

Memo

Date: January 13, 2023

To: Joint Policy Advisory Committee on Transportation (JPACT)

From: Margi Bradway, Deputy Director, Planning, Development and Research

RE: 2023 workplan for JPACT

Background

Metro is the federally mandated Metropolitan Planning Organization (MPO) authorized by Congress and designated by the governor to coordinate and plan investments in the transportation system for the greater Portland tri-county urban area. As the MPO, Metro works collaboratively with cities, counties and transportation agencies to develop a long-range transportation plan, decide how to invest federal highway and transit funds that Congress sends directly to MPOs, and program federal funds spent in the region.

MPO decisions for planning, investment and programming are shared between the Metro Council and JPACT. JPACT recommends priorities for investing and programming federal funds and development of transportation plans for the region, and the Metro Council either approves them without changes or refers them back to JPACT. Federal regulations further define the role of the “policy advisory committee” in terms of providing oversight and guidance to the MPO on these activities. The Transportation Policy Alternatives Committee (TPAC) serves as a technical and advisory committee to JPACT.

The [Regional Transportation Plan](#) (RTP) is a blueprint to guide investments for all forms of travel. The RTP identifies current and future transportation needs, investments needed to meet those needs, and which funds the region expects to have available over the plan’s time horizon to make those investments a reality. The RTP includes a wide range of policies on topics from safety, equity, climate, and congestion management, to pricing, freight, transit, and active transportation. In 2022, JPACT oversaw many of the activities in the implementation chapter ([Chapter 8](#)) of the 2018 RTP, such as Regional Congestion Pricing Study and Mobility Policy Update.

Looking forward, the update of the RTP is the major body of work before JPACT in 2023. In 2022, JPACT developed a policy framework and identified five goal areas: equity, climate, safety, mobility, and economy. In 2023, the policies, plans and projects will be brought together in the final RTP.

The work items for JPACT’s consideration fall in three major categories:

- Regional transportation planning and policy
- Regional transportation programs and resources
- Corridor plans and major transportation projects

In addition, JPACT also plays an important role in developing and informing federal and state legislative priorities. JPACT has a long history of working together to take regional positions and regional communications on key federal and state legislative efforts.

Work items before JPACT in 2023

Below is a list of both essential and potential work items that will come before JPACT this year for each of the three categories. This list is subject to change. The work items that are starred (*) are deemed essential in that Metro has already committed to JPACT, TPAC, and/or our partners via an IGA, MOU or project charter on the timeline with JPACT's input. In other words, it is JPACT's role to provide input, guidance and oversight of those policies, plans, programs and projects. This workplan aims to balance the agenda between those three areas.

Work items before JPACT in 2023			
Work items		Description	Status
Planning and Policy	Regional Transportation Plan*	<p>The Regional Transportation Plan (RTP) is the foundation and blueprint for transportation plans, programs and projects in the region. The 2023 RTP Update is underway. The RTP process includes several key steps:</p> <ul style="list-style-type: none"> • Data and Policy Analysis: vision, goals and policies • Revenue and Needs Analysis: revenue forecast and complete needs analysis • Call For Projects process: project list priorities, evaluate performance and seek community feedback • Draft Plan and Investment Strategy: prepare public review draft plan and investment strategy. • Public review <p>The 2023 RRTP includes several focus areas:</p> <ul style="list-style-type: none"> • <i>Emerging Trends</i> – report complete • <i>Congestion Pricing Policy</i> – draft policy complete • <i>Urban Arterials Strategy</i> – draft strategy complete • <i>Mobility Policy Update</i> – draft policy complete • <i>Equitable Finance</i> – research paper complete • <i>High-Capacity Transit Study</i> - draft underway <p>These focus areas will inform the updated policies and the investment strategy, which will be a major focus in 2023.</p> <p>RTP Project Manager: Kim Ellis</p> <p>RTP lead staff: Lake McTigue, Eliot Rose, Ally Holmquist, John Mermin, Thaya Patton</p>	Update is underway, started in 2022 and continuing through 2023; will be adopted in November 2023.

Work items		Description	Status
	Regional Freight Delay and Commodity Movement Study*	<p>The Regional Freight Delay and Commodity Study will be coming before JPACT in 2023. A committee of freight and business experts are studying data and models to better understand the movement of goods in the Portland Region and how to facilitate the movement of goods in the region.</p> <p>Project Manager: Tim Collins</p>	Drafty study developed in 2022; compiling findings and report in 2023.
	Climate Smart Strategy*	<p>Transportation and land use are key to meeting the region's climate goals. Metro Council and JPACT developed and adopted a regional strategy with broad regional support in 2014. The strategy was approved by LCDC in 2015 and affirmed in 2018 when the Climate Smart Strategy and greenhouse gas emissions targets were incorporated into the Regional Transportation Plan (RTP). Metro continues to implement the Climate Smart Strategy. In 2020, DLCD initiated Climate-Friendly and Equitable Communities rulemaking to update the statewide Transportation Planning Rule in response to Executive Order 20-04.</p> <p>Metro leads: Margi Bradway, Kim Ellis</p>	Ongoing implementation; DLCD's TPR rulemaking completed in 2021.
	Transit Planning	<p>In 2018, JPACT adopted a Regional Transit Strategy which is a shared vision to make transit more frequent, convenient, accessible and affordable for everyone in the region. The strategy called for more investment in a wide range of transit improvement and service.</p> <p>Metro lead: Ally Holmquist</p>	On-going implementation.

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Programs and Resources	Metro Transportation Implementation Program (MTIP)*	<p>The MTIP manages and programs all the federal funding for transportation in the Portland region. JPACT's responsibility to manage is ongoing, with major updates every three years. The MTIP is also the basis for which JPACT and Metro Council collaborate and weigh-in on the Statewide Transportation Improvement Program (STIP) developed by the Oregon Transportation Commission and ODOT.</p> <p>Metro Program leads: Ted Leybold, Grace Cho, Ken Lobeck, Jodie Kotrlík</p>	Ongoing adoption/implementation
	Regional Flexible Funds Allocation (RFFA)*	<p>Every 3 years, JPACT allocates Regional Flexible Funds (RFFA) to implement the Regional Transportation Plan. In 2022, adopted the 2025-27 RFFA list of projects and programs.</p> <p>Metro Project Manager: Daniel Kaempff</p>	Implementation
	Transportation Regional System Operations (TSMO)	<p>The Transportation System Regional and Operations program updated the TSMO Strategic Plan in 2022. In 2023 the program will focus on implementation of the plan.</p> <p>Metro Program Manager: Caleb Winter</p>	Implementation
	Clean Air*	<p>Metro, as an MPO is legally required to comply with the Clean Air Act. Metro and DEQ have an IGA to work towards both agencies' shared goals for clean air as it relates to reducing transportation-related pollution. Metro, in collaboration with DEQ, developed, updated, and implemented the Portland area State Implementation Plan (SIP) to achieve status as attainment area in 2017.</p> <p>Metro Program Manager: Grace Cho</p>	Ongoing implementation
	Regional Travel Options (RTO)	<p>The RTO program funds and supports transportation demand management strategies to increase use of travel options and reduce pollution. RTO will be ____</p> <p>RTO team: Daniel Kaempff, Marne Duke, Grace Stainbeck, Noel Mickelberry</p>	Ongoing

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	Safe Routes to School	<p>Metro created the Regional Safe Routes to School program as part of our Regional Travel Options program, which strives to create healthy and vibrant neighborhoods. During COVID, the program has focused its efforts on helping schools serve students who need food security.</p> <p>Metro Program Manager: Noel Mickelberry</p>	Ongoing
	Regional Transportation Safety Program	<p>Metro's Transportation Safety Program implements, coordinates and monitors implementation of the 2018 Regional Transportation Safety Strategy through policies, programs and projects. In 2021, Metro will provide an annual safety report as well as updates on our regional progress towards Vision Zero.</p> <p>Metro Program Manager: Lake McTighe</p>	Ongoing; regular updates provided to JPACT
	Enhanced Transit Concepts/Corridors	<p>Metro launched a successful program with TriMet in 2018 to work with our local partners to plan, design and implement enhanced transit concepts. This program continues to provide technical support and guidance to implement ETC throughout the region.</p> <p>Metro Program Manager: Matt Bihn, Alex Oreschak</p>	Implementation

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Major Projects	Tualatin Valley Highway Corridor Study/Project*	<p>TV Highway is a corridor of regional significance identified in the 2018 RTP. Metro secured an \$850,000 FTA grant to convene jurisdictional partners and community-based organizations to develop a preferred alternative for a transit project, define an equitable development strategy, and assess potential for bus electrification. Metro partners with TriMet, Washington County and the Cities of Washington County on this study. JPACT will likely be adopting a Locally Preferred Alternative (LPA) in 2023.</p> <p>Metro Project Manager: Jess Zeb</p>	Underway
	82nd Avenue Transit Project	<p>Metro is leading the planning is to improve safe access and transit travel time while connecting people to essential jobs, education facilities, shopping and community services from Clackamas Town Center to the Roseway/Sumner area in Northeast Portland. Metro is partnering with City of Portland and Clackamas County. JPACT will likely be adopting a Locally Preferred Alternative (LPA) in 2023.</p> <p>Metro Project Manager: Elizabeth Mros Ohare</p>	Planning underway
	Westside Multi-Modal Study	<p>The Westside Multi-modal Study is a joint partnership between ODOT and Metro. The 2018 RTP called out the need for further study and corridor development on US 26 from Portland to Hillsboro (Sunset Highway).</p> <p>Metro Project Manager: Kate Hawkins</p> <p>ODOT Project Manager: Stephanie Millar</p>	Almost complete
	I-5 Bridge Replacement Project*	<p>The I- 5 Bridge Replacement project that is co-led and co-funded by ODOT and WSDOT. In addition to partnering with the DOTs on the Supplemental EIS, JPACT has responsibility to manage the federal funds allocated to the project. In 2023, the project will be completing the Supplemental Environmental Impact Statement (SEIS).</p> <p>ODOT/WSDOT Project Director: Greg Johnson</p> <p>Metro staff lead: Alex Oreschak</p>	Receive regular updates from IBR Project Team.

Work items		Description	Status
	Rose Quarter Improvement Project	<p>ODOT is leading the Rose Quarter Improvement Project to improve mobility in the context of the City of Portland's N/NE Quadrant Plan in the Albina Vision area. In 2023 the project continuing to study and design improvements to I-5 between I-84 and I-405 in Portland.</p> <p>ODOT lead: Megan Channel</p> <p>Metro lead: Eliot Rose</p>	Ongoing updates
	I-205 Abernethy Bridge	<p>I-205 Abernethy Bridge Project is an ODOT-led project that continues to move forward in design, aiming for 60% design by 2021. The issue that may be before JPACT is the financial plan and/or tolling.</p> <p>ODOT lead: Mandy Putney</p>	Ongoing updates
	Earthquake Ready Burnside Bridge	<p>Metro is a Participating Agency in the Burnside Bridge Project and contributes to the NEPA and design processes. Multnomah County staff will share potential bridge design options and timeline for project and will be asking JPACT to consider adopting the locally preferred alternative into the RTP.</p> <p>Multnomah County lead: Megan Neill</p> <p>Metro leads: Alex Oreschak</p>	Ongoing updates

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