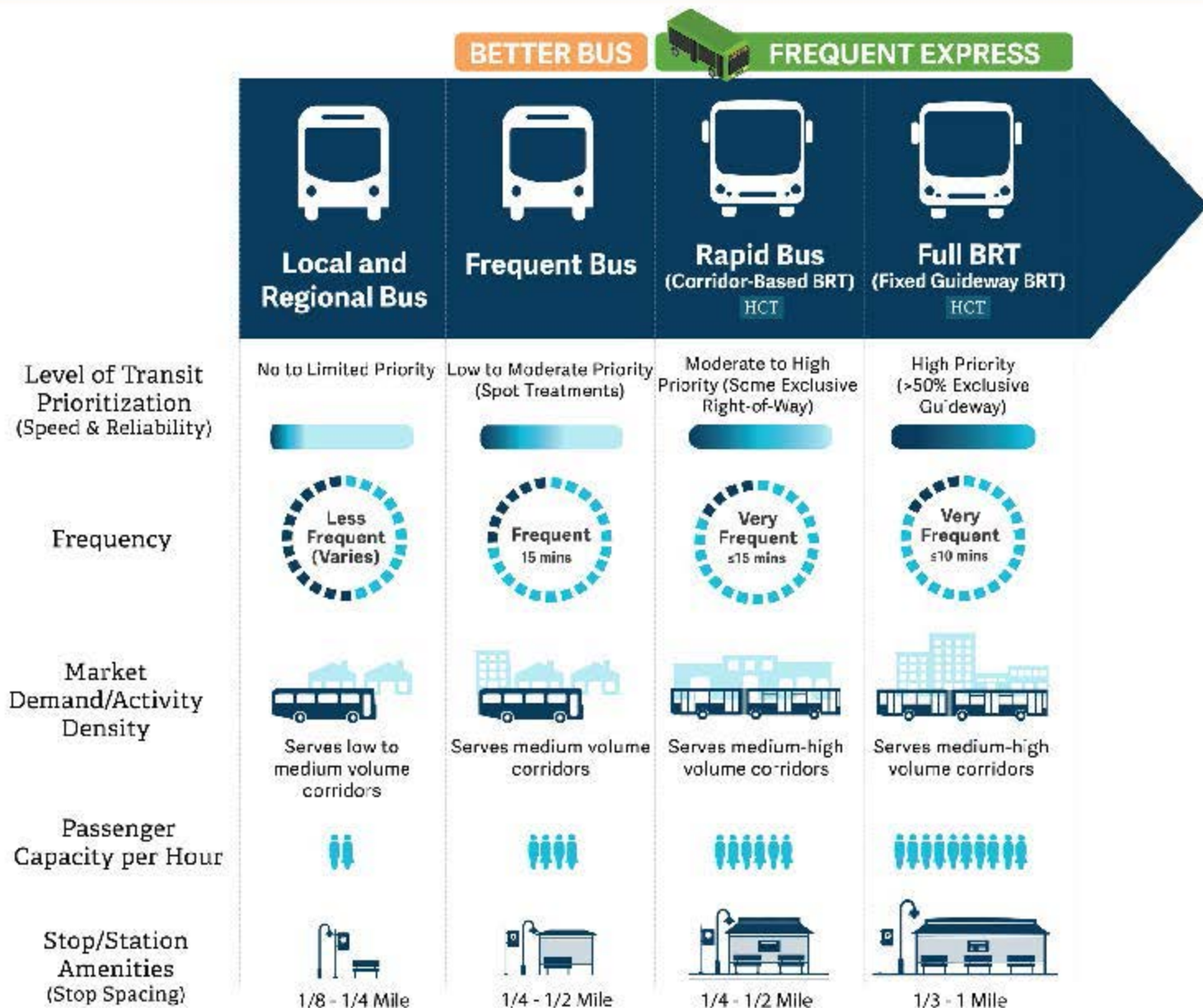
What outcomes the vision achieves



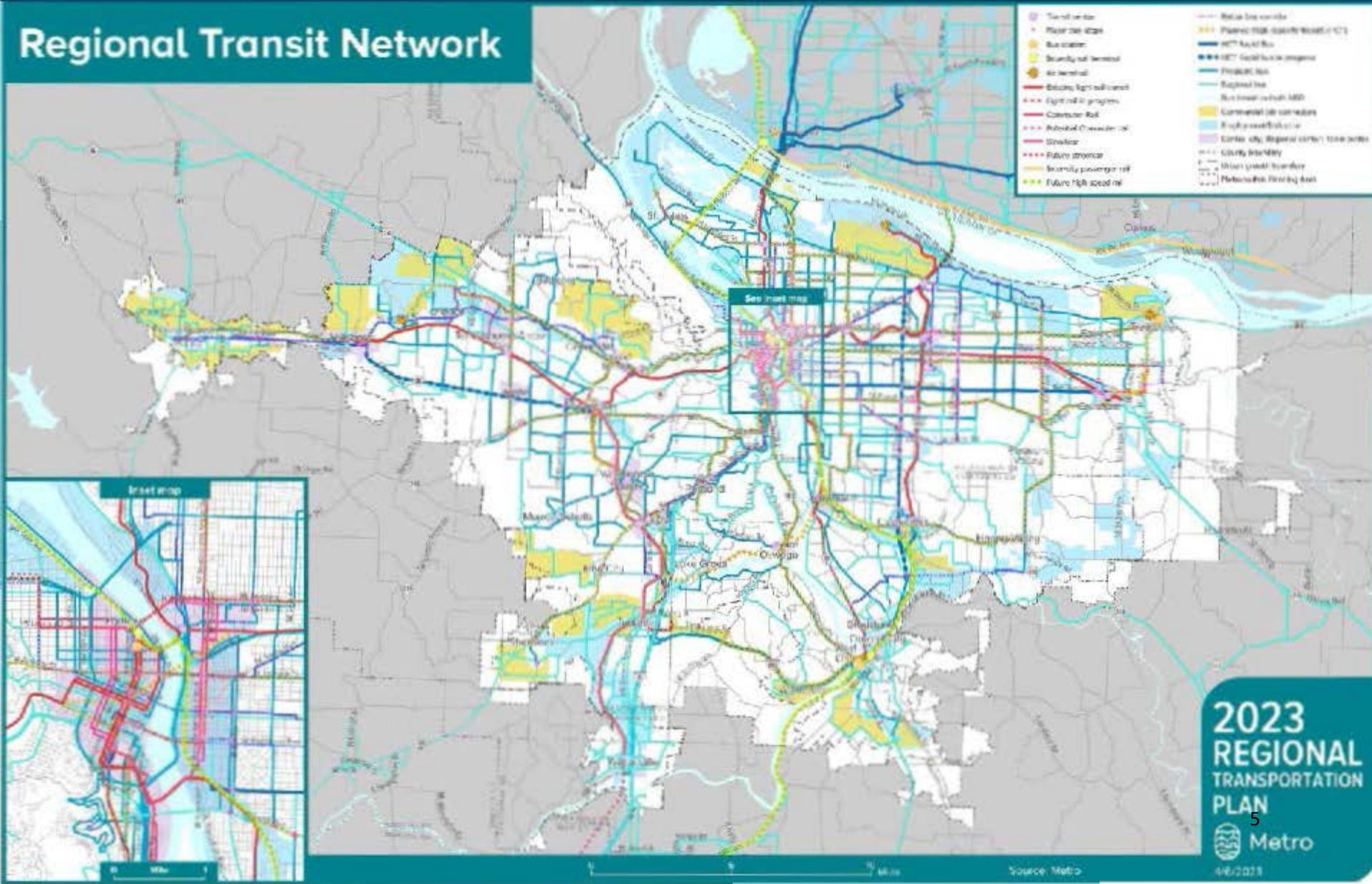
What we heard this winter



Why there is a spectrum of transit tools



How they come together in the network





How the draft report establishes the regional HCT strategy



HIGH CAPACITY TRANSIT Strategy Update



EXECUTIVE SUMMARY

DRAFT - April 26, 2023

What action to take to realize the vision



How we advance corridors together

Tier 3 (developing) and
Tier 4 (vision) corridors

Tier 1 and Tier 2 (near-term) corridors
Small Starts: 4–7 years average | New Starts: 5–10 years average

Corridor identified
in HCT Vision

Pre-project readiness

- Corridor problem statement
- Partnerships and local commitment
- Transit-supportive land use and transportation planning and policies
- Early anti-displacement studies and programs

Does corridor meet
readiness requirements?
*Periodic re-evaluation
through RTP process*

NO YES

Corridor planning &
conceptual design

Project
development

Design &
engineering

Construction

Launch and
post-launch

- Locally preferred
alternative (LPA)

- Station area
planning

- Operating, capital,
and funding plans
- Ridership modeling

- Early concept design
- Launch equitable
development
strategy
- Alignment and
mode determination
- Purpose and need

- Design
- Finalize station
locations

- Environmental
review (NEPA*)
*National Environmental
Policy Act

- FTA construction
grant agreement (if
applicable)

- Local funding
commitment

- Final design

- Construction

Corridor part
of HCT network

Project
opening

Robust community engagement occurs throughout



How stakeholders will provide input



What 2023 RTP (& HCT) next steps are

Thank you!!

oregonmetro.gov

