City *of* Tigard

Tigard Business Meeting –Agenda

TIGARD CITY COUNCIL

MEETING DATE AND TIME:	FEBRUARY 7, 2023 - 6:30 p.m. Business Meeting
MEETING LOCATION:	Hybrid - City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223 - See PUBLIC NOTICE below

PUBLIC NOTICE: In accordance with the City of Tigard's Safety Plan related to COVID-19 and Oregon House Bill 4212, this will be a hybrid meeting where some Council, staff or public will participate in person and some will participate remotely.

How to comment:

- Written public comment may be submitted electronically at www.tigard-or.gov/Comments before noon the day of the meeting.
- If attending the meeting in person, please fill out the public comment sign-in sheet at the front of the room and come to the microphone when your name is called.
- If you prefer to call in, please call 503-966-4101 when instructed to be placed in the queue. We ask that you plan on limiting your testimony to three minutes.
- You may comment through video through the Teams app. Go to this link to learn how to participate by video: February 7, 2023 Council Meeting (https://www.tigard-or.gov/Home/Components/Calendar/Event/2921/372).

Upon request, the City will also endeavor to arrange for the following services:

- Qualified sign language interpreters for persons with speech or hearing impairments; and
- Qualified bilingual interpreters.

Since these services must be scheduled with outside service providers, it is important to allow as much lead time as possible. Please notify the City of your need by 5:00 p.m. on the Thursday preceding the meeting by calling: 503-718-2419 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

SEE ATTACHED AGENDA

VIEW LIVESTREAM ONLINE: https://www.tigard-or.gov/boxcast

CABLE VIEWERS: The City Council meeting will be shown live on Channel 28 at 6:30 p.m. The meeting will be rebroadcast at the following times on Channel 28:

Thursday 6:00 p.m. Friday 10:00 p.m. Saturday 7:30 p.m. Sunday 11:30 a.m. Monday 6:00 a.m.

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MEETING LOCATION: Hybrid - City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223

6:30 PM

1. BUSINESS MEETING

   A. Call to Order

   B. Roll Call

   C. Pledge of Allegiance

   D. Call to Council and Staff for Non-Agenda Items

2. PROCLAMATIONS AND RECOGNITION

3. PUBLIC COMMENT **6:35 p.m. estimated time**

   A. Follow-up to Previous Public Comment

   B. Public Comment – Written

   C. Public Comment – In Person

   D. Public Comment – Phone-In

   E. Public Comment – Video

4. TOWN CENTER DEVELOPMENT AGENCY JOINT MEETING WITH TOWN CENTER ADVISORY COMMISSION (TCAC) **6:45 p.m. estimated time**

5. 2023 REGIONAL TRANSPORTATION PLAN (RTP) UPDATE - TIGARD DRAFT PROJECT LIST **7:25 p.m. estimated time**

6. CLIMATE ADAPTATION AND NATURAL HAZARD MITIGATION **7:55 p.m. estimated time**

7. NON-AGENDA ITEMS

8. ADMINISTRATIVE REPORT **8:40 p.m. estimated time**

9. EXECUTIVE SESSION: The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(4), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.

10. ADJOURNMENT **8:45 p.m. estimated time**

AIS-5113	**4.**
Business Meeting	
Meeting Date:	02/07/2023
Length (in minutes):	40 Minutes
Agenda Title:	TOWN CENTER DEVELOPMENT AGENCY JOINT MEETING WITH TOWN CENTER ADVISORY COMMISSION (TCAC)
Authored By:	Sean Farrelly
Presented By:	Redevelopment Project Manager Sean Farrelly
Item Type:	Update, Discussion, Direct Staff Joint Meeting-Board or Other Juris.
Public Hearing Legal Ad Required?:	No
Publication Date:	

Information

EXPLANATION OF ISSUE

Annual joint meeting of the Board of the Town Center Development Agency (TCDA) with the Town Center Advisory Commission (TCAC).

ACTION REQUESTED

Team recommends the TCDA Board hold the joint meeting with the Town Center Advisory Commission to discuss the 2022 Annual Report and draft 2023 goals.

BACKGROUND INFORMATION

The Town Center Advisory Commission (TCAC) makes recommendations to the Board of the Town Center Development Agency (TCDA) on Tax Increment Financing (TIF) District policy, budget and implementation measures for both the Tigard Triangle and the City Center TIF Districts. The TCAC meets annually with the Board of the TCDA to share information and receive feedback. The TCAC leadership elected at the January meeting are Chair Tom Murphy, and Vice-Chair Adrian Hinkley. The team liaison to the TCAC is Sean Farrelly.

Two items will inform the joint meeting discussion - the TCAC's 2022 Annual Report, and the 2023 draft goals. The 2022 Annual Report was previously provided in the December 8, 2022, Council Newsletter and included as an attachment for the Board's review.

The TCAC developed draft goals for 2023 at the January 11 meeting. The TCAC will present and review these draft goals with the TCDA Board before finalizing at the February 8 meeting. The TCAC's adopted goals, as well as the City Center Redevelopment Action Plan and the *New Tigard Triangle: Planning for Equitable Development* documents will guide staff's implementation of the TIF District plans.

A brief presentation from the TCAC will be available prior to this meeting.

ALTERNATIVES & RECOMMENDATION

Not Applicable

ADDITIONAL RESOURCES

The last joint meeting with the TCAC was February 1, 2022.

Attachments

TCAC 2022 Annual Report

2022 Annual Report of the

Town Center Advisory Commission

To the Board of the Town Center Development Agency
December 1, 2022

The TCAC worked to produce draft goals and objectives for calendar year 2022 in January 2022 and presented those goals to the TCDA Board on February 1, 2022. The TCAC's 2022 goals were then formally adopted by the Commission on February 9, 2022.

The Commission's overarching, aspirational goal for 2022 is to:

Continue to facilitate and promote opportunities for the development of affordable housing, provide support for equitable business development, and advance efforts toward improved walkability, equity, and connectivity within and between both TIF districts.

Affordable Housing and Houselessness

Goals

•*Recommend specific programs, innovations, and policies to City staff and Council that directly affect, support, and encourage the development and preservation of affordable housing forms downtown and in the Tigard Triangle.*
•*Support the City Council's and private entities' response to houselessness.*

Accomplishments:

- Houselessness work group formed
- Recommended $1.0M development assistance for REACH CDC's Dartmouth Avenue North apartment building, which was approved by the Board.
- Workgroup invited Just Compassion's CEO and city staff houselessness resource staff to make presentations to the TCAC
- TCAC member attends CHART meetings

Equitable Business Development

Goals

•*Advocate for affected stakeholders, learn about and research the needs, identify the opportunities and constraints within each district to better support equitable business development.*
•*Support the implementation of multi-language resources by City staff; recommend specific programs and policies to City staff and TCDA that directly affect, support and encourage equitable business development downtown and in the Tigard Triangle.*

Accomplishments:

Work group held well-attended interactive workshop on Downtown business recruitment in August. Presented findings to TCAC in September. The workgroup will share recommendations with the Board of the TCDA on December 6.

Connectivity and Transit

Goals

•Identify, prioritize, and recommend opportunities for development that improve living and working, foster walkability, and promote equity.

•Promote ongoing efforts toward multi-modal connectivity within and between both TIF districts.

•Study the options for crossings that could connect the two TIF districts

Accomplishments:

TCAC was briefed on the Downtown Reimagined project which will develop recommendations for Hall Blvd and other street improvements

Formation of Work Groups

Goals

The TCAC will form subcommittees for each of these three Areas of Emphasis (AOE). Each subcommittee will:

•Research and review prior work pertaining to each AOE and summarize it for the whole TCAC. Integrate and make use of work that has been done by others.

•Amplify current and previously marginalized voices.

•Serve as the TCAC's content experts for the AOE, bringing in outside presenters, recommend reading and resources for TCAC members and lead discussions throughout the year related to TCAC work for each AOE.

Accomplishments:

The TCAC has formed two active workgroups : Equitable Business Development and Affordable Housing and Houselessness.

Downtown Tigard TIF District

Goals

•Participate in the implementation of the Tigard Development Strategy Updated 5-year plan.

•Monitor existing projects until completion and assess their outcome with site visits.

•Participate in stakeholder meetings and TCAC briefings for the Downtown Reimagined project.
•Support projects identified in the City's 2022 version of the 6-year Capital Improvement Plan for Downtown.
•Remain informed on the Downtown parking strategy and its impact on the downtown area.
•Recruit and support diverse business owners and businesses for vacant spaces in downtown.

Accomplishments:

- Organized a walking tour of Downtown
- Wrote letter of support for Universal Plaza Phase 2 funding
- Equitable Business workgroup making recommendations on business recruitment

Tigard Triangle TIF District
Goals
•Continue to provide financial support for projects that meet the project optimization process and equitable evaluation criteria (A New Tigard Triangle, 2020).
•Promote and support projects identified for years 2020-2025 in the Implementation and Action Plan (A New Tigard Triangle, 2020).
•Recruit and support diverse business owners and businesses for the Tigard Triangle.
•Acquire property for parks and trail system.
•Ensure that residents and business owners are aware of the Tigard Opportunity Fund.

Accomplishments:

- TCAC's advocacy for improved pedestrian circulation resulted in agreement with REACH to build offsite sidewalks
- Recommendation for DIG Hampton Street development assistance
- First Opportunity grant award to El Jefe Mexican Grill

On behalf of the Town Center Advisory Commission,

Tom Murphy
Chair, TCAC

Scott Hancock
Vice Chair, TCAC

AIS-5119 **5.**

Business Meeting

Meeting Date: 02/07/2023

Length (in minutes): 30 Minutes

Agenda Title: 2023 Regional Transportation Plan (RTP) Update - Tigard Draft Project List

Authored By: Dave Roth

Presented By: Dave Roth, Senior Transportation Planner

Item Type: Motion Requested

Public Hearing Legal Ad Required?: No

Publication Date:

Information

EXPLANATION OF ISSUE

Metro is in the process of updating the Federally mandated Regional Transportation Plan (RTP). Updated every five years, the RTP provides a shared vision and strategy for transportation investments over a 23-year period. The RTP guides coordinated investments in all forms of travel – motor vehicle, transit, bicycle, and walking as well as the movement of goods and freight throughout the Portland metropolitan region. All types of projects are included in the RTP project list – highways, key roads, transit, freight, bicycling and walking, as well as programs.

The RTP identifies current and future regional transportation needs, investment priorities needed to meet those needs, and local, regional, state, and federal transportation funds the region anticipates being made available to make those investments over the 23-year plan horizon. The RTP contains:

- A long-term vision for the region's transportation system;
- Goals and supporting objectives and performance targets to indicate plan progress;
- Policies that guide decisions and actions in pursuit of the plan's vision and goals;
- A financial plan that identifies how the region will pay for investments; and
- An investment strategy that includes major local, regional, and state transportation investment priorities that address transportation needs and help achieve the vision and goals identified in the plan.

As the greater Portland region's Federally designated Metropolitan Planning Organization (MPO), Metro carries out metropolitan transportation planning processes such as coordinating and updating the RTP. Last updated in 2018, the RTP update is underway with expected legislative action taken by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council in late November or early December of 2023.

Developing Transportation Revenue Assumptions

During the fall of 2022, Tigard Community Development, Finance, and Public Works Engineering teammates coordinated with staff from Metro and Washington County to develop a local and countywide revenue forecast for the RTP 2023-2045 plan horizon time period.

Revenue sources **(Table 1)** include state gas taxes and vehicle registration fees, Washington County gas tax

and vehicle registration fees, Washington County Transportation Development Tax (TDT), Transportation System Development Charges (SDCs), local gas tax, Tigard tax increment financing programs, and anticipated state and federal grants. The total cost estimate of all financially constrained Tigard 23-28 RTP projects and programs must total no more than the cost target identified for each time period in the RTP.

Table 1: Tigard Revenue Forecast (Year of Expenditure $)

Financially Constrained List		**Strategic Priorities List**	**Total Tigard RTP List**
Near (Highest Priority)	**Late (High Priority)**	**Additional Priorities**	
2024-2030	*2031-2045*	*2031-2045*	*2024-2045*
$73,792,779	$191,182,279	$264,975,058	$529,950,116

Developing Tigard's RTP Project List
In December 2022, Metro issued a "Call for Projects" that requires individual agencies to submit proposed RTP projects through an online web portal between January 6 to February 17, 2023, as described in the **2023 RTP Call for Projects Overview (Exhibit 1).**

Cities, counties, and other transportation providers work together through coordinating committees to prioritize RTP projects. The City of Portland, the Oregon Department of Transportation (ODOT), the Port of Portland, TriMet and SMART work individually to develop project lists. *All projects submitted to the RTP must come from adopted plans or strategies that were developed with prior public input.*

The **Policy Framework for the 2023 RTP Update (Exhibit 2)** guides the development of the project list. The RTP uses an outcomes-based approach such that projects included must support the overarching RTP vision and goals developed by JPACT and Metro Council in 2022. RTP goals include *equitable transportation, climate action and resilience, thriving economy, safe systems, and mobility options*. In addition to the RTP policy framework, the Call for Projects is informed by public engagement, adopted regional plans, revenue forecasts, and additional related policy elements.

For inclusion in the RTP, projects and programs must meet the following eligibility requirements:

- Projects must be on at least one of the regional networks of the RTP designated regional transportation system;
- Projects must be within the region's federally recognized metropolitan planning area (MPA) boundary;
- Projects must be in an adopted plan developed through a public process;
- Project costs in 2023 dollars must be at least $2 million, however smaller projects may be bundled with similar projects to meet the minimum cost threshold;
- All projects that change or add capacity must be specifically and individually identified for modelling purposes; and
- Projects with committed funding that are not substantially complete must be included in the RTP.

Starting with the existing 2018 RTP project list, Tigard Community Development and Public Works Engineering teammates developed Tigard's **Draft 2023 RTP project list (Exhibit 3)**. Further coordination with Washington County and Oregon Department of Transportation (ODOT) staff on several key projects has occurred and will continue as the RTP list is refined in the coming months. Creation of Tigard's draft 2023 RTP project list consisted of removing several projects that have been completed since 2018, revising project cost estimates consistent with guidance from Metro and Washington

County, adding or modifying projects for consistency with Tigard's 2040 Transportation System Plan (adopted 2022), adjusting anticipated timing of implementation based on Tigard's Capital Improvement Plan (CIP), and putting some projects on hold. A total of eight projects are put on hold because they were eliminated during the recent 2040 TSP update, or additional preliminary study or refinement work is required to better define the capital scope of work. It is possible that some additional strategic projects will be put on hold based on refinement of revenue assumptions.

In accordance with the Call for Projects, Tigard's draft 2023 RTP project list prioritizes projects for implementation within the next seven years (by 2030, 'near') and others for the next 22 years (by 2045, 'late') to create a financially constrained project list. A third list of projects, the 'strategic' or unconstrained project list, will include additional priorities that advance local and RTP goals but whose estimated costs do not fit within the assumed plan horizon revenue projections.

In the time since the RTP was last updated, project costs have increased significantly due to inflation, supply chain issues, and high demand for services. The total number of projects included in the 2023 RTP will likely be smaller than the 2018 RTP due to cost escalation driven by these factors. Teammates continue to refine project cost estimates in accordance with Metro and Washington County guidance; project cost estimates as they appear on the draft project list are subject to change.

Next Steps
Each agency needs to submit its draft RTP project list and updated project information according to Metro guidelines using an online web portal, the "RTP Project Hub" during the Call for Projects window between January 6 and February 17, 2023. Metro's **RTP Schedule and Deadlines (Exhibit 4)** describes the deadlines for the Call for Projects and the timeline for RTP adoption. **Metro's Project Submission Guide (Exhibit 5)** provides detailed information and instructions on the draft RTP project list submission process.

By February 17, the Washington County Coordinating Committee (WCCC) must provide an Excel list of Washington County cities' draft RTP project lists – including Tigard's **(Exhibit 3)**. Between late February and May 2023, Metro staff will conduct an assessment of all submitted draft RTP projects and will engage with policymakers, regional advisory committees, and the public to gather comments and feedback on the draft project list. No later than May 24, 2023, agencies are required to submit a letter of endorsement from their governing bodies in support of project lists submitted by their staff.

ACTION REQUESTED

The Community Development team requests Council to make a motion authorizing teammates to take all actions necessary to complete step 1 and step 2 as described below.

Step 1: By February 17, 2023, submit a letter from Council **(Exhibit 6)** to Oregon Metro endorsing Tigard's 2023 RTP Draft Project List **(Exhibit 3)** thus fulfilling the requirement for governing bodies to endorse individual agencies' project lists.

Step 2: Make any needed refinements to Tigard's 2023 RTP Draft Project List in response to the 2023 RTP project assessment and engagement period that will occur between February and May 2023.

BACKGROUND INFORMATION

Transportation System Plan (2040 TSP): Adopted after a two-year extensive engagement process, the 2040 TSP guides local transportation priorities and investments during the 20-year plan horizon. As Tigard's adopted transportation system plan, the 2040 TSP is foundational in the development of the 2023 RTP draft local project list. The 2040 TSP contains the following goals:

- **Goal 1**: Providing a safe, comfortable, and connected transportation system for all users, especially pedestrians and other vulnerable users.
- **Goal 2**: Supporting environmental and community health by reducing our carbon footprint, minimizing impacts to natural resources, and addressing unequal health impacts of our transportation system on low-income communities and communities of color.
- **Goal 3**: Improving quality of life for all, particularly historically marginalized and underserved communities, by providing access to jobs, schools, and essential services with convenient and affordable travel options.
- **Goal 4**: Creating livable neighborhoods that are designed to improve multimodal connections while discouraging unsafe interactions, such as speeding.
- **Goal 5**: Supporting economic vibrancy by accommodating the movement of people and goods and creating equitable opportunities for economic development throughout Tigard.
- **Goal 6**: Making the most of transportation resources by leveraging funding opportunities, not overbuilding our system, and making investments that reduce ongoing system maintenance and preservation costs.

Complete Streets Policy: Envisions a vibrant and healthy community where people of all ages and abilities can travel safely, efficiently, and comfortably on a well-connected and optimized multi-modal network of roads, trails, and paths.

Strategic Plan Vision: An Equitable community that is walkable, healthy, and accessible for everyone

- **Priority**: Create a well-connected pedestrian network that links all Tigard residents and businesses.
- **Priority**: Tigard's pedestrian network is attractive, accessible, safe, and well maintained.
- **Priority**: Plan and create in a manner that reduces climate impacts to the maximum extent practicable, especially for those most vulnerable.

Community Resiliency Plan Final Report:

- The second-largest emissions sector in Tigard in 2019 was transportation which produced over 233,000 tons of GHG emissions, or 41% of the total.
- Without intervention, personal transportation will continue to be dominated by cars with 87% of all trips being taken in personally owned vehicles, and 49% of all trips taken in single-occupant vehicles (SOVs).
- Additional Low Carbon Transportation Actions:
    - Increase the combined transit and active transportation mode share to 20% of all trips taken by 2035.
    - Electrify the transit fleet providing trips to Tigardians in alignment with TriMet's goals to reduce emissions below 2019 levels by 70% in 2030, by 90% in 2040, and net zero by 2050.
    - Electrify the municipal fleet and equipment such that by 2028, 100% of new vehicles or equipment purchased by the City for its operations is electric.
    - Electrify personal and light-duty commercial vehicles such that by 2025, 30% of new vehicles purchased are electric, rising to 90% by 2030, and to 100% by 2035.
    - By 2025, ensure that 10% of all new medium and heavy-duty commercial vehicles purchased produce zero emissions (meaning they are replaced with electric or hydrogen models). By 2030, this should rise to 90% of new vehicle sales, and to 100% by 2035.

ALTERNATIVES & RECOMMENDATION

The Community Development team recommends Council make a motion authorizing teammates to take all actions necessary to complete steps 1 and 2 as described below:

Step 1: By February 17, 2023, submit a letter from Council **(Exhibit 6)** to Oregon Metro endorsing Tigard's 2023 RTP Draft Project List **(Exhibit 3)** thus fulfilling the requirement for governing bodies to endorse individual agencies' project lists.

Step 2: Make any needed refinements to Tigard's 2023 RTP Draft Project List in response to the 2023 RTP project assessment and engagement period that will occur between February and May 2023.

Council could instead opt to not authorize Tigard teammates to submit a letter in support of Tigard's draft RTP project list to Metro in February 2023 and postpone to a future date prior to May 24, 2023.

ADDITIONAL RESOURCES

Attachments

Exhibit 1 2023 Call for Projects Overview

Exhibit 2 Policy Framework for 2023 RTP Update

Exhibit 3 2023 RTP Draft Tigard Project List

Exhibit 4 2023 RTP Schedule and Deadlines

Exhibit 5 2023 RTP Project Submission Guide

Exhibit-6-2023-RTP-Project-List-Endorsement-Letter

2023 RTP Tigard Call for Projects 020723 Council Presentation

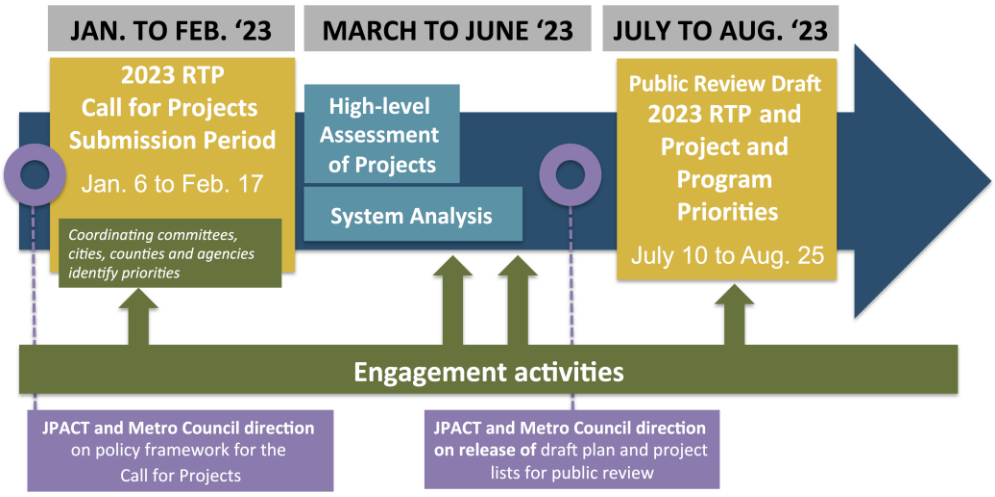
2023 Regional Transportation Plan

Call for projects overview

This document describes the call for projects process and the role of elected officials and other decision-makers in developing the draft project lists.

What is the call for projects?

The 2023 Regional Transportation Plan (RTP) will include an updated list of transportation investment priorities for the greater Portland region. This list will include investments such as transit, sidewalk, bridge, bikeway and roadway projects as well as transit service and road maintenance and operations. Among these projects, some will be prioritized for funding within the next seven years, by 2030, and others for the next 22 years. A third list of projects will include additional priorities that advance RTP goals or need further study but that do not fit within the financial budget of the plan. The 2023 RTP policy framework will guide the development of the project list.



Where do the project priorities come from?

Cities, counties and other transportation providers work together through coordinating committees to prioritize projects. The City of Portland, the Oregon Department of Transportation (ODOT), the Port of Portland, TriMet and SMART work individually to develop project lists. All projects submitted to the RTP must come from adopted plans or strategies that were developed with public input.

When do jurisdictions' draft project lists need to be submitted?

Each jurisdiction needs to submit its draft project list and project information during the call for projects submission window, which is from January 6 to February 17, 2023.

How many projects are on each jurisdiction's list?

It will vary. Each city and county, ODOT, TriMet, SMART and the Port of Portland have worked with Metro to develop a forecast of revenues expected to be available. The cost targets for each coordinating committee (and it cities), the City of Portland, ODOT, TriMet, SMART and the Port of Portland reflect the revenues expected to be available. Cost targets vary by coordinating committee and agency for a variety of reasons

Do jurisdictions need to include ALL the final information for each project in the draft list?
Yes. All project information must be submitted by the call for projects deadline on February 17, 2023.

What if jurisdictions want to make changes to the project list after reviewing project list assessments and receiving community input?
Refinements to the draft project list may be identified between the end of February and May 24, 2023. Refinements are anticipated to be limited to the prioritization of projects, including changes to strategic vs. constrained lists, project timing, project scope/description, and project cost. Proposed refinements to the project list must be communicated to Metro no later than May 24.

By May 24, all agencies must submit a letter from their governing body endorsing the projects submitted during the call for projects and documenting any refinements proposed to the submitted draft list. These refinements will be presented to JPACT and the Metro Council in June. At that point, no other changes can be made to projects or supporting information, pending the 45-day public comment period.

When do decision makers provide input on the draft project list?
December 2022 - February 2023: Connect with jurisdictional and agency staff. Staff are reviewing projects and working through county coordinating committees to prioritize projects for the 2023 RTP draft project list. ODOT, TriMet, SMART and the Port of Portland have been asked to work with county coordinating meetings during this time.

April - May 2023: The draft project list and assessment results will be discussed at Metro Policy Advisory Committee (MPAC), Joint Policy Advisory Committee (JPACT) and Metro Council meetings. In June 2023, JPACT and Metro Council will be asked to consider public input and technical analysis and provide direction on release of the draft RTP and list of project and program priorities for public review.

When and how can members of the public give input on the project list?
All projects come from previously adopted local transportation system plans or studies and strategies that have been developed with public input.

In April 2023, Metro will share the draft project list and high-level assessment for feedback from community members and other stakeholders including businesses and public agencies. Engagement on the draft project list will include an online public survey, engagement led by community organizations and other engagement activities.

Stakeholders will have an opportunity to provide input on the revised project list and public review draft 2023 Regional Transportation Plan during a 45-day public comment period in mid-to-late summer 2023.

Policy Framework for the 2023 Regional Transportation Plan Call for Projects

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

The Regional Transportation Plan brings city, county, regional and state priority transportation projects together to create a coordinated regional transportation priority list for the period from 2023 to 2045. It is a key step for these projects to qualify for potential state, and federal funding. All types of projects are included in the Regional Transportation Plan list – highways, key roads, transit, freight, biking and walking as well as programs. The current list includes more than 1,100 projects.

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

An outcomes-based approach

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

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

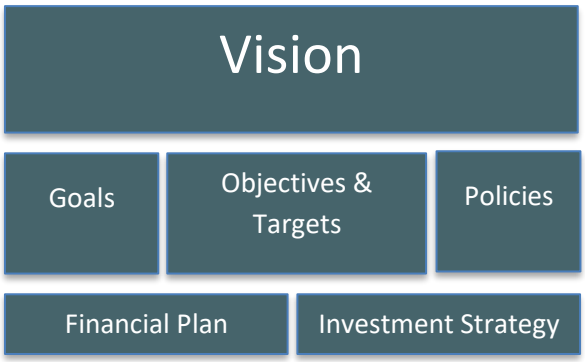


Figure 1. 2023 RTP outcomes-based planning approach

Vision and goals

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



Figure 2. 2023 RTP vision and goals

Policy Framework for the 2023 RTP Call for Projects

The policy framework for the Call for Projects includes:

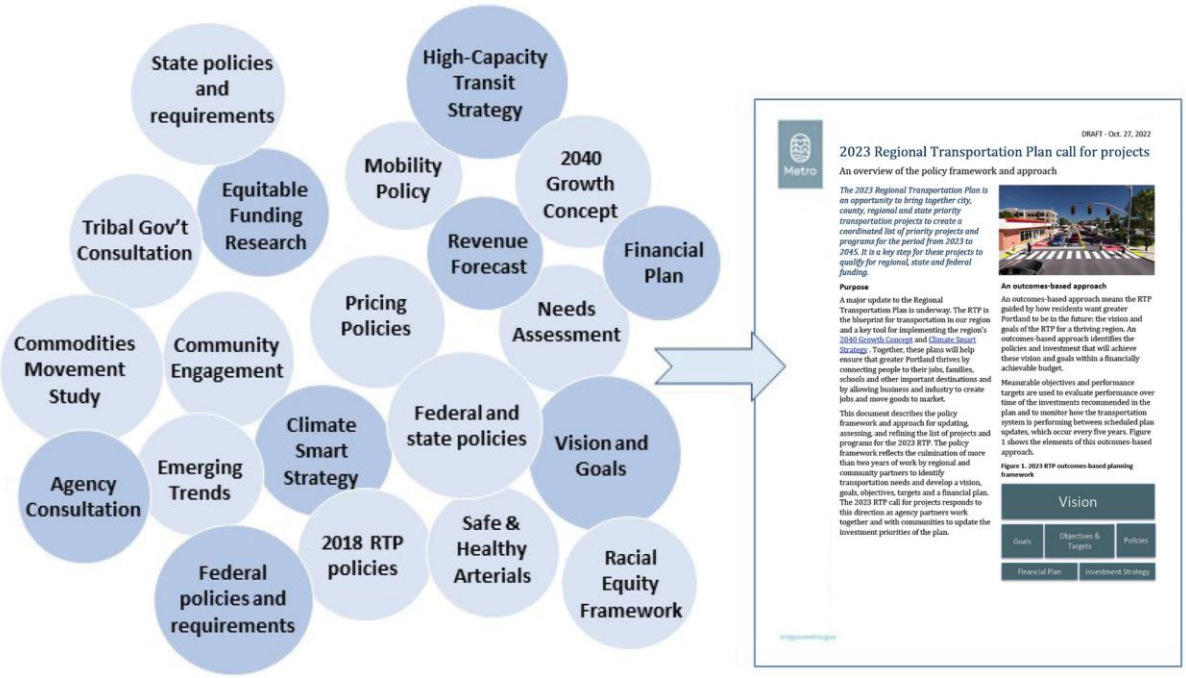
- **RTP outcomes-based approach** described above;
- **Draft 2023 RTP vision and goals** developed by JPACT and Metro Council for the 2023 RTP**:**

  Goals (developed in 2022 by JPACT and Metro Council)
  - **Equitable Transportation -** Transportation system disparities experienced by Black, Indigenous and people of color and people with low incomes, are eliminated. The disproportionate barriers people of color, people with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.
  - **Climate Action and Resilience -** People, communities and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling and people travel shorter distances to get where they need to go.
  - **Thriving Economy -** An economically vibrant greater Portland region includes centers, ports, industrial areas, employment areas, and other regional destinations that are accessible through a variety of multimodal connections that help people, communities, and businesses thrive and prosper.
  - **Safe System -** Traffic deaths and serious crashes are eliminated and all people are safe and secure when traveling in the region.
  - **Mobility Options -** People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible, and welcoming.
- **Supporting measurable objectives and performance targets** that the region wants to achieve with investments in the transportation system to realize the plan's vision and goals – these will continue to be reviewed and refined in 2023; and
- **Supporting policies** that guide planning and investment in each part of the regional transportation system to achieve the plan's vision and goals include:
  - **2040 Growth Concept map and supporting policies** that identify priority areas and investments to support current and planned land uses, including centers, downtowns and main streets, ports, industrial areas, employment areas, and other regional destinations that are accessible through a variety of multimodal connections;
  - **RTP transportation network maps and supporting RTP modal and design policies** that designate the regional system for transit, motor vehicle, freight, bicycle and pedestrian travel and priorities for investment;
  - **Equity Focus Areas map and supporting RTP equity policies** that identify priority areas and investments to advance equity;
  - **High Injury Corridors and Intersections map and supporting RTP safety policies** that identify priority corridors to improve safety;

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

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

Figure 3. Elements informing the 2023 RTP call for projects



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

2023 RTP Draft Tigard Project List

Exhibit 3

NEAR TERM PROJECTS 2024-2030		REVENUE FORECAST	$ 73,792,779		TOTALS	$ 66,500,000	$ 75,677,000
Primary Facility Owner	**RTP ID**	**Project Name**	**Start Location**	**End Location**	**Description**	**Estimated Cost (2023 Dollars)**	**Estimated YOE $ Cost (mid-point of timeframe)**
Tigard	11217	McDonald Street Urban Upgrades	Hwy 99W	Hall Blvd	Widen roadway to a 3-lane complete street (with sidewalks, bike lanes, and center turn lanes where appropriate) and crossing enhancements at some locations.	$ 24,700,000	$ 28,108,600.000
Tigard	10755	72nd Ave. Improvements - 99W to Dartmouth	99W	Dartmouth	Build 3-lane complete street with separated cycletracks, sidewalks, and improved pedestrian crossings. Includes new bridge over Red Rock Creek.	$ 15,000,000	$ 17,070,000.000
Tigard	10766	Fanno Creek Connections Project	Woodard Park	Milton Court	Construct 3 new segments of the Fanno Creek Trail and make improvements to existing segment from Ash Ave to Hall Blvd.	$ 10,400,000	$ 11,835,200.000
Tigard	new	North Dakota St (Fanno Creek) Bridge Replacement	North Dakota Street at Fanno Creek		Replace bridge, with bike lanes and sidewalk.	$ 7,000,000	$ 7,966,000.000
Tigard	11996	Tigard St (Fanno Creek) Bridge Replacement	Tigard St at Fanno Creek		Replace bridge with bike lanes and sidewalk.	$ 6,000,000	$ 6,828,000.000
Tigard	new	Templeton-Twality Safe Routes to School Improvements	McDonald St	Sattler St	Improve pedestrian crossings, complete missing sidewalk segments, pave trail through East Butte Park.	$ 2,000,000	$ 2,276,000.000
Tigard	new	Downtown pedestrian improvements (urban renewal)	Downtown		Improve sidewalks, lighting, crossings, bus shelters and benches throughout tTigard Downtown.	$ 1,400,000	$ 1,593,200.000

2023 RTP Draft Tigard Project List

Exhibit 3

LATE TERM PROJECTS 2031-2045		REVENUE FORECAST	$ 191,182,279		TOTALS	$ 123,720,000	$ 201,292,440
Primary Facility Owner	**RTP ID**	**Project Name**	**Start Location**	**End Location**	**Description**	**Estimated Cost (2023 Dollars)**	**Estimated YOE $ Cost (mid-point of timeframe)**
ODOT	11220	Hall Blvd. Improvements - Locust to Durham	Locust	Durham	Build protected bike facilities, complete sidewalks on both sides of the road, build improved pedestrian crossings. Combine and coordinate with ODOT State of Good Repair project and potential Washington County project north of SW Locust.	$ 20,000,000	$ 32,540,000.000
Tigard	11998	Tiedeman Ave Complete Street	Greenburg Rd	Walnut St	Add bicycle and pedestrian facilities to Tiedeman Road and roundabout or signal at Tigard St, and improvements to Greenburg intersection. Includes bicycle and pedestrian facilities connecting to Fanno Creek Trail.	$ 20,000,000	$ 32,540,000.000
Tigard	new	Highway 217 Ped-Bike Crossing at SW 95th Ave	Oak Street	Shady Lane	Construct a new Highway 217 overcrossing for active transportation users connecting Metzger Neighborhood and WSRC area with the Greenburg Neighborhood, Tigard Heritage Trail, Fanno Creek Trail, and Downtown Tigard.	$ 15,000,000	$ 24,405,000.000
ODOT	11223	Hall/Hunziker/Scoffins Intersection Realignment	Hall Blvd.	Intersection with Hunziker & Scoffins	Realign offset intersection to cross intersection to alleviate congestion and safety issues.	$ 11,000,000	$ 17,897,000.000
Tigard	10760	Tigard Triangle multi-modal Improvements (urban renewal)	Tigard Triangle		Upgrade and improve roads, improve sidewalks, lighting, crossings, implement curbside management strategies, bus shelters and benches throughout the Tigard Triangle.	$ 11,000,000	$ 17,897,000.000
Tigard	11229	Walnut Street Improvements	Tiedeman Ave	Hwy 99W	Build complete street with sidewalks and bike lanes on both sides and ped crossing improvements; may include turn lane approaching Hwy 99W.	$ 10,360,000	$ 16,855,720.000
Tigard	11408	Atlanta Street Extension to 74th Ave	74th Ave	69th Ave	Extend Atlanta Street west to 74th Ave.	$ 10,160,000	$ 16,530,320.000
Tigard	12088	Fanno Creek Trail Gap (Bonita to Cook Park)	Bonita Road	Cook Park	Complete regional trail gap.	$ 9,800,000	$ 15,944,600.000
ODOT	12003	Hall Blvd/Fanno Creek Bridge	Over Fanno Creek in Tigard	-	Replace bridge and add dedicated pedestrian and bicycle facilties.	$ 8,400,000	$ 13,666,800.000

Tigard	new	Ped/Bike Rail Undercrossing	SW 95th Ave	Tigard Heritage Trail	Build a railroad undercrossing for pedestrians and bicycles west of Pacific Highway (OR99W), connecting Grant Ave with 95th Ave.	$ 5,000,000	$ 8,135,000.000
Tigard	12001	Hunziker St Sidewalk and Bike Lanes	Hall Blvd	72nd Ave	Add sidewalk on north side of Hunziker from current sidewalk end (near 7585 Hunziker) to 72nd Ave and complete bike lanes.	$ 3,000,000	$ 4,881,000.000

2023 RTP Draft Tigard Project List

Exhibit 3

STRATEGIC PROJECTS 2031-2045		REVENUE FORECAST	$ 264,975,058		TOTALS	$ 264,514,000	$ 430,364,278
Primary Facility Owner	**RTP ID**	**Project Name**	**Start Location**	**End Location**	**Description**	**Estimated 2023 Cost**	**Estimated YOE Cost**
ODOT	11666	Pacific Highway (OR99W) Corridor Plan Construction	64th Ave.	King James Pl	Safety and mobility improvements, ETC treatments, boulevard treatments, improved sidewalks and bike facilities, pedestrian crossings, and access management from I-5 to King James Pl.	$ 38,100,000	$ 61,988,700.000
Tigard	10748	Greenburg Road Improvements - N Dakota to Cascade	Hwy 217	North Dakota	Build complete street with separated cycle tracks and sidewalks.	$ 21,500,000	$ 34,980,500.000
Tigard	10768	Upper Boones Ferry Rd, 72nd Ave, Durham Rd Circulation and Connectivity	-	-	Capital project to implement preferred design resulting from circulation and connectivity study.	$ 20,000,000	$ 32,540,000.000
Tigard	10756	72nd Ave. Improvements - HWY217 to Bonita	HWY 217	Bonita Road	Widen to 3 lanes with bikeways and sidewalks.	$ 16,256,000	$ 26,448,512.000
Tigard	new	72nd Ave. Improvements - Dartmouth to HW217	Dartmouth	HWY 217	Widen to 4/5 lanes, with one travel lane in each direction, one flex travel/parking lane, protected bike lanes and sidewalks.	$ 16,000,000	$ 26,032,000.000
Tigard	11226	Pedestrian Improvements	Multiple locations	-	Fill sidewalk gaps and construct enhanced pedestrian crossings citywide.	$ 12,700,000	$ 20,662,900.000
Tigard	new	HWY 217 Ped/Bike Overcrossing	Tigard Triangle	Downtown	Construct a new Highway 217 overcrossing for active transportation users connecting the Tigard Triangle with Downtown Tigard. May be coordinated with the Southwest Corridor Light Rail and the Red Rock Creek Trail.	$ 11,000,000	$ 17,897,000.000
Tigard	new	Regional Trail Gap Closure and Improvements	Multiple sections on Fanno, Wash Sq Loop, and Westside Trails	Multiple sections on Fanno, Wash Sq Loop, and Westside	Infill gaps and improve deficiencies in regional trail network. Affected trails include Fanno Creek, Washington Square Loop, Tigard-Lake-O, and Westside Trails.	$ 10,000,000	$ 16,270,000.000
Tigard	new	Ash Ave Ped/Bike Bridge	Burnham Street	Commerical Street	Design and construct grade-separated pedestrian and bicycle bridge connecting Ash Ave across railroad.	$ 10,000,000	$ 16,270,000.000

Tigard	new	Tigard-Lake-O-Red Rock Creek-Fanno Creek Rail Overcrossing	Wall St	Tigard Public Library	Design and construct grade separated ped/bike bridge over rail line connecting Wall Street and Red Rock Creek Trail to Fanno Creek Regional Trail.	$ 10,000,000	$ 16,270,000.000
Tigard	new	Ash Ave Trail Connection	Walnut Place	Fanno Creek Trail	Creates new active transportation connection from Walnut Pl east of Pacific Highway (OR99W) to Ash Ave, connecting to the Fanno Creek Trail.	$ 9,000,000	$ 14,643,000.000
Tigard	12006	121st Ave Complete Street - phase 2	Walnut St	North Dakota St	Build complete street with bicycle and pedestrian facilities from Walnut to N Dakota and provide ped and bike facilities across Summer Creek.	$ 8,400,000	$ 13,666,800.000
Tigard	10757	72nd Ave. Improvements - Bonita to Durham	Bonita Road	Durham Road	Widen to 3 lanes with bikeways and sidewalks.	$ 8,128,000	$ 13,224,256.000
Tigard	11999	74th Ave extension in Triangle	End of 74th from 99W	Hermosa/Beveland	Extend 74th Ave at 99W south to Hermoso/Beveland. Street to include two travel lanes, bicycle lanes, parallel parking, sidewalks, and street trees with a 70-foot right-of-way.	$ 7,280,000	$ 11,844,560.000
ODOT	12016	Hunziker & Sandburg sidepath to Kruse Way Bike/Ped Bridge	Hunziker Rd and Sandburg St	Kruse Way Trail	Bike/Ped Trail and bridge from Hunziker Rd and Sandburg St to Kruse Way Trail in Lake Oswego.	$ 7,000,000	$ 11,389,000.000
Tigard	12002	Bull Mountain Rd Sidewalks	Roshak Rd	Hwy 99W	Complete gaps in sidewalks and bike lanes from Benchview Terrace (Tigard City Limits) to Hwy 99W.	$ 7,000,000	$ 11,389,000.000
ODOT	10770	OR 99W Improvements	64th Ave.	King James Pl.	Intersection improvements to maintain or improve mobility and safety for TPR compliance and upgrading pedestrian crossings.	$ 7,000,000	$ 11,389,000.000
Tigard	11221	Neighborhood Greenway Bicycle Improvements	Multiple		Citywide neighborhood greenway bicycle network safety and facility improvements.	$ 6,020,000	$ 9,794,540.000
Tigard	11225	Downtown Circulation Plan Implementation	Downtown Tigard	Between Hwy. 99W, Hall & Fanno Creek	Acquire ROW, construct streets and streetscape improvements in downtown Tigard.	$ 6,020,000	$ 9,794,540.000

ODOT	new	Transit Supportive Treatments on OR 99W	entire	entire	Support existing high frequency bus service on the Pacific Highway (OR99W) corridor by implementing transit treatments such as bus queue bypass lanes and transit signal priority at key intersections.	$ 6,000,000	$ 9,762,000.000
Tigard	11227	Neighborhood Trails & Regional Trail Connections	Multiple locations	-	Construct high priority neighborhood trails to regional trails, sidewalks & transit.	$ 4,200,000	$ 6,833,400.000
Tigard	12000	Tigard Safe Routes to School Projects	Multiple	-	Pedestrian upgrades, new sidewalks, new bike lanes, sidewalk infill on Tigard Streets facilitating walking and biking to school.	$ 4,200,000	$ 6,833,400.000
Tigard	12008	Red Rock Creek Greenway Trail	Dartmouth/217 area along Red Rock Ck	I-5 / 64th Ave	New trail parallel along Red Rock Ck in the Triangle from Near Dartmouth/217 to I-5.	$ 4,200,000	$ 6,833,400.000
ODOT, Tigard	12012	Transit Access and Signal Priority Improvements (Tigard)	Various Locations	-	Access to transit and other improvements such as improved stations and station access; possible queue jumps and signal preemption.	$ 3,810,000	$ 6,198,870.000
Tigard	new	Tigard Triangle Adaptive Signals	-	-	Upgrade signals throughout the Tigard Triangle with adaptive signal coordination technology.	$ 3,500,000	$ 5,694,500.000
Tigard	10763	Washington Square Regional Center Greenbelt Shared Use Path	Hall Blvd.	OR 217	Complete local shared-use path connection.	$ 2,660,000	$ 4,327,820.000
Tigard	10749	Washington Square Regional Center Pedestrian Improvements	Various	Various	Improve sidewalks, lighting, crossings, bus shelters, and benches in the Washington Square area.	$ 2,540,000	$ 4,132,580.000
Tigard	10746	Washington Square Connectivity Improvements	Washington Square local street connections	Washington Square local street connections	Increase local street connections at Washington Square Center based on recommendations in regional center plan.	$ 2,000,000	$ 3,254,000.000

2023 RTP Draft Tigard Project List

Exhibit 3

PROJECTS ON HOLD					TOTALS	$ 134,400,000	$ 218,668,800
Primary Facility Owner	**RTP ID**	**Project Name**	**Start Location**	**End Location**	**Description**	**2023 Cost**	**Estimated YOE Cost**
ODOT	10747	OR 217 Bike/Ped Overcrossing - Cascade Plaza	Nimbus or Cascade	Greenburg Rd	New pedestrian and bicycle bridge running east/west over Hwy 217 from Nimbus or Cascade to Scholls Ferry Road (east of 217) on the north side of Washington Square Regional Center.	$ 14,000,000	$ 22,778,000
ODOT	10751	OR 217 Overcrossing - Beveland to Hunziker	Hunziker Road	Beveland	Realign Hunziker Road to meet Hampton Street at 72nd Ave, remove existing 72nd/Hunziker Road intersection, provide bicycle, pedestrian and transit facilities. Project to be refined based on SW Corridor High Capacity Transit recommendations.	$ 42,000,000	$ 68,334,000
Tigard	10768	Upper Boones Ferry Road (I-5 to Durham Road) Complete Street and Intersection Improvements	Interstate 5	South of Durham Rd	Widen Upper Boones Ferry Rd to five lanes with bike lanes and sidewalks from Interstate 5 through Durham Road, including additional turn lanes at intersections with Sequoia Pkwy, 72nd Ave, and Durham Rd.	$ 15,400,000	$ 25,055,800
Tigard	11224	North Dakota/ Tiedeman Realignment	Tiedeman Ave.	N. Dakota St.	Realign one street to meet the other west of the railroad	$ 14,000,000	$ 22,778,000
Tigard	11407	Ash Avenue Extension	Burnham Street	Commercial Street	Extend Ash Avenue across the railroad tracks from Burnham to Commercial Street.	$ 14,000,000	$ 22,778,000
ODOT	12007	I-5 Bike/Ped Overcrossing - Beveland to Southwood	66th Ave (aligned w Beveland) in Triangle	Southwood Dr Stub (Lake Oswego)	Ped/Bike bridge east over I-5 to Southwood in Lake Oswego with ped/bike bridge.	$ 14,000,000	$ 22,778,000
ODOT	12015	OR 217 Ped/Bike Overcrossing - N Dakota to Pfaffle	North Dakota at 217	Hall Blvd near or at Pfaffle	Pfaffle-North Dakota east-west connection with Hwy 217 ped/bike over-crossing to provide a neighborhood route.	$ 7,000,000	$ 11,389,000
ODOT	12041	OR 217 Ped/Bike Overcrossing - Wash Sq Regional Center	Locust St	Cascade Ave, Nimbus Ave, or Fanno Creek Trail	Provide Ped/bike bridge over Hwy 217 from Washington Square Regional Center from Locust St to Cascade Ave, Nimbus Ave, or Fanno Creek Regional Trail.	$ 14,000,000	$ 22,778,000

COMPLETED PROJECTS							
Primary Facility Owner	**RTP ID**	**Project Name**	**Start Location**	**End Location**	**Description**		
Tigard	11995	Wall St (Hunziker to Tech Center)	Hunziker Road	Tech Center Drive	Construct new street with sidewalks and bike lanes from Hunziker Road (along Wall Street) to Tech Center Drive to improve freight access and connectivity to Tigard Triangle.		
Tigard	12005	121st Ave Complete Street - phase 1	Walnut St	Gaarde St	Upgrade to urban standards with sidewalks and bike lanes		
Tigard	11997	River Terrace Blvd	Scholls Ferry Rd	south UGB	New street and trail through new River Terrace Development.		

Schedule and deadlines

January 6	**Call for Projects begins** – Project Hub is open for updates
February 17	**Deadline**: *Agencies update/submit new project information, including modeling details, GIS shapefiles and congestion management process documentation form, through the online RTP Hub by 5 p.m.*
	Deadline: *ODOT, TriMet, Port of Portland, City of Portland and county coordinating committees submit list of projects (in excel) to Metro staff by 5 p.m.*
	Deadline: *Agencies submit Public engagement and non-discrimination certification and documentation to Metro staff by 5 p.m.*
February 21 to 28	Metro reviews submittals for completeness and compiles draft project lists for review by nominating agencies
February 29 to March 31	Metro staff conducts outcomes assessment and begins system, equity, climate and environmental analysis
April	Policymakers, regional advisory committees, community members and other stakeholders review and comment on draft priority projects and the high-level project assessment; this will include an on-line comment opportunity
	Metro staff prepares draft RTP and appendices, including system, equity, climate and environmental analysis
May 24	**Deadline**: *Agencies submit a letter of endorsement from their governing body (e.g., city council, board, or commission) indicating support for projects being submitted by their staff to the 2023 RTP to Metro staff by 5 p.m.*
May and June	JPACT and Metro Council discuss results and public input, and provide feedback to Metro staff on finalizing draft plan, projects, and appendices for public review
July 10 to August 24	45-day public comment period on draft RTP, project list and appendices (engagement activities will include a public hearing, online comment opportunity and other activities); comment period ends at 5 p.m.
September	MTAC and TPAC discuss public comments and staff recommendations for refinement of draft RTP and project list
	Metro Council, JPACT and MPAC discuss public comments and staff recommendations for refinement of draft RTP and project list
October	MTAC and TPAC consider public comments and make recommendations to MPAC and JPACT, respectively
October 25	MPAC recommendation to the Metro Council
November 16	JPACT considers final action and recommendation to the Metro Council
November 30	Metro Council considers final action

Exhibit 1

January 2023

2023 Regional Transportation Plan

2023 RTP Project Submission Guide

For agencies and jurisdictions responding to Metro's call for projects

The Regional Transportation Plan brings city, county, regional and state priority transportation projects together to create a coordinated regional transportation priority list for the period from 2023 to 2045. It is a key step for these projects to qualify for potential state and federal funding.

The following information is being provided to assist agencies as they respond to the 2023 RTP Call for Projects. Agencies may nominate projects to the RTP from Friday, January 6 to Friday, February 17, 2023.

DEADLINE: 5:00 P.M., Friday, February 17, 2023

- ✓ All agencies nominating projects: Complete updates to project information and add new projects electronically via the online RTP Project Hub, including new or updated project geoshapefiles and a signed *Congestion Management Process Documentation form* for relevant projects
- ✓ All agencies nominating projects: Submit a signed *Public engagement and non-discrimination certification and documentation for projects submitted in the 2023 Regional Transportation Plan Call for Projects* (one per nominating agency) via email to Metro staff
- ✓ County coordinating committees, ODOT, TriMet, SMART, Port of Portland, City of Portland: Submit project list recommendations in excel format via email to Metro staff

DEADLINE: 5:00 P.M., Wednesday, May 24, 2023

- ✓ All agencies nominating projects: Submit a letter from governing body (e.g., council, board, commission), endorsing the agency's list of recommended projects, via email to Metro staff

During the past year, RTP work focused on understanding the region's transportation challenges and public priorities for investment, documenting in the amount of funding expected to be available to pay for the region's transportation needs and updating the region's vision for the transportation system.

Now it is time to pull the pieces together as we work together to address regional challenges, reflect public priorities, and maximize progress toward the region's shared vision and goals for the future transportation system.

Find more information and resources
www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/projects

Update projects in the RTP Project Hub https://app.grouptrail.com/signin

Questions? Contact Metro staff
Ally Holmqvist
ally.holmqvist@oregonmetro.gov

Lake McTighe
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Send all email submissions to Ally Holmqvist at ally.holmqvist@oregonmetro.gov

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Overview

The Regional Transportation Plan (RTP) brings city, county, regional and state priority transportation projects together to create a coordinated 23-year regional transportation priority list for the period from 2023 to 2045. Projects must be in the plan to qualify for federal and some state funding.

Projects in the RTP list include highways, roads, transit, freight, biking and walking, demand and system management programs. The current list includes more than 1,200 projects regionwide. The projects must help achieve the region's vision and adopted goals for the transportation system.



Dramatic changes have unfolded since the RTP was last updated 2018, many documented in the 2023 RTP Emerging Transportation Trends Study. As greater Portland continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, the 2023 RTP coordinates all levels of government to work together to deliver a better transportation future.

For more information on the policy framework and approach for updating, assessing, and refining the list of projects and programs, refer to the *2023 RTP Policy Framework Overview.*

The information that follows is provided to assist nominating agencies as they respond to the 2023 RTP Call for Projects.

Schedule and deadlines

January 6	**Call for Projects begins** – Project Hub is open for updates
February 17	**Deadline**: *Agencies update/submit new project information, including modeling details, GIS shapefiles and congestion management process documentation form, through the online RTP Hub by 5 p.m.*
	Deadline: *ODOT, TriMet, Port of Portland, City of Portland and county coordinating committees submit list of projects (in excel) to Metro staff by 5 p.m.*
	Deadline: *Agencies submit Public engagement and non-discrimination certification and documentation to Metro staff by 5 p.m.*
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February 29 to March 31	Metro staff conducts outcomes assessment and begins system, equity, climate and environmental analysis
April	Policymakers, regional advisory committees, community members and other stakeholders review and comment on draft priority projects and the high-level project assessment; this will include an on-line comment opportunity
	Metro staff prepares draft RTP and appendices, including system, equity, climate and environmental analysis
May 24	**Deadline**: *Agencies submit a letter of endorsement from their governing body (e.g., city council, board, or commission) indicating support for projects being submitted by their staff to the 2023 RTP to Metro staff by 5 p.m.*
May and June	JPACT and Metro Council discuss results and public input, and provide feedback to Metro staff on finalizing draft plan, projects, and appendices for public review
July 10 to August 24	45-day public comment period on draft RTP, project list and appendices (engagement activities will include a public hearing, online comment opportunity and other activities); comment period ends at 5 p.m.
September	MTAC and TPAC discuss public comments and staff recommendations for refinement of draft RTP and project list
	Metro Council, JPACT and MPAC discuss public comments and staff recommendations for refinement of draft RTP and project list
October	MTAC and TPAC consider public comments and make recommendations to MPAC and JPACT, respectively
October 25	MPAC recommendation to the Metro Council
November 16	JPACT considers final action and recommendation to the Metro Council
November 30	Metro Council considers final action

Part 1: Identifying projects to update and submit to the RTP

What projects and programs are eligible to be included?

To be included in the RTP, projects and programs must meet certain eligibility requirements consistent with the *2023 RTP policy framework*. All projects, including those already in the RTP should be reviewed for consistency with the following requirements:

1. Projects must be located on at least one of the regional networks of the RTP designated regional transportation system.
   - ! If a project location is not designated on an RTP system map, a request must be submitted to Metro to update the RTP system. All system map change requests must include an explanation for the proposed change, demonstrating how the requested change is consistent with RTP policy. The request must also list the RTP network or networks to be updated (e.g., motor vehicle, bicycle); the name of the existing or planned facility to be added; the location (starting and end point); the proposed classification(s); and the source of the proposed change (e.g., Transportation System Plan). Nominating agencies must consult with RTP staff on the proposed changes in advance of submitting the changes through the Call for Projects.

2. Projects must be within the region's Federally recognized metropolitan planning area (MPA) boundary (refer to the RTP Map Tool).

3. Projects must be in an adopted plan developed through a public process.
   - ! If not in adopted plan, agencies must provide documentation in the *Public engagement and non-discrimination certification and documentation for projects submitted in the 2023 Regional Transportation Plan Call for Projects* form describing the public process underway and when the plan will be adopted.
   - ! Note that if a project is not in a Transportation System Plan, and is not in the RTP, and adds motor vehicle capacity agencies must fill out Congestion Management Process Documentation form.

4. Project costs in 2023 dollars must be at least $2 million; smaller projects may be bundled with similar projects to meet the cost threshold such as sidewalk infill projects on multiple streets in a downtown area, seismic retrofits, transit service enhancements, minor bridge repair, or area-wide Intelligent Transportation System projects; however, these projects must still have locations that can be mapped and analyzed.

5. All throughway, roadway, bicycle and transit capital (e.g., MAX extensions, bus rapid transit, streetcar) projects that change or add capacity must be specifically identified as individual projects with modeling assumptions because they must be modeled for air quality and greenhouse gas emissions; they cannot be bundled.

6. Projects with committed funding that are not substantially complete must be included in the RTP. This includes any project or project phase(s) that 1) has had its federal or state funding awarded, but NOT fully obligated by October 1, 2023; and 2) are located

on the regional system and that will use committed local funding in local fiscal year 2023-24 (starting July 1, 2023) and beyond.

How many projects can be submitted?

The total cost estimates of projects, project phases, or programs identified for each list submitted must be no greater than the cost target for each agency and must total no more than the cost target identified for each time-period in the RTP. **Table 1** summarizes project list cost targets for each county (including cities and special districts) and the City of Portland, ODOT, TriMet, the Port of Portland and Metro.

All project lists submitted must organize projects and programs into thee three time-periods:

- highest priority (2023-2030 in Constrained priorities project list),
- high priority (2031-2045 in Constrained priorities project list),
- additional priority (2031-2045 in Strategic priorities project list).

Table 1 *(under development)* illustrates how cost targets for the RTP are organized for the call for projects.

Table 1: Draft Cost Targets for Purposes of the 2023 RTP Call for Projects (*under development; please refer to the 2023 RTP project webpage for updates on the cost targets*)

Agency/coordinating committee	Constrained List cost target for 2023-2030 (millions of YOE dollars)	Constrained List cost target for 2031-2045 (millions of YOE dollars)	Strategic List cost target for 2031-2045 (millions of YOE dollars)	Total RTP List cost target for 2023-2045 (millions of YOE dollars)
City of Portland	$0.000	$0.000	$0.000	$0.000
Clackamas County, Cities, & NCPRD	$0.000	$0.000	$0.000	$0.000
Multnomah County and Cities	$0.000	$0.000	$0.000	$0.000
Washington County, Cities & THPRD	$0.000	$0.000	$0.000	$0.000
Oregon Dept. of Transportation	$0.000	$0.000	$0.000	$0.000
TriMet & SMART (Transit Capital)	$0.000	$0.000	$0.000	$0.000
Metro	$0.000	$0.000	$0.000	$0.000
Port of Portland	$0.000	$0.000	$0.000	$0.000

How will project and program lists be developed and submitted?

Nominating agencies develop their project list updates. Coordination of submittals will occur through ongoing public meetings of county coordinating committees, the City of Portland, and the Transportation Policy Alternatives Committee (TPAC) as outlined in more detail below.

Lead staff will each submit a list of all recommended city and county projects and programs recommended for their respective sub-region by the **February 17, 2023, deadline**

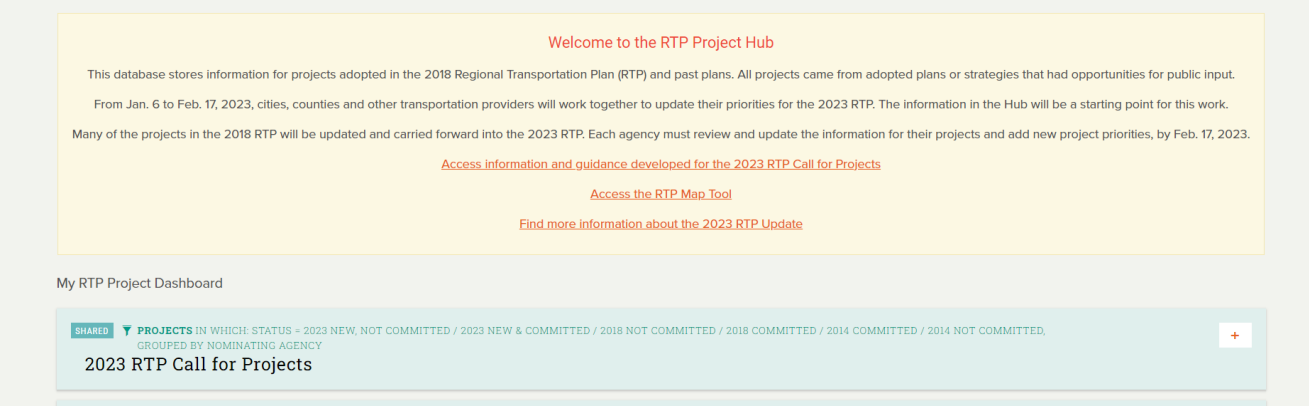
- Clackamas, Multnomah and Washington counties and cities within each county will recommend priority projects for their jurisdictions at county coordinating committees. County coordinating committee lead staff will manage project list submittals for the county and its cities. The policy-level county coordinating committee will be the endorsing body for the county coordinating committees (C-4 Metro Sub-committee, EMCTC, & WCCC).
- The City of Portland will recommend projects after reviewing priorities with its community advisory committees – the Pedestrian, Bicycle and Freight advisory committees and the Bureau and Budget Advisory Committee. City of Portland transportation staff will manage project submittals for the city and Portland Streetcar, Inc. Portland Streetcar, Inc. staff will participate in meetings held by the City of Portland and TriMet to coordinate and develop joint project submittals. Portland City Council will serve as the endorsing body.
- ODOT, the Port of Portland, TriMet, SMART and other agencies will seek feedback from county coordinating committees and the City of Portland to recommend priority projects. ODOT also will seek feedback from the Region 1 Area Commission on Transportation (ACT) to recommend priority projects. For these agencies the TriMet Board, Oregon Transportation Commission, Port Commission serve as the endorsing body; for SMART endorsement will be provided by the Wilsonville City Council.
- Park districts, school districts, transportation management associations, railroad operators, and city and county trails, environmental services, and land use staff will participate in meetings held by their respective county coordinating committee or the City of Portland to coordinate and develop joint project submittals.

How will project lists be endorsed?

Project submittals must clearly demonstrate that local and/or state officials and relevant coordinating committees support the project. Following submittal to Metro through the coordinated process described above, all agencies also submit a letter from their governing body, such as a city council, board or commission, endorsing the list of projects that they are recommending for the RTP no later than **May 24, 2023**.

Part 2: Using the RTP Project Hub

The RTP Project Hub is an online project database for nominating agencies to use to review and submit new or updated project program information for the 2023 RTP. All projects from both the 2014 and 2018 RTPs are in the Hub. The Project Hub is currently called the 2018 RTP Project List. The name will be updated to 2023 RTP Project List when the Call for Projects concludes, and all project additions and updates have been completed. A read-only version of the Hub will also be made publicly available after the call for projects closes.



How do I access the Hub?

Agencies will receive an access email with instructions to log on no later than January 6, 2023. The RTP Project Hub is at https://app.grouptrail.com/signin

How do I save changes?

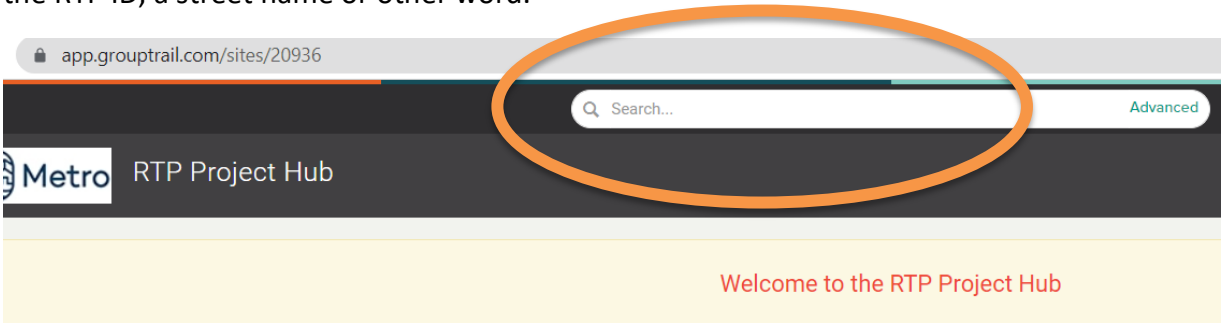
You do not need to finish all at one time. You can make changes over time. Any changes you make are automatically saved. However, the Hub does not include prompts such as “are you sure you want to make the change?” - therefore, it is important to go back and review your work to catch errors or inadvertent changes.

Who can see the changes I make?

Metro staff and all people assigned to your city and county team. When the call for projects closes February 17, a view only version of the Hub will be made publicly available via Metro’s website.

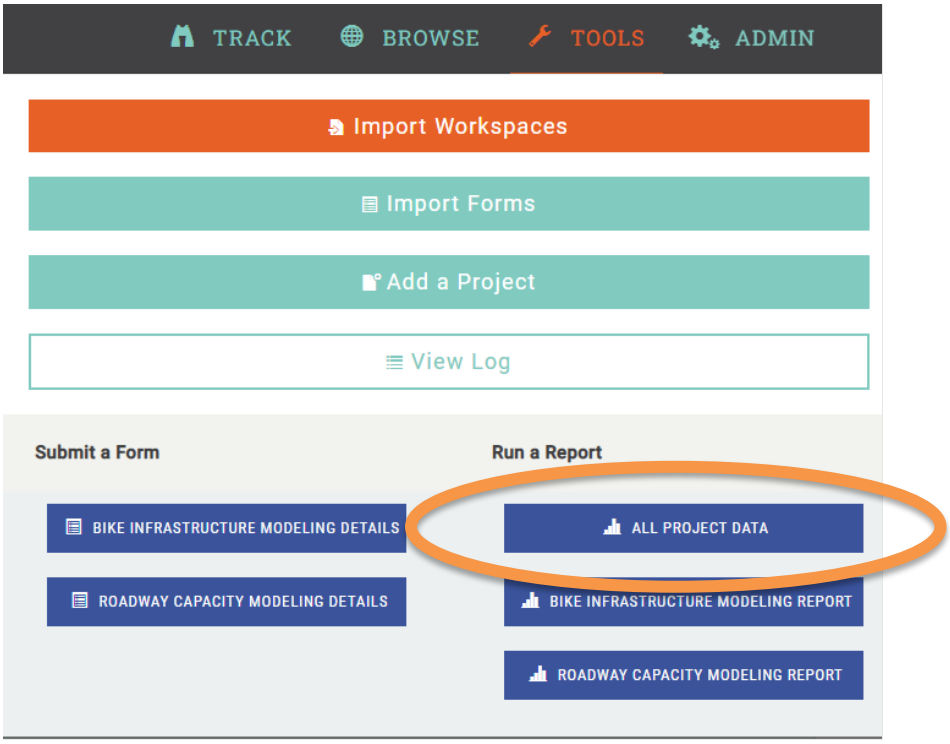
How can I find a project?

The best way to find a project is to use the search bar at the top of the Welcome page. Enter the RTP ID, a street name or other word.



How can I download a list of projects (also known as a report)?

Go to Tools in the upper right-hand corner and click on All Project Data under Run a Report to download an Excel spreadsheet.

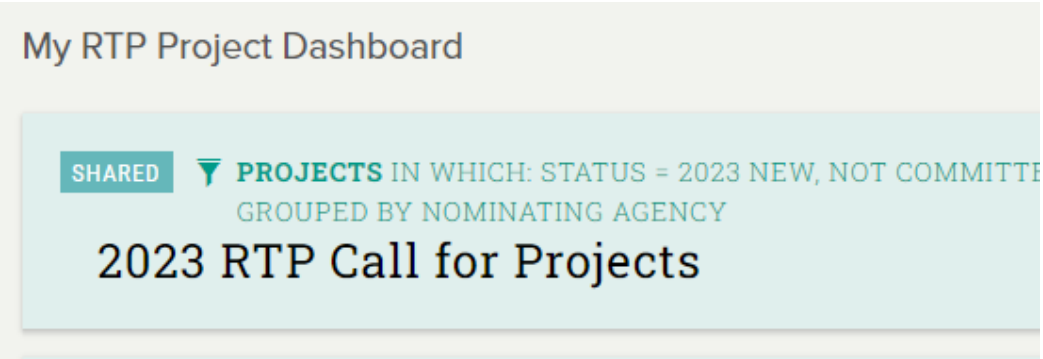


When you see this symbol take care to read the instructions. This symbol indicates that extra attention is needed.

Part 3: Adding new projects and programs to the Hub

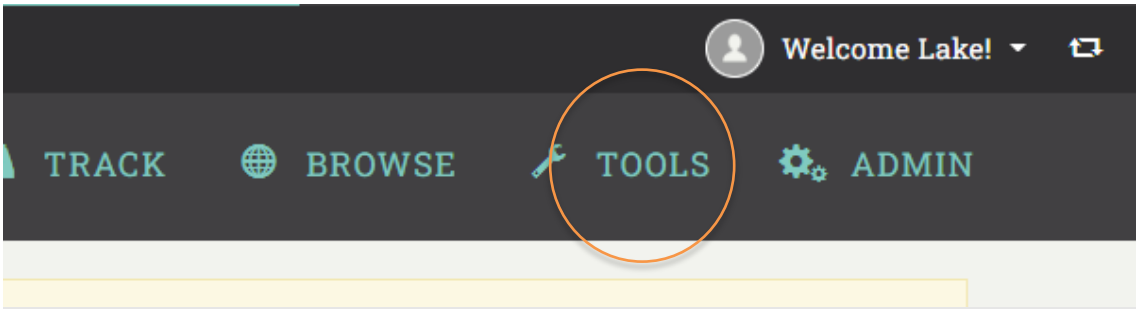
Nominating agencies will carry many of the projects and programs in the current (2018) RTP into the updated 2023 RTP. However, new projects and programs may have been identified in planning processes since the 2018 RTP was adopted and these need to be added to the 2023 RTP.

First, confirm that the project is not already in the Hub. Click on the "2023 RTP Project List" drop down menu.

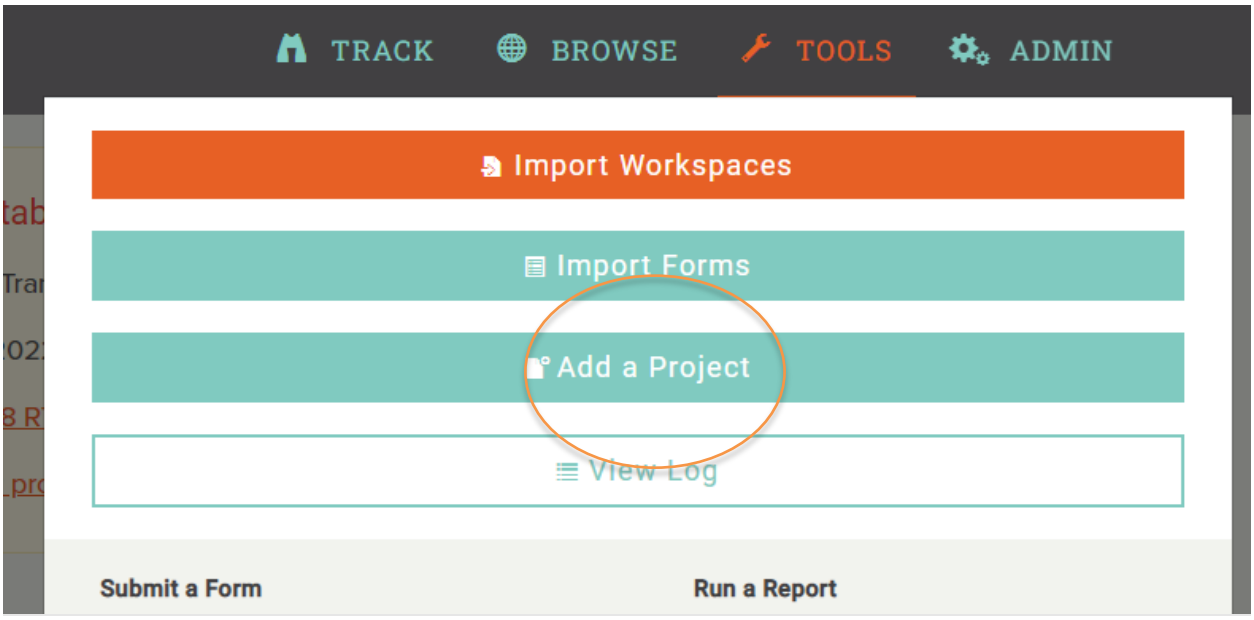


Then, review the projects and confirm that the new project or program is not already included in the existing list. You can also search for projects using the search function at the top of the page.

Second, add the new project or program if it is not included in the Hub. Go to the top right corner of the Hub's menu bar and click on "Tools".



Next, from the drop-down menu click on the third-down, light blue "Add a project" button.



That will open a new window. **Click** in the field labeled "Enter project name" and fill out the rest of the form. When finished, click "Add a Project". Your project will be added to the list of projects.

Project or program name

Provide a brief, descriptive public friendly name of the project following these guidelines:

- Name must be 60 characters or less, including spaces.
- Must include the full name of the facility or location of the program (street, trail, or facility name, location, or area boundary).
    - Name throughway, roadway and bridge projects by their boundaries, from North to South and West to East, as in I-5: Northern Terminus – Southern Terminus.
    - All HCT and ETC projects must start with HCT and ETC followed with a colon.
    - Projects on highways and throughways must start with the route number followed by a colon (e.g. OR8: Tualatin Valley Highway)
- Use names of intersecting roads, rivers, streams, or landmarks instead of mile points in the project names whenever possible. If the project is a bridge, identify the body of water or structure under the bridge, and use the commonly known name. For example, Burnside Bridge (Willamette River). Do not include the structure number in the project name.
- The city/county name can be in parentheses at the end of the project name to further clarify the project location, as in US26: Willamette River – 162nd (Portland) Pedestrian Crossings.
- A modifier that describes the purpose of the project or program (e.g. installs bike lanes, extends street) can be included
    - Be as specific as possible, rather than including "improvement" use words that describe the type of facility and work (e.g., protected bikeway, bikeway update).
- Avoid punctuation, abbreviations, and acronyms. Some acceptable abbreviations are Ave for avenue, Br for bridge and RR for railroad. If acronyms must be used in the

project name field due to the 60 character limit, spell out the acronym in the project description. Colons, parentheses, periods, forward slashes and dashes are acceptable punctuations. Do not use the following punctuations: ~$^*_+={}!|>?<@

- If you use an acronym, spell them out in the project description.
- Indicate project phase (e.g., Phase I, Phase II) if project is part of multiple phases.
- It is important to retain the same name for a project throughout its life. Naming a project one way in the RTP, and another way in the MTIP or (S)TIP, and something else at the time of contract, makes it very difficult to track the project. It also makes it difficult for stakeholders such as FHWA and the general public to identify the project.
- There will be times, however, when changing the name of a project is necessary. Some examples include:
    - Change in project scope
    - Combining two or more projects into a new project
    - Splitting existing projects into two or more new projects

Examples of project/program names

- Cleveland - Burnside to Stark: Complete Street
- 15th Ave: Sunrise to Evergreen Bike/Ped Improvements
- HCT: Division Transit NW Irving to Cleveland Park & Ride - Project Dev

Next, click in the field labeled "Description".

Project description

Provide a brief description of the scope of the project, following these guidelines:

- Description must be 250 characters or less.
- Use plain language and avoid technical terms that the general public does not use. Plainlanguage.gov provides resources for writing effectively, including a list of words to avoid.
- Reference other phases of the project, if there is more than one phase associated with the project.
- Include information so that the public and policymakers understand the purpose and desired outcome of the project or program, such as the benefits of the project or program (e.g., increase pedestrian visibility, reduce number and severity of crashes); the reason for the project (e.g., high number of serious crashes at the intersection); plan or study that identified the project; links to other relevant projects; list design elements; milestones and deliverables.

Examples of descriptive project descriptions include

- Widen from two lanes to four lanes from Purdy Street to Ramsay Street with turn lanes and signals at intersections, ADA curb ramps, marked crossings, sidewalks, bike lanes, and traffic signal coordination.
- Implement comprehensive traffic management plan to improve traffic flow, including three new traffic signals between I-205 and 158th Avenue, better signalization, message signs, fiber optic interconnection and communication with central computer.
- Reconstruct and widen road to five lanes from the Columbia Slough to the Marine Drive overpass, including bike lanes, sidewalks and vegetated buffer of adjacent trail and

natural resource area. The project also signalizes the intersection of the T-6 entrance at Marine Drive to improve safety.
- Expand and/or upgrade transit stations and park-and-ride lots in various locations, including the River District, St. Johns, Lents, Hollywood, Parkrose, Hillsdale and Barbur transit centers.
- Boulevard retrofit of street from 15th Avenue to 24th Avenue including wider sidewalks, curb extensions, safer crossings, street trees and traffic signals.

Project status

For new projects or programs, select one of the following from the drop-down list:

- **2023 New & Committed -** Indicates a new project that was NOT identified on the 2018 RTP Project list for which the agency has been awarded funding not to be fully obligated by Oct. 1, 2023, and therefore must be included in the draft 2023 RTP Constrained project list as follows:
    - Any project or project phases that has had its federal or state funding awarded, but NOT fully obligated by October 1, 2023, should be included in your 2023-2030 Constrained project list.
    - Any project or project phases located on the regional system and that will use committed local funding in local fiscal year 2023-24 (starting July 1, 2023) and beyond should be included in your Constrained project list in the appropriate time period.

    Examples of committed or awarded funding include:
    - formally declared local funding (via Council action), or
    - awarded state or federal funding, such as through the federal discretionary programs (e.g., IIJA), ODOT STIP Enhance funding, or the 2025-27 RFFA process; or
    - local committed funding (MSTIP, SDCs, etc.)
- **2023 New, Not Committed -** Indicates a new, unfunded project that was NOT identified on the 2018 RTP Project list.

Next, click the orange "Add a project" button in the bottom left corner.

- Your project will be added to the list of projects.
- Find the newly created project in the list of projects and complete the required information as directed in the next section.
- Repeat these steps for each new project or program.

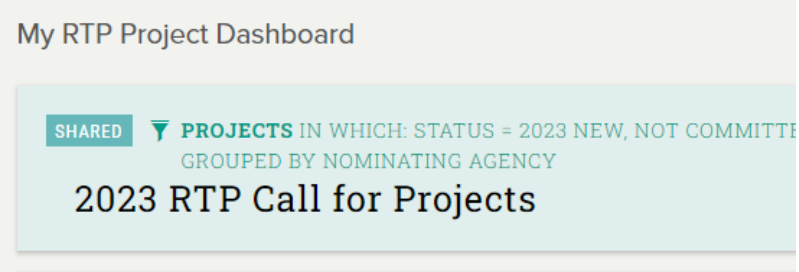
Part 4: Updating project information in the Hub

For projects included in the 2018 RTP, some data has been pre-populated in the HUB for convenience (e.g., previously provided information, escalated costs in 2023 dollars). For these existing projects, much of the information will already be available, but some information will need to be updated or added related to new questions. Information to be confirmed for existing projects and collected for new projects that will be used to organize, summarize; conduct system, equity, climate and environmental analysis; and assess outcomes of the projects includes:

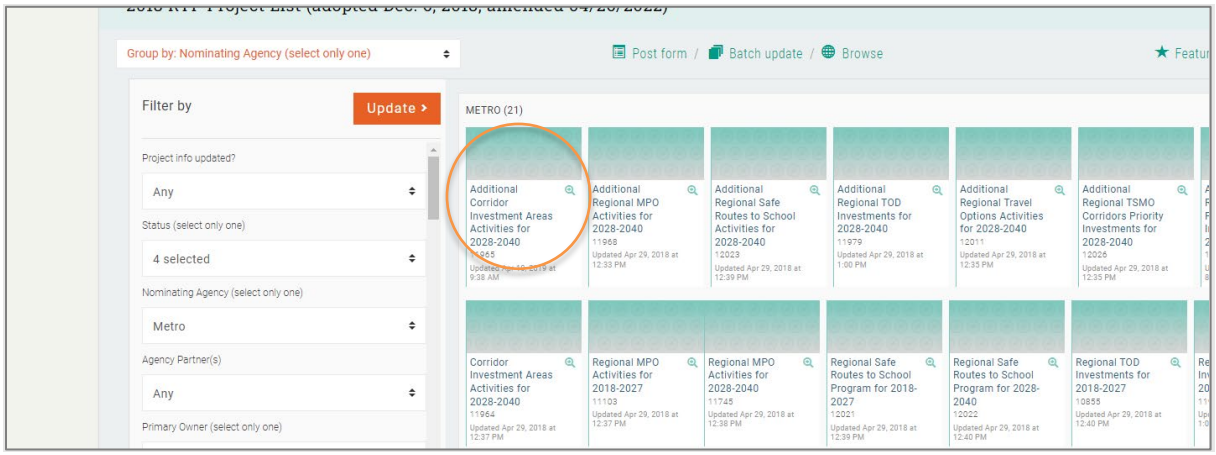
- agency information
- general project information
- summary of public engagement
- estimated project cost in 2023 dollars
- time-period for completion
- project type and investment category
- modeling assumptions
- spatial data.

⚠ **Please review and confirm all fields for all projects** – *new and previously included in the 2018 RTP – to ensure that all information is correct and up to date. Some questions have been added to the Hub and will be blank for all projects and some questions have changed, meaning that the prior Hub information may need to be revised. In this document these questions are indicated by an "*".*

First, click on the "2023 RTP Project List" drop down menu.

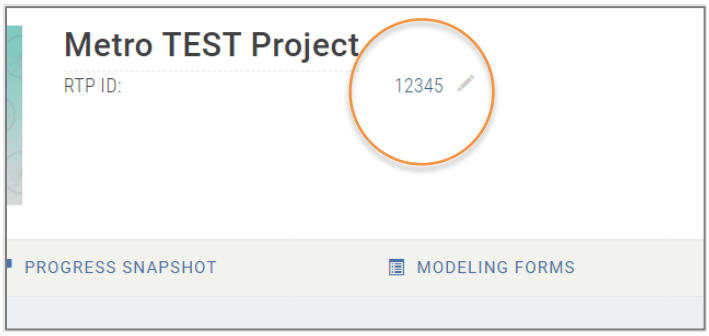


All 2018 RTP projects and any newly added projects (through the process described in the previous section) will be listed in alphabetical order, typically by jurisdiction. Use the "Filter" on the left to sort projects in different ways. You may also find projects using the search function at the top of the page. Click on the project or program you would like to review, change or add information to.



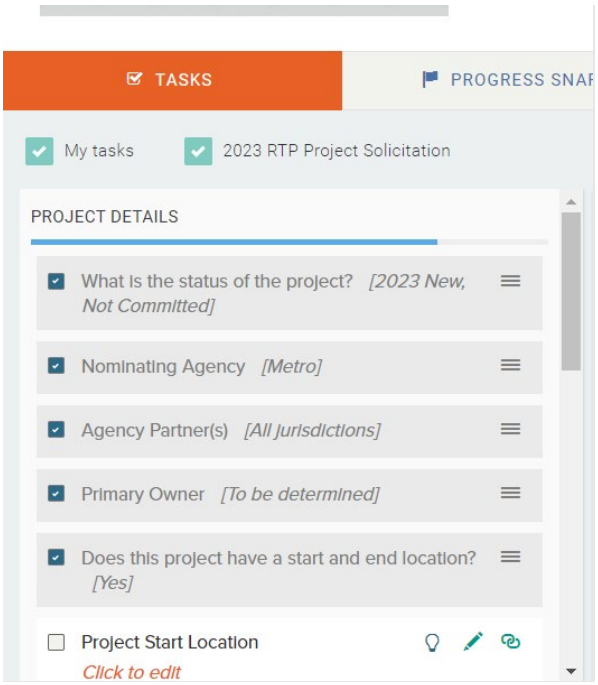
At the top you will find the **project name** and **RTP ID.**

DO NOT CHANGE THE RTP ID FIELD. *The RTP ID is a unique 6-digit code that is assigned by Metro to track projects in the Regional Transportation Plan. This is pre-populated for projects and programs that were included in the 2018 RTP, while new projects will be assigned a unique 6-digit code by Metro staff.*



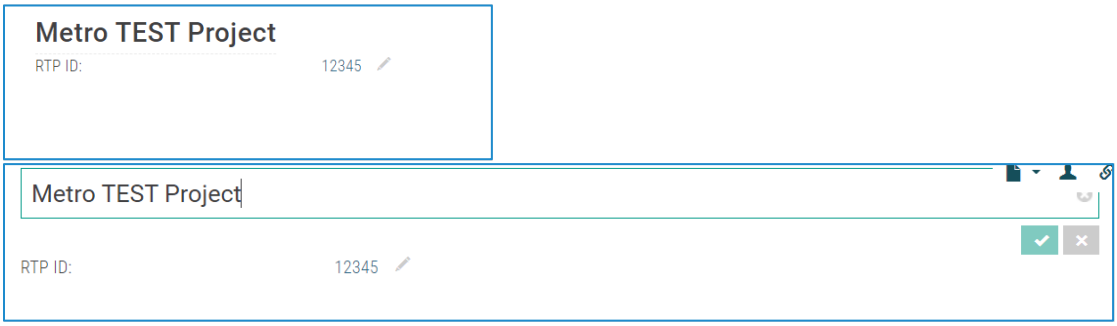
Step 1: Adding or Changing Project Details

To add or change project or program detail information, navigate to the “Tasks” tab.



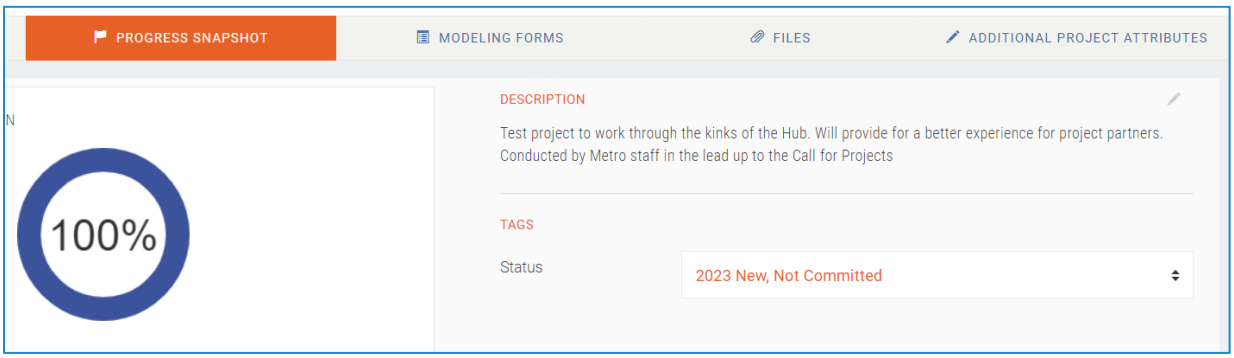
Project or program name

Refer to the section above on guidance for naming projects and programs. Update the name of the project or program if it does not meet the guidance. To change the name of a project or program go to the top of the project "workspace" and click on the Project name. Enter the updated name and click the check mark.



Description

Refer to the section above on guidance for project descriptions. Update the project or program description if it does not meet the guidance. To change the description, go to the Progress Snapshot tab. Enter the updated description in the text box.



What is the status of the project?

The year listed in the RTP status is used to indicate when the project was first added to the RTP, starting with the 2014 RTP. Some 2018 RTP projects have a status of 2014 Committed and 2014 Not Committed because they were carried over from the 2014 RTP to the 2018 RTP. For projects and programs included in the 2018 RTP that have been completed since 2018, the project status has been updated already.

Do not change the status *for projects or programs included in the 2018 RTP unless you are putting the project* ***on hold*** *(i.e., not including it in the 2023 RTP)*

- ! For new projects or programs, you will have identified the status when adding the project or program. For those new projects and programs confirm that the status is either 2023 New & Committed or 2023 New, Not Committed.
- ! If there are any projects or programs in the 2018 RTP that you will **not** be including in the 2023 RTP, and that are not marked as 2018 Completed or 2014 Completed or 2018 On Hold or 2014 On Hold, update the status to 2018 On Hold or 2014 On Hold. If you do not update the status, they will be included in the 2023 RTP project list.
- ! For all other projects: **Do not change the status**.

What does your pre-populated 2018 RTP project or program status mean?

- 2018 Completed - Indicates a project for which the construction/program implementation phase has been completed and the facility or program is open for use or no further obligations or federal actions are required after Oct. 1, 2023.
- 2018 On Hold - Indicates a project that was identified on the 2018 RTP project list, has no committed funding, doesn't fit within RTP cost targets or is no longer a priority, and, therefore, is not currently recommended for inclusion in the draft 2023 RTP project list.
- 2018 or 2014 Committed - Indicates a project that was identified on the 2018 RTP Project list, for which the agency has been awarded funding that was not fully obligated by Oct. 1, 2023, and therefore must be included in the draft 2023 RTP Constrained project list as follows:
    1. Any project or project phase(s) that has had its federal or state funding awarded, but NOT fully obligated by October 1, 2023, must be included in your 2023-2030 Constrained project list. Revenue cost targets exclude project costs for projects obligated on or before October 23, 2023. However, these projects must remain in the RTP and MTIP until they are substantially complete. Substantially complete means the project is operational and the Agency is in the process of closing it out, or waiting to resolve a few more items before closing it out (such as a planting season or a contractor dispute). This ensures that if the project is awarded additional funds (in particular if these are federal funds) even during construction after the construction phase has been obligated it is still in the RTP and MTIP.
    2. Any project or project phases located on the regional system and that will use committed local funding in local fiscal year 2023-24 (starting July 1, 2023) and beyond must be included in your Constrained project list in the appropriate time period.

    Examples of committed or awarded funding include:
    - formally declared local funding (via Council action), or
    - awarded state or federal funding, such as through the federal discretionary programs (e.g., TIGER, FASTLANE, BUILD), ODOT STIP Enhance funding, the 2025-27 RFFA process; or local committed funding (MSTIPe, SDCs, etc.)
- 2018 or 2014 Not Committed - Indicates a project that was identified on the 2018 RTP project list, has no committed funding, and is recommended for inclusion in the draft 2023 RTP project list.

Nominating Agency

The nominating agency is the public agency that is submitting the project or program to the 2023 RTP for consideration. Transportation Management Associations (TMAs) submit projects in coordination with a transportation agency. Nominating agencies are responsible for updating and submitting required project information to Metro via the online RTP Project Hub, including new or updated geoshapefile information and the public engagement and non-discrimination certification and documentation. In those cases when the nominating agency is different from the facility owner, the nominating agency will be responsible for updating and submitting required project information in coordination with the facility owner as needed to ensure accurate information is provided. It does not indicate financial commitment to the project. A nominating agency must be identified.

S*elect the appropriate nominating agency from the drop-down list*

- ODOT
- Metro
- Clackamas County
- Multnomah County
- Washington County
- TriMet
- SMART
- Port of Portland
- Beaverton
- Cornelius
- Durham
- Fairview
- Forest Grove
- Gladstone
- Gresham
- Happy Valley
- Hillsboro
- Johnson City
- King City
- Lake Oswego
- Milwaukie
- Oregon City
- Portland
- Rivergrove
- Sherwood
- Tigard
- Troutdale
- Tualatin
- West Linn
- Wilsonville
- Wood Village

- Tualatin Hills Parks & Recreation District
- North Clackamas Parks & Recreation District

Agency Partner(s)

The public agencies that will help implement the project through planning, project development and/or construction. Agencies are encouraged to coordinate when proposing projects. Partners may also contribute funding to help implement the project.

Select all agency partners from the list or "N/A" if not applicable.

- All eligible nominating agencies listed above.
- Railroad operators (e.g., Union Pacific, Burlington Northern Santa Fe, Portland & Western) are eligible as part of a joint project with a local government, Metro, ODOT or transit provider (in coordination with transportation agencies and county coordinating committees).

Primary Owner

A primary owner is the public agency with primary ownership of the project right-of-way and/or facility, or primary authority over a program. While some projects may have more than one facility owner involved, agencies should identify the primary owner, that is the agency that is most responsible and/or has the most ownership. Primary facility owners may be any of the nominating agencies or agency partners listed under nominating agencies, or a railroad authority, or Transportation Management Association (TMA). If the primary owner is not determined, select 'to be determined'.

Select the primary owner from the drop-down list.

Does this project have a start and end location?

Answer "**yes"** for capital investments, including linear projects such as "Hall Blvd: Locust to Durham Bikeways" that will have a clear start and end point and area projects, such as intersections, transit stations or facility buildings. Answer "**no**" for programs that do not have a physical location or do not yet have a specific physical location identified "Transit Signal Priority Improvements (Portland)."

Click to edit to enter the start and end location of the project in each of the appropriate text boxes.

- **Project Start/End Location** – For projects answering "**yes**", identify the project extent from North to South and/or from West to East. These must be consistent with the project name.
  - Start location – the beginning of the project limit or location of a spot improvement
  - *End location* – the end of the project limit

Time Period

The 2023 RTP is effective immediately upon adoption by JPACT and the Metro Council; the Council action is scheduled for November 30, 2023. The plan is effective for five years from the date of adoption. The plan must be updated every five years. Consistent with the adopted RTP work plan, the investment strategy includes two horizon years:

Select the time period from the drop-down list.

- 2023-2030 to identify near-term priorities to meet the most immediate needs
- 2031-2045 to identify longer-term priorities to meet other regional needs

Indicate which of the two time periods (2023-2030 *or* 2031-2045 to match the revenue forecast years) the project is expected or recommended for construction/implementation. If "2023-2030" is selected, you must answer Yes to the question "is the project on the financial constrained list" and must fit within your project cost target.

Is the project on the financially constrained list?

The investment strategy also organizes projects based on the financially constrained revenue forecast and policy priorities of the RTP.

Select Yes or No from the drop-down list.

- Constrained priority projects (both 2023-2030 and 2031-2045) fit within the RTP financial forecast cost target (i.e., "RTP budget"). For projects to be eligible to receive federal and state funding, they must be on this list.
    - Select "**yes**" if your project or program is on the list for which funding has been committed or is recommended to be implemented with funding the region currently expects to have available.
- Additional strategic priority projects (2031-2045) the region should work together to develop funding for and construct.
    - Select "**no**" if your project or program is on the list for which funding is not currently anticipated.

Estimated Cost (in 2023 Dollars)

Review and update if appropriate costs for existing projects and programs and add costs for new projects or programs.

Click to review, confirm, change, or add estimated cost. Please use this format: $2,000,000

- Costs should be in 2023 dollars. Costs for projects included in the 2018 RTP have been updated to 2023 dollars by inflating the previous 2016 costs by 40% based on transportation industry cost data.
    - Review and confirm the cost estimate is appropriate for the project.
    - If the project definition has changed due to project development activities or other reasons and a refined cost estimate is more appropriate, please provide a

modified cost (in 2023 dollars). Upload a document providing a short explanation of the reason for the modified cost estimate under the "Files" tab of the Hub.

- Project costs must be $2,000,000 or more.
- Project costs must account for all elements that could impact the cost of the project. For projects included in the 2018 RTP, consider whether there are changes to the scope or other details not previously accounted for that would influence the overall cost beyond inflation escalation, such as:
    - Costs associated with right of way, utilities and stormwater.
    - Intelligent Transportation Systems, System or Demand Management elements.
    - All phases of the project (if not separated out into separate projects) including planning, preliminary engineering, right of way acquisition, utilities, construction.
    - For projects expected to use federal funds:
        - Project management to address federal aid process requirements. Non-certified agencies will need to have the project budget provide reimbursement to their project delivery agency (ODOT or another certified agency). Certified agencies can incorporate these costs into other project cost elements but should indicate how they have done so.
        - NEPA process costs and project mitigation design elements
        - Meeting federal ROW procedural and cost requirements beyond local agency process
        - Construction engineering/traffic management requirements beyond local agency process
- Round project costs to the nearest $100,000.
- For projects with an anticipated completion date in 2030 or sooner, nominating agencies must provide documentation of cost estimation.
    - Nominating agencies may use Metro's Project Cost Estimate Workbook (available on the 2023 RTP project webpage) or use a comparable cost estimate methodology to update project costs for all capital projects.
    - Add the completed Metro or other worksheet to the "Files" tab of the Project Hub, with the following naming protocol: RTP-ID#-cost-estimate-worksheet.

***Estimated (Cost in year of expenditure dollars)**

Federal rules require project costs to be provided for in year-of-expenditure (YOE) dollars to account for the impacts of inflation. ODOT and statewide MPO staff have forecasted a 3.3% annual inflation rate for transportation projects for the purposes of long-range planning forecasts based on recent historical data.

Click to add estimated cost in YOE.

- For projects identified for implementation in the 2023-2030 timeframe please multiply the 2023 cost estimate by 1.138 to reflect a cost inflated to 2027, the mid-year of this timeframe. For projects identified for implementation in the 2031-2045 timeframe multiply the 2023 cost by 1.627 to reflect a cost inflated to 2038, the mid-year of this

timeframe. This reflects an approach that generally assumes projects are implemented evenly over the planning period and shares the inflationary costs equally among projects in each of the two time periods for project analysis.

- If choosing a different cost methodology more appropriate to the project or program year of expenditure costs, provide the year-of-expenditure cost estimate to this question and upload a short explanation of the cost method to the "Files" tab of the Project Hub.
- Round project costs to the nearest $100,000.

*How much funding is already committed to the project?

A revenue forecast of funds expected to be available for project costs during the planning period, accounting for new revenues from 2024 through 2045. The project costs submitted for the RTP need to reflect the total cost of the project or program, including those already committed.

Click to add amount of funding committed to the project; if none, enter $0. Please use this format: $2,000,000.

- If a project or program is submitted that has funding already committed to it from prior to fiscal year 2024, identify that revenue amount so that it can be added to funding available for the project.

- Metro staff will coordinate with agencies whose projects have received funding awards from regional, state or federal sources within the planning period, such as the 2025-27 Regional Flexible Funds Allocation.

*Have you accounted for all elements that could impact the cost estimate of the project?

Project costs must account for all elements that impact the cost. (e.g., preliminary design, final design and engineering, right-of-way acquisition).

Select Yes or No from the drop-down list.

- If you have included all expected project cost elements into your cost estimate, select "**yes**".
- If you have not yet included all expected project cost elements, select "**no**" and upload a document providing a short explanation under the "Files" tab of the Hub titled "RTP-ID-#-cost-elements-explanation"

List RTP ID Numbers (if known) of other related project phases

List the ID# of other projects submitted to the 2023 RTP (including any already included in the 2018 RTP) that represent other phases of the project (e.g, 11398, 51345). Projects that cost more than $25 million are encouraged to be submitted as discrete phases of project development (e.g., preliminary design, final design and engineering, right-of-way acquisition, and construction) and/or smaller, logical segments.

Click to add ID numbers of related projects [Enter only numbers. Separate more than one RTP number by a comma and then a space (e.g., 11398, 51345)]

*Project features and design elements

Identify all features relevant to the project design. Any features or design elements that change roadway capacity or add bicycle infrastructure should be reflected in the modeling assumptions form (see Step 3 below). Projects may have design elements in different categories (e.g., roadway, freight and pedestrian).

Select all that apply from the drop-down list.

Feature/Element	Definition
Pedestrian Features and Elements	
Buffer treatment and benches	Adds features that increase access and comfort for people walking and rolling on sidewalks and other pedestrian facilities, including landscaped buffers from the roadway and/or street furniture like benches.
Lighting intersections & marked crossings	Adds treatments to a crossing of roadways that make it visible to both the person driving and walking or rolling, including markings and lighting.
Overpass or underpass	Adds a physically separated crossing of a roadway or throughway for people walking and rolling.
Priority intersection treatments/raised median island	Adds treatments to the crossing of roadways that increase the safety of people walking or rolling and/or give them priority, including median refuge islands and/or pedestrian head-start signal timing.
Pedestrian signal or beacon	Adds a signal or beacon to a crossing of roadways making it more visible to both the person driving and walking or rolling from farther away compared to traditional transverse line-marked crosswalks, including a traffic signal, High-Intensity Activated Crosswalk [HAWK] beacon, or Rapid Rectangular Flashing Beacon [RRFB]).
Sidewalk infill	Adds sidewalk to fill a gap in the existing network.
Universal access and ADA compliance	Adds new or upgrades facilities consistent with the American with Disabilities Act requirements.
Sidewalk improvements (not infill)	Reconstructs and or upgrades existing sidewalks, including adding curb cuts and/or sidewalk widening.
Other	Other features and design elements not covered under any other categories.
Bicycle Features and Elements	
Bicycle boulevards	Adds traffic calming and crossing features to a low traffic street to enhance bicycle safety and convenience by providing direct routes that allow free-flow travel for bicyclists with traffic controls at major intersections, as well as sharrows, signage, and safety elements such as median islands, signal modifications, and lighting.
Bicycle parking	Adds parking for bicycles including staples or corrals at transit stations or centers, plazas, at the curb, or other locations.
On-street bikeway or bike lane	Adds a conventional striped bicycle lane to the roadway without physical separation or buffered striping.
Overpass or underpass	Adds a physically separated crossing of a roadway or throughway for people bicycling.
Priority treatments at intersections & crossings	Adds treatments to the crossing of roadways that increase the safety of people bicycling and/or give them priority, including bike boxes, green paint, bicycle signals and/or traffic signal priority, and protected intersection designs.
Buffered bikeways	Adds a striped bicycle lane to the roadway with a painted buffer between it and motor vehicle travel lanes.

Feature/Element	Definition
Protected bikeways/ cycletracks	Adds a bicycle lane, path, or cycletrack with physical barriers and/or grade separation from motor vehicle travel lanes.
Restriping/Maintenance	Maintains existing bikeway facilities through restriping or other activities.
Other	Other features and design elements not covered under any other categories.
Trail Features and Elements	
New trail/multi-use path or extension	Adds or extends an existing trail or multi-use path to create a new connection for people walking, rolling, and bicycling that is physically-separated from the roadway.
Treatments (pull-outs, seating, wayfinding)	Adds features that increase access and comfort for people walking, rolling, and bicycling on trails such as wayfinding, pull-outs and/or seating.
High visibility trail street crossings	Adds treatments to a crossing of a trail and a roadway that are more visible to both the driver and pedestrian from farther away compared to traditional transverse line-marked crosswalks, such as patterns (i.e., bar pairs, continental, ladder), elevation, and/or lighted signage (e.g., High-Intensity Activated Crosswalk [HAWK] signal, Rapid Rectangular Flashing Beacon [RRFB]).
Other	Other features and design elements not covered under any other categories.
Transit Features and Elements	
New rail infrastructure/ connection	Adds new rail tracks to create a new or extend an existing line or route to create a new transit connection.
New rapid bus infrastructure/ connection	Adds transit capacity, speed, and reliability features (e.g., dedicated space in the roadway, articulated buses, station and stop improvements) to upgrade an existing frequent service route to create a new high-capacity transit connection.
New bus or shuttle line/ connection	Adds a new bus or shuttle line or route to create a new transit connection.
New vehicles	Adds new buses, articulated buses, rail cars, or other vehicles to the fleet, including replacement of standard buses with electric buses.
Transit center, stop or station	Adds station or stop features such as shelters, pads, passenger boarding areas, lighting, real-time arrival information, and/or information kiosks. Includes electric vehicle charging and other infrastructure needed to support electrification of the fleet.
Park and rides	Parking garages or lots for motor vehicles at transit centers.
Enhanced transit corridor investment	Moderate cost capital and operational treatments that improve transit capacity, reliability and travel time along major Frequent Service bus lines. These may include changes to the design and operation of streets and signals, typically owned and operated by the city, county or ODOT (e.g., transit signal priority and signal improvements, dedicated bus or BAT lanes, queue jump lanes, traffic flow modifications, curb extensions at stops). They may also include changes to transit vehicle fleet, station equipment and operation systems typically owned and operated by TriMet or SMART (e.g., rolling stop modification, stop consolidation, headway management, all door boarding, larger vehicles).
Other priority/ enhanced transit toolbox designs	Other capital investments that support transit operations such as new technologies supporting payment options or information sharing.
New service	Adds service to improve existing transit lines, such as increased bus or rail frequency/headways.
Other operations	Funding that supports the operation of light rail, commuter rail, bus rapid transit, streetcar, bus, shuttle, and the tram, such as fuel, computer-aided dispatch, and/or automatic vehicle location.
Maintenance	Funding for preventive maintenance of fleet and facilities and transit vehicle replacement and infrastructure repair to keep the system in a state of good repair.
Other	Other features and design elements not covered under any other categories.
Freight Features and Elements	

Feature/Element	Definition
Signal priority, freight-only lanes, queue jumps	Modifies the design and operation of streets and/or signals to improve freight capacity, reliability and travel time, such as signal priority, and/or time extension, and/or freight-only lanes, and/or queue jumps.
Loading zones	Designates restricted, temporary, and/or timed space in travel lanes, shoulders, or parking at the curb for freight and/or passenger loading and unloading.
Turning radius designs	Modification or widening of intersection and/or crossing turning radii to accommodate larger freight vehicles.
Grade separate freight modes	Grade separates freight from another road, rail or throughway to reduce conflict with other users and/or improve freight travel time and reliability.
Improved rail crossing	Reconstruction, realignment, upgrade, and/or modification of a rail crossing to improve operations and/or safety, including speed upgrades and/or new safety features.
New connection	Adds a new or extension of an existing freight route road or railway, including new track or double tracking.
Maintenance	Preservation and maintenance to keep freight route road and railways in a state of good repair, including pavement resurfacing, preventive maintenance, preservation and rehabilitation.
Operations	Roadway treatments that support operations on freight railways and/or optimize truck operations on freight routes, without increasing capacity, such as height clearances.
Other	Other features and design elements not covered under any other categories.
Roadway Features and Elements	
New general purpose lane(s)	Adds a new lane for motor vehicle travel on a roadway, including new turn lanes and center turn lanes.
Bus lane	Repurposes an existing motor vehicle lane for bus only use on a roadway.
Toll lane	An existing motor vehicle lane on a roadway that is tolled as a means of regulating access.
New road/roadway extension	Adds a new roadway or extension of an existing roadway.
Reconstruction/realignment	Reconstruction or realignment of an existing roadway, generally including sub-grade work.
Road widening	A lateral expansion of the currently maintained footprint, or lateral expansion of the roadway and/or the acquisition of additional right-of-way for road construction on a roadway.
New bridge, widening existing bridge	Addition of a new bridge structure or widened bridge structure carrying a roadway, throughway, or railroad across a river, ravine, road, railroad, or other obstacle to connect the system.
Bridge reconstruction/realignment	Reconstructs and/or realigns a new bridge structure carrying a roadway, throughway, or railroad across a river, ravine, road, railroad, or other obstacle to connect the system.
Bridge seismic retrofit	Seismic retrofits for small/local bridges and ODOT bridge rehabilitation projects.
Bridge maintenance	Preservation and maintenance to keep bridges in a state of good repair, including pavement resurfacing, preventive maintenance, preservation and rehabilitation.
New interchange	Addition of a new minor roadway or lanes that connect two or more throughways, a throughway and major roadway, or a throughway and local streets (e.g., diamond, cloverleaf).
Arterial inter. designs, gateway treatments	Reconstructs, realigns, makes modifications and/or adds gateway features to an existing intersection of an arterial roadway(s).
Intersection design changes	Reconstructs, realigns, and/or makes modifications to an existing intersection of two or more roadways.
Seismic retrofit	Seismic retrofits for small/local bridges and ODOT bridge rehabilitation projects. Repair, modification, and/or upgrade of existing structures to make them more resistant to seismic activity, ground motion, or soil failure due to earthquake activity.

Feature/Element	Definition
Safety treatments, reduce modal conflicts	Design elements to separate modes and increase safety, including adding medians, roundabouts, guardrails, median barriers, crash cushions, speed management; Highway Safety Improvement Program implementation; Emergency relief (23 U.S.C. 125).
Safety treatments	Safety countermeasures such as reflective backplates, safety edge, enhanced curve delineation, skid treatments, increasing sight distance, safety roadside rest areas, and rumble strips; speed management; projects that correct, improve, lighting treatments, emergency truck pullovers, or eliminate a hazardous location or feature; Railroad/highway crossing warning devices; Highway Safety Improvement Program implementation;
Curb and stormwater drainage	Adds facilities, upgrades, makes modifications to, and/or repairs storm sewers, drainage systems or drainage patterns to address safety issues, increase capacity, and/or improve water flows or quality.
Road diet, removal of general purpose lane, or adding diverter	Removes motor vehicle capacity from the roadway through a "road diet", removal of a general purpose travel lane, or addition of a diverter, usually maintaining or even increasing capacity for people walking, rolling, bicycling and/or using transit.
Maintenance	Preservation and maintenance to keep roadways in a state of good repair, including pavement resurfacing, preventive, maintenance, preservation and rehabilitation.
Operations	Roadway treatments that support operations, where capacity impacts are at most minor, including channelization, turn restrictions, speed reduction, reducing the number of lanes, repurposing space (without adding lanes) or make other improvements for reducing conflicts and increasing safety for all roadway users.
Other	Other features and design elements not covered under any other categories, such as fencing.
Throughway Features and Elements	
New interchange	Addition of a new minor roadway or lanes that connect two or more throughways, a throughway and major roadway, or a throughway and local streets (e.g., diamond, cloverleaf), adds capacity.
Interchange design changes	Changes to an existing minor roadway or lanes that connect two or more throughways, a throughway and major roadway, or a throughway and local streets (e.g., diamond, cloverleaf) that repurpose space, add capacity.
New connection	Adds a new throughway or extension of an existing throughway, adding capacity.
Widening	A lateral expansion of the currently maintained footprint, or lateral expansion of the throughway and/or the acquisition of additional right-of-way for road construction on a throughway.
New general purpose lane(s)	Adds a new lane for motor vehicle travel on a throughway adding capacity.
New auxiliary lane(s)	Adds a new auxiliary lane for motor vehicle traffic on a throughway adding capacity.
Bus lane	Repurposes an existing motor vehicle lane for bus only use on a throughway; changes capacity.
Toll lane	An existing motor vehicle lane on a throughway that is tolled as a means of regulating access; changes capacity.
Removes or separates auxiliary lane	Removes an auxiliary lane, reducing the overall number of throughway lanes, or physically separates an existing auxiliary lane from the throughway; changes capacity.
Maintenance	Preservation and maintenance to keep throughways in a state of good repair, including pavement resurfacing, preventive maintenance, preservation and rehabilitation.
Operations	Throughway treatments that support operations, where capacity impacts are at most minor, including channelization, turn restrictions, speed reduction, reducing the number of lanes, repurposing space (without adding lanes) or make other improvements for reducing conflicts and increasing safety for all roadway users.
Other	Other features and design elements not covered under any other categories, such as fencing.

Feature/Element	Definition
TDM/TSMO/Other Features and Elements	
ITS elements	Features supporting transportation system operations and efficiency, including ITS systems, ramp metering, vehicle charging stations traffic signal coordination, real-time data collection and use, communications infrastructure, software purchases.
Access management/demand management	Traffic control devices and operating assistance other than signalization projects, including strategies for active traffic management, medians, separated lanes and access management, and high occupancy vehicle and toll lanes.
Multimodal Traffic Management	Strategies and programs designed to reduce demand for roadway travel, particularly single occupant vehicle trips, through various means (e.g., education, outreach, marketing, incentives or disincentives, technology, policy). These include regional travel options programs, paid and timed parking in centers, encourage walking, biking, use of transit, van and carpooling, carsharing, ridesharing, and alternative work hours and telecommuting.
Traffic Incident Management	Real-time traveler information regarding traffic conditions, incidents, delays, travel times, alternate routes, weather conditions, construction, or special events.
Traveler Information	Commuter and individualized marketing programs.
Other: Program	Programmatic activities supporting a capital project, such as those for traffic demand management or safe routes to school.

What type of program?

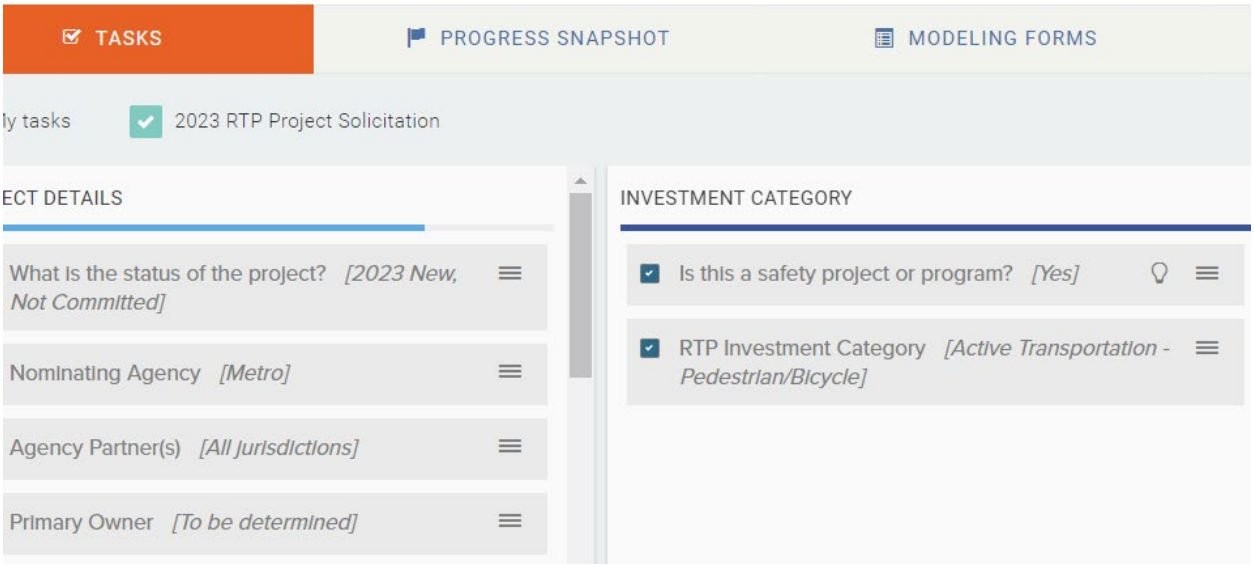
If project does not have a start and end location (answers **no** to "Does this project have a start and end location") and is not a capital project. Identify the type (e.g., program) and scale (e.g., corridor, citywide, countywide, regionwide, or state) from the drop-down list. Examples include a transportation demand management (TDM) project or transit service operations and related "operating" capital (such as transit vehicle replacements and purchases or maintenance facilities).

Select the type of program from the drop-down list.

- Corridor program
- Citywide program
- Countywide program
- Regionwide program
- State program

Step 2: Adding or Changing Investment Categories

To add or change project or program Investment Category information go to the section with that title in the "Tasks" tab.



Is this a safety project or program?

Safety projects and programs are identified by agencies in safety action plans and other plans and studies. Safety projects have the primary purpose of preventing and reducing fatal and serious injury crashes addressing a documented safety problem at a documented high injury or high-risk location (including Regional High Injury Corridors and Intersections) with one or more proven safety countermeasure(s).

Select Yes or No from the drop-down list.

Answer "**yes**" if the following apply:
A safety problem (occurrence and risk of fatal and serious injury crashes) has been identified and documented through an analysis of crash and risk data in safety plans or other plans and studies; and the project or program addresses the identified safety problem using proven safety countermeasures such as road diets, medians and pedestrian crossing islands, pedestrian hybrid beacons, roundabouts, access management, reflective backplates, safety edge, enhanced curve delineation, and rumble strips, or programs such as Safe Routes to School, messaging and behavioral programs. More information about these and other proven countermeasures can be found at: https://safety.fhwa.dot.gov/provencountermeasures and www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/pdf/CRF_Appendix.pdf. These criteria are consistent with those of the ODOT All Roads Transportation Safety (ARTS) Program (www.oregon.gov/odot/Engineering/ARTS/Criteria.pdf).

RTP Investment Category

RTP Investments categories group projects and programmatic investments by the primary transportation network and primary purpose of the project or program. If a project or program makes investments in multiple modes, please select the category that describes the most significant portion of the project.

Select the appropriate investment category from the drop-down list.

Investment Category	Description
Active Transportation	
Pedestrian	Capital projects primarily addressing pedestrian or people with disabilities needs. Sidewalks, off-street trails, modernize street and intersection designs to reduce conflicts and better serve people walking.
Bicycle	Capital projects primarily addressing bicyclist needs. Protected and/or separated bike lanes, off-street trails, modernize street and intersection designs to reduce conflicts and better serve people biking.
Pedestrian/Bicycle	Capital projects addressing both pedestrian and bicyclist needs. Protected and/or separated bike lanes, sidewalks, crosswalks and curb ramps on major streets, off-street trails, modernize street and intersection designs to reduce conflicts and better serve people walking and biking.
Roadways	
Freight	Capital projects primarily addressing freight access needs. Road and railroad crossing upgrades, port and intermodal terminal access improvements, rail yard and rail track upgrades
Roadways	Capital projects primarily addressing motor vehicle travel mobility and/or access needs, but may include pedestrian, bicycle or transit infrastructure. These include new arterial and collector street connections, strategic widening, and highway overcrossings, as well as may include pedestrian, bicycle or other treatments.
Bridges	Capital project primarily addressing motor vehicle travel connectivity needs as well as may include pedestrian, bicycle or other treatments.
Roadway Operations	Roadway treatments that support operations, where capacity impacts are at most minor, including channelization, turn restrictions, speed reduction, reducing the number of lanes, repurposing space (without adding lanes) or make other improvements for reducing conflicts and increasing safety for all roadway users. These may also include accommodations to optimize freight truck operations, such as turning radii, height clearances, and signal time extensions.
Bridge Operations	Bridge treatments that support operations, where capacity impacts are at most minor, including channelization, turn restrictions, speed reduction, reducing the number of lanes, repurposing space (without adding lanes) or make other improvements for reducing conflicts and increasing safety for all roadway users. These may also include accommodations to optimize freight truck operations, such as turning radii, height clearances, and signal time extensions.
Roadway Maintenance and Preservation	Funding for preservation and maintenance to keep bridges in a state of good repair, including pavement resurfacing, preventive maintenance, preservation and rehabilitation.
Bridge Maintenance and Preservation	Funding for preservation and maintenance of the roadway to keep the system in a state of good repair, including pavement resurfacing and pavement or structure preventive maintenance, preservation and rehabilitation (e.g., new decking, joint repair, seismic retrofit).
Throughways	Capital projects primarily addressing motor vehicle travel mobility needs, including interchange fixes, strategic widening, or auxiliary lane additions, as well as pedestrian, bicycle or other treatments.
Transit	
High Capacity	Capital projects (that may be combined with service and operations improvements) that provide new light rail, bus rapid transit, streetcar, or commuter rail lines and/or facilities.
Better Bus	Moderate cost capital and operational treatments that improve transit capacity, reliability and travel time along major Frequent Service bus lines. These may include changes to the design and operation of streets and signals, typically owned and operated by the city, county or ODOT (e.g., transit signal priority and signal improvements, dedicated bus or BAT lanes, queue jump lanes, traffic flow modifications, curb extensions at stops). They may also include changes to transit vehicle fleet, station equipment and operation systems typically owned and operated by TriMet or SMART (e.g., rolling stop modification, stop consolidation, headway management, all door boarding, larger vehicles). This also includes Metro's Better Bus program.

Investment Category	Description
Capital - Other	Other capital improvements to the transit systems, including: • Fleet investments including upgrades to low or no emission vehicles • Station and stop features such as shelters, benches, pads, passenger boarding areas, lighting, and real-time arrival information. • Features increasing multimodal access to transit such as completing sidewalk, bicycle facility, or trail connections and crossings to stops and stations and providing secure bicycle parking and co-located bike sharing facilities at and wayfinding signage to stops and stations. • Facilities for maintenance, operations, and vehicle storage.
Operating Capital	Other capital investments that support transit operations such as new technologies supporting payment options or information sharing transit or vehicle replacements for existing service or maintenance facilities.
Service and Operations	Funding for providing transit service and supporting light rail, commuter rail, bus rapid transit, streetcar, bus, shuttle, and tram operations.
Maintenance	Funding for preventive maintenance of fleet and facilities and transit vehicle replacement and infrastructure repair to keep the system in a state of good repair.
Transit-oriented Development	Policy and market incentives to encourage building higher-density, mixed-use projects in centers and along corridors served by high capacity and frequent transit.
Other	
Transportation System Management (Technology)	Funding supporting transportation system operations and efficiency, including ramp metering, active traffic management, traffic signal coordination, vehicle charging stations, and real-time traveler information regarding traffic conditions, incidents, delays, travel times, alternate routes, weather conditions, construction, or special events.
Transportation Demand Management	Funding to support a set of strategies and programs designed to reduce demand for roadway travel, particularly single occupant vehicle trips, through various means (e.g., education, outreach, marketing, incentives or disincentives, technology, policy). These include regional travel options programs, paid and timed parking in centers, encourage walking, biking, use of transit, van and carpooling, carsharing, ridesharing, and alternative work hours and telecommuting. It also includes Metro's Regional Travel Options (RTO) program.
Pricing Programs	Capital and/or operational projects for pricing the use of roadways (which may be variable depending on the time of day), including gantries, toll technology, priced and/or managed lanes (including high occupancy HOT lanes), and/or area-wide charges or cordon charges.
Regional Activities	Funding for work supporting metropolitan planning activities, planning and technical studies, grants for training and research programs, and other activities conducted pursuant to Titles 23 and 49 U.S.C.

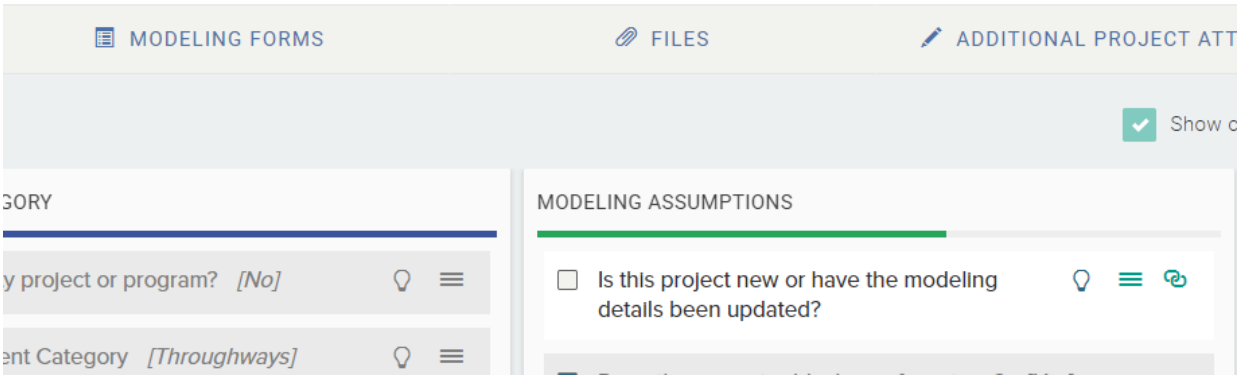
Step 3: Indicating Modeling Status and Adding or Changing Modeling Assumptions

To add or change project or program modeling assumptions look column called "Modeling Forms" under the "Tasks" tab.

Is this project new or have the modeling details been updated?

New capital motor vehicle, freight, transit, and bicycle projects, OR projects included in the 2014 or 2018 RTP that have changed must provide modeling assumptions. To answer this

question, review the modeling details and files submitted for the 2018 RTP. Determine if any of the details have changed.



Select the Yes or No from the drop-down list.
If you are adding a new project, OR for projects included in the 2018 RTP that have changed, answer "**yes**". If not, select "**no**".

If you answer yes to this question, review, update and or fill out a form of the project's modeling details under the "Modeling Forms" tab from the project menu bar. Add any supporting drawings or files under the "Files" tab, including the RTP ID# in the document(s) title(s).

***Does the project add a lane of any type?**
The purpose of this question is to identify projects that add motor vehicle capacity to the regional transportation system which must be included in the regional travel model.

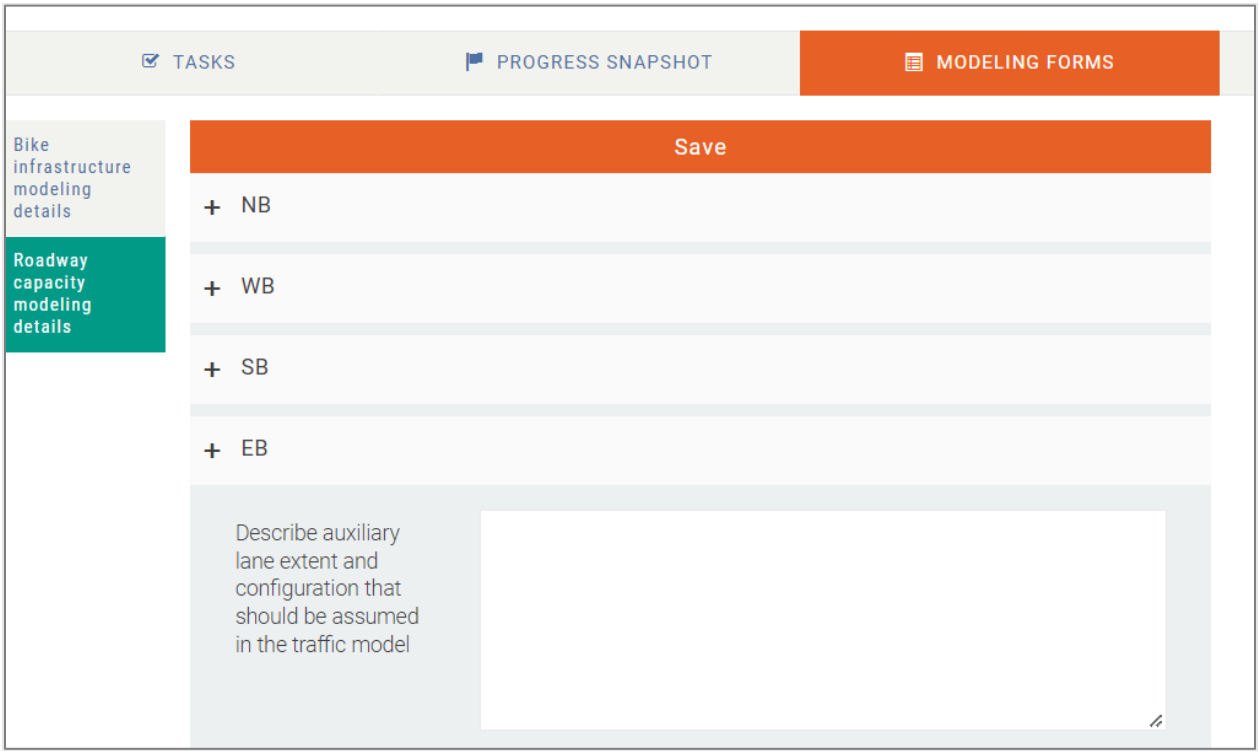
Select the Yes or No from the drop-down list.
Consistent with 660-012-0830, answer "**yes**" to this question for any project exceeding $5 million in cost and including: (A) A new or extended arterial street, highway, freeway, or bridge carrying general purpose vehicle traffic; (B) New or expanded interchanges; (C) An increase in the number of general purpose travel lanes for any existing arterial or collector street, highway, or freeway; and (D) New or extended auxiliary lanes with a total length of one-half mile or more.

If you answer **yes** to this question, fill out a form of the project's modeling details under the "Forms" tab.

Roadway capacity modeling details
Describe the modeling details:

- Indicate the number of NB, WB, SB, EB through lanes, auxiliary lanes, turn lanes, posted speed and traffic signals before and after the project.
- Describe the auxiliary lane extent and configuration that should be assumed in the traffic model.
- Describe the interchange configuration to be assumed in travel model.
- Describe the type of turn lane(s) (i.e., a right turn, double left turn, continuous left turn).
- Describe the turn lane restrictions that should be assumed in the traffic model.

- List the locations of all existing & anticipated traffic signals.



Also provide a link to any supporting modeling diagrams, engineering drawings, maps or other relevant information (see bike modeling worksheet example here). Maps and drawings should identify street names at project start and end locations and other important intersections.

! The RTP ID, project description, and project start and end location will populate automatically once you save.

Check "yes" this form has been completed and click "save" at the bottom of the form.

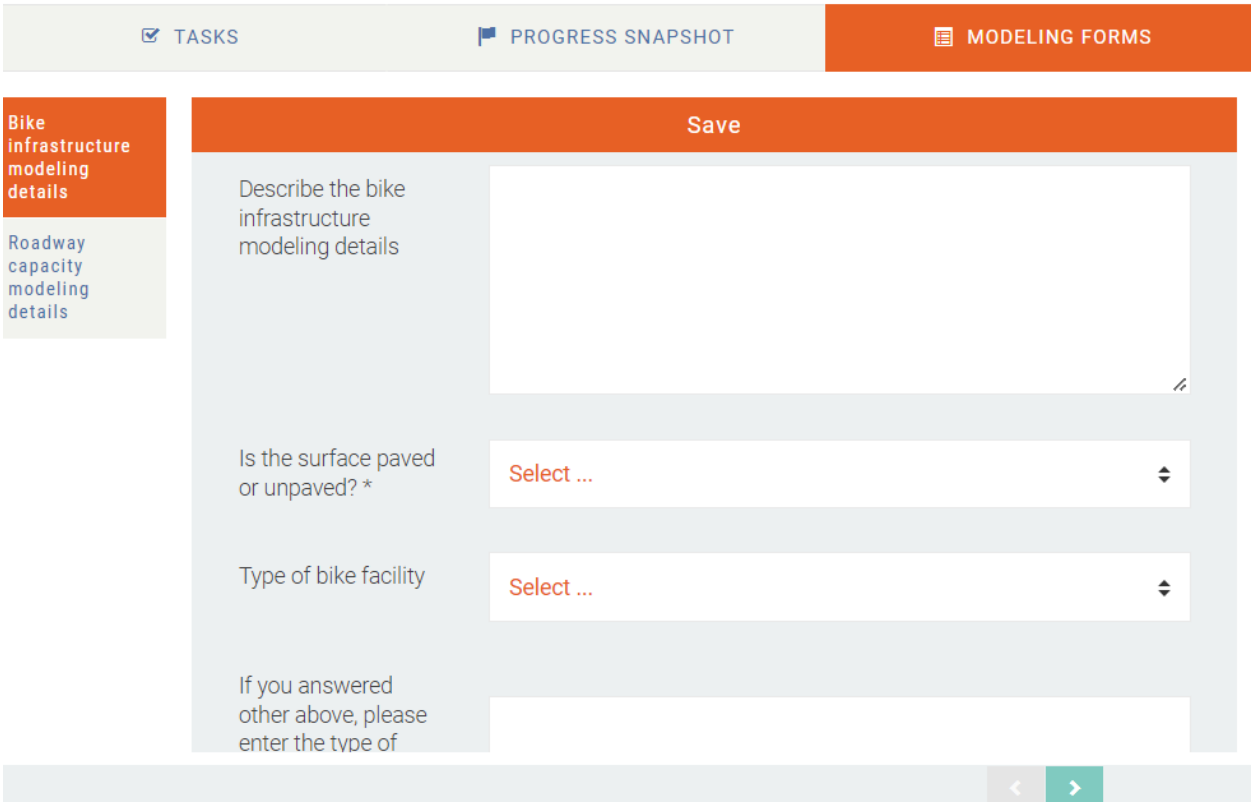
Upload files to support the information provided:

- **Click** on the "Files" tab (second from the right) on the project menu bar.
- **Click** "Upload File" in the top right corner to find the correct file to upload.
- **Select** "Modeling Assumptions" from the checklist and add a short description of what you are uploading (e.g., engineering drawing).
- **Click** "Add File" in the bottom right to submit.

Does the project add bicycle infrastructure?

Bicycle infrastructure additions that must be included in the regional bike model include: adding a cycletrack, buffered or protected bike lanes, on-street bike lanes, bike boulevard, and off-street trail/multi-use path. If the project adds any of these types of bicycle infrastructure, answer "**yes**" to this question.

If you answer yes to this question, click on bike infrastructure modeling details or go to the "Modeling Forms" tab to fill out a form of the project's bicycle modeling details.



Describe the bike infrastructure modeling details, whether the surface is paved or not, the type of bike facility, and provide a link to any supporting modeling diagrams, engineering drawings, maps or other relevant information. Maps and drawings should identify street names at project start and end locations and other important intersections.

! Don't worry about filling out the RTP ID, project description, or project start and end location - these are linked in the hub and will populate automatically once you save. Check "yes" this form has been completed and click "save" at the bottom of the form.

Upload files to support the information provided:

- **Click** on the "Files" tab (second from the right) on the project menu bar.
- **Click** "Upload File" in the top right corner to find the correct file to upload.
- **Select** "modeling assumptions" from the checklist and add a short description of what you are uploading (e.g., engineering drawing).
- Click "Add File" in the bottom right to submit.

Note that many projects will both change roadway capacity and add bicycle infrastructure. For those projects, complete both modeling assumption sections. If only one of the two is applicable, you need only to submit modeling assumptions for the appropriate section.

Step 4: Adding or Changing Project Status

To add or change project or program status information look to the last column still in the "Tasks" tab.

*What plan or study identified the need for this project?

To be eligible for consideration for inclusion in the 2023 RTP, a project or program must come from adopted or approved plans, strategies or studies developed through a public planning process with public engagement and opportunities for public comment that identified the project to address a transportation need on the regional system. Indicate which type of adopted plan or strategy identified the need for the project or program.



Note that if a project is not in a Transportation System Plan, and is not in the RTP, and adds motor vehicle capacity you must fill out Congestion Management Process Documentation form. Fill out the form and upload it to the "Files" tab.

Select the appropriate document from the list below or choose "This project has not been identified in a plan or study."

- Transportation System Plan
- Concept Plan
- Freight Plan
- Area Plan
- Corridor Refinement Plan
- Transit Plan
- Service Enhancement Plan
- Safe Routes to School Plan
- Safety Plan
- Active Transportation Plan
- Transportation Demand Management (TDM) Plan
- Transportation System Management and Operations (TSMO) Plan

*Was the public involved in the process prioritizing this project?

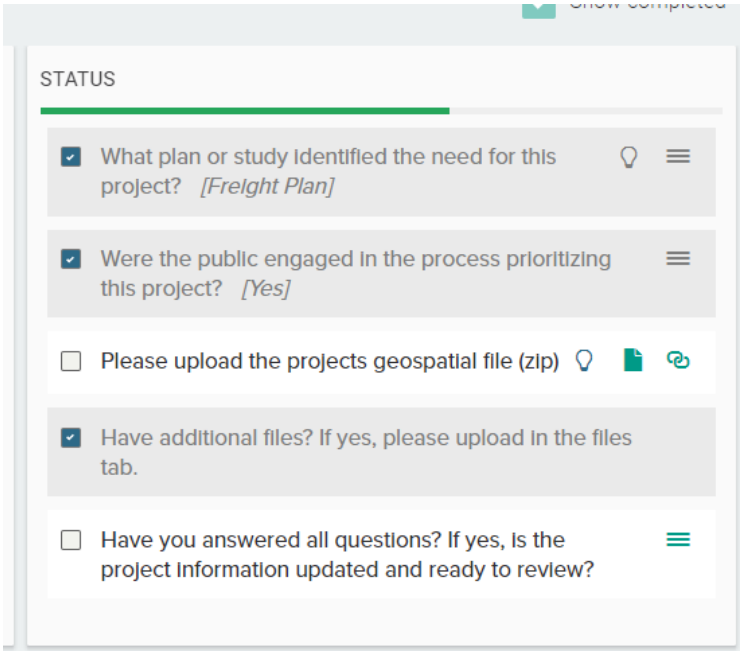
Transportation system plans, subarea plans, topical (e.g. safety) plans, modal (e.g. freight) plans, or transit service plans identify projects that prioritized for funding and timing based on community need. The public is engaged in a process to provide input shaping how the broader list is prioritized with specific outreach to communities of color, people with low-income and people who don't speak English well. Documentation of public involvement certifying that appropriate public involvement efforts were made or will be made and documented in the *Public engagement and non-discrimination certification and documentation form*.

Select Yes or No from the drop-down list.

If the project or program went through a process where the public was engaged in its prioritization, answer "**yes**" to this question. If not, answer "**no**".

Please upload the project or program geospatial file (zipped GIS file)

All location-specific projects (those with a physical location) should submit a GIS geodatabase or shapefile. Having accurate geospatial information for transportation investments is vital to inform the visualization, mapping, analysis and communication of transportation investments in the RTP.



Digitized geographic information will support geospatial analyses that will measure how investments are supporting the vision and goals for the transportation system (e.g., overlapping with 2040 Growth areas, high injury corridors, Equity Focus Areas and other spatial data). GIS data will also be published in Metro public communication materials.

- Base data Metro has from the adopted 2018 RTP is provided within the 2023 RTP Map Tool to help project sponsors review existing project extents. The base data reflects all projects in the 2018 RTP project list. Project sponsors are asked to review the existing digitized extent of each project. Metro can provide the data on request.
- If the digitized extent of the project has changed, agencies should either provide edited GIS files as a geodatabase or an updated shapefile (if edits are needed) through the RTP Project Hub website for individual projects, or via Metro's ShareFile for 'bundled' shapefiles or geodatabase (Metro will provide a link to ShareFile).
- Note that area-wide projects, including programmatic investments must identify the program/project boundary (e.g. city boundary for a sidewalk program, MPO boundary for a regional program) and provide that information.
- You do not need to submit GIS files for projects in the 2018 RTP project list unless a revision is needed.
    - Answer "**no**" to the question "has the GIS information for this project changed" to indicate where geospatial information has not changed for the project since submission for the 2018 RTP.

To upload geospatial files (zipped GIS file) for individual projects to the Hub

GIS Data Submission Guidance: The geodata can be viewed in the RTP Map Tool and will be provided by Metro upon request.

Nominating agencies must digitize the extent of their project by snapping to RLIS street lines (see below for examples) and saved as shapefiles or features in a geodatabase.

- **For existing projects**, project sponsors can use the Map Tool to enable the 2018 project layer and zoom into the general areas of the project or use the Search to find the existing project. and verify the spatial extent.
- **For new projects**, project sponsors will need to digitize the project extent.

A. Linear Projects: Projects on roads, sidewalks, and other continuous paths associated with roadways should be created as a line feature that consists of RLIS street segments (e.g., traffic signal timing in a corridor or multiple corridors within a jurisdiction.) Please select the RLIS street lines for the project extent and export the feature titled with the RTP ID number and project name.

B. Point projects: Projects that are in discreet locations (e.g., intersection improvements, bridge projects, etc.) should be created as a point feature in a geodatabase or a shapefile and snapped to the street network. Please export the point feature titled with the RTP ID number and project name.

C. Area projects: Transportation projects that do not conform to lines or points can be represented with a polygon. These include region-wide projects, or projects that are programmatic in nature. In these instances, submit a polygon of the project or program extent in a geodatabase or as a shapefile. For instance, if your project is to implement a safe routes to school program in a city, you can submit the city boundary. Please export and upload the polygon feature titled with the RTP ID number and project name.

If more than one project is contained within a shapefile, please provide the RTP ID number and project name for each project in the attribute table.

Questions can be directed to Matthew Hampton at matthew.hampton@oregonmetro.gov

- **Click** on the "Files" tab (second from the right) on the project menu bar.
- **Click** "Upload file" in the top right corner to find the correct file to upload.
- **Select** "Project Status" from the checklist and add a short description of what you are uploading. Use the naming protocol "RTP-ID#-ProjectName-Geoshapefile"
- **Click** "Add File" in the bottom right to submit.

To submit "Bundled" geospatial files (zipped GIS file) for multiple projects

Upload bundled geospatial files to your agency file folder in ShareFile [link sent to agencies by Metro].

*Have additional files? If yes, please upload in the files tab

- **Click** on the "Files" tab (second from the right) on the project menu bar.
- **Click** "Upload file" in the top right corner to find the correct file to upload.
- **Select** "Project Status" from the checklist and add a short description of what you are uploading. Use the naming protocol "RTP-ID#-DocumentName"
- **Click** "Add File" in the bottom right to submit.

Have you answered all questions? If yes, is the project information updated and ready to review?

Answer this question when you have answered all required questions, made all necessary changes and added all necessary files and forms. To track progress toward task completion for a given project or program, click the "Progress Snapshot" tab on the right of the project menu bar. Each letter stands for sub-tasks under the Tasks tab, for example P= Project Details and tells you how much of that status has been completed.

Select Yes – ready for Metro staff to review from the drop-down list when you are finished adding in all information.

Additional project attributes

Using project information submitted by nominating agencies and regional data sets, Metro will provide additional project information using GIS. After Feb. 17, Metro will add Yes/no/not evaluated answers to the questions listed below in the 'additional project attributes' tab for each project.

- On RTP system?
- In 2040 center?
- In 2040 station community?
- On 2040 corridor/ main street?
- In 2040 industrial area?
- In 2040 regionally significant industrial area?
- In 2040 employment center?
- Get Moving 2020 project?
- On RTP freight network?
- Provides freight benefit?
- On regional arterial?
- On RTP planned motor vehicle network?
- On RTP planned transit network?
- In a transit access-shed?
- On RTP planned pedestrian network?
- On RTP planned bicycle network?
- On planned regional trail system?
- Fills one or more network gap?
- On high injury corridor/ intersection?
- On congestion management process network?

- On regional emergency transportation route?
- On Statewide seismic lifeline route?
- Climate benefit?
- Outside UGB?
- In Title 13 habitat conservation area?
- In Regional Conservation Strategy (top 25%) area?
- Fish passage barrier?
- In Conservation Opportunity area?
- In FEMA floodplain and flood hazard area?
- Crosses fish bearing stream?
- Crosses wetland?
- In White Oak habitat?
- Crosses habitat connectivity corridor?
- In RTP Equity Focus Area (2020)?
- In RTP People of Color Focus Area?
- In RTP People who speak limited English Focus Area?
- In RTP People with Low Income Focus Area?

Staff and Data Resources

Metro staff can also provide topical project and program-related technical support as needed during the process.

2023 RTP Update Process	Kim Ellis kim.ellis@oregonmetro.gov
Public engagement	Molly Cooney-Mesker molly.cooney-mesker@oregonmetro.gov
Title VI non-discrimination documentation	Cliff Higgins clifford.higgins@oregonmetro.gov
RTP finance and agency revenues	Ted Leybold ted.leybold@oregonmetro.gov
Safety projects	Lake McTighe lake.mctighe@oregonmetro.gov
Pedestrian, bicycle and trail projects and Regional Active Transportation Plan	John Mermin john.mermin@oregonmetro.gov
Regional Emergency Transportation Routes	John Mermin john.mermin@oregonmetro.gov
Freight projects and Regional Freight Strategy	Tim Collins tim.collins@oregonmetro.gov
Mobility corridors, road and bridge capacity or reconstruction projects	Tim Collins tim.collins@oregonmetro.gov
Demand management projects and programs	Dan Kaempff daniel.kaempff@oregonmetro.gov
System management and operations projects and programs	Caleb Winter caleb.winter@oregonmetro.gov
Transit projects, Regional Transit Strategy and High Capacity Transit Strategy	Ally Holmqvist ally.holmqvist@oregonmetro.gov
Cost estimate methodology	Ted Leybold ted.leybold@oregonmetro.gov
Travel demand model assumptions (including motor vehicle, transit and bicycle)	Thaya Patton thaya.patton@oregonmetro.gov
Geographic information system data and maps	Matthew Hampton matthew.hampton@oregonmetro.gov
RTP project list or on-line project hub	Ally Holmqvist ally.holmqvist@oregonmetro.gov

Who should I contact to coordinate updating the project list?

Nominating agencies coordinate with other agencies and Metro staff liaisons to submit project list endorsements. Confirm coordinating committee meeting dates, times and locations with the appropriate agency contact below.

Agency	Agency contact
Metro	Ally Holmqvist ally.holmqvist@oregonmetro.gov Lake McTighe lake.mctighe@oregonmetro.gov
City of Portland	Eric Hesse Eric.Hesse@portlandoregon.gov Francesca Jones francesca.jones@portlandoregon.gov
Clackamas County and cities	Karen Buehrig karenb@co.clackamas.or.us
Multnomah County and cities (excluding City of Portland)	Allison Boyd allison.boyd@multco.us
Washington County and cities	Chris Deffebach christina.deffebach@co.washington.or.us
TriMet	Tara O'Brien obrienta@trimet.org
ODOT	Glen Bolen glen.a.bolen@odot.oregon.gov
Port of Portland	Lewis Lem lewis.lem@portofportland.com

What data resources are available?

Several resources are available on the 2023 RTP webpage at www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/projects to support nominating agencies as they review and update project priorities in the RTP.

Much of the data used in the project list assessment is found in the online RTP Map Tool. This map is a compilation of several regional datasets. The RTP Map Tool allows you view 2018 RTP project information in an interactive map display with other data layers. You can customize your map display to show just the information you want to see at different scales. You can search for projects by RTP ID, project name, or topic such as pedestrian using the search function. This tool will continue to be developed in support of the 2023 RTP update. Each data layer can be turned on and off.

The RTP Map Tool shows the Metro planning area boundary, as well as all streets and rivers. Specific data layers included in the RTP map tool:

- 2018 RTP Projects
- 2040 Growth Concept Design Types
- Equity Focus Areas
- Regional High Injury Corridors and Intersections
- Fatalities and serious injuries

Draft 2023 RTP Network Maps

- Motor Vehicle
- Bike
- Pedestrian
- Freight
- Transit
- Transportation System Management and Operations (TSMO)

Draft RTP Network Gap Maps

- Regional motor vehicle network gaps
- Regional bike network gaps
- Regional pedestrian network gaps
- Regional trail network gaps
- Regional transit network gaps

Other datasets

- Regional Emergency Transportation Routes (ETRs)
- Oregon Seismic Lifeline Routes
- Environmental Resource Layers (Title 13)
- Floodplain and flood hazards (FEMA)
- Jobs Access - Above regional average access to jobs within 30-minutes

City *of* Tigard

February 13, 2023

Kim Ellis, Principal Transportation Planner
Oregon Metro
Metro Regional Center
600 N.E. Grand Ave
Portland, OR 97232

RE: 2023 Regional Transportation Plan Local Agency Project List Submission

Dear Ms. Ellis,

Thank you for your work and Metro's leadership on the 2023 Regional Transportation Plan (RTP) update. This important body of work aligns the region's shared priorities for a functional, equitable, and more climate-friendly transportation system.

This letter serves as the Tigard City Council's endorsement of the list of RTP projects submitted by Tigard teammates during the 2023 RTP Call for Projects.

Tigard's planned RTP projects are aligned with the City of Tigard's strategic plan vision to be "an equitable community that is walkable, healthy, and accessible for everyone."

Best,

Heidi Lueb, Mayor
City of Tigard

Yi-Kang Hu, Council President

Jeanette Shaw, City Councilor

Maureen Wolf, City Councilor

Jai Raj Singh, City Councilor



City *of* Tigard

2023 Regional Transportation Plan Update

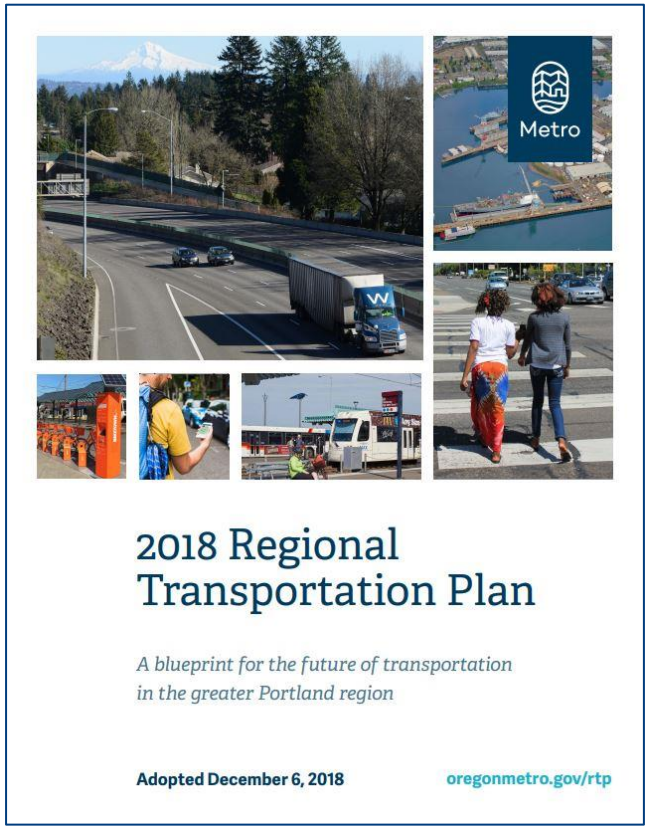
Tigard Draft 2023 Regional Transportation Plan Project List

City Council

February 7, 2023

The Regional Transportation Plan (RTP)

- Federally recognized metropolitan transportation plan
- Guides coordinated regional transportation investments
- 2023 update underway now



TIGARD

2023 RTP Update Vision and Goals



Vision---→

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

TIGARD

2023 RTP Update Timeline



2023 RTP Revenue Assumptions

- Coordinated with Metro and Washington County
- Sources include vehicle registration fees, gas tax (County and local), Transportation Development Tax (TDT), Transportation System Development Fees (SDCs), Tigard tax increment financing programs, and anticipated state and federal grants.

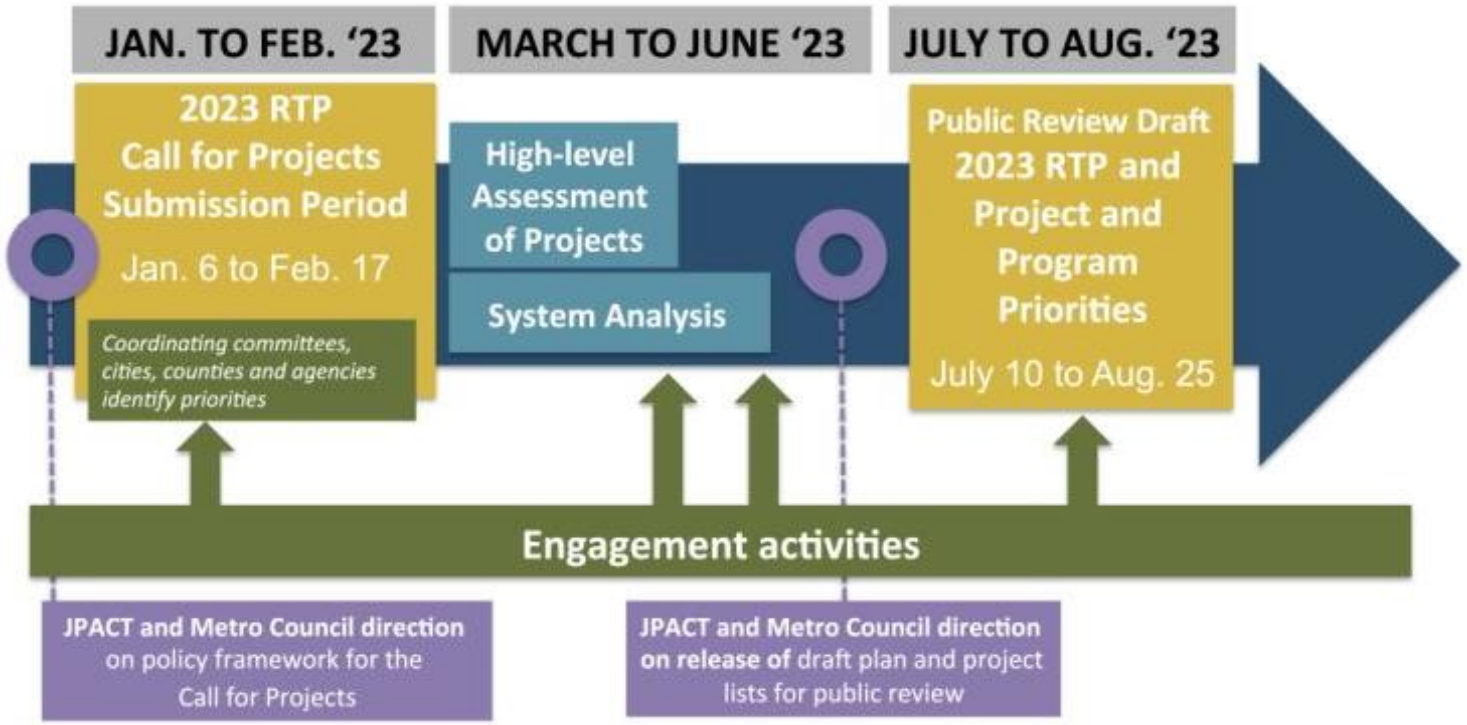
Table 1: Tigard Revenue Forecast (Year of Expenditure $)			
Financially Constrained List		**Strategic Priorities List**	**Total Tigard RTP List**
Near (Highest Priority)	**Late (High Priority)**	**Additional Priorities**	
2024-2030	*2031-2045*	*2031-2045*	*2024-2045*
$73,792,779	$191,182,279	$264,975,058	$529,950,116

2023 RTP Update Call for Projects

- The 2023 RTP will include an updated list of transportation investment priorities for the greater Portland region
- Cities, counties, and other transportation providers will work together through coordinating committees to prioritize projects
- Each jurisdiction needs to submit its draft project list and project information during the ‘call for projects’ between Jan 6 and Feb 17, 2023
- Agencies must submit letter of endorsement from governing body no later than May 24, 2023

TIGARD

2023 RTP Update Call for Projects (cont.)



2023 RTP Update Call for Projects (cont.)

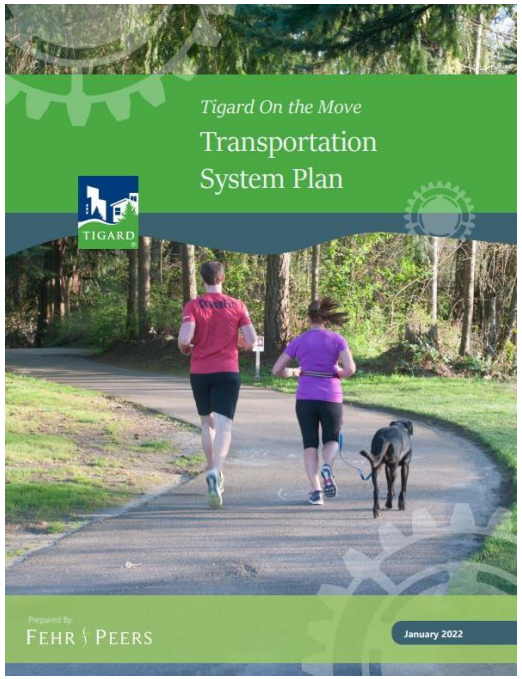
- Action Requested of Council and Recommendation
  - Make a motion authorizing teammates to take all actions necessary to complete step 1 and step 2 as described below:
    - Step 1: By February 17th, 2023, submit a letter from Council to Oregon Metro endorsing Tigard's 2023 RTP Draft Project List.
    - Step 2: Make any needed refinements to Tigard's 2023 RTP Draft Project List in response to the 2023 RTP project assessment and engagement period that will occur between February and May of 2023.

2023 RTP Update Call for Projects (cont.)

- The RTP contains *regionally significant* projects in three categories:
  - Near-Term Constrained (2024 - 2030)
  - Late-Term Constrained (2031 – 2045)
  - Unconstrained or ‘Strategic’ (2031-2045)
- Revenue assumptions for these three lists are the ‘guardrails’ for overall project capacity
- Since 2018, capital project costs have increased significantly

2023 RTP Update Call for Projects (cont.)

- Project eligibility requirements for inclusion in the RTP:
  - Must be on the regional network;
  - Must be within the metropolitan planning area (MPA) boundary;
  - Must be in an adopted plan developed through a public process;
  - Must be at least $2 million in size;
  - Projects that increase capacity must be identified for modelling; and
  - Projects with committed funding but not yet complete must be included.



2023 RTP Update Call for Projects (cont.)

- Creation and refinement of Tigard's draft 2023 RTP project list
  - Removed completed projects;
  - Revised project cost estimates with guidance from Metro and Washington County;
  - Added and/or modified projects for consistency with Tigard's 2040 TSP, Tigard's adopted Capital Improvement Plan (CIP); and
  - Put some projects on hold.

2023 RTP Update Call for Projects (cont.)

- Draft 2023 Tigard Project List Cost Estimates

					Estimated Cost (2023 Dollars)	Estimated YOE $ Cost (mid-point of timeframe)
NEAR TERM PROJECTS 2024-2030	REVENUE FORECAST	$ 73,792,779		TOTALS	$ 66,500,000	$ 75,677,000
LATE TERM PROJECTS 2031-2045	REVENUE FORECAST	$ 191,182,279		TOTALS	$ 123,720,000	$ 201,292,440
STRATEGIC PROJECTS 2031-2045	REVENUE FORECAST	$ 264,975,058		TOTALS	$ 264,514,000	$ 430,364,278

2023 RTP Update Call for Projects (cont.)

- Near-Term (2024 – 2030)
- 7 projects
- 3 new

NEAR TERM PROJECTS 2024-2030		REVENUE FORECAST $ 73,792,779			TOTALS	$ 66,500,000	$ 75,677,000
Primary Facility Owner	RTP ID	Project Name	Start Location	End Location	Description	Estimated Cost (2023 Dollars)	Estimated YOE $ Cost (mid-point of timeframe)
Tigard	11217	McDonald Street Urban Upgrades	Hwy 99W	Hall Blvd	Widen roadway to a 3-lane complete street (with sidewalks, bike lanes, and center turn lanes where appropriate) and crossing enhancements at some locations.	$ 24,700,000	$ 28,108,600.000
Tigard	10755	72nd Ave. Improvements - 99W to Dartmouth	99W	Dartmouth	Build 3-lane complete street with separated cycletracks, sidewalks, and improved pedestrian crossings. Includes new bridge over Red Rock Creek.	$ 15,000,000	$ 17,070,000.000
Tigard	10766	Fanno Creek Connections Project	Woodard Park	Milton Court	Construct 3 new segments of the Fanno Creek Trail and make improvements to existing segment from Ash Ave to Hall Blvd.	$ 10,400,000	$ 11,835,200.000
Tigard	new	North Dakota St (Fanno Creek) Bridge Replacement	North Dakota Street at Fanno Creek		Replace bridge, with bike lanes and sidewalk.	$ 7,000,000	$ 7,966,000.000
Tigard	11996	Tigard St (Fanno Creek) Bridge Replacement	Tigard St at Fanno Creek		Replace bridge with bike lanes and sidewalk.	$ 6,000,000	$ 6,828,000.000
Tigard	new	Templeton-Twality Safe Routes to School Improvements	McDonald St	Sattler St	Improve pedestrian crossings, complete missing sidewalk segments, pave trail through East Butte Park.	$ 2,000,000	$ 2,276,000.000
Tigard	new	Downtown pedestrian improvements (urban renewal)	Downtown		Improve sidewalks, lighting, crossings, bus shelters and benches throughout tTigard Downtown.	$ 1,400,000	$ 1,593,200.000

TIGARD

2023 RTP Update Call for Projects (cont.)

- Late-Term (2031 – 2045)
- 11 projects
- 2 new

LATE TERM PROJECTS 2031-2045		REVENUE $ FORECAST 191,182,279			TOTALS	$ 123,720,000	$ 201,292,440
Primary Facility Owner	RTP ID	Project Name	Start Location	End Location	Description	Estimated Cost (2023 Dollars)	Estimated YOE $ Cost (mid-point of timeframe)
ODOT	11220	Hall Blvd. Improvements - Locust to Durham	Locust	Durham	Build protected bike facilities, complete sidewalks on both sides of the road, build improved pedestrian crossings. Combine and coordinate with ODOT State of Good Repair project and potential Washington County project north of SW Locust.	$ 20,000,000	$ 32,540,000.000
Tigard	11998	Tiedeman Ave Complete Street	Greenburg Rd	Walnut St	Add bicycle and pedestrian facilities to Tiedeman Road and roundabout or signal at Tigard St, and improvements to Greenburg intersection. Includes bicycle and pedestrian facilities connecting to Fanno Creek Trail.	$ 20,000,000	$ 32,540,000.000
Tigard	new	Highway 217 Ped-Bike Crossing at SW 95th Ave	Oak Street	Shady Lane	Construct a new Highway 217 overcrossing for active transportation users connecting Metzger Neighborhood and WSRC area with the Greenburg Neighborhood, Tigard Heritage Trail, Fanno Creek Trail, and Downtown Tigard.	$ 15,000,000	$ 24,405,000.000
ODOT	11223	Hall/Hunziker/Scoffins Intersection Realignment	Hall Blvd.	Intersection with Hunziker & Scoffins	Realign offset intersection to cross intersection to alleviate congestion and safety issues.	$ 11,000,000	$ 17,897,000.000
Tigard	10760	Tigard Triangle multi-modal improvements (urban renewal)	Tigard Triangle		Upgrade and improve roads, improve sidewalks, lighting, crossings, implement curbside management strategies, bus shelters and benches throughout the Tigard Triangle.	$ 11,000,000	$ 17,897,000.000
Tigard	11229	Walnut Street Improvements	Tiedeman Ave	Hwy 99W	Build complete street with sidewalks and bike lanes on both sides and ped crossing improvements; may include turn lane approaching Hwy 99W.	$ 10,360,000	$ 16,855,720.000
Tigard	11408	Atlanta Street Extension to 74th Ave	74th Ave	69th Ave	Extend Atlanta Street west to 74th Ave.	$ 10,160,000	$ 16,530,320.000
Tigard	12088	Fanno Creek Trail Gap (Bonita to Cook Park)	Bonita Road	Cook Park	Complete regional trail gap.	$ 9,800,000	$ 15,944,600.000
ODOT	12003	Hall Blvd/Fanno Creek Bridge	Over Fanno Creek in Tigard	-	Replace bridge and add dedicated pedestrian and bicycle facilties.	$ 8,400,000	$ 13,666,800.000
Tigard	new	Ped/Bike Rail Undercrossing	SW 95th Ave	Tigard Heritage Trail	Build a railroad undercrossing for pedestrians and bicycles west of Pacific Highway (OR99W), connecting Grant Ave with 95th Ave.	$ 5,000,000	$ 8,135,000.000
Tigard	12001	Hunziker St Sidewalk and Bike Lanes	Hall Blvd	72nd Ave	Add sidewalk on north side of Hunziker from current sidewalk end (near 7585 Hunziker) to 72nd Ave and complete bike lanes.	$ 3,000,000	$ 4,881,000.000

TIGARD

2023 RTP Update Call for Projects (cont.)

- Strategic (2031 – 2045)
- 28 projects
- 8 new

STRATEGIC PROJECTS 2031-2045		REVENUE FORECAST $ 264,975,068			TOTALS $ 264,514,000	$ 410,364,279
Primary Facility Owner	RTP ID	Project Name	Start Location	End Location	Description	Estimated 2023 Cost	Estimated YOE Cost
ODOT	11646	Pacific Highway (OR99W) Corridor Plan Construction	64th Ave.	King James Pl	Safety and mobility improvements, ETC treatments, boulevard treatments, improved sidewalks and bike facilities, pedestrian crossings, and access management from I-5 to King James Pl.	$ 38,100,000	$ 61,988,700.000
Tigard	10748	Greenburg Road Improvements - N Dakota to Cascade	Hwy 217	North Dakota	Build complete street with separated cycle tracks and sidewalks.	$ 21,500,000	$ 34,980,500.000
Tigard	10768	Upper Boones Ferry Rd, 72nd Ave, Durham Rd Circulation and Connectivity			Capital project to implement preferred design resulting from circulation and connectivity study.	$ 20,000,000	$ 32,540,000.000
Tigard	10766	72nd Ave. Improvements - HWY217 to Bonita	HWY 217	Bonita Road	Widen to 3 lanes with bikeways and sidewalks.	$ 16,744,000	$ 26,448,512.000
Tigard	new	72nd Ave. Improvements - Dartmouth to HWY217	Dartmouth	HWY 217	Widen to 4/5 lanes, with one travel lane in each direction, one flex travel/parking lane, protected bike lanes and sidewalks.	$ 16,000,000	$ 26,032,000.000
Tigard	11226	Pedestrian improvements	Multiple locations		Fill sidewalk gaps and construct enhanced pedestrian crossings citywide.	$ 12,700,000	$ 20,662,900.000
Tigard	new	HWY 217 Ped/Bike Overcrossing	Tigard Triangle	Downtown	Construct a new Highway 217 overcrossing for active transportation users connecting the Tigard Triangle with Downtown Tigard. May be coordinated with the Southwest Corridor Light Rail and the Red Rock Creek Trail.	$ 11,000,000	$ 17,897,000.000
Tigard	new	Regional Trail Gap Closure and Improvements	Multiple sections on Fanno, Wash Sq Loop, and Westside Trails	Multiple sections on Fanno, Wash Sq Loop, and Westside Trails	Infill gaps and improve deficiencies in regional trail network. Affected trails include Fanno Creek, Washington Square Loop, Tigard-Lake-O, and Westside Trails.	$ 10,000,000	$ 16,270,000.000
Tigard	new	Ash Ave Ped/Bike Bridge	Burnham Street	Commercial Street	Design and construct grade-separated pedestrian and bicycle bridge connecting Ash Ave across railroad.	$ 10,000,000	$ 16,270,000.000
Tigard	new	Tigard-Lake-O-Red Rock Creek-Fanno Creek Rail Overcrossing	Wall St	Tigard Public Library	Design and construct grade-separated ped/bike bridge over rail line connecting Wall Street and Red Rock Creek Trail to Fanno Creek Regional Trail.	$ 10,000,000	$ 16,270,000.000
Tigard	new	Ash Ave Trail Connection	Walnut Place	Fanno Creek Trail	Creates new active transportation connection from Walnut Pl east of Pacific Highway (OR99W) to Ash Ave, connecting to the Fanno Creek Trail.	$ 9,000,000	$ 14,643,000.000
Tigard	12006	121st Ave Complete Street - phase 2	Walnut St	North Dakota St	Build complete street with bicycle and pedestrian facilities from Walnut to N Dakota and provide ped and bike facilities across Summer Creek.	$ 8,400,000	$ 13,666,800.000
Tigard	10717	72nd Ave. Improvements - Bonita to Durham	Bonita Road	Durham Road	Widen to 3 lanes with bikeways and sidewalks.	$ 8,128,000	$ 13,224,256.000
Tigard	11996	74th Ave extension in Triangle	End of 74th from 99W	Hermosa/Beveland	Extend 74th Ave at 99W south to Hermosa/Beveland. Street to include two travel lanes, bicycle lanes, parallel parking, sidewalks, and street trees with a 70-foot right-of-way.	$ 7,980,000	$ 11,844,560.000
ODOT	12016	Hunziker & Sandburg Udegrath to Kruse Way Bike/Ped Bridge	Hunziker Rd and Sandburg St	Kruse Way Trail	Bike/Ped Trail and bridge from Hunziker Rd and Sandburg St to Kruse Way Trail in Lake Oswego.	$ 7,000,000	$ 11,389,000.000
Tigard	12002	Bull Mountain Rd Sidewalks	Roshak Rd	Hwy 99W	Complete gaps in sidewalks and bike lanes from Benchview Terrace (Tigard City Limits) to Hwy 99W.	$ 7,000,000	$ 11,389,000.000
ODOT	10770	OR 99W Improvements	64th Ave.	King James Pl.	Intersection improvements to maintain or improve mobility and safety for TPR compliance and upgrading pedestrian crossings.	$ 7,000,000	$ 11,389,000.000
Tigard	11221	Neighborhood Greenway Bicycle Improvements	Multiple		Citywide neighborhood greenway bicycle network safety and facility improvements.	$ 6,020,000	$ 9,794,540.000
Tigard	11225	Downtown Circulation Plan Implementation	Downtown Tigard	Between Hwy. 99W, Hall & Fanno Creek	Acquire ROW, construct streets and streetscape improvements in downtown Tigard.	$ 6,020,000	$ 9,794,540.000
ODOT	new	Transit Supportive Treatments on OR 99W	entire	entire	Support existing high frequency bus service on the Pacific Highway (OR99W) corridor by implementing transit treatments such as bus queue bypass lanes and transit signal priority at key intersections.	$ 6,000,000	$ 9,762,000.000
Tigard	11227	Neighborhood Trails & Regional Trail Connections	Multiple locations		Construct high priority neighborhood trails to regional trails, sidewalks & transit.	$ 4,200,000	$ 6,833,400.000
Tigard	12030	Tigard Safe Routes to School Projects	Multiple		Pedestrian upgrades, new sidewalks, new bike lanes, sidewalk infill on Tigard Streets facilitating walking and biking to school.	$ 4,200,000	$ 6,833,400.000
Tigard	12008	Red Rock Creek Greenway Trail	Dartmouth/217 area along Red Rock Ck	vic / 64th Ave	New trail parallel along Red Rock Ck in the Triangle from Near Dartmouth/217 to vic 6.	$ 4,200,000	$ 6,833,400.000
ODOT, Tigard	12012	Transit Access and Signal Priority Improvements (Tigard)	Various Locations		Access to transit and other improvements such as improved stations and station access, possible queue jumps and signal preemption.	$ 3,910,000	$ 6,198,870.000
Tigard	new	Tigard Triangle Adaptive Signals			Upgrade signals throughout the Tigard Triangle with adaptive signal coordination technology.	$ 3,500,000	$ 5,694,500.000
Tigard	10743	Washington Square Regional Center Greenbelt Shared Use Path	Hall Blvd.	SW 217	Complete local shared-use path connection.	$ 2,660,000	$ 4,327,820.000
Tigard	10749	Washington Square Regional Center Pedestrian Improvements	Various	Various	Improve sidewalks, lighting, crossings, bus shelters, and benches in the Washington Square area.	$ 2,540,000	$ 4,132,580.000
Tigard	10746	Washington Square Connectivity Improvements	Washington Square local street connections	Washington Square local street connections	Increase local street connections at Washington Square Center based on recommendations in regional center plan.	$ 2,000,000	$ 3,254,000.000

2023 RTP Update Call for Projects Next Steps

- Tigard teammates are entering Tigard's 2023 RTP draft projects into Metro's 'Project Hub' web portal (deadline for entry is February 17th)
- At its February 13th meeting, the Washington County Coordinating Committee (WCCC) will consider and recommend Washington County (county and cities) 2023 RTP draft project list to Metro
- Starting in late February, Metro will lead an assessment of draft RTP projects and engage with the policy makers and the public to gather feedback on the draft project list

TIGARD

Thank you

Discussion and Questions

AIS-5097 **6.**

Business Meeting

Meeting Date: 02/07/2023

Length (in minutes): 45 Minutes

Agenda Title: Climate Adaptation and Natural Hazard Mitigation

Authored By: Jesse Raymundo

Presented By: Emily Tritsch and Mike Lueck

Item Type: Receive and File

Public Hearing Legal Ad Required?: No

Publication Date: 01/11/2023

Information

EXPLANATION OF ISSUE

This is an opportunity to build awareness of future climate hazards and potential impacts to the community. The mitigation information helps emergency services and the community better prepare for climate adaptations necessary and systems vulnerabilities that may occur from hazard impacts. Defining the principles of climate adaptation planning for emergency management and existing first response processes will enable us to discuss the impact of weather on critical infrastructure and key resources while explaining the concurrent effects of climate change on those impacts. Council will also gain more understanding of how we can collectively identify and apply adaptation strategies to address local emergency services sector vulnerabilities. We would also like to make Council aware of the various resources that can be used to implement local climate adaptation strategies in our community. The overall goal is to prepare the community and the emergency services sector for the climate adaptations and systems vulnerabilities that might occur from hazard impacts and to enhance awareness to future climate hazards and impacts that the emergency services sector and our community members may face.

ACTION REQUESTED

No action requested. This will be an educational briefing for the Council.

BACKGROUND INFORMATION

Dates of Previous and Potential Future Considerations

History

During the city's revision of the 20-year Comprehensive Plan 07-08 a technical team made up of representatives from Community Development, Public Works, Risk and Police Department independently drafted the original version. We aligned the identified hazards with the Comp Plan Goal 7, submitted the draft plan, and received approval from FEMA. Council formally adopted the Initial Plan in 2008. In 2013, we independently revised version II. In 2018, we were awarded a federal grant and partnered with Hillsboro and Washington County to complete Version III with support from a contractor. Our 2023 Version IV is also being facilitated by different contractor and Washington County project administrator; but this time 10 collaborative partners worked on our plans concurrently sharing information and strategies throughout the last 12 months. Those partners are listed below:

City of Hillsboro

City of Tigard
City of Beaverton
City of Forest Grove
City of Cornelius
City of Sherwood
City of North Plains
Clean Water Services
Tualatin Valley Water District
Tualatin Hills Parks and Recreation District

Purpose
States and local jurisdictions and agencies are required to have a FEMA-approved natural hazard mitigation plan to be eligible for grant funding. The Plan must be updated every five years and must meet state and federal planning requirements. This Version IV will take just over a year to complete, and the outline is as follows:

Phases
Phase 1: Organize Resources, Facilitate Planning Process **(February 1- February 27)**
Kick off workshop with Steering Committee

Phase 2: Risk Assessment **(March 1- May 30)**
Two workshops with Steering and Technical Committees
Public outreach

Phase 3: Mitigation Strategy **(June 1- July 30)**
Two workshops with Steering and Technical Committees
Stakeholder workshop – **Mitigation Action Items**

Phase 4: Plan Implementation and Maintenance Process **(August 1- August 30)**
Workshop with Steering and Technical Committees, if needed

Phase 5: Plan Approval and Adoption **(September 1- October 30; November 1-December 30)**
Draft plan review workshop with Steering and Technical Committees
Public review and input

Plan Outline
Volume 1: Executive summary, acronyms, and sections 1-4
Volume 2: Participant annexes
Volume 3: Appendices

Volume 1
Executive summary
Acronyms
Section 1: Introduction
Section 2: Hazard identification and risk assessment
Section 3: Mitigation strategy
Section 4: Plan execution, maintenance, and adoption

Volume 2
Introduction

Participant annex contents:
Cover page
Table of contents
Chapter 1: Introduction
Chapter 2: Planning process
Chapter 3: Hazard identification and risk assessment
Chapter 4: Capabilities assessment
Chapter 5: Mitigation strategy

Volume 3
Appendix A: Planning process and public engagement
Appendix B: Implementation resources and funding opportunities

Why
To provide awareness of risks and vulnerabilities:
Dam failure – Scoggins threatens to fail
Drought – experiencing annually
Extreme Heat – record-breaking temperatures in last several years
Earthquake – potential for catastrophic event
Flood – localized flooding each year
Landslide – one of the last incidents was several years ago near Bull Mountain Road and 99W
Volcanic Ash - 2008
Wildland fire and smoke – last year wildfire outside the jurisdiction to staff and smoke impacted Tigard and the region.
Tornado / Gustnado (windstorm) - last month and in May 2022
Winter storm (snow and ice) – during last year's holidays

Public Involvement

Next Steps
Complete Phases 3-5
Very early in 2023, the steering committee chair and the technical team will promote the public review of the draft plan for 30 days, shortly after that we would like to come back and seek formal adoption of 2023-2028 Natural Hazard Mitigation Plan (NHMP)

ALTERNATIVES & RECOMMENDATION

ADDITIONAL RESOURCES

Attachments

No file(s) attached.
