



APPENDIX D

2023 Regional Transportation Plan

Engagement and consultation summary

November 30, 2023

oregonmetro.gov/rtp

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

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

Regional Transportation Plan website: [**oregonmetro.gov/rtp**](http://oregonmetro.gov/rtp)

The preparation of this strategy was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this strategy are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

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INTRODUCTION

Public engagement and consultation for the 2023 Regional Transportation Plan (RTP) provided opportunities for people across the greater Portland region to learn about how regional transportation decisions are made and how to have an impact on those decisions. This RTP update included an update to the region's High Capacity Transit (HCT) Strategy. The engagement for the 2023 RTP and the HCT Strategy were closely coordinated.

Two significant research and policy projects launched in advance of the RTP update to help the plan. These projects included the Regional Mobility Policy update and the Regional Freight Delay and Commodities Movement Study. These projects were technical processes that support the advancement of the RTP goals. Each of these processes included extensive engagement with Metro's jurisdictional partners, practitioners and other interested persons and organizations. This engagement is summarized in the final section of this appendix.

Throughout development of the 2023 RTP and HCT Strategy, community members and representatives from community organizations, businesses and transportation agencies shared their values, needs and priorities for transportation in greater Portland. In addition to the engagement, Metro also consulted with local, regional, state and federal governments and Tribes. The information gathered from engagement activities and consultation informed Metro staff's work and was shared with transportation agency staff and decision-makers throughout the process to inform 2023 RTP policy and investment decisions.

The engagement for the 2023 RTP update launched in the first year of the COVID-19 pandemic. Engagement approaches remained flexible and adaptable to changing public health guidelines and quickly evolving ways of working and communicating. The engagement team was responsive to community feedback regarding people's capacity to engage in the RTP in the face of urgent health and economic crises and community preferences regarding in-person and virtual engagement.

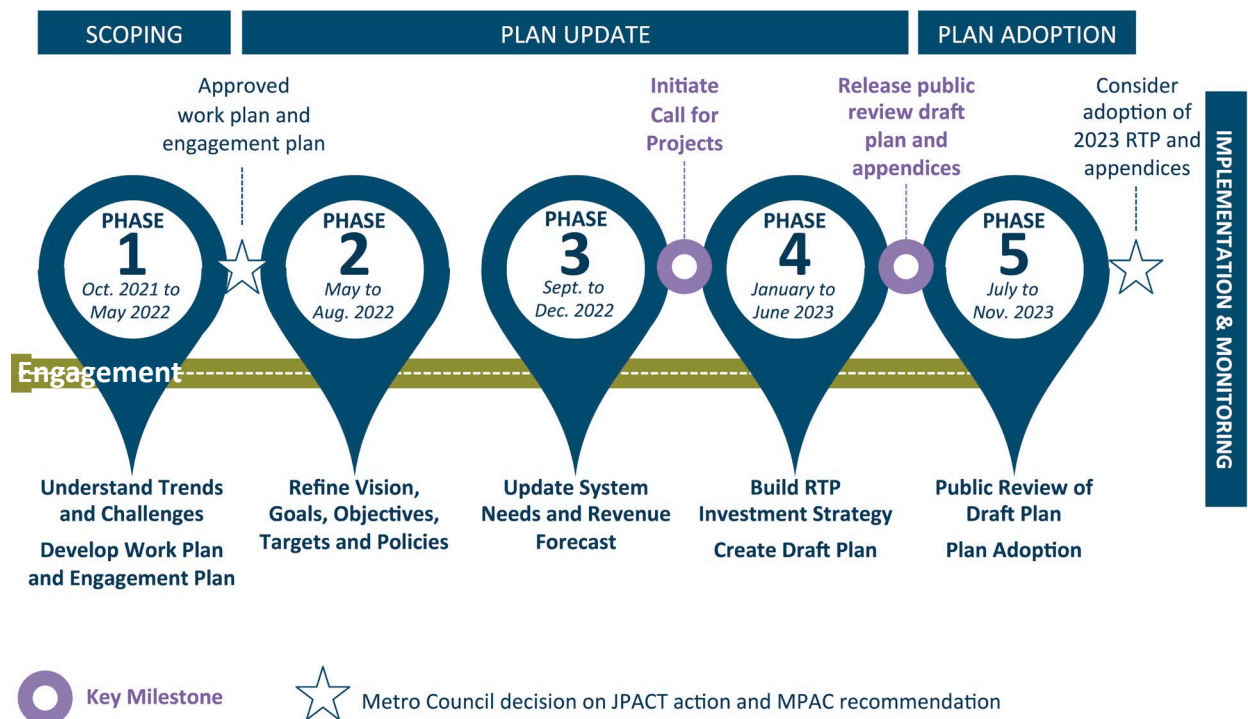
Community engagement and consultation activities were guided by the 2023 RTP update public engagement planⁱ, adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in May 2022. The work plan and public engagement plan for the 2023 RTP was developed with input from Metro Council, JPACT, Metro's Committee on Racial Equity (CORE), regional advisory committees, county-level coordinating committees, community-based organizations and interviews of public officials and business and community leaders. The engagement was aligned with Metro's adopted Public Engagement Guide (2013), Metro's agency-wide Strategic Plan to Advance Racial Equity, Diversity and Inclusion (2016), the Planning, Development, and Research

Department Strategy for Achieving Racial Equity (2019), Metro’s public participation in transportation planning guide (2019), and federal and state requirements and expectations for effective public engagement.

The engagement and consultation were guided by the following goals:

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

Figure D-1: 2023 Regional Transportation Plan timeline

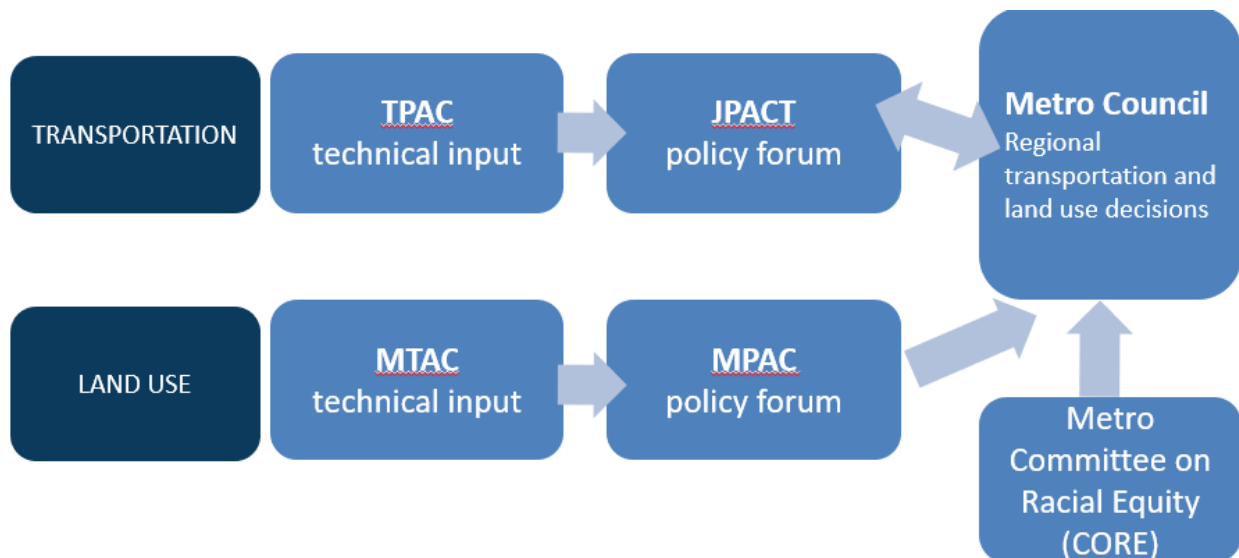


2023 REGIONAL TRANSPORTATION PLAN DECISION MAKING PROCESS

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

Shown in Figure D-2, Metro facilitates on-going consultation and coordination through five Metro advisory committees – the Transportation Policy Alternatives Committee (TPAC), the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC) and the Metro Technical Advisory Committee (MTAC) and the Metro Committee on Racial Equity (CORE). These committees were forums for discussion, coordination, consultation and decision-making by elected officials and their staff, representing cities and counties across the region, public agencies and transportation providers, including the Oregon Department of Transportation (ODOT), Oregon Department of Environmental Quality (DEQ), Oregon Department of Land Conservation and Development (DLCD), the Port of Portland, the Port of Vancouver, TriMet and South Metro Regional Transit (SMART). Three of those committees – TPAC, MPAC and MTAC – include community representatives that bring their expertise and perspective to the discussions and decisions.

Figure D-2: Regional decision-making framework



Engagement overview

The 2023 RTP update public engagement planⁱⁱ adopted by JPACT and the Metro Council guided the strategic direction, approach and desired outcomes for sharing information and engaging with people, community-based organizations (CBO), businesses, transportation agencies, regional decision-makers and other interested parties throughout the two-year RTP update process.

Engagement activities included:

- 4 online surveys with a total of 4,110 participants
- 3 public hearings
- 4 in-language focus groups in Spanish, Chinese, Vietnamese and Russian
- 3 Community Leaders' Forums
- 7 community based organizations engaged 380+ people
- 1 High Capacity Transit Strategy online open house and survey with 350+ respondents
- 10 HCT public tabling events with TriMet's Forward Together Plan
- 1 Climate expert panel
- 1 Modeling 101 panel
- 2 business forums
- 2 discussions about HCT with local chambers of commerce
- 3 business focus groups, including 1 focused on HCT
- 6 joint JPACT and Metro Council workshops
- 22 Metro Council meetings
- 32 JPACT and MPAC meetings
- 3 Metro Committee on Racial Equity (CORE) meetings
- 47 TPAC and MTAC workshops and meetings
- 8 High capacity transit strategy working group meetings
- Periodic County Coordinating Committee briefings
- 41 interviews with elected officials and staff of local jurisdictions, state agencies, and community and business organizations from across the region
- 6 consultation meetings with Tribes

- 6 consultation meetings with federal, state and regional agencies

Agency and jurisdictional outreach and coordination

Metro staff collaborated and coordinated with cities, counties and other transportation agencies during the 2023 RTP update. Throughout the process, Metro staff presented to Metro regional advisory committees and county-level coordinating committees (as well as their technical advisory committees). Cross-agency project management teams were convened for the High Capacity Transit Strategy, the Regional Mobility Policy update and the Regional Freight Delay and Commodities Movement Study.

Metro’s jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. As previously noted, Metro’s planning partners included the 24 cities, three counties and affected special districts of the region, ODOT, DEQ, DLCD, the Port of Portland, South Metro Area Regional Transit (SMART), TriMet and other interested community, business and advocacy groups as well as state and federal regulatory agencies such as the U.S. Environmental Protection Agency (EPA), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Metro also coordinated with the City of Vancouver, Clark County Washington, the Port of Vancouver, the Southwest Washington Regional Transportation Council (RTC), C-Tran, the Washington Department of Transportation, the Southwest Washington Air Pollution Control Authority and other Clark County governments on bi-state issues. The Southwest Washington Regional Transportation Council is the federally designated MPO for the Clark County portion of the Portland- Vancouver metropolitan region.

In addition, the project lists included in the 2023 RTP are priority projects from local, regional or state planning efforts that included opportunities for public input. Clackamas, Multnomah and Washington counties and cities within each county recommended priority projects for their jurisdictions at county coordinating committees. ODOT, the Port of Portland, TriMet, SMART and other agencies worked with county coordinating committees and the City of Portland to recommend priority projects. The City of Portland recommended projects after reviewing priorities with its community advisory committees.

Joint JPACT and Metro Council Workshops

A series of six workshops brought regional decision-makers together to discuss major policy topics in the 2023 RTP. Community representatives provided opening remarks at three of the workshops, sharing lived experiences and community perspective on transportation needs and priorities.

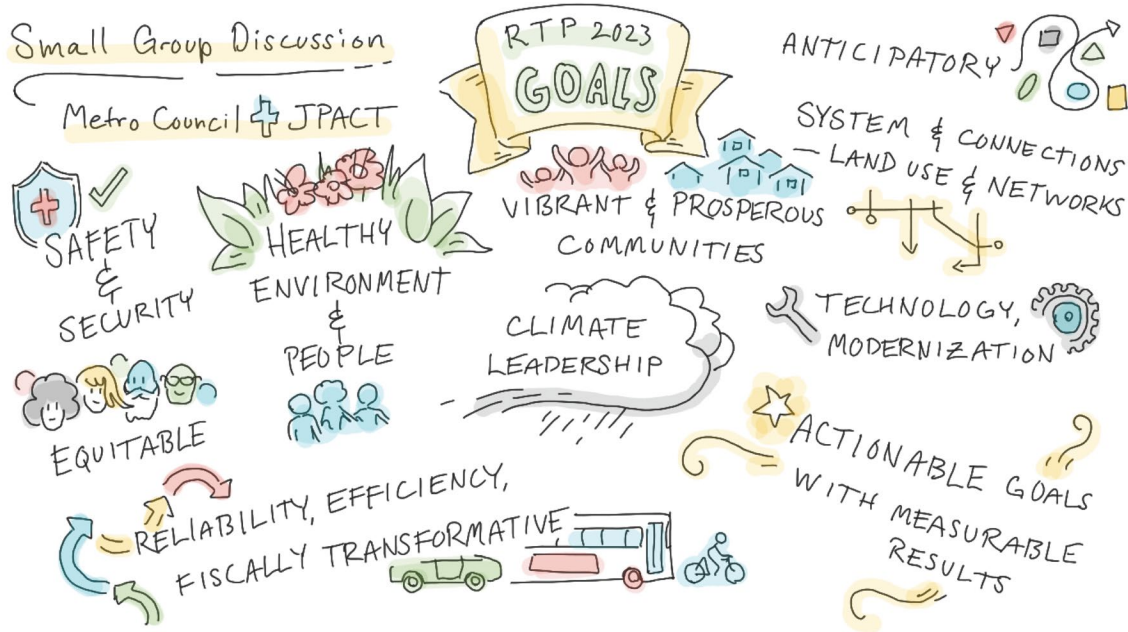
The workshops included:

1. Updating our vision and goals for the future of transportation (June 30, 2022)
2. Developing regional congestion pricing policy (July 28, 2022)
3. Creating safe and healthy arterials (Sept 29, 2023)
4. Strengthening the backbone of regional transit (Oct. 27, 2023)
5. Working together to tackle climate change (Nov. 10, 2022)
6. Connecting our priorities to our vision and goals for the future of transportation (May 11, 2023)

1. Updating Our Vision and Goals for the Future of Transportation (June 30, 2022)

Regional decision-makers discussed the region's vision and goals for the future of transportation. They provided feedback on updating the vision and goals for the transportation system serving greater Portland. A detailed overview of the discussion is available in the [meeting summary](#).ⁱⁱⁱ Key discussion themes included:

- Incorporate safety and security as the main priorities.
- Need to redefine the term used to describe the geographical area so that it resonates with the people it serves.
- Consider how the state can become a global leader in transportation.
- Improve the climate action plan and incorporate it more thoroughly into the goals.
- Strive to create complete communities.
- Reduce the number of goals to approximately five, proactive goals.



2. Developing regional congestion pricing policy (July 28, 2022)

Regional decision-makers discussed proposed regional congestion pricing policies that build on findings and recommendations from Metro’s Regional Congestion Pricing Study. They provided feedback on draft policies for congestion pricing in the region.

Community members who shared their experiences and feedback with JPACT and Metro Councilors during the workshop were:

Esme Miller, Assistant Director of Research and Assessment at Lewis and Clark College and member of the City of Portland’s Pricing Options for Equitable Mobility (POEM) Task Force, shared POEM’s priorities, and considerations. They were enthusiastic about road usage charges if it’s administered for equity and climate goals, rather than simply to expand the highway system. POEM was excited about variable pricing because it promotes behavior change. She also urged the group to consider equity goals over revenue when considering



Photo of Metro Councilor Craddick addressing participants at the joint JPACT and Metro Council workshop focused on the regional congestion pricing policy.

a pricing structure. POEM also suggested providing income-based exemptions and using existing means testing systems for a more streamlined approach.

Dr. Phillip Wu, a representative for ODOT's Equity and Mobility Advisory Committee (EMAC) member, shared EMAC's priorities and considerations. There is a need to acknowledge that previous policy decisions have harmed marginalized communities, and we've seen symptoms of community harm and trauma. EMAC recommends a trauma-informed perspective that results in community empowerment, shared trust, community healing, and growth. EMAC's recommendations to the Oregon Transportation Commission included actions related to congestion management, revenue generation strategies that prioritize low-income programs, business investments and accountability. A detailed overview of the discussion is available in the [meeting summary](#).^{iv}

Key discussion themes included:

- The policies and strategies developed around congestion pricing should focus on equity and climate resiliency as primary objectives.
- The committee should acknowledge the history of marginalizing communities and craft policies that benefit these communities.
- A low-income tolling program is necessary for building an equitable, sustainable system.
- Several members requested opportunities for more in-depth conversations.

3. Creating safe and healthy arterials (Sept 29, 2023)

Regional decision-makers explored regional challenges and opportunities for making the major streets greater Portland safe and healthy for everyone. They provided feedback on addressing the challenges of these streets in the RTP update.

Community members who shared their experiences and feedback with JPACT and Metro Councilors during the workshop were:

Beatrice Githinji is a member of the Tualatin Valley Highway Leadership Cohort and resident of Beaverton. She uses Tualatin Valley Highway every day for family and social time, work, doctor's visits, and shopping. She shared that people in her community feel fearful of crashes and their safety. Her hope is that trips along this road would take less time and become safer for her community. She called for reliable, efficient, and affordable public transit to accommodate how people get around the city, especially in cases where people do not own a car.

Maria Dolores Torres is a Tualatin Valley Highway Equity Coalition member, steering committee member at Adelante Mujeres and 30-year resident of Beaverton. She shared that there is always traffic, regardless of whether you are in a bus or car. Her community

is forced to run across the dangerous, crowded highway to make their buses. She implored the city and partner agencies to fix intersections without traffic lights and provide more frequent bus stops, roof protection at stops and more pedestrian crossings. A detailed overview of the discussion is available in the [meeting summary](#)^v.

Key discussion themes included:

- General agreement that urban arterial corridors are very important and there is a need to improve safety, equity and improve transit along them.
- Listening to community members is important, especially those that live and work along the corridors.
- Funding investments in these corridors is a priority, and more funding is needed.
- A few participants mentioned that the network on the map is a good starting point, (RTP major arterials) but there are other streets that that have a similar traffic burden, safety and equity issues that could also be considered.
- Most agreed that land use plans and visions should guide transportation decisions on these corridors.
- Several participants wanted to see more flexibility and resources built in for smaller, local jurisdictions to implement large or complex solutions.
- A few participants added that it is important to be open to innovation and new ideas that can help accelerate progress and be cost-effective.
- Most agreed that corridors serve multiple different needs and functions. There is a need to balance these needs and functions in a way that meets safety and equity outcomes for the people living and working along them.
- General agreement that there is a strong foundation of working together. Continue to coordinate local, regional and state plans and priorities.



Photo of Washington County Commissioner Nafisa Fai speaking at the joint JPACT and Metro Council workshop focused on safe and healthy urban arterials.

4. Strengthening the backbone of regional transit (Oct. 27, 2023)

Regional decision-makers explored options for advancing greater Portland's high capacity (fast, reliable) transit vision. They provided feedback on corridors to be considered for high capacity transit investment. A detailed overview of the discussion is available in the [meeting summary](#)^{vi}.

Key discussion themes included:

- Building on implementing adopted land use plans and increased transit service (including high capacity transit) consistently identified as top priorities followed by completing bicycle and pedestrian connections and investing in system management and operations.
- Use an equity lens to determine a combination of strategies that work together to achieve Climate Smart Strategy and state mandated carbon reduction goals.
- Have deeper conversations on how these strategies will work together in practice, recognizing it will look different in each community.
- Look at California and other leaders in climate action for research, best practices, and strategies.
- Advocate for legislature support and alignment on investment priorities to support funding goals that lead to the successful implementation of the RTP.



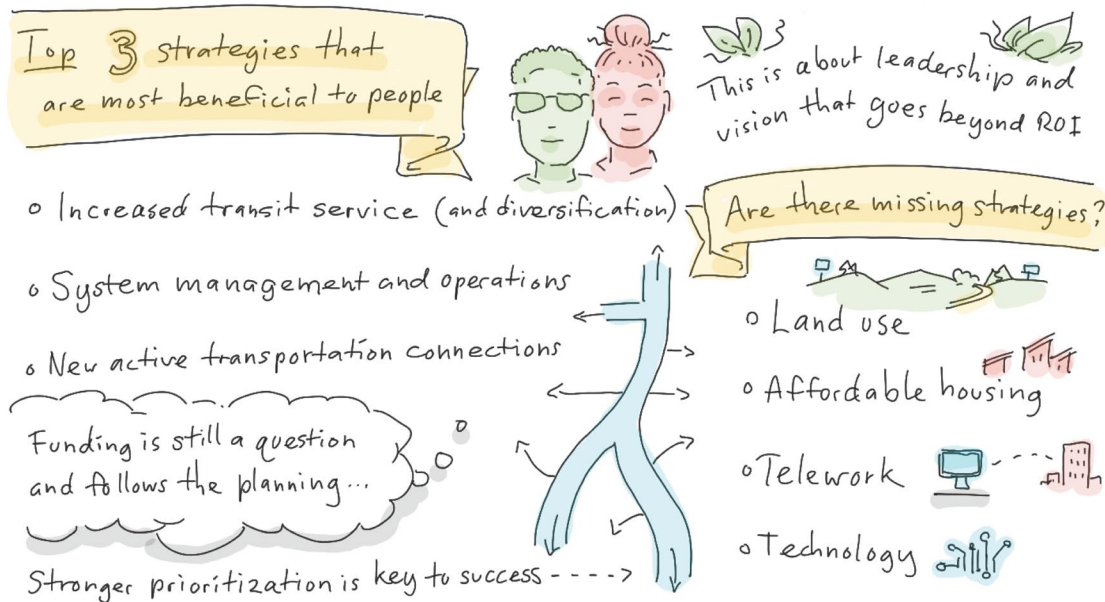
Photo of policy makers viewing and discussing maps at the joint JPACT and Metro Council workshop focused on transit.

5. Working together to tackle climate change (Nov. 10, 2022)

Regional decision-makers discussed progress implementing the region’s adopted Climate Smart Strategy. They provided feedback on policies and investments needed to significantly reduce carbon emissions from our transportation system. A detailed overview of the discussion is available in the [meeting summary](#)^{vii}. Key discussion themes included:

- Building on implementing adopted land use plans and increased transit service (including high capacity transit) consistently identified as top priorities followed by completing bicycle and pedestrian connections and investing in system management and operations.
- Use an equity lens to determine a combination of strategies that work together to achieve Climate Smart Strategy and state mandated carbon reduction goals.
- Have deeper conversations on how these strategies will work together in practice, recognizing it will look different in each community.

- Look at California and other leaders in climate action for research, best practices, and strategies.
- Advocate for legislature support and alignment on investment priorities to support funding goals that lead to the successful implementation of the Regional Transportation Plan (RTP).



6. Connecting our priorities to our vision and goals for the future of transportation (May 11, 2023)

Regional decision-makers discussed the RTP system analysis, needs assessment and draft project list. They provided input on how the draft project list could best align with regional goals and community priorities on equity, safety, and climate, particularly in the near-term.

Bill Beamer, community representative on TPAC, spoke to JPACT and Metro Councilors about seizing opportunities to evolve the planning process to meet climate and equity goals. He urged regional leaders to involve community members in the decision-making process and make room for new perspectives, resources, and talents to help generate ideas and strategies. He emphasized that that gaps of inequity will get larger if we don't change how we plan. A detailed overview of the discussion is available in the [meeting summary](#)^{viii}.

Key discussion themes included:

- The region is at a pivotal point, facing multiple crises related to safety, climate, and affordability.

- There is a concern that the region will not meet its climate targets without adjustments to the 2023 RTP to address this concern.
- Engaging new voices, using different approaches, and re-framing problems will make the RTP more meaningful and impactful, creating more opportunities for empowering marginalized community members.
- Moving long-term projects that address equity and safety on high injury corridors and in equity focus areas to the near-term project list will help address safety concerns early and help save lives.
- The RTP can identify state transportation policy and funding changes that give the region more resources, tools and authority to meet our goals.
- Future work is needed to address housing and transportation affordability and displacement of existing residents and businesses in an integrated manner around high capacity transit investments.
- Regional data is necessary but limited. It would be useful to collect more local data and update limited data sets.

PUBLIC INFORMATION

Information about the 2023 Regional Transportation Plan update and opportunities to engage in the plan was communicated to the public throughout the planning process through a variety of platforms. During key comment opportunities, notices with requests to share were sent to neighborhood associations, citizen participation organizations and community planning organizations. Because of the number of neighborhood associations and Community Planning Organizations (CPOs) in the region, Metro employed a “phone tree” technique, sending the notice to city and county contacts and asking them to distribute to the individual associations and organizations in their jurisdictions. Metro posted notices on social media and Metro News and sent notices to:

- Metro’s transportation interested parties email list (2,772 people)
- Metro Councilor’s constituent communications
- TPAC, MTAC, MPAC and JPACT and interested parties list
- Community based organizations:
 - 1,000 Friends of Oregon
 - AARP
 - Asian Pacific American Network of Oregon
 - Audubon
 - Beyond Black
 - Bike Loud
 - Centro Cultural
 - Go Lloyd (TMA)
 - Hacienda Community Development Corporation
 - Intertwine Alliance
 - Join PDX
 - League of Women Voters
 - Momentum Alliance
 - Metropolitan Alliance for Workforce Equity
 - Climate Solutions
 - Coalition of Communities of Color
 - Community Cycling Center
 - Disabilities Rights Oregon
 - Division Midway Alliance
 - East Portland Action Plan
 - Forward Together Action
 - Getting There Together
 - Immigrant & Refugee Community Organization
 - Imagine Black
 - Native American Youth and Family Center
 - Next Up
 - OPAL
 - Oregon Futures Lab
 - Oregon Environmental Council

- Oregon Just Transition
 - Oregon League of Conservation Voters
 - Oregon Walks
 - Ride Connection
 - Street Roots
 - Street Smart
 - Sunrise Movement PDX
 - The Street Trust
 - Urban Greenspace Institute
 - Urban League of Portland
 - Verde
 - Washington County Ignite
 - Westside Transportation Alliance
 - Youth Collective - The Center
- Local jurisdiction CPO and neighborhood involvement offices list
 - City of Beaverton
 - City of Forest Grove
 - City of Gresham
 - City of Happy Valley
 - City of Hillsboro
 - City of Lake Oswego
 - City of Milwaukie
 - City of Oregon City
 - City of Portland
 - City of Tigard
 - City of Tualatin
 - City of West Linn
 - City of Wilsonville
 - Clackamas County
 - Washington County
 - Multnomah County
- Newspapers
 - The Asian Reporter
 - Beaverton Valley Times
 - Clackamas Review
 - El Latino de Hoy
 - Forest Grove News Times
 - Hillsboro News Times
 - Portland Tribune
 - Valley Times News

The RTP project website, available in English and Spanish, posted information about new updates in the process, with a timeline indicating key decision points and public engagement and comment opportunities.

Summary of public engagement activities for the 2023 regional transportation plan and the high capacity transit strategy

While regional advisory committees served as the primary engagement mechanisms for collaboration and consensus building during the 2023 RTP update, Metro also engaged with other interested individuals, communities and organizations across greater Portland. Over the course of the 2023 RTP update and HCT Strategy Update, Metro hosted a variety of events and platforms to engage community members and organizations on their transportation needs and priorities. Engagement included surveys that reached thousands of people across the region, community leaders' forums, business forums, tabling at community events in Clackamas, Multnomah and Washington Counties and in-language focus groups, among other activities.

As described in the 2023 RTP public engagement plan, Metro staff were intentional in developing and creating engagement strategies and tactics to reach and elevate the voices of communities that have been excluded and marginalized from transportation decisions and who have been disproportionately impacted and burdened by those decisions. In addition to engaging with local agency and jurisdictional partners, community partnerships were also built and nourished, aiming to strengthen public trust and be more inclusive of underrepresented communities, including communities of color, youth, older adults, people with disabilities, people with low incomes and people with limited English proficiency. Metro partnered with seven community organizations, including:

- Centro Cultural
- Community Cycling Center
- OPAL
- Next Up
- Street Trust
- Unite Oregon
- Verde

Metro worked closely with organizations to engage community members and businesses in across the region. In addition to the community engagement partners, a sampling of organizations that participated in the 2023 RTP include:

- 1,000 Friends of Oregon
- AARP
- Asian Pacific American Network of Oregon (APANO)
- Climate Solutions
- Getting There Together
- Imagine Black

- Intertwine Alliance
- Momentum Alliance
- Oregon Environmental Council
- Oregon Walks
- Portland Business Alliance
- SE Uplift
- TriMet Committee on Accessible Transportation
- Wash Co. Rising
- Washington County Chamber of Commerce
- Westside Economic Alliance
- Westside Transportation Alliance

Metro also engaged small transit providers, [TriMet’s Committee on Accessible Transportation](#) (CAT) and [TriMet’s Transit Equity Advisory Committee](#) (TEAC) to shape development of the HCT Strategy at key milestones. TEAC members included Africa House, APANO, Asian Family Center, Immigrant & Refugee Community Organization (IRCO), Bus Riders Unite!, Central City Concern, Centro Cultural, Clackamas Community College, Clackamas Workforce Partnership, Join PDX, Latino Network, Milwaukie High School, Mt. Hood Community College, Multnomah County Youth Commission, Oregon Food Bank, Portland Community College, Portland State University, and The Street Trust.

The following summarizes engagement activities that convened primarily members of the public and community and business representatives.

Phase 1: Scoping—Understand trends and challenges and develop work plan and engagement plan (Oct. 2021 to May 2022)

Focus groups conducted in Mandarin, Russian, Spanish, and Vietnamese (Dec. 2021): Four focus groups and follow up surveys engaged participants in questions about their individual and community’s transportation needs and priorities. These engagements also asked for input on language interpretation and translation needs and priorities to inform Metro’s Limited English Proficiency (LEP) Plan update. Road maintenance, traffic and public transit were the top transportation concerns. The focus groups’ input on transportation is summarized in [the report](#).^{ix}

Scoping interviews (Dec. 2021 to Feb. 2023): Interviews with decision-makers, agency staff and organizational staff helped scope key concerns to be addressed in the 2023 RTP

update, key trends and choices facing the region, how the region should work together to address them and desired process outcomes. Participants also provided input on the RTP vision and goals. A complete summary of the interviews is available in [the report](#).^x

Interview themes included:

- Interviewees emphasized the uncertainties resulting from the pandemic, concerns related to traffic deaths and public safety, the need for new funding mechanisms and for investments in transit.
- There was general agreement that the 2018 RTP vision pointed the region in the right direction, although some people thought it was too all-encompassing.
- Interviewees most consistently commented that safety and equity should be priority focus areas for the 2023 RTP.

Community Leaders' Forum #1 (Nov. 17, 2021): A virtual forum included Metro Councilor Craddick, Metro staff and participants from community based organizations and advocacy groups. Participants emphasized urgent community transportation needs including safety and accessibility, transit and displacement concerns. The community leaders also provided input on engaging community in the RTP. The an overview of the discussion and feedback is available in the [forum report](#).^{xi}

Black, Indigenous, and People of Color small business listening session (August 2022): Seventeen participants included BIPOC small business owners from across the region, representing many types of businesses. Discussions focused on transportation challenges and strategies including:

- Co-designing and centering the experiences of overburdened communities that have been harmed by past investments and decisions, prioritizing safety, especially for more vulnerable residents.
- Participants recommended that agency staff have cultural awareness training and that engagement occur in spaces that address harm and establish accountability.
- Transit and parking are key for people accessing businesses.
- Service businesses need to travel throughout the region and want alternative routes to traveling through town centers and congested areas to reach customers.

Online survey #1 (Feb. 14 to April 4, 2022): There were 1,372 survey participants. An overview of the results is available in the [survey summary](#).^{xii} Key themes included:

- The RTP vision continues to be aligned with most participants' vision for the future of transportation in the greater Portland region. Critiques included the need to elevate climate change and the vision being too broad.

- Most respondents indicated that the region was not making good progress on achieving the 2018 RTP goals. Safety and security were the top concern.
- Survey respondents provided input on how transportation in the region could be more equitable. Response themes included: Affordable transit, increase transit accessibility, increase transportation choices, involve communities experiencing inequities in decision-making and equitable funding sources for transportation.

Phase 2: Refine vision, goals, objectives, targets and policies (May to Aug. 2022)

Input, feedback and ideas collected in Phase 1 was foundational for Phase 2, as the RTP team started to refine the vision, goals and objectives for the 2023 RTP.

Climate expert panel (June 22, 2022): National experts shared best practices and tools for assessing and monitoring climate impacts of transportation. This event convened agency and community partners to set the foundation for a collaborative regional approach to reducing transportation’s impact on climate. The event also fostered a shared understanding of the region’s climate modeling tools and the tools being used nationally to inform VMT and GHG reduction strategies and monitor progress toward adopted VMT and GHG reduction targets. To see the presentations and a detailed summary of the discussion in available in [the panel summary report](#).^{xiii}

Phase 3: Update system needs and revenue forecast (Sept. to Dec. 2022)

Online survey #2 (Sept. 7 to Oct. 17, 2022): The online survey was available in English, Spanish, Vietnamese, Simplified Chinese and Russian. There were 1,191 survey participants. A summary of the results is available in the [survey report](#).^{xiv} Key themes included:

- **Travel choices:** Most respondents use cars and public transit as their main modes of transportation.
- **Investment priorities:** Most respondents indicated they wanted the region to invest in existing transit services, pedestrian and bike infrastructure and managing existing roadways.
- **Priority transit improvements:** Respondents indicated that more frequent transit and improved bike and pedestrian infrastructure would most improve their experience traveling in the greater Portland area. Respondents emphasized transit coming more often, being faster, and on-time as ways that would improve their transit experience, as well as improved sidewalks, better lighting near transit, and better maintained buses, trains, and transit stations.

Community Leaders’ Forum #2 (Oct. 13, 2022): A virtual forum included Metro staff and participants from community based organizations and advocacy groups. The forum focused on raising awareness about how the draft RTP project list is developed and the opportunities for input during the process. Participant input emphasized the need to focus on outcomes and the impact of investments on people’s lives. This feedback, among other input, helped to spur the outcomes-based high level assessment that the Metro staff conducted on the draft project list in the spring of 2023. A complete summary of the forum is available in [the report](#).^{xv}

TriMet’s Equity Advisory Committee (Nov. 8, 2022) and Committee on Accessible Transportation (Nov. 16, 2022 and Dec. 8, 2022): The project team shared the draft vision for the HCT Strategy Update and welcomed feedback on the vision and factors that make a corridor ready for high capacity investment. Feedback was used to inform the initial HCT corridor tiering, which were later shared in Phase 4.

Westside Multimodal Improvement Study Business Roundtable (Nov. 16, 2022): At this roundtable about the Westside Multimodal Improvement Study, businesses shared their transportation concerns and needs for the future. RTP team staff shared an update on the 2023 RTP and heard transportation concerns from business.

Phase 4: Build RTP investment strategy and create draft plan (Jan. to June. 2023)

A Metro News story, “The fight for my generation: Meet four youth working for climate justice,” elevated youth voices in Clackamas, Multnomah and Washington Counties working on climate action in their communities. [Read the story](#)^{xvi}.

High Capacity Transit engagement was conducted at TriMet’s Forward Together Plan public tabling events: The HCT Strategy team engaged community members at 10 events from Sept. 2022 through Feb. 2023 in public libraries, community colleges and other community gathering places in Clackamas, Multnomah and Washington Counties. A complete summary of feedback is available in the [HCT engagement summary](#).^{xvii} Common themes included:

- A desire to expand the transit service area, with a particular focus on more connections in Washington and Clackamas counties.
- Connect HCT investments to better serve equity populations and target employment hubs.

TriMet’s Equity Advisory Committee (Jan. 10, 2023) and Washington County Chamber of Commerce Transportation Task Force (Jan. 30, 2023): The HCT Strategy project team shared the draft concept for the four tiers and the initial prioritization of corridors for high capacity transit investment. Feedback helped to refine corridor priorities and finalize the tiers and tiering.

High capacity transit strategy online open house and survey (Jan. 17 to March 15, 2023): The online open house was viewed more than 800 times and there were 350+ respondents. The interactive online platform shared the draft HCT vision and asked for feedback on priority HCT corridors. A complete summary of feedback is available in the [HCT engagement summary](#).^{xviii}

High Capacity Transit business focus group (Feb. 2, 2023): Representatives from Gresham, Washington County and Tigard (e.g., Gresham Chamber of Commerce, Tigard Chamber of Commerce, and the Westside Economic Alliance) discussed priorities for HCT and local concerns related to high capacity transit and public safety in their communities. A complete summary of feedback is available in the [HCT engagement summary](#).^{xix}

Online survey #3 (April 5 to May 1, 2023): The online survey included an interactive map and invited feedback on the draft 2023 RTP goals, priority investment categories and project feedback. There were 884 survey participants. A summary of the results is available in the [survey report](#).^{xx} Key themes included:

- Survey participants indicated a safe system was the most important draft goal.
- The top three investment categories prioritized by survey participants were maintenance, transit capital and walking and biking.

Community based organization engagement (Jan. to Sept. 2023): Metro contracted with seven community-based organizations to engage underrepresented and marginalized community members in the 2023 RTP and build ongoing community capacity to engage in transportation planning processes. Most organizations focused their community engagement on Phase 4 of the RTP and on identifying high capacity transit priorities. Organizations shared the mix of investments in the draft RTP project list and asked community members to consider their transportation needs and investment priorities and provide feedback. Each organization's engagement activities and community feedback collected by the organizations is summarized in report [reports](#).^{xxi}

Some of the key themes from the community based organization included:

- Personal safety and traffic safety is a top concern and priority for investment. Many people expressed concern about not feeling safe in public spaces, including sidewalks and on transit.
- People expressed the need for community members of all ages and abilities to have safe, affordable and reliable ways to get around, no matter where they live.
- Many community members want transit options that meet their needs, get them where they need to go, safely, efficiently, affordably and reliably.

- Maintaining the transportation system is the most important near term investment. In particular, maintaining transit vehicles and stations and repairing potholes in roadways were themes.
- Investments in lighting throughout the transportation system and public restrooms at transit stations, were themes.
- Investments in roads and bridges, biking and walking and transit are also important.

The community based organization engagement activities included:

- Centro Cultural: two focus groups with 40 participants^{xxii}
- Community Cycling Center: two focus groups and bike rides with 43 participants. Verde supported community groups in submitting comment letters during the public comment period.^{xxiii, xxiv, xxv}
- Next Up: two listening sessions with 39 participants^{xxvi}
- OPAL: two online surveys and listening sessions with 141 participants^{xxvii}
- The Street Trust: five listening sessions with 75 participants^{xxviii} and five recorded community stories.^{xxix, xxx, xxxi xxxii, xxxiii}
- Unite Oregon: interviews with 21 participants.^{xxxiv} Unite Oregon supported the TV Highway Equity Coalition and the Southwest Corridor Equity Coalition in submitting public comment letters during the public comment period.^{xxxv, xxxvi}
- Verde focus groups (2): 29 participants.^{xxxvii, xxxviii, xxxix}

Community Leaders' Forum #3 (April 13, 2023): A virtual forum included Metro Councilor Hwang, Metro staff and participants from community based organizations and advocacy groups. During the forum, Metro staff provided an overview of the draft project list, the high level assessment of the list and the upcoming opportunities for community input. Participants discussed community investment priorities and provided input. An overview of the discussion and feedback is available in [the summary](#).^{xl} Key topics included:

- All people across the region to access affordable transportation.
- More investment in transit is needed.
- There is a need to better capture the impact of proposed projects on climate.

Language-specific community forums (April 15, 2023): Metro partnered with the Community Engagement Liaisons (CELs) Program to provide four language-specific in-

person project forums, which included community members from Russian, Vietnamese, Chinese, and Spanish-speaking communities. Participants were asked to consider the long-term future of greater Portland, and to provide feedback on priorities the region should focus on in the near term (next five to 10 years). A complete summary of the input provided during each focus group, is included in the summary [reports](#).^{xli} Top themes included:

- Concerns for personal safety while walking and using public transportation.
- The need for maintenance on roadways, sidewalks and transit.
- Prioritizing investments in roads and bridges and in walking and biking.



Washington County Chamber of Commerce Transportation Task Force (April 24, 2023) and TriMet’s Equity Advisory Committee (May 13, 2023): The HCT Strategy project team shared the draft report and recommended actions. Feedback helped to refine the strategy and associated actions and report.

Regional transportation business forum (May 25, 2023): Metro worked with the Portland Business Alliance (PBA) to co-host an in-person forum. The forum participants represented a range of businesses from across the greater Portland area, including Clark County, PBA staff and leadership, Metro staff and leadership, including Metro Council President Lynn Peterson and Councilor Juan Carlos González. A complete overview of the forum, is available in the [meeting summary](#).^{xlii} Key topics included:

- Participants asked questions about the RTP process and specific issues, including tolling, transit ridership and investments that will support electric vehicles and freight.
- Participants commented on the importance of Portland area freight routes to the statewide economy and the need to focus on small transportation investments that will have immediate benefits to developing communities on the edge of the region.

The following businesses and organizations participated in the transportation business forum:

- 1,000 Friends of Oregon
- A Sight for Sport Eyes

- City of West Linn
- Clackamas County
- Eagles Routes LLC
- EFI Recycling, Inc.
- FedEx Express
- Home Builders Association
- Identity Clark County
- Nike Inc.
- ODOT
- Oregon Trucking Association
- Oregon’s My. Hood Territory
- Fry Land Use Planning
- Metro
- Portland Community College
- Sorin Garber & Associates
- Summit Strategies
- The Street Trust
- TriMet
- Westside Transportation Alliance
- Willamette Technical Fabricators
- WSP

Phase 5: Public review of draft 2023 RTP and Plan adoption (July to Dec. 2023)

Public comment period activities are summarized in the following section. In addition to the public hearing held during the public comment period, Metro Council held two more public hearings. Members of the public, organizations and agencies also submitted comment letters and emails between the end of the public comment period and the adoption of the RTP.

- **Public hearing (Sept. 28, 2023):** A public hearing was held in person and online at the Metro Council’s first reading of the ordinances to adopt the amended 2023 RTP and HCT Strategy. Seven people testified through oral testimony. A common theme across several testimonials was support for the policies in the 2023 RTP and concern that the project list does not align with the RTP goals and policies. There was a strong emphasis on safety and climate and prioritizing investments that will advance those goals. A couple of people expressed explicit opposition to investments in highways and freeways.
- **Public hearing (Nov. 30, 2023):** A public hearing was held in person and online at Metro Council’s adoption of the 2023 RTP and HCT Strategy. Eighteen people testified through oral testimony. The impact of transportation on climate change was a the most prominent theme in the testimony. Traffic safety and concerns about the high rates of pedestrian deaths was also a theme. People who testified also voiced concern about traffic safety and about the amount of funds going toward about the impacts of congestion and questioned investments in new transit.

- **Comment letters (Aug 25 to Nov. 30:** There were eight comment letters submitted from individuals or representatives of organizations, not including public agencies. The comments in letter submitted spanned criticism of tolling as well as critique about specific approaches to tolling , support for the balance of projects in the RTP, critique of the RTP’s climate analysis and concerns about safety and personal safety.

FINAL PUBLIC COMMENT PERIOD, HEARINGS AND NOTIFICATIONS

A final 45-day public comment period was held from July 10 to Aug. 25, 2023.

6. A summary of engagement activities follows. A [final public comment report and appendices to the public comment report](#) documenting all comments received was provided to the Metro Council and regional advisory committees to inform their final deliberations.

Notifications and notices: Public notices of the comment period were provided to local neighborhood involvement and community outreach offices at jurisdictions across the region. Notices were published in newspapers across the region and on the Metro website. Metro also posted to social media throughout the public comment period. Notifications were sent to the RTP interested persons list (2,772 people) in addition to Metro’s four regional advisory committees and their respective interested parties. Partner agencies and organizations that participated throughout the RTP update process also posted the public comment opportunity.

Public review draft materials: The public review drafts of the 2023 RTP and High Capacity Transit Strategy and their appendices were posted on the 2023 RTP webpage at oregonmetro.gov/rtp. Supplemental materials were also posted to the webpage to provide interactive and accessible versions of these documents. Those materials included executive summaries of the 2023 RTP and High Capacity Transit Strategy and an interactive map and list of the RTP investment priorities.

Online survey #4 (July 10 to August 25th, 2023): During the public comment period, an online survey provided brief overviews of key elements of the 2023 RTP, including the project list, new and updated policies and High Capacity Transit Strategy priorities. The survey invited feedback on whether the key elements of the plan will move the greater Portland’s transportation system in the right direction. The survey also provided opportunities for open-ended feedback. There were 663 survey participants. Top themes included:

- The mix of investments in the public review draft of the 2023 RTP did not match survey participants priorities. There were relatively higher levels of support among Washington County and Clackamas County participants, although still not a strong level of support for the mix of investments.
- Most survey participants felt the priority high capacity transit investments would improve travel throughout the region.
- Most survey respondents indicated that the new and updated policies in the RTP—the mobility and pricing policies—will guide the region’s transportation system in the right direction.

- Survey respondents were asked to share one big idea for improving the greater Portland region’s transportation system. Transit service and active transportation were most frequently mentioned.
- Survey respondents were asked to share the one thing they would most like decision-makers in greater Portland to know. Transit and traffic safety were most frequently mentioned.

Comment platforms: There were several ways for people to provide specific comments and suggested changes to the plan, including an online comment form, email, letter and voicemail. More than 50 emails and 20 letters were received and are included in the Final Public Comment Report.

Online comment form (July 10 to August 25, 2023): Members of the public, public agencies and organizations used an online comment form to provide comments, specific changes and edits to the public review draft 2023 RTP and HCT Strategy. Key themes among comments from members of the public (not agency staff) included:

- Support for transit investments
- Support for walking/biking investments
- Opposition to freeway projects and added road capacity.

Public hearing (July 27, 2023): A public hearing on the public review draft 2023 Regional Transportation Plan and High Capacity Transit Strategy was held at a Metro Council meeting at the Metro Regional Center and online. Twenty people testified through oral or written testimony on topics ranging from traffic safety and climate to parking and feedback on RTP Chapter 8.

Community based organizations continued to engage their community members in identifying transportation investment priorities and, in some cases, organizations shared community input through comments made during the formal public comment. Community input was also shared with Metro through [reports, stories and video](#). Organizations engaged more than 380 community members in the 2023 RTP and, in many cases, developed community interest and capacity to engage in future local and regional transportation planning.

Consultation meetings: Metro staff invited federal, state and local resource, land management and regulatory agencies to consult on the public review draft 2023 RTP and High Capacity Transit Strategy in accordance with 23 CFR 450.316. Metro convened two separate consultation meetings on Aug. 17 (resource agencies) and Aug. 22 (federal and state agencies). These consultation activities built on consultations with agencies earlier in the 2023 RTP process. Summaries of consultation meetings held during public

comment are included in public comment report appendices. Throughout the 2023 RTP update, Metro invited consultation with the seven Tribes to inform Metro's 2023 update to the Regional Transportation Plan. Staff and representatives from multiple Tribes engaged formally and informally. No formal consultation meetings were held with Tribes during the public comment period. Metro's Tribal Liaison engaged with Tribes informally during this time.

CONSULTATION ACTIVITIES

In addition to on-going consultation that occurred with public officials and jurisdictional partners through Metro’s regional advisory committees, in accordance with 23 CFR 450.316 Metro invited more than 30 federal, state, and local historic and natural resource, wildlife, Port and land management agencies to consult on the 2023 RTP during two key milestones—the scoping phase (phase 1) and public comment period (phase 4). Metro provided an update email for consulting agencies that requested it during the needs assessment and revenue forecast phase (phase 3). Agencies invited to consultations included:

Resource agencies

- Clackamas County Water Environment Services
- Clean Water Services
- Metro Parks and Nature
- National Marine Fisheries Service (NOAA)
- National Park Service (Pacific West Region)
- Oregon Department of Agriculture
- Oregon Water Resources Department
- Oregon Watershed Enhancement Board
- Oregon Department of State Lands
- Oregon Department of Fish and Wildlife
- Oregon Department of Forestry
- Portland Bureau of Environmental Services
- United States Environmental Protection Agency
- United States Fish and Wildlife Service
- United States Forest Service
- United States Bureau of Land Management

Federal, state and local transportation agencies

- Bonneville Power Administration
- Federal Aviation Administration
- Federal Highway Administration
- Federal Railroad Administration
- Federal Transit Administration
- Federal Transit Administration
- United States Army Corps of Engineers
- United States Department of Labor
- United States Department of Veterans Affairs
- United States Coast Guard
- Oregon Bureau of Labor and Industries

- Oregon Department of Energy
- Oregon Department of Environmental Quality
- Oregon Department of Land Conservation and Development
- Oregon Department of Transportation
- Oregon Department of Veterans Affairs
- Oregon Parks and Recreation Department
- Southwest Washington Regional Transportation Council (RTC)
- Oregon State Historic Preservation Office
- Portland of Portland
- Port of Vancouver
- TriMet
- South Metro Area Regional Transit (SMART)
- C-TRAN

For a description of the feedback and discussions during agency consultations read the summaries:

- [Phase 1 consultation summary](#)
- [Phase 4 consultation summary](#)

Metro invited consultation with the seven Tribes, in accordance with 23 CFR 450.316 and in support of partnership and relationship development between Metro and interested Tribal Governments in recognition of tribal sovereignty and in service of the greater public and environment. Throughout the 2023 RTP process, Tribes engaged formally and informally, as Metro’s Tribal Liaison invited continuous conversation about the RTP and transportation issues.

In alphabetical order, these Tribes included: Confederated Tribes and Bands of the Yakama Nation, Confederated Tribes of Grand Ronde, Confederated Tribes of Siletz Indians, Confederated Tribes of the Umatilla Indian Reservation, Confederated Tribes of the Warm Springs Reservation of Oregon, Cowlitz Indian Tribe, and the Nez Perce Tribe. Metro’s Tribal Liaison submitted a letter during the public comment period that highlights concerns and input from the Tribes. Metro staff will continue to work to address the input from Tribes in advance of the next RTP update.

Consultation activities included:

- 6 consultation meetings with meetings with federal, state and regional agencies
- 6 consultation meetings with Tribes

SUMMARY OF AGENCY AND JURISDICTIONAL OUTREACH AND COORDINATION FOR THE REGIONAL MOBILITY POLICY UPDATE AND THE REGIONAL FREIGHT DELAY AND COMMODITIES MOVEMENT STUDY

Regional mobility policy update

The mobility policy is the region's primary way of measuring how well the transportation system meets the needs of people, goods and services and for evaluating the potential impacts of local land use decisions on the transportation system. For decades the mobility policy has been centered on a vehicle-based threshold referred to as the volume-to-capacity ratio or v/c ratio, which solely focused on vehicle congestion on roads and at intersections. The 2018 Regional Transportation Plan (RTP) failed to meet the v/c targets, signaling the need to update the regional mobility policy. The 2018 RTP highlighted the need for the policy to better align with the comprehensive set of shared values, goals and desired outcomes identified in the RTP, the 2040 Growth Concept, as well as with local and state goals. The update of this policy, and its forthcoming implementation, is an important step toward realizing the region's goals and desired outcomes related to equitable transportation, climate action and resilience, safety, a thriving economy and mobility options.

In 2019, Metro and Oregon Department of Transportation (ODOT) began the update to the regional mobility policy. ODOT and Metro worked with a consultant and engaged jurisdictional, business, freight and community representatives across the region over a three-year process. The engagement with state agencies and jurisdictions will continue as the policy is refined and incorporated into the updated Regional Transportation Functional Plan and the Oregon Highway Plan in 2024-25.

Community input received from tens of thousands of people across the region during the 2018 RTP update and subsequent engagement for the transportation funding measure in 2020 was examined by the project team and was foundational to the update of the regional mobility policy. An overview of the process used to identify the mobility policy elements and develop the draft policy, proposed performance measures and draft implementation action plan follows.

Step 1: Project scoping and current measures and tools research (April 2019 to June 2020)

In 2019, the project team sought input through a variety of engagement activities to inform the work plan and engagement plan for the Regional mobility policy update, seeking feedback on the project objectives and proposed approach. JPACT and the Metro

Council approved the work plan and engagement plan in November and December 2019, respectively. Engagement activities included:

- Transportation Policy Alternatives Committee (TPAC)/Metro Technical Advisory Committee (MTAC) workshops
- Community leaders' forum
- Project scoping questionnaire
- Interviews: A total of 64 people were interviewed about how they define mobility, as well as to their desired outcomes for the mobility policy update. Interviewees included policy makers, business and community representatives, and transportation and land use practitioners (consultants and city/county/ regional/state/federal staff). For a detailed summary of the interviews, [read the report](#).
- A [Scoping Report](#) was prepared that described the scoping process and key themes that shaped development of the project work plan and engagement plan.

Step 2: Policy analysis and current approaches and best practices research (2020)

From Fall 2019 to June 2020, the Transportation Research and Education Center (TREC)/Portland State University documented current mobility-related performance measures and methods being used in the Portland region, statewide and nationally. The [Regional Mobility Policy Background Report Policy Analysis and Best Practices](#) reviews the existing mobility policy and summarizes current practices in measuring multimodal mobility. In early 2020, the project team identified six key transportation outcomes based on the input provided during the scoping phase and the following engagement activities.

- The project team reviewed community input from the regional mobility pricing scoping and the 2018 Regional Transportation Plan update and development of the 2020 transportation funding measure.
- TPAC/MTAC workshops (two) focused on providing input on outcomes and narrowing the list of mobility measures.

Step 3: Identify mobility policy elements and test potential measures using case studies (Spring 2021)

The project team engaged policymakers, practitioners, community leaders and other interested parties to help shape the proposed elements and measures to include in the updated policy. The draft policy elements and measures that were shared for feedback were informed by input from recent transportation planning efforts and the Regional mobility policy update scoping processes as well as feedback from two workshops with the TPAC and MTAC in 2020.

- Online facilitated practitioner forums (four forums, totaling about 130 participants)
 - Forums for planning and engineering practitioners (two)
 - Forum for goods and freight professionals (one)
 - Forum for community leaders (one)
- Presentations and discussions at:
 - County Coordinating Committees (staff and policy)
 - MTAC
 - TPAC
 - MPAC
 - JPACT and the Metro Council

For a detailed summary of engagement in Spring 2021, read the [engagement report](#) and [appendices](#).

Step 4: Develop draft Mobility Policy, measures and implementation action plan to test and refine (Feb. to May 2022)

From February to May 2022, the project team engaged TPAC, MTAC and other practitioners through three workshops, an online questionnaire, briefings to staff-level county coordinating committees and a third practitioners forum. The project team reported the case study findings and preliminary mobility policy recommendations from the research. Engagement activities included:

- TPAC/MTAC workshops (three workshops)
- Online facilitated practitioners’ forum
- Online questionnaire

Step 5: Accept Draft Mobility Policy, Measures and Implementation Action Plan to Further Test and Refine in 2023 RTP Update (June to December 2022)

From May to August 2022, the project team used the previous input received to further develop the draft regional mobility policy and proposed performance measures. In Late August and throughout September 2022, the project team continued to refine the draft performance measures and implementation action plan to address feedback received. Engagement activities included:

- TPAC/MTAC workshops (two workshops)

- Coordination meetings with ODOT technical services staff from Salem and Region 1 (two meetings)
- Presentations and discussions at:
 - County Coordinating Committees (staff and policy)
 - MTAC
 - TPAC
 - MPAC
 - JPACT
 - Metro Council

In November 2022, JPACT and the Metro Council accepted the draft mobility policy statements and supported further development of the draft performance measures and targets to understand the implications of the current and proposed measures and related policy language and implementation plan by testing and refining during 2023 RTP system analysis. With this action, the mobility policy update was integrated in the 2023 RTP update. More information about the process and technical work can be found in Appendix E to the 2023 RTP. Recommendations for future work to support implementation of the policy and measures is described in Chapter 8 of the RTP.

Regional freight delay and commodities movement study

During the development of the 2023 RTP, Metro worked with a consultant to develop The Regional Freight Delay and Commodities Movement Study (the Commodities Movement Study). The Commodities Movement Study examined the effects of the global COVID pandemic on the growth in e-commerce and delivery, among other trends, and on the movement of vital commodities, the supply chain and retail shopping. Findings were integrated into the 2023 RTP process and will continue to guide regional policy that addresses freight movement into the next RTP update. The project team engaged business, freight and community representatives across the region over a two-year process.

The study was guided primarily by the project management team, the project’s Stakeholder Advisory Committee (SAC) and the Portland Freight Committee (PFC). The interagency project management team included the City of Portland, Metro, Oregon Department of Transportation, Port of Portland, Port of Vancouver, Southwest Washington Regional Transportation Council, Washington State Department of Transportation, and Clackamas, Multnomah and Washington Counties. The project team shared project updates and received feedback from the following committees:

- Portland Freight Committee (4 meetings)
- Commodities Movement Study SAC (7 meetings)
- Clackamas County Coordinating Committee and Technical Advisory Committee
- East Multnomah County Transportation Committee (EMCTC) Technical Advisory Committee
- Multnomah County Coordinating Committee
- Washington County Coordinating Committee and Technical Advisory Committee
- TPAC-MPAC Workshops (6 meetings)
- JPACT (3 meetings)

The following organizations were represented on the Commodities Movement Study SAC:

- B-Line
- Burgel Rail Group
- Central Eastside Industrial Council
- Clackamas County Business Alliance
- Columbia Corridor Association
- Columbia Distributing
- FedEx
- Greater Portland Inc.
- Highway Specialized Transport
- Identity Clark County
- Intel
- Oregon Environmental Council
- Oregon Department of Environmental Quality
- Oregon Trucking Association
- Port of Portland
- Portland State University and the Transportation Research and Education Center
- Prosper Portland
- Republic Services
- The Street Trust
- TriMet
- Westside Economic Alliance

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If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Metro Council President

Lynn Peterson

Metro Councilors

Ashton Simpson, District 1

Christine Lewis, District 2

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