

Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, Apr. 25, 2014
Time: 9:30 a.m. to 12 p.m.
Place: Metro, Council Chamber

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| 9:30 AM | 1. | CALL TO ORDER AND DECLARATION OF A QUORUM | Elissa Gertler, Chair |
| 9:35 AM | 2. | COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS <ul style="list-style-type: none">• Draft State Rail Plan – Outreach Events for the Public Review Period | Elissa Gertler, Chair |
| 9:40 AM | 3. | CITIZEN COMMUNICATIONS TO TPAC AGENDA ITEMS | |
| 9:45 AM | 4. * | CONSIDERATION OF THE TPAC MINUTES FOR MAR. 28, 2014 | |
| 9:50 AM
(20 Min) | 5. | Recommendation on Potential Refinements to Regional Transportation Plan (RTP) from Public Comments Received To-Date – ACTION: <u>RECOMMENDATION TO JPACT</u> <ul style="list-style-type: none">• <i>Purpose:</i> Ask TPAC for tentative approval of the 2014 RTP for purpose of air quality conformity analysis and provide summary of public comments received (through April 13)• <i>Outcome:</i> TPAC provides recommendation to JPACT for tentative approval of the 2014 RTP and is informed of initial public comments received | John Mermin, Metro |
| 10:10 AM
(20 Min) | 6. | Metropolitan Planning Area Boundary Update - ACTION: <u>RECOMMENDATION TO JPACT</u> <ul style="list-style-type: none">• <i>Purpose:</i> Consideration of Updated Metropolitan Planning Area Boundary in Response to 2010 Census Bureau Data and Federal Planning Rules• <i>Outcome:</i> Recommendation to JPACT on New Planning Area Boundary | Ted Leybold, Metro
CJ Doxee, Metro |

****PLEASE NOTE:*** Allotted time includes question/answer in addition to presentation

Continued on back...

10:30 AM (20 Min)	7.	2015-2017 Regional Travel Options Grant Program – <u>INFORMATIONAL/DISCUSSION</u>	Dan Kaempff, Metro
		<ul style="list-style-type: none"> • <i>Purpose:</i> Brief TPAC on Recommended Adjustments to Grant Program Based on RTO Program Evaluation and Gather Feedback • <i>Outcome:</i> Understanding of 2015-2017 Grant Program 	
10:50 AM (20 min)	8.	Regional Active Transportation Plan – Draft Adoption Resolution and Public Comments Received To Date – <u>INFORMATIONAL/ DISCUSSION</u>	Lake McTighe, Metro
		<ul style="list-style-type: none"> • <i>Purpose</i> - Review draft adoption resolution language and provide summary of public comments received to date on Draft ATP • <i>Outcome</i> - TPAC provides feedback on draft resolution language 	
11:10 AM (20 Min)	9.	Climate Smart Communities Scenarios Project: Discuss Shaping the Preferred Approach – <u>INFORMATIONAL/ DISCUSSION</u>	Tom Kloster, Metro Kim Ellis, Metro
		<ul style="list-style-type: none"> • <i>Purpose:</i> Share Straw Poll Results of the Joint JPACT/MPAC Meeting and TPAC’s Role in Shaping Preferred Approach • <i>Outcome:</i> TPAC Understands Next Steps for Shaping Draft Preferred Approach 	
11:30 AM (20 Min)	10.	Environmental Justice and Title VI Assessment for 2014 RTP and 2015-2018 MTIP – <u>INFORMATIONAL /DISCUSSION</u>	Ted Leybold, Metro Grace Cho, Metro
		<ul style="list-style-type: none"> • <i>Purpose:</i> Follow-up on Analysis Method and Process Discussion • <i>Outcome:</i> TPAC Informed of Analysis and Provides Feedback in Preparation for Public Comment Period 	
11:50 PM	11.	<u>ADJOURN</u>	Elissa Gertler, Chair

Upcoming TPAC Meetings:

- Friday, May 23 from 9:30 a.m. to 12 p.m. (noon) at the Metro Regional Center, 370A/B.
- Friday, June 27 from 9:30 a.m. to 12 p.m. (noon) at the Metro Regional Center, Council Chamber.
- Friday, July 25 from 9:30 a.m. to 12 p.m. (noon) at the Metro Regional Center, Council Chamber.

* Material available electronically.

** Material will be distributed in advance of the meeting.

Material will be distributed at the meeting.

For agenda and schedule information, call 503-797-1540

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2014 TPAC Work Program

4/7/14

Jan. 3, 2014 – Regular Meeting

- Draft Regional Active Transportation Plan Refinement Update – Comments from the Chair
- Powell Boulevard East of I-205 Unified Planning Work Program Amendment to Add a Planning Study and State Transportation Improvement Program (STIP) Amendment for a Preliminary Engineering Phase for Funding Received from the Legislature to Study and Engineer Street Design Changes – Recommendation to JPACT
- Powell-Division Project Approach and Steering Committee Appointments – Recommendation to JPACT
- 2014 Regional Transportation Plan Process Update and Draft Project List – Information
- Climate Smart Communities Scenarios Project: First Look at Results (Part 3) and review of process for shaping preferred approach in 2014 – Information / discussion

Jan. 31, 2014 – Regular Meeting

- Draft Metropolitan Transportation Improvement Program (MTIP) Analysis and Programming – Information
- Climate Smart Communities Scenarios Project: Approval of the process and policy areas to be the focus of regional discussion and input to shape draft preferred approach in 2014 – Recommendation to JPACT requested
- Review of Draft Active Transportation Plan work group refinements and next steps – Information

Feb. 28, 2014 – Regular Meeting

- Preview of Public Review Draft Regional Transportation Plan – Information
- Preview of Public Review Draft Regional Active Transportation Plan – Information
- Oregon Statewide Transportation Strategy Vision and Short-Term Implementation Plan – Amanda Pietz, ODOT – Information/discussion
- Regional Flexible Funds Retrospective Findings – Information
- State Transportation Options topic plan – Information / discussion
- Climate Smart Communities Scenarios Project: Review draft policy questions for discussion by JPACT and MPAC – Information/Discussion

March 28, 2014 – Regular Meeting

- Air Quality Conformity Methodology Consultation – Approval
- 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI analysis process and draft findings – Information / discussion
- Climate Smart Communities Scenarios Project – Review findings and recommendations from Health Impact Assessment – Oregon Health Authority - Information/Discussion
- Climate Smart Communities Scenarios Project – Discuss policy options for consideration by MPAC and JPACT - Discussion
- Regional Travel Options Program Evaluation – Information
- Final Review of Unified Planning Work Program(UPWP) – Recommendation to JPACT

March 17 – TPAC/MTAC workshop to share RTP system performance results and review Climate Smart Communities policy options for consideration by MPAC and JPACT

<p><u>April 25, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Recommendation on potential Refinements to RTP from Public Comments received to date – recommendation to JPACT requested • Recommendation on potential Refinements to Draft Regional Active Transportation Plan from Regional Travel Options Grant Program – Information • Regional Travel Options Grant Program – Information • Climate Smart Communities Scenarios Project: Discuss draft public engagement report and emerging ideas for draft preferred approach • Metropolitan Planning Area boundary Update – Recommendation to JPACT • Environmental Justice and Title VI Assessment for 2014 RTP and 2015-2018 MTIP (20 minutes) (Staff Presenters: Grace Cho and Ted Leybold) (Added 4/7 per Grace Cho's 4/1 e-mail) 	<p><u>May 23, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Air Quality Conformity Results and Public Comment – Comments from the Chair • Climate Smart Communities Scenarios Project: Draft preferred approach – Recommendation to JPACT requested • 2014 RTP process update / share air quality conformity results – Comments from the Chair • Streetcar Evaluation Model – Information • 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment – Action – request for approval • 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment – Action – request for approval • Southwest Corridor Steering Committee Recommendation to move forward into Draft Environmental Impact Statement (DEIS) (20 Minutes) (Staff Presenter: Malu Wilkinson) (Added 4/7)
<p><u>June 27, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Adopt Regional Active Transportation Plan – Recommendation to JPACT Requested • Adopt 2014 Regional Transportation Plan – Recommendation to JPACT Requested • 2015-18 Metropolitan Transportation Improvement Program (MTIP) – Recommendation to JPACT Requested • Climate Smart Communities Scenarios Project: Discuss draft Regional Framework Plan amendments and near-term implementation recommendations – Information/Discussion 	<p><u>July 25, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios Project: Continue discussion of draft Regional Framework Plan amendments and near-term implementation recommendations – Information/Discussion
<p><u>August 29, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios Project: Discuss evaluation results and public review draft preferred approach – Information 	<p><u>Sept. 26, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios Project – Review findings and recommendations from Health Impact Assessment – Oregon Health Authority - Information/Discussion
<p><u>Oct. 31, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios Project: Adoption of the preferred approach – Recommendation to JPACT requested 	<p><u>Nov. 21, 2014 – Regular Meeting</u></p>

- Metropolitan Planning Area boundary update
- Travel model update
- Regional Infrastructure Supporting Our Economy (RISE) update

 **Metro | Memo**

Date: April 14, 2014

To: MTAC, TPAC, MPAC and Interested Parties

From: John Mermin, 2014 Regional Transportation Plan (RTP) Project manager

Re: Request for tentative approval of 2014 RTP for the purpose of air quality conformity analysis and summary of initial public comments received (through April 13)

Purpose

The purpose of this memo is to ask for tentative approval of the 2014 RTP and to inform MTAC, TPAC and MPAC of public comments received (as of April 13). A tracked-changes and a clean version of the draft RTP as well as the project list are available to review on Metro's website: www.oregonmetro.gov/rtp. Comments received as of April 13 are summarized in this memo and are included in **Attachment 1**. Comments received after April 13 will be presented to MTAC, TPAC and MPAC as part of requesting a final recommendation on the 2014 RTP in June.

Background

There is a very tight timeline to receive tentative approval on the RTP. The approval is needed so that Metro can run the air quality model on a tentative 2014 RTP project list for conformity with the federal Clean Air Act and hold a required 30-day comment period on the results (May 16-June 15). The current RTP expires September 20, 2014, and time is needed for federal and state review prior to its expiration date.

Metro staff shared an overview of proposed edits to the RTP at the February 28 TPAC, March 19 MTAC, and March 26 MPAC meetings. The vast majority of edits to the RTP document are technical / house-keeping in nature. The policy edits are located primarily in the Chapter 2 biking and walking sections. These edits strengthen existing policies and provide additional detail to reflect the Regional Active Transportation and Regional Safety Plans but *do not propose any dramatic shifts in policy direction*.

In addition to edits to the RTP document, the 2014 work program included updating the project list. These updates were limited by JPACT and the Council to projects coming from a local public process such as a transportation system plan or corridor plan. In December 2013, local jurisdictions and partner agencies submitted to Metro new projects as well as changes to existing projects. Metro staff shared an overview of changes to the project list at the January 3 TPAC, January 15 MTAC and January 22 MPAC meetings.

Proposed Decision-making Format

The public comments on the RTP generally fall into two categories (a) those requesting specific changes to RTP projects or policy language, and (b) more general comments that do not request a specific amendment. Staff has organized responses to the comments accordingly, with individual recommendations on all comments requesting a specific change. Because the comment period is still underway, the comments received thus far are mostly very general, and include only a few comments from that request specific changes.

Summary of Public Comments on 2014 Public Review Draft RTP received (as of April 13)

A 45-day public comment period began March 21 and will finish May 5th. Thus far Metro has received comments on the RTP primarily through an online survey available at (www.makingagreatplace.org). Staff also

expects to receive comments through formal letters in the coming weeks. Comments received as of April 13th can be found in **Attachment 1**. A summary of the comments can be found below.

- 148 comments received
 - 7 comments that propose a specific change
 - 141 comments that do not propose a specific change
 - 29 comments which have been forwarded to local jurisdiction / facility owner for their consideration
 - 3 proposed consent items for TPAC, MTAC and MPAC
 - No proposed discussion items for TPAC, MTAC and MPAC

CONSENT ITEMS

#	Comment	Source	Staff Recommendation	Relevant projects in RTP
145	In Figure 2.10 (Regional transit network map), show the following routes as "future HCT": I-205, TV Hwy, Amberglen, Powell/Division since these corridors have not yet gone through a planning process resulting in a locally preferred alternative (LPA). Currently I-205, TV Hwy and Powell/Division are shown as "on-street BRT".	Metro Staff	Change as requested.	
146	Revise project #11332 title as follows: " <u>High Capacity Transit Capital Construction: I-205 BRT</u> " to be consistent with project description which does not identify a specific mode. This corridor has not yet gone through a planning process resulting in a locally preferred alternative (LPA). Change typo in project cost as follows: \$150,000,000	TriMet Staff	Change as requested.	11332 - High Capacity Transit Capital Construction: I-205
147	Add text box providing definition of the "Federal RTP" and "State RTP" right before Tables 3.6, 3.7, 3.8 which describe project list composition (provide similar info to what's provided in the beginning of chapter on p.3-13, 3-14, 3-19.	Metro Councilor Harrington	Change as requested.	

ITEMS PROPOSED FOR DISCUSSION

#	Comment	Source	Staff Recommendation	Relevant projects in RTP
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None at this time

April 14, 2014. Request for tentative approval of 2014 RTP for the purpose of air quality conformity analysis and summary of initial public comments received (through April 13)

Next Steps

JPACT and Metro Council will receive a summary of all public comments at their May 8th meetings and will be asked for tentative approval of the 2014 RTP, pending an air quality conformity determination (and a 30-day comment period on the determination). From mid-June to mid-July MTAC, MPAC, TPAC, JPACT and Metro Council will be asked to take final action on the 2014 RTP ordinance.

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
1	More funding should be spent on bus service. There is good guidance and flexibility in the ATP. This will be necessary as jurisdictions are faced with restricted funding.	Karen Buehrig	3/21/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
2	Stop wasting our money on roads and car traffic infrastructure. It's a dead end.	Glen Ropella	3/21/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
3	the funds should be used maintain and improve operations on the existing system. Bike lanes and sidewalk should be added as the region upgrades the existing system. How can we support more bike lanes and sidewalks if we cannot maintain the existing system.(all aspects). Also more attention is needed within the suburban areas not Portland	Ronald Weinman	3/21/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
4	Moving percent of funding closer to actual percent of total number of projects. I would like to see the Sullivan's Gulch Trail get some attention. I will work to see that it is understood and gets some support.	Brittain Brewer	3/22/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
5	Reduce transit spend to 10%: Serves a lot less of the population. Very expensive to operate. Tri-met cuts service. Not accessible / useful to majority of population (no service provided and doesn't take people to where they need to go). Increase roads and bridges (to 43%) & throughways (to 36%): serves the most people, provides access from 'any point' to 'any point'. Reduce Active Transportation to 5%: surprisingly high percentage, esp. considering that the roads/bridges also includes active transportation improvements. Serves a very small slice of the population. Too much focus on transportation modes that are used by very small parts of the population. It is unrealistic to believe that transportation issues/needs will be met by walking, biking and mass transit.	Sam Jones	3/22/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
6	Put buses back on out lining areas. Like South End in Ore. City. Use the money and do the projects right the first time and not make it a project that has to be added to years later. more buses for those that need it, and longer hours.	K H	3/22/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
7	As the left pie chart shows, the lion's share of the money continues to go for more auto capacity. There continues to be a significant disconnect between the policy summarized in question 1 and where the money actually goes. Until this changes, this is a Regional Transportation Fantasy, which really offers lots of talk about big shifts to walk, bike, and transit, GHG reductions, Climate Smart Communities, blah, blah, blah, but the region fails to put its money where its mouth is. Align the transportation improvement investments with the policy. I realize easy to say and harder to do with most regional communities not really buying into the RTP - they really want more road capacity.	Keith Liden	3/22/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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8	Roads and Bridges 75%. Hwy 217 in a couple of decades! get real do it now. NOW.	Jim M Alder	3/23/2014	No change recommended. This comment has been forwarded to Washington County, Tigard, Beaverton, and ODOT.	10599: Hwy 217/72nd Ave. Interchange Improvements; 11582: Hwy. 217 Capacity Improvements; 11439: Southbound Hwy 217 Allen/Denny Split Diamond Interchange; 11400: OR 217: Southbound Auxiliary Lane; 11302: I-5/OR 217 Interchange Phase 2 - southbound OR 217 to southbound I-5 entrance ramp; southbound I-5 exit to Kruse Way loop ramp; 10747: Hwy. 217 Overcrossing - Cascade Plaza; 10596: Scholls Ferry Rd. Improvements;
9	Transit should be receiving more funds, and growing. I think ALL discretionary funds should be put toward Transit, and, after Transit is fully funded, toward Active Transportation. Roads and freight investments should be made using the dedicated taxes (gas taxes & auto fees) and not discretionary funds. If there's not enough money for Roads & Freight from these sources (that our constitution dedicates to them), then these dedicated taxes should be increased.	Carl VanderZanden	3/24/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
10	Overall, I support spending for active and public transit. As a resident of Lake Oswego who works, volunteers, and pursues entertainment in Portland, I'd like to see a safer bicycling route between the two, and better transit options on the weekends. Generally speaking, I support using public funds to get more cars off the road by increasing public and active transit options.	Nicholas Tahran	3/24/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
11	More improvements needed in the active transportation funding section to increase walking and biking...to make healthier people and to get more cars off the road.	Liz Jones	3/24/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
12	I would like to see expansion of throughways, specifically the Abernathy Bridge I-205 Willamette River crossing. An additional bridge from Lake Oswego to Milwaukie or West Linn to Milwaukie would be most helpful. Many of the projected needs for roads from 20 years ago should be dismissed, adopting a new transportation plan would be wise. The active transportation plan is good, I would like to see some additions to rural areas to provide bike/pedestrian access to rural towns.	Levi Manselle	3/24/2014	No change recommended. This comment has been forwarded to Lake Oswego, Oregon City, Clackamas County, and ODOT.	11585: I-205 Southbound and Northbound Abernathy Bridge widening; 10144 (related): SB 99E/I-205 Interchange Access; 11305: I-205 operational improvements; 11497: I-205. 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River
13	The spending is way off kilter, the bids system is tainted by people pushing expensive requirements from the start. We have spent so much and except occasional use these are not being used. A once or twice a year usage scale is not validating the costs.	Michael Harrington	3/24/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
14	Throughways come with an added cost to communities. For example, I do not benefit at all from the several lanes of congested car traffic that clog up McLoughlin Blvd for miles. But my neighbors and I do pay the price for it. Rather than building more and safer bike and pedestrian crossing along that throughway to help remedy a problem it created, ODOT erected a "safety screen" and demanded that TriMet close two bus stops. When building a throughway that cuts through dense residential neighborhoods like Ardenwald-Johnson Creek and Sellwood-Moreland, there should be requirements that facilities guaranteeing safe crossing and access be included in the funding.	Angelene Falconer	3/24/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
15	Emphasis should be on expanding the bus system into underserved neighborhoods. Freight transfer can be centralized at a city's periphery, Creation of a "ring road" such as exist in Europe would speed freight delivery while easing the wear-and-tear on the city streets. Do not widen any roads as an answer to congestion.; Reward drivers who take transit to work by lowering their taxes. Reward parents who send children to school on public transit by lowering their taxes. Give free bus passes to middle-school children (you already give passes to high schoolers). Pave streets and trails where pedestrians walk. When planning to put in a greenway project, first notify the homeowners. Too much emphasis is placed on a rail system. Perhaps \$100 million is too much for the PMLR; there's no reason to emphasize light rail as is currently being done. Some of that money should go to neighborhood new bus service.	Gerri Lent	3/25/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
16	Roads and bridges are top. There needs to be budgeted \$ for yearly issues: potholes, etc. Can't improve throughways without also doing roads/bridges. They go together. Transit to outlying areas is also important as the Metro region continues to grow.	Saly Quimby	3/25/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
17	Stay far away from TriMet. I have very little regard for this agency. After spending time in NY, Wash DC, I admired how easy, CLEAN, and SAFE their transportation systems were. TriMet is incapable of doing anything similar. I also pay the same as folks living in the metro area with very little and inconvenient service.	Peggy Powell	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
18	Higher funding for transit for both capital and operating expenses, at the expense of spending to support automobiles (throughways). We have to face up to the problems of automobile traffic in urban Portland. The only hope I see is through emphasis on public transit (expand it and make it free, increasing business and property taxes to make up for the lost fare revenue, and to support bonds for transit capital expenses). I pay about \$20000 in property tax in Portland, and would be happy to pay more if spent in this way.	Robert Lee	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
19	Less transit more on roads and bridges	Jerad Hampton	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
20	I support this plan and its focus on more sustainable types of transportation. I hope that the elderly and disabled and their unique transportation needs are being considered in the planning process.	Marilyn Veomett	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
21	All plans to do with motor vehicle infrastructure should be solely for maintenance, not expansion. If anything, as mass and active transport infrastructures improve, motor vehicle use should be targeted for gradual draw-down. (inevitable anyway, so sooner and more voluntarily the better) Freight is tricky and is a nation wide disaster; basically insane for a semi to drive from NY to LA. VAST majority of long haul freight should be by rail, with truck only final connection from local rail head to destination. You know the increases in road use being advocated by trucking lobby - absolutely unsustainable and seriously deluded in feasibility. Cost in dollars, safety, quality of life, environmental toll is beyond reason.	Ed Rae	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
22	2014 RTP #10772 David Hill connection to Hwy 47 involve upgrading a driveway connection to Hwy 47 to a street connection without ODOT review. There is NO public ROW at that location, needs to be reviewed. #10774, 23rd Avenue Extension intersection rework proposed design ISOLATES the existing Industrial zone on 24th Avenue from access to Hwy 47. Wrong location, should connect to 23rd not Martin Rd. #10780 Hwy 47/Pacific Avenue Intersection Improvements - totally within the Forest Grove city limits - but the proposed improvements do not address 2020 peak East-West traffic demand, multi-signal queue delay, queuing into adjacent intersection at Poplar, left turn traffic using the median as a traffic lane, pedestrian crossing at Poplar or Rose Garden mobile estates, etc. It is a flawed design at the busiest and most accident prone intersection in the city. A different design is needed. #10788 10th Avenue - the intersections of 10th/Adair and 10th/Baseline should have ALL left turns replaced by right turns at 10th with J-turns at 9th and 11th to allow North-South traffic to have two through lanes, with the East-West turn traffic removed from the volume. #11380 Yew St/Adair St Intersection Improvements. Second most accident prone intersection in the city. It needs a light that is synchronized with the lights on Adair in Cornelius to preserve flow while increasing safety for cross traffic and pedestrians. All of Adair/Baseline should have timed flow. #11661 Hwy 47/Martin Road Intersection Improvements - the Holliday connection will delay the construction. The 24th connection will isolate the 23rd Industrial zone. Bad design. #11663 Hwy 47/Purdin Rd. Intersection Improvements - absolutely necessary! #11672 Holladay Ext(West) requires a road outside the UGB. A shorter route exists within the UGB by connecting to 23rd Avenue. Need to extend 19th from Oak through Quince to rebuild Hwy 8 & Hwy 47 to the same design as Hwy 8 and Hwy 219 in Hillsboro, a major highway as a one-way couplet crossing a lessor highway. That Pacific/19th couplet should extend to the Cornelius city limits to join Adair/Baseline with timed progression, three travel lanes, and safer pedestrian crossings.	David Morelli	3/26/2014	No change recommended. This comment has been forwarded to Forest Grove, Cornelius and ODOT.	10772: David Hill; 10774: 23rd Avenue Extension; 10780: Hwy 47/ Pacific Avenue Intersection Improvements; 10788: 10th Ave; 11380: Yew St / Adair St Intersection Improvements; 11661: Hwy 47/ Martin Road Intersection Improvements; 11663: Hwy 47/ Purdin Rd. Intersection Improvements; 11672: Holladay Ext (west)
23	because older folk do not ride bikes i find them distracting, arrogant, and a way for thugs to get around. less bikes and more cops on max.	John Kleev	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
24	Privatize mass transit. If it can't support itself, then close it down. Don't steal from the taxpayers to support your egos.	Richard Whitehead	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
25	Maintaining our existing roads is most vital. I'm less open to adding bike lanes at the expense of vehicular lanes as has been proposed along Barbur Blvd. All planning should focus on making neighborhood town centers into vibrant live/work centers.	Thomas Riese	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
26	It looks like a good mix (maybe more on roads and bridges. Like, fix potholes so drivers stop whining about them (I'm not a driver myself; I'm trying to be a little more balanced here).	Dona Hertel	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
27	Increase freight at the expense of active transportation. Active transportation projects take 11% of the budget but only used for 3-5% of transportation mode used.	Stuart Long	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
28	We spend too much on bike lanes. Use bike boulevards instead. I am also not a huge proponent of light rail. Many of the metro counties do not want it. Listen to them. You need to invest in freight more so or else Portland will be a service society of low wage jobs. When you look at the percent of people in the metro area that actually use Trimet versus those who do not, what is the cost benefit analysis? I would wager that we pay a lot of money per tax payer for a system that few use. We are not going to be Europe. The West Coast was developed with the car. Embrace that fact. Try to get more metro driver's into electric cars or smaller cars. Assess a tax that is based on the number of miles driven per year multiplied by the weight of the vehicle. Use GPS tracking to toll people going over bridges, which cost a lot of money to maintain.	Greg Wilhelm	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
29	I appreciate all the active transportation projects. It doesn't cost much to make big improvements to quality of life this way.	Mary Jean Williams	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
30	It is unclear if the connection of sidewalks/bikeways will be supported anywhere outside of the downtown area. The unincorporated areas of Portland 97229 has a huge need for sidewalks/bikeways. If this plan includes all areas that is great if not please consider including areas not connected with downtown Portland.	Paige Dickson	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
31	Freight and transit should be a higher priority over Active transportation as I see that is where the biggest problems and congestion are.	Rick Scrivns	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
32	Drop the spending on bike painting paths, Green boxes, re striping and spend it on bridge and road infrastructure. Government run a-muck. You are not listening to your voters and residence	Kelly Sweeney	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
33	Increase Transit & include increasing routes/frequency. After the Milw Max is completed - no more new Max or Streetcar lines.	Susan O'Neill	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
34	Cut back active transportation and put more into roads and bridges. Active transportation is a nice idea that is not grounded in reality. Very few people do it nor will many ever do it. Our population is aging and the elderly will not use bikes or trails. There is only one convenient way to get things like groceries to homes - autos. To think that people can be driven out of their cars is a pipe dream. Weather alone argues heavily against this. Most bike use today is for recreation and fitness, not commuting.	Gerald Good	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
35	Bridges need to be maintained and updated for seismic. My understanding is that while many of our bridges are updated -- the approaches are not -- hence we need to have these critical links updated seismically. We need to continue to increase the use of mass transit over individual vehicle trips. This is a paradigm shift in thinking for Oregonians and Americans in general -- away from the "individual" and convenience to "community" and shared resources.	Nancy Gibson	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
36	I think that the focus should be on regional bottlenecks whether freight, transit, or auto to maximize the use of the system. For instance it makes little sense to expand capacity over the Columbia river only to hit bottlenecks on either.	Rick Michaelson	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
37	More funding \$\$ for roads and bridges, less for transit. For Throughways to take 26% of the funding but only 3% of the projects indicate that much higher cost of these projects. Although necessary, some outside review may be necessary to ensure the funds are going to needed projects. I didn't see any HWY 26 and connecting projects. The East-West traffic flow between Multnomah and Washington County needs improving. It won't be long before the Vista Ridge Tunnel needs augmenting with additional lanes or another route for commuters. Current options include Cornell Rd and Barnes/Burnside - neither are preferred high traffic alternatives.	John Metcalf	3/26/2014	No change recommended. This comment has been forwarded to Hillsboro, Portland, Washington County, and ODOT.	10558; Cornell Rd. Improvements; 10559: Cornell Improvements; 10873: US 26W: Widen highway to 6 lanes; 11275: Walker Rd. Extension; 11279: US26/185th Interchange Refinement Plan and Implementation; 11359: Northbound Cornelius Pass Road to US 26 Eastbound; 11365: Brookwood Parkway; 11367: Cornelius Pass Road; 11368: US 26 Westbound Off Ramp; 11393: US 26; 10547: 173rd/174th Under Crossing Improvement; 11574: Cornell Road; 10166: NW Burnside at Skyline Rd.;
38	More funding \$\$ for roads and bridges, less for transit. For Throughways to take 26% of the funding but only 3% of the projects indicate that much higher cost of these projects. Although necessary, some outside review may be necessary to ensure the funds are going to needed projects. I didn't see any HWY 26 and connecting projects. The East-West traffic flow between Multnomah and Washington County needs improving. It won't be long before the Vista Ridge Tunnel needs augmenting with additional lanes or another route for commuters. Current options include Cornell Rd and Barnes/Burnside - neither are preferred high traffic alternatives.	John Atherton	3/26/2014	No change recommended. This comment has been forwarded to Hillsboro, Portland, Washington County, ODOT.	10558: Cornell Rd. Improvements; 10559: Cornell Improvements; 10873: US 26W: Widen highway to 6 lanes; 11275: Walker Rd. Extension; 11279: US26/185th Interchange Refinement Plan and Implementation; 11359: Northbound Cornelius Pass Road to US 26 Eastbound; 11365: Brookwood Parkway; 11367: Cornelius Pass Road; 11368: US 26 Westbound Off Ramp; 11393: US 26; 10547: 173rd/174th Under Crossing Improvement; 11574: Cornell Road; 10166: NW Burnside at Skyline Rd.;
39	Too much money is being spent on bike lanes and not enough to support the road repairs and maintenance	Paul Edgar	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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40	<p>All transit investments in planning of future Light Rail expansion should ended, until TriMet is in an accrual sound financial footing. Unfunded TriMet obligations must reflect 25% reductions over the next 5-year and again another 25% reduction over the subsequent next 5-years. These planned reductions in TriMet obligations must be verified and come from an Independently Auditing Entity - Source. Active Transportation investments should be reduced in half. Freight movement investments should double, plus some. Strategic incremental improvements in the elimination of "Choke Points" on our roads, that can Improve our Economy and Create JOB's, must the highest prioritization - in weighted value. Fund road maintenance, to where we are holding our own, at that point where the lack of funding - maintenance, is reverses to a point where the cost of deferred maintenance, does not cause us to lose ground annually, in financial terms. We are cutting our own throats in this degree of prioritization given to Active Transportation and Transit within a regional perspective. The City of Portland and most local governmental entity must step to the plate, (not federal or state dollars) to back fill funding, the Active Transportation Model/Plan. We have to create "sustainability of funding and taxation" and that takes a more rapidly expanded economic footprint and our current and planned road infrastructure does not support, economic expansion. That has to change.</p>	Larry Conrad	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
41	<p>Not another dime for light rail. Or street cars, which are even worse. They are expensive and the result is we get more in-street rails which create a hazard for bicyclists. And the resulting "trains" are a whole 1 or 2 cars long. If you want to build a subway, build a real subway, with grade separated rails that don't cross streets, and minimum 6 car trains. Otherwise, don't bother with rail-based transit. Emphasize better bus service. As far as what to spend the money on, FIX THE GAPS IN THE EXISTING BICYCLE INFRASTRUCTURE. That is, twist ODOTs arm and get them to either widen the bridges on Barbur or put Barbur on a road diet so that we can have continuous bike lanes. Similarly, fix the gaps in the bike lane on Hall Blvd. in Beaverton where it goes over 217 and at Allen. AND MOST OF ALL FIX CRASH CORNER: Beaverton-Hillsdale, Oleson and Scholls. I took a look at the Active Transportation Plan map. The graphic artist who did those needs to be fired. The legends or the decoration on the corners obscure important parts of the map. For example, crash corner, also known as the intersection of Beaverton-Hillsdale, Oleson, and Scholls, is obscured. So I have no idea what you have planned to fix that. So it's hard to comment on it when I can't see it. The other thing I noticed was what happens to Capitol Highway between Wilson High School and Barbur? Do I lose my bike lanes there? I don't want to be relegated to some trail that SWNI thinks is a nice idea but which will be crowded with dog walkers and joggers and force me to ride my bike at 3 mph. No thanks. I'd rather ride on Capitol.</p>	Seth Alford	3/26/2014	No change recommended. This comment has been forwarded to Portland, Tigard, Beaverton, Washington County, ODOT, and TriMet.	<p>BARBUR - 10282: Barbur/ Capitol/ Huber/Taylor's Ferry, SW: Intersection Improvements; 10283: Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements; 11324: Barbur Bridges; 11351 (related): SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.; 11412 (related): Corridor Safety and Access to Transit: Barbur-99W; 11564: Barbur Demonstration Project 19th Ave. to 26th Ave.; 11571 (related): Barbur/99W Corridor Safety and Access to Transit; 10277 (related): Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements; HALL BLVD - 11220: Hall Blvd. Improvements; 10633: Allen Blvd. safety, bicycle and pedestrian improvements; 11439: Southbound Hwy 217 Allen/Denny Split Diamond Interchange; 10747: Hwy. 217 Overcrossing - Cascade Plaza; BEAVERTON-HILLSDALE HWY/OLESON/SCHOLLS - 10545: OR 10: Oleson Rd. Improvement; 11460: OR 10: Oleson Rd. Improvement; CAPITOL HIGHWAY - 10273: Capitol Hwy, SW (Terwilliger - Sunset): Multi-modal Improvements;</p>

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#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
42	Funding of roads and bridges should be decreased. Per capita vehicle miles have been steadily declining for more than a decade and it's time for Metro to acknowledge this long-term demographic trend in their priorities and planning. Funding for public transport, active transport, and efficient movement of freight should be increased and funding for any new throughways should be eliminated. Funding for road and bridge maintenance should focus on making essential repairs only. Long-term cost savings via decommissioning of unnecessary roads and highways should be sought.	Soren Impey	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
43	Would like to see automated traffic enforcement managed by PBOT not the police. Being OK at active transportation is a far cry from being the best, when we are talking about Portland's ability to attract top talent in cutting edge industries.	J Chris Anderson	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
44	Residents of East Multnomah County moved to this area because it was the "suburbs", not the inner City. We did not expect sidewalks, bicycle lanes, stores that we could all walk to. The residents of inner city would expect those, not us. But, thanks to Urban renewal the inner city neighborhoods have been updated and now attract the younger families.....property values increased.....therefore lower income families, people, have now moved out of the inner city neighborhoods to the NE and SE areas east of 82nd Avenue. Therefore, we now have gang activity, high crime rates, tagging on abandoned buildings. As far as I am concerned the Urban Renewal policies have ruined my neighborhood and lowered my property values and have created a unsafe neighborhood, which used to be very safe.	Darlene Bensin	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
45	You have shoved mass transit down our throats, including building a light rail to Milwaukie that was voted down twice. People in Oregon don't seem to use mass transit as you envisioned. Fix the roads and bridges. Instead of crowding out vehicles, plan for their continued use.	Michael Halloran	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
46	I would like to see public transit receive higher priority	Barbara Walden	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
47	Transit expenditures are out of hand and reflect an irresponsible use of available funding when the critical infrastructure of roads and bridges are falling apart. Active transportation expenditures are also higher than needed.	Robert Bachelder	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
48	I support the balance (relative proportion) of investments on the "percent of funding" left chart. I would change how the "Transit" budget was spent - we still do not have light rail down to Oregon City.	Helen Hays	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
49	Improved ... Frequency and speed in Sw	Don Darby	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
50	Less investment in mass transit and more on new and expanded roads. The group needs to take a comprehensive view and also look at housing locations and densities. There needs to be lower housing density in the outlying areas (particularly SW/Beaverton/Tigard). Creating a lower population density would decrease the timing and amount of traffic on the roads. The group should also decrease its focus on mass transit and increase focus on new and expanded roads.	P McKnight	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
51	Increase Freight decrease Transit.	D H	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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52	Not enough for roads and bridges in the city of bridges. Have you determined off truly effective transit is here?	Randall Murray	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
53	I would increase the funding for roads and bridges by decreasing the funding for active transportation. Frankly, we need a bigger pool to draw from. I would be in favor of increasing the mass transit district tax, gas tax, and any other method for increasing transportation and infrastructure investments.	Daniel Hauser	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
54	agree with percent of funding, It is hard to judge bang for the buck with the number of projects	Dennis Hodge	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
55	The money is still weighted heavily in the direction of supporting individual drivers (i.e.. roads and bridges) when the need in the future is for us to be decreasing our dependence on fossil fuels and developing a more sustainable and green culture. Like the emphasis on supporting walking and biking. (Does this mean sidewalks will get some attention in Lents? :->)	Mary Lou Bonham	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
56	More Transit funding.	Mark Rogers	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
57	I support the focus on infrastructure and transit. Please consider restricting truck and commuter traffic from neighborhood streets.	Kathleen Sharp	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
58	So, 58% spent on roads and freeways? That is shocking for this place and this day and age. That is a we-are-in-denial level of funding. It should be 58% on transit/active transportation, and 35% on roads, bridges and freeways, if even that much. Just because we inherited a big crumbling mansion of an automotive transportation system that we can neither make the payments on nor afford to maintain doesn't mean we should keep trying to maintain it. At some point, we are going to have to move out, and stop killing ourselves trying to keep it up.	Michelle Poyourow	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
59	More emphasis on Transit and Active Transportation is always welcome.	Kathleen Anson	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
60	I would put most of the money into public transport, buses and light rail. Please make Tri-met more affordable. It is less expensive for me to drive downtown even with parking than it is to take the bus. That isn't right. I would like to see the bus and light rail be free.	Natalie Leavenworth	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
61	I don't think roads should be widened for cars. It is unfortunate that the "Roads and bridges" category lumps together required bridge repair with "new connections for automobiles."	Lisa Caballero	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
62	More funding for active transportation and less for throughways. regional bicycle connections should be a priority, either through trails or neighborhood greenways.	Timur Ender	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
63	ODOT does not have any planned investment for N. Lombard (HWY 30 BYP) and it should. The street is in disrepair and doesn't safely accommodate all modes of traffic or provide safe crossings.	Clinton Doxsee	3/27/2014	No change recommended. This comment has been forwarded to Portland and ODOT.	10299: Lombard, N (I-5 - Denver): Street Improvements; 10332: Lombard, N/NE (MLK Jr - Philadelphia) (US 30): ITS

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64	the investments made in bicycle projects (in dollars) should be closer to 30%. It is the least-built-out of our networks and is the best bang for our transportation buck. [The RTP] doesn't include enough bicycle projects.	Allan Rudwick	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
65	Prioritize people by prioritizing the walking and bicycling networks to be built first. Build the entire active transportation system now, get it complete, and then look at widening of roads for vehicles. Active transportation represents 32 percent of total number of projects, yet receives only 11 percent of funding. We already have a system that serves private vehicle drivers very well, and yes it needs maintenance, but our active transportation system comes nowhere near to being well-connected and complete for bicyclists, pedestrians, and transit users. Build the entire active transportation system now, get it complete, and then look at widening of roads for vehicles. The RTP and the ATP state that the region won't reach our targets for mode-share if we stay on our current path that provides only 11% of funding to active transportation; if we were to prioritize the active transportation system by building the entire walking and bicycling network in the next 5 years, there's a pretty good chance we'll meet those targets. That would also go a long way towards reaching greenhouse gas reduction targets from vehicle emissions. Finally, a completed active transportation network would allow our children to safely access schools with their own two feet or wheels, instead of having to be driven by an adult because there are not sidewalks around too many schools.	Kari Schlosshauer	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
66	Investments should be made where most needed, regardless of what category they fall into	Mare Stern	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
67	I do not support light rail. Improve, resurface, widen, make safer our roads and bridges, but stop wasting money on light rail...it serves a minority of travelers...more buses for those who want public transportation, but no more light rail. Light rail does nothing to foster vibrant communities...it turns the areas into ghettos...who wants to live near that??? It's good to look towards the future but stop trying to turn the suburbs into high density housing nightmares...we live in the suburbs by choice and we prefer to drive our personal cars wherever we need to go.	Carolyn Scrutton	3/28/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
68	I would support more allocation to active transportation and sincerely appreciate the investment in expanding transit options in our region	Joe Hardman	3/28/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
69	I support the Active Transportation projects. I think we should increase Freight projects. In the long run it will help regional economics. The RTP is a good long term plan to strive to meet. The Active Transportation Plan is important to made sure we consider all modes of	Sandra Doubleday	3/28/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
70	I encourage investment in transportation alternatives that do not involve burning carbon. I encourage extending community partnerships beyond the Metro area to include Yamhill County, Salem, and Lincoln City and the coast communities (the 99E side to Salem, and the 99W side to Hwy 18 to the coast).	Jim Diamond	3/28/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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71	Implement the South Portland Circulation Study! Use it as the basis for all work in the SW Portland corridor -- it is a completed and approved project that would greatly benefit all of us! The streets in Portland need to be repaved and re-stripped to make all of us much safer. Fixing existing roads should take precedence over new construction. Bike lanes need to be expanded and made safer. There is too much emphasis on new construction and car traffic. What we have in place now needs to be properly maintained. Our bridges are in desperate need of repair. The South Portland Circulation Study needs to be implemented right now. We have waited far too long for this solution to multiple traffic problems in SW Portland.	Cheryl McDowell	3/28/2014	No change recommended. This comment has been forwarded to Portland and ODOT	SOUTH PORTLAND CIRCULATION STUDY - 10235: South Portland Improvements, SW
72	quit wasting our money. total waste	David Goliath	3/28/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
73	Seems reasonable but you are asking for support of some pretty general priorities. I would like to see more emphasis on connectivity for walking, biking and parking. I would definitely like to see more "big picture" approach to these things, where you are proactively looking ahead and not doing projects that are micro in focus. Don't put getting money in front of public safety. Don't put more parking ahead of protecting our environment. And why the heck are there so many parking spots for battery cars when in Oregon, we really don't have very many of those cars? What a waste of money. Frustrates me to see all those parking spots empty, and right by the doors to places, while I have to park blocks away. I would also like to see some support for equestrian trails or shared trails, within the metropolitan area. Please always think big picture and don't play politics. Make the right choices not the convenient choices. Look out for the little guy. Enforce the "left lane for passing only" rule and ticket people who drive poorly.	Kristi Beyer	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
74	I would at least triple the investment in transit - not into rail-base modes but into bus routes.	Cliff Lehman	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
75	light rail is a black hole for money, is expensive to run and maintain. Invest in efficient buses that have many more transportation options .Fares and payroll taxes are not enough. Tri-met is poorly run. better roads, the majority of our population gets around via automobile and wants the option to continue to do so on roads that can handle the growth Metro jams down our	Richard Smith	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
76	More money for public transit	Jennifer Cobb	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
77	Two projects that should be moved to the FC list are #10235 and #10247, and given earlier timeframes for implementation. Both these projects would greatly improve access to alternative modes and reduce VMT and emissions by strengthening close-in neighborhoods. Some projects that could be removed from the RTP include #10216, 11192, 11323, 11361, and 11639. These serve limited purposes and do little to improve the system's efficiency.	Jim Gardner	3/29/2014	No change recommended. This comment has been forwarded to Portland and ODOT.	10235: South Portland Improvements, SW; 10247: Corbett/Hood/Sheridan, SW; Pedestrian and Bike Improvements; 10216: Smart Trips Portland, a city-wide individualized marketing strategy; 11192: Streetcar Planning/ Alternatives Analysis; 11323: Sullivan's Gulch; 11361: Portland Bike Share; 11639: Johns Landing Streetcar

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78	Not enough allocated for local auto Max electric rails to connect to major arteries. People need to be able to walk no more than a block to get to a mini-max and then be able to reach a weather safe waiting/connect to next artery mini-max. Local communities like Sherwood have not used the online feed-back and review format; thus the participation rate is too low and too un-informed.	Kurt Kristensen	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
79	Drop transit 24% and active transportation 11%. That would give us almost twice as much money for roads which is what over 90% of people use.	Travis Camp	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
80	I think there should be more of a transit focus to make transit more accessible, frequent and affordable rather than widening roads that encourages more people to drive rather than take transit. I still agree with improving our streets to meet safety standards. I fully agree with the Active transportation goal and the transit goal.	Nolan Plese	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
81	Bike riders create unsafe driving conditions. They need to have mandatory insurance, they need mandatory seat belts, basically paying for transportation. To much spent on Active transportation. Walking paths are ok. Bike paths no. The majority of bike riders do not know or follow driving laws. They must pay their way and they must be licensed to ride a bike, that meaning they know the rules of the road. I live on a road that bike riders think they own. Keeping traffic backed up. They seem to think they own the roads.	K D	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
82	Where are Interstate Noise Barriers in the funding? It is essential to the neighborhoods that there be allocations for these. Freight = 4%. Ensure that the safety and integrity of the impacted neighborhoods is of the highest priority. Neighborhood associations should have direct input to facilitate this happening.	Vicki McNamara	3/29/2014	No change recommended. This comment has been forwarded to Portland and ODOT.	
83	I believe that investments used to strengthen the existing dependence on cars and other vehicles that use fossil fuels are being misused and actually dis-incentivizing the move that the future Wii require: transportation that is fossil fuel free. The analysis and charts used should reflect this. Focus the plan, its presentation on how the plan will help gradually move the region to a fossil fuel free system.	Craig Loftin	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
84	It seems evenly decided among all transportation areas. Keep progressing.	Janet Arndorfer	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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85	It is disappointing to see 1/4 of our funding going to freeways and only 11% to active transportation; while I appreciate the need to preserve our valuable existing highway assets from deteriorating, there also exists tremendous need for active transportation improvements, which have the potential to be far more cost-effective over the long term, as do systems management and ITS improvements. I'd like to advocate that greater priority be given to several important projects in central northeast Portland. Project 11647 - "I-205 Undercrossing" would connect central-northeast and outer-northeast neighborhoods, and has been a community priority for many years now, and is essential to the successful completion of the "Gateway Green" project. Project 10180 - "Sandy Blvd Multi-Modal Improvements Phase 2" would greatly improve the livability and bikeability of NE Portland neighborhoods consistent with city, regional, and statewide planning goals. Sandy Blvd is diagonal to the street grid and provides direct connection to important destination centers, so this project would greatly improve non-motorized mobility. On a personal level, I would appreciate being able to comfortably cycle this corridor while I'm still young enough to do so, and the current 2024 timeframe doesn't offer much hope in this regard. This project is particularly well paired with Project 10301 - "Sandy Blvd ITS" to improve the movement of transit and freight through the corridor as well, and to offset any minor capacity loss that might potentially result from the multimodal project.	Chase Ballew	3/30/2014	No change recommended. This comment has been forwarded to the City of Portland and ODOT.	11647: 1-205 Undercrossing; 10180: Sandy Blvd., NE (47th - 101st): Multi-modal Improvements, Phase II; 10301: Sandy Blvd., NE (82nd - Burnside): ITS
86	Less funding for throughways and more for active transportation and transit. It may be important to have a system for the MAX like other regional subways that require passengers to have paid tickets or passes in order to use the system. That would be an important transit investment for long-term sustainability and to encourage rider safety.	Evelyn Whitlock	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
87	Active transportation percent is too high and that decrease should be given to transit. To me the allocation to improvements in freeways should always be minimal as a regional government priority. Priorities for consideration are in this order accessibility Sidewalks and safety Economic stability	Marlene Byrne	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
88	Freeways need to move faster as they go through Portland, perhaps by widening them. Bottlenecks throughout the city for automobiles are terrible and need to be improved. Not just widen roads, but widen freeways in the Portland area to reduce the "funnel effect".	Brian Knapp	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
89	I support the 24% investment in transit and 11% in active transportation, and am encouraged to hear that some of the investment for roads and bridges will also benefit active transportation	Fred Dobson	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
90	I'd put more emphasis on Active transportation than throughways since most of them will be changed if Roads and bridges is done properly. Ground transportation such as walking and riding between metro areas and downtown Portland need to be created.	Sue Nelson	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
91	I think it is really great that there is so much focus on active transportation. I wish there was a greater focus of transit improvements related to dedicated bus lanes that would help decrease bus travel times - making transit a more viable and popular option for commuters.	Brandy Steffen	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
92	Transit 30% Active 30% Freight 30% (should include roads, bridges, and throughways) Other 10%. Too much focus on moving people in single occupancy vehicles. In a generation we will be embarrassed to have put so much focus on such an expensive and inefficient mode of travel.	Joseph Edge	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
93	Active transportation and transit is crucial to my lifestyle in Portland, I like seeing them prioritized in the percentages indicated above.	Sarah Larsen	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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94	Regional bicycle transportation and recreation requires a lined network of off road trails. Implementation will get more people on their bikes both in local communities and in the region. These need to be linked to transit and bikeshare systems need to be in place to provide the last mile link. Work with the Intel project on creating employer based bike share programs for job access. Implementation of these could be tied to freight improvements to encourage intergroup cooperation.	Christopher Achterman	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
95	Still too much focus on EXISTING throughways. They are a legacy of the PAST not the tools for the FUTURE. Focus needs to shift to preservation of PDX Central City from through traffic (I-5 and I-84) and facilitation of industrial expansion for the "traded sector" in east county and Washington county via a NEW WESTSIDE By-PASS and improvements to I-205. We don't need a "new" Interstate Bridge, we need ANOTHER bridge, one in Washington County the Westside Bypass. We need to reduce the role I-5 and I-84 play as routes THRU Portland and make them primarily routes TO downtown and close in Portland.	Mike Warwick	3/31/2014	No change recommended. This comment has been forwarded to Clackamas County, ODOT and TriMet.	10865: I-205/Airport Way interchange; 11305: I-205 operational improvements; 11332: I-205 BRT; 11369: Interstate 205 Southbound Auxiliary Lane; 11370: Interstate 205 Northbound Phase 1 Auxiliary Lane; 11398: I-205 Northbound Auxiliary Lane; 11399: I-205 Northbound Phase 2: Auxiliary Lane Extension; 11497: I-205; 11585: I-205 Southbound and Northbound Abernethy Bridge widening; 11586: I-205 Southbound and Northbound widening
96	Any increase in Active Transportation would be welcomed. Only to increase Active Transportation Funding and implement the low-cost projects sooner, rather than later.	Phil Richman	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
97	a greater percentage of the regional investments should be made in active transportation and transit	Tara Brock	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
98	I don't see much value in the graph on the right because "number" of projects is a highly manipulatable and somewhat meaningless number. I'm very glad to see Active transportation and Transit where they are. I had assumed they were much lower.	Lois Moss	4/1/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
99	We continue to put too much investment into roads/bridges and "throughways" at a time auto travel is down. We should focus on repairing existing roads, not building new connections. We should increase funding for transit and active transportation. I hope the Columbia River Crossing is officially removed, given its demise.	Jonathan Poisner	4/1/2014	No change recommended. This comment has been forwarded to ODOT.	10893: Improve I-5/Columbia River bridge, 10902 MAX light rail: Yellow Line: CRC / I-5 North extension
100	I would invest more in Transit	Prisciliano Peralta-Ramirez	4/1/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
101	I'm not a fan of widening roads/new connections - the goal should be to get people OUT of their cars. It would be better to put more money into any other category. Being smarter with growth and with transportation strategy in general would be a better solution.	Patricia Gardner	4/1/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
102	I'm not a fan of widening roads/new connections - the goal should be to get people OUT of their cars. It would be better to put more money into any other category. Being smarter with growth and with transportation strategy in general would be a better solution.	Stephanie Whitchurch	4/1/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
103	Would like to see more crosswalks and pedestrian safety. Would like to see fewer big trucks on our roads and revival of rail.	Georgeann Courts	4/2/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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104	It's hard to know what % is appropriate, without understanding the cost of individual projects. My main concern is whether the city of Portland, Tri-Met and the counties are all on board, and using the same data. The city of Portland appears to be planning independent of major development in Washington County and Beaverton. Example is the planned Peterkort Development, just outside of Portland, which will be the densest residential/commercial zone in the county. Yet the resulting impact on area roads/transit appears to be managed by Washington County and Beaverton, wholly within their jurisdictions, while Portland's planning maps don't even show the planned development. Same with area 93, 50 acres of new homes planned on land transferred from Multnomah to Washington County - doesn't show up on Portland's planning maps. Therefore, my concern is that the local jurisdictions will continue to plan reactively, and not be guided by Metro's process.	Michael Schoenholtz	4/2/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
105	I would like to see much more percent of funding going toward Active Transportation. If active transportation were given equal weight to other modes I'd be in support. I am highly supportive of a bike/pedestrian bridge between Oak Grove and Lake Oswego. Clackamas County did a virtual TSP online and the number of comments in support of that single project outnumbered all other projects on their virtual TSP, yet they removed it from their project list. Please keep this project in the Metro 2014 RTP! It is a very long bike ride to get from Oak Grove/Milwaukie over to Lake Oswego, especially in a safe manner. Thank you for your consideration.	Matt Menely	4/3/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
106	I would VERY MUCH like to see a pedestrian/bike bridge connecting Lake Oswego and Milwaukie! Please keep this at the forefront of the Active Transportation projects list! Thank	Alicia Hamilton	4/3/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
107	Active transportation needs to be cut by 75% and added equally divided and added to both the Roads and bridges and Throughways areas. Active transportation needs its own funding source other than revenues from motor traffic including motor vehicle fees, gas taxes and such. Bike users need to pay their own way. Motor vehicles make up the vast majority of user miles in the metro area. If the plan is to reduce emissions how is that being accomplished when vehicles take 45 - 90 minutes to commute when speed limit drive times are 20 to 30 minutes on the same routes. Light Rail is NOT a sustainable transportation alternative, TRIMET is failing miserably at operating the system and it extremely costly to build per mile. An emphasis should be on bus (go to electric powered buses if necessary). The CRC would have been built had it not been for the mandate that light rail be included on it. ALL light rail projects should be halted for any future expansion. All light rail projects should have a mandated public vote with all costs short term and long term compared with other alternatives before any further expansion.	Eldon Lampson	4/3/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
108	Bike and transit facilities are nice but most trips will always be by car. If we are serious about mobility for livability and economic development reasons, transportation investment should be in proportion to mode share. The best way to improve bike and transit options is by widening and improving roadways, including freeways. The most important bike facilities are the result of new roads. Examples: reconstruction of the Interstate bridge would include a huge improvement to the bike paths. Construction of I-205 resulted a long and useful bike route.	Tom Lancaster	4/3/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
109	Bridges and bike ways. Would like to have a walk and bike bridge from Oak Grove to Lake Oswego over the Willamette River.	Videan Polone	4/3/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
110	Still, after all these years, far too little investment in active transportation. The first pie chart is the important one -- how much all of these investments cost. The fact that our region is spending more than twice as much just on freeway projects than we are on /all/ active transportation projects in the region combined -- that is a shameful fact for any city, but particularly for one that supposedly prides itself on its pedestrian and bike infrastructure. Funding for transit and freight, on the other hand, look to be at about the levels I would expect.	Linn Davis	4/3/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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111	Nearly 60% of funding is throughways, roads, and bridges. This makes me sick, literally, from pollution, climate change, noise, and "accidents." Increase active transportation funding to 40% and transit to 40% and then spend the rest to make bridges safe and sound. Too much information / not in a presentable form. I'm not going to read your 1200+ line spreadsheet. I want Barbur Blvd turned into a road that supports all users for the safety and livability of SW Portland. Let's start with a lane diet and traffic calming. Then add efficient public transportation from Sherwood to Portland.	Jeff Monaghan	4/4/2014	No change recommended. This comment has been forwarded to Portland, ODOT, and TriMet.	10282: Barbur/Capitol/Huber/Taylor's Ferry, SW: Intersection Improvements; 10283: Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements; 11324: Barbur Bridges; 11351 (related): SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.; 11412 (related): Corridor Safety and Access to Transit: Barbur-99W; 11564: Barbur Demonstration Project 19th Ave. to 26th Ave.; 11571 (related): Barbur/99W Corridor Safety and Access to Transit; 10277 (related): Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements;
112	We shouldn't be spending any money to expand automobile capacity. The future is in active transportation and transit. I am very interested in seeing a multi-use path built between Oak Grove and Lake Oswego. I and my family would use it often.	David O'Dell	4/4/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
113	One priority that needs to be made is a pedestrian bridge from Oak Grove to Lake Oswego.	Chris Carter	4/4/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
114	I am very interested to see a bike/pedestrian bridge over the Willamette river between Lake Oswego and Oak Grove, which would greatly improve access to both areas.	Jonathan Leto	4/4/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
115	We could greatly reduce the % for resurfacing freeways if we could BAN STUDDERED TIRES like Wisconsin, Minnesota and numerous other states have. I'm glad that there is more focus on active transportation, but we need to act even more urgently on the 2014 IPCC report. and get more people out of their cars. Vehicle drivers must be made aware of the true costs of upkeep of their behavior. They need to stop the \$44 million/year in damage they do to our roads, not to mention our lungs. They need to pay for parking on all streets and all parking lots throughout the region--not just in the core area. They need to pay for the damage that streets do to streams, rivers and other wildlife habitat.	Mary Vogel	4/7/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
116	More money for Active Transportation. Include near term development of Sullivan's Gulch for per/bike use. Must consider homeless and transient use that occupies the area now.	John Frewing	4/7/2014	No change recommended. This comment has been forwarded to Portland.	11323: Sullivan's Gulch;
117	Reduce Roads & Bridges to 30%; add that 2% to Freight; reduce Throughways by 2 %, add that 2 % to Other. Recommend that each of the six project categories include a cost-benefit expectation tied to it; one that includes incremental carbon reductions; also that includes health/well being effects of active transportation projects. It would be great to have access to data-related out comes from previous projects.	Edward Miller	4/7/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
118	active transportation funding seems to reflect the current percentage of active transportation users. if metro wants to increase that number (which I think was the goal of the 2035 plan), it should be a larger number. More bridges, like between Lake Oswego and Oak Grove, and over the 405 in NW Portland. More trails like Sullivan's Gulch and the Red Electric Trail. More bike lanes EVERYWHERE.	Gretchin Lair	4/8/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; No found projects for "Over the 405 in NW Portland; approximately 50 trail projects listed in RTP

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119	The reason we have road expenditure problems is that your taking gas taxes supposed to be spent on roads and spending the on light rail, (a system that was voted down 3 times), and other projects, (bike boxes) and pers (Trimet benefits packages) that don't help the folks paying the tax. At some point citizens will have to address the prevailing wage problem for public projects. It's helping kill future budgets.	Mike Stevens	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
120	Infrastructure definitely needs some attention and - in order to avoid as much repair work in the future - the more we can encourage people out of their single-passenger vehicles and onto buses and trains the better.	Leslie Doering	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
121	more money sent on sidewalks and crosswalks	Pamela Rodgers	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
122	Better bus service, especially on the west side. MAX would be an improvement.	John Baldrige	4/9/2014	No change recommended. This comment has been forwarded to TriMet.	11042: Bus priority treatment; 11230: Frequent Service Bus Capital Improvements - Phase 1; 11333: Local and Regional Bus Improvements
123	I love the transit system. I use it every day for work. My transit pass is subsidized though. At \$5 for a round trip, if it was not I would be driving my Chevrolet volt back and forth to my office. Having been on 82nd street on the weekend, there has not been enough money effort put towards road improvements for Portland.	Darik Dvorshak	4/9/2014	No change recommended. This comment has been forwarded to Portland, Clackamas County, and ODOT.	10014: 82nd Ave. Multi-Modal Improvements; 10018: 82nd Ave. Blvd. Design Improvements; 10291: 82nd Ave., SE (Schiller - City Limits), SE: Street Improvements;
124	I think that active transportation and transit are especially important to creating a safe, vibrant, healthy population, and I think that funding and project numbers should reflect that. I hope that as much is done as possible to bring active transportation and transit out to the suburbs! It can be really hard and scary to get around out here when you don't have a car.	Karen Smith	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
125	I'd like to see more equity between "Transit" and "Roads and Bridges". Obviously our highway/Bridge system nationwide is in trouble, but we can not forget that mass transit needs are just as important, but also ca not dominate focus. Both issues need to be equal, as they will need each other to be in balance.	Mark Nunnenkamp	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
126	We are not providing financial support to maintain our roads, highways and bridges. We do not have enough funds to stretch this limited resource to cover transit, bikeways and active transportation options. Transportation planning and funding needs to spend 95% of the funds on roads and bridges that provide car and truck transportation. 35% for active and transit forms of transportation is far too much to spend on these.	Don Wolsborn	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
127	I love public transportation. I pray that the NEAR future involves better access (walking path, a route for 209th Ave and other areas that have been left behind) for unincorporated Washington County. My huge concern is safety for pedestrians; especially along SW Kinnaman, SW 209th and SW 198th. I'm always concerned for not just my and my daughter's safety but for other students, and pedestrians. And night time is an even greater concern.	Gayleen Guyton	4/9/2014	No change recommended. This comment has been forwarded to Hillsboro, Washington County and ODOT.	10553: 209th Improvements; 11136: TV Hwy/209th Intersection; 10593: Kinnaman Rd. Improvements; 11272: Kinnaman Rd. Extension; 10586: 197th/198th Ave. Improvements; 11386: 198th Ave; 11390: TV Hwy/198th Intersection; 11448: 198th Ave. Improvements - South

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128	I am generally supportive of the use of trains to move freight. I think it's a good way to get trucks off the road - this is an approach that I support. The train system in Portland creates problems for non-traditional commuters like me and my family. I don't know that it requires a change in funding to address this, but some time should be spent looking at ways to help commuter trains run on a schedule and to help prevent the kind of traffic backups that happen every day at the tail end of rush hour traffic in SE Portland. I am excited to see that the Active Transportation percent of total budget is so high and that the number of projects falling into that category are so numerous. I don't know that we can ever completely remove our dependence on automobiles for getting around, but the degree to which we can make it safe to walk, bike and use other active modes of transportation will determine the growth of that mode of transport. Also, if smaller businesses that enhance livability (like groceries and shops and service providers) can be encouraged to open in neighborhoods that will increase viability of Active Transportation.	Leah Witte	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
129	More than half of the total funding goes to freeways, roads and bridges - we should reduce this and increase the share going toward transit and active transportation needs. I would also like to see more small transportation projects getting funding - perhaps targeted upgrades to the TriMet frequent network of buses with queue jumps, some exclusive lanes, or better pedestrian access at strategic points.	Matthew Nelson	4/9/2014	No change recommended. This comment has been forwarded to TriMet.	11042: Bus priority treatment; 11230: Frequent Service Bus Capital Improvements - Phase 1
130	Increasing public transportation and adding Max rails.	Becca Dike	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
131	Transit to 33% Minimum. 10% or more on union accountability legal fees.	Gary Stanfield	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
132	Slightly less should be spent on throughways and roads and bridges and slightly more should be spent on transit; a better transit system will reduce the need for those other areas, while also improving livability and options for lower income citizens. The ATP contains virtually no mention of an aging population, except for a tiny mention on 2-37 and 2-38. This is a crucial component to consider in the ATP, and more thought should be given to how access can be improved for the aged in our community.	Sean Carey	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
133	More on core of transit system: some 24 x 7 x 365 N-S, E-W trains, new bridge Vancouver <-> Pdx; maintain but do not expand existing roads and bike paths. More on core of transit system: some 24 x 7 x 365 N-S, E-W trains, new bridge Vancouver <-> Pdx; maintain but do not expand existing roads and bike paths.	_ Werneken	4/10/2014	No change recommended. This comment has been forwarded to ODOT and TriMet.	10893: Improve I-5/Columbia River bridge; 10902 MAX light rail: Yellow Line: CRC / I-5 North extension; 11230: Frequent Service Bus Capital Improvements - Phase 1; 11331: Frequent Service Bus Capital Improvements - Phase 2; 11333: Local and Regional Bus Improvements;
134	As a tax payer that exclusively uses Trimet as my only form of transportation, I will always be in favor of more funding and projects that better benefit me.	Christopher Anderson	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
135	I believe there needs to be more focus on Transit: rapid, light rail, BRT, and otherwise.	Jonathan Nagar	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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136	Need to get to work on time! After 25 years with the same company and driving to work and getting there on time for 23 of those 25 yrs. THIS YEAR I HAVE BEEN LATE 5 TO 6 TIMES THANKS TO MAX. They fire people for less! I would like to keep my job. I leave an hour and a half early to only go maybe 4 miles. I'm not very impressed with Max one of the drivers that gets on 197th to start his shift always slams his door as hard as he can every day I can count on it. Please add a few lines out here in NE. Like a Gleason line that goes to 257th or so....perhaps a few lines running north and south a few more buzzes running on 181 st. Gresham and Rockwood is growing. I would love to live on Gleason st if I did not have to walk to work from wherever as it is now I have to choose a place to live on my bus rout which is limited.	Candise Coffman	4/10/2014	No change recommended. This comment has been forwarded to Gresham and TriMet.	11230: Frequent Service Bus Capital Improvements - Phase 1; 11331: Frequent Service Bus Capital Improvements - Phase 2; 11333: Local and Regional Bus Improvements; 10441: Gresham RC Ped and Ped to Max; 10445: Rockwood TC Ped and Ped to Max; 188th LRT Stations and Ped to Max
137	Always more for mass transit and less for highways and parking lots.	S. Theo Burke	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
138	Greater investment in public transportation infrastructure, maintenance and expansion.	Jeanne Quan	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
139	lower fares, more service	Rob Powell	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
140	Transit and active transportation should be the focus of future investments. We need a well connected system of bike boulevards and protected bikeways to encourage more cycling.	Trey Cundall	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
141	I would be more willing to support Throughways, Transit, and Active Transportation, over Roads and bridges. The first graph looks about like the right amount to spend on each facet. I am highly in favor of the plan. There is no need for me to use my car for most of my travel across the city, yet, our investments in active transportation and mass transit are far below what the need to be currently, and I tend to still use it. Highway 30 could well use an updating on it's biking facilities through the city, as could Bridge avenue and the St John's bridge for pedestrians and bicycles. While important to freight interests, these roads can very well accommodate all users in a safe manner.	Chadwick Ferguson	4/10/2014	No change recommended. This comment has been forwarded to Portland and ODOT.	
142	I support active transportation improvements and focus, and also realize we need to have ongoing maintenance for roads and bridges.	Steve Boughton	4/11/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
143	<p>I was looking at your 2014 RTP with updates. Has anyone considered converting the old trolley line from Lake Oswego to Johns Landing to a rails-to-trails corridor? This would open up a wonderful trail for walkers and bike riders.</p> <p>I know that this was considered for a streetcar extension, but most mass transportation supporters were stunned by the projected cost (500 mil). No streetcar can beat the current speed and convenience of the existing bus service..</p> <p>Highway 43 (from Lake Oswego to Johns Landing) is not a "high capacity" transportation corridor. It has limited, time-specific commuter traffic.</p> <p>I drive to the east-side to hike and enjoy the Springwater Corridor. I have also walked the Milwaukie Trolley Trail. Both of these trails always have walkers and bike riders. It gives the area an incredible vibrancy, and it actually builds a bond between the users of an appreciation for the outdoors.</p> <p>It would be incredible to have our own west-side corridor. To be able to walk or ride a bike safely into Portland would be wonderful. So pluses for the rails-to-trails are safety for bike riders and walkers, fighting obesity, decreasing pollution, and low cost to develop.</p>	Cathy Smith	4/2/2014	No change recommended. This comment has been forwarded to Portland, Lake Oswego, West Linn, and ODOT	Johns Landing to Lake Oswego Trail corridor - no projects; 1639 (related): Johns Landing Streetcar; HIGHWAY 43 - 10127: Hwy. 43 Improvements; 11172: Hwy 43 (State St) Bike Lanes; 11181: OR 43 Sellwood Bridge Interchange; 11398: Hwy 43 Pathway: LO to West Linn;
144	<p>the max line should connect through southeast into downtown. Instead of a rail terminus, create a rail loop that connects all of Portland. the max line should connect through southeast into downtown. Instead of a rail terminus, create a rail loop that connects all of Portland.</p>	Jacob Baez	4/11/2014	No change recommended. This comment has been forwarded to Portland, ODOT, and TriMet.	10902: MAX light rail: South Corridor Phase 2: Portland to Milwaukie; 11198: Portland-Milwaukie Light Rail Active Transportation Enhancements Project;
145	<p>In Figure 2.10 (Regional transit network map), show the following routes as "future HCT": I-205, TV Hwy, Amberglen, Powell/Division since these corridors have not yet gone through a planning process resulting in a locally preferred alternative (LPA). Currently I-205, TV Hwy and Powell/Division are shown as "on-street BRT".</p>	Metro Staff	4/9/2014	Change as requested	
146	<p>Revise project #11332 title as follows: "<u>High Capacity Transit Capital Construction: I-205 BRT</u>" to be consistent with project description which does not identify a specific mode. This corridor has not yet gone through a planning process resulting in a locally preferred alternative (LPA). Change typo in project cost as follows: \$150,000,000</p>	Trimet Staff	4/9/2014	Change as requested	11332 - High Capacity Transit Capital Construction: I-205
147	<p>Add text box reminding the reader the definition of the Federal RTP" and "State RTP" right before Tables 3.6, 3.7, 3.8 which describe project list composition (provide similar info to what's provided in beginning of chapter on p.3-13, 3-14, 3-19.</p>	Metro Councilor Harrington	3/25/2014	Change as requested	



Date: April 18, 2014
To: TPAC members and Interested Parties
From: Ted Leybold and Clinton (CJ) Doxsee
Subject: Summary of Metropolitan Planning Area (MPA) update

Please find the attached items in preparation for updating the Metropolitan Planning Area (MPA) boundary.

- Staff report on MPA boundary update
- Draft Resolution No. 14-4502

Metro staff convened a work group of ODOT, TriMet and local agency staff to review the approach to updating the boundary area designation. The work group met two times to provide input on the boundary designation and has recommended the approach outlined in resolution and staff report.

A presentation on each of these elements and the recommendation process to date will be provided at the meeting. This is in preparation for JPACT and Council action in May on updating the MPA boundary for meeting federal metropolitan planning requirements.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 14-4502, FOR THE PURPOSE OF UPDATING THE METROPOLITAN PLANNING AREA (MPA) BOUNDARY TO REFLECT THE YEAR 2010 U.S. CENSUS BUREAU URBANIZED AREA DESIGNATION.

Date: April 16th, 2014

Prepared by: Clinton (CJ) Doxsee & Ted Leybold

BACKGROUND

The MPA boundary is a federal requirement for the metropolitan planning process and is established by individual Metropolitan Planning Organizations (MPOs) according to federal metropolitan planning regulations. Metro is the MPO for the Portland, Oregon urbanized area and has the responsibility to direct and administer the continuing metropolitan planning process (23 USC 134(b) AND 49 USC 5303(c)).

Each MPA boundary is required to include:

- At a minimum, an area encompassing the existing urbanized area (UZA) and the contiguous area expected to become urbanized within a 20-year forecast period;
- May further be expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget.

The Census Bureau designates a new list of UZAs every 10 years following the conclusion of each census. A UZA represents a densely developed area encompassing residential, commercial, and other non-residential urban land uses. The MPA boundaries are reviewed and updated as necessary after each Census by the MPO in cooperation with State and public transportation operators and submitted to the FHWA and the FTA.

The 2010 Census issued the list of 2010 urban areas in a *Federal Register* Notice on March 27th, 2012. Boundaries of current MPOs should be updated no later than the next scheduled Metropolitan Transportation Plan (MTP) update after October 1st, 2012, or within four years of the designation of the 2010 UZA boundary, whichever comes first.

To address this guidance on updating the Metro area MPA boundary, an MPA boundary is proposed to utilize existing planning boundaries and a limited number of boundary extensions to include significant transportation facilities. The purpose is to include programs and facilities specific to the Portland metropolitan area to form a comprehensive area for administering the federal metropolitan planning process. Specifically, the proposal includes:

1. The U.S. Census Bureau year 2010 defined urbanized area, based on the UZA boundary detailed in the March 27, 2012 Federal Register Notice;
2. Areas within the Metro Jurisdictional Boundary. Metro has state and home-rule charter responsibilities to manage growth for everything within the Metro boundary and should be coordinating this growth management responsibility with the federal MPO planning responsibility for those areas;
3. Areas within the Metro Urban Growth Boundary (UGB). According to State law, Metro is responsible for managing the Portland metropolitan region's UGB. This boundary controls urban

expansion onto farms and forest lands and includes a 20-year supply of land for future residential development;

4. Metro Urban Reserves. Urban Reserves are lands that are designated through cooperative agreement of Clackamas, Multnomah and Washington Counties and Metro, and recent state legislation, as best suited to accommodate future urban development. They are identified for potential inclusion within the Urban Growth Boundary through 2060 and as such should be coordinated with the federal MPO planning process;
5. Areas with significant transportation facilities (i.e. interchanges and intersections) that are adjacent to and serve significant transportation function to the urban area. Some significant interchanges and intersections are only partially included in the UZA boundary. Including facilities only partially included in the urban areas or when the function of those facilities exist primarily to serve or provide access to the metropolitan area will simplify and allow a more holistic transportation planning process. Areas with detailed explanation include the following:
 - Jackson School Road
 - Along Highway 26 and Jackson School Road, MPA Boundary includes full interchange footprint to the north of Jackson School Road. Extent of boundary is to the edge of the interchange right-of-way.
 - Intersection of I-5 and Highway 551
 - At the intersection of I-5 and Highway 551 (Portland-Hubbard Hwy) MPA Boundary includes interchange of I-5 and Highway 551.
 - Intersection of Highway 26 and Highway 212
 - MPA Boundary includes Highway 26 and Highway 212 interchange.
 - Sauvie Island and NW St. Helens Road
 - MPA Boundary includes full extent of right of way at the Sauvie Island Bridge Interchange
 - At the intersection of NW St. Helens Road and NW Cornelius Pass Road

ANALYSIS/INFORMATION

1. **Known Opposition** Marion County has expressed concern about Metro performing planning functions within its jurisdictional boundary. The boundary proposal has clarified that the MPA boundary designation within Marion County applies only to the federal transportation planning function and not any other planning functions conducted for state or local purposes. This MPA designation within Marion County is limited in scope as described below in “Anticipated Effects” and is federally required due to a portion of Marion County being within the Census Bureau designated Portland metropolitan urbanized area (UZA).
2. **Legal Antecedents** Metro Council Resolution No. 03-3380A For the Purpose of Designation of the 2004 Regional Transportation Plan as the Federal Metropolitan Transportation Plan to Meet Federal Planning Requirements.
3. **Anticipated Effects**

Adjustment to the MPA boundary will impact the following MPO Programs

Regional Transportation Plan (RTP)

For the current 2014 RTP update, additional projects in the newly designated planning areas need to be identified for inclusion. Projects in the RTP project list that have been submitted that are now outside the proposed MPA boundary need to be identified as well.

Capital Improvement Program (MTIP)

Projects located within the MPA boundary are eligible for urban-STP, CMAQ and TAP funding distributed through the MPO. Projects outside the boundary are eligible only if it can be demonstrated that they have a significant impact on the transportation network within the MPO boundary. Any regionally significant project or projects receiving ODOT administered funding (Enhance or Fix-It) or federal transit funding must be included in the MTIP if they are located within the MPA boundary. The impact of being within the MPA boundary has little to no impact on projects receiving those funds – it is primarily a project and air quality modeling coordination effort.

Adjustments to the UZA and resulting MPA boundaries will impact the following FHWA Programs

Highway Functional Classification: The highway functional classification system distinguishes both by type and roadway facility and whether the facility is located in an urban or rural area. A specific type of roadway facility may have different design criteria depending on whether it is in a rural or urban area, but highway design criteria are not applied strictly according to an urban versus rural boundary designation. Once adjustments to UZA boundaries are adopted, highways that are impacted by the new boundaries must be functionally reclassified.

Highway Performance Monitoring System (HPMS) Reporting: FHWA’s HPMS requests States to report annual highway statistics by highway functional classification, including urban versus rural areas. Several tables in FHWA’s annual Highway Statistics Report also summarize information by urban versus rural classification.

- Adjusted UZA boundaries adopted by the State and MPOs should be used for Highway Performance Monitoring System (HPMS) reporting at the earliest time possible (within 2 to 3 years maximum) after the adoption decision.
- Any changes to the rural/urban roadway location and functional class that result from adjustments to UZA boundaries should be reported in HPMS Data Items 1 (Functional System Code) and 2 (Rural/Urban Designation) respectively.

- The size of the urban area is determined based on the latest decennial Census (or special inter-decennial census) designation, not on the population within the Adjusted UZA. Refer to the HPMS Field Manual, page 4-16 for guidance on reporting Urbanized Area codes for HPMS Data Items 1 and 2.

Distribution of Surface Transportation Program (STP) Funds: This provision only affects where funds may be spent within a State, not how much money the State receives. STP funds are sub-allocated within each State between UZAs with a population over 200,000 and the rest of the State, in proportion to their relative share of the total State population. Each UZA with a population over 200,000 receives a share of the funds sub-allocated for such areas, based on the area's share of the total population in all areas with over 200,000 residents in the State. 23 USC 133(d)(3)(B) guarantees that a minimum of 110% of the funds apportioned to the State in FY 1991 for the Federal-aid secondary system must be spent in rural areas. A rural area is defined as any area of the State that is outside of the Adjusted UZA boundaries.

STP Apportionment Formula: 23 USC 104(b)(3) includes, as part of the apportionment formula for STP funding, lane-miles and VMT on Federal-Aid highways within the state. Federal-Aid highways include all highway functional classifications except local roads and rural minor collectors. Expanding the boundary of urban areas within the state may change some rural minor collectors to urban collectors, making them eligible as Federal-Aid highways. However, the impact on apportionment of federal aid funding is insignificant.

Control of Outdoor Advertising: The Outdoor Advertising Control Program (23 USC 131) uses the UZA definition in 23 USC 101(a)(36) to specify the boundary between locations where signage can be placed beyond 660 feet and be intended to be read from the highway. States will continue to use the Census Incorporated Place data to map and control signage as it relates to places of 5,000 or more in population, in the manner defined by 23 CFR 750.153(t) and 750.703(m).

Attachment 1, "Proposed Metropolitan Area Boundary" illustrates the Metropolitan Planning Area. Attachment 2, "The Oregon Metro Planning Area Boundaries", further illustrates the relationship between areas that are incoming and outgoing. Upon adoption of the Resolution No. 14-XXXX, Metro staff will transmit this adoption to the appropriate State and Federal agencies for final approval

4. **Budget Impacts** Resolution 14-4502 does not have budget impacts for Metro.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 14-4502

Boundary Descriptions

Urbanized Area Boundary

The urbanized area is one component of the urban-rural classification defined by the Census Bureau. For the 2010 Census, an urban area is considered to have a densely settled core of census tracts/blocks that meet minimum population density requirements. Urbanized areas can also include non-residential urban land uses and areas with low population density that link outlying densely populated areas. Rural areas are considered all population, housing, and territory not included within an urban area.

Federal transportation legislation allows for the outward adjustment of Census Bureau defined urban boundaries (of population 5,000 and above) as the basis for development of adjusted urban area boundaries for transportation planning purposes, through the cooperative efforts of State and local officials. By Federal rule, these adjusted urban area boundaries must encompass the entire census-designated urban area (of population 5,000 and above) and are subject to approval by the Secretary of Transportation (23 USC 101(a) (36) - (37) and 49 USC 5302(a) (16) - (17)).

For the purposes of the boundary adjustment process, the term "adjusted urban area boundaries" refers to the FHWA boundary adjustment process in all areas of 5,000 population and above.

During the time between the release of the Census Bureau boundaries and the formal approval of the new adjusted boundaries, the previously developed and approved adjusted urban area boundaries remain in effect. For FHWA and State DOT planning purposes, if a State DOT chooses not or is unable to adjust the urban area boundaries, the most recent unadjusted census boundaries will take effect. This could cause a roadway previously considered to be urban to now be considered rural, which may affect federal aid funding eligibility.

To avoid this situation, States are encouraged to work with their FHWA Division Office and their local planning partners to go through the process of developing the adjusted urban area boundaries within the recommended timeframe. See:

http://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section06.cfm

Function

- Establishes the area for a wide variety of uses, including the baseline area for defining the boundaries of Metropolitan Planning Areas.

Metropolitan Planning Area

The MPA boundary is a federal requirement for the metropolitan planning process and is established by individual Metropolitan Planning Organizations (MPOs) and the Governor according to federal metropolitan planning regulations. The Metropolitan Planning Area Boundary must encompass at least the existing urbanized area and the contiguous areas expected to become urban within a 20-year forecast period. Other factors may also be considered to bring adjacent territory into the MPA boundary, and may be expanded to encompass the entire metropolitan statistical area or combined statistically area as defined by the federal Office of Management and Budget.

Function

- Establishes the area in which the Metropolitan Planning Organization (MPO) conducts federally mandated transportation planning work, including: a long-range plan (RTP), the 4-6 year capital improvement program (MTIP), a unified planning work program (UPWP), a congestion management process (CMP), and conformity to the State Implementation Plan for air quality for transportation related emissions.

Metropolitan Planning Area (cont.)

Notes: Metro has an agreement with the Southwest Washington Regional Transportation Council (SWRTC) to coordinate metropolitan planning activities. Metro leads administration of the MPO process for the portion of the Portland-Vancouver metropolitan area within the State of Oregon. SWRTC leads the MPO process for the portion of the Portland-Vancouver metropolitan area within the State of Washington.

Metro's Jurisdictional Boundary

The Metro boundary, encompassing urban portions of Multnomah, Washington, and Clackamas Counties, defines where the agency performs functions as defined by its home rule Charter, approved by the region's voters in 1992 and 2000. The charter charges Metro with providing planning, policy-making and services to preserve and enhance the region's quality of life. The land inside the Metro boundary has elected representation on the Metro Council and is subject to Metro's regulatory and taxing authority. ([Metro](#))

Function

- Planning to meet state comprehensive planning requirements (including a transportation element)
- Services to preserve/enhance region's quality of life (waste management, zoo, cemeteries, etc.)

Urban Growth Boundary

Under Oregon law, each city or metropolitan area in the state is required to have urban growth boundary (UGB) that separates urban land from rural land. Metro is responsible for managing the Portland metropolitan region's urban growth boundary.

The urban growth boundary is a land use boundary dividing the urban area within the boundary from rural areas outside. The rural areas are protected from urban-type land uses such as commercial or industrial activities or subdivisions on lots smaller than two acres.

State law charges Metro with the authority to manage the urban growth boundary. Metro is responsible for maintaining sufficient inventory of available buildable land inside the urban growth boundary, which may necessitate expansions of the boundary. Updates to the UGB occur every five years through an assessment of population capacity and approved by Metro Council.

Notes: For land outside the urban growth boundary but inside the Metro Jurisdictional boundary, transportation planning work can identify rural planning facility designations and projects consistent with rural goals. Metro does not have land use authority outside the Metro boundary. For land inside the MPA boundary but outside the Metro boundary, JPACT/Metro can adopt facility designation or projects for federal planning purposes but those projects/designations are not recognized by Oregon planning law and therefore a County would not be required to reflect those projects or designations in their comprehensive plans.

Function

- Define urban and rural land for state comprehensive planning purposes, including the transportation element of the comprehensive plan.

Urban Reserves

A subset of boundaries related to the Urban Growth Boundary collaboratively identified as priority areas for future expansion of the urban growth boundary. Urban Reserves are areas outside of the UGB that were designated through intergovernmental agreements between Metro and Clackamas, Multnomah, and Washington counties.

Oregon Legislature's SB 1011 provides Metro the ability to identify and designate areas outside the current UGB. The purpose of designating urban reserves is to maintain an identified supply of land that can accommodate expansion of the UGB through 2060. Urban reserves were formed in 2010 through intergovernmental agreements between Metro and local counties.

Function

- Land identified for future expansion of the urban growth boundary.

Air Quality Management Area (AQMA) Boundary

This boundary establishes the area in which the US Department of Transportation must approve that regional transportation plans and programming within that area conform to state and federal air quality rules established by the Oregon Environmental Quality Commission and the federal Environmental Protection Agency. Metro, as the MPO, is the lead agency in developing the emissions analysis that demonstrates that regional transportation plans and programming do conform to air quality rules, coordinates with the regulatory agencies and submits the conformity determination to USDOT for approval. The boundary for the Metro area was established in the Second Portland Area Carbon Monoxide (CO) Maintenance Plan. This Plan defined the Metro jurisdictional boundary as the geographic extent of concern for which emissions budgets were created.

Previously, the Portland metropolitan area was non-compliant and then a maintenance area for ozone precursor pollutants. The metropolitan area is now in compliance for these pollutants and is no longer required to, but voluntarily reports on, the transportation emissions of these pollutants. The boundary of geographic extent of concern for these pollutants was larger than the CO maintenance plan boundary, and included portions of rural Washington County and Columbia County.

Function

- Protects health by ensuring transportation emissions do not exceed harmful levels.

Metropolitan Statistical Area / Combined Statistical Area Boundary

Geographies defined by the Office of Management and Budget (OMB) for use in tabulating statistical data about metropolitan areas. Metropolitan statistical areas (MSAs) consist of the core counties surrounding an Urbanized Area, plus adjacent counties with strong commuting patterns to and from the core counties. A combined statistical area combines an MSA and one or more adjacent additional statistical areas defined by OMB.

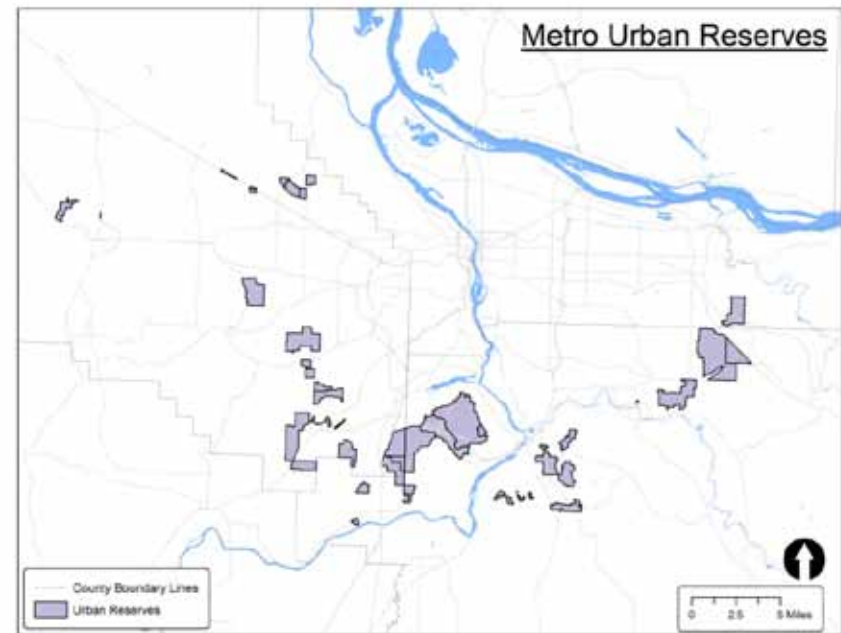
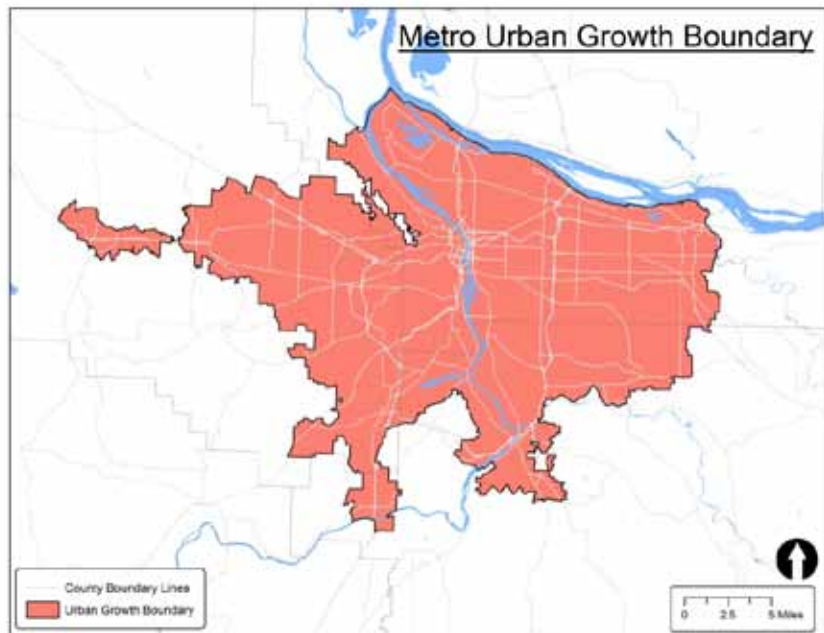
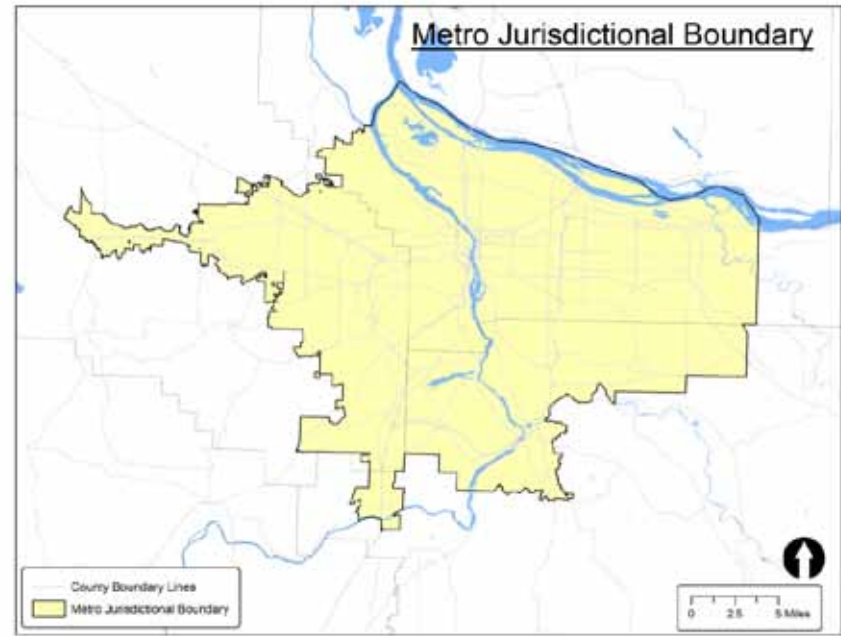
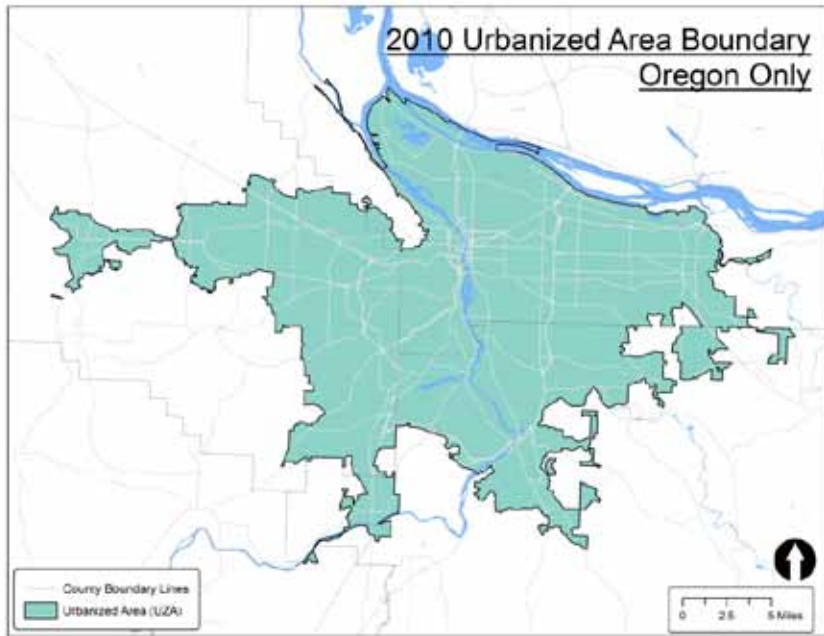
Function

- Provides geographical area definition for federal reporting, primarily on economic related data, for metropolitan areas.

For more information on the relationship between designated boundaries and the federally required transportation planning process, see:

http://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/faq/page01.cfm

ATTACHMENT 2



MPA Work Group Questions & Answers

The change to the MPA boundary as proposed will only have minor impacts to the federal MPO planning processes conducted by Metro. Federal MPO planning processes conducted by Metro include the RTP, MTIP, UPWP, CMP. It's important to note that certain MPO processes such as the RTP also serve state MPO planning processes. The proposed boundary will also have minor impacts in rural reserve areas.

Is there an appeal process for federally designated urbanized areas (UZAs)?

No, there is not an appeal process for federally designated urbanized areas (UZAs). All federal literature clearly specifies that the UZA must be included in the MPA boundary. We have confirmation from the Census Bureau that there is no appeal process for reducing the size of the UZA boundary – only the ability to propose adjusting outward.

What are the impacts to how Metro conducts the Regional Transportation Plan (RTP)?

The MPA boundary as proposed will have a minor impact to the RTP. For the current 2014 RTP update, additional projects in the newly designated planning areas need to be identified if the local jurisdiction wants them to be included. Projects in the RTP project list that have been submitted that are now outside the proposed MPA boundary need to be identified as well. Please notify Metro if there is a need and financial constraint issue if such projects are still to be listed under the financially constrained RTP list.

What are the impacts to how Metro conducts the 4-6 capital improvement program (MTIP)?

The MPA boundary as proposed will have a minor impact to the MTIP. Projects located within the MPA boundary are eligible for urban-STP, CMAQ and TAP funding distributed through the MPO. Projects outside the boundary are eligible only if it can be demonstrated that they have a significant impact on the transportation network within the MPO boundary. Any regionally significant project or projects receiving ODOT administered funding (Enhance or Fix-It) or federal transit funding must be included in the MTIP if they are located within the MPA boundary. The impact of being within the MPA boundary has little to no impact on projects receiving those funds – it is primarily a project and air quality modeling coordination effort.

What are the impacts to how Metro conducts the unified work program (UPWP)?

The MPA boundary as proposed will have a minor impact to the UPWP. The description of planning activities that are funded will change based on how they apply to areas within the MPA boundary. Any needed updates to the UPWP planning descriptions will take place with the development of the 2015-2016 UPWP

What are the impacts to how Metro conducts the congestion management process (CMP)?

The MPA boundary as proposed is anticipated to have no impact to the CMP. The CMP analysis includes forecasts of trip from the regional TAZ model system. This includes forecasts and even some (but not necessarily all) anticipated projects outside the current MPA boundary. So much of the area proposed to now be included in the MPA boundary is already accounted for in the analysis that leads to the strategies portion of the CMP. During the next update of the CMP analysis, adjustments to model inputs (such as project impacts on facility capacity) will be re-evaluated and any new information about projects within the MPA boundary will be updated at that time.

What are the impacts to how Metro conforms to the State Implementation Plan for air quality and transportation related emissions?

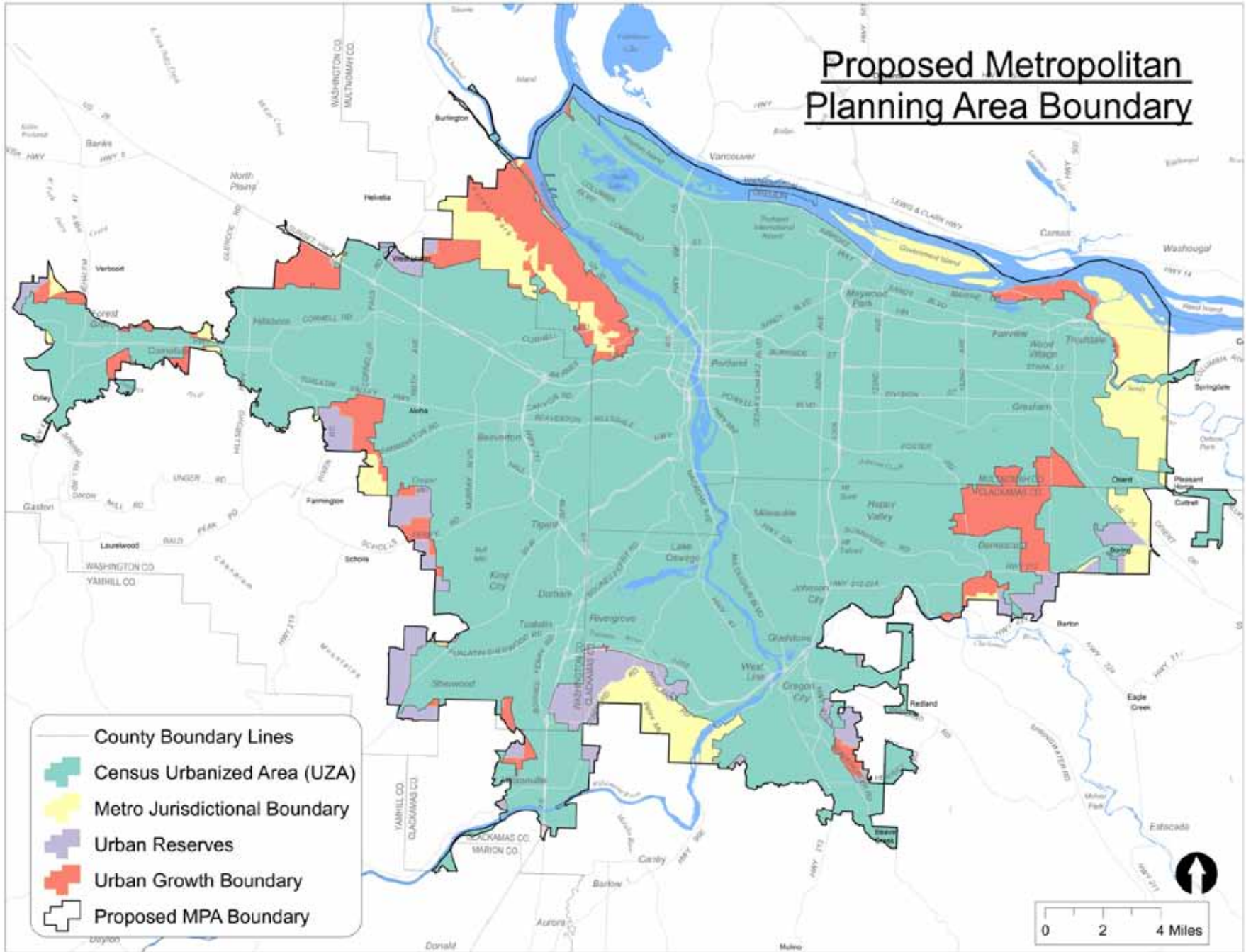
The MPA boundary as proposed is anticipated to have no impact to the State Implementation for air quality and transportation related emissions. Projects should already be accounted for with the regional travel model's TAZs. Any project within newly added MPA boundary will be subject to the RTP and MTIP being regionally conformed prior to eligibility for federal funds. Given recent air quality models results, we do not anticipate any issues conforming the RTP or MTIP in the future.

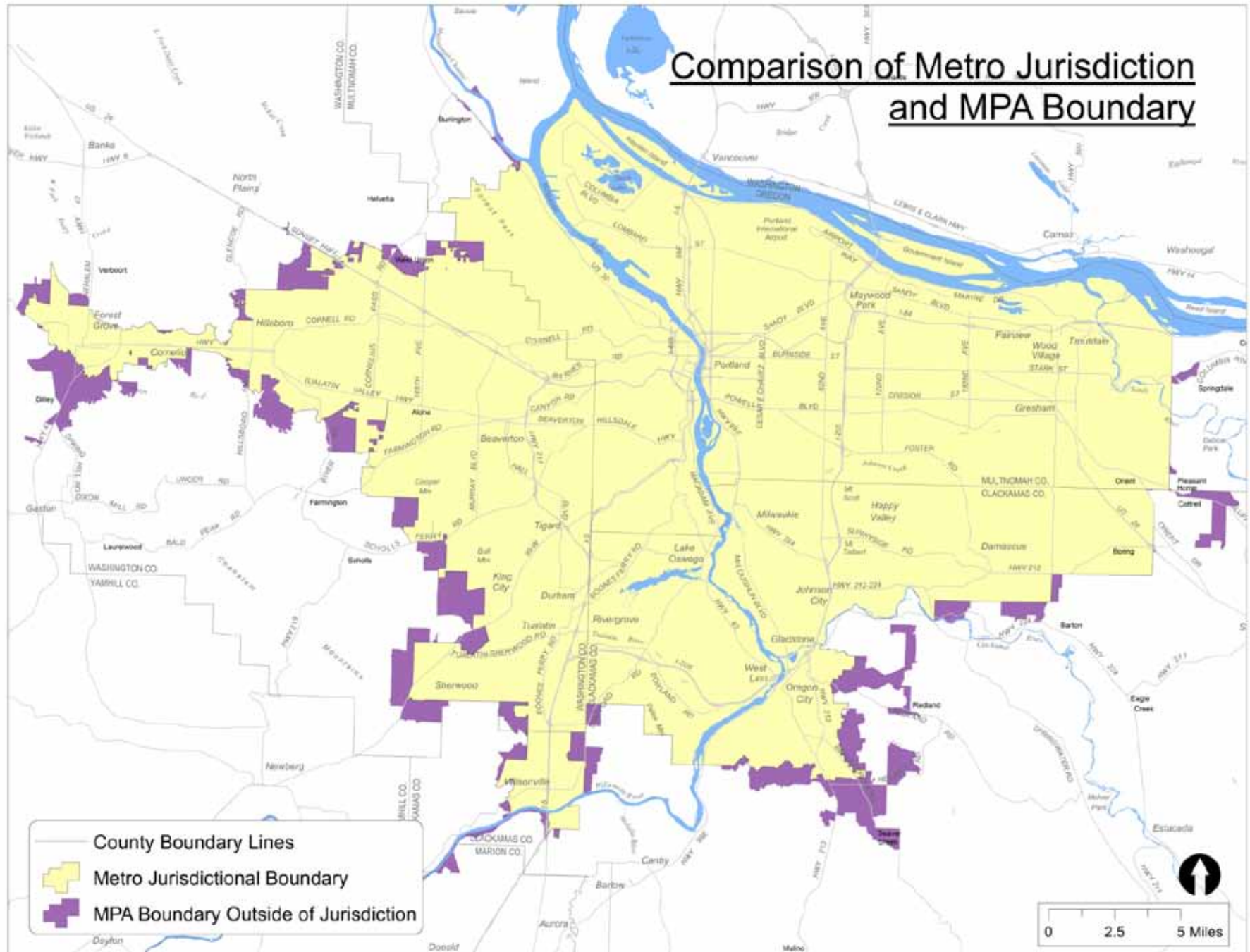
What are the impacts to highway functional classification?

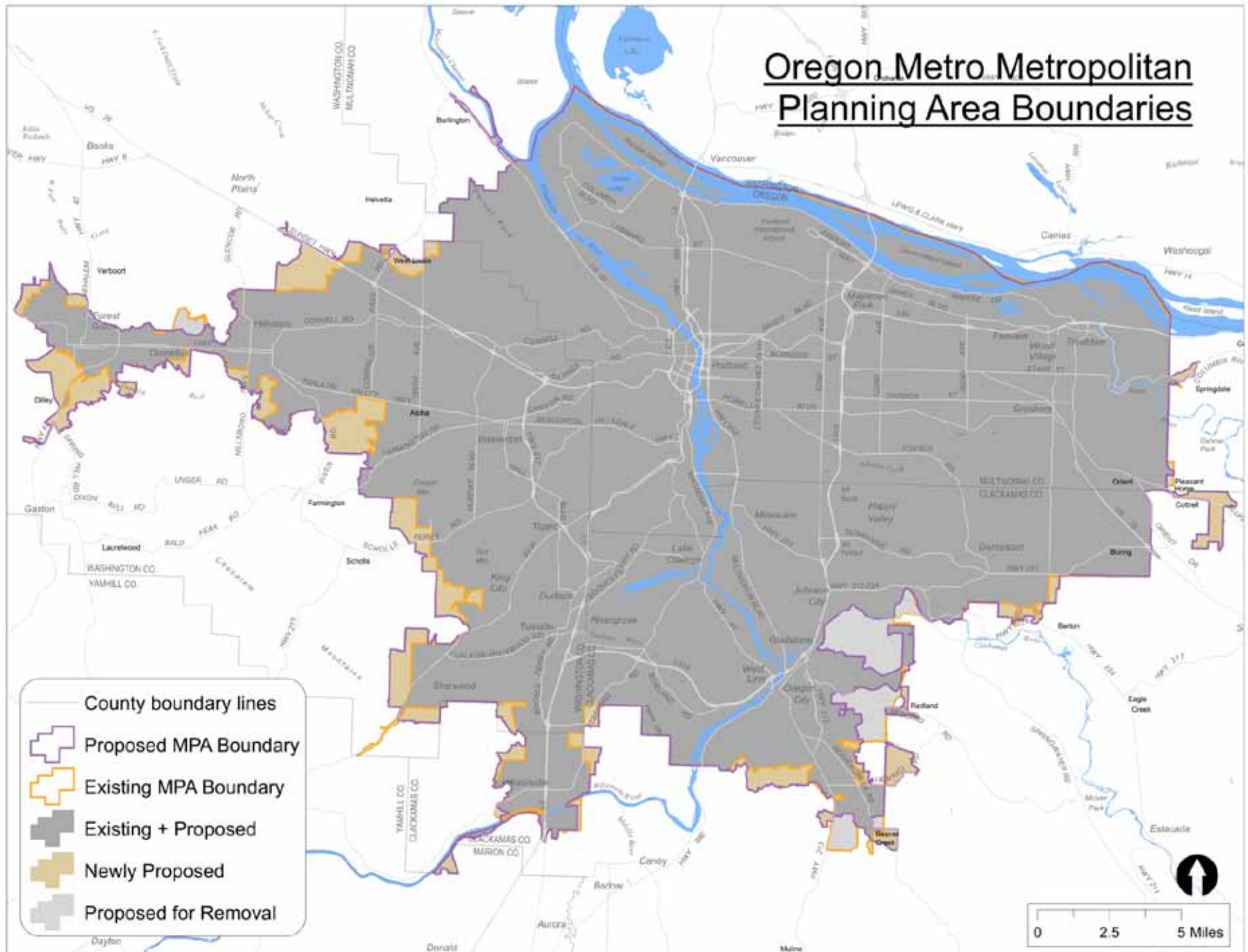
ODOT will be leading the update process for federal functional classification designations (Title 23, Section 103, USC). The regional transportation planning work to functionally classify facilities for state land use planning purposes only has authority within the Metro boundary, not the MPA boundary. Therefore, you would not need to update the functional classification of any facility outside the Metro Boundary to maintain consistency with the RTP for state planning purposes.

What is the impact on rural reserves and rural land that are now included within MPA boundary?

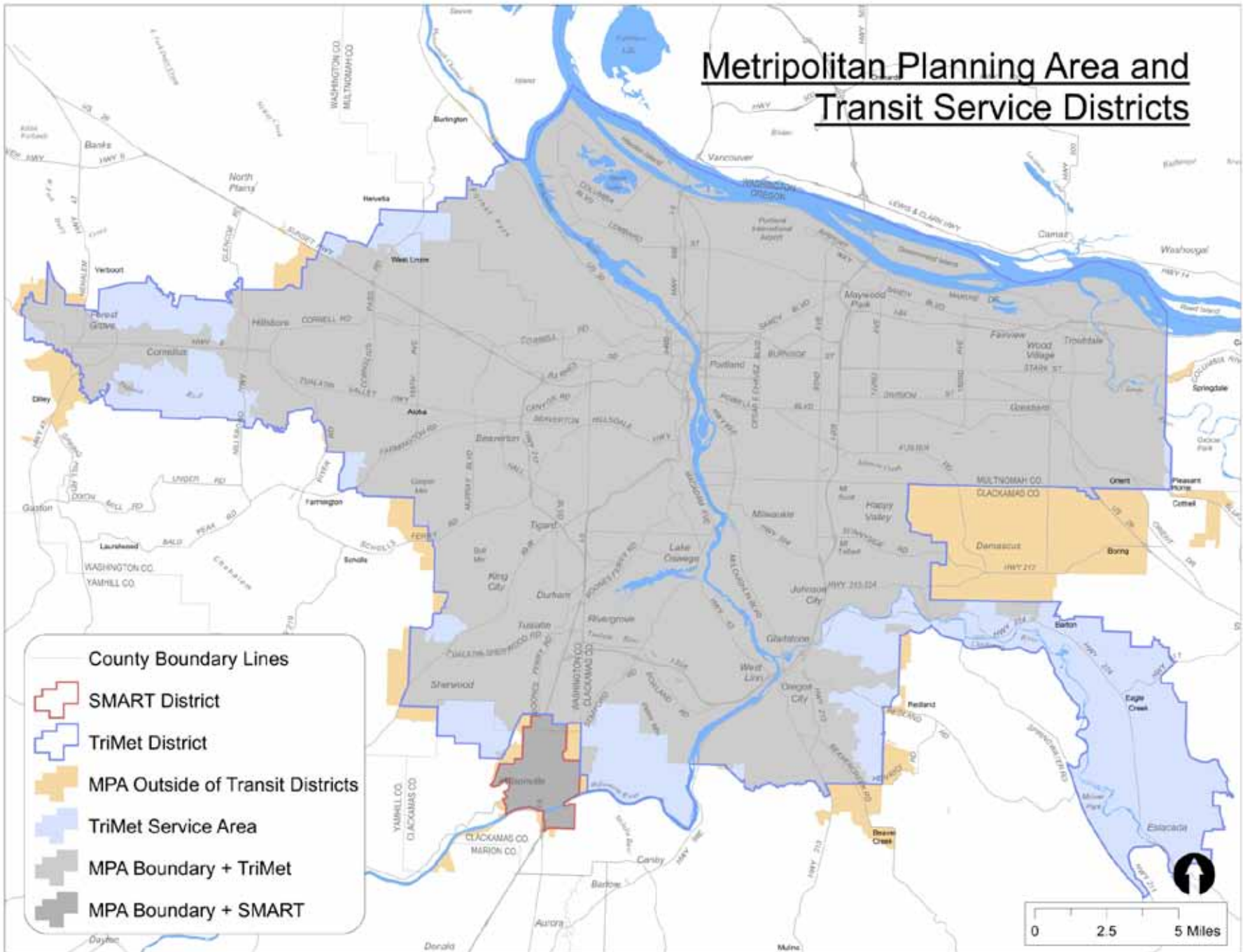
The impact on transportation facilities in rural areas of being included in the MPA boundary is expected to be minimal. Even though the federal functional classification of a transportation facility may change due to the MPA boundary, it does not change state requirements and limitations. Transportation facilities in rural areas as defined by the state - areas outside of the Metro jurisdictional boundary - but included within the federally recognized Metro area MPA boundary will still be required to meet the State Transportation Planning Rules, in particular 660-012-0065 and 660-012-0070. TPR rule 660-012-0065 defines what type of transportation facilities are permitted on rural lands, which are primarily limited to safety enhancements. TPR rule 660-012-0070 defines the process and limitations set in place for exceptions rural land transportation improvements. However, the authority to implement these state planning functions resides with the governing local agency in coordination with the state, and is not impacted by the federal MPA area designation or the federal functional classification.

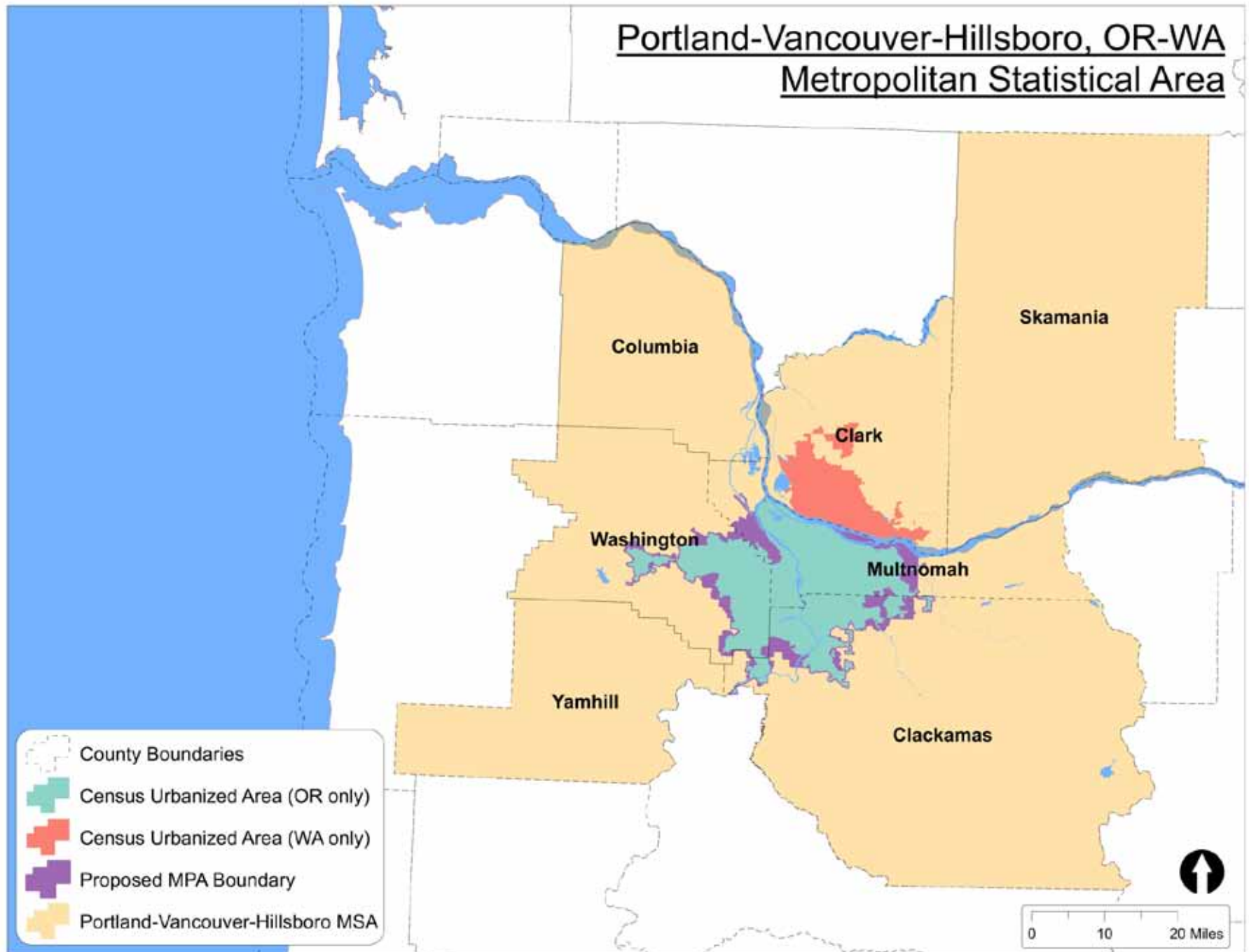






Metropolitan Planning Area and Transit Service Districts





BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF UPDATING) RESOLUTION NO. 14-4502
THE METROPOLITAN)
TRANSPORTATION PLANNING AREA)
BOUNDARY TO REFLECT THE YEAR
2010 U.S. CENSUS BUREAU
URBANIZED AREA DESIGNATION

WHEREAS, the Federal Highway Act of 1962, as amended, and the Urban Mass Transportation Act of 1964, as amended, provides for an urban transportation planning process; and

WHEREAS, Metro is the Metropolitan Planning Organization (MPO) for the Portland, Oregon urbanized area, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council has the specific responsibility to direct and administer the continuing urban transportation planning process; and

WHEREAS, Metro Council adopted the Metropolitan Planning Area Boundary by Resolution No. 03-3380A and as approved by Governor Kulongoski on January 20, 2004

WHEREAS, the boundaries of the Portland, Oregon urbanized area have been recently redefined by the U.S. Census Bureau as part of the year 2010 Census; and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141) and related Federal, State and local laws and programs requires MPOs to define a Metropolitan Planning Area (MPA) within which the MPO will focus its required transportation planning and programming activities; and

WHEREAS, Federal transportation planning guidance directs MPOs to include, within their respective Metropolitan Planning Area, all lands as “urbanized” by the U.S. Census Bureau and all other adjacent or nearby lands as forecasted by the MPO to become urbanized within the next 20 years; and

WHEREAS, Metro and Clackamas, Multnomah, and Washington Counties jointly adopted urban and rural reserves that sets the framework for where the region will and will not urbanize for the next 40-50 years; and

WHEREAS, the “Proposed Planning Area Boundary” of Exhibit A, dated March 26th, 2014, includes all the U.S. Census Bureau year 2010 defined urbanized area, includes areas that are within the Metro jurisdictional boundary, includes areas that are within the Metro Urban Growth Boundary, includes Metro Urban Reserves, includes areas with significant transportation facilities, and includes those adjacent or nearby areas that are likely to become urbanized in the immediate future (i.e., the next 20 years); and

WHEREAS, the development of the Metropolitan Planning Area took place as the result of meetings of Metro staff, the Transportation Policy Alternatives Committee, and the Joint Policy Advisory Committee on Transportation; now, therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the year 2004 Metro Metropolitan Planning Area Boundary to reflect the year 2010 U.S. Census Bureau urbanized area and other areas shown in Exhibit A to this resolution.

BE IT FURTHER RESOLVED that the Metro staff is instructed to transmit this adoption to the appropriate State and Federal agencies.

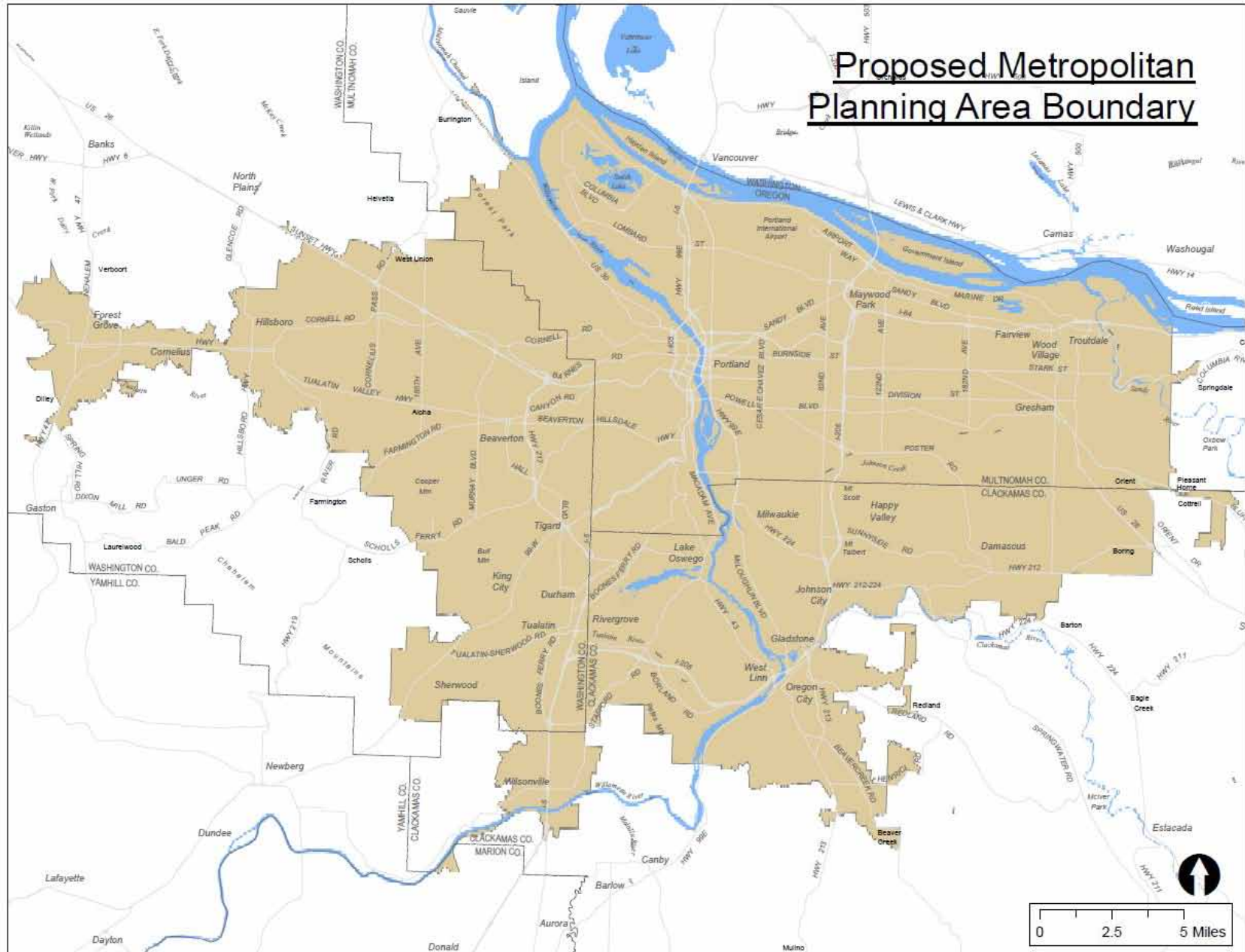
ADOPTED by the Metro Council this _____ day of _____, 2013.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Metro Attorney

EXHIBIT A





Date: April 16, 2014
To: TPAC and Interested Parties
From: Dan Kaempff, Principal Transportation Planner
Subject: 2015-2017 Regional Travel Options Grant Program - INFORMATIONAL

The 2013-2015 Regional Travel Options Grant Program saw several significant changes which were aimed at improving regional equity, expanding the size and scope of grant projects, and increasing the total amount of available funding. 25 applications were received, with requests totaling nearly \$3.7 million. \$2.1 million was awarded to fund a total of 13 projects selected. The average grant award was \$161,538. These were all record numbers for the RTO grant program.

In response to feedback gathered during and following the 2013-2015 Regional Travel Options grant-making process, Metro staff is proposing the following changes to the grant program as we prepare to solicit projects for the 2015-2017 grant cycle and would appreciate TPAC consideration and input on these proposed updates.

1. Maintain sub-regional target amounts based on combined population and employment levels, and identify 30 percent of the total amount of grant funding available to be divided among the four sub-regions, with one adjustment. In the previous grant round, under this formula East Multnomah County received \$57,764 as a target amount. We heard feedback from stakeholders that this amount was too low as to be a meaningful level of funding, and that it discouraged interest in the RTO grants opportunity. In response, staff proposes adding sufficient funds (an estimated \$47,420) to the East Multnomah County target amount to bring it up to \$100,000. Anticipated target amountsⁱ are as follows:

DRAFT Sub-region target levels
Table 1

Sub-region	% of pop + emp (2012)	DRAFT Target Levels
Portland	42.86%	\$270,048
Clackamas	16.48%	\$103,818
E. Multnomah	8.35%	\$100,000
Washington	32.31%	\$203,554
Total	100.00%	\$677,420

2. Extend grant solicitation period to 6 months. This would allow more time for both project development work between applicants and Metro staff, and for discussion and project prioritization at the sub-regional level. As before, staff will conduct outreach to introduce the grant program to interested applicants and to explain the responsibilities associated with being

a recipient of federal funds. Proposed time period is July through December 2014. As previously, funding would be available to grant recipients on or after July 1, 2015.

3. Change match to a non-scored, “pass/no pass” category. As before, applicants will need to commit to providing the federal requisite 10.27% in local match, but no points will be awarded for providing additional match over and above the federal requirement.
4. Create a funding sub-category dedicated to funding one (or more) TDM plan per round. Planning projects have typically not scored well in past grant rounds, largely due to their lack of measurable outcomes. However, many areas of the region lack a clear framework for identifying and prioritizing TDM investments in TSPs and other planning initiatives. The plan should be coordinated with regional planning policies and reflect a commitment at the local level to investing in TDM strategies. Separate criteria would be developed for this sub-category. Proposed amount is \$75,000.
5. Create a funding sub-category dedicated to Active Transportation enhancements (bicycle parking, wayfinding signage or other low-cost amenities) that are aligned with the RTO Strategic Plan. Grant amounts would be anticipated to be in the \$5,000-\$15,000 range. Separate criteria would be developed for this sub-category, with a focus on making this a streamlined and simple process. Proposed total amount is \$50,000.
6. Revise grant criteria to implement the Multiple-Account Evaluation framework used in the 2011-2013 RTO Evaluation. This change is intended to address feedback to simplify reporting requirements for projects that use lower funds or have known benefits relative to the investment type. It also implements the strategic plan direction of measuring the broader triple bottom line benefits of RTO project work. Grant applicants will work with program staff to identify which of the accounts (shown in Attachment 1) and how they propose to measure and collect data supporting those accounts. The number of accounts measured will be tied to the level funding requested. Staff is preparing additional guidance to help applicants understand how to select and apply accounts that are relevant and meaningful to their proposed grant project.

The balance of the grant program and criteria will carry forward from 2013-15.

The anticipated total grant funding availability again will be \$2.1 million. Table 2 illustrates the funding break-down of the target amounts and two additional sub-categories as described above.

Proposed funding categories
Table 2

Total funds available	\$2,100,000
% designated for targets	30%
• Sub-regional targets	\$677,420
• TDM Plan	\$75,000
• AT enhancements	\$50,000
• Open competitive	\$1,297,580

ⁱ Calculation based on 2012 Quarterly Census of Employment and Wages, and ESRI population estimates, via Metro Data Resource Center. Population and employment figures for each sub-region were added together, then the sum was calculated as a percentage of all population and employment within the Metro Regional Boundary.

**Attachment 1
 Multiple Account Evaluation**

Account	Description of account applied to each RTO project
Environment	The project aids in enhancing and protecting the natural assets and environment of the region by reducing pollutants and consumption of energy and non-renewable resources.
Equity and Health	The project promotes equity and health benefits by creating opportunities for greater accessibility and use of healthier travel options.
Economy	The project contributes to the region's economic vitality by promoting low cost travel options and the efficient use of land.
Efficiency	The project enables the transportation system to be used more efficiently through increased use of travel options and is run in an effective and efficient manner.
Engagement	The project raises awareness of, and participation in travel options resources and events among residents, employers, and other community members to use travel options and travel options resources and services more frequently.

	Indicator
Environment	Emission reductions- VOC (tons)
	Emission reductions- Nox (tons)
	Emission reductions- CO (tons)
	Emission reductions- PM ₁₀ (tons)
	Emission reductions- PM _{2.5} (tons)
	Emission reductions- air toxics (pounds)
	Reduction in climate change emissions (CO ₂ and equivalents)
	Annual gas savings (gallons)
Equity and Health	Reduction in average household combined cost of housing and transportation
	Improved reliability for environmental justice populations
	Health improvement opportunities
Economy	Increased reliability for access to jobs
	Increased access to work employment by alternative modes
	Decrease parking demand
	Dollars returned to local economy
Efficiency	Vehicle miles reduced (VMR)
	Mode split or increase in non-drive alone mode share
	Program cost effectiveness- per VMR
	Program cost effectiveness- per person
	Leverages partner resources
	Leverage infrastructure/capital investments
	Increased cost effectiveness of alternative travel investment through improved ridership
Engagement	Participation
	Awareness



Date: April 15, 2014
To: TPAC and Interested Parties
From: Lake McTighe, Senior Transportation Plan, Metro
Re: Regional Active Transportation Plan: draft adoption resolution and public comments received to date

Purpose

The purpose of this memo is to provide for TPAC's consideration and feedback draft language for the resolution proposing adoption of the Regional Active Transportation Plan ("ATP") in July, 2014. Also provided are comments received to date through the March 21-May 5 public comment period.

Background

A draft ATP (dated February 2014) was released for public review and comment on March 21, 2014. The draft plan reflects input from a variety of stakeholders including a Stakeholder Advisory Committee, a regional work group with over forty participants, the Metro Council and Metro's advisory committees.

Track-changes and clean copy versions of the draft ATP are available to review on Metro's website:

www.oregonmetro.gov/activetransportationplan.

Draft adoption resolution

Metro is proposing that the ATP be adopted by Resolution. A draft of the Resolution for consideration and input is attached. A response to frequently asked questions regarding adoption of the ATP by resolution is also attached.

Next steps – Metro advisory committee and council meetings

Note that dates for seeking preliminary approval from MPAC and JPACT have been moved from May to June.

- Seek input on draft Resolution language from MTAC – May 7
- Finalize draft ATP with staff responses to public comments - May 5 through June 5
- *If needed* provide finalized ATP and Resolution language to MTAC (May 21) and TPAC (May 23)
- Seek preliminary approval for adoption from MPAC – June 11 (date to be confirmed)
- Seek preliminary approval for adoption from JPACT – June 12 (date to be confirmed)
- Seek MTAC recommendation to MPAC on adoption – June 18
- Seek preliminary approval from Metro Council - June 24
- Seek recommendation from MPAC on adoption – June 25
- Seek TPAC recommendation to JPACT on adoption – June 27
- Seek recommendation from JPACT on adoption – July 10
- Seek adoption from Metro Council based on MPAC and JPACT recommendation– July 17, 2014

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 14-XXXX
REGIONAL ACTIVE TRANSPORTATION)
PLAN) Introduced by XXXXXXXXX
)

WHEREAS, planning and implementing a regional active transportation network, including streets with complete pedestrian and bicycle facilities, trails and access to transit, is a component of regional and local plans to develop vibrant, prosperous and sustainable communities with safe and reliable transportation choices, that minimize greenhouse gas emissions and that distribute the benefits and burdens of development equitably in the region; and

WHEREAS, on June 10, 2010 the Metro Council, with the advice and support of the Metro Policy Advisory Committee (“MPAC”) and the Joint Policy Advisory Committee on Transportation (“JPACT”), adopted the 2035 Regional Transportation Plan (“RTP”) by Ordinance No. 10-1241B; and

WHEREAS, the 2035 RTP identified development of a Regional Active Transportation Plan (“ATP”) as an implementation activity as a critical part of the RTP strategy to achieve local and regional aspirations, goals and targets; and

WHEREAS, on March 10, 2011 the Metro Council adopted Resolution No. 11-4239, which expressed the Metro Council’s support for development of the ATP and directed the Metro Chief Operating Officer to seek a grant to help fund the ATP; and

WHEREAS, in 2012 Metro formed a Stakeholder Advisory Committee (“SAC”) with representatives from Clackamas, Multnomah and Washington counties, the Oregon Department of Transportation (“ODOT”), TriMet, the cities of Forest Grove, Gresham, Hillsboro, Portland, Tualatin Hills Park and Recreation District, Elders in Action, Upstream Public Health, the Bicycle Transportation Alliance, and Oregon Walks to guide development of the ATP; and

WHEREAS, a draft ATP was produced in July 2013; and

WHEREAS, on September 26, 2013 the Metro Council, with the advice and support of MPAC and JPACT, adopted Resolution No. 13-4454, which acknowledged work completed to date on the draft ATP and directed Metro staff to work with stakeholders to further refine the plan and to prepare amendments to the RTP for final public review as part of the RTP update in 2014; and

WHEREAS, Metro sought input to further refine the ATP from the Metro Council, JPACT, MPAC, the Transportation Policy Advisory Committee (“TPAC”) and the Metro Technical Advisory Committee (“MTAC”), and a regional work group comprised of staff and representatives from the original SAC, Clackamas, Multnomah and Washington counties, the cities of Cornelius, Beaverton, Fairview, Forest Grove, Gresham, Happy Valley, Hillsboro, Milwaukie, Portland, Sherwood, Tigard, Troutdale, Tualatin, Wilsonville, ODOT, TriMet, Tualatin Hills Park and Recreation District, Safe Routes to School National Partnership, 1,000 Friends of Oregon, the Bicycle Transportation Alliance, Oregon Walks, and other stakeholders (“regional partners”); and

WHEREAS, Metro refined the ATP to reflect the input from regional partners; and

WHEREAS, Metro sought additional comments on the ATP during the public review comment period from March 21 to May 5, 2014; and

WHEREAS, Metro provided responses to comments received during the public review comment period, which are set forth in the “Regional Active Transportation Public Comment Report,” attached as Exhibit B; and

WHEREAS, the ATP is intended to function as a guiding document that provides a vision, policies and a plan to support local jurisdictions and regional partners in achieving regional and local goals, performance targets and aspirations, but is not a component of the RTP and does not itself create binding obligations on local governments; and

WHEREAS, the ATP includes recommended updates to the RTP regional pedestrian and bicycle network concepts, network concept maps, functional classifications, and policies that, if they are adopted as part of the 2014 RTP update, will require local governments to update their plans and codes to be consistent with the 2014 RTP, and will help achieve the region’s Six Desired Outcomes and RTP goals, objectives and performance targets; and

WHEREAS, the updates to the RTP recommended by the ATP are included in the proposed 2014 RTP update, recommended for adoption by Ordinance No. 14-XXXX; and

WHEREAS, local jurisdictions and agencies submitted pedestrian and bicycle projects to the 2014 RTP that help complete the regional pedestrian and bicycle networks and programs identified in the ATP; and

WHEREAS, the Metro Council dedicated funding July 1, 2013 through June 30, 2015 to support finalizing and implementation of the ATP; and

WHEREAS, JPACT and MPAC recommend adoption of the Regional Active Transportation Plan as revised and attached as Exhibit A; NOW THEREFORE

BE IT RESOLVED that the Metro Council:

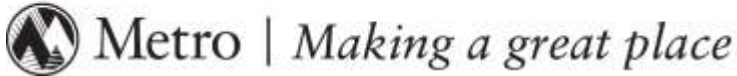
1. Adopts the Regional Active Transportation Plan attached as Exhibit A to serve as guidance for development and completion of the regional active transportation network to achieve identified desired outcomes; and
2. Directs Metro staff to begin implementing the Regional Active Transportation Plan through the Regional Transportation Plan and other efforts.

ADOPTED by the Metro Council this 17 day of July, 2014.

Tom Hughes, Council President

Approved as to form:

Alison Kean Campbell, Metro Attorney



Regional Transportation Legislation FAQ

This document provides responses to frequently asked questions regarding the upcoming proposed adoption of the 2014 Regional Transportation Plan (RTP) and Regional Active Transportation Plan (ATP).

- 1. *How is the Regional Transportation Plan adopted?*** The RTP is a component of the Regional Framework Plan (RFP), which is a governing document for the Metro region that carries the force and effect of law. When the Metro Council adopts amendments or updates to the RTP or other components of the RFP, following recommendations from JPACT and MPAC, it is adopting legislation that must be adopted by Ordinance. The effect of the Ordinance is a land use decision that creates legally binding requirements on local governments in the region.
- 2. *How will the Regional Active Transportation Plan be adopted?*** The ATP is a guidance plan that provides policy direction and recommendations for the region to help implement the RTP. The ATP is being proposed for adoption by Resolution, because the plan consists of recommendations that do not impose binding obligations on local governments. However, key elements of the ATP that will create legal obligations on local jurisdictions are being incorporated into the 2014 RTP amendments. The ATP pedestrian and bicycle network concepts, maps and functional classifications will replace the concepts, maps and functional classifications in the existing RTP. RTP regional pedestrian and bicycle policies are updated based on policy recommendations in the ATP. Adoption of the ATP by Resolution expresses the intent of the Metro Council and the region to support and implement the ATP, and is appropriate for a plan that provides guidance and policy direction.
- 3. *Why is the ATP being proposed for adoption by resolution when past modal plans (Freight, HCT, TSMO) were adopted by Ordinance as components of the RTP?*** Adopting stand alone modal plans, such as the ATP, by Resolution is more consistent with the purpose of the plans and how they will be implemented over time. Metro will recommend adopting future new and updated modal plans by Resolution, with key elements being incorporated into future RTP amendments via Ordinance. Regional pedestrian and bicycle elements of the RTP that are required by the Transportation Planning Rule are being updated with the new ATP provisions.
- 4. *What happens when modal plans that were previously adopted by Ordinance are updated?*** Metro will recommend that when existing modal plans are updated, or new modal plans are developed, that these be adopted by Resolution, consistent with the approach being used for the ATP. And, like the ATP, elements of standalone modal plans be incorporated into the RTP during regular RTP updates.
- 5. *What is the impact to local Transportation System Plans and the RTP if the ATP is updated?*** If Metro updates the ATP local jurisdictions may incorporate elements of the updated ATP into TSP updates but will not be required to do so. New information from the updated ATP, such as network map or policy direction, will be considered for incorporation into future RTP updates.

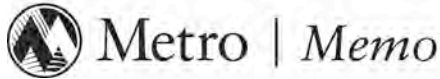
Public Comments on Draft ATP received as of April 15, 2014

A 45-day public comment period for the Regional Transportation Plan, the Regional Active Transportation Plan (February 2014 draft), and the 2015-18 Metropolitan Transportation Improvement Program, began March 21 and will conclude May 5, 2014. Metro has received comments through an online survey available at www.makingagreatplace.org and from comments sent directly to staff via email. As of April 15, 2014 Metro has received the following comments on the draft ATP. (Comments on the draft 2014 Regional Transportation Plan related to active transportation are not included; those comments are included in the RTP public comment report. Comments on pedestrian and bicycle network maps are included in both the ATP and RTP comment log, as those comments refer to maps in both plans.)

ATP Public Comment Log March 21-May 5, 2014				
#	Comment	Source(s)	Date	Staff Recommendation
1	Recommend that the streets below be designated as Regional Pedestrian Corridors On-street 1) Park Avenue from River Road east across McLoughlin to Oatfield Road 2) Courtney Avenue from River Road east to Oatfield Road 3) Oak Grove Blvd from River Road east to Rupert Drive to Oatfield Road 4) Concord Road from River Road east to Oatfield Road 5) Roethe Road from River Road east to Oatfield Road 6) Jennings Avenue from River Road east to McLoughlin (area east is designated appropriately)	Clackamas County, Lori Mastrantonio-Meuser	3/20/2014	Staff is still reviewing some of the proposed changes. 1) Add Park Avenue segment as requested; segment is partially within and connects to a station area which is also a regional pedestrian and bicycle district.
2	1) Hwy 224 is designated as a Pedestrian Parkway On-street. Is this correct? It should be designated as a Pedestrian Parkway Off-street facility. 2) Add Regional multiuse path (Off-street connection) from Sunnybrook Blvd west of 82nd Avenue (below the Aquatic Park Center) connecting to Harmony Road 3) Fuller Road from Harmony Road north to 82nd Avenue – designate Regional Pedestrian Corridor On-street 4) Hwy 212/224 from I-205 multiuse path east to 122nd Avenue - designate Regional Pedestrian Corridor On-street; from MS/SM Trail at Hwy 212/224 near Orchard View Lane east to 172nd Avenue – designate Pedestrian Parkway matching designation adjacent (to the west) and to the east 5) 132nd Avenue from Hubbard north to Sunnyside Road – designate Regional Pedestrian Corridor On-street	Clackamas County, Lori Mastrantonio-Meuser	3/20/2014	1) Keep designation as on-street, except where the Sunrise Corridor Trail parallel to Hwy 224 is shown. The Clackamas River Greenway is identified on the Regional Trails Map parallel to Hwy 224, but is not envisioned as a transportation trail and is not included on the current or proposed ATP and RTP bicycle or pedestrian maps. The Sunrise Corridor Trail is included. 2) Add to ATP pedestrian and bicycle maps as recommended. 3) Add as recommended. 4) Add as recommended. 5) Add as recommended.
3	Remove Hwy 224 as Regional Pedestrian Corridor outside of UGB (near Richardson Creek Natural Area)	Clackamas County, Lori Mastrantonio-Meuser	3/20/2014	Change as requested will be made.

4	The County ATP has the Newell Creek Trail as a Principle Active Transportation route. The Regional ATP doesn't show Newell Creek Trail. It shows Newell Creek Canyon and Beaver Lake Trail. Isn't Metro purchasing property in this area? The County recommends that the Newell Creek Trail be designated as a Regional Pedestrian Corridor.	Clackamas County, Lori Mastrantonio-Meuser	3/20/2014	The trail that you refer to as the Newell Creek Trail is on the ATP pedestrian and bicycle maps, but is labeled as the Beaver Lake Trail. This a naming issue - the same trail has different names. Metro's trail department will be reviewing and cleaning up naming issues to reduce confusion.
5	1) Designate Oak Grove Blvd from River Road east to Oatfield Road as a Regional Bikeway On-street 2) Designate Concord from River Road east to Oatfield to Thiessen Road as a Regional Bikeway On-street. 3) Designate Naef Road from River Road to Oatfield to Oetkin Road to Thiessen Road as a Bicycle Parkway Old River Road to Mapleton to Hwy 43 south is one of the County's Principal Active Transportation routes. 4) Old River Road to Mapleton to Hwy 43 is one of the County's Principal Active Transportation routes. Designate Mapleton as a Regional Bikeway On-street.	Clackamas County, Lori Mastrantonio-Meuser	3/20/2014	1) Staff is still reviewing some of the proposed changes. 2) Staff is still reviewing some of the proposed changes. 3) Staff is still reviewing some of the proposed changes. 4) Mapleton is currently designated as a Regional Bikeway on-street, consistent with the request.
6	1) Designate Monroe Street as a Bicycle Parkway in Milwaukie and east of Linnwood Avenue connecting east of 82nd Avenue to Phillips Creek Trail 2) Add Regional multiuse path (Off-street connection) from Sunnybrook Blvd west of 82nd Avenue (below the Aquatic Park Center) connecting to Harmony Road 3) Designate Strawberry Lane from Webster to Evelyn Street as a Regional Bikeway 4) Designate Hwy 224 south of Hwy 212/224 split to Clackamas River/Springwater Road as a Bicycle Parkway	Clackamas County, Lori Mastrantonio-Meuser	3/20/2014	Staff is reviewing the proposed changes.
7	1) The river crossing south of Wilsonville) is clearly shown (on Pedestrian Network not Bicycle) but not the French Prairie Bridge, why? 2) Designate Redland Road from Hwy 213/Oregon Trail Barlow Road Trail east to UGB as a Regional Bikeway	Clackamas County, Lori Mastrantonio-Meuser	3/20/2014	1) The French Prairie Bridge is part of both the ATP pedestrian and bicycle networks. It is a mapping error that it was left off of the bicycle map. The error will be corrected. 2) Staff is still reviewing some of the proposed changes.

8	<p>1) Designate SW Stephenson St, SW 35th Ave, Huber St west to Capitol Hwy as Regional Pedestrian Corridors and as Regional Bikeways. (There is a large gap between SW 49th and the Hillsdale to Lake Oswego Trail. This will help fill the gap and provide connectivity.) The routes from Boones Ferry Rd, Stephenson, 35th, Huber, and Capitol Hwy to Barbur Blvd provide connections to multiple destinations and transit stops in the area including Tryon State Park, Stephenson Elementary School (which doubles as a neighborhood park), Jackson Middle School (which doubles as a community park), residential uses (multifamily and single family dwellings), churches, and many services on Capitol Hwy and Barbur Blvd.</p> <p>2) Designate SW Vermont St and SW 45th Ave as a Regional Pedestrian Corridors and Regional Bikeways. The routes along Vermont and 45th provide connections to multiple destinations and transit stops in the area including Gabriel Park, SW Community Center, residential uses (multifamily and single family dwellings), neighborhood commercial uses (medical services, offices and retail uses) and churches in the area.</p>	Lori Mastrantonio-Meuseur (citizen comment)	3/25/2014	1) Staff is still reviewing the proposed changes. 2) SW Vermont is currently designated a Regional Bikeway between the Hillsdale Town Center and SW Oleson Road. Staff is reviewing the other proposed changes.
9	The ATP contains virtually no mention of an aging population, except for a tiny mention on 2-37 and 2-38. This is a crucial component to consider in the ATP, and more thought should be given to how access can be improved for the aged in our community.	Sean Carey	4/10/2014	Add additional reference to aging population where appropriate. The term "all ages and abilities" is used frequently throughout the ATP; where appropriate this language will be enlarged upon to illustrate that it includes seniors.
10	Replace the term "disabled" with the term "people with disabilities"	Claudia Robertson	4/14/2014	Change will be made throughout document.
11	Please designate the SE Reedway Street right-of-way between SE 23rd Avenue and SE 28th Avenue in Portland as a Regional Pedestrian Corridor and a Regional Bikeway. Currently these designations are shown between 26th and 28th avenues only.	Steve Svigethy (citizen comment)	4/15/2014	Make correction to ATP pedestrian and bicycle network map as proposed. This connection is consistent with City of Portland plans and was intended to be included on the regional maps but was inadvertently left out.
12	We'd like to add the (Clackamas Regional Center) CRC I-205 ped/bike bridge crossing near Sunnyside Road to the Bike and Ped Maps. It is on the constrained Draft RTP project list (Project 11495; Ped/Bike I-205 overpass).	Clackamas County, Lori Mastrantonio-Meuser	4/15/2014	Change will be made as requested.



DATE: April 15, 2014
TO: TPAC, MTAC and Interested Parties
FROM: Kim Ellis, Principal Transportation Planner
SUBJECT: Climate Smart Communities Scenarios Project – Update on 2014 Public Engagement Activities

PURPOSE

The memo transmits summary reports of recently completed engagement activities for consideration in shaping the draft preferred approach.

ACTION REQUESTED

No action is requested at this time.

BACKGROUND

The Climate Smart Communities Scenarios Project was initiated in response to a mandate from the 2009 Oregon Legislature to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. The goal of the project is to engage community, business, public health and elected leaders in a discussion to shape a preferred approach that accommodates expected growth, meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas. The project is in its third and final phase. **Figure 1** provides a summary of Phase 3 engagement activities and Council milestones for reference.

FIGURE 1. PHASE 3 PROJECT MILESTONES AND PUBLIC PARTICIPATION OPPORTUNITIES



In February, MPAC and JPACT approved moving forward with the eight-step process to shape and adopt a preferred approach in 2014. As recommended by MPAC and JPACT, the preferred approach that is developed will start with the plans cities, counties and the region have adopted - from local zoning, capital improvement, comprehensive and transportation system plans to the 2040 Growth Concept and regional transportation plan - to create great communities and build a vibrant economy.

From January to April 2014, Metro facilitated a Community Choices discussion to explore policy choices and trade-offs. The engagement activities built upon earlier public engagement to solicit feedback from public officials, business and community leaders, interested members of the public and other identified audiences. Interviews, discussion groups, and statistically valid public opinion research were used to gather input on:

- perceptions of the region's transportation system
- perceptions of access to jobs, and affordable housing and transportation options
- perceptions of the feasibility of implementing key strategies under consideration
- perceptions of investment priorities and infrastructure finance
- general willingness to support key strategies under consideration
- general willingness to pay more for key strategies under consideration
- general willingness to take personal actions to reduce greenhouse gas emissions.

Findings and emerging themes from the engagement activities were presented to the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC) on April 11. Summary reports documenting each public engagement activity are being transmitted by this memo to inform shaping the draft preferred approach.

Finally, Metro staff conducted three community forums and provided an online comment opportunity in coordination with the integrated comment periods being held for the 2014 Regional Transportation Plan update (which includes consideration of the Regional Active Transportation Plan), and the Metropolitan Transportation Improvement Plan for 2014-2018. A summary report of these activities will be available in May.

Attachments:

1. [Climate Smart Communities Scenarios Project Community Conversations Report](#) (March 28 and April 2, 2014)
2. [DHM Research Telephone Survey prepared for Metro Climate Smart Communities Project](#) (March 2014)
3. [DHM Research Focus Groups prepared for Metro Climate Smart Communities Scenarios Project](#) (March 7, 2014)

**CLIMATE
SMART
COMMUNITIES
SCENARIOS PROJECT**

Community Conversations Report

March 28 and
April 2, 2014

*Prepared for Metro by
JLA Public Involvement, Inc.*

**MAKING A
GREAT
PLACE**





Community Conversations Report

March 28 and April 2, 2014

The Climate Smart Communities Scenarios Project was initiated in response to a state mandate from the 2009 Oregon Legislature to reduce per capita greenhouse gas emissions by 20 percent from cars and small trucks by 2035.

The goal of the project is to engage community, business public health and elected leaders in a discussion with their communities to shape a preferred approach that meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas.

As one part of the engagement effort, Metro convened two discussion groups of community leaders. At the first discussion on March 28, 2014, leaders were invited to weigh in on the investments and actions under consideration for inclusion in the preferred approach.

The second discussion on April 2, 2014, was an open dialogue with community leaders on ways that Metro and its state and local partners can ensure that the investments and actions recommended are implemented in a way that is equitable and meets the needs of our diverse communities. This report provides an overview and key themes of both community conversations.

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COMMUNITY CONVERSATION #1 – Shaping the Preferred Approach

Climate Smart Communities Scenarios Project

Friday, March 28, 12:30 p.m. to 3:00 p.m.

Metro Regional Center

Meeting Participants

Dave Nielsen, Home Builders Association
Heidi Guenin, Upstream Public Health
Jonathan Ostar, OPAL Environmental Justice
Philip Wu, Kaiser Permanente
Eric Hesse, TriMet
Glenn Koehrsen, Clackamas County Aging Services Advisory Council
Jake Warr, TriMet Transit Equity Committee
Andrea Hamberg, Oregon Health Authority
Corky Collier, Columbia Corridor Association
Cora Potter, Ride Connection
Mike Houck, Urban Greenspaces Institute
Lainie Smith, ODOT Region 1
Duncan Hwang, Asian Pacific American Network of Oregon
Linda Moholt, Tualatin Chamber of Commerce
Steve White, Oregon Public Health Institute
Chris Hagerbaumer, Oregon Environmental Council
Ramsay Weit, Community Housing Fund

Staff and Facilitation Team

Kim Ellis, Metro
Peggy Morell, Metro
Patty Unfred, Metro
Cliff Higgins, Metro
Deena Platman, Metro
Roberta Hunte, PSU and JLA Public Involvement
Jeanne Lawson, JLA Public Involvement
Sylvia Ciborowski, JLA Public Involvement

Background

As part of its public engagement effort for the CSC Scenarios project, Metro convened a group of community leaders representing diverse interests to discuss six key investment areas to help inform Metro’s regional policy advisory committees (MPAC and JPACT) as they develop their recommendation for a draft preferred approach for the project. The meeting focused on the following policy questions:

- How should the region make investments into the six areas in a way that meets the needs and visions of diverse communities across the region?
- Given the current uncertainty around transportation funding, how should we pay for investments?

Meeting Summary

Welcome and Introductions

Metro Councilor Bob Stacey welcomed participants and explained that this meeting is the first of two community conversations that Metro is hosting to get input on strategies that are being discussed for reducing greenhouse gas emissions and creating great communities. The focus of the first meeting was to capture input, thoughts, and concerns to share with members of the Metro Policy Advisory Committee (MPAC) and Joint Policy Advisory Committee on Transportation (JPACT) who have been charged with making a recommendation to Metro Council on the draft preferred approach.



Jeanne Lawson, JLA Public Involvement, introduced herself as the facilitator of the meeting. She reviewed the agenda and purpose of the meeting.

Presentation: Overview of CSC Scenarios Project

Councilor Stacey provided a brief overview of the project, noting that the project was initiated in response to a mandate from the Oregon Legislature to reduce greenhouse gas emissions in the region by 2035. He identified the project goal as an opportunity to engage community, business, public health and elected leaders in a discussion about how to meet the state mandate while supporting local and regional visions for healthy, more equitable communities and a strong regional economy. He added that the project seeks to find ways to meet the greenhouse gas emissions target using those strategies that will also support community visions and goals.

Councilor Stacey indicated that communities across the region are *already* taking important actions and making investments that reduce greenhouse gas emissions and that those actions and investments already being implemented will be included in the preferred approach. He noted that participants were being asked to focus on **six investment areas** that MPAC and JPACT need more community feedback on:

1. **TRANSIT** – Maintaining and making transit more convenient, frequent, accessible and affordable
2. **WALKING and BIKING** – Making walking and biking more safe and convenient
3. **ROADS** – Maintaining and making streets and highways more safe, reliable and connected
4. **SMART ROADS** – Using technology and “smarter” roads to actively manage traffic flow and boost efficiency
5. **PARKING** – Managing parking using a market-responsive approach to make efficient use of parking resources
6. **MARKETING & INFORMATION** – Providing information and incentives to expand walking, biking, carpooling and use of transit and fuel-efficient driving techniques

Councilor Stacey concluded by presenting other opportunities to get involved:

- Online public comment tool: www.makeagreatplace.org
- Three community forums (details in handout)

- Fall 2014 public comment period, which is the final opportunity to provide input on the draft preferred approach.

Presentation: Key Themes from Stakeholder Interviews

Sylvia Ciborowski, JLA Public Involvement, reviewed key themes from stakeholder interviews conducted in early 2014. Metro and JLA interviewed thirty-three leaders in public health, equity, environment, and business, as well as elected officials from across the region, to understand their priorities and concerns about the six investment areas. The main points from these interviews regarding the six key investment areas are included in Appendix 1 of this summary.

Small Group Discussion: Review of Issues for Each Investment Area

Participants worked together in three small groups to provide additional input on each of the six investment areas. After reviewing the stakeholder input for each area, participants indicated whether the priorities and concerns raised capture what is important to their communities and provided additional input. They wrote their comments on flip charts, and staff reported out what was discussed. A full list of comments is included as Appendix 2 of this summary. Main points included:



1. **TRANSIT – Maintain and make transit more convenient, frequent, accessible and affordable**

- High capacity transit options should be carefully planned. For example, bus rapid transit might be a better option than light rail in some situations because it is lower cost and provides good efficiency.
- There is a need for better regional connectivity beyond the “hub and spoke” model. TriMet System Enhancement Plans are beginning to move in this direction. Unconventional options could help serve less dense communities, such as small, local shuttle buses that feed into TriMet routes. Examples of Grovelink in Forest Grove and the Tualatin Shuttle were provided.
- Transit planning should happen in conjunction with land use and community planning—not after.
- Prioritize low-income communities for bus service improvements. Keep fares low, connect to the region's small or mid-size communities, and invest in increased bus service more than light rail and capital projects.
- Consider potential gentrification and other impacts of light rail on existing communities.
- Transit fleets should switch to more carbon-efficient fuels.
- Make transit more appealing and convenient for users. This could include incentives like regional or youth bus passes, or a lower age for the senior discount.
- Consider using TriMet service instead of school bus service to transport students. This could increase ridership, provide a new funding source, and develop a habit of transit ridership among youth.

2. WALKING and BIKING – *Make walking and biking more safe and convenient*

- Participants generally agreed that walking and biking improvements should be a high priority, and particularly support projects that focus on *safety* and *improving health*. This may mean prioritizing separated facilities.
- It is important that investments create complete streets and complement road improvements. The region needs intermodal hubs, but at the same time each mode should be sufficiently developed so that people can get to their destinations using a single mode.
- Demographics are changing in the region in terms of how people choose to get around. Younger populations drive less and have decreased car ownership, and persons with disabilities and older populations who have stopped driving need better walking options and amenities. Mixed used communities are needed, particularly for seniors.
- *Integrated systems* are needed that connected walking and biking routes (including trail routes) to transit. Integrated projects may also be eligible for more funding sources.
- Marketing should not promote the message that *everyone* should bike and walk. Not everyone can bike and walk, particularly if their work patterns do not allow for it.
- There is a lack of dedicated funding sources for bicycle/pedestrian projects. Funding is needed for both maintenance and capital projects.
- Improvements should not just focus on commuters. Improvements also should be made to facilitate short neighborhood trips and recreation.
- We need better options for the “last mile” of travel.

3. ROADS – *Maintain and make streets and highways more safe, reliable and connected*

- Making streets and highways *safe* should be a key priority.
- Connectivity is important, but means different things to different people.
- Road improvements should not impact natural areas. Use Green Street guidelines.
- Complete streets are important. Prioritize investments to roads that have access to transit and are integrated with walking and biking facilities.
- We need to be more strategic about which roads we invest in and where we invest. Investments should be tailored to improve the best and highest use of each road. Some roads may be better suited as a freight road vs. a bike/ped corridor, for example. Similarly, developers who put in new roads should build them strategically to integrate into and improve existing systems.
- Multimodal streets are important, but separate modes when it would result in efficiency and where other modes have other easy nearby access.
- Road improvements should be made equitably across the region. Consider which populations are receiving priority in road improvements. For example, more investment is needed in East Portland.
- New funding sources are needed beyond the gas tax, which is not a sustainable funding mechanism.

4. SMART ROADS – *Use technology and “smarter” roads to actively manage traffic flow and boost efficiency*

- All of the groups supported technology in general, and some noted the importance of investing in technology and road maintenance *before* making capital investments like road widening. They particularly support the use of technology to help reduce idling and congestion, and making technology as reliable as possible. Efforts to reduce congestion would also help reduce emissions from freight vehicles, which emit the highest amount of greenhouse gases while stuck in traffic.
- Technology about delays and conditions need to be in real-time. Drivers need to get information about delays *before* they begin their trip. Examples could be taken from the freight community, which prices every trip in advance.

- Ideas for specific technology investments:
 - Provide information about real-time ambient air quality on freeways.
 - Create ways for people to price their different travel options. For example, a Smartphone app could show the true cost of driving (gas, insurance, etc.) so that travelers can make their mode choice before they make the trip.
 - Install bus jump lanes to improve on-time performance.
 - Implement technology to better handle incident congestion.
 - Consider congestion pricing and tolling options, and explore successful examples or case studies.
 - Increase TSMO funding.

5. PARKING – *Manage parking using a market-responsive approach to make efficient use of parking resources*

- All groups focused on the idea that “free parking is never free—it is just a matter of who subsidizes it.” This message needs to be more widely communicated, as well as the message that paid parking has economic and health benefits.
- If paid parking is instituted, there must be corresponding strong investments in other transportation options so that people have a real alternative to driving.
- Paid parking strategies should not harm retail business.
- Parking management strategies must be tailored to each community. This means that strategies must begin with *data collection and assessment* to ensure that the strategies meet the community’s needs. At the same time, there should be consistent rules and standards across the region to facilitate understanding when people park in different parts of the region.
- Electronic information about parking would be useful.
- Many creative parking solutions should be considered. This could include shared parking, employer-provided free parking, and working with lenders in local government to limit parking.
- An equity issue exists when low-income residents must move to outer communities; since driving may be their only option, paid parking can negatively impact them.
- Revenues from parking could be given to local Transportation Management Associations (TMAs) or to provide community benefits.

6. MARKETING & INFORMATION – *Provide information to expand walking, biking, carpooling and use of transit and fuel-efficient driving techniques*

- All groups agreed that it is very important to provide information in new and relevant formats. Electronic information and smart phone apps are increasingly important.
- Make an effort to educate employers about commuter options to their particular places of business, so that they can pass this on to employees. Employers should also be educated about tax incentives connected to transportation options.
- Don’t just focus on information for commuters. Expand marketing to the youth and elderly, and provide information on transportation options for non-work travel.
- Tailor campaigns for effective communication to new audiences. This may mean translating into different languages and finding appropriate messengers.

Large Group Discussion: Priority Messages for MPAC and JPACT

Participants discussed the priority messages that should be provided to MPAC and JPACT as they move towards a preferred approach. Participants responded to the following questions:

- Considering the full range of issues identified by various interests and the stakeholder interview input, what are the main messages that should be share with MPAC/JPACT about the six investment areas?
- What are the key considerations for MPAC/JPACT as they decide how the region should pay for investments?

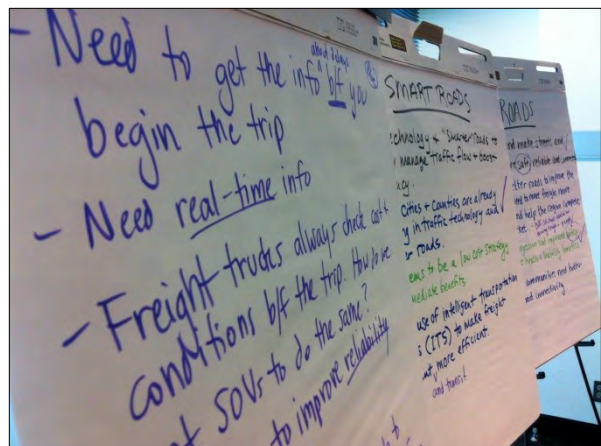
The key messages from this discussion included:

GENERAL MESSAGES ABOUT THE PREFERRED APPROACH

- The preferred approach should not just focus on greenhouse gas reductions; instead, it should focus on the **co-benefits** of the various investments and actions. However, from the perspective of a climate change advocate, the preferred approach should focus on measures that will lower emissions at the lowest cost, and *then* look at co-benefits. The most cost-effective investment is to transition from internal combustion fuels to low/non-carbon vehicles and fuels.
- The investments should be considered under an **equity lens analysis**. Improvements should be equitably distributed and include low-income communities. The existing distribution of transportation and land use investments is not equitable and must be rethought.
- Investments in **transit and urban design** are crucial, and are in significant part a local responsibility.
- Decision makers need to pay more attention to **affordable housing** and locating such housing near employment. Look to successful models like Vancouver, B.C.
- **Mixed-use, livable communities** are crucial, particularly for seniors and people with disabilities who benefit greatly from having services nearby.
- Investments should be made in **climate adaptation and preparation**. While the listed investments and actions can help curb future climate change impacts, environmental changes are imminent and the region must prepare for this. Various land use and environmental strategies can help address this.
- The effectiveness and fairness of the investments varies with the **differing income levels** of individuals. Different options must be provided to people at various levels of wealth.
- The preferred approach should result in **increased modal choice**. The focus should not be on reducing or expanding one mode over another, but about expanding choice and making it easier for people to choose the travel option that best meets their needs.

TRANSIT AND WALKING AND BIKING

- Transit, walking and biking investments should receive priority because they help achieve **public health goals**.
- Transit, walking and biking improvements **benefit freight** movement because they help remove single occupancy vehicles from roadways.
- Improved transit is valuable to the region's economy because it gives people **access to a wider range of jobs**, and gives employers access to a larger pool of employees.
- To provide **regional connectivity**, a good strategy is for TriMet to supply transit to suburban communities and for those communities to provide **local service to connect into the TriMet's "hub and spoke" system**. This provides better service at lower expense. Grove Link Service is an example.



ROADS

- Investments in roads are needed to help **support the economy and job creation**. Creating more family wage jobs should be a major objective of the project.
- Focus investments now on **how we want people to travel in 50 years**. If this isn't in cars on roads, investments must be made elsewhere.

MARKETING & INFORMATION

- Marketing and information strategies should **make the cost of driving more explicit** so that people can weigh their travel options. People are more likely to change their behavior based on cost and economics.

FUNDING

- People move to the Portland metropolitan region because of its unique quality of life. We may need to **think differently about how we invest in the economy** to maintain this quality of life.
- **More funding is needed**, particularly for non-road projects. Bike/ped projects are much less expensive than transit and road projects and provide important co-benefits.

Individual Survey about Funding

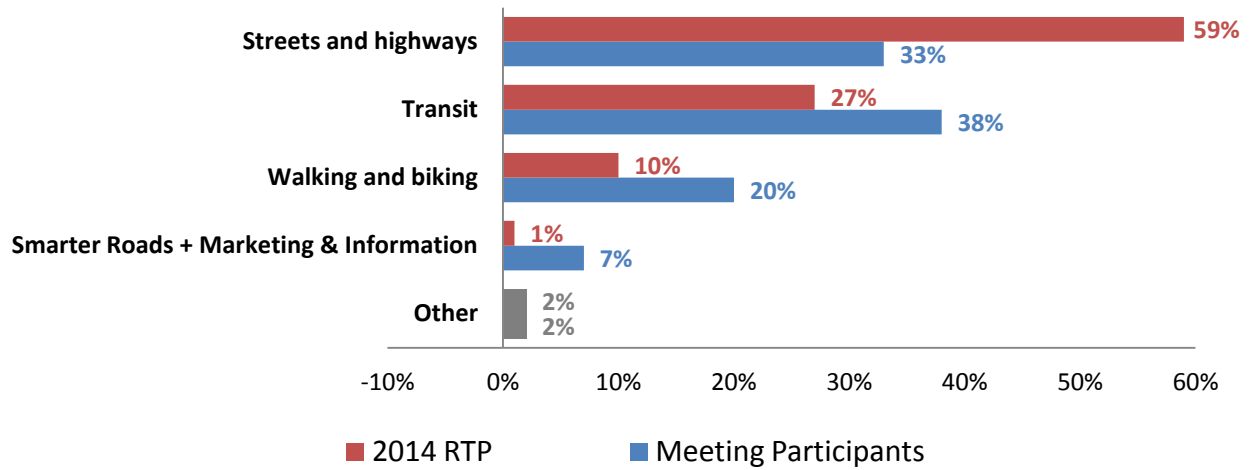
Participants completed a short survey in response to the question: ***“How do you think funding should be allocated among the six investment areas?”***

Staff showed a chart indicating how funding is currently allocated among the six investment areas in the Regional Transportation Plan (RTP) and explained that the CSC Scenarios project will be implemented through the RTP. Participants were asked if they agree with the funding split in the RTP, and to indicate what percentage of funding they think should be allocated to each of the investment areas. This survey question was meant to be an exercise to understand the general priorities of participants, *not* as a way to influence the actual level of funding in the RTP.



The chart below summarizes participants' responses. Responses showed that participants would like to see a much higher percentage of funding go towards transit and walking and biking investments, and less funding for street and highway projects.

Survey: How do you think funding should be allocated among the six investment areas?



** Note: Parking management funding is not included in the RTP.*

Wrap Up and Adjourn

Staff thanked members for their participation and reminded them that the second community conversation on April 2 will focus on implementation issues. Selected community conversation participants representing equity, public health, business, and the environment will participate in a panel at the April 11 MPAC/JPACT meeting to carry forward key messages.



COMMUNITY CONVERSATION #2 – Implementing the Preferred Approach

Climate Smart Communities Scenarios Project
Wednesday, April 2, 12:30 p.m. to 2:30 p.m.
Metro Regional Center

Meeting Participants

- Heidi Guenin, Upstream Public Health
- Jonathan Ostar, OPAL Environmental Justice
- David Hanson, Multnomah County Aging & Disability Services
- Philip Wu, Kaiser Permanente
- Eric Hesse, TriMet
- Carlos Lopez, Centro Cultural
- Glenn Koehrsen, Clackamas County Aging Services Advisory Council
- Jake Warr, TriMet Transit Equity Committee
- Corky Collier, Columbia Corridor Association
- Cora Potter, Ride Connection
- Mike Houck, Urban Greenspaces Institute
- Lainie Smith, ODOT Region 1
- Mike Rosen, City of Portland Bureau of Environmental Services
- Tuck Wilson
- Mara Gross, Coalition for a Livable Future
- Stephan Lashbrook, SMART Transit
- Duncan Hwang, Asian Pacific American Network of Oregon
- Linda Moholt, Tualatin Chamber of Commerce
- Steve White, Oregon Public Health Institute
- Julia Meier, Coalition of Communities of Color
- Mychal Tetteh, Community Cycling Center

Staff and Facilitation Team

- | | |
|----------------------|---|
| Kim Ellis, Metro | Roberta Hunte, PSU and JLA Public |
| Peggy Morell, Metro | Involvement |
| Patty Unfred, Metro | Jeanne Lawson, JLA Public Involvement |
| Cliff Higgins, Metro | Sylvia Ciborowski, JLA Public Involvement |

Background

As part of its community engagement effort for the CSC Scenarios project, Metro convened a group of community leaders representing diverse interests to have an open dialogue on ways that Metro and state and local partners can ensure that investments and actions of the Climate Smart Communities Scenarios project are implemented in a way that is equitable and meets the needs of the region’s diverse communities.

It was an opportunity to inform development of a near-term implementation plan this summer and to provide ideas for how best to involve communities as the region’s preferred approach moves forward to implementation.

Meeting Summary

Welcome and Introductions

Metro Councilor Sam Chase welcomed participants and thanked them for their participation. He provided some background on Metro's Equity Strategy project, and noted that low-income populations make up a large portion of the region yet do not have much voice in planning efforts. He stressed the importance of making investments in underserved areas, particularly in regard to access to transportation, schools and quality of life. He also recognized that many participants work for non-profit organizations and thanked them for their important community work and the time they were giving today to inform the project.

Jeanne Lawson, JLA Public Involvement, introduced herself as the facilitator of the meeting. She reviewed the agenda and purpose of the meeting. The purpose of the first community conversation, held on March 28, was to get input on the six priority investment areas to advise the Metro Policy Advisory Committee (MPAC) and Joint Policy Advisory Committee on Transportation (JPACT). Today's meeting is intended to be an open discussion about what Metro needs to consider in terms of implementation. This meeting was prompted by results of stakeholder interviews that showed that there is real concern about how the project's investments and actions will be implemented.

Presentation: What We've Heard about Implementation Challenges

Roberta Hunte, PSU and JLA Public Involvement, and Sylvia Ciborowski, JLA Public Involvement, reviewed key themes from stakeholder interviews conducted in early 2014. Metro and JLA interviewed thirty-three leaders in public health, equity, environment, and business, as well as elected officials from across the region, to understand their priorities and concerns about the six investment areas. Many interviewees made comments about implementation or had concerns about how the investments and actions would play out on the ground. In addition, equity stakeholders were specifically asked questions about implementation. The main points from these interviews regarding implementation are included in Appendix 3 of this summary.

Presentation: Context for Considering Implementation Issues

Kim Ellis, Metro project manager, provided background information on implementation of the CSC Scenarios project. She explained that the project will not result in a "Metro Plan" implemented by Metro. Instead, the project is an effort to make recommendations that will influence future local, regional and state plans and implementation efforts. Metro's policy committees will make recommendations about investment priorities and how the region can support those investment areas. She explained that implementation will include on-the-ground projects such as transit improvements, new sidewalk connections, and an expanded arterial system to help move freight and people—but will also involve advocacy in communities and at the regional and state level to help fund and support such projects or make policy changes that reduce barriers to implementation. While the CSC Scenarios project stems from a legislative mandate to reduce greenhouse gas emissions, it is framed around using those strategies to support broader community visions and goals, and the region's six desired outcomes.

Kim Ellis reviewed the project timeline. On May 30, 2014, MPAC and JPACT will make a recommendation to the Metro Council on a draft preferred approach for the project. Over the summer, Metro will evaluate the potential impacts of this approach and develop a draft near-term implementation plan. This will be shared with the public in the fall of

2014. The public can weigh in on this during the formal comment period in September 2014. MPAC and JPACT will make their final recommendation in November 2014 and Metro Council will take final action in December.

Kim Ellis told participants that Metro wants to know how participants would like to continue to be engaged. She explained that the feedback from today's conversation will help inform Metro's community engagement going forward and it will be shared with MPAC and JPACT at their joint meeting on April 11.

Large Group Discussion: Implementation Challenges and Solutions

Jeanne Lawson invited participants to respond to these overall questions:

- 1) What are implementation challenges, issues and solutions?
- 2) How should communities and constituents continue to be engaged?

The main points of the discussion are outlined below.

Co-benefits Should Be a Focus of the Project

- Participants agreed that the preferred approach should **focus on co-benefits**, even though the goal of the project is greenhouse gas reduction. Priority should be given to those projects that provide immediate community benefits beyond just reducing greenhouse gas emissions. Only by focusing on co-benefits will we change the way people travel and live, so there needs to be a connection between changes in human behavior and the ultimate goal. For example, increased funding for transit will reduce greenhouse gas emissions, but more importantly, it will help address equity issues, improve access and connectivity, and provide a low-cost travel option. Similarly, investments that have a large co-benefit but may not do much to reduce greenhouse gas emissions should still be strongly considered for inclusion in the preferred approach.

On the other hand, some climate change advocates said that the preferred approach should focus on measures that will lower emissions at the lowest cost, and *then* look at co-benefits. The most cost-effective investment is to transition from internal combustion fuels to low/non-carbon vehicles and fuels.

- A TriMet representative noted that **TriMet's System Enhancement Plan** process is engaging communities to define how they want transit to look in the future, and is focused on co-benefits of transit and implementation. However, the process will not be complete for another couple of years so the timeline does not sync up well with the CSC Scenarios project.
- One participant provided a model for how to **measure co-benefits as they relate to community engagement**. The implementing jurisdictions or agencies should circle back to communities to show how input was used, explain what progress has been made, and ask community members whether they are seeing real benefits in their communities as a result.
- The **relationship between the CSC Scenarios project, Regional Flexible Funds, and Regional Transportation Plan** needs to be made clearer, so that there is an understandable picture of how co-benefits will be realized. The project should consider *all* the outcomes we're trying to accomplish.

The Impacts of Climate Change are an Equity Concern

- **Climate adaptation or preparation strategies** need to be included in the preferred approach. There needs to be a more explicit nexus and coordination between Metro's work, transportation and land use planning efforts by the City of Portland, Multnomah County, and the City of Portland's Climate Action Plan.

Transportation and land use plans need to include ways to address the impacts of climate change, which may have a disproportionate negative impact on agriculture, human health, and low-income communities. This is a major equity concern, and should be shared at the April 11 MPAC/JPACT meeting.

Attention also needs to be paid to other greenhouse gas reduction strategies that result in multiple benefits, such as carbon sequestration. The time to consider climate adaptation strategies is *now*—not when we are in a dire situation facing the realities of climate change.

Demographics, Jobs and the Economy Need to be Considered

- Consider **jobs, housing, and transit match**, beyond just the balance of jobs and housing. Jobs of the appropriate skill level and salary must exist near communities with residents that can fill those jobs, and efficient transit must be provided to transport the right employees to the right jobs.
- **Demographics are changing**. Washington County is set to become the most diverse community in the region. Investments must be made with consideration of these changes.
- While equity is important, there also must be a focus on improving job quality and the economy of the region. There is a **lack of high quality, higher paying jobs** in the region, especially as compared to surrounding states. Education has suffered and the region lacks talent to fill professional jobs. It is unacceptable that the region’s low-income communities combined would be the second-largest city in the region. Focusing on education will help reduce poverty.
- There is **lack of housing located near transit to fit all income levels**. This includes both low-cost or affordable housing and upper-end housing for higher paid professionals.

Make Investments based on Data, Results and Equity Impacts

- Analysis of the investments and actions must be **data driven and focused on results**. The analysis should ask: “How does X investment increase jobs, improve health, decrease poverty, etc.?” The biggest bang for the buck will come from investments made in communities with the greatest need—including low-income communities and communities that disproportionately lack resources and opportunities. The region must make investments that will put the region’s future residents in the position to be successful. Investments in impoverished areas should not be made out of charity, but because such investments make economic sense and will improve the success and prosperity of the region. There is enough information and data to support this approach; now it is time to act.
- If the project applies an equity lens, **which equity lens do we use?** Whatever lens is used, it must be deeply embedded into the project. Various cities, counties and organizations in the region are developing their own equity lenses; there should be collaboration among them. The equity lens must also go beyond just planning and into empowerment of communities. A good example is Multnomah County’s Equity Empowerment Lens. There was acknowledgement that Metro’s Equity Strategy currently being developed will provide a framework for how Metro programs and planning efforts address equity in the future.

Address Lack of Funding

- A fundamental issue is the **lack of transportation funding**. Elected officials need to be bold and pursue more funding to implement the actions that their communities desire. Otherwise, we need to face the reality of funding shortages and adjust our expectations accordingly.

Provide Information to Support Engagement

- Metro and partner jurisdictions should provide a **map of roles, decision-making structure and engagement opportunities** so that communities can provide better input on implementation. It is difficult to provide input without knowing which agencies or organizations are involved in which parts of the project.
- More information is needed about how Metro analyzed the investments and actions to come up with its rankings of relative cost and relative climate benefit. Organizations would like to **review the comparative analysis** to determine how it was done and to better understand the climate benefit and equity implications to be able to analyze trade-offs. It is difficult to have a conversation about implementation without fully understanding the analysis.
- Members discussed the **level of information** that should be provided during outreach, and how to present that information. They suggested that staff structure information dissemination based on feedback received and tailor the information to make it relevant to the community. Agencies should provide all of the information, data, and analysis and let individuals decide how much of that they want to read. Information materials should also clearly indicate the short term, immediate term, and long term benefits of proposed actions. For this project, the short term benefits include better transit and improved communities, while greenhouse gas reduction is the long term benefit.

Refine and Tailor Future Engagement

- It is important to **clarify that the planners and implementers are not the same**. Metro develops visions, goals and guidance, and it is the cities, counties, and transportation agencies implement them and play the fundamental role in on-the-ground changes.
- To date, **community-based organizations have not sufficiently been engaged** and do not have the capacity to provide input. Communities must be continuously engaged.
- Members of the **business community** want to be engaged, but have **time constraints**. They prefer to be involved in one meeting or in very sporadic meetings, and have other short communications by email or phone.
- Getting the **private sector involved** will be a challenge, but it is important to get their buy-in.
- Community members in crisis will not be engaged because they have other, more pressing priorities. The best way to engage them is to focus *first* on **stabilizing communities and getting people out of crisis**. Then, they will see the immediate impacts of the project and be more interested in and capable of engaging.
- **Public health and equity expertise is a valuable specialty area and should be compensated**. Jurisdictions could pay public health and equity organizations to conduct analyses of impacts, much like jurisdictions pay economic organizations to conduct economic analyses.
- Keep **literacy** in mind; some portions of the population are not literate in any language. Getting information to these populations is a major challenge.
- Metro should **send out periodic emails** to stakeholders and interested parties providing updates on the CSC Scenarios project and upcoming ways to get involved.

Wrap Up and Adjourn

Staff thanked members for their participation and said that they will send out an email update with reports from this meeting and the March 28 community conversation. Selected community conversations participants representing equity, public health, business, and the environment will participate in a panel at the April 11 MPAC/JPACT meeting to carry forward key messages.

Appendices

Appendix 1: Key Themes from Stakeholder Interviews about the Six Investment Areas

Key themes heard from leaders across the Metro region and from diverse interest areas included:

- The investments and actions should be a “menu of options” and retain flexibility and local control.
- The whole region should benefit, not just urban areas that may find it easier to implement some of the investments and actions.
- A mix of housing choices is needed, including affordable housing options near transit and jobs, and suburban and rural living options with plenty of space and parking.
- There is a need for more information about implementation. Specifically, equity and public health leaders would like to understand the economic and health impact on low-income communities. Business leaders would like to see the effect on the economy and market competition.

Key themes heard from stakeholders for the six investment areas:

1. **TRANSIT** – Maintain and make transit more convenient, frequent, accessible and affordable
 - This investment area is **the highest priority** for nearly all communities and interest groups. Transit improvements create many **secondary benefits**: transit helps reduce pollution and congestion, improves health, helps integrate communities, and provides a low-cost travel option.
 - Transit must be made more effective for **commuters**. Expand service to employment areas.
 - There is a need for better regional connectivity for suburban communities **beyond TriMet’s “hub and spoke” model**. This could include creative shuttle options.
 - Transit must **serve low-income communities**. This means keeping fares low, connecting to the region's small or mid-size communities, and investing in increased bus service more than light rail or capital projects.
 - Care needs to be taken to make sure that high capacity transit projects don’t result in **gentrification**.
2. **WALKING and BIKING** – Make walking and biking more safe and convenient
 - Walking and biking improvements are a **very high priority** for nearly all communities/interest groups. Like transit, these improvements provide many **secondary benefits**.
 - Projects should focus on **safety** and improving the perception of safety of biking and walking. Projects should also provide **convenient and efficient** travel options to places people actually want to go.
 - Concern about the **lack of dedicated funding sources** for bicycle/pedestrian projects. However, elected officials and business leaders do not want funding taken away from street and highway improvements.
3. **ROADS** – Maintain and make streets and highways more safe, reliable and connected
 - Better roads are needed to **improve the economy**. It is important to help **move freight more efficiently** and help the region compete in the market.
 - Reduced congestion, cleaner air, and improving safety have **positive health and livability benefits**.
 - Suburban communities need better **regional road connectivity**.
 - The goal should be for **complete streets** in which driving complements walking, biking, and transit.

4. **SMART ROADS** – Use technology and “smarter” roads to actively manage traffic flow and boost efficiency
 - While this investment area is not the highest priority, it is **low cost and provides immediate benefits**, so should be part of the preferred approach.
 - Many cities and counties are **already investing** in traffic technology and smarter roads.
 - Intelligent transportation systems (ITS) technology should be extended to make **freight movement** more efficient.
5. **PARKING** – Manage parking using a market-responsive approach to make efficient use of parking resources
 - **“Free parking” is never free** – it is just a question of who bears the cost.
 - Concern about **harming retail businesses**. If paid parking is included, affected businesses should be part of the conversation.
 - Parking management has to be **tailored to each community**. Urban, suburban and rural communities all have very different parking needs and challenges.
 - Regressive parking fees can **negatively impact low-income drivers**. On the other hand, the wealthy are more likely to drive and park so may bear more of the cost.
 - If paid parking is included, there needs to be a corresponding **strong investment in transit** so that travelers have a real alternative to driving.
6. **MARKETING & INFORMATION**
 - Interviewees were split between two different points of view on the value of this investment area.
 - Some said that educational programs can make a huge difference in people’s choices. Printing pamphlets and running ads isn’t enough. The focus needs to be on door-to-door and **individualized campaigns** that can truly change behavior.
 - On the other hand, some interviewees felt that **people already know their travel options**, and that providing more information may be a waste of resources.

Appendix 2: Flip Chart Notes from conversation #1

This appendix lists all comments provided by participants for the six investment areas during their small group discussion in Community Conversation #1.

1. TRANSIT

Group 1

- Keep fares low
- Regional/youth bus pass
- Side benefit → Increase bus service to school areas and non-urban areas
- Transfer school bus money to transit
- Lower age of senior discount
- More local circulator service (“fractal geometry”)
- Recession → Have to travel farther to access jobs (small or mid-size communities)
- Increased BRT with designated ROW
- What are impacts of light rail to existing communities? (e.g. gentrification)
- Prioritize low-income communities for bus service improvements

Group 2

- Transit planners need to be more strategic around how they participate in the community master planning
- Complete livable communities
- What else do people need to make transit work for them?

Group 3

- TriMet SEPs ARE moving beyond hub and spoke
- Jurisdictional partnerships are important
- Need unconventional transit methods to service medium density communities
- What is the value of providing new bus lines vs. really good incentive for buying EV or efficient vehicle?
- Transit fleet should switch to more carbon efficient fuels

2. WALKING AND BIKING

Group 1

- Includes access for disability community
- Integrate bi-state regional trail plan with transit
- Prioritize separated facilities

Group 2

- Idea that people can walk and bike at all times is lower because of our work patterns.
- Don’t just focus on commute
- However in the Portland region we have a network that supports this
- Better options for last mile
- Need mixed use communities, especially for seniors
- Personal safety
- Place to walk or sit, benches and signs.

Group 3

- Need equitable distribution of projects, not just downtown
- Complement roads – complete streets

- Create hubs – intermodal (complementary modes) but also make it easy to travel by one mode
- Short trips are “real” too
- We need more money (dedicated and stable)
- Need funding to do more than just maintenance – need to also enhance/do capital projects

3. ROADS

Group 1

- Turn lanes help keep main roads moving (e.g., right and left turn lanes)
- Transit/park and ride options for commuters from outside of region
- Keep environment/natural features in mind when increasing connectivity (greenstreet guidelines)
- Analyze capacity of roads
- Prioritize roads that provide access to transit

Group 2

- Strategically think about what we have and judge more what we need.
- Can builders put funds into a pot for strategic road development/sidewalk development rather than focusing on half street improvements that don’t make real impacts?
- Prioritize walkers and bikers in street maintenance projects
- Be sensitive to transit from walking and biking needs in different areas
- Congestion pricing – need to see examples where it has worked
- Gas tax not sustainable funding mechanism – alternatives needed
- Assuming need to maintain same/existing road network. Maybe not, maybe not such a financial crisis.

Group 3

- Must be complete streets. Pedestrians belong on every street, whereas bikes might have other options. A closed street is a big deal for pedestrians. But separate modes when it would result in efficiency.
- Incremental cost of making a street complete is low – but benefit is high.
- Need road investments in East Portland
- Make better roads tailored to the right use (is it a freight road? local road?)
- Congestion is bad for freight. Best GHG reduction comes from a full truck driving without traffic
- Congestion tolling

4. SMART ROADS

Group 1

- Bus jump lanes to improve on-time performance
- Do this first before widening roads
- Do non-structural strategies before structure changes

Group 2

- Use technology to help people avoid sitting in traffic
- Bad idling
- How to handle incident congestion better
- Adding info about real time ambient air quality on freeways

Group 3

- Drivers need to get the info about delays before they begin their trip
- Need real-time info
- Freight trucks always check cost and conditions before the trip. How do we get SOVs to do the same?
- Use technology to improve reliability
- Need increase in TSMO funding

- Need more ways to allow people to price their different travel options
- Apps should show true cost of driving (gas, insurance, etc.)

5. PARKING

Group 1

- Money from parking goes to local TMA, community benefits
- Improve access by other modes
- Consider user fee at park and ride lots (will it reduce transit ridership?)
- Downtown parking fees too low (cheaper than the bus?)

Group 2

- If parking matters – pay for it.
- Employer-provided free parking
- Parking cash out
- Working with lenders in local government to limit parking – needs to be region specific
- Shared parking
- Parking must be accessible to transit for aging and folks with disabilities specifically
- For folks moving between regions simplifying
- How segregating – designating parking
- Gentrification can mean low-income folks in far away areas pay the cost of parking as a burden
- Smart parking systems.

Group 3

- There are economic and health benefits of paid parking
- Have to do the assessment before implementing the strategy so it is tailored.
- Anything beyond expectation of free parking is step in the right direction
- Concentrate on downtown Portland as the place to experiment. Use different approach for commuters vs. customers, etc.
- Must include electronic information about parking.
- If charging for parking, need to provide alternatives to car travel.

6. MARKETING & INFORMATION

Group 1

- Hard to get people’s attention – and costly
- Current efforts focused on commuters → expand focus to other communities and trips
- Changing demographics (e.g. aging, diverse communities, language, etc)
- Coordinate with other transportation investments (e.g. transit)
- Educate about the resources (e.g. mobile apps)
- Develop material/channels on platforms people use
- Combine with employer transit marketing → invest in transit programs
- Depends on transit service

Group 2

- Let’s not oversell walking and biking
- Tax advantage plans need to be marketed through employers
- Remove perverse tax incentives that give more to folks who drive than those who don’t
- In areas where public adoption worked, ask what worked and see if we can we mimic some of those things.
- Focus on providing more affordable options and not just reducing greenhouse gas emissions

- Find different audiences for workplace campaigns – don't just focus on white collar workers
- Selling program based on co-benefits

Group 3

- Work trips are 30% of trips – so need to focus beyond workplace campaigns
- Tailor campaigns (translation, appropriate messenger, etc.)
- Think about the crossover between this strategy and technology/smarter roads
- Leverage electronic materials. Make info and incentives available at point of purchase (i.e. when a traveler is making the choice to drive, bike or take transit)
- Target marketing to employees that actually CAN switch to transit

Appendix 3: Key Themes from Stakeholder Interviews about Implementation

In early 2014, Metro and JLA Public Involvement conducted 33 stakeholder interviews with elected officials and community leaders that represent a broad range of interests, including business, the environment, equity, and public health.

Many interviewees made comments about implementation or had concerns about how the investments and actions would play out on the ground. In addition, equity stakeholders were specifically asked questions about implementation.

Overall, the main implementation issues identified by interest area include:

- **Business:** Concern about how the investments and actions may impact the economy and competitiveness. The project should not impede economic development priorities, nor should it penalize industries that by their nature have limitations in what they can do to reduce greenhouse gas emissions.
- **Elected Officials:** There is a need for local control and flexibility in implementation. There cannot be a one-size-fits-all solution.
- **Equity/EJ and Public Health:**
 - Questions about the economic and health impact on vulnerable populations of each of the investments and actions. All actions should be studied to determine their economic and health impact on low-income communities, and to see how benefits and burdens are distributed to different communities in the region.
 - Questions about implementing actions so as to avoid gentrification/displacement of low-income populations. There is a need to ensure affordable housing near jobs, downtown and transit.
 - How do you put in place funding mechanisms that don't disproportionately impact low-income communities? Any regressive fee or structure will negatively impact low-income folks.
 - Need to apply an equity lens. This lens should ask which communities/demographics are getting improvements first. Projects should be distributed equitably—not just downtown.

1) IMPLEMENTATION ISSUES – by investment area

Some of the investment areas have particular implementation issues. These are the main implementation issues that stakeholders brought up:

- **Implementing local zoning, comprehensive and transportation plans**
 - Elected officials said:
 - Local jurisdictions must maintain control over how to implement local plans and how to site new services and businesses within their boundaries.
 - Need to provide a variety of housing and development options.
 - Transportation and land use plans often do not consider how each community fits within regional context. May need to reevaluate plans to see how they work with one another across jurisdictional boundaries.
 - How do you deal with the growing community pushback against density, particularly lack of parking when dense housing comes in?

- Equity concerns:
 - Creating denser communities may lead to higher housing costs and gentrification, displacing low-income communities.
 - May need to reassess local plans that did not originally consider health impacts and affordable housing.
- **Managing the UGB**
 - How do we both keep a tight UGB to encourage dense development, and also provide enough industrial and employment land as well as provide desired spacious suburban and rural housing options?
- **Transit**
 - Need to balance investments that serve different riders:
 - Need more bus lines or Bus Rapid Transit to serve low-income communities living in outer parts of the region.
 - Make investments that make transit more appealing to commuters (more high capacity transit or bus rapid transit, and faster and frequent service).
 - Suburban communities that are not well served by TriMet’s hub and spoke model.
 - Transit dependent riders need good service too, even if they do not live in the highest potential ridership areas.
 - Need to avoid gentrification that often follows high capacity transit.
- **Parking management**
 - Need to avoid harming the economy and retail business. If parking cost increases are planned, impacted businesses must be part of that conversation.
 - Need to do an assessment of parking management needs for each community, so that the strategy is tailored to that community.
- **Funding mechanisms**
 - Regressive fees may disproportionately impact low-income residents. One suggested solution is to charge fee in proportion to income, or have an exemption for low-income residents.
 - There is concern about how the increased cost of driving might affect manufacturers and haulers and the competitiveness of the market in Oregon.

2) POTENTIAL SOLUTIONS

Environmental justice, equity and public health leaders provided some potential solutions to implementation challenges, including:

- To avoid displacing vulnerable populations as housing costs rise:
 - Community Benefit Agreements
 - Community self-sufficiency strategies
 - Inclusionary zoning
 - Urban renewal districts provide the opportunity to increase the amount of affordable housing by requiring a certain percentage set-aside for affordable housing.
 - Tax abatements for developers that build affordable housing units into Transit Oriented Development communities.
 - A requirement within the region that each jurisdiction contain a certain percentage of all housing types, including condos, apartments, single family homes, affordable housing, etc.

- Suggest changes in housing development requirements to help increase transit service. For example, new housing developments might be required to locate near bus service. Employers might also provide subsidies for commuters.
- Policy guarantees may ensure that strategies are implemented in an equitable way. Examples:
 - Community Benefit Agreement
 - Health Impact Assessment
- Local comprehensive plans and transportation projects should have more stakeholders engaged than typical. This will ensure that equity is considered at the project level. For example, advisory committees for transit projects should include more community representation.

3) COMMUNITY ENGAGEMENT

How should communities and organizations continue to be engaged throughout implementation?

Equity and Environmental Justice leaders provided the following suggestions for community engagement:

- *Generally, these leaders said there is a need for Metro to engage low-income communities and communities of color in a meaningful and collaborative way, which means engaging them early, helping to build capacity so that they can participate fully, and keeping them engaged throughout the entire process. The project messaging also needs to be written in a way that is relevant to the daily lives of these communities.*
- Messaging about Metro projects is often full of jargon and not made relevant to all people. Messaging must be put in a context that low-income communities and communities of color understand. How will the project affect their daily lives? How does the project relate to affordable housing, poverty, gentrification, and things that they care about?
 - From elected officials and business representatives: The project needs to be made relevant to individuals and their own priorities. The message should focus less on climate change benefits, and instead on how the project will create better communities for people. Need to personalize the project to make people willing to pay, and explain what their money will buy.
 - Go beyond calling this the CSC Scenarios project. Emphasize that the project is about building great communities.
- Non-profit organizations need capacity-building to effectively participate in or understand complex Metro projects. Organizations may not have a traditional environmental focus or expertise in climate change issues.
- Need for financial resources to be able to participate. Equity and public health nonprofit organizations are underfunded and understaffed. Find ways to compensate non-profit organizations for their involvement in projects like the CSC Scenarios project
- Project timelines need to have sufficient time and flexibility to engage communities.
- Some of the stakeholders interviewed want to be engaged in Metro's work holistically, not on a project-by-project basis or piecemeal approach. They feel they are only being asked for their input whenever it is convenient for Metro. They are more interested in focusing on equity strategy development and policies and practices within Metro, rather than working on specific projects.
- With the equity community, there will always be the question of implementation. It is difficult to prioritize the investments and actions without knowing what they will look like on the ground.
- Have different interests in the same room so they can hear one another. Having people from the same interest group talk amongst themselves just maintains silo thinking.
- In presentations and meetings, there needs to be the right presenter and messenger, with the message tailored to the priorities of that group. This applies both when presenting before equity and public health groups and business groups. It is best when the audience is familiar with and has a relationship with the messenger.

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

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Visit the project website for more information about the climate Smart Communities Scenarios Project at www.oregonmetro.gov/climatescenarios

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1 | INTRODUCTION & METHODOLOGY

Between March 20 and March 23, 2014, Davis, Hibbitts & Midghall, Inc. (DHM Research) conducted a telephone survey of Tri-County residents about reducing vehicle emissions. The objective of the survey was to assess general opinions and preferences for specific goals to reduce vehicle emissions in the region.

Research Methodology: The telephone survey consisted of 600 Portland Metropolitan region residents, 200 each in Multnomah, Clackamas, and Washington counties, and took approximately 14 minutes to administer. This is a sufficient sample size to assess residents' opinions generally and to review findings by multiple subgroups, including age, gender, and geographic area of the region. In reporting for the full region, statistical weighting techniques were used to represent each county based on that county's population distribution across the region. For instance, Multnomah County is given the largest weight since it has the most number of residents.

Residents were contacted through Random Digit Dialing (RDD), targeted, and wireless (cell phone) sample. In gathering responses, a variety of quality control measures were employed, including questionnaire pre-testing and validations. Quotas were set by age and gender within county based on the total population of residents ages 18 and older for a representative sample.

Statement of Limitations: Any sampling of opinions or attitudes is subject to a margin of error. The margin of error is a standard statistical calculation that represents differences between the sample and total population at a confidence interval, or probability, calculated to be 95%. This means that there is a 95% probability that the sample taken for this study would fall within the stated margins of error if compared with the results achieved from surveying the entire population.

For a sample size of 600, the margin of error would fall within +/-2.4% and +/-4.0% at the 95% confidence level. The reason for the difference lies in the fact that when response categories are relatively even in size, each is numerically smaller and thus slightly less able--on a statistical basis--to approximate the larger population.

DHM Research Background: DHM Research has been providing opinion research and consultation throughout the Pacific Northwest and other regions of the United States for over three decades. The firm is non-partisan and independent and specializes in research projects to support public policy making. www.dhmresearch.com

2 | EXECUTIVE SUMMARY

Over 90% of residents rate the quality of life in the Portland Metropolitan region as good or very good.

- 94% rate the quality of life in the region as “very good” (34%) or “good” (60%).
- Residents mention the quality of education (10%), jobs and unemployment (10%), and funding for education (9%) as the biggest issues to improve quality of in the region.
- No issue is mentioned by more than 10%, except when combining issues related to education concerns. Jobs and the economy, which has been a large concern over the past few years, seem to be less of a concern today. This may be one indicator that residents in the Portland region feel better about their own situations. Other DHM Research studies in the past year show residents in Portland give much higher ratings for general direction of the city/state than the rest of Oregon.

There is greater concern in the region for transportation generally than there is for greenhouse gas or air pollution.

- 42% rate transportation as a concerning issue.
- 32% are concerned about greenhouse gas in the atmosphere and 27% are concerned about air pollution.

A majority of residents feel the goal to reduce vehicle emissions is a step in the right direction. However, some worry it may take away from other priorities for important public services.

- 66% feel that the goal to reduce greenhouse gas emissions is a step in the right direction and that more can be done to reduce emissions in the region.
 - Democrats (77%) are more likely than both Republicans (51%) and Independents (60%) to feel this is a step in the right direction.
- 31% feel that the goal may take us away from other priorities and that we are spending too much time and effort on reducing emissions in the region.
 - Republicans (46%) and Independents (37%) are more likely than Democrats (20%) to feel this may take away from other priorities.

Similar to transportation improvements, residents want a balanced approach to reducing vehicle emissions. Both road maintenance and public transit are top priorities.

- In regards to reducing vehicle emissions, 29% feel expanding public transit and making it more frequent, convenient, accessible, and affordable would have the greatest impact on making the region a great place to live for themselves or their family.
- 22% feel using technology to improve vehicle flow and safety and 18% feel widening roads and building new connections would have the greatest impact.
- Other goals have lower ratings:
 - Providing incentives and information to encourage carpooling, walking, bicycling, and public transit (13%).
 - Connecting more places with sidewalks, walking, and bicycle paths (11%).
 - Managing parking in high demand areas (4%).

- Residents give similar priorities for roads and public transportation when asked to allocate \$100 of existing funds across 4 transportation strategies:
 - 36% of the overall budget is allocated to roads and highways including maintenance, new connections, and technology to improve vehicle flow and safety.
 - 28% goes to public transportation including making transit more frequent, convenient, accessible and affordable.

Expanding public transit, maintaining roads, and using technology to improve vehicle flow and safety are all preferred over widening roads and building new connections.

- When asked to choose between two different strategies, residents show clear preference among these strategies:
 - Expand public transit and make it more frequent, convenient, accessible, and affordable (62%) over widen roads and build new connections (35%)
 - Maintain and keep our current roads in good condition (60%) over widen roads and build new connections (38%).
 - Use technology to improve vehicle flow and safety (57%) over widen roads and build new connections (38%).
 - Expand public transit and make it more frequent, convenient, accessible, and affordable (58%) over connect more places with sidewalks, walking, and bicycle paths (37%).
- Residents are generally split between:
 - Technology to improve vehicle flow and safety (51%) and incentives and information to encourage carpooling, walking, bicycling, and public transit (45%).

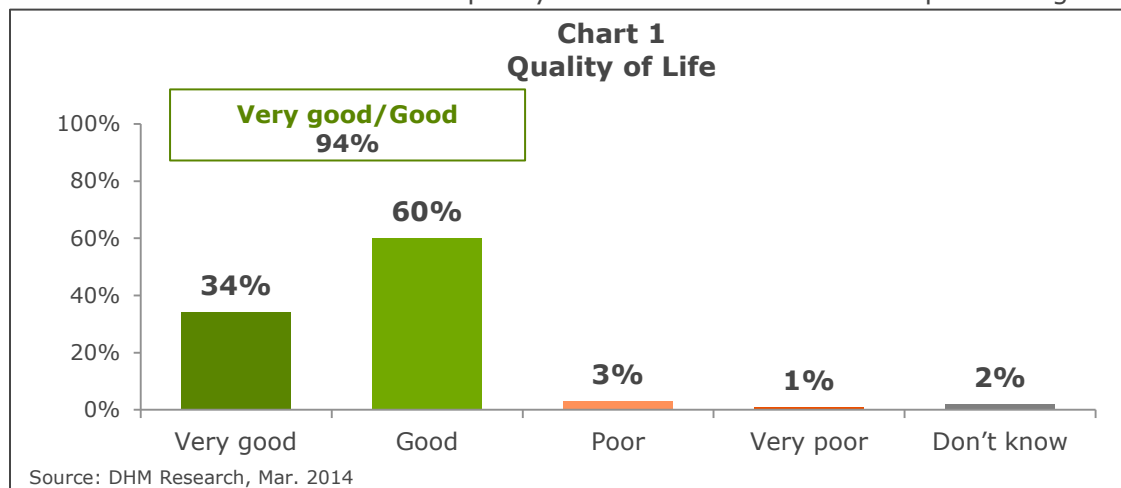
Residents are most willing to pay additional taxes or fees to fund road maintenance and expand public transit.

- 42% are “very willing” to pay more in taxes or fees to maintain and keep our current transportation system in good condition (83% very/somewhat willing).
- 35% are “very willing” to pay more in taxes or fees to expand public transit and make it more frequent, convenient, accessible and affordable (72% very/somewhat willing).
- Overall, a majority of residents are willing (very/somewhat) to pay more for all other goals, however, they are less likely to be “very willing” to pay for:
 - Technology to improve vehicle flow and safety on roads including timing traffic signals, pedestrian countdown signs, and flashing yellow turn signals (25% very willing)
 - Connect more places with sidewalks, walking, and bicycle paths (24%)
 - Widen roads and build new connections to improve vehicle flow and safety (23%)
 - Provide incentives and information to encourage carpooling, walking, bicycling, and public transit (19%)
- It’s worth noting that residents make a clear distinction between existing transportation systems and new systems – this goes for roads and public transportation alike. Maintenance is often given a higher priority over anything new.

3 | KEY FINDINGS

3.1 | GENERAL MOOD AND PRIORITIES

Residents were asked to rate the quality of life in the Portland Metropolitan region (Q1).



Almost all (94%) felt that the quality of life in the Portland Metropolitan region was “very good” (34%) or “good” (60%). Overall, only 4% rated the quality of life as “poor” or “very poor.”

Demographic Differences: All demographic subgroups rated the quality of life in the region as “good” or “very good” (91% - 97%). However, those in Washington County (41%) were more likely than residents of Clackamas (31%) and Multnomah (30%) counties to rate the quality of life as “very good.” Residents age 35 and older (37%) and Democrats (44%) were also more likely than those younger (26%) and Republicans and Independents (29%) to feel the quality of life in the region was “very good.”

Residents were asked, unprompted, to identify the two most important things they would like their local government officials to do that would improve the quality of life in the region (Q2).

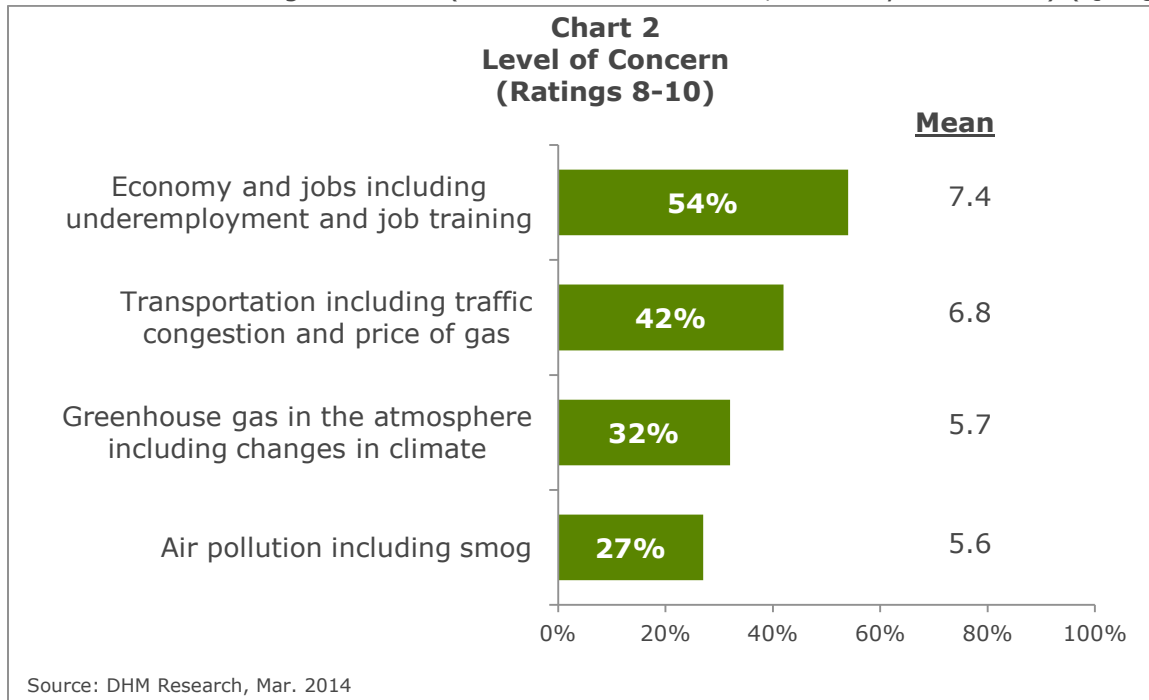
Table 1
Most Important Issues

Response Category	N=600
Education quality	10%
Jobs/unemployment	10%
Funding for education	9%
Road maintenance	9%
Less taxes	8%
Help the poor/homeless	7%
Improve transit	7%
Eliminate wasteful spending	5%
Environmental improvement	4%
All other responses	3% or less
None/nothing	6%
Don't know	14%

Source: DHM Research, Mar. 2014

Most important issues mentioned in the region were the quality of education (10%), jobs and unemployment (10%), and funding for education (9%). Issues related to Metro’s goal to reduce vehicle emissions included road maintenance (9%), improving transit (7%), and environmental improvement (4%).

Residents were read a list of issues facing the region and were asked to rate their level of concern on a 0 through 10 scale (0=not at all concerned; 10=very concerned) (Q3-Q6).



Concern was greatest for the economy and jobs (54%, 8-10 rating) and transportation issues, including congestion and the price of gas (42%). Less concern was shown for greenhouse gas in the atmosphere (32%) and air pollution (27%), both of which received similar ratings.

Demographic Differences: Subgroup differences were seen in level of concern for each of these issues. The following subgroup differences are between those that rated each issue at the top end of the scale (ratings of 8-10).

Economy and jobs

Residents of Multnomah County (59%) were more likely than those from Washington County (47%) to rate this at the top end of the scale. Residents ages 35-54 (59%) were also more likely than those ages 18-34 (48%) to rate this highly.

Transportation

Residents ages 35 and older (46%) were more likely than younger residents (33%) to be concerned with transportation issues in the region.

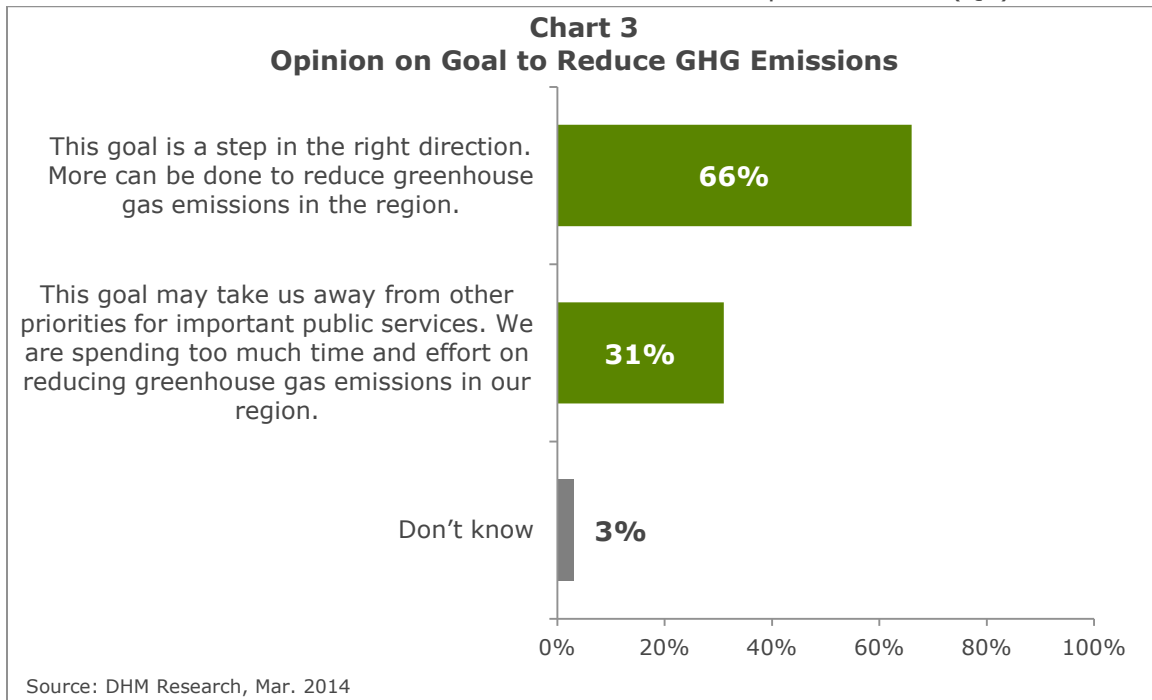
Greenhouse gas in the atmosphere

Residents age 35 and older (37%) were more likely than younger residents (22%) to be concerned with greenhouse gas in the atmosphere. Democrats (45%) were also more likely than both Republicans (10%) and Independents (27%) to find this issue concerning.

Air pollution

Similar to greenhouse gas in the atmosphere, Democrats (33%) were more likely than both Republicans (12%) and Independents (24%) to find this issue concerning.

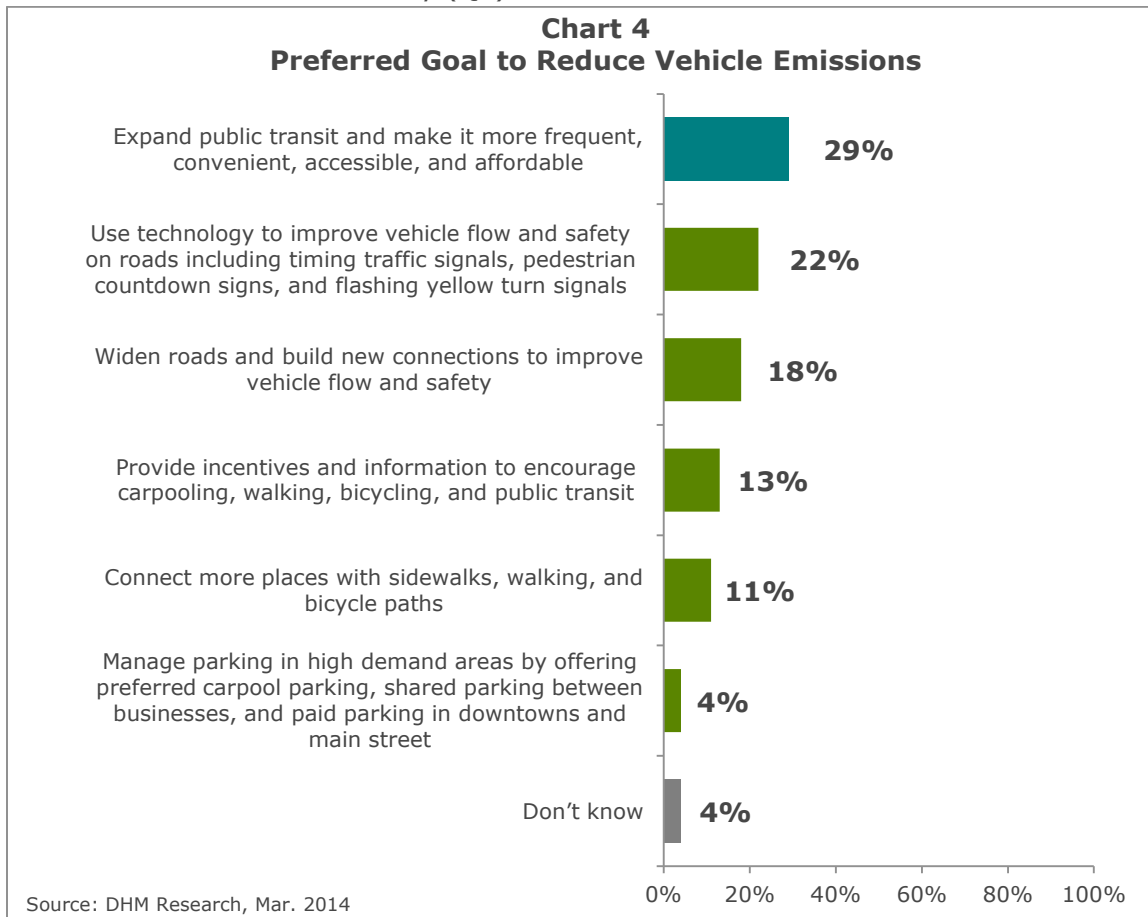
Residents were read a statement explaining Oregon’s goal to reduce greenhouse gas emissions and the mandate on Metro to reduce vehicle emissions by 2035. They were then read two statements and asked which came closest to their point of view (Q7).



Two-thirds (66%) felt that the goal to reduce vehicle emissions was a step in the right direction. Three in ten (31%) felt that this goal may take use away from other priorities for important public services.

Demographic Differences: A majority of all demographic subgroups felt this goal was a step in the right direction; however, Democrats (77%) were more likely than both Republicans (51%) and Independents (60%) to feel the goal was a step in the right direction. Conversely, Republicans (46%) and Independents (37%) were more likely than Democrats (20%) to feel the goal may take away from other priorities.

Residents were read six specific strategies to help reduce vehicle emissions and were asked which one they believed would have the most impact on making the region a great place to live for themselves and their family (Q8).



The most preferred goal for reducing vehicle emissions was expanding public transit and making it more frequent, convenient, accessible, and affordable (29%). This was followed by using technology to improve vehicle flow and safety (22%) and widening roads and building new connections (18%). Less preferred options included providing incentives and information (13%), connecting more places with sidewalks, walking, and bicycle paths (11%), and managing parking in high demand areas (4%).

Demographic Differences: Residents from Multnomah County (35%) were more likely than those from Clackamas County (23%) to prefer **expanding public transit**. Democrats (39%) were also more likely than Republicans (14%) and Independents (26%) to prefer this strategy.

Republicans (30%) were more likely than Democrats (19%) to prefer **using technology to improve vehicle flow and safety**.

Residents from Clackamas County were more likely than those from Multnomah County (14%) to prefer **widening roads and building new connections**. Republicans (32%)

were more likely than Democrats (12%) and Independents (19%) to prefer this strategy as well.

Notably, residents who felt the goals to reduce vehicle emissions are a step in the right direction (33%) were most likely to prefer expanding public transit, while those who felt it may take away from other priorities were most likely to prefer widening roads and building new connections (28%).

Residents were then asked why they felt that way (Q9).

Table 2
Reason to Support Goal

Expand public transit...	N=176
Public transit is important	23%
Make public transportation accessible	13%
We need cheaper transportation options	12%
Reduce traffic congestion	8%
Less cars on the road	7%
All other responses	6% or less
Nothing/none	1%
Don't know	1%

Source: DHM Research, Mar. 2014

The top reason residents believed that expanding public transit and making it more frequent, convenient, accessible, and affordable would have the largest impact on making the region a great place to live for them and their family was the general importance of transit service (23%). Other reasons included the need to make transit more accessible (13%) and the need for cheaper transportation options in the region (12%).

Table 3
Reason to Support Goal

Use technology to improve...	N=131
Reduce traffic congestion	19%
We need better traffic signals	17%
Technology will help	11%
Best solution-general	6%
Safety is important	6%
All other responses	5% or less
Nothing/none	2%
Don't know	2%

Source: DHM Research, Mar. 2014

The top reason residents believed that using technology to improve vehicle flow and safety on roads would have the largest impact on making the region a great place to live for them and their family was the desire to reduce traffic congestion (19%) and the need for improved traffic signals (17%).

Table 4
Reason to Support Goal

Widen roads/Build new connections...	N=106
Reduce traffic congestion	35%
Expanding of highway/roads	15%
Improve road maintenance	13%
Prefer driving cars	9%
Safety is important	7%
All other responses	4% or less
Don't know	2%

Source: DHM Research, Mar. 2014

The top reason residents believed widening roads and building new connections to improve vehicle flow and safety would have the largest impact on making the region a great place to live for them and their family was the desire to reduce traffic congestion (35%). Other reasons included the need to expand roads and highways (15%) and improve road maintenance (13%).

Table 5
Reason to Support Goal

Provide incentives...	N=76
Incentives for carpooling/walking/biking	20%
Reduce traffic congestion	16%
Promote carpooling	13%
All other responses	9% or less
Nothing/none	3%
Don't know	1%

Source: DHM Research, Mar. 2014

The top reason residents believed providing incentives and information to encourage carpooling, walking, bicycling, and public transit would have the largest impact on making the region a great place to live for them and their family was the general idea that incentives would be effective (20%), would reduce traffic congestion (16%), and promote carpooling (13%).

Table 6
Reason to Support Goal

Connect more places with sidewalks...	N=64
Favorable towards bicycling/walking	37%
Need more sidewalks	21%
Safety is important	16%
All other responses	5% or less
Nothing/none	5%

Source: DHM Research, Mar. 2014

The top reason residents believed connecting more places with sidewalks, walking, and bicycle paths would have the largest impact on making the region a great place to live for them and their family was that they were generally in favor of these modes as of transportation (37%). Other reasons included the need for more sidewalks (21%) and the importance of making these modes of transportation safe (16%).

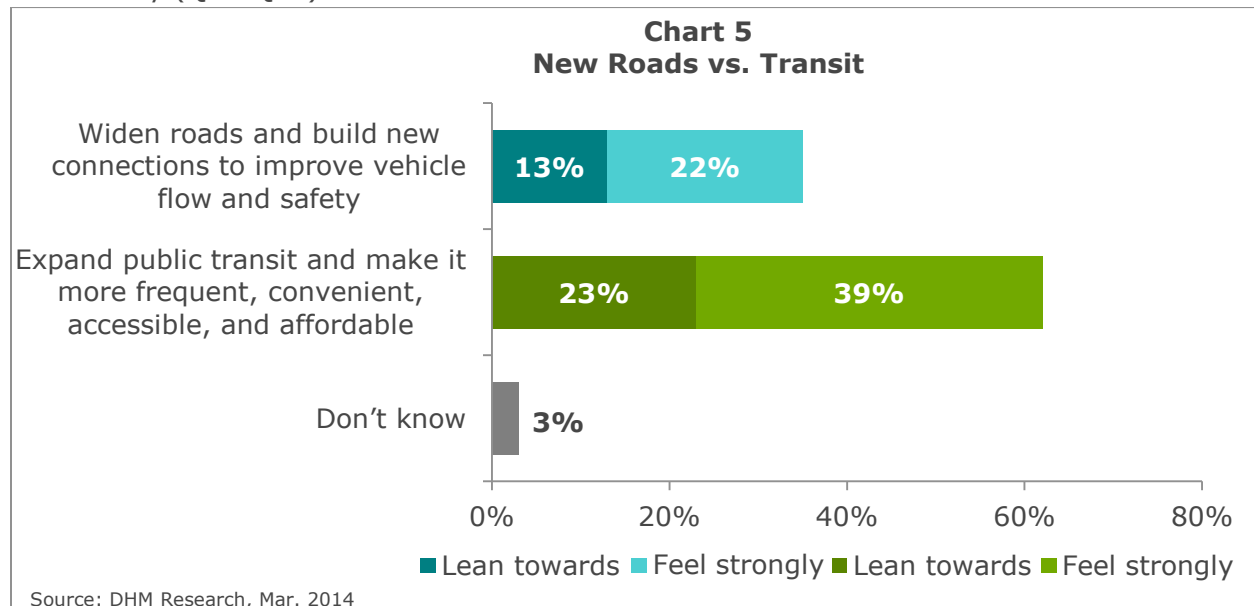
Table 7
Reason to Support Goal

Manage parking in high demand areas...	N=21
Access to parking	37%
All other responses	9% or less
Don't know	0%

Source: DHM Research, Mar. 2014

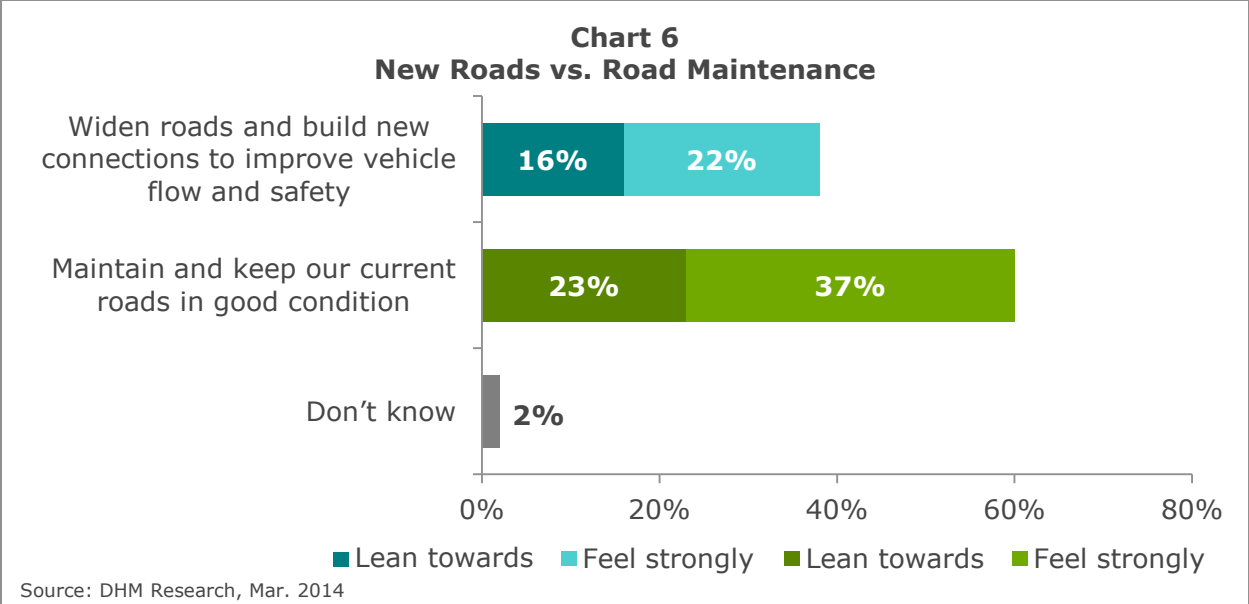
Few residents chose managed parking as their preferred goal. The main reason residents chose this goal was because they believed it would increase access to parking (37%).

Residents were told that in the Portland Metropolitan region, transportation is responsible for about 25% of the greenhouse gas emissions. They were then read several pairs of goals and asked which they felt would make the region a better place to live for themselves or their family (Q10-Q14).



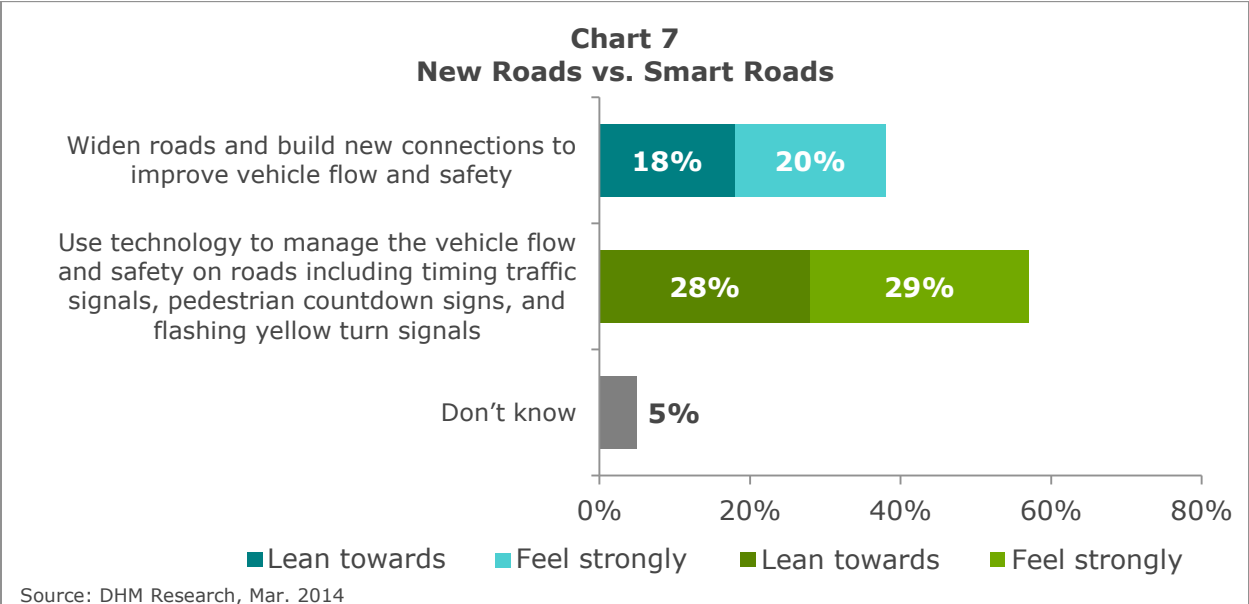
When asked their preference between widening roads and building new connections to improve vehicle flow and safety (35%) and expanding public transit and making it more frequent, convenient, accessible, and affordable (62%), residents leaned towards public transit.

Demographic Differences: A majority of all demographic subgroups preferred public transit over widening roads with the exception of Republicans. Democrats (72%) were more likely than Republicans (40%) and Independents (60%) to prefer **expanding public transit**. Conversely, Republicans (58%) were more likely than both Democrats (26%) and Independents (36%) to prefer **widening roads and building new connections**.



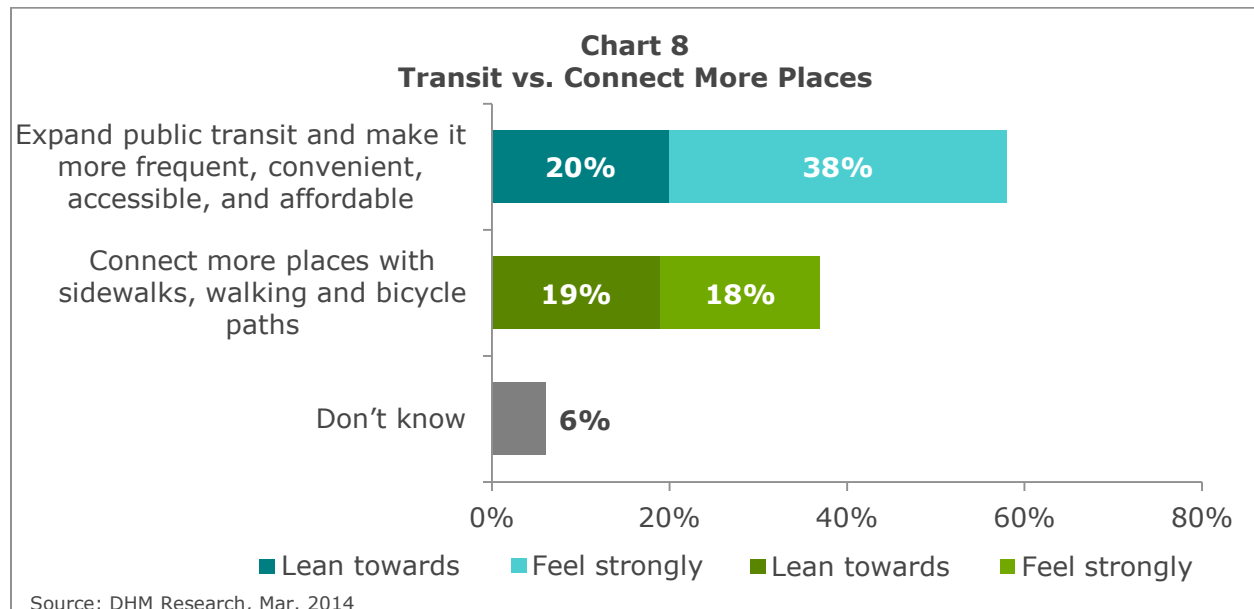
When asked their preference between widening roads and building new connections to improve vehicle flow and safety (38%) and maintaining our current roads (60%), residents leaned towards maintenance.

Demographic Differences: Though a majority of all demographic subgroups preferred maintaining our current roads and keeping them in good condition, residents from Multnomah County (66%) were more likely than those from Clackamas (58%) and Washington (52%) counties to **prefer maintenance**. Conversely, residents from Clackamas (41%) and Washington (44%) counties were more likely than those from Multnomah County (31%) to **prefer widening roads and building new connections**.



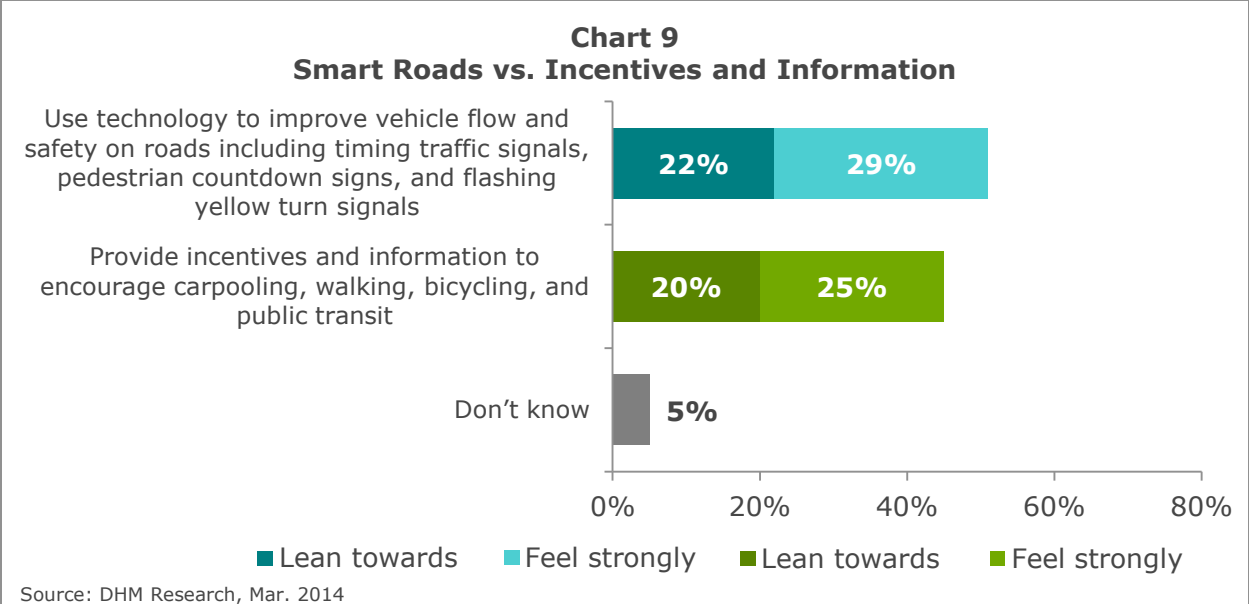
When asked their preference between widening roads and building new connections to improve vehicle flow and safety (38%) and using technology to improve vehicle flow and safety (57%), residents leaned towards technology.

Demographic Differences: Though a majority of all demographic subgroups preferred using technology to improve vehicle flow and safety, Democrats (66%) were more likely than Republicans (54%) and Independents (49%) to **prefer technology**. Conversely, Republicans (45%) and Independents (46%) were more likely than Democrats (29%) to **prefer widening roads and building new connections**.



When asked their preference between expanding public transit and making it more frequent, convenient, accessible and affordable (58%) and connecting more places with sidewalks, walking, and bicycle paths (37%), residents leaned towards transit expansion.

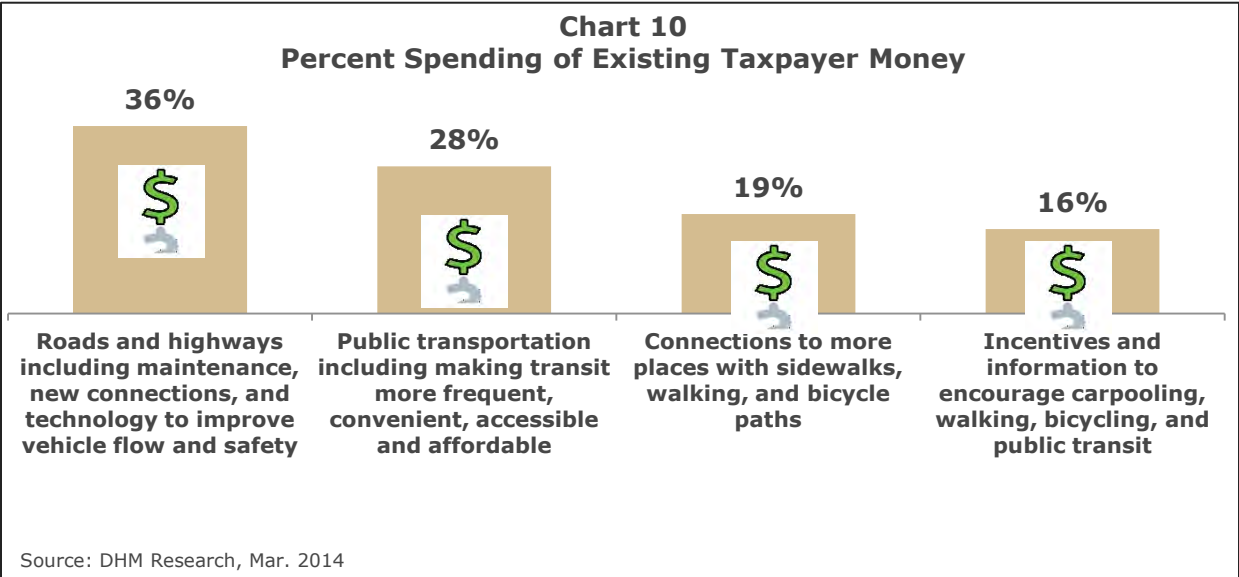
Demographic Differences: A majority of all demographic subgroups preferred expanding public transit. However, Democrats (62%) and Independents (60%) were more likely than Republicans (45%) to **prefer expanding public transit**. Conversely, Republicans (48%) were more likely than both Democrats (33%) and Independents (35%) to prefer **sidewalks, walking, and bicycle paths**.



When asked their preference between using technology to improve vehicle flow and safety (51%) and providing incentives and information to encourage carpooling, walking, bicycling, and public transit (45%), residents leaned slightly towards technology.

Demographic Differences: Residents age 55 and older (58%) were more likely than those ages 18-34 (42%) to **prefer technology**. Men (55%) and Republicans (66%) were also more likely than women (46%) and Democrats (48%) and Independents (49%) to prefer technology. Conversely, residents ages 18-34 (55%) and Democrats (47%) and Independents (46%) were more likely than those older (35-54: 44%; 55+: 35%) and Republicans (31%) to **prefer incentives and information**.

Residents were asked to build a budget based on how they would like to see existing taxpayer money spent on four transportation priorities (Q15).



Overall, roads and highways (36%) garnered the most funding among residents followed by public transit (28%). Both connecting more places with sidewalks, walking, and bicycle paths (19%) and incentives and information (16%) were lower priorities.

Demographic Differences: While roads and highways was the top priority across all counties, other demographic differences existed.

Roads and highways including maintenance, new connections, and technology to improve vehicle flow and safety

Residents age 55 and older (40%) were more likely than those ages 18-34 (30%) to place higher priority on roads and highways. Republicans (45%) were also more likely than Democrats (32%) and Independents (38%) to make this a priority.

Public transportation including making transit more frequent, convenient, accessible and affordable

Residents in Multnomah County (31%) were more likely than those in Washington County (25%) to place higher priority on public transportation. Democrats (31%) and Independents (29%) were also more likely than Republicans (21%) to make this a priority.

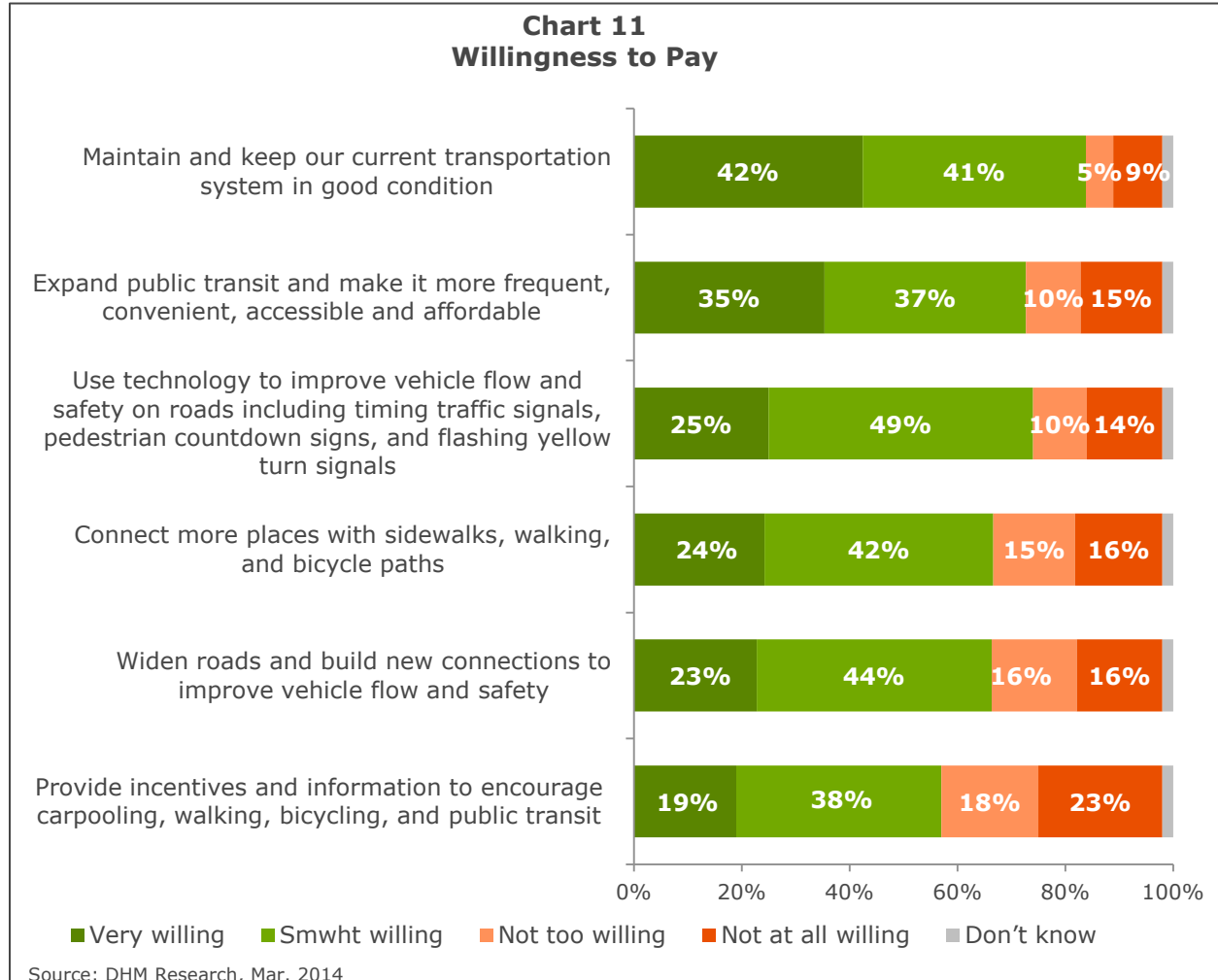
Connections to more places with sidewalks, walking, and bicycle paths

Residents ages 18-34 (23%) were more likely than those older (35-54: 18%; 55+: 16%) to prioritize connecting more places. Democrats (20%) were also more likely than Republicans (17%) to make this a priority.

Incentives and information to encourage carpooling, walking, bicycling, and public transit

No significant subgroup differences exist in prioritization of incentives and information.

Residents were read a list of transportation goals and were asked to rate how willing they would be to pay more in taxes to fund each (Q16-Q21).



A majority of residents said they would be willing (very/somewhat) to spend more in taxes or fees to support each transportation goal. Four in ten (42%) said they would be “very willing” to pay more to **maintain and keep our current transportation system in good condition** (83% very/somewhat). One-third (35%) of residents said they would be “very willing” to pay more to **expand public transit and make it more frequent, convenient, accessible and affordable** (72% very/somewhat).

Overall, a majority of residents are willing (very/somewhat) to pay more for all other goals, however, they are less likely to be “very willing” to pay more to **use technology to improve vehicle flow and safety on roads** (25%), **connect more places with sidewalks, walking, and bicycle paths** (24%), and **widen roads and build new connections** (23%). **Providing incentives and information** was the transportation goal that residents were least willing to support with additional funds (19% very willing).

Demographic Differences: No significant differences by county exist. In general younger residents, ages 18-34, and Democrats are more likely than their counterparts to say they are willing to pay more in taxes or fees to fund these transportation goals.

4 | ANNOTATED QUESTIONNAIRE

Metro Climate Smart Communities
March 2014; N=600; General Population
Multnomah N=200, Clackamas N=200, Washington N=200
14 minutes (25-30 questions); margin of error +/- 4.0%
DHM Research

Hi, my name is ___ and I'm with an opinion research firm in Portland. I'm not selling anything. I'm calling about important issues in the Portland Metropolitan region. The survey will only take 10 minutes and it is completely confidential and anonymous.

Warm-up & General Issues

- Overall, do you feel the quality of life in the Portland Metropolitan region is very good, good, poor, or very poor?

Response Category	N=600
Very good	34%
Good	60%
Poor	3%
Very poor	1%
Don't know	2%

- What are the two most important things you would like your local government officials to do that would improve the quality of life in the region? (**OPEN. Probe for specific issues**)

Response Category	N=600
Education quality	10%
Jobs/unemployment	10%
Funding for education	9%
Road maintenance	9%
Less taxes	8%
Help the poor/homeless	7%
Improve transit	7%
Eliminate wasteful spending	5%
Environmental improvement	4%
All other responses	3% or less
None/nothing	6%
Don't know	14%

I'd like to read a list of issues facing the region. Using a scale of 0 to 10, where 0 means you are not at all concerned, and 10 means that you are very concerned, please rate the following issues. You can use any number between 0 and 10. **[ROTATE]**

Response Category	Mean	Top Box (8-10)	Don't know
3. Economy and jobs including underemployment and job training	7.4	54%	1%
4. Transportation including traffic congestion and price of gas	6.8	42%	0%
5. Greenhouse gas in the atmosphere including changes in climate	5.7	32%	1%
6. Air pollution including smog	5.6	27%	0%

Goal to Reduce Tailpipe Emissions

Oregon has set a goal to reduce its greenhouse gas emissions from all sources over the next 35 years. To help meet this goal, the Oregon Legislature required our regional government to develop and implement a plan to reduce vehicle emissions from cars and small trucks by 2035, or over the next 20 years. Some ideas to reduce emissions from cars and small trucks include more connected sidewalks, bicycle paths, and public transit to provide more options for people to get around. Other ideas include timed traffic signals, flashing yellow turn signals, and widening roads to help with vehicle flow. The state has been working on cleaner fuels and more fuel-efficient vehicles with other states and the Federal government, which will also help.

7. I'd like to read two statements about reducing greenhouse gas emissions. Please tell me which ONE of the following comes closer to your point of view?

Response Category	N=600
This goal is a step in the right direction. More can be done to reduce greenhouse gas emissions in the region.	66%
This goal may take us away from other priorities for important public services. We are spending too much time and effort on reducing greenhouse gas emissions in our region.	31%
Don't know	3%

Specific Strategies

8. I'd like to read some goals to help reduce vehicle emissions. Please tell me which ONE goal you believe would have the most impact on making the region a great place to live for you and your family? **[ROTATE]**

Response Category	N=600
a. Widen roads and build new connections to improve vehicle flow and safety	18%
b. Expand public transit and make it more frequent, convenient, accessible, and affordable	29%
c. Connect more places with sidewalks, walking, and bicycle paths	11%
d. Use technology to improve vehicle flow and safety on roads including timing traffic signals, pedestrian countdown signs, and flashing yellow turn signals	22%
e. Provide incentives and information to encourage carpooling, walking, bicycling, and public transit	13%
f. Manage parking in high demand areas by offering preferred carpool parking, shared parking between businesses, and paid parking in downtowns and main street	4%
Don't know	4%

9. (SKIP IF Q8=g)And why do you feel that way? **(OPEN, Probe for specifics)**

A. Widen roads/Build new connections...	N=106
Reduce traffic congestion	35%
Expanding of highway/roads	15%
Improve road maintenance	13%
Prefer driving cars	9%
Safety is important	7%
All other responses	4% or less
Don't know	2%
B. Expand public transit...	N=176
Public transit is important	23%
Make public transportation accessible	13%
We need cheaper transportation options	12%
Reduce traffic congestion	8%
Less cars on the road	7%
All other responses	6% or less
Nothing/none	1%
Don't know	1%
C. Connect more places with sidewalks...	N=64
Favorable towards bicycling/walking	37%
Need more sidewalks	21%
Safety is important	16%
All other responses	5% or less
Nothing/none	5%
Don't know	4%
D. Use technology to improve...	N=131
Reduce traffic congestion	19%
We need better traffic signals	17%
Technology will help	11%

Best solution-general	6%
Safety is important	6%
All other responses	5% or less
Nothing/none	2%
Don't know	2%
E. Provide incentives...	N=76
Incentives for carpooling/walking/biking	20%
Reduce traffic congestion	16%
Promote carpooling	13%
All other responses	9% or less
Nothing/none	3%
Don't know	1%
F. Manage parking in high demand areas...	N=21
Access to parking	37%
All other responses	9% or less
Don't know	0%

In the Portland Metropolitan region, transportation is responsible for about 25% of the greenhouse gas emissions, mostly coming from cars, small trucks and SUVs. I'd like to get your opinion on some goals to reduce vehicle emissions and keep the Portland region as a great place to live. I will read two goals. Please tell me which one goal you feel will make the Portland region a better place to live for you and your family.

ROTATE Q10-Q 14

ROTATE STATEMENTS A & B

10. ** [Read statements then ask follow-up: Do you feel strongly or lean somewhat toward that goal?]

Response Category	N=600
A. Widen roads and build new connections to improve vehicle flow and safety	
Feel strongly	22%
Lean somewhat towards	13%
B. Expand public transit and make it more frequent, convenient, accessible, and affordable	
Lean somewhat towards	23%
Feel strongly	39%
Don't know	3%

11. ** [Read statements then ask follow-up: Do you feel strongly or lean somewhat toward that goal?]

Response Category	N=600
A. Widen roads and build new connections to improve vehicle flow and safety	
Feel strongly	22%
Lean somewhat towards	16%
B. Maintain and keep our current roads in good condition	
Lean somewhat towards	23%
Feel strongly	37%
Don't know	2%

12. ** [Read statements then ask follow-up: Do you feel strongly or lean somewhat toward that goal?]

Response Category	N=600
A. Widen roads and build new connections to improve vehicle flow and safety	
Feel strongly	20%
Lean somewhat towards	18%
B. Use technology to manage the vehicle flow and safety on roads including timing traffic signals, pedestrian countdown signs, and flashing yellow turn signals	
Lean somewhat towards	28%
Feel strongly	29%
Don't know	5%

13. ** [Read statements then ask follow-up: Do you feel strongly or lean somewhat toward that goal?]

Response Category	N=600
A. Expand public transit and make it more frequent, convenient, accessible, and affordable	
Feel strongly	38%
Lean somewhat towards	20%
B. Connect more places with sidewalks, walking and bicycle paths	
Lean somewhat towards	19%
Feel strongly	18%
Don't know	6%

14. ** [Read statements then ask follow-up: Do you feel strongly or lean somewhat toward that goal?]

Response Category	N=600
A. Use technology to improve vehicle flow and safety on roads including timing traffic signals, pedestrian countdown signs, and flashing yellow turn signals	
Feel strongly	29%
Lean somewhat towards	22%
B. Provide incentives and information to encourage carpooling, walking, bicycling, and public transit	
Lean somewhat towards	20%
Feel strongly	25%
Don't know	5%

15. Next, I'd like for you to build a budget based on how you would like to see existing taxpayer money spent on the following four transportation priorities. Your total budget is \$100 dollars. After I'm finished reading the list of priorities, please tell me how much you feel should go to each item. You can assign any amount to a single item—from \$0 to \$100 – but the total of all four priorities will need to be \$100. Remember to allocate the money in the way you feel most closely matches your personal values and beliefs. **[READ LIST, THEN ASK]** What dollar amount would you spend on:

Response Category	N=600
Roads and highways including maintenance, new connections, and technology to improve vehicle flow and safety	\$36.20
Public transportation including making transit more frequent, convenient, accessible and affordable	\$28.40
Connections to more places with sidewalks, walking, and bicycle paths	\$19.20
Incentives and information to encourage carpooling, walking, bicycling, and public transit	\$16.30
TOTAL	\$100

Thank you for hanging in there with me. I know the money exercise is not easy to do over the phone. Now I have a few more easy questions.

I'm going to read a list of transportation goals. For each please tell me if you would be very willing, somewhat willing, not too willing, or not at all willing to pay more in taxes or fees to fund each goal. **[ROTATE]**

Response Category	Very	Smwht	Not too	Not at all	DK
16. Maintain and keep our current transportation system in good condition	42%	41%	5%	9%	2%
17. Widen roads and build new connections to improve vehicle flow and safety	23%	44%	16%	16%	2%
18. Expand public transit and make it more frequent, convenient, accessible and affordable	35%	37%	10%	15%	2%
19. Connect more places with sidewalks, walking, and bicycle paths	24%	42%	15%	16%	2%
20. Use technology to improve vehicle flow and safety on roads including timing traffic signals, pedestrian countdown signs, and flashing yellow turn signals	25%	49%	10%	14%	2%
21. Provide incentives and information to encourage carpooling, walking, bicycling, and public transit	19%	38%	18%	23%	2%

DEMOGRAPHICS

The following questions make sure we have a valid sample of the community. It's important that I collect answers to each question. Please keep in mind your responses are confidential.

22. Which of the following forms of transportation do you use at least once a week? Keep in mind this is for trips to work, school, or run errands, and not for exercise. Accept Multiple responses

Response Category	N=600
Vehicle	85%
Public transportation	30%
Bicycle	14%
Walk	46%
Carsharing service, for example Zipcar, or Car2Go	4%
Other (motorcycle, skateboard, etc.)	5%
Don't know	2%

23. **[IF Q22=1]** On average, how many miles would you say you drive in a typical day?
Your best estimate is fine.

Response Category	N=511
0-10	47%
11-20	21%
21-40	16%
41+	12%
Don't know	2%
Mean	22.5

24. Including yourself, how many people live in your household?

Response Category	N=600
1	18%
2	29%
3	17%
4+	34%
Don't know	2%
Mean	3.0

25. **[IF Q 24>1]** And, how many of them are under the age of 18?

Response Category	N=481
0	57%
1	16%
2	15%
3+	9%
Don't know	0%
Mean	0.9

26. In what year were you born? **[COLLECT NUMERIC RESPONSE – CODE INTO CATEGORIES BELOW] Move to beginning**

Response Category	N=600
18-24	16%
25-34	16%
35-54	38%
55-64	12%
65+	18%
Refused	0%

27. What is the highest level of education you have completed?

Response Category	N=600
Less than high school	3%
High school diploma	18%
Some college	29%
College degree	31%
Graduate/professional school	16%
Refused	2%

28. How many years have you lived in the Portland Metro region? (Record year)

Response Category	N=600
Less than 5	6%
5-10	11%
11-20	26%
21+	56%
Refused	2%

29. Which of the following best describes your ethnicity? [DO NOT READ LIST]

Response Category	N=600
African	0%
African American/Black	4%
American Indian/Native American or Alaskan Native	1%
Asian or Pacific Islander	5%
Hispanic/Latino	9%
Slavic	0%
White/Caucasian	75%
Middle Eastern	1%
Refused	4%

30. Are you currently registered to vote?

Response Category	N=600
Yes	91%
No	6%
Don't know	3%

31. [IF Q30=1] When it comes to politics, do you consider yourself more as a Democrat, Republican, Independent or some other party?

Response Category	N=578
Democrat	41%
Republican	16%
Independent / other party	36%
Refused	6%

32. Gender (BY OBSERVATION) Move to beginning

Response Category	N=600
Male	48%
Female	52%

33. County (FROM SAMPLE) Move to beginning

Response Category	N=600
Multnomah	46%
Washington	31%
Clackamas	23%

34. Zip (FROM SAMPLE)



March 07, 2014

To: Peggy Morell, Metro
Fr: John Horvick & James Kandell, DHM Research
Re: Climate Smart Communities Focus Group Summary

1. INTRODUCTION & METHODOLOGY

Davis, Hibbitts & Midghall, Inc. (DHM) conducted three focus groups for Metro to gauge residents' willingness to support specific strategies under consideration to reduce per capita tailpipe emissions. The purpose of these groups was to collect feedback from residents on 5 strategies currently under consideration by Metro.

Research Design: Focus groups were conducted on February 22nd, 2014, between the hours of 9:00 and 2:30. Groups were 90 minutes in length and led by a professional moderator (Vice President and Director of Research at DHM Research). The groups were divided by geography, with one group each consisting of residents from Clackamas, Washington, and Multnomah counties. A total of 22 people participated, who were recruited randomly from a list of registered voters. Participants completed written exercises which are included in the appendices that follow this report.

Statement of Limitations: A professional moderator led the focus groups, which included written exercises and group discussions. Although research of this type is not designed to measure the attitudes of a particular group with statistical reliability, it is valuable for giving a sense of the attitudes and opinions of the population from which the sample is drawn.

This report summarizes key findings from the discussions. Each section reviews a major topic and includes representative quotations, as well as evaluative commentary. The quotations and commentary are drawn from both written exercises and the conversations.¹ The referenced Appendices provide complete responses to all written exercises.

DHM Research: Davis, Hibbitts & Midghall, Inc. (DHM Research) has been providing opinion research and consultation throughout Oregon and the Pacific Northwest for over three decades. The firm is non-partisan and independent, and specializes in research projects to support community planning and public policymaking. www.dhmresearch.com

¹ We have selected quotations from the discussions and written exercises to represent the range of opinions regarding a topic, and not to quantitatively represent the expressed attitudes. We have edited quotations as appropriate to correct punctuation and to eliminate non-relevant or repetitive intervening comments, asides such as "you know," "I mean," and the superfluous adverbs of everyday speech.

2. | KEY FINDINGS

2.1 | Short and Long-Term Issues

Participants were asked to make two lists. First, a list of issues they would like their local and regional elected officials to do to improve their community right now. Second, a list of issues they would like officials to address in the next 20 years. Additionally, participants were asked to indicate which issue they felt was most important.

Short-term Issues

Participants in all groups mentioned a variety of issues. Common issues considered most important included the economy and jobs, education, and road maintenance. Greenhouse gas emissions and the environment were not top of mind short-term issues.

Long-term Issues

There were many similarities among groups as to what they wanted officials to address in the next 20 years. Many of the top long-term issues were similar to short-term issues. Participants said they would like to see officials address the economy and jobs, education, and traffic congestion/infrastructure. While transportation and infrastructure were mentioned, specific mentions of transit did not rise to the top for most. Again, greenhouse gas emissions and the environment were not top of mind long-term issues.

"Improve the quality of our education and the options for education." – Clackamas

"I wish there were more opportunities for jobs for everybody. I worry about people being out of work." - Multnomah

"Bureaucratic rules for small businesses that seem to make it overwhelming for small businesses to do business." - Washington

"The most immediate issue is road improvements in my neighborhood. In southeast, a lot of roads are unimproved roads, dirt roads, super horrible potholes, missing streetlights." - Multnomah

"I would like to see better balance on the transportation infrastructure...We don't have systems that will support us for the next 10 to 20 years from an automobile transportation standpoint" - Washington

"The traffic is getting worse and worse. I know they have the light rail thing going, but they need to have longer-term planning than just one little light rail going into downtown Portland." - Clackamas

2.2 | Reduced Greenhouse Gas Emissions Targets

Participants were given handouts which explained the State’s mandate on greenhouse gas reduction and Metro’s task of reducing tailpipe emissions. They were then asked to indicate whether they felt the targets were good or poor for the state and the Portland region.

All things considered, would you say these targets are very good, good, poor, or very poor for the state and Portland region?

	Multnomah County	Washington County	Clackamas County	TOTAL
Very good	3	1	1	5
Good	4	4	3	11
Poor	0	3	1	4
Very poor	1	0	0	1
Don’t know/No answer	0	0	1	1

Source: DHM Research, February 2014

Most felt that the targets were either very good or good for the state and the Portland region. In general, those who felt the targets were good did so because of the positive environmental impacts. As one participant from Multnomah County put it *"I think any idea we have as far as keeping our environment as pristine as possible is a very good idea."*

Participants who felt the targets were poor did so mainly based on the timeliness of implementation. For some, there appeared to be a misunderstanding that work to reduce emissions would not begin until the year 2035. Others felt the timeline was not aggressive enough. When communicating with the public, it will be important to highlight the fact that Metro is already working on solutions now and not waiting until the date of the mandate. There was some confusion around this point.

"I'm not against the goal. I don't think that it's soon enough. I think they need to be a lot more aggressive." – Clackamas

"The idea is good. The timeline, measurement, I think there is more they can do right now." - Washington

"I am for clean air, and I am for reduced tailpipe emissions. I don't think this should be a state or a Metro issue." - Multnomah

2.3 | Meeting Obligation to Reduce Tailpipe Emissions

Participants were asked to generate their own list of ways that the Portland region can meet its obligation to reduce tailpipe emissions from cars and small trucks by 2035. They were then asked to indicate which method they thought would have the greatest impact and which method they thought would be most achievable.

Greatest Impact

Participants had a variety of ideas of how the Portland region can meet its obligation. *Transit accessibility, coverage and frequency* were common themes that came up in most groups.

"Where I live, the bus only runs once an hour. So, if they improved the transit and maybe put in more, then it will open up jobs." - Clackamas

"I think we would have great results if we went and added more to the bus system...because the bus system is very efficient." – Multnomah

Fuel efficient vehicles was another common theme mentioned in all groups. Ideas ranged from larger tax incentives for purchasing a vehicle of this type to requiring all public fleets to use fuel efficient vehicles.

"The state and city police should be electric or hybrid." – Multnomah

"I agree with the electric cars. I really like the idea of it. If it was made more viable and easier to obtain, I think a lot more people would do it." – Washington

"They should have rebates or do something to encourage people to use their own form of transportation that is environmentally friendly." - Clackamas

Most Achievable

Again, ideas that were thought to be most achievable varied greatly. An education campaign around how tailpipe emissions can be reduced was mentioned by some. *"I think there needs to be a public education campaign about your driving habits."* Incentives for alternative travel methods was another strategy that came up in multiple groups. This ranged from tax incentives to employer incentives. Expanding transit was also one of the more common themes and included both bus and light rail expansion.

2.4 | Priorities of Strategies

Participants were shown a list of different strategies for planning in the region and asked to divide \$100 between them with the goal of making the Portland region a great place for them and their family to live.

Strategy	Mult Co	Wash Co	Clack Co	TOTAL
Maintain and make transit more convenient, frequent, accessible and affordable	\$38	\$23	\$38	\$99.00
Use technology and “smarter” roads to manage traffic flow and boost efficiency (e.g., clearing crashes more quickly, traffic signal timing, pedestrian countdown signs, flashing yellow turn arrows)	\$23	\$42	\$14	\$79.00
Provide information to expand use of low carbon travel options and fuel-efficient driving techniques (e.g., provide incentives and information to encourage and support walking, biking and transit use)	\$14	\$16	\$21	\$51.00
Connect more places with sidewalks, pedestrian paths and separated bike paths	\$17	\$12	\$16	\$45.00
Provide incentives and information to encourage and support walking, biking and using transit	\$8	\$7	N/A	\$15.00
Maintain and make streets and highways more safe, reliable and connected	N/A	N/A	\$11	\$11.00

In both Multnomah and Clackamas counties, *maintain and make transit more convenient, frequent, accessible and affordable* received the largest investment. In general, this strategy was seen as having the largest impact by many.

“I think it will have the greatest impact. To increase the accessibility and availability of public transit is just paramount.” - Clackamas

“The only way you’re going to reduce it, in my opinion without coming up with new ways to build cars, is get people out of their own cars and into public transit.” - Clackamas

In Washington County, *use technology and “smarter” roads to manage traffic flow and boost efficiency* received the largest investment. One participant’s comments as to why he invested the most in this initiative, *“we’re a sprawled community that doesn’t have a lot [of transit]... I think we’re too sprawled to invest heavily at this point in time on the transit.”*

Participants were shown the same list and were asked to divide \$100 again, this time with the goal of the metro region meeting its tailpipe emission reduction targets. They also reviewed a handout showing relative costs and expected impacts of each strategy.

Strategy	Mult Co	Wash Co	Clack Co	TOTAL
Maintain and make transit more convenient, frequent, accessible and affordable	\$36	\$23	\$45	\$104.00
Use technology and “smarter” roads to manage traffic flow and boost efficiency (e.g., clearing crashes more quickly, traffic signal timing, pedestrian countdown signs, flashing yellow turn arrows)	\$30	\$38	\$17	\$85.00
Provide information to expand use of low carbon travel options and fuel efficient driving techniques (e.g., provide incentives and information to encourage and support walking, biking and transit use)	\$16	\$16	\$20	\$52.00
Connect more places with sidewalks, pedestrian paths and separated bike paths	\$11	\$15	\$12	\$38.00
Provide incentives and information to encourage and support walking, biking and using transit	\$6	\$8	N/A	\$14.00
Maintain and make streets and highways more safe, reliable and connected	N/A	N/A	\$7	\$7.00
	\$100	\$100	\$100	

When considering these strategies with the goal of the metro region meeting its tailpipe emission reduction targets, priorities were similar to those when considering the goal of making the Portland region a great place for participants and their families to live. However, access to additional information about relative cost and effectiveness of each strategy did change some participants thinking. Specifically, some shifted money away from transit to support lower cost effective strategies.

"In my first assessment, I thought transit was most important, and my second, I thought it was still the most important, but I decided to give it less money because there were other things that cost less that were also effective." – Multnomah

"If we can accomplish a whole bunch of things without putting a whole lot of money in transit, putting the money into other strategies, I think that's the way to go." - Washington

Some expressed surprise at the cost and effectiveness of some strategies. One participant in Clackamas County stated, *"I didn't think that it would cost that much for them to make transit more convenient. I was shocked at the cost."* - Clackamas

2.5 | Final Message to Metro

Finally, participants were asked for final comments they had for Metro as it develops and implements the state mandate to reduce tailpipe emissions by 2035. Comments varied greatly, but some of the more common and relevant comments focused on a balanced approach.

"Be careful in just pouring money into things that sound good like bike lanes and public transportation without looking at other issues like traffic congestion that has cars not moving at road speed." – Multnomah

"I think looking outside of just transportation can help achieve the goal of lower emissions. If there are reasons for people to stay home, walk, or bike somewhere, or if people feel safe doing so, they make that choice. More convenient shopping/dining/entertainment options would help." - Multnomah

Other comments include:

"I really think that they need to buckle down and say, 'Look it has to be done, whether the people like it or not'... The people of southern Oregon and the people of eastern Oregon are going to benefit from the long-term effect of getting these things under control." - Clackamas

"If you make public transit easier and 'smarter,' I think it would help a lot of people and make emissions go down greatly. If it didn't take me an hour and a half to go a 30 min distance, I would be more for the idea." – Washington

"Yeah, I think it is great that Metro is doing this. I think it is going to have to be linked up with the land use." – Multnomah

"I just think that they need to make mass transit more efficient, more affordable, and make more sense." – Clackamas

"I would ask Metro to not be shortsighted. As we're lowering emissions and we're burning less fossil fuels, that's affecting revenue. It's affecting revenue for gas taxes and road improvements." - Washington

APPENDIX A: Demographics

How long have you lived in Oregon?			
	Multnomah County	Washington County	Clackamas County
Less than 1 year	0	0	0
2-5 years	0	1	0
6-10 years	1	0	1
11-20 years	1	1	1
More than 20 years	6	6	4
No response	0	0	0

Occupation		
Multnomah County	Washington County	Clackamas County
Retired- Graphic Design	Account executive	Law Enforcement
Letter Carrier	Nurse	Warehouse
Internet Consultant	House Wife	Education
Domestic Violence Response Advocate	Office Manager	Retired Airline Pilot
Service Technician	Barista	Sales
Unemployed	Hospitality Industry	Didn't Answer
Preschool Teacher	Telecom	
Didn't Answer	Human Resources	

Education Level			
	Multnomah County	Washington County	Clackamas County
HS graduate or less (1-11)	2	2	0
High school graduate	1	0	0
Some college/2 year degree	3	3	3
College degree/4 year degree	1	1	1
Post college	1	2	2

Household Income			
	Multnomah County	Washington County	Clackamas County
Under \$15,000	2	0	0
\$15,000-\$29,999	1	2	1
\$30,000-\$49,999	0	1	0
\$50,000-\$74,999	5	1	2
\$75,000-\$99,999	0	4	1
\$100,000 +	0	1	2

Age			
	Multnomah County	Washington County	Clackamas County
18-24	0	1	0
25-34	1	1	1
35-44	0	2	1
45-54	3	1	2
55-64	2	1	1
65-74	1	0	1
75+	1	1	0

Gender			
	Multnomah County	Washington County	Clackamas County
Male	3	3	3
Female	5	5	3

Ethnic Group			
	Multnomah County	Washington County	Clackamas County
White/Caucasian	6	7	5
Black/African American	1	0	1
Spanish/Hispanic	1	0	0
Asian/Pacific Islander	0	1	0
Native American	0	0	0

Party Registration			
	Multnomah County	Washington County	Clackamas County
Democrat	5	2	2
Republican	1	1	2
Independent	0	3	1
Other	0	1	1
Not registered	1	1	0
Refused/No Answer	1	0	0

Typical Week Miles Driven			
	Multnomah County	Washington County	Clackamas County
None—don't drive/Other Transportation	1	0	2
1-25 miles	1	2	0
26-50 miles	1	3	2
51-75 miles	0	1	0
76-100 miles	3	1	0
101-150 miles	1	0	1
Over 150 miles	0	1	1
Didn't answer	1	0	0

APPENDIX B

WE 1: Make a list of issues you would like your local and regional elected officials to do to improve your community right now. Put a * by the most important issue//Now think about longer-term and make a list of issues that you would like your local and regional elected officials to do to improve your community in the next 20 years; Put a * by the most important issue?

MULTNOMAH COUNTY

- *Gun violence; sidewalks on Multnomah Blvd; turn signal on Multnomah Blvd; homelessness; vagrancy; services; robbery; environmental education.//*Solar energy/development; train system; train to the coast; affordable housing; green space; community green space.
- *Water/garbage/sewage; living on 82nd; fighting PCC to go back to school.//*Schools not closing; easier to get a place to live; childcare.
- *Road maintenance.//*Traffic congestion; schools.
- *Focus on violent crimes and offenders; invest in small business; repair roads; increased funding for human trafficking; increased employment opportunities.//*Increase employment opportunities; funds to revitalize neighborhoods; increase employment for veterans; increase police.
- *Helping make jobs available for more people; getting rid of inequality.//*Improve and/or keep schools as effective as possible.
- *Jobs; roads; taxes; crime; police; infrastructure; ethics in government.//*Jobs; police; infrastructure; taxes; roads; schools.
- *Solve PERS.//*Keep taxes from escalating.
- *Help homelessness/give them housing; change zoning to do away with houses in backyards (double lots).//*Do something about the traffic gridlocks; make Rose Garden area a shopping area.

WASHINGTON COUNTY

- *Less restriction on bureaucratic rules; easier for small business to do business; streamline education funding and structure; cable ETA availability/affordable.//*Better infrastructure for transportation (roadways and public transportation- balance); better cooperation between regional government.
- Fund food programs for the needy; improve funding for education; move all electrical wire from pole to underground.//Increase public service/recreational/entertainment areas; increase public housing.
- *I don't like the government cutting the budget for schools; cutting trees and making houses; so many stray cats walking around.//*Having a big name store in our neighborhood; Not having free energy.
- *Obama; Wyden; Kitzhaber; Hales; Monroe.//*Create better tax programs to keep jobs; schools; medical care; fight drugs.
- Didn't answer.//*Keep streets clean; keep schools on track; more jobs; less traffic.
- Didn't answer.//Improve water quality.
- *Telecom improvements Google Fiber; bridge road improvement; public transportation assistance; reduce school admin salaries.//*Expand TriMet; update school facility; improve higher education availability

- *Schools; downtown Beaverton; transit; public facilities; update power and water pipes; sync street lights; more jobs.// *Schools; library, jobs (more bigger businesses).

CLACKAMAS COUNTY

- *Help make educators happy; road and sidewalk improvement; maintenance around street signs.// *Improve safety of schools; clean streets and streams of trash and toxins.
- *Biodegradable cigarette butts; mass transit; doctor check-ups at schools (eyes); high speed rail throughout WA/OR/CA.// *Restructure Tax code (flat tax/sales tax).
- *Monitor Immigrants; gun laws; jobs; schools; home owner red tape; cost of medical// *Immigration; schools; jobs.
- *Crime and drug abuse; light rail; pot holes; spring water bike use (rules of road); environmental – recycling and garbage.// *Population overgrowth; roads; urban planning; housing; gardens for community.
- *Develop elsewhere; remove trees that could disrupt power; provide fiber optic internet service, allow competition to Comcast.// *Improve education in Oregon; develop elsewhere; widen I-205.

APPENDIX C

WE 2: All things considered, would you say that these targets are very good, good, poor, or very poor for the state and the Portland region?//Why?

	Multnomah County	Washington County	Clackamas County	TOTAL
Very good	3	1	1	5
Good	4	4	3	11
Poor	0	3	1	4
Very poor	1	0	0	1
Don't know/No answer	0	0	1	1

MULTNOMAH COUNTY

- Must be comprehensive; have to start somewhere; must be measurable and doable.//Improve air quality; affect how we transport ourselves, more awareness about being in community/regional identity; lead by example.
- Don't Drive, use bus and Max.//Hope it turns out for others that don't have this problem.
- Reduce emissions and pollution.//Cleaner city.
- The planet needs regulation to keep healthy. As an individual I try to do my part but the collective of individuals is still overwhelming. I think it's beneficial that there is someone working on reducing our collective impact.//Clear air; Increase in native animal population; clean water; global warming.
- They need cleaner air.//Difficult for some but hopefully it would help prevent the bad climate change.
- Emissions are a federal concern; Oregon/Portland/Metro are too small to effect changes.//Cleaner air.
- Obviously I need more information to judge if it's doable but it is always good to work toward a cleaner environment.//It would be good to achieve this goal because it benefits everyone.
- I feel like we're living in Pompeii- waiting for the world to end. Reducing greenhouse emissions by 2050 is good, but too little too late. I believe things will be very bad by 2050.

WASHINGTON COUNTY

- No stated % of goal; hands tied behind back as low- impact alternatives IE solar/hydro/wind/nuclear are restricted at some level; needs national support and standards of auto MFR.
- Must clean up the air soon.
- Don't know how hard that is.
- Doesn't make sense since 80% or more already check by DEQ, need to work more on homes, plants, etc.- set rules and make sure they are kept.
- It has a good goal but I have a hard time seeing how they are going to go through with it and who is all going to participate.
- A cleaner environment is good for all. Many questions need to be answered.

- Very good that we are putting into place a deadline to get our emissions down but poor because we don't have to start until 2035, nothing will happen before that date.
- DEQ has been around since I moved here 20 years ago. Currently not all countries require DEQ passing. Why 2035, why not 2020 or sooner?

CLACKAMAS COUNTY

- Vehicles in general, whether battery or gas, are taking a toll on what happens to the air. When a car is destroyed in an accident we have to dispose of it one way or another.
- Sets a time limit that should be achievable; does not limit how it is to be done allowing for many solutions, the goal is measurable.
- It is good but I'm not sure they can pull it off, we need to think outside the box on cleaning our environment.
- We need to do something before 2035.
- Reducing greenhouse emissions will, I hope, help to reduce global warming/climate change.
- Environment is a concern long term. It may be helpful for Oregon to encourage business to offer more telecommuting positions or options for employees, perhaps through incentives to reduce traffic. Also hybrid and electric vehicles.

APPENDIX D

WE 3: Make a list of ways that come to mind that the Portland region can meet its obligation to reduce tailpipe emissions from cars and small trucks by 2035. Place a * by the way you think would have the greatest impact on reducing emissions. Place two ** by the way that you are most confident could be achieved.

MULTNOMAH COUNTY

- *Work to decrease cost of electric and hybrid vehicles;**Public education campaign to chain trips and alternatives; state city fleet be electric or hybrid; public transportation; car share; food services in neighborhood.
- Not sure.
- Electric car charging stations; **tax incentives for electric/hybrid cars and trucks.
- *Make walking or biking an easier task: small neighborhood stores, promenades, bike routes, telecommute for work, community gardening; **Affordable public transportation; low interest loans to new car buyers; laws for manufacturers; increase fines and penalties to violators.
- *Make some laws for inspections or such, as a part of driver's licenses; don't know.
- Impossible to plan for, goal is vague and undefined.
- *Solving the I-5 Bridge so traffic can flow faster north.
- *Manufacturer mandates;** Push more biking, make it easier; change gas mixture, less emissions; make TriMet more long ranging and efficient; solar cars.

WASHINGTON COUNTY

- *Invest heavily in alternative fuel sources - eliminate obstacles for cars; **Work nationally on standards for emissions; set standard of % of reduction; don't restrict freedom of personal transport.
- * Encourage buying vehicles and alternative power systems.
- **Make more room for the bike lane and more racks for the bike on the train, so they can bike and ride train.
- **Laws are not kept; decrease emissions.
- *More affordable;**Make it easier to obtain; make it more valuable.
- *Switch all public vehicles to alternative fuel;**Require new apartment construction to have charging stations; allow the import of small efficient vehicles into the market place
- **Move all power plants to solar, wind, gas, and nuclear in the state; moving its own fleet of vehicles to electric power where possible; grants for battery manufacturers to improve battery tech; set higher emission standards on vehicles like California.
- *Test on highway or roads like with radar guns;**Test all cars-all countries, motorcycles; buses on biofuels; big trucks, 8 wheelers tested.

CLACKAMAS COUNTY

- *Invest more money into transit; we would have more jobs which would encourage people to pursue better education.
- *Phase out the exemptions of DEQ boundaries; **Increase light rail, community planning around transit hubs.

- */**Increase transit more accessible; make transit safer for those using it, offer incentives for using public transit.
- *Limit how many kids you can have; **Increase incentives for carpool, public transportation, bike riders, and smaller vehicles.
- *Keep raising emission standards, **Monitor and enforce emission standards; encourage newer vehicles rather than older dirtier vehicles.
- *Telecommute; **Light rail; hybrid and electric; encourage bike communities; share vehicles, incentivize carpooling.

APPENDIX E

WE 4: Below are several different strategies for planning the Portland region. Imagine you had a budget to divide up among these strategies with the goal of making the Portland region a great place for you and your family to live? You can divide up the money any way you like, but the total must equal \$100.00

Strategy	Mult Co	Wash Co	Clack Co	TOTAL
Maintain and make transit more convenient, frequent, accessible and affordable	\$38	\$23	\$38	\$99.00
Use technology and “smarter” roads to manage traffic flow and boost efficiency (e.g., clearing crashes more quickly, traffic signal timing, pedestrian countdown signs, flashing yellow turn arrows)	\$23	\$42	\$14	\$79.00
Provide information to expand use of low carbon travel options and fuel-efficient driving techniques (e.g., provide incentives and information to encourage and support walking, biking and transit use)	\$14	\$16	\$21	\$51.00
Connect more places with sidewalks, pedestrian paths and separated bike paths	\$17	\$12	\$16	\$45.00
Provide incentives and information to encourage and support walking, biking and using transit	\$8	\$7	N/A	\$15.00
Maintain and make streets and highways more safe, reliable and connected	N/A	N/A	\$11	\$11.00
	\$99	\$100	\$100	

Comments:

MULTNOMAH COUNTY

- Transportation is not a vacuum. It is linked to other habits- mainly purpose, consumption; what kind of communities to do we build?
- I took a driving class held by the city of Portland and the instructor talked about “green” driving techniques: slowing down your speed between lights downtown. One attendee was from ODOT and said that would screw up traffic and not to do that. It’s important to send out correct and same information from multiple sources
- I love the Max system we have now, but no more max lines need to be built, more buses not more light rail

WASHINGTON COUNTY

- As a region and nation- we are unique in the world for our freedom and ability to commute and travel independently. This will continue well into the next several generations.

- The money spent by government/wasted would be enough to buy everyone electric cars.
- Self-driving car incentives, information is useless, everyone knows these things-we need incentives.

CLACKAMAS COUNTY

- N/A

APPENDIX F

WE 5: Below are several different strategies for planning the Portland region. Imagine you had a budget to divide up among these strategies with the goal of the metro region meeting its tailpipe emission reduction targets? You can divide up the money any way you like, but the total must equal \$100.00

Strategy	Mult Co	Wash Co	Clack Co	TOTAL
Maintain and make transit more convenient, frequent, accessible and affordable	\$36	\$23	\$45	\$104.00
Use technology and “smarter” roads to manage traffic flow and boost efficiency (e.g., clearing crashes more quickly, traffic signal timing, pedestrian countdown signs, flashing yellow turn arrows)	\$30	\$38	\$17	\$85.00
Provide information to expand use of low carbon travel options and fuel efficient driving techniques (e.g., provide incentives and information to encourage and support walking, biking and transit use)	\$16	\$16	\$20	\$52.00
Connect more places with sidewalks, pedestrian paths and separated bike paths	\$11	\$15	\$12	\$38.00
Provide incentives and information to encourage and support walking, biking and using transit	\$6	\$8	N/A	\$14.00
Maintain and make streets and highways more safe, reliable and connected	N/A	N/A	\$7	\$7.00
	\$100	\$100	\$100	

Comments:

MULTNOMAH COUNTY

- Develop regional strategy- Sellwood Bridge should be paid for by residents of Clackamas Co.; I-5 Bridge to Vancouver, WA- WA+OR work together.

WASHINGTON COUNTY

- N/A

CLACKAMAS COUNTY

- N/A

APPENDIX G

WE 6: What final comments do you have for Metro as it develops and implements the state mandate to reduce tailpipe emissions by 2035?

MULTNOMAH COUNTY

- Be a model for helping shape a regional transportation system that will: improve climate, improve jobs, improve livability, reduce time getting around, be sustainable, cost - effective, safe, reliable, inclusive.
- Not sure because I don't drive but I hope it works out for others that do drive.
- Need to provide cleaner and safer public transportation and incentives for electric/hybrid vehicles, also work to improve traffic flow.
- I think looking outside of just transportation can help achieve the goal of lower emissions. If there are reasons for people to stay home, walk, or bike somewhere, or if people feel safe doing so, they make that choice. More convenient shopping/dining/entertainment options would help. Really looking at where funds are spent and how. Busses clogging the narrow streets really hinder traffic and cause accidents.
- Don't know as I don't take the buses or max and haven't thought it through.
- More Max is killing what was the greatest bus system in the nation. Please no more billion dollar Max lines.
- If Vancouver doesn't want Max don't force it on them and make us in Oregon pay for it.
- Be careful in just pouring money into things that sound good like bike lanes and public transportation without looking at other issues like traffic congestion that has cars not moving at road speed.
- Good to expand routes, frequency and policing of TriMet and Max. Don't be punitive to drivers, use the easy ways to bring driving downtown - price breaks etc. for taking max, and tax breaks too? Provide the means for us to improve. Look abroad for inspiration.

WASHINGTON COUNTY

- Do not penalize new technologies -IE mileage tax for low to no gas consuming vehicles- eventually it will be more cost effective for low e-vehicles. Keep in mind transportation time and access of age and mobility impaired. Safety is also important.
- Increase lines that circle the city, IE go from Hillsboro to Oregon City, more car park near lines, smart roads.
- Make easier to buy train ticket, louder announcement every stop on the train so people will not be too afraid to get on the train, use more free energy, more charging stations, encourage buying electric cars.
- Increase limit on emissions; increase electric charge stations and promotion on electric cars.
- If you make public transit easier and "smarter." I think it would help a lot of people and make emissions go down greatly. If it didn't take me an hour and a half to go a 30 min distance, I would be more for the idea. Expansion and updated technology would be key to complete the goal of 2035.
- Carefully weigh the consequences of the actions you take today and how they will impact on a growing community in the future.

- Focus on technology, look for examples in other countries on ways of doing things smarter.

CLACKAMAS COUNTY

- Help improve more frequent and more comfortable transit (more bus lines in less traffic areas. New or better functioning houses); promote walking to increase exercise; expand transit boundaries so it is able to connect easily with other city transits such as Salem's or Vancouver; the bike system should be enforced more strictly.
- Increase safety; close open access; ensure payment of fares; every dollar raised needs to be taken on an equal basis from each user- flat tax per person on income tax, sales tax on all vehicle related products .
- Focus on expanding rail and bus lines and frequency of trips on lines. I understand the cost is high but we still need to keep cost for using public transit affordable so people will use it. The money needed for expansion can't rest solely on those who need or use it.
- Better management of TriMet transportation system. There are too many surprises and problems covered by the Oregonian Newspaper. Improve lower income area safety and education.
- Have mass transit make more sense, more affordable, more efficient, and more reliable. Offer incentives to companies that allow workers to ride, share, carpool, or telecommute. Offer tax breaks for individuals that purchase new and used alternative energy vehicles. Encourage business in more areas to reduce the distance people need to commute.



2014 Regional Advisory Committee Meetings

This schedule identifies remaining discussions and decision points for shaping and adoption of the Climate Smart Communities preferred approach.

SHAPING DRAFT PREFERRED APPROACH

SPRING 2014

- April 11** JPACT/MPAC meeting to discuss policy options (*World Forestry Center from 8am to noon*)
- April 16** MTAC receives public engagement report & JPACT/MPAC straw poll results on draft preferred approach
- April 25** TPAC receives public engagement report & JPACT/MPAC straw poll results on draft preferred approach
- May 8** JPACT receives public engagement report & JPACT/MPAC straw poll results on draft preferred approach
- May 12** TPAC/MTAC workshop to shape draft preferred approach (*2:30-5:00 p.m., Council chamber*)
- May 13** Council work session on April 11 straw poll results and May 30 joint JPACT/MPAC meeting
- May 14** MPAC receives public engagement report & JPACT/MPAC straw poll results on draft preferred approach
- May 21** MTAC makes recommendations to JPACT on draft preferred approach
- May 23** TPAC makes recommendations to JPACT on draft preferred approach
- May 30** JPACT/MPAC meeting to make recommendation to Metro Council on draft preferred approach, subject to final evaluation and public review (***World Forest Center from 8am to noon***)
- June 10** Council work session to discuss JPACT and MPAC recommendation on draft preferred approach
- June 12** JPACT discussion on Health Impact Assessment conducted by Oregon Health Authority
- June 19** Council direction to staff on draft preferred approach and next steps for adoption (Resolution)
- June 25** MPAC discussion on Health Impact Assessment conducted by Oregon Health Authority

EVALUATION OF DRAFT PREFERRED APPROACH

SUMMER 2014

- June 16** TPAC/MTAC workshop on model inputs to evaluate draft preferred approach (*2-5 p.m., Council chamber*)
- June 27** TPAC discussion on proposed RFP amendments and near-term implementation recommendations
- July 16** MTAC discussion on proposed RFP amendments and near-term implementation recommendations
- July 25** TPAC discussion on proposed RFP amendments and near-term implementation recommendations
- Aug. 6** MTAC discussion on proposed RFP amendments and near-term implementation recommendations
- Aug. 18** TPAC/MTAC workshop on draft preferred approach evaluation (*2-5 p.m., Council chamber*)
- Aug. 29** TPAC discussion on evaluation results and public review draft preferred approach
- Sept. 2** Council discussion on evaluation results and public review draft preferred approach
- Sept. 3** MTAC discussion on evaluation results and public review draft preferred approach
- Sept. 10** MPAC discussion on evaluation results and public review draft preferred approach
- Sept. 11** JPACT discussion on evaluation results and public review draft preferred approach

FINAL ADOPTION PROCESS FOR PREFERRED APPROACH

FALL 2014

Note: A 45-day comment period will be held from Sept. 18 – Nov. 3, 2014.

- Sept. 18** Council hearing/first reading (Ordinance) on recommended preferred approach
- Sept. 26** TPAC discussion on recommended preferred approach
- Oct. 15** MTAC begins discussion of recommendation to MPAC
- Oct. 31** TPAC begins discussion of recommendation to JPACT
- Oct. 7** Council discussion on public comments, potential refinements *(if needed)*
- Oct. 9** JPACT discussion on public comments, potential refinements & recommendation to the Metro Council
- Oct. 22** MPAC discussion on public comments, potential refinements & recommendation to the Metro Council
- Nov. 11** Council discussion of public comments on recommended preferred approach and potential refinements
- Nov. 12** MPAC discussion on public comments, potential refinements & recommendation to the Metro Council
- Nov. 13** JPACT discussion on public comments, potential refinements & recommendation to the Metro Council
- Nov. 19** MTAC makes recommendation to MPAC on adoption of the preferred approach
- Nov. 21** TPAC makes recommendation to JPACT on adoption of the preferred approach
- Dec. 9** Council discussion of public comments on recommended preferred approach and potential refinements
- Dec. 10** MPAC recommendation to the Metro Council on adoption of the preferred approach
- Dec. 11** JPACT recommendation to the Metro Council on adoption of the preferred approach
- Dec. 18** Council action MPAC and JPACT recommendations on adoption of the preferred approach (Ordinance)

DRAFT


CLIMATE SMART COMMUNITIES SCENARIOS PROJECT


www.oregonmetro.gov/climatescenarios

Climate Smart Communities Scenarios Project

Straw poll results from April 11 joint JPACT/MPAC meeting

April 15, 2014




 Metro | *Making a great place*

1

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Where we've been & where we are headed

PHASES 1 & 2		PHASE 3	
Understand Choices 2011-2012	Shape Choices Jan.-Oct. 2013	Shape Preferred Nov. 2013-June 2014	Adopt Preferred Sept.-Dec. 2014



Straw poll results from April 11 joint JPACT/MPAC meeting

2

What the future might look like in 2035



RECENT TRENDS

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.



ADOPTED PLANS

This scenario shows the results of successfully implementing adopted land use and transportation plans and achieving the current RTP, which relies on increased revenue.



NEW PLANS & POLICIES

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

Scenarios approved for testing by Metro advisory committees and the Metro Council in May and June 2013

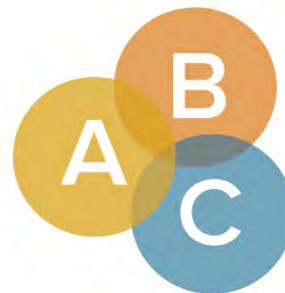
Straw poll results from April 11
joint JPACT/MPAC meeting

3

Choices to make on May 30...

To realize our shared vision for healthy and equitable communities and a strong economy while reducing greenhouse gas emissions...

- How much **transit** should we provide by 2035?
- How much should we use **technology** to manage the system by 2035?
- How much should we expand the reach of **travel information** by 2035?

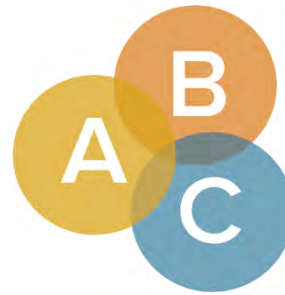


Straw poll results from April 11
joint JPACT/MPAC meeting

4

...Choices to make on May 30

- How much of the planned **active transportation** network should we complete by 2035?
- How much of the planned **street and highway** network should we complete by 2035?
- How should local communities manage **parking** by 2035?

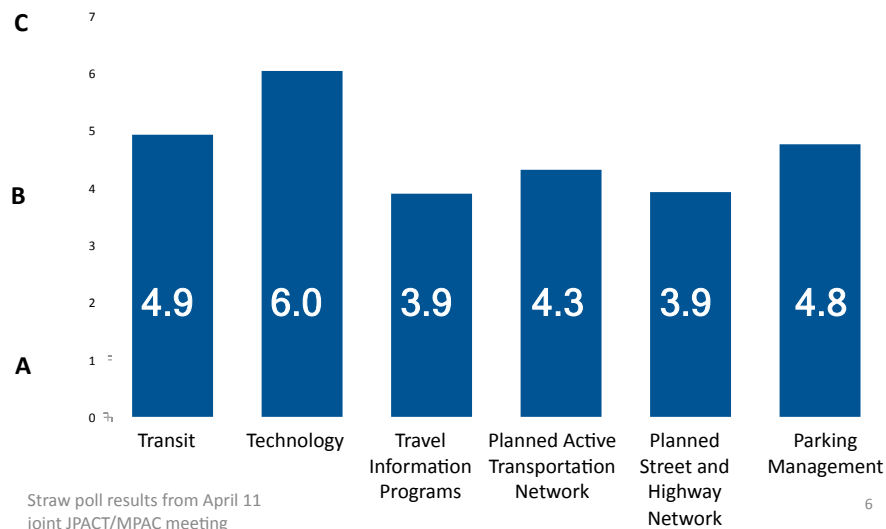


Straw poll results from April 11
joint JPACT/MPAC meeting

5

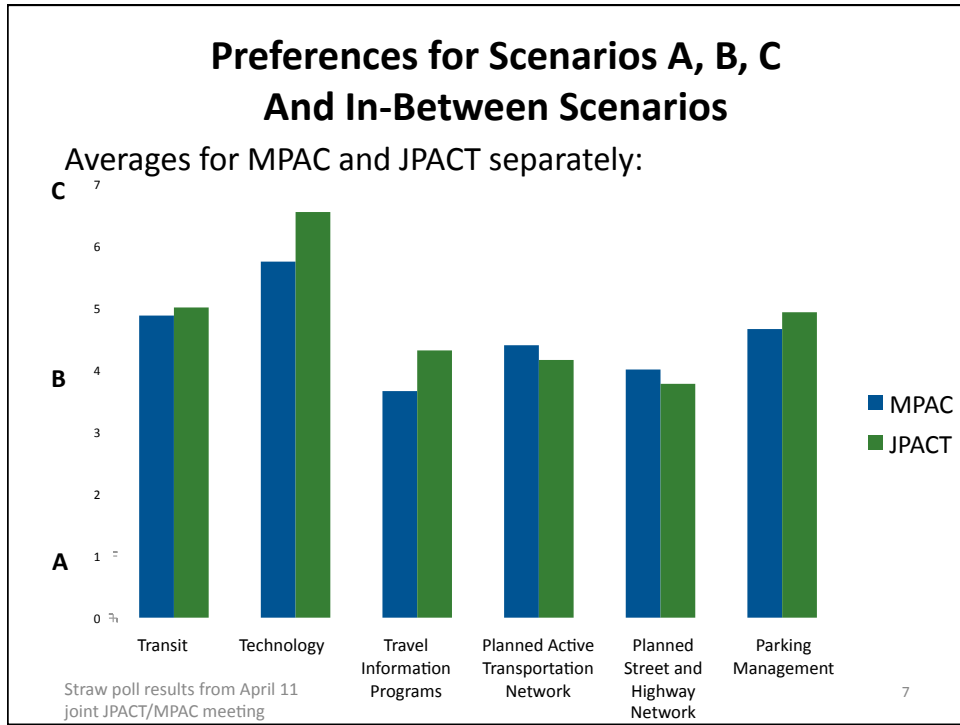
Preferences for Scenarios A, B, C And In-Between Scenarios

Averages of all respondents (mean):



Straw poll results from April 11
joint JPACT/MPAC meeting

6



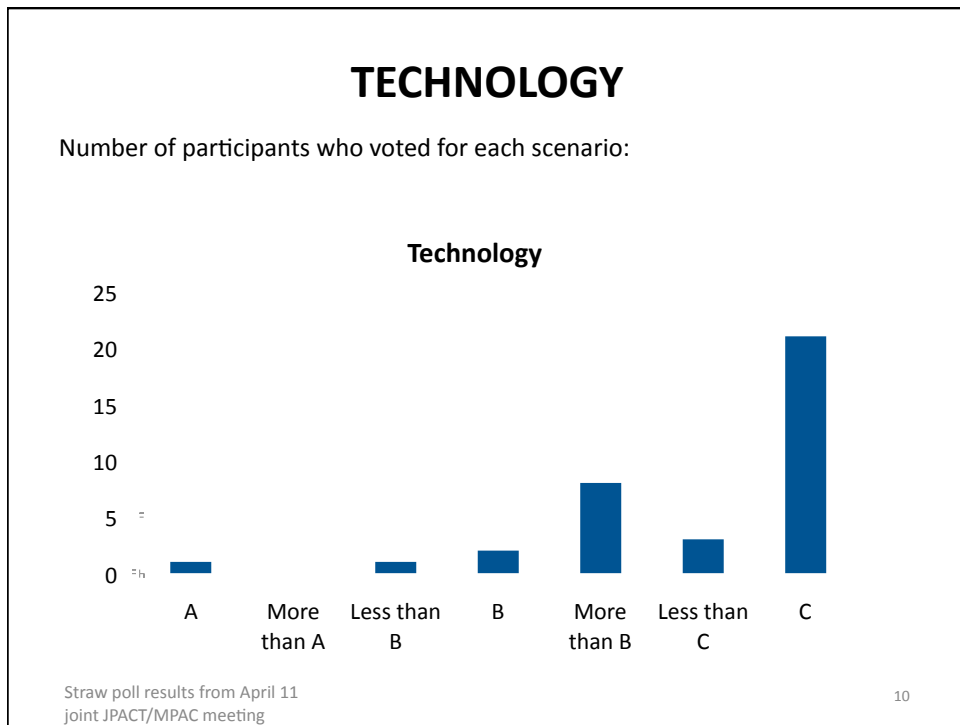
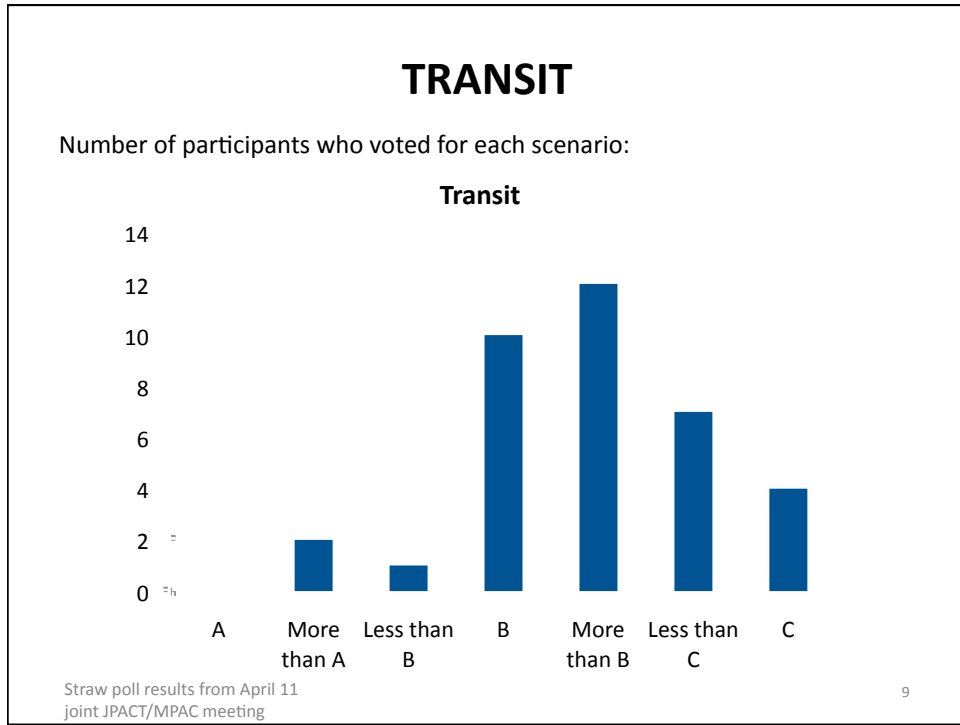
Preferences for Scenarios A, B, C And In-Between Scenarios

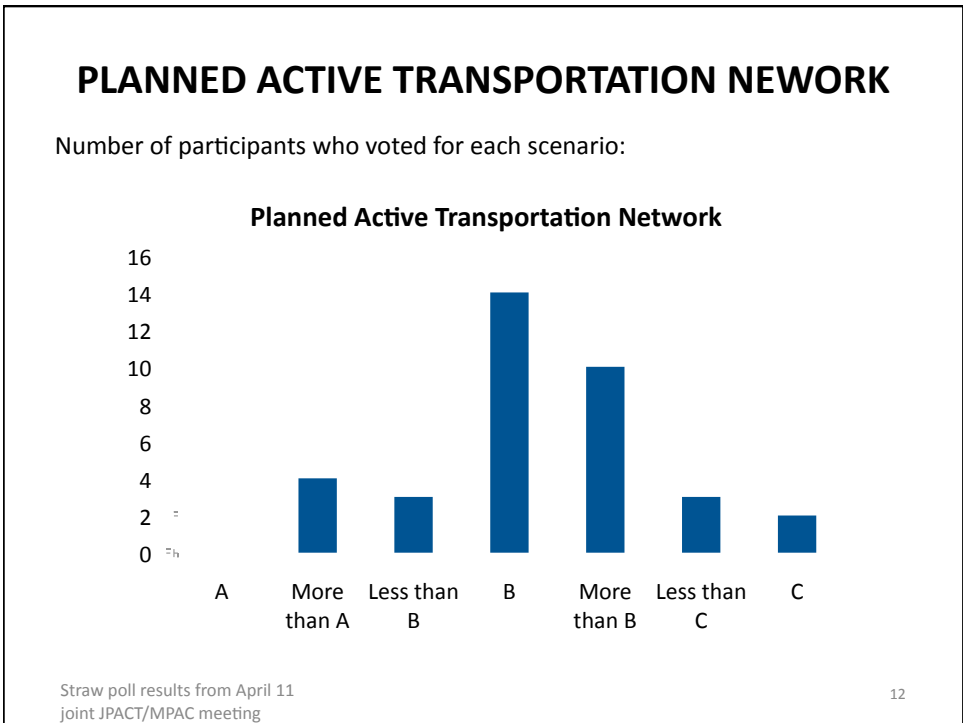
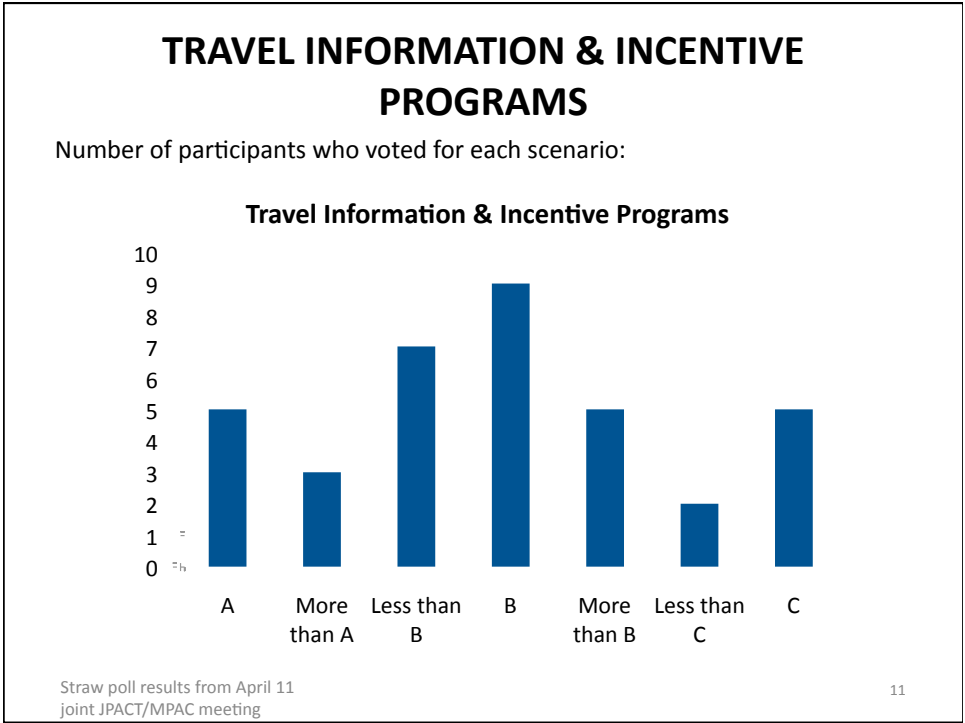
Ranges of Responses for Each Component
Number of participants who voted for each scenario:

	Transit	Technology	Travel Information Programs	Planned Active Transportation Network	Planned Street and Highway Network	Parking Management
C	4	21	5	2	3	9
Less than C	7	3	2	3	0	4
More than B	12	8	5	10	6	5
B	10	2	9	14	14	12
Less than B	1	1	7	3	9	2
More than A	2	0	3	4	3	1
A	0	1	5	0	1	3
Total Participants	36	36	36	36	36	36

Straw poll results from April 11 joint JPACT/MPAC meeting

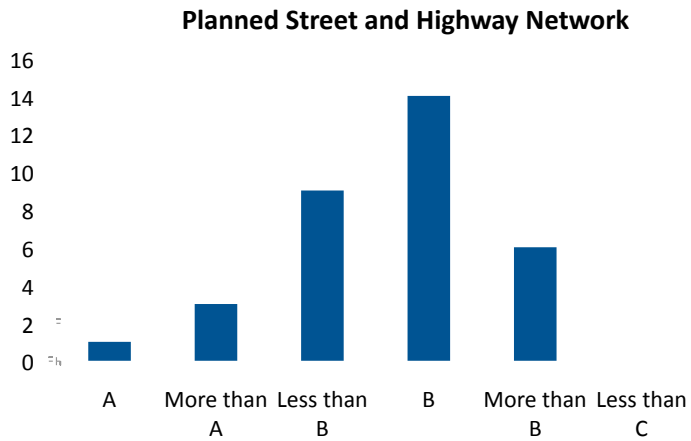
8





PLANNED STREET AND HIGHWAY NETWORK

Number of participants who voted for each scenario:

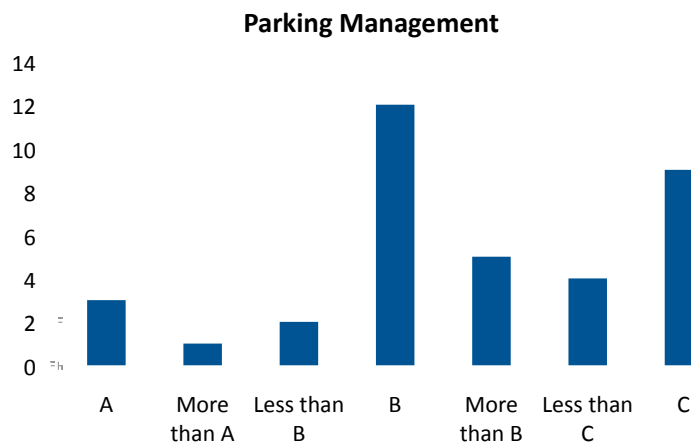


Straw poll results from April 11
joint JPACT/MPAC meeting

13

PARKING MANAGEMENT

Number of participants who voted for each scenario:



Straw poll results from April 11
joint JPACT/MPAC meeting

14

Immediate next steps

WEEK OF APRIL 14	Report results of meeting
MAY 1-5	Members report to county coordinating committees
MAY	TPAC and MTAC shape draft option for consideration on May 30
MAY 30	JPACT and MPAC rec'd on draft preferred approach and begin funding discussion
JUNE 19	Council direction on draft preferred approach

Straw poll results from April 11
joint JPACT/MPAC meeting

15

Final steps in 2014

JUNE – AUGUST	Staff evaluates draft preferred & develops implementation rec'ds with TPAC and MTAC
SEPTEMBER	Report back results and begin 45-day public comment period
SEPT. – DEC.	Public review of draft preferred approach & final adoption

Straw poll results from April 11
joint JPACT/MPAC meeting

16



Date: April 25, 2014
To: TPAC and Interested Parties
From: Ted Leybold, Metropolitan Transportation Improvement Program Manager
Grace Cho, Assistant Transportation Planner
Subject: 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment – Update and Draft Data

Purpose

To provide an update and initial preview of the quantitative analysis method and draft data for the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment.

Background

As the metropolitan planning organization (MPO) for the Portland region, Metro is obligated to meet the requirements set forth by Executive Order 12898 on Environmental Justice and Title VI of the Civil Rights Act of 1964. As part of the requirements, Metro must conduct analytical assessments the agency's transportation planning and programming activities. Therefore, a component of the 2014 RTP update and the 2015-2018 MTIP, includes an investment analysis which assesses where short-term and the long-term transportation investments are being made relative to concentrations of five identified communities of concern.¹

The 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment – Quantitative Analysis Method and Draft Data

At the March 2014 TPAC meeting, Metro staff presented an overview of the scope of the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment and previewed the methodology for conducting the assessment. Since the March meeting feedback received from TPAC and through additional stakeholders was incorporated and refined the comparisons of the quantitative analysis methodology.

A preview of draft data for the 2014 RTP portion of the analysis is provided in **Attachment A**. The table illustrates the total regional transportation investment (per person per acre) as compared to the five communities of concern. The analysis is taking into consideration only the financially constrained RTP projects. Additional data may be brought to the TPAC meeting.

The 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment will not make findings on disproportionate burden² or disparate impact³ on communities of concern until the completion of the

¹ The five identified communities of concern are: young persons, older adults, people of color, limited English proficiency, and low-income. The five identified communities address the minimum required communities to address per Executive Order 12898 (low-income and people of color) and Title VI of the Civil Rights Act of 1964 (people of color and limited English proficiency).

² As required by Executive Order 12898, "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." Environmental justice is grounded in the practice of ensuring both benefits and burdens of transportation investments are shared as equitably as possible among all affected communities. As an agent of distributing federal transportation dollars, metropolitan planning organizations must analyze plans and programming for disproportionate burdens on low-income populations and people of color.

public comment period where stakeholders will have an opportunity to weigh in whether there is a disproportionate burden on communities of concern in the region. This is to reflect what was heard from stakeholders during the initial methodology development that any transportation investment comes with both benefits and burdens and is dependent on the context for the individual persons or a community.

Feedback received during the public comment will help gather a greater understanding of the positive and negative effects communities of concern may experience with transportation investments in the short and long-term and help inform whether at a programmatic level there are or is a risk of negative disproportionate burden and/or disparate impacts on communities of concern. Based on the feedback received Metro staff will develop findings and recommendations. To understand how the transportation investments proposed for the region in the short-term and the long-term affect communities of concern at a programmatic level the following questions are being asked:

- 1) At the programmatic scale, (not project-specific) please identify potential disproportionate burdens may impact communities of concern from the set of long-term (2014 RTP) transportation investments or the set of short-term (2015-18 MTIP) transportation investments. (See **Attachment B** for a list of potential outcomes)
- 2) At the programmatic scale, (not project-specific) please identify potential disparate impacts to communities of concern from either the set of long-term (2014 RTP) or the set of short-term (2015-18 MTIP) public transit investments? (See **Attachment B** for a list of potential outcomes)
- 3) At a programmatic scale, (not project-specific) what can the region do to avoid or reduce negative disproportionate burdens of transportation investments or disparate impacts of public transit investments on communities of concern? Which can be implemented in the short-term? Which can be implemented and monitored over time?

Next Steps

The following is the schedule of engagement to be conducted as part of the assessment.

Activity	Date
Presentation of 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment method to TPAC	March 28, 2014
Discussion with stakeholders to review assessment method	April 2, 2014
Presentation of 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment method to JPACT	April 10, 2014
Preview of results for the Draft 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment method with Metro Council	April 22, 2014
Presentation of 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment method to MTAC	May 7, 2014
Presentation of 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment method to MPAC	May 14, 2014
Release of Draft 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment for public comment	May 16, 2014
Close of Public Comment	June 15, 2014
Develop findings and recommendations for the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment	June 2014
Presentation of findings and recommendations from the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment with Metro Council	June 24, 2014
Presentation of findings and recommendations from the 2014 RTP and	June 27, 2014

³ As required by FTA Circular 4702.1B in implementing Title VI of the Civil Rights Act, all metropolitan planning organizations are required to conduct disparate impact analysis on aggregate state and federal public transit investments.

2015-2018 MTIP Environmental Justice and Title VI assessment with TPAC Recommendation	
Presentation of findings and recommendations from the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment with JPACT Action	July 10, 2014
Metro Council Adoption by Resolution	July 17, 2014

2014 RTP Disproportionate Investment Analysis

Regionwide Comparisons						
	Regionwide	Young Persons	Older Persons	People of Color	Limited English Proficiency	Low Income
	Regional Total Investment	Regional Young Persons Total Investment	Regional Older Person Total Investment	Regional People of Color Total Investment	Regional Limited English Proficiency Total Investment	Regional Low Income Total Investment
RTP	\$ 0.03	\$ 0.19	\$ 0.29	\$ 0.12		\$ 0.10

All totals are reported at per person per acres

Regionwide compared to Environmental Justice Communities in Concentration						
	Regional Total Investment	Total Community Investment in Areas of Concentrated Young Persons	Total Community Investment in Areas of Concentrated Older Persons	Total Community Investment in Areas of Concentrated People of Color	Total Community Investment in Areas of Limited English Proficiency Persons	Total Community Investment in Areas of Low Income Persons
RTP	\$ 0.03	\$ 0.06	\$ 0.14	\$ 0.16	\$ 0.13	\$ 0.15

All totals are reported at per person per acres

Disproportionate Investment Analysis by Investment Type

Active Transportation Investments						
	Regional Total Investment	Regional Young Person Total Investment	Regional Older Person Total Investment	Regional People of Color Total Investment	Regional Limited English Proficiency Person Total Investment	Regional Low Income Person Total Investment
RTP	\$ 0.00	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.02
Roads and Bridges Investments						
	Regional Total Investment	Regional Young Person Total Investment	Regional Older Person Total Investment	Regional People of Color Total Investment	Regional Limited English Proficiency Person Total Investment	Regional Low Income Person Total Investment
RTP	\$ 0.02	\$ 0.04	\$ 0.10	\$ 0.09	\$ 0.10	\$ 0.11
Public Transit Investments						
	Regional Total Investment	Regional Young Person Total Investment	Regional Older Person Total Investment	Regional People of Color Total Investment	Regional Limited English Proficiency Person Total Investment	Regional Low Income Person Total Investment
RTP	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.04	\$ 0.02	\$ 0.03

All totals are reported at per person per acres

Potential impacts, effects and outcomes of transportation investments on environment justice communities

Potential impacts	Potential effects	Potential outcomes (benefits and burdens analysis component)
Change in access to employment, services or social/community assets	Transportation investment could increase access to employment, essential services or community assets	Increased opportunities for employment, access to services and/or cohesiveness of the community
	Transportation investment could present a new or increased barrier to accessing employment, essential services or community assets	Decreased opportunities for employment, access to services and/or cohesiveness of the community
Change in property values	Transportation investment could increase property values in the vicinity of the projects.	<p>Increased wealth for property owner community members</p> <p>Increased opportunities to finance new housing and retail options in the community</p> <p>Increased housing costs and displacement for renters</p> <p>Accelerated rate of change in built environment and community demographics that impact community identity and cohesiveness (gentrification).</p>
	Transportation investment could decrease property values in the vicinity of the projects.	<p>Decrease in wealth of property owners.</p> <p>Disinvestment in community assets and economic opportunity.</p> <p>Increased concentration of poverty.</p>
Exposure to environmental impacts (emissions, noise, and visual impacts)	Transportation investment could increase exposure to negative environmental impacts or decrease positive environmental impacts in the vicinity of the projects.	Health impacts and costs associated with exposure to emissions, decreased activity and stress.
	Transportation investment could decrease exposure to negative environmental impacts or increase positive environmental impacts in the vicinity of the project.	Improved health and lower costs associated with less exposure to negative environmental impacts.
Safety and security	Transportation investment could increase exposure to safety and security issues in the vicinity of the projects.	<p>Potential increase in crash and fatality rates.</p> <p>Potential increase in criminal activity</p>
	Transportation investment could decrease exposure to safety and security issues in the vicinity of the projects.	<p>Potential decrease in crash and fatality rates.</p> <p>Potential decrease in criminal activity.</p>

Materials following this page were distributed at the meeting.



Oregon State Rail Plan

Moving people, moving freight, moving forward



Fact Sheet 3 – Spring 2014

SRP Ready for Review

The 2014 Oregon State Rail Plan (SRP) is ready for public review and comment. The plan contains valuable findings from studies and analysis on the future of rail in Oregon. It also lays out goals, policies, and strategies as well as a statewide investment and decision making framework that will be used by Oregon to determine project funding aimed at addressing important issues, like:

- Shortline maintenance and preservation;
- Safety projects;
- Intermodal connectivity;
- And, passenger rail service reliability and improvements.

Information about these important issues and more can be found in the SRP.

Tell us what you think.

A draft SRP is ready for review! The public comment period is from **April 18 to June 20, 2014.**



The complete document is available online:
www.oregon.gov/ODOT/TD/TP/Pages/railplan.aspx

To provide feedback or ask questions:

Written Comments:

Oregon Department of Transportation
Transportation Development Division, Planning Section
555 13th Street NE, Suite 2, Salem, OR 97301-4178

Email: Michael Rock, Michael.D.Rock@odot.state.or.us

Or, **join us** at the Oregon Transportation Commission Public Hearing on May 16th in Astoria.

Rail's Importance to Oregon

Rail is a crucial component of our state's multimodal transportation system even though it is predominantly owned by private companies. Public-private partnerships are essential to assure that Oregon's residents and businesses continue to reap the benefits rail services provide.

- **The rail system is a significant conduit for economic and job activity.** An estimated 31% of Oregon's economy is based on goods movement dependent industries. Passenger rail supports local economies by connecting job markets, recreation and tourism centers throughout the state.
- **The rail system improves connections for people and goods.** This system connects people and goods within the state, across the U.S. and Canada, and to ports in Oregon which import and export goods to international markets.
- **The rail system provides mode choice and relieves congestion.** Having options lowers costs to residents and businesses alike. Removing vehicles from the road eases congestion, reduces safety concerns, and decreases highway wear and tear.
- **Use of rail contributes positively to the environment.** In general, rail is a more fuel efficient mode for moving both people and goods. Reduced fuel consumption also decreases emissions.
- **When coordinated, rail enhances community quality of life.** When integrated with local land use planning, rail supports the development of livable communities, provides travel options and spurs economic opportunities.

For additional information, visit:
www.oregon.gov/ODOT/TD/TP/pages/RailPlan.aspx

SRP Vision and Goals

Draft Vision Statement

Oregon will have a safe, efficient, and commercially viable rail system that serves its businesses, travelers and communities through private resources leveraged, as needed, by strategic public investments.

SRP Goals

1. **Partner, collaborate and communicate** with rail system operators and other stakeholders to maximize benefits, align interests, remove barriers and bring innovative solutions to the rail system; and foster public understanding of rail's importance.
2. **Promote, preserve and enhance an efficient rail system** that is accessible and integrated with Oregon's overall multimodal transportation system.
3. **Enhance transportation system reliability, capacity, frequency and travel times** through investments that preserve and improve freight and passenger rail assets and infrastructure.
4. **Establish funding that meets the critical needs** of the rail system in Oregon and achieves the objectives of this State Rail Plan.
5. Plan, construct, operate, maintain, and coordinate the rail system in Oregon with **safety and security for all users and communities as a top priority.**
6. Increase use and investment in freight and passenger rail systems to **conserve and improve Oregon's environment and community cohesion.**
7. Increase opportunity and investment in freight and passenger rail assets to **grow Oregon's economy.**

Don't forget to go online and check out the draft SRP. Tell us what you think.

www.oregon.gov/ODOT/TD/TP/Pages/railplan.aspx

Did you know?

- » 49% of the active railroad mileage in Oregon is owned by the two largest railroad companies in Oregon (Union Pacific and BNSF.)
- » They employ about 1,880 people statewide.
- » 20 smaller collector-distributor short lines own the other 51%.
- » In the last 10 years nearly 10% of the short line mileage has been abandoned.
- » Two of Amtrak's most popular long distance routes – the Empire Builder and Coast Starlight – operate in Oregon.
- » The Amtrak *Cascades* route offers daily connections for 18 cities between Eugene, OR and Vancouver B.C.
- » *Cascades* ridership has increased from under 200,000 in 1994 to over 800,000 in 2012.
- » WES commuter rail service serves 5 stops between Wilsonville and Beaverton. Ridership has more than tripled since 2009 to more than 3.6 million riders last year.
- » *ConnectOregon* is a state funded competitive grant program intended to improve connections between the highway system and other transportation modes.
- » Rail has received \$148 million in total *ConnectOregon* grants since 2005, but many other needs have gone unfunded.
- » ODOT estimates the potential for \$25 million funding shortfall in its rail funding program in FY 2015-17.
- » Rail in Oregon lacks a dedicated, sustainable funding source for passenger and freight rail.

For additional information, visit:
www.oregon.gov/ODOT/TD/TP/pages/RailPlan.aspx





TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
March 28, 2014
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Karen Buehrig
Lynda David
Chris Deffebach
Courtney Duke
Elissa Gertler, Chair
Carol Gossett
Judith Gray
Eric Hesse
Katherine Kelly
Nancy Kraushaar
Heather McCarey
Dave Nordberg
Cora Potter
Karen Schilling
Steve White

AFFILIATION

Clackamas County
Southwest Washington Regional Transportation Council
Washington Co.
City of Portland
Metro
Community Representative
City of Tigard, representing Cities of Washington County
TriMet
City of Gresham, representing Cities of Multnomah Co.
City of Wilsonville, representing Cities of Clackamas Co.
Community Representative
Oregon Department of Environmental Quality
Community Representative
Multnomah Co.
Community Representative

MEMBERS EXCUSED

Mike Clark
Adrian Esteban
Susie Lahsene
Satvinder Sandhu
Mychal Tetteh
Rian Windsheimer

AFFILIATION

Washington State Department of Transportation
Community Representative
Port of Portland
Federal Highway Administration
Community Representative
Port of Portland

ALTERNATES PRESENT

Phil Healy
Lanie Smith
Ken Burgstahler

AFFILIATION

Port of Portland
Oregon Department of Transportation
Washington State Department of Transportation

STAFF: Taylor Allen, Grace Cho, Kim Ellis, Tom Kloster, Ted Leybold, Chris Myers, Troy Rayburn and Caleb Winter.

1. CALL TO ORDER, DECLARATION OF A QUORUM

Chair Elissa Gertler declared quorum and called the meeting to order at 9:33 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE

Chair Gertler updated TPAC members on the following:

- The public comment period has begun for the Draft 2015-18 Metropolitan Transportation Improvement Program (MTIP), which is accessible on Metro's website.
- Eric Hesse of TriMet announced that the TriMet Fiscal Year 2015 Proposed Budget was released. He highlighted no fare increases and service restoration.
- Tom Kloster of Metro announced Elissa Gertler as the new Metro Planning and Development Director.
- Judith Gray, representing Washington County provided a brief update on the Annual JPACT Lobbying trip to DC. She highlighted transportation funding as a significant issue discussed.
- Ted Leybold of Metro announced that projects applying for Federal TIGER Grants that are consistent with Metro's Regional Transportation Plan can receive a letter of endorsement from Metro by April 17, 2014.
- Carol Gossett, Community Representative, announced the Third Annual Sullivan's Gulch Charrette occurring on Saturday, April 26, 2014.
- Metro's Diversity Action Plan Demographic Survey which was developed in 2012 to uphold a principle value of respect and to reflect the growing diversity of the Metropolitan region. All members of Metro advisory committees will be asked to complete a brief, anonymous demographic survey.

3. CITIZEN COMMUNICATION:

There were none.

4. CONSIDERATION OF THE TPAC MINUTES FOR FEB. 28, 2014

MOTION: Karen Schilling moved, Carol Gossett seconded, to adopt the JPACT Minutes from February 28, 2014 with the following amendments:

- Rian Windsheimer, representing the Oregon Department of Transportation was present on February 28th.

ACTION: With all in favor, the motion passed as amended.

5. AIR QUALITY CONFORMITY METHODOLOGY CONSULTATION

In compliance with Federal mandates, Metro is required to conduct an air quality impact analysis with each update of Metro's Regional Transportation Plan (RTP) and development of a new Metropolitan Transportation Improvement Program (MTIP). While conducting the analysis, Metro consults with local and regional partners about the approach and methodology for conducting the analysis. TPAC has been identified as the forum of local and regional partners for consultation and soliciting feedback.

To demonstrate air quality conformity, the region must:

- Illustrate the projected emissions from transportation sources are equal to or less than the motor vehicle emissions budget(s) established for each analysis year;

- Illustrate the region is meeting performance standards for any adopted transportation control measures (TCMs).

The air quality requires outputs from Metro’s travel demand model to feed into a regional emissions model. The emissions are then assessed against state approved established emissions “budgets” set for the region for specific criteria pollutants. To demonstrate the region is on target with meeting performance standards for the TCMs, off-model assessments are conducted evaluating the cumulative average of annual transit revenue hours and total length of new bicycle and pedestrian infrastructure is built with each Regional Flexible Fund Allocation cycle.

In anticipation of conducting a new conformity determination, Metro staff also consulted with Federal partners (Federal Highway Administration, Federal Transit Administration, US Environmental Protection Agency) as well as regional and state partners (Department of Environmental Quality, Oregon Department of Transportation and TriMet) about the approach and methodology to the air quality conformity analysis. The Federal, State, and Regional partners are in agreement on the approach and methodology to the analysis. Metro conducted the analysis on March 20, 2104.

The draft 2014 RTP and 2015-2018 Joint Air Quality Conformity Determination Public comment opens May 16th and closes June 15, 2014.

Member questions and comments included:

- Eric Hesse of TriMet expressed appreciation for the TCM substitution which now reflects the transit service over the life of the maintenance plan itself.

MOTION: Eric Hesse moved, Dave Nordberg seconded, to move forward with the draft methodology and to conduct the 2014 RTP and 2015-2018 Joint Air Quality Conformity Analysis.

ACTION: With all in favor, the motion passed as amended.

6. UNIFIED PLANNING WORK PROGRAM

Tom Kloster of Metro offered opening remarks regarding the Unified Planning Work Program. JPACT, the Metro Council, and the Southwest Washington RTC adopt the Unified Planning Work Program (UPWP) bi-annually.

Chris Myers of Metro explained that the UPWP is a federally required document that details descriptions of transportation planning tasks, projects and relationships relative to other planning activities in the Portland-Vancouver Metropolitan region. The UPWP summarizes the amount and source of funds for each project utilizing federal dollars beginning July 1st of each fiscal year. The UPWP is developed by Metro with input from local governments including TriMet, Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration.

There are three new planning projects in the UPWP:

1. Regional Intelligent Transportation System (ITS) Communications Master Plan
2. Regional Intelligent Transportation System (ITS) Architecture Update
3. N/NE Quadrat & I-5 Broadway/Weidler Additional Analysis

Every four years, Metro as the Metropolitan Planning Organization (MPO), undergoes certification review with Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) to ensure compliance with federal transportation planning requirements. The next quadrennial certification review will take place in 2016. In the intervening years Metro undergoes a required self-certification process, with the FHWA and FTA, to ensure Metro's planning process is in compliance with certain Federal requirements as a prerequisite to receiving Federal funds. An exhaustive list of the required self-certification areas can be accessed as a part of the full meeting record. Some of the required self-certification areas include: geographic scope; Agreements; Public Involvement; Title VI.

Member questions and comments included:

- Members asked clarifying questions regarding the staff time and resources contributed from partners throughout the region on the Southwest Corridor Project and whether those hours should be included as the total budget for the region in the UPWP.
- Members commented on the value of the UPWP as a document the community can utilize to identify the progression or result of certain projects throughout the Metropolitan region.

MOTION: Phil Healy moved, Lynda David seconded, to recommend to JPACT the approval of the Unified Planning work Program with noted recommendations.

7. REGIONAL TRAVEL OPTIONS (RTO) PROGRAM EVALUATION

Caleb Winter of Metro introduced five examples of RTO work and regional planning outcomes that have manifested into real examples of sustainable and environmentally friendly travel options for community members throughout the Metropolitan region.

RTO is the region's transportation demand management strategy. RTO is implemented through a partnership with local agencies, non-profits, Department of Environmental Quality and Oregon Department of Transportation. Metro's role is to lead the policy and strategic discussion, administer grants for local projects, coordinate partners, measure and evaluate the RTO program. RTO receives financial support from the regional flexible funds process.

The RTO program includes a number of various services, all of which can be accessed as a part of the full meeting record. Some of the services include: Drive Less. Save More; Employer support, ECO surveys; Individualized Marketing; Carpool Matching; Vanpool incentives; Bike and Walk Maps; and Bike Racks.

Stuart Anderson of Steer Davies Gleave introduced the Regional Travel Options Program Evaluation. Steer Davies Gleave is an independent consultancy that works worldwide across the transport sector. An evaluation of the RTO Program from July 2011—June 2013 was conducted to determine its progress towards policy goals and objectives. A Multiple Account Evaluation framework that focuses on the holistic benefits of the RTO program was developed for the evaluation. Twenty-seven projects were reviewed using the new framework. The evaluations also engaged a wide set of program stakeholders. The complete results of the evaluation can be accessed as a part of the full meeting record. However, some of the evaluation results included: The RTO program contributes to the region's triple bottom line goals in a cost effective manner; Traveler uptake of travel options creates a variety of benefits for the region; and the diverse array of RTO program projects have sustained or exceeded the amount of travelers choosing travel options from previous reporting periods.

Member questions and comments included:

- Members asked about the inclusion of future projects in the RTO Program Evaluation. Mr. Anderson explained that future projects were not considered as a part of the evaluation, however the opportunity does exist. There is an indicator in the framework for analyzing how different RTO projects may leverage infrastructure investment.
- Members asked clarifying questions regarding specific improvements resulting from the RTO Program Evaluation. Mr. Anderson explained that improvements primarily include data collection, programmatic synergies, and the grant process in connection to multiple account evaluation outcomes. However, specific recommendations for individual projects and their implementation plans were not evaluated.
- Members asked clarifying questions about the calculation of transportation and housing costs for vulnerable communities. Members encouraged the collection of data that targets and assesses equity populations.
- Members asked about whether efforts utilized by other MPOs in regards to health and equity metrics were evaluated in the development of the RTO Program Evaluation. Mr. Anderson explained that numerous MPO programs were reviewed to develop indicators and the evaluation framework.
- Members asked about the next steps and refinements to the RTO Program Evaluation. Mr. Winter explained that moving forward includes prioritizing data collection and standardization, maintaining consistent data collection, annual grant reporting, developing improved synergies between program partners and service providers and continuing Multiple Account Evaluation (MAE) development.
- Members asked clarifying questions about measuring effectiveness in terms of vehicle miles traveled (VMTs) and the specific role of eco surveys in developing the analysis. Mr. Anderson explained that the eco data was used to inform regional trends and the impacts of employer engagement programs however it was not a primary source because individual reports and a number of documents from program partners were also utilized.
- Members asked about the funding level and the method for evaluating whether program goals were met.
- Members expressed interest in the relationship between the air quality goals established for the Metropolitan region and the RTO Program Evaluation. Mr. Anderson explained that the RTO Program Evaluation helps provide support for the value of alternative travel option programs and communicating them to the public in a simple way.

8. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT UPDATE ON 2014 ENGAGEMENT ACTIVITIES AND POLICY OPTIONS FOR CONSIDERATION BY MPAC AND JPACT

Kim Ellis of Metro provided an overview of the upcoming public engagement efforts being conducted for the Climate Smart Communities Scenarios Project to inform upcoming JPACT and MPAC discussions to shape the draft preferred approach.

The Climate Smart Communities Scenarios Project was initiated in response to a mandate from the 2009 Oregon Legislature to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. The goal of the project is to engage community, business, public health and elected leaders in a discussion to shape a preferred approach that accommodates expected growth, meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas.

In February, MPAC and JPACT approved moving forward with the eight-step process to shape and adopt a preferred approach in 2014, which is included as part of the meeting record in [ATTACHMENT 1]. As recommended by MPAC and JPACT, the preferred approach that is developed will start with the plans that cities, counties and the region have adopted – from local zoning, capital improvement plans, comprehensive and transportation system plans to the 2040 Growth Concept and Regional Transportation Plan.

From January to May 2014, Metro is facilitating a Community Choices discussion to explore policy choices and trade-offs. The engagement activities will build upon earlier public engagement to solicit feedback from public officials business and community leaders, interested members of the public and other identified audiences. Online comment opportunities, interviews, discussion groups, and statistically valid public opinion research will be used to collect input on issues such as: perceptions of the region's transportation system; access to jobs; affordable housing and transportation options.

During this period, community and business leaders, local governments and the public will also be asked to weigh in on which investments and actions should be included in the region's preferred approach, with a focus on the policy questions proposed for discussion and input: 1) What mix of investments and actions best support your community's vision for health and equitable communities and a strong economy while reducing green house gas emissions? 2) Given the current uncertainty around transportation funding, how should we pay for investments needed to realize our shared vision for walkable communities, job creation, and affordable housing and transportation choices?

Engagement activities are coordinated with the 2014 Regional Transportation Plan update comment period that began March 21 and continues to May 5, 2014. [FIGURE 1] provides a summary of Phase 3 engagement activities and Council milestones for reference as a part of the meeting record. A public engagement summary report and recommendations for the draft preferred approach will be provided to the Metro council and Metro's policy advisory committees at the first joint MPAC/JPACT meeting.

Member comments included:

- Members asked clarifying questions about local jurisdictions and elected officials understanding the scope of the Climate Smart Communities Scenarios Project and the decisions they will potentially make in alignment with the desired outcomes of the project. Ms. Ellis explained that the roadmap attached to the memo details the action prescribed by MPAC and JPACT, which carries forward locally adopted zoning and comprehensive plans as assumptions. The assumptions are the base that informs the work of the Climate Smart Communities Scenarios Project in reference to investments and actions towards implementing those plans.
- Members highlighted the consideration of private household costs and capital projects across the three scenarios to provide further context. Ms. Ellis confirmed that the operation and capital projects could be split and costs could be reported separately across the three scenarios.

- Members expressed interest in specific questions and answers that will potentially be discussed at the Joint JPACT/MPAC meeting. Ms. Ellis explained that in between the first and second meeting a poll will be developed for MPAC and JPACT members to identify their preferences across the three scenarios based on the allocation of points. The results of the poll will be utilized to develop a draft preferred approach.
- Members suggested a summary discussion guide for the Joint JPACT and MPAC meetings.
- Members asked about voting and polling JPACT and MPAC members at the first joint meeting. Ms. Ellis confirmed that voting outside of the meeting allows committee members time to consult with their local jurisdictions and coordinating committees before they are asked to make a decision on the draft preferred approach.

9. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Kim Ellis of Metro introduced Andrea Hamberg of Oregon Health Authority who provided an overview of the Health Impact Assessment (HIA). HIA can increase positive health effects and mitigate unintended health impacts by providing objective, evidence-based information. The Oregon Health Authority conducted the assessment at Metro's request with funds provided by the Center for Disease Control and Prevention's Healthy Community Design Initiative. As mandated by the 2009 Oregon Legislature, Metro regional government is required to assess options for reducing greenhouse gas emissions in the Portland metropolitan area. More than 30 people representing local governments, state and regional agencies, community groups and public health nonprofits provided guidance and data for the HIA. Seven members of the advisory committee provided a full technical review of the draft report. The HIA looked at the potential health benefits that may result from implementing each of the scenarios included in the Climate Smart Communities Project.

The HIA found that the investments in land use and transportation systems under consideration impact health by increasing physical activity, reducing traffic collisions and improving air quality. A complete account of the recommendations that resulted from the HIA can be accessed in the Executive Summary as an attachment to the meeting record. A majority of the health benefits depend on the use of active transportation to decrease emissions. The assessment suggests the final plan could maximize health returns by increasing access and reducing barriers to biking, walking and transit.

Member questions and comments included:

- Members expressed concern with the model utilized for the HIA in reference to Particulate Matter (PM_{2.5}), which may potentially underestimate the actual benefits to air quality. Ms. Hamberg confirmed that utilizing PM 2.5 does present limitations and they expect to see higher improvements in air quality than what is reflected in the model.

10. FINDINGS FROM THE 2014 REGIONAL TRANSPORTATION PLAN AND 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM ENVIRONMENTAL JUSTICE AND TITLE VI ANALYSIS

As the Metropolitan Planning Organization (MPO) for the Portland region, Metro is obligated to meet the requirements set forth by Executive Order 12898 on Environmental Justice and Title VI of the 1964 Civil Rights Act. As part of the requirements, Metro must conduct analytical assessments of the agency's transportation planning and programming activities. Therefore, a component of the RTP update and the 2015-2018 MTIP, includes an investment analysis which assesses where short-

term and the long term transportation investments are being made relative to concentrations of five identified environmental justice communities (communities of color, limited English proficiency, low income, youth and older persons).

To develop the approach for conducting the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment, Metro staff began by conducting research, looking at some of the following resources: previous benefits and burdens analysis for the MTIP and RTP; Previous stakeholder input from the environmental justice task force formed for the 2014-2015 RFFA Process; and review of other social equity-related tools available. A detailed description of the process for determining the approach and methodology to the Title VI Assessment can be accessed in the [MEMO] as an attachment to the record. The results of a technical survey determined which environmental justice community definitions and thresholds were used for the analysis. Table 1: Survey Results Summary has a detailed description of the definitions and thresholds chosen as an attachment to the meeting record.

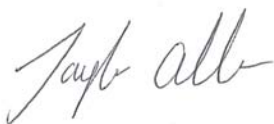
The 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment does not make a finding of whether there is a disproportionate or disparate impact on an environmental justice community. Because Metro staff heard through the survey results, comments, and at the TriMet community forums the highly contextual nature of whether a transportation investments serves as a benefit or a burden to an individual persons or a community, the next step of the assessment will potentially engage with representatives from the environmental justice community, local jurisdictions and undergo a formal public comment period to solicit feedback on the initial results illustrating the per capita per acre transportation investments.

Member Comments:

- Members inquired about the “People of Color” demographic map distributed at the meeting. Mr. Ted Leybold explained that demographic maps highlighting concentrations of each of the five identified environmental justice communities will be developed.
- Members asked clarifying questions about whether the analysis was primarily spatial and if there were any additional ways to evaluate investments and their impact on different populations. Mr. Leybold confirmed that the analysis is just spatial relative to the demographics and future projects. A methodology to normalize population density and the square footage of area is being developed because the units of census blocks and tracks vary.
- Members showed interest in accessing the results of the survey and findings before June 27, 2014. Mr. Leybold highlighted that the Title VI Assessment will show disparate investment of a road or act of transportation within the communities and showing potential burdens or benefits associated with the investments.
- Members asked clarifying questions about the public engagement strategy. Mr. Leybold explained that the release of the Draft 2014 RTP and 2015 MTIP Environmental Justice and Title VI assessment will open for public comment on May 16th and end on June 15, 2014.

Chair Gertler adjourned the meeting at 12:02 p.m.

Respectfully Submitted,



Taylor Allen
Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
5	PPT	03/28/14	2014 RTP and 2015-2018 MTIP Air Quality Conformity	032814-01
6	PPT	03/28/14	Unified Planning Work Program	032814-02
7	PPT	03/28/14	Regional Travel Options Program Evaluation Background	032814-03
7	PPT	03/28/14	Regional Travel Options Program: 2011-2013 Evaluation	032814-04
8	Handout	03/28/14	Climate Smart Communities Scenarios Project Draft TPAC & MTAC Briefing Materials Shaping the Preferred Approach	032814-05
10	Memo	03/28/14	2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment Observations and Process Schedule	032814-06
N/A	Factsheet	03/28/14	Public Comment Period March 21 to May 5	032814-07

Metropolitan Planning Area Boundary Update

Recommendation on the update to
where Metro is to perform federal
transportation planning requirements





Why Are We Doing This – and Why Does It Matter?

- Required to update with each census
- Governs where federal transportation planning functions are performed by Metro

Federal Transportation Planning Functions

- Regional collaboration and public involvement
- Unified Planning Work Program (UPWP)
- Regional Transportation Plan (RTP)
- Transportation Improvement Program (TIP) and funding allocation (RFFA)
- Air Quality Management Area (AQMA)
- Congestion Management Process (CMP)
- Title VI compliance



A Point of Clarification

Metro also performs state and charter mandated transportation planning functions.

Distinct from the federal MPO responsibilities and MPA boundary.



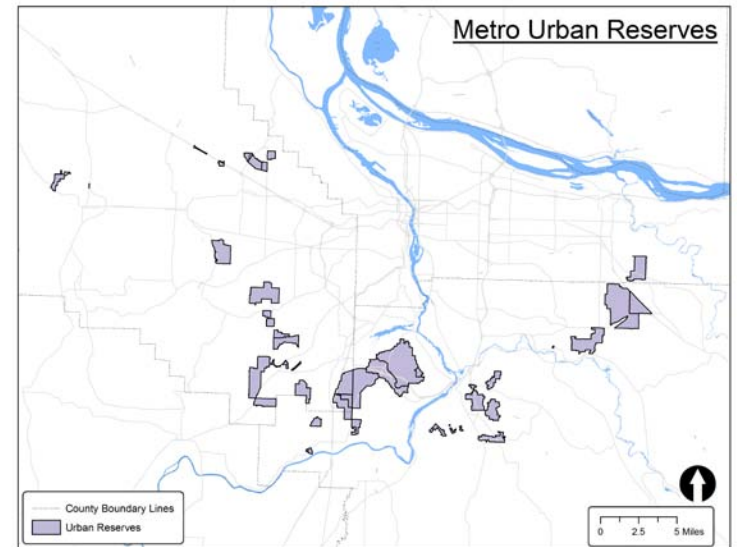
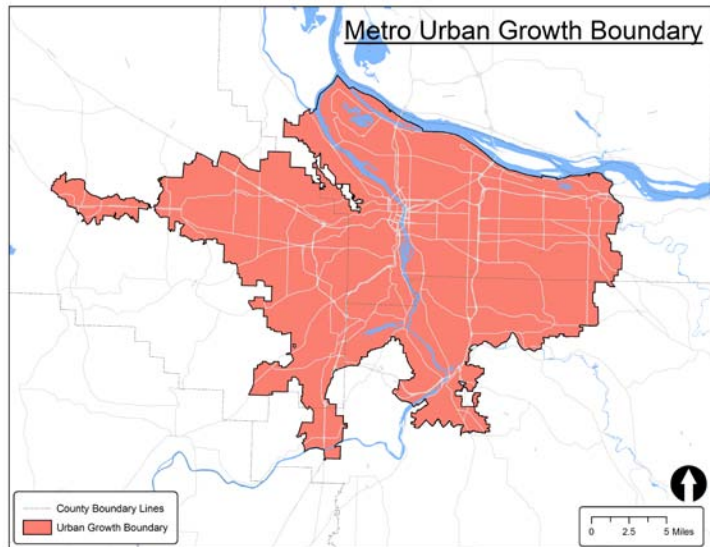
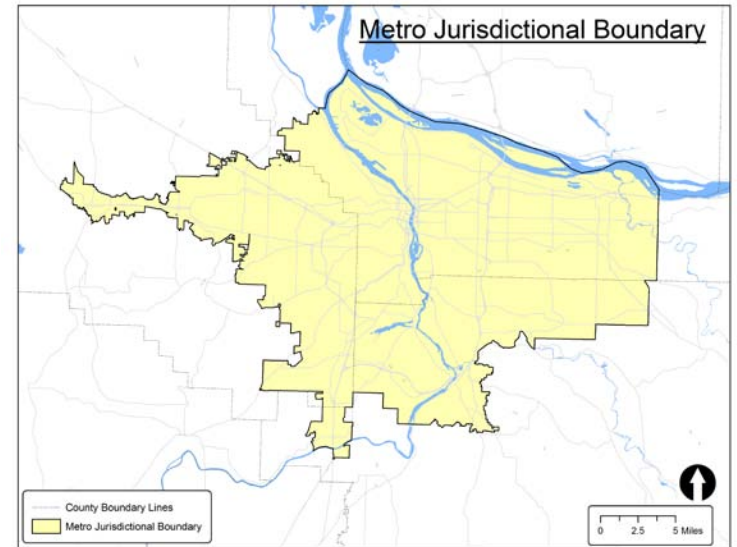
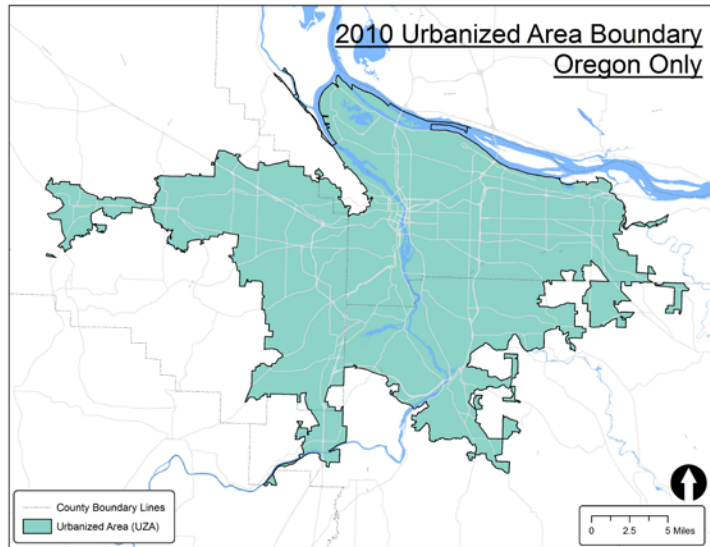
Steps Leading to MPA Boundary Proposal

- Reviewed federal guidelines for designation of the boundary
- Drafted proposed approach
- Convened work group and refined approach
- Adoption process as Metro Resolution

Elements of the Proposal

- Urbanized Area (UZA) Boundary
- Metro Jurisdictional Boundary
- Urban Growth Boundary
- Urban Reserve areas
- Significant adjacent facilities serving the urban area

Area Maps

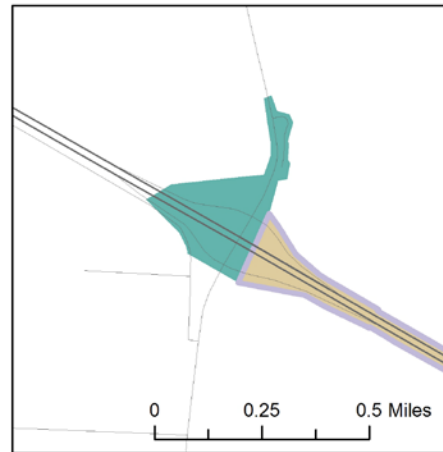


Significant Facilities Maps

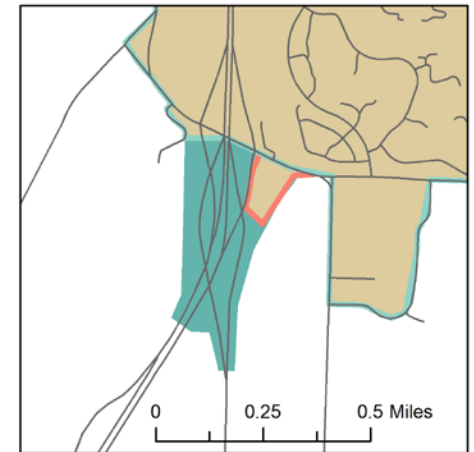
- Significant Transportation Facility
- Proposed MPA within Existing Boundary

Significant Transportation Facilities

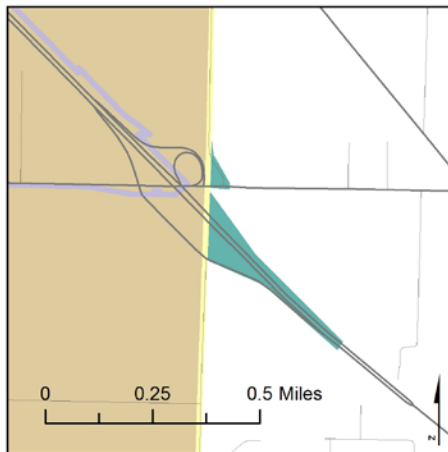
1. Jackson School Road



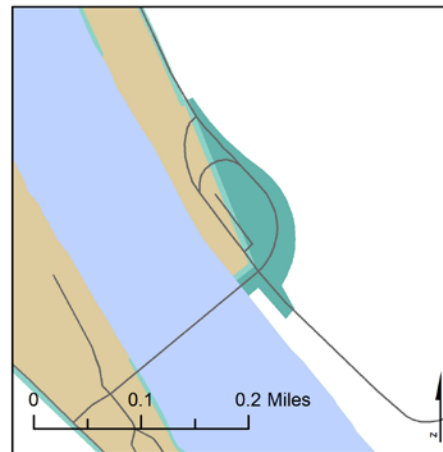
2. I-5 & Highway 551



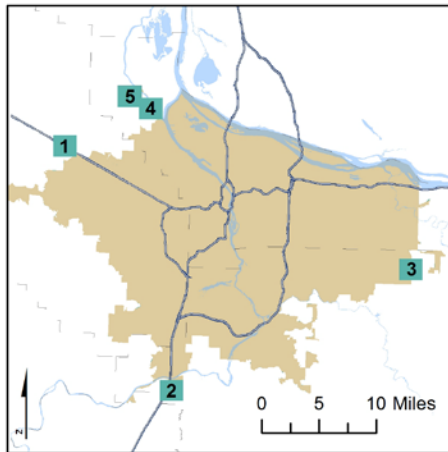
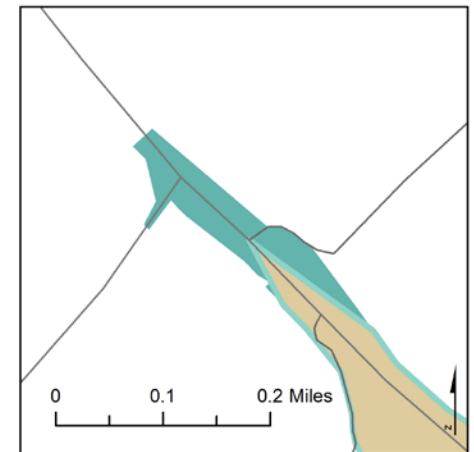
3. Highway 26 & Highway 212



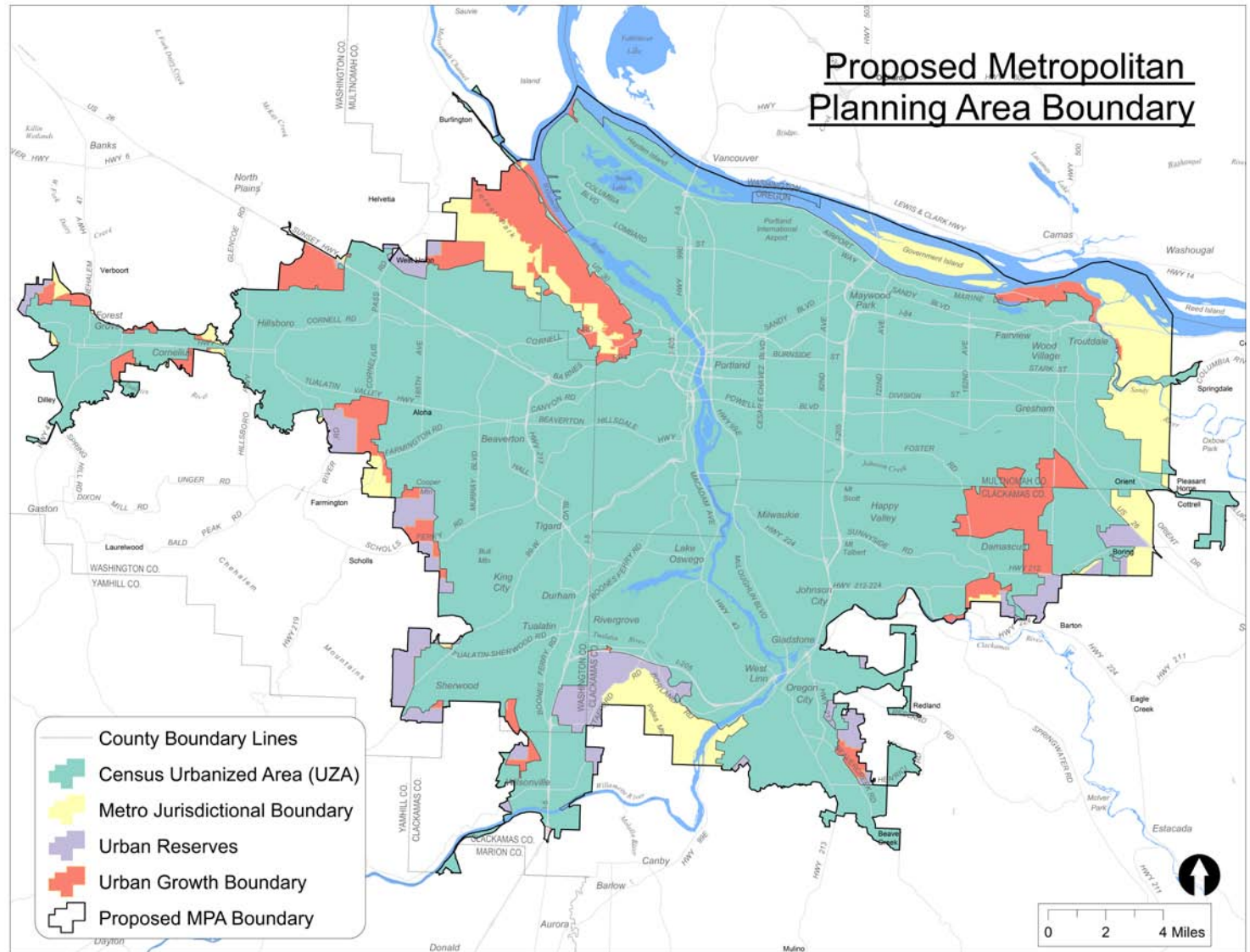
4. Sauvie Island Bridge Interchange



5. Highway 30 & Cornelius Pass



Proposed MPA Map



Next Steps

- Discussion of MPA Boundary legislation
- Recommendation to JPACT (scheduled 05/09)
- Council adoption (scheduled 05/15)

Discussion and Motion

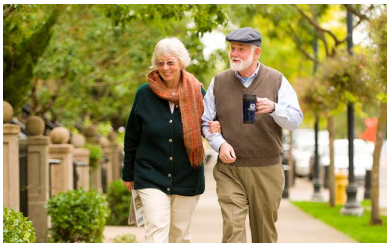




2015-2017 Regional Travel Options Grants



Presentation to TPAC



Dan Kaempff – Principal Transportation Planner
April 25, 2014



Metro | *Making a great place*

A blue-tinted map of a region, likely the West Coast of the United States, showing major highways and geographical features. The map is partially visible on the left side of the slide.

Purpose

“The Regional Travel Options (RTO) Grant Program carries out regional transportation demand management (TDM) strategies to increase use of travel options, reduce pollution and improve mobility.”

A blue-tinted map of a region, likely the West Valley area, showing roads, highways, and geographical features. The map is partially visible on the left side of the slide.

Recap from 2013-2015 round

- 2012-2017 RTO Strategic Plan resulted in numerous changes, new criteria
- 243% increase in funding - \$2.1 million*
- Sub-regional targets created
- 25 applications, \$3.7 million in requests
- 13 projects funded
- Average grant award = \$161,538
- Government, education and non-profits

* Federal CMAQ and STP funds

A vertical blue rectangular area on the left side of the slide, featuring a faint, light-colored map of a region with roads and geographical features.

Proposed changes for 2015-2017

- Evolutionary, not revolutionary
- Responding to stakeholder feedback
- Goal is to more fully address the needs of the region, while...
- Maintaining policy direction of Strategic Plan

A blue-tinted map of a city area, likely San Francisco, showing streets, highways, and landmarks like Lake Merano and Westwood. The map is partially obscured by the text on the right.

Refinements to criteria

- Fundamentally the same as 2013-2015
- Outcomes and measurement developed from 2011-2013 RTO Evaluation report
 - Multiple Account Evaluation framework
 - Easier to develop project metrics
 - Greater flexibility
 - Scaled to amount of grant funds
 - More \$\$\$ = greater measurement

A blue-tinted map of a city area, showing streets, highways, and landmarks like Lake Tawango. The map is partially visible on the left side of the slide.

Six-month grant solicitation

- Provide opportunity to consider and prioritize projects
- Time to work with Metro staff and other partners to develop project ideas
- Avoid rushing to complete applications

A blue-tinted map of a region, likely the San Francisco Bay Area, showing major roads and geographical features. The map is partially visible on the left side of the slide.

Eliminate over-match criteria

- Previous criteria favored applicants with more resources
- Match requirement is now federal minimum of 10.27%
- Non-scored “pass/fail” category

A blue-tinted map of a region, likely the San Francisco Bay Area, showing major roads and geographical features. The map is partially visible on the left side of the slide.

Two new subcategories

- **Planning**

- Develop local policy direction for TDM implementation
- Tie to RTP, TSPs, other planning guidance
- \$75,000 proposed

- **Active Transportation Enhancements**

- Small grants (<\$15,000) for bike parking, signage, sharrows, etc.
- \$50,000 proposed

A blue-tinted map of a region, likely the Multnomah County area, showing roads, highways, and geographical features. The map is partially visible on the left side of the slide.

Sub-regional targets

- Maintain 13-15 formula
 - 30% of total (\$630,000)
 - Calculate target percentage based on population + employment
- Establish \$100,000 minimum
 - Ensure all sub-regions have a meaningful amount
 - Adds \$47,420 to E. Multnomah County target amount

Sub-regional data

sub-region	population	employment
Clackamas	265,710	115,183
E. Multnomah	148,113	44,796
Portland	598,021	392,743
Washington	505,862	240,948
Totals	1,517,706	793,670

Source – Metro DRC, ESRI, US Bureau of Labor & Statistics

Target levels

sub-region	% of pop+emp	target level
Clackamas	16.48%	\$103,818
E. Multnomah	8.35%	\$52,580 <u>+ \$47,420</u> \$100,000
Portland	42.86%	\$270,048
Washington	32.31%	\$203,554
Totals	100.00%	\$677,420

Proposed funding categories

Total funds available	\$2,100,000
% designated for targets	30%
Sub-regional targets	\$677,420
Planning	\$75,000
AT enhancements	\$50,000
Open competitive*	\$1,297,580

* \$50,000 minimum grant amount

Timeline

Spring 2014:
Gather
feedback, refine
process

Summer 2014:
Announcement,
prepare
materials,
engage
applicants

Autumn 2014:
Receive, review
applications

Winter 2015:
Select,
announce
projects

Spring 2015:
Finalize project
scopes, sign
grant
agreements





For more information

Dan Kaempff

Regional Travel Options

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503-813-7559

**CLIMATE
SMART**
COMMUNITIES
SCENARIOS PROJECT

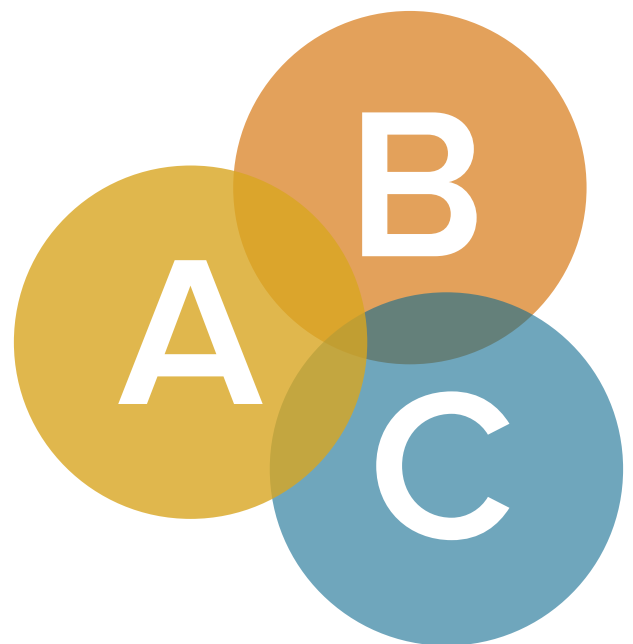


SHAPING THE PREFERRED APPROACH

.....
A DISCUSSION GUIDE FOR POLICYMAKERS
.....

PORTLAND METROPOLITAN REGION

APRIL 2014



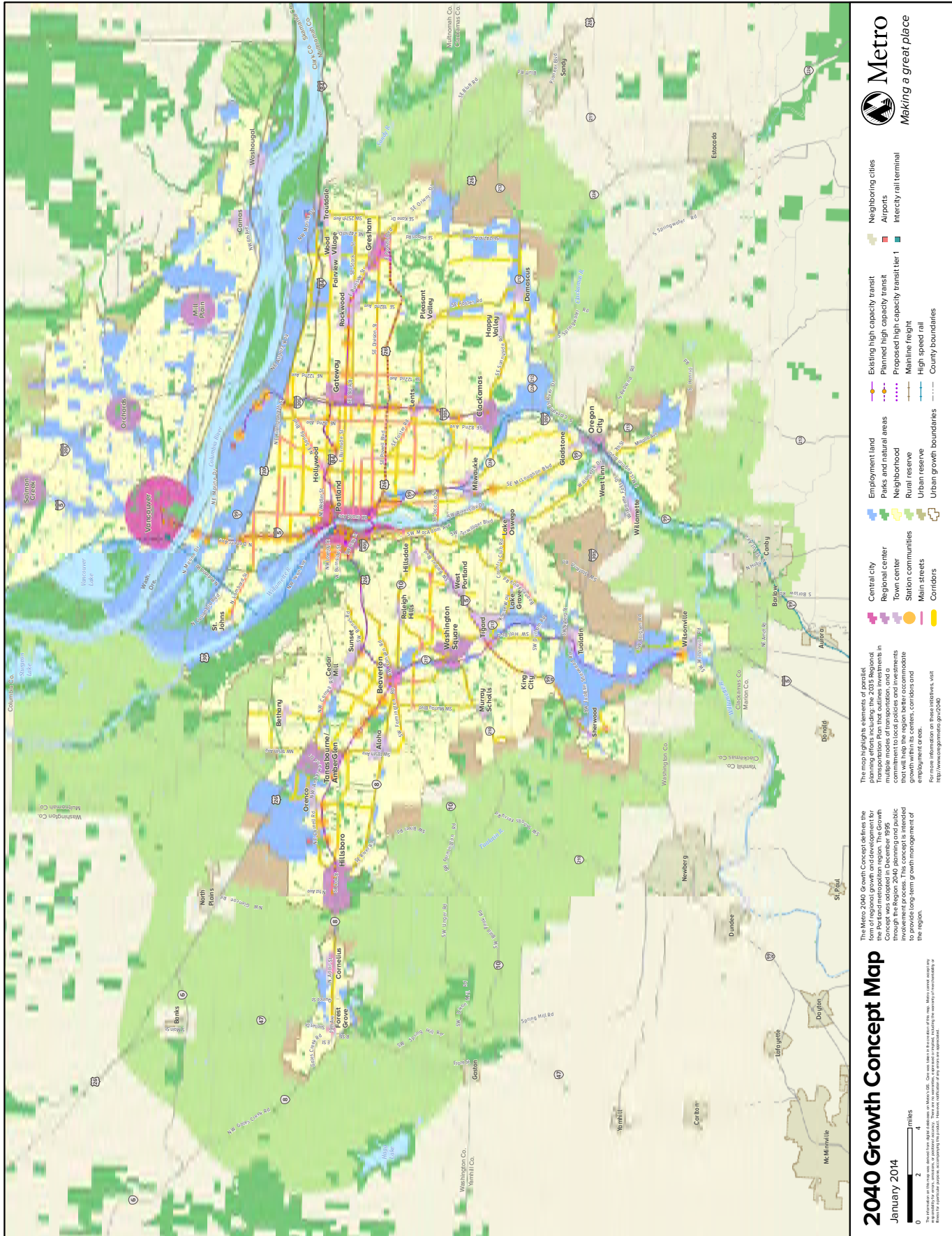
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OUR SHARED VISION: THE 2040 GROWTH CONCEPT

An integrated land use and transportation vision for building healthy, equitable communities and a strong economy while reducing greenhouse gas emissions.



INTRODUCTION

The Climate Smart Communities Scenarios Project was initiated in response to a state mandate to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

The goal of the project is to engage community, business, public health and elected leaders in a discussion to shape a preferred approach that supports local plans for downtowns, main streets and employment areas; protects farms, forestland, and natural areas; creates healthy, livable neighborhoods; increases travel options; and grows the regional economy while reducing greenhouse gas emissions from cars and small trucks.



ABOUT THIS GUIDE

This discussion guide for policymakers is designed to help elected, business, and community leaders and residents better understand the challenges and choices facing the Portland metropolitan region. It will be used by members of the Metro Policy Advisory Committee (MPAC) and Joint Policy Advisory Committee on Transportation (JPACT) to help shape a preferred approach for the Metro Council to consider for adoption in December 2014.

This guide brings together the results of the analysis completed in late 2013 and background information on the choices facing policymakers as the Climate Smart Communities Scenarios Project moves forward to shape a preferred approach that supports the region's shared values and helps make local and regional plans a reality.

The desired outcome for this discussion guide is that together, cities, counties and regional partners will be prepared to decide which investments and actions from each scenario should be included in the preferred approach.

What the future might look like in 2035

SCENARIO



Recent Trends

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.

SCENARIO



Adopted Plans

This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, which relies on increased revenue.

SCENARIO



New Plans and Policies

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

The scenarios are tested for research purposes only and do not necessarily reflect current or future policy decisions of the Metro Council, MPAC or JPACT.

DESIRED REGIONAL OUTCOMES

ATTRIBUTES OF GREAT COMMUNITIES

The six desired outcomes for the region endorsed by the Metro Policy Advisory Committee and approved by the Metro Council:

Vibrant communities

People live and work in vibrant communities where their everyday needs are easily accessible.

Economic prosperity

Current and future residents benefit from the region's sustained economic competitiveness and prosperity.

Safe and reliable transportation

People have safe and reliable transportation choices that enhance their quality of life.

Leadership on climate change

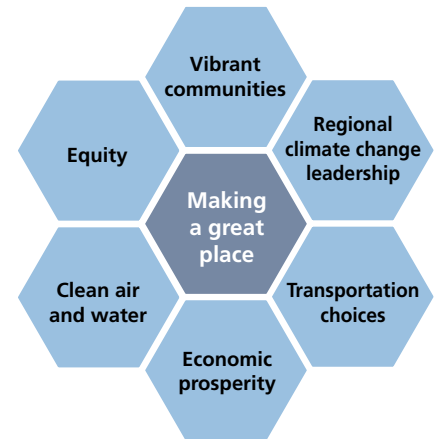
The region is a leader in minimizing contributions to global warming.

Clean air and water

Current and future generations enjoy clean air, clean water, and healthy ecosystems.

Equity

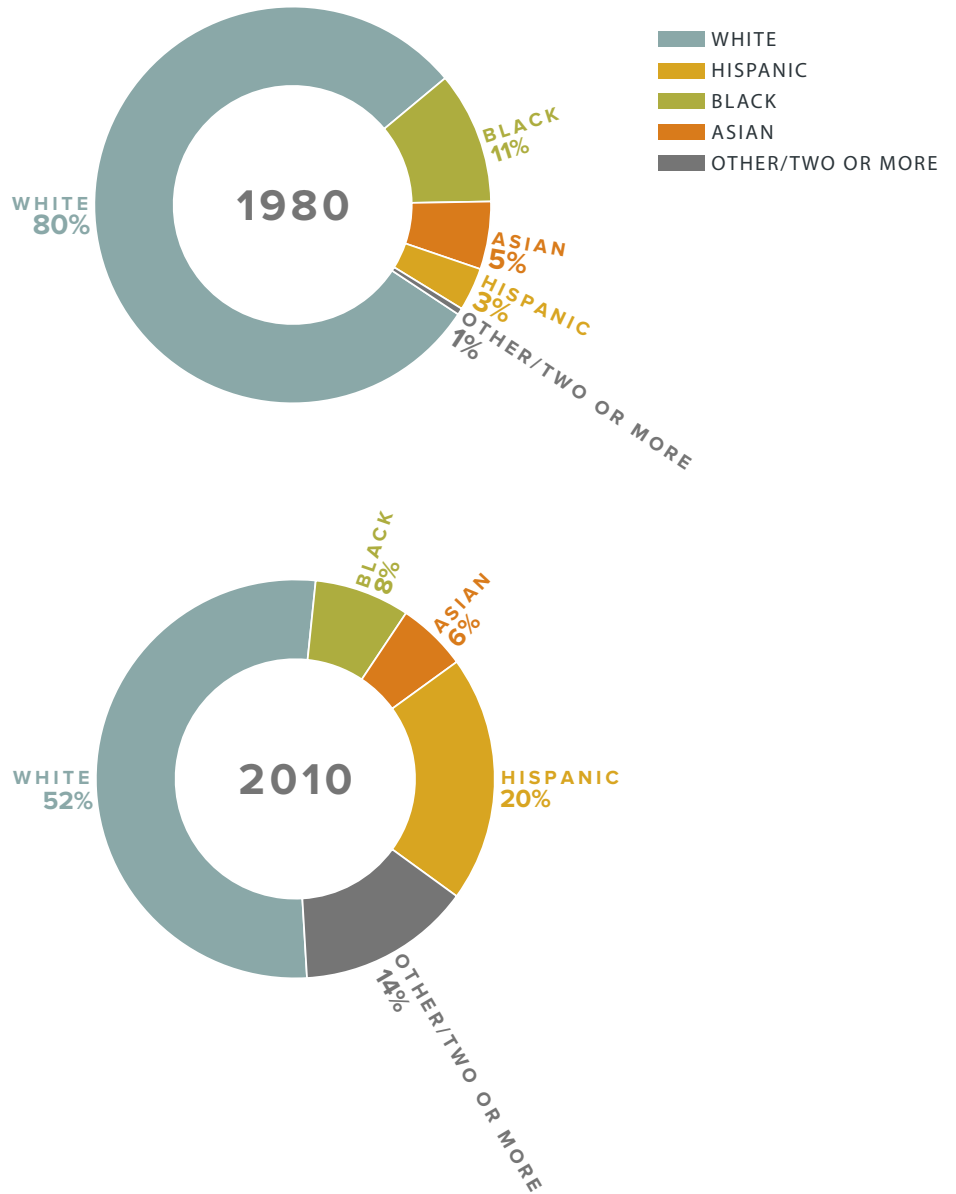
The benefits and burdens of growth and change are distributed equitably.





People of color are an increasingly significant percentage of the Portland metropolitan region's population. Areas with high poverty rates and people of color are located in all three of the region's counties – often in neighborhoods with limited transit access to family wage jobs and gaps in walking and bicycling networks.

RACE AND ETHNICITY IN THE PORTLAND METROPOLITAN REGION



REGIONAL CONTEXT

OUR REGION IS CHANGING

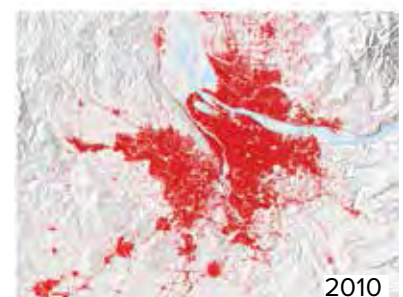
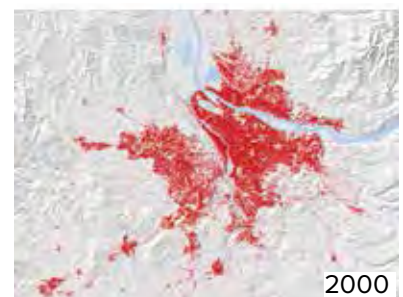
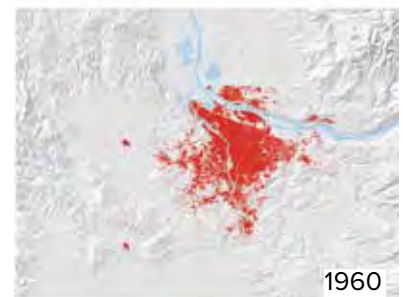
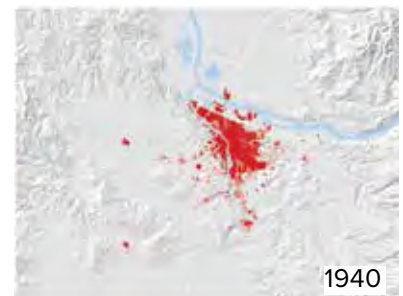
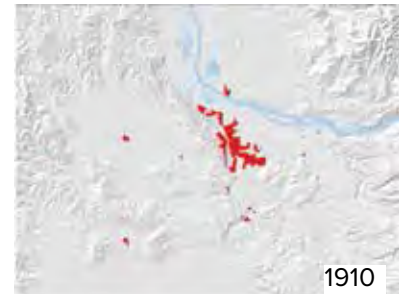
The Portland metropolitan region is an extraordinary place to call home. Our region has unique communities with inviting neighborhoods, a diverse economy and a world-class transit system. The region is surrounded by stunning natural landscapes and criss-crossed with a network of parks, trails and wild places within a walk, bike ride or transit stop from home. Over the years, the communities of the Portland metropolitan region have taken a collaborative approach to planning that has helped make our region one of the most livable in the country.

Because of our dedication to planning and working together to make local and regional plans a reality, we have set a wise course for managing growth – but times are challenging. With a growing and increasingly diverse population and an economy that is still in recovery, residents of the region along with the rest of the nation have reset expectations for financial and job security.

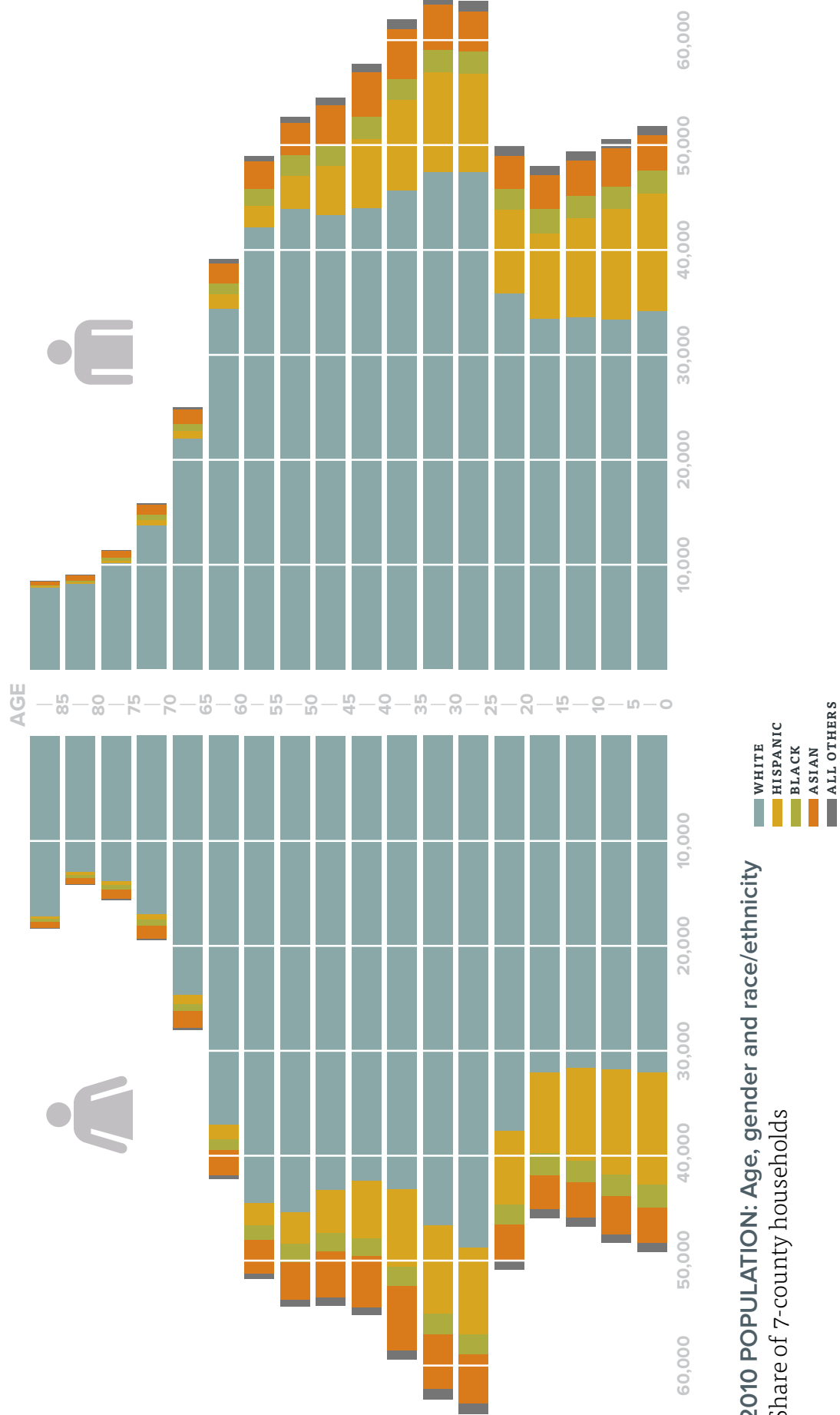
Aging infrastructure, rising energy costs, a changing climate, and global economic and political tensions demand new kinds of leadership, innovation and thoughtful deliberation and action to ensure our region remains a great place to live, work and play for everyone.

In collaboration with city, county, state, business and community leaders, Metro has researched how land use and transportation policies and investments can be leveraged to respond to these challenges.

The region expects to welcome nearly 500,000 new residents and more than 365,000 new jobs within the urban growth boundary by 2035.



Source: 1910, 1940, 1960: Metro Metropolitan Planning Commission; 2000, 2010: NOAA/COP Landcover



2010 POPULATION: Age, gender and race/ethnicity
Share of 7-county households

INVESTING IN OUR COMMUNITIES

Oregon has been a leader among a handful of states in addressing climate change, with an ambitious goal to reduce greenhouse gas (GHG) emissions from all sources to 75 percent below 1990 levels by the year 2050. In 2009, the Oregon Legislature required the Portland metropolitan region to develop an approach to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

Because our community visions focus development and investment where it makes sense – in downtowns, main streets and employment areas – and support transportation options for getting to work, school, and destinations across the region, we already drive 20 percent fewer miles every day than residents of other regions of similar size.

While our existing local and regional plans for growth can get us to the 2035 target, we still have work to do to make those plans a reality.

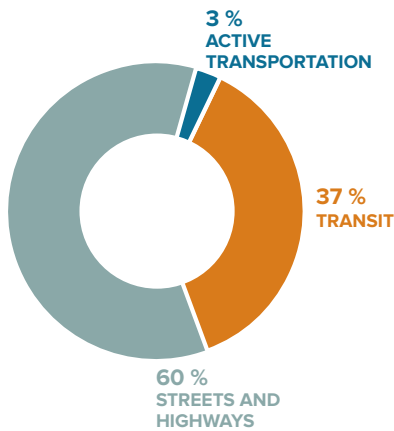
We know that investing in quality infrastructure is essential to a functioning, vibrant economy and healthy, livable communities. Investment in infrastructure is also needed to reduce greenhouse gas emissions. Past experience and analysis indicate that investments in centers, corridors and employment areas are an effective means of attracting growth to these areas, supporting community visions and values, and reducing greenhouse gas emissions.

Investments can take the form of expanding transit service; building new sidewalks, bikeways or street connections; using technology to actively manage the transportation system; managing parking; providing travel option programs; expanding existing roads; and other tools. Removing barriers to more efficient use of land and existing infrastructure can also help communities achieve their vision for the future while reducing greenhouse gas emissions as called for by the state.



The Oregon Legislature has required the Portland region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

SHARE OF FEDERAL AND STATE CAPITAL INVESTMENTS IN THE PORTLAND METROPOLITAN REGION BY MODE (1995 – 2010)



AVERAGE ANNUAL AMOUNT OF STATE AND FEDERAL FUNDING SPENT ON CAPITAL INVESTMENTS IN THE PORTLAND METROPOLITAN REGION (1995 – 2010)

\$10 million per year
active transportation

\$141 million per year
transit

\$225 million per year
streets and highway

Source: Metro 2010

PAYING FOR NEEDED INVESTMENTS

Our nation is investing less in infrastructure today than at any time in our history. The Portland metropolitan region is falling behind on making the investments needed to support our growing population and achieve community visions. Research in 2008 estimated the cost of building needed public and private infrastructure to be \$27 to \$41 billion by 2035. Traditional funding sources are expected to cover only half that amount.

Funding for transportation investments comes from many sources, including the U.S. Congress, the Federal Highway Administration, the Federal Transit Administration, the Oregon Legislature, ODOT, Metro, cities, counties, TriMet, South Metro Region Rapid Transit (SMART), the Port of Portland and developers.

Transportation funding has long been primarily a state and federal obligation, financed largely through gas taxes and other user fees. The purchasing power of federal and state gas tax revenues is declining as individuals drive less and fuel efficiency increases. The effectiveness of this revenue source is further eroded because the gas tax is not indexed to inflation. These monies are also largely dedicated to streets and highways – primarily maintenance and preservation – and to a limited extent, system expansion.

We also need to complete gaps in our region’s transit, walking and biking networks to help expand affordable travel options, yet active transportation currently lacks a dedicated funding source. Expansion and operation of the transit system has relied heavily on payroll taxes for operations and competitive federal funding for high capacity transit. But the region’s demand for frequent and reliable transit service exceeds the capacity of the payroll tax to support it.

Until the 2009 passage of the Jobs and Transportation Act (House Bill 2001) raised the state gas tax in 2011 by six cents, this revenue source had not increased since 1993. Similarly, the federal gas tax has not increased since 1993. This failure of fundraising to keep pace with infrastructure needs has been particularly acute in Oregon, as most states have turned to increased sales tax levies to cope with the decrease in purchasing power of federal transportation funding. Lacking a sales tax or other tools, Oregon has focused on bonding strategies based on future revenue at the state level and therefore has not developed a long-term strategy.

As the region's economy and its labor and housing markets continue to recover from the Great Recession, resources remain limited for making the investments needed to support our growing communities. Diminished resources mean reduced ability to maintain, improve and expand existing transportation infrastructure.

As a result, the existing transportation system is incomplete, overburdened and underfunded. Because federal and state funding is not keeping pace with infrastructure operation and maintenance needs, a substantial share of funding for future regional transportation investments has shifted to local revenue sources. Local governments in the Portland metropolitan region (like others in Oregon) have turned to increased tax levies, road maintenance fees, system development charges and traffic impact fees in attempt to keep pace, although some communities have been more successful than others.

The adopted Regional Transportation Plan calls for stabilizing existing transportation revenue sources while securing new and innovative long-term sources of funding adequate to build, operate and maintain the regional transportation system for all modes of travel.



At a time when local, state and federal resources needed to address our aging infrastructure are limited, we have a unique opportunity to find a better way to support our communities, attract new business, and grow the economy.

The Climate Smart Communities Scenarios Project has shown that the same kinds of investments that can help address these infrastructure needs can also help achieve our greenhouse gas emissions reduction goals. These kinds of investments will also help communities grow in ways that will support local economies for decades to come. Working together, we can develop the local, regional, state and federal partnerships needed to invest in our communities and realize our plans.

TODAY'S CHOICES SHAPE THE FUTURE

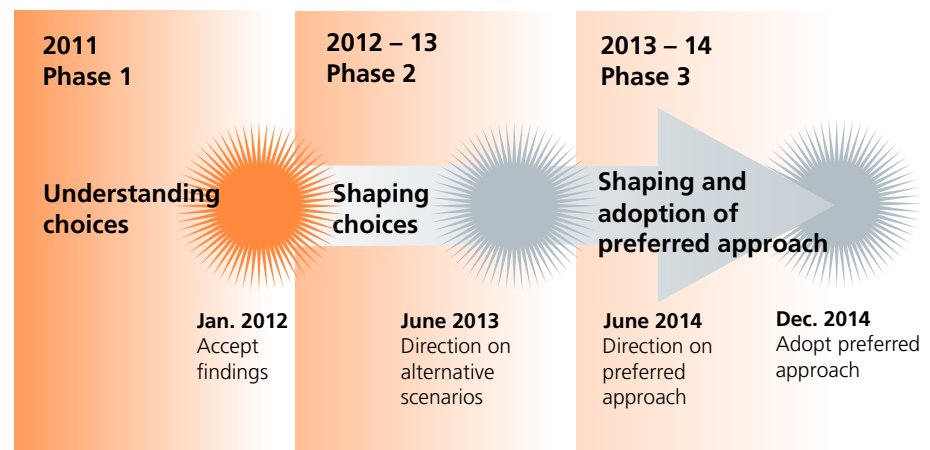
The region's charge from the state is to identify and adopt a preferred approach for meeting the target by December 2014. The choices we make today about how we live, work and get around will shape the future of the region for generations to come. The project is being completed in three phases – and has entered the third and final phase.

The first phase began in 2011 and concluded in early 2012. This phase consisted of testing strategies on a regional level to understand which strategies can most effectively help the region meet the state greenhouse gas emissions reduction mandate.

Most of the investments and actions under consideration are already being implemented to varying degrees across the region to realize community visions and other important economic, social and environmental goals.

As part of the first phase, Metro staff researched strategies used to reduce emissions in communities across the region, nation and around the world. This work resulted in a toolbox describing the range of potential strategies, their effectiveness at reducing emissions and other benefits they could bring to the region, if implemented.

Climate Smart Communities Scenarios Project timeline



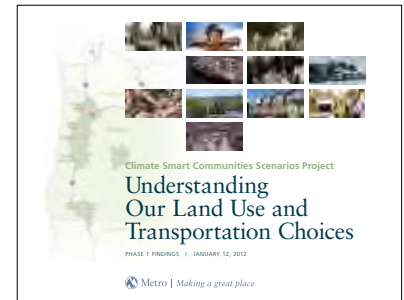
We found there are many ways to reduce emissions while creating healthy, more equitable communities and a vibrant regional economy, but no single solution will enable the region to meet the state’s target.

Investing in communities in ways that support local visions for the future will be key to reducing greenhouse gas emissions. Providing schools, services and shopping near where people live, improving bus and rail transit service, building new street connections, using technology to manage traffic flow, encouraging electric cars and providing safer routes for walking and biking all can help.

The second phase began in 2012 and concluded in October 2013. In this phase, Metro worked with community leaders to shape three approaches – or scenarios – and the criteria to be used to evaluate them. In the summer, 2013, Metro analyzed the three approaches to investing in locally adopted land use and transportation plans and policies.

The purpose of the analysis was to better understand the impact of those investments to inform the development of a preferred approach in 2014. Each scenario reflects choices about how and where the region invests to implement locally adopted plans and visions. They illustrate how different levels of leadership and investment could impact how the region grows over the next 25 years and how those investments might affect different aspects of livability for the region.

The results of the analysis were released in fall 2013.



Three approaches that we evaluated in 2013

SCENARIO



Recent Trends

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.

SCENARIO



Adopted Plans

This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan which relies on increased revenue.

SCENARIO



New Plans and Policies

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

WHAT WE'VE LEARNED SO FAR

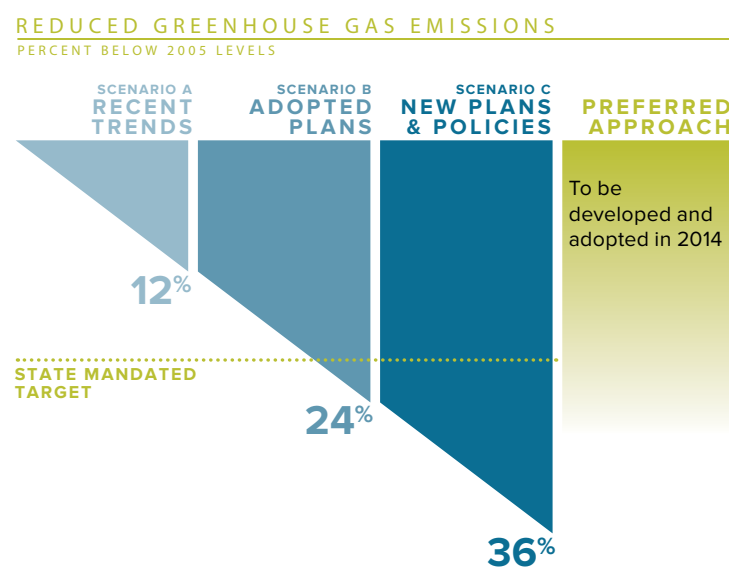
WE FOUND GOOD NEWS

Our Phase 2 analysis indicates that adopted local and regional plans can meet the state target for reducing greenhouse gas emissions – if we make the investments and take the actions needed to implement those plans and make them a reality.

The analysis also identified potentially significant benefits that can be realized by implementing adopted plans (Scenario B) and new policies and plans (Scenario C), including cleaner air, improved public health and safety, reduced congestion and delay, and travel cost savings that come from driving shorter distances and using more fuel efficient vehicles.

The analysis showed that if we continue investing at our current levels (Scenario A) we will fall short of what has been asked of our region, as well as other outcomes we are working to achieve – healthy communities, clean air and water, reliable travel options, and a strong regional economy.

More results are provided in the “Supplemental Materials” section of this guide.



The reduction target is from 2005 emissions levels after reductions expected from cleaner fuels and more fuel-efficient vehicles.

BUT THERE IS MORE WORK TO BE DONE

We're all in this together Local, regional, state and federal partnerships are needed to make the investments and take the actions needed to implement adopted local and regional plans and meet the state target. Our findings can help the region make the case for the increased investment and new partnerships that will be needed to implement the preferred approach the Metro Council considers for adoption in December 2014.

Implementation goes hand in hand with community engagement and participation We must continue working with community leaders to build capacity of organizations and their members to participate in ongoing local and regional planning and implementation efforts. This will help ensure meaningful opportunities for participation of public health, social equity and environmental justice leaders and the communities they represent as we move forward to eliminate disparities.

A transition to cleaner fuels and more fuel-efficient vehicles is essential Oregon cannot achieve its greenhouse gas emissions reduction goals without the significant advancements in fleet and technology committed to by the state. It is critical for the Oregon Legislature and state commissions to prioritize investments and actions that will catalyze this transition to ensure assumptions used to set our region's emissions reduction target are realized.

Prioritizing investments that achieve multiple goals in combination with more funding will help us get there The greatest barrier to implementation is the lack of sufficient funding to make the investments needed for our local and regional plans to become a reality. More state funding is needed to leverage local and regional funding and assist future planning and implementation. With limited funding, it is even more important to prioritize investments that support healthy, equitable communities and a strong economy, while reducing greenhouse gas emissions to create the future we want for the region.

But first, the Metro Council is asking cities, counties, regional partners and the public to weigh in on which investments and actions from each of the three scenarios should go forward into a preferred approach and how we should pay for the needed investments.



A one-size-fits-all approach won't meet the needs of our diverse communities. A combination of all of the investments and actions under consideration is needed to help us realize our shared vision for making this region a great place for generations to come.

.....



The Portland metropolitan region pioneered approaches to land use and transportation planning that make it uniquely positioned to address the state climate goals, due to the solid, well-integrated transportation and land-use systems in place and a history of working together to address complex challenges at a regional scale.

.....

MOVING FORWARD

In the 1990s, regional policy discussions centered on how and where the region should grow to protect the things that make this region a great place to live, work and play. Those discussions led to the adoption of the region's long-range strategy, the 2040 Growth Concept. This strategy reflects shared community values and desired outcomes that continue to resonate today.

The preferred approach will not replace the 2040 Growth Concept nor be a stand-alone plan. Instead, it will be a set of recommended policies and actions for how the region moves forward to integrate reducing greenhouse gas emissions with ongoing efforts to create the future we want for our region.

THROUGH MAY 2014

Policymakers weigh in on which investments and actions should be included in the region's preferred approach

JUNE 2014

The Metro Council is asked to provide direction to staff on the draft preferred approach

SUMMER 2014

Evaluation of the preferred approach and development of a near-term implementation plan

SEPTEMBER 2014

Final public review of the preferred approach

DECEMBER 2014

Metro Council considers adoption of the preferred approach

JANUARY 2015

Submit adopted approach to Land Conservation and Development Commission for approval

WHAT IS THE PREFERRED APPROACH?

The preferred approach will be a set of recommended policies and actions for how the region moves forward to integrate reducing greenhouse gas emissions with ongoing efforts to create the future we want for our region.

LEGISLATION The Metro Council will consider adoption of legislation signaling the region's commitment to the preferred approach through the ongoing implementation of the 2040 Growth Concept. The legislation will include:

POLICIES Regional Framework Plan (RFP) amendments

- Changes to refine existing RFP policies and/or add new policies to achieve the preferred approach.

ACTIONS Recommended actions

- Menu of investments and other tools needed to achieve the preferred approach that can be tailored by each community to implement local visions.
- Near-term actions needed to implement and achieve the preferred approach. This could include:
 - state and federal legislative agendas that request funding, policy changes or other tools needed to achieve preferred approach
 - identification of potential/likely funding mechanisms for key actions
 - direction to the 2018 Regional Transportation Plan update
 - direction to future growth management decisions
 - direction for functional plan amendments that guide local implementation, if needed.
- Monitoring and reporting system that builds on existing performance monitoring requirements per ORS 197.301 and updates to the Regional Transportation Plan.



Through this collaborative effort, we can identify how the region should work together to develop new kinds of leadership and the local, regional, state and federal partnerships needed to invest in communities to make local and regional plans a reality.

POLICY QUESTIONS FOR 2014

WHAT CHOICES HAVE BEEN MADE?

In February, the Metro Policy Advisory Committee and Joint Policy Advisory Committee on Transportation approved a path for moving forward with an eight-step process to shape and adopt a preferred approach in 2014. As recommended by MPAC and JPACT, the preferred approach will start with the plans cities, counties and the region have already adopted – from local zoning, capital improvement, comprehensive, and transportation system plans to the 2040 Growth Concept and regional transportation plan – to create great communities and build a vibrant economy.

This includes managing the urban growth boundary through regular growth management cycles (currently every six years). In addition, MPAC and JPACT agreed to include assumptions for cleaner fuels and more fuel-efficient vehicles as defined by state agencies during the 2011 target-setting process. A third component they recommended be included in the preferred approach is the Statewide Transportation Strategy assumption for vehicle insurance paid by the miles driven.

WHAT CHOICES HAVE BEEN MADE?

In January and February of 2014, MPAC, JPACT and the Metro Council agreed these elements should be included in the draft preferred approach as a starting point:

- Implement adopted regional and local plans**
Implement the 2040 Growth Concept and local zoning, comprehensive and transportation plans and manage the urban growth boundary through regular growth management cycles.
- Transition to cleaner fuels and fuel-efficient vehicles**
Rely on state fleet and technology assumptions used when setting our region's target.
- Support vehicle insurance paid by the miles driven**
Use state assumptions for pay-as-you-drive insurance.

WHAT CHOICES DO WE STILL NEED TO MAKE?

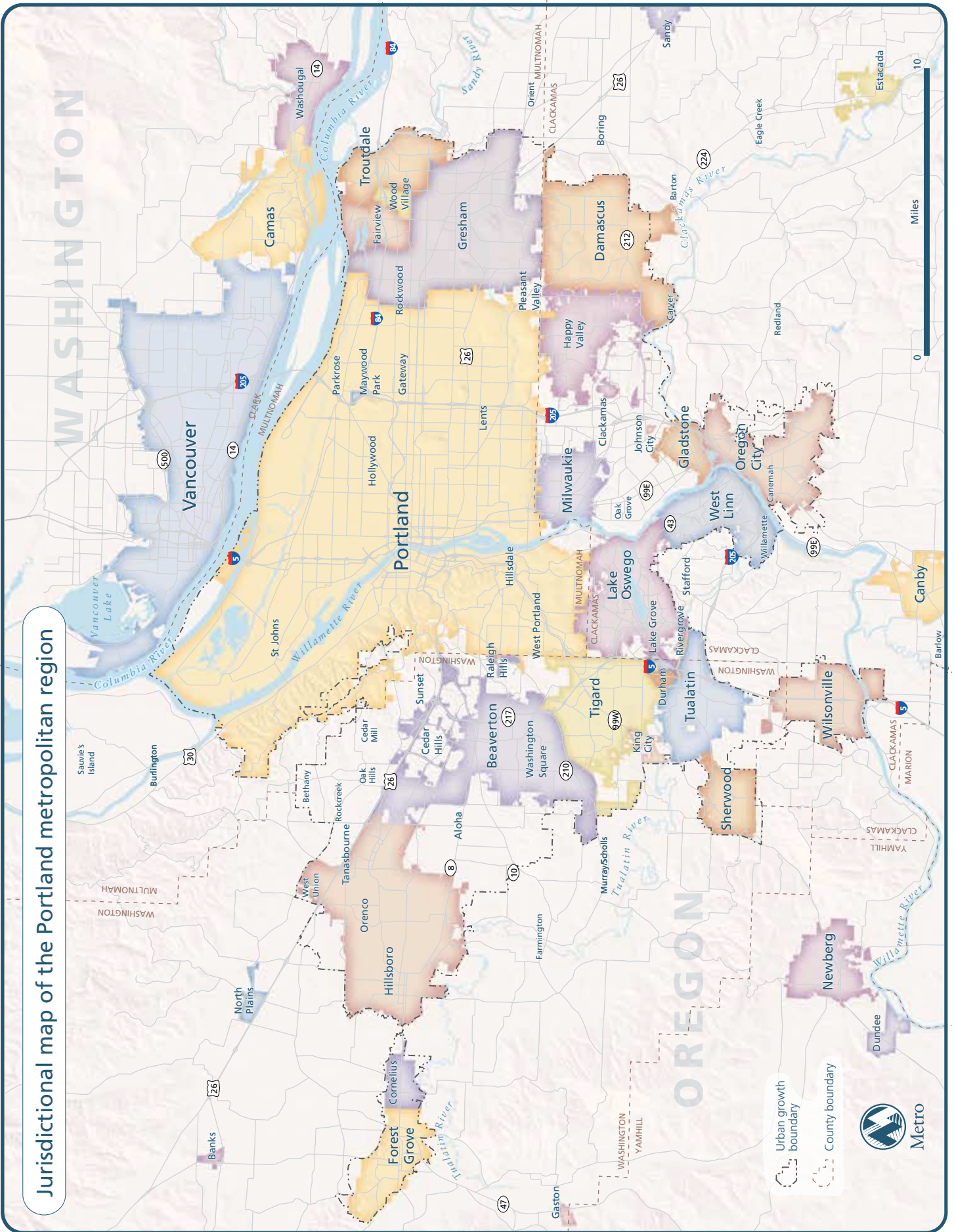
Since January 2014, the Metro Council has engaged community and business leaders, local governments and the public on what mix of investments and actions best support their community's vision for healthy and equitable communities and a strong economy while reducing greenhouse gas emissions.

Through May 2014, policymakers will consider the results of the engagement activities and scenarios evaluation as they weigh in on these policy questions:

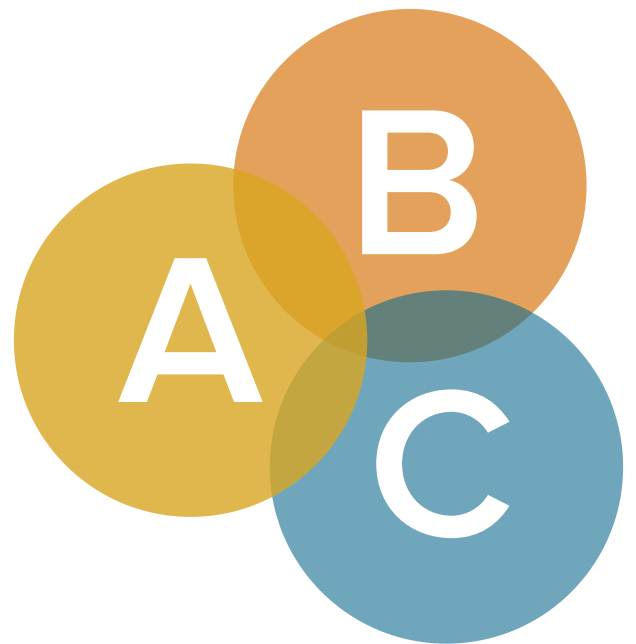
- How much transit should we provide by 2035?**
- How much should we use technology to actively manage the transportation system by 2035?**
- How much should we expand the reach of travel information programs by 2035?**
- How much of the planned active transportation network should we complete by 2035?**
- How much of the planned street and highway network should we complete by 2035?**
- How should local communities manage parking by 2035?**
- How should we pay for our investment choices by 2035?**



Jurisdictional map of the Portland metropolitan region



POLICY AREAS



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OVERVIEW OF POLICY AREAS

This section provides background information on the seven policy areas being considered by the region’s policymakers:

- Make transit more convenient, frequent, accessible and affordable
- Use technology to actively manage the transportation system
- Provide information and incentives to expand the use of travel options
- Make biking and walking more safe and convenient
- Make streets and highways more safe, reliable and connected
- Manage parking to make efficient use of parking resources
- Identify potential ways to pay for our investment choices

The first three pages include a description of the policy, its potential climate benefit, cost, implementation benefits and challenges, and a summary of the how the policy is implemented for each scenario. The last page of each description summarizes emerging themes and specific comments provided during project public engagement activities.

EXPLANATION OF THE CLIMATE BENEFIT RATINGS

In Phase 1 of the project, staff conducted a sensitivity analysis to better understand the greenhouse gas emissions reduction potential of individual policies. The information derived from the sensitivity analysis was used to develop a five-star rating system for communicating the relative climate benefits of different policies. The ratings represent the potential effects of individual policy areas in isolation and do not capture variations that may occur from synergies between multiple policies.

Estimated reductions assumed in climate benefits ratings

less than 1%	★ ★ ★ ★ ★
1 – 2%	★ ★ ★ ★ ★
3 – 6%	★ ★ ★ ★ ★
7 – 15%	★ ★ ★ ★ ★
16 – 20%	★ ★ ★ ★ ★

Source Memo to TPAC and interested parties on Climate Smart Communities: Phase 1 Metropolitan GreenSTEP scenarios sensitivity analysis (June 21, 2012)

EXPLANATION OF THE RELATIVE COST RATINGS

Like the relative climate benefit ratings, the cost ratings provide a quick reference for comparing the relative cost of investments between policy areas. The estimated cost of each policy area for each scenario is provided below.

The relative climate benefit and cost ratings are provided to simplify information presented for purposes of discussion.

ESTIMATED COSTS FOR EACH SCENARIO BY POLICY AREA (2014\$)

	SCENARIO A	SCENARIO B	SCENARIO C
Transit capital	\$590 million	\$1.9 billion	\$5.1 billion
Transit operations	\$4.8 billion	\$5.3 billion	\$9.5 billion
Technology	\$113 million	\$135 million	\$193 million
Information	\$99 million	\$124 million	\$234 million
Active transportation	\$57 million	\$948 million	\$3.9 billion
Streets and highways capital¹	\$162 million	\$8.8 billion	\$11.8 billion
Parking	n/a	n/a	n/a
Total costs¹	\$6 billion	\$17 billion	\$31 billion

¹Table note does not include road-related operations, maintenance and preservation costs.



RELATIVE CLIMATE BENEFIT



RELATIVE COST



Make transit more convenient, frequent, accessible and affordable

There are four key ways to make transit service more convenient, frequent, accessible and affordable. The effectiveness of each will vary depending on the mix of nearby land uses, the number of people living and working in the area, and the extent to which travel information, marketing and technology are used.

Frequency Increasing the frequency of transit service in combination with transit signal priority and bus lanes makes transit faster and more convenient.

System expansion Providing new community and regional transit connections improves access to jobs and community services and makes it easier to complete some trips without multiple transfers.

Transit access Building safe and direct walking and biking routes and crossings that connect to stops makes transit more accessible and convenient.

Fares Providing reduced fares makes transit more affordable; effectiveness depends on the design of the fare system and the cost.

Transit is provided in the region by TriMet and South Metro Area Rapid Transit (SMART) in partnership with Metro, cities, counties, employers, business associations and non-profit organizations.

BENEFITS

- improves access to jobs, the workforce, and goods and services, boosting business revenues
- creates jobs and saves consumers and employers money
- stimulates development, generating local and state revenue
- provides drivers an alternative to congested roadways and supports freight movements by taking cars off the road
- increases physical activity
- reduces air pollution and air toxics
- reduces risk of traffic fatalities and injuries

CHALLENGES

- transit demand outpacing funding
- enhancing existing service while expanding coverage and frequency to growing areas
- reduced revenue and federal funding, leading to increased fares and service cuts
- preserving affordable housing options near transit
- ensuring safe and comfortable access to transit for pedestrians, cyclists and drivers
- transit-dependent populations locating in parts of the region that are harder to serve with transit

How much transit should we provide by 2035?

TRANSIT AT A GLANCE

	SCENARIO A	SCENARIO B	SCENARIO C
Daily revenue hours	5,600	6,200	11,200
Service expansion <i>(increase from 2010 level)</i>	14% increase	27% increase	129% increase
Rush hour frequency	10-minute service on 10 routes	10-minute service on 13 routes	10-minute service on 37 routes
Off-peak frequency	30-minute service on most routes	20-minute service on most routes	15 or 20-minute service on most routes
New high capacity transit connections	None	Planned connections completed, such as the extension to Vancouver, WA	All regional centers and more town centers served Priority high capacity transit system plan and Southwest Corridor completed
Other service enhancements	Westside Express Service (WES) and Portland streetcar operate at 2010 frequencies	Same as Scenario A, plus more planned Portland streetcar connections completed	WES operates all day with 15-minute service Locally-developed Service Enhancement Plans (SEPs) and the planned Portland Streetcar System Plan mostly completed
Public and private shuttles	Existing private shuttles continue to operate between large work sites and major transit stops	Additional major employers and some community-based organizations work with TriMet to operate shuttles	More major employers and some community-based organizations work with TriMet to operate shuttles
Fares	Reduced fares provided to youth, older adults and disabled persons	Same as Scenario A	Same as Scenario A, plus reduced fares provided to low-income families
Estimated capital cost* (2014\$)	\$590 million	\$1.9 billion	\$5.1 billion
Estimated service operating costs** (2014\$)	\$4.8 billion (\$187 million per year)	\$5.3 billion (\$207 million per year)	\$9.5 billion (\$374 million per year)

* Capital costs reflect HCT capital costs plus fleet replacement and expansion costs.

** Operating costs for TriMet service were calculated by annualizing the daily revenue hours proposed for each scenario and applying TriMet's average operating cost per revenue hour, with cost by mode weighted by the proportion of service provided on each mode. SMART operating costs were calculated by assuming SMART's FY 11-12 annual operating costs are maintained through 2035.

(See Supplemental materials section, Phase 2: Transit Access at a Glance.)

SCENARIO

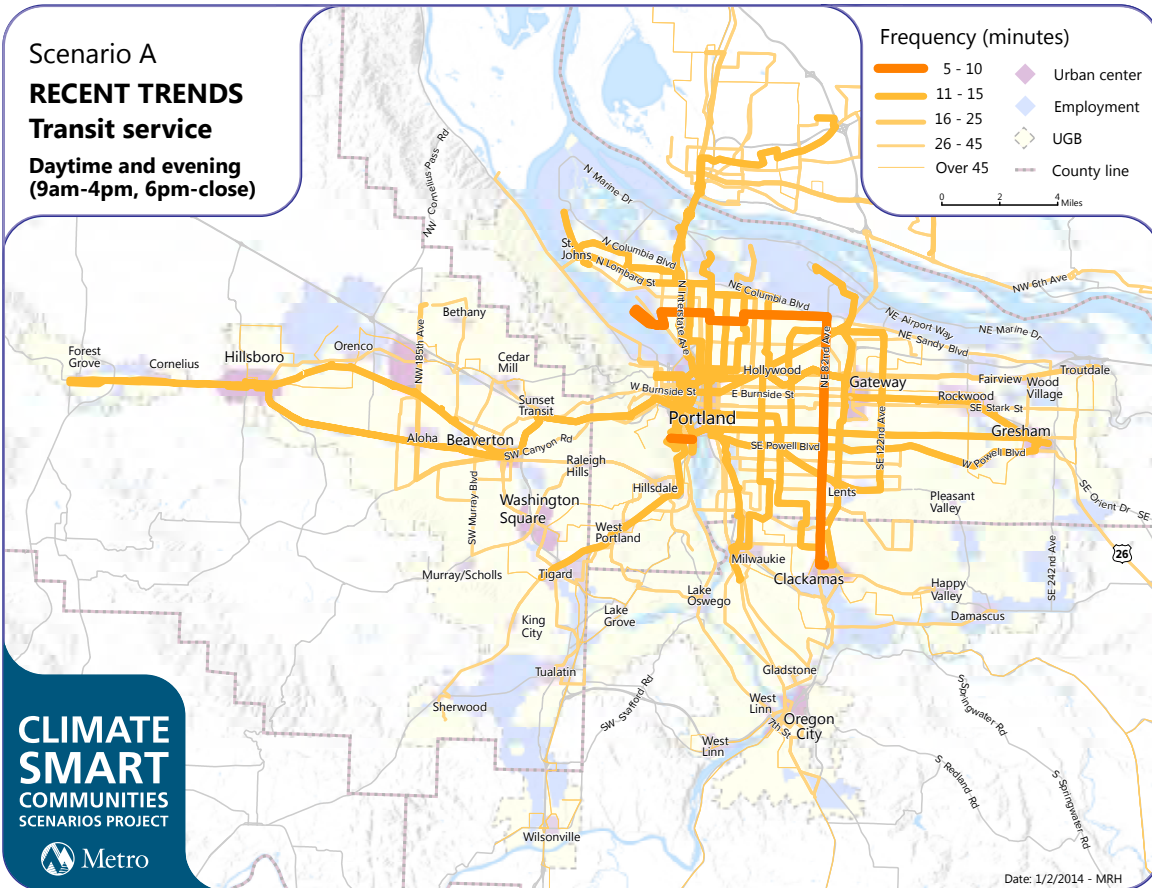
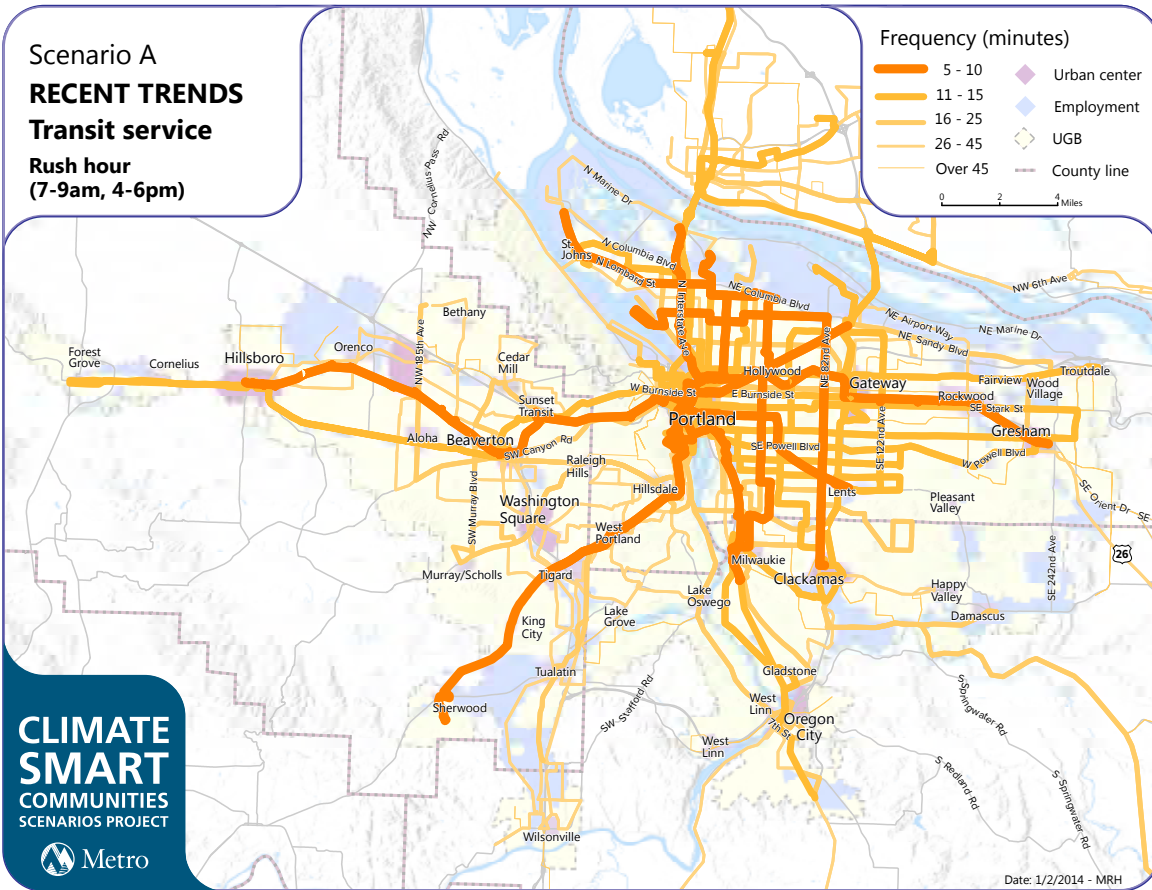


Recent Trends

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.

31% jobs
24% households
31% low-income households

Estimated jobs and households within 1/4-mile of 10-minute or better service by 2035



6% jobs
4% households
5% low-income households

Estimated jobs and households within 1/4-mile of 10-minute or better service by 2035

Note These maps are for research purposes only and do not reflect current or future policy decisions of the Metro Council, MPAC or JPACT.

SCENARIO

B

Adopted Plans

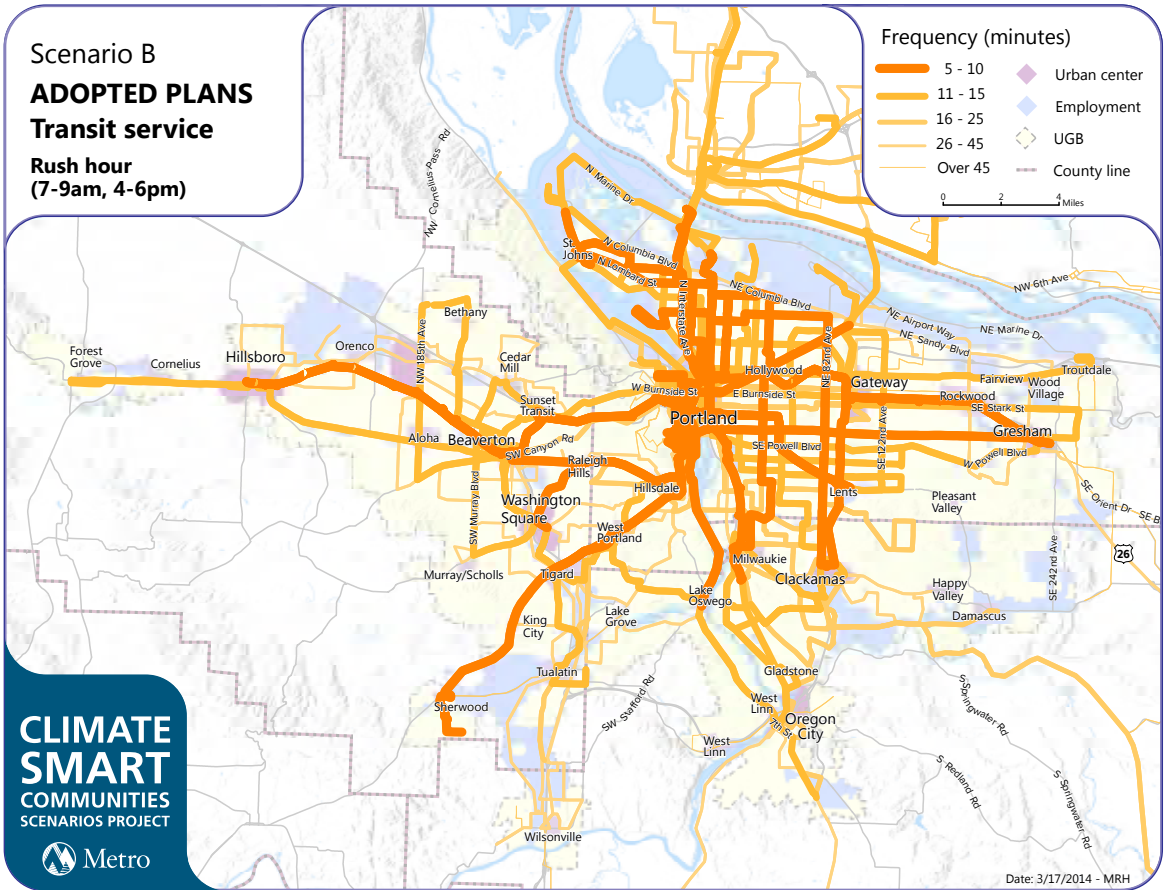
This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, which relies on increased revenue.

33% jobs

27% households

34% low-income households

Estimated jobs and households within ¼-mile of 10-minute or better service by

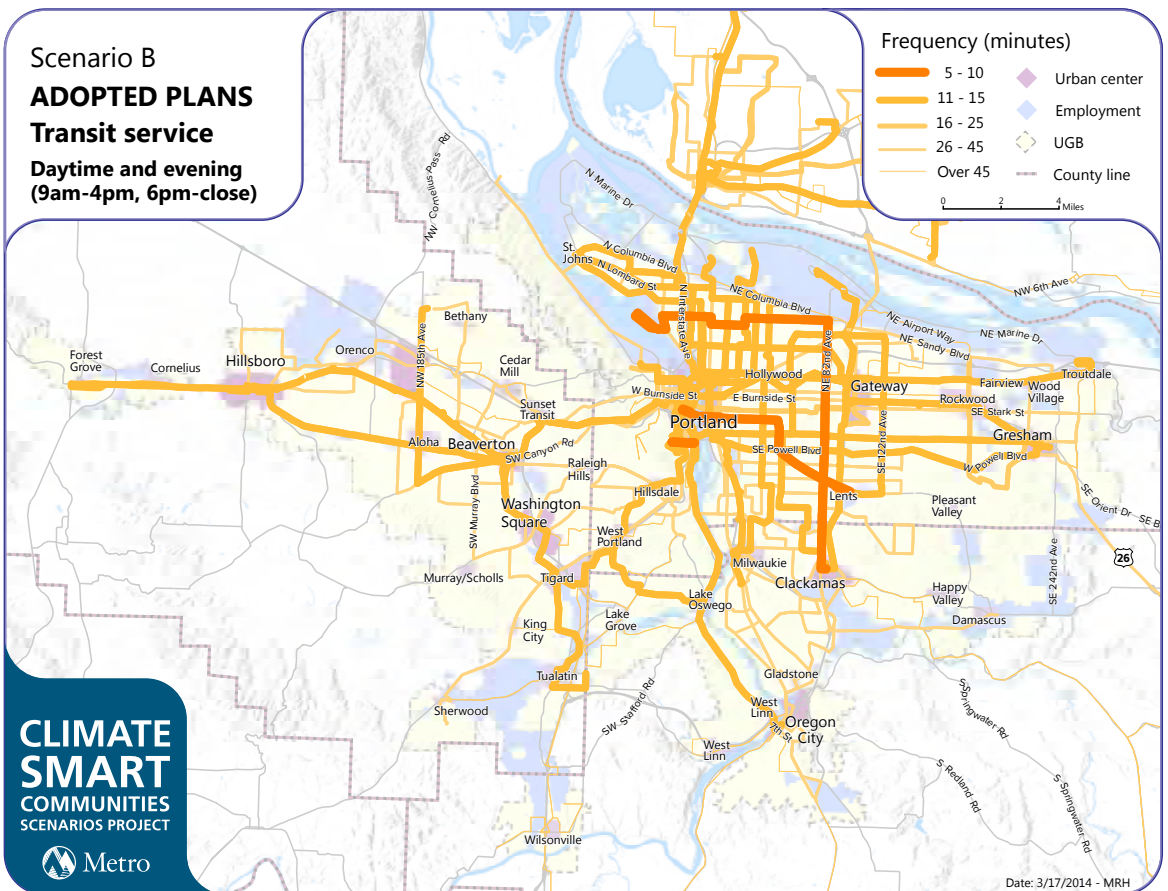


6% jobs

4% households

6% low-income households

Estimated jobs and households within ¼-mile of 10-minute or better service by 2035



SCENARIO



New Plans and Policies

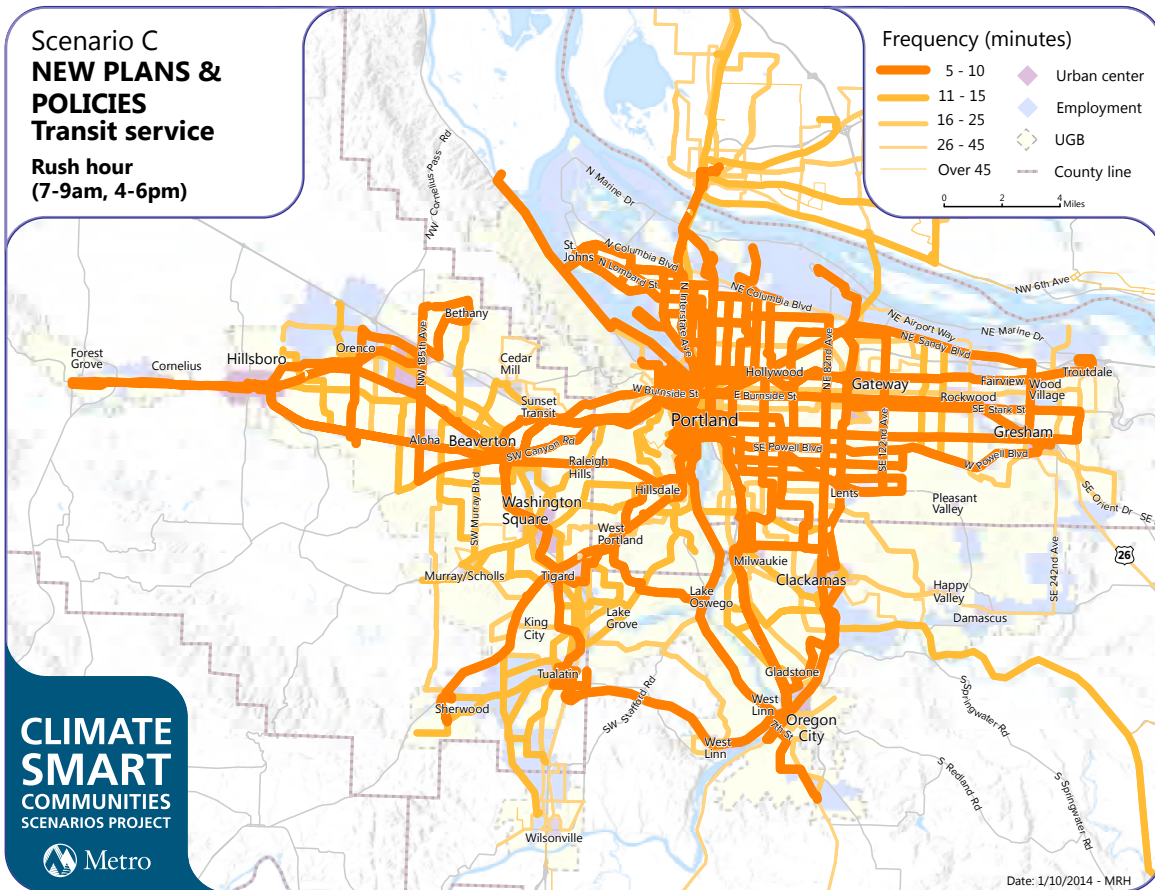
This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

42% jobs
32% households
40% low-income households

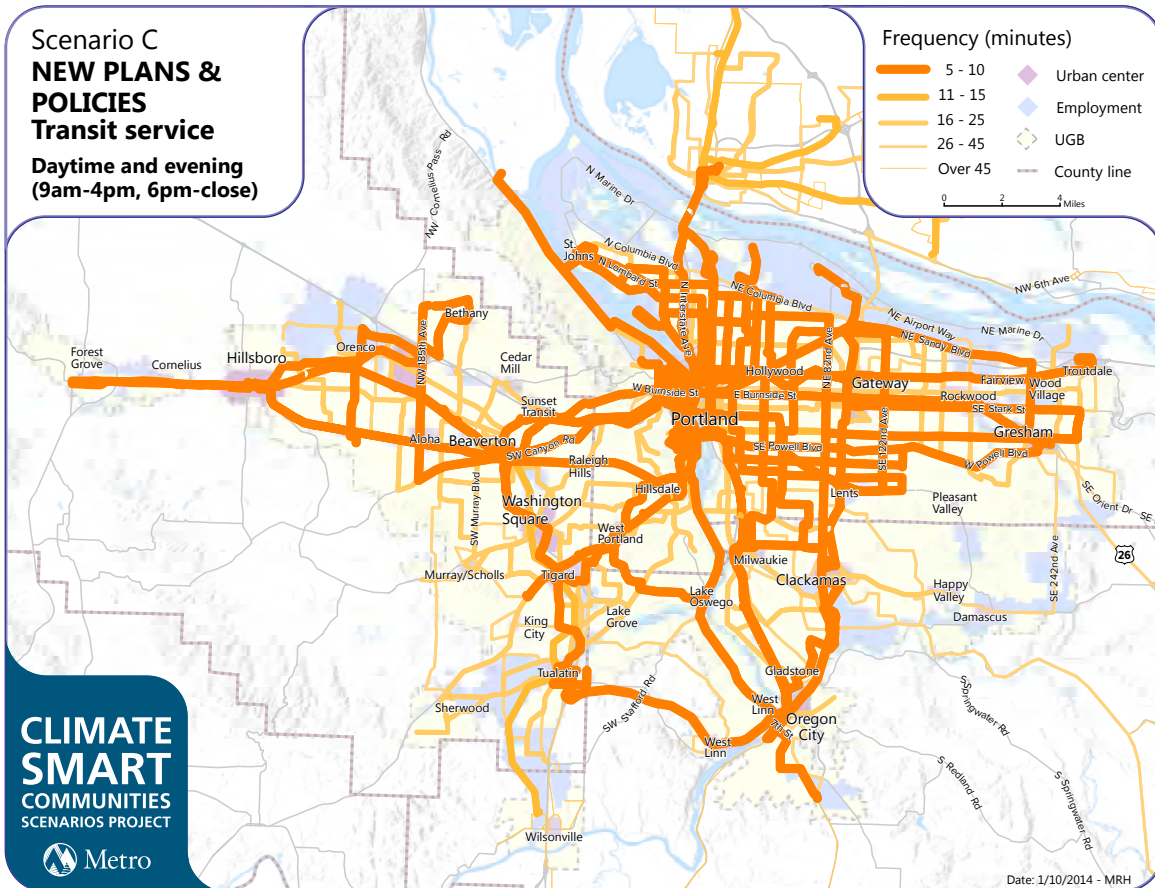
Estimated jobs and households within 1/4-mile of 10-minute or better service by 2035

23% jobs
20% households
26% low-income households

Estimated jobs and households within 1/4-mile of 10-minute or better service by 2035



Scenario C
NEW PLANS & POLICIES
Transit service
Rush hour
(7-9am, 4-6pm)



Scenario C
NEW PLANS & POLICIES
Transit service
Daytime and evening
(9am-4pm, 6pm-close)



What people are saying

Transit needs to be more frequent, affordable and connected to more places people want to go.

To increase the accessibility and affordability of public transit is paramount.

I think we would have great results if we added more to the bus system...because the bus system is very efficient.

Emerging themes

- Transit was universally seen as the highest priority investment area because of its high potential to reduce emissions while improving access to jobs and services and supporting other community goals.
- The cost of transit must be kept affordable, particularly for people with disabilities, youth, older adults and those with limited incomes.
- Integration with land use, active transportation, information, technology and a well-connected street system will help transit be more convenient and accessible for more people.
- Important to seek creative local transit service options and partnerships that fit the needs of smaller communities, including shuttles to support crucial last-mile connections.
- Prioritize low-income communities for bus service improvements and ensure that affordable housing and transportation options remain after major transit investments are made in a community.
- More funding for transit is needed.

Key takeaways to share with others



RELATIVE CLIMATE BENEFIT
 ★ ★ ★ ★ ★

RELATIVE COST
 \$ \$ \$

Use technology to actively manage the transportation system

Using technology to actively manage the Portland metropolitan region’s transportation system means using intelligent transportation systems (ITS) and services to reduce vehicle idling associated with delay, making walking and biking more safe and convenient, and helping improve the speed and reliability of transit. Nearly half of all congestion is caused by incidents and other factors that can be addressed using these strategies.

Local, regional and state agencies work together to implement transportation system technologies. Agreements between agencies guide sharing of data and technology, operating procedures for managing traffic, and the ongoing maintenance and enhancement of technology, data collection and monitoring systems.

Arterial corridor management includes advanced technology at each intersection to actively manage traffic flow. This may include coordinated or adaptive signal timing; advanced signal operations such as cameras, flashing yellow arrows, bike signals and pedestrian count down signs; and communication to a local traffic operations center and the centralized traffic signal system.

Freeway corridor management includes advanced technology to manage access to the freeways, detect traffic levels and weather conditions, provide information with variable message signs and variable speed limit signs, and deploying incident response patrols that quickly clear breakdowns, crashes and debris. These tools connect to a regional traffic operations center.

Traveler information includes using variable message and speed signs and 511 internet and phone services to provide travelers with up-to-date information regarding traffic and weather conditions, incidents, travel times, alternate routes, construction, or special events.

BENEFITS	CHALLENGES
<ul style="list-style-type: none"> • provides near-term benefits • reduces congestion and delay • makes traveler experience more reliable • saves public agencies, consumers and businesses time and money • reduces air pollution and air toxics • reduces risk of traffic fatalities and injuries 	<ul style="list-style-type: none"> • requires ongoing funding to maintain operations and monitoring systems • requires significant cross-jurisdictional coordination • workforce training gaps

How much should we use technology to actively manage the transportation system by 2035?

TECHNOLOGY AT A GLANCE

	SCENARIO A	SCENARIO B	SCENARIO C
Advanced traffic signal operations	Traffic signals on some major arterials	Traffic signals on many major arterials	All traffic signals are connected to a centralized system
Transit signal priority	Some bus routes with 10-minute service	All bus routes with 10-minute service	All bus routes with 10-minute service
Freeway ramp meters	Most urban interchanges	Same as Scenario A	All urban interchanges
Freeway variable speed signs	None	Deployed in most high incident locations	Deployed in all high incident locations
Incident response patrols	Some incident response patrols are deployed on area freeways	More incident response patrols are deployed on area freeways	Incident response patrols are deployed on area freeways and major arterials adjacent to freeways
Estimated cost (2014\$)	\$113 million	\$135 million	\$193 million

SCENARIO



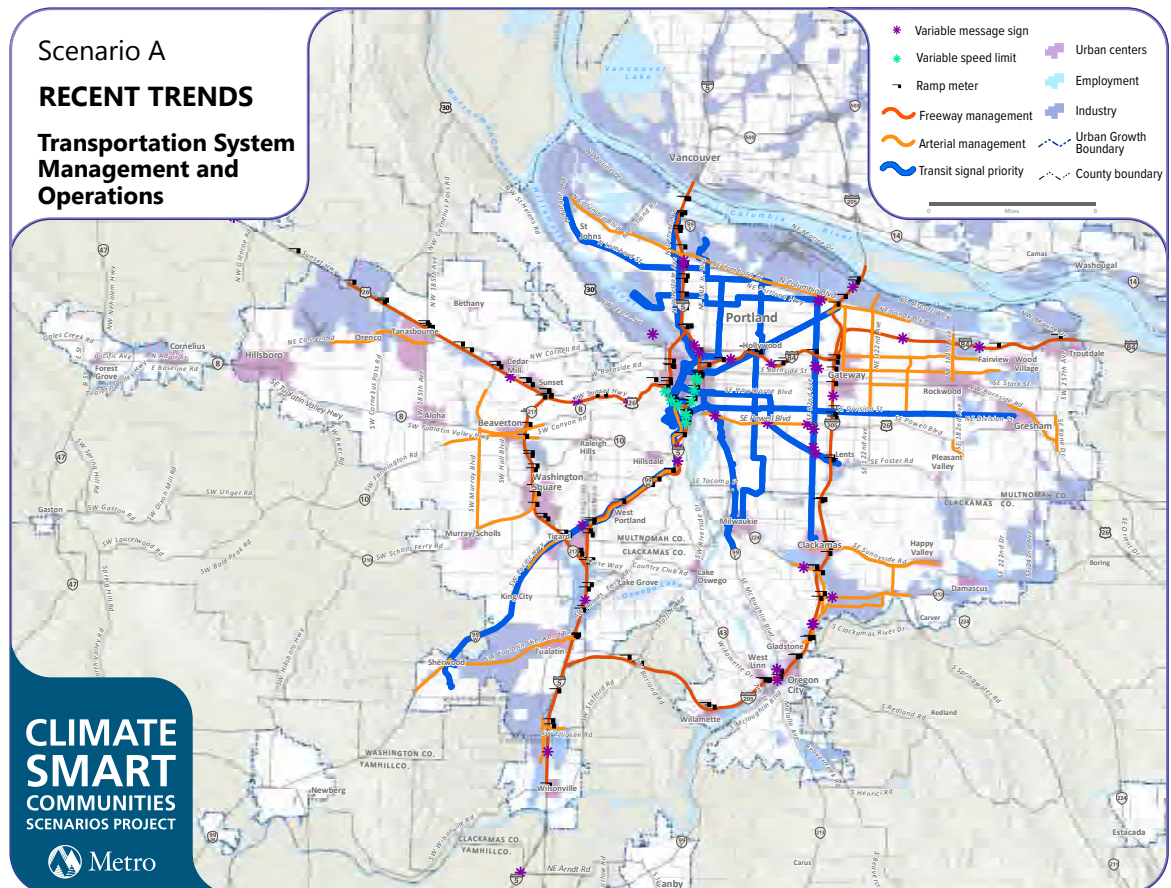
Recent Trends

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.

10% on arterials and freeways

Estimated delay reduction by 2035

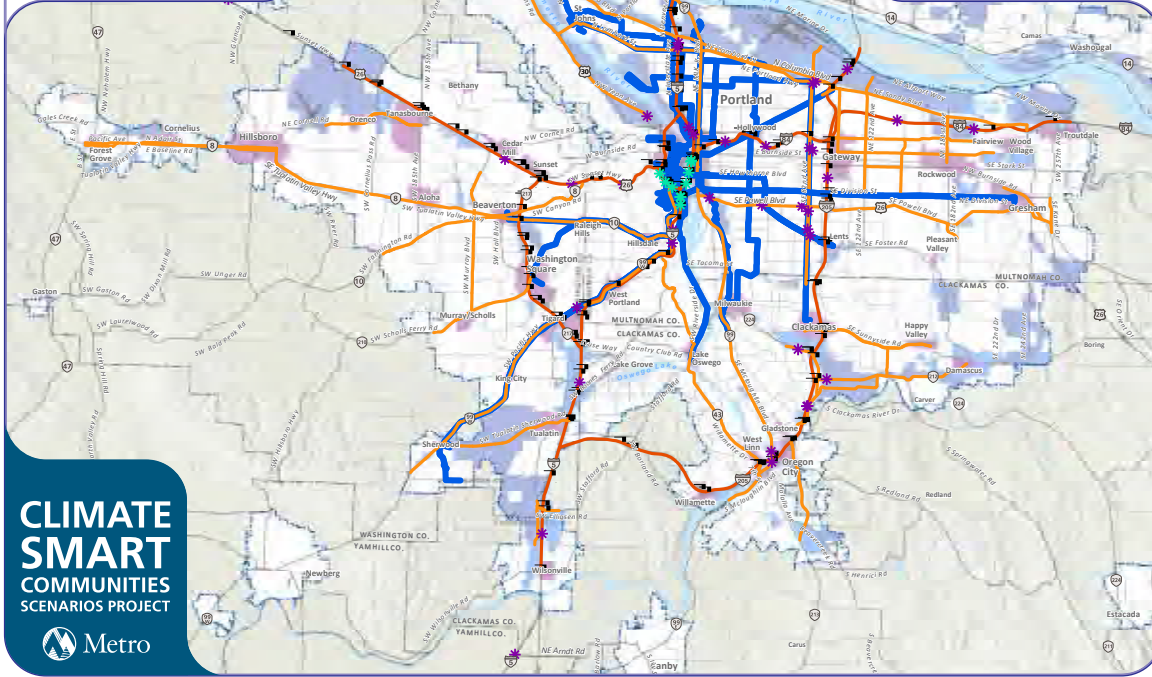
Note These maps are for research purposes only and do not reflect current or future policy decisions of the Metro Council, MPAC or JPACT.



Scenario B

ADOPTED PLANS

Transportation System Management and Operations



CLIMATE SMART COMMUNITIES SCENARIOS PROJECT
Metro

SCENARIO



Adopted Plans

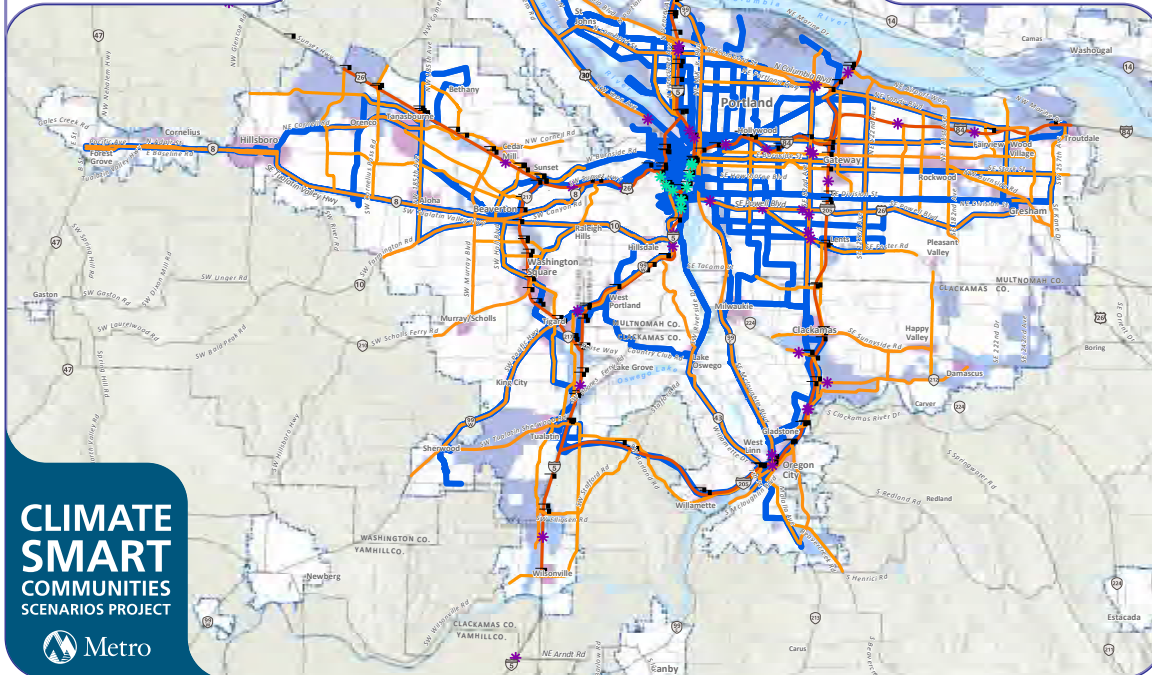
This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, which relies on increased revenue.

20% on arterials and freeways
Estimated delay reduction by 2035

Scenario C

NEW PLANS & POLICIES

Transportation System Management and Operations



CLIMATE SMART COMMUNITIES SCENARIOS PROJECT
Metro

SCENARIO



New Plans and Policies

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

35% on arterials and freeways
Estimated delay reduction by 2035

What people are saying

Do as much as you can with technology before widening or building new roads to help save money.

Intelligent transportation systems help freight move more efficiently and reliably.

Drivers need to get the info about delays before they begin their trip.

Emerging themes

- This is a low-cost strategy with immediate benefits that support other capital investments and should be moved forward.
- When compared to traditional capital investments, such as new transit service, roads or additional lanes, these kinds of solutions offer high returns for a comparatively low cost, and can delay or remove the need for additional capital-intensive infrastructure.
- Reducing delay and increasing reliability of the freight network is critical for the health our regional economy.
- Provide comprehensive real-time traveler information to people and businesses before they begin their trip.

Key takeaways to share with others



RELATIVE CLIMATE BENEFIT



RELATIVE COST



Provide information and incentives to expand the use of travel options

Public awareness, education and travel options support tools are cost-effective ways to improve the efficiency of the existing transportation system through increased use of travel options such as walking, biking, carsharing, carpooling and taking transit. Local, regional and state agencies work together with businesses and non-profit organizations to implement programs in coordination with other capital investments. Metro coordinates partners' efforts, sets strategic direction, evaluates outcomes, and manages grant funding.

Public awareness strategies include promoting information about travel choices and teaching the public about eco-driving: maintaining vehicles to operate more efficiently and practicing driving habits that can help save time and money while reducing greenhouse emissions.

Commuter programs are employer-based outreach efforts that include (1) financial incentives, such as transit pass programs and offering cash instead of parking subsidies; (2) facilities and services, such as carpooling programs, bicycle parking, emergency rides home, and work-place competitions; and (3) flexible scheduling such as working from home or compressed work weeks.

Individualized Marketing (IM) is an outreach method that encourages individuals, families or employees interested in making changes in their travel choices to participate in a program. A combination of information and incentives is tailored to each person's or family's specific travel needs. IM can be part of a comprehensive commuter program.

Travel options support tools reduce barriers to travel options and support continued use with tools such as the *Drive Less. Connect.* online carpool matching; trip planning tools; wayfinding signage; bike racks; and carsharing.

BENEFITS

- increases cost-effectiveness of capital investments in transportation
- saves public agencies, consumers and businesses time and money
- preserves road capacity
- reduces congestion and delay
- increases physical activity and reduces health care costs
- reduces air pollution and air toxics

CHALLENGES

- program partners need ongoing tools and resources to increase outcomes
- factors such as families with children, long transit times, night and weekend work shifts not served by transit
- major gaps exist in walking and biking routes across the region
- consistent data collection to support performance measurement

How much should we expand the reach of travel information programs by 2035?

TRAVEL INFORMATION PROGRAMS AT A GLANCE

	SCENARIO A	SCENARIO B	SCENARIO C
Individualized marketing participation	30% of households	Same as Scenario A	60% of households participate Same as Scenario B, plus the addition of Safe Routes to school and equity-based campaigns
Commuter program participation	20% of employees reached (same as 2010) Oregon Employee Commute Options (ECO) rules require work sites with more than 100 employees to have workplace programs	Same as Scenario A	40% of employees reached ECO rules now include work sites with more than 50 employees
Public awareness marketing campaign	50% of public reached Existing ongoing and short-term campaigns lead to more awareness of <i>DriveLess. Connect.</i>	Same as Scenario A, plus added resources promote new travel tools, regional efforts and safety education	60% of public reached Scenario B, plus regionally specific campaigns dedicated to safety and underserved communities
Eco-driving participation	0% of households reached (same as 2010) Statewide program is newly launched	30% of households reached	60% of households reached
Provisions of travel options support tools	2010 program funding levels allow for completion of several new wayfinding signage and bike rack projects	Same as Scenario A, plus public-private partnerships to create new online, print and on-street travel tools	Same as Scenario B, plus better public-private data integration and more resources for more support tools
Estimated cost (2014\$)	\$99 million	\$124 million	\$234 million

SCENARIO



Recent Trends

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.

SCENARIO



Adopted Plans

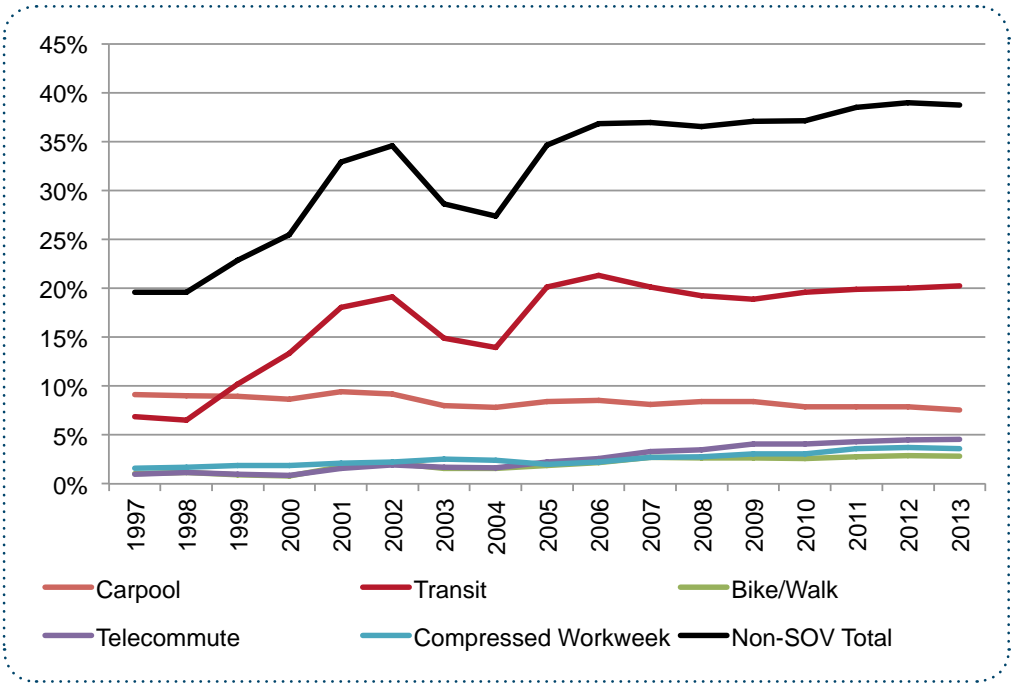
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SCENARIO



New Plans and Policies

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.



EFFECTIVENESS OF EMPLOYER COMMUTER PROGRAMS (1997 - 2013)

The TriMet, Wilsonville SMART and TMA employer outreach programs have made significant progress with reducing drive-alone trips. Since 1996, employee commute trips that used non-drive-alone modes (transit, bicycling, walking, carpooling/vanpooling and telecommuting) rose from 20% to over 39% among participating employers.

EFFECTIVENESS OF COMMUNITY AND NEIGHBORHOOD PROGRAMS

Community outreach programs such as Portland Sunday Parkways and Wilsonville Sunday Streets encourage residents to use travel options by exploring their neighborhoods on foot and bike without motorized traffic. Sunday Parkways events have attracted 400,000 attendees since 2008 and the Wilsonville Sunday Streets event attracted more than 5,000 participants in 2012.

Other examples of valuable community outreach and educational programs include the Community Cycling Center’s program to reduce barriers to biking and Metro’s Vámonos program, both of which provide communities across the region with the skills and resources to become more active by walking, biking, and using transit for their transportation needs.

In 2004, the City of Portland launched the Interstate TravelSmart individualized marketing project in conjunction with the opening of the MAX Yellow Line. Households that received individualized marketing made nearly twice as many transit trips compared to a similar group of households that did not participate in the marketing campaign. In addition, transit use increased nearly 15 percent during the SmartTrips project along the MAX Green Line in 2010. Follow-up surveys show that household travel behavior is sustained for at least two years after a project has been completed.



What people are saying

Tailored and personalized marketing campaigns can be more individualized – making them more effective.

Success depends on the availability of transit and other options.

Work trips are only 30% of all trips – so we need to focus beyond work place campaigns.

Emerging themes

- Incentives need to be marketed through employers.
- Travel information needs to be leveraged electronically to take advantage of how many people prefer to access and receive information, such as smart phone apps, the internet and social media.
- Information and marketing campaigns should be culturally relevant, sensitive to different languages and cultures and respond to changing demographics in the region.
- Incentives and investment in end-of-trip facilities are important to encourage greater use of commute options among employees, such as secure bike parking, showers and changing rooms for employees.

Key takeaways to share with others



RELATIVE CLIMATE BENEFIT



RELATIVE COST



Make biking and walking more safe and convenient

Active transportation is human-powered travel that engages people in healthy physical activity while they go from place to place. Examples include walking, biking, pushing strollers, using wheelchairs or other mobility devices, skateboarding, and rollerblading. Active transportation is an essential component of public transportation because most of these trips begin and end with walking or biking.

Today, about 50 percent of the regional active transportation network is complete. Nearly 18 percent of all trips in the region are made by walking and biking, a higher share than many other places. Approximately 45 percent of all trips made by car in the region are less than three miles and 15 percent are less than one mile. With a complete active transportation network supported by education and incentives, many of the short trips made by car could be replaced by walking and biking. (See separate summary on providing information and incentives to expand use of travel options.)

For active travel, transitioning between modes is easy when sidewalks and bicycle routes are connected and complete, wayfinding is coordinated, and transit stops are connected by sidewalks and have shelters and places to sit. Biking to work and other places is supported when bicycles are accommodated on transit vehicles, safe and secure bicycle parking is available at transit shelters and community destinations, and adequate room is provided for walkers and bicyclists on shared pathways. Regional trails and transit function better when they are integrated with on-street walking and biking routes.

BENEFITS

- increases access to jobs and services
- provides low-cost travel options
- supports economic development, local businesses and tourism
- increases physical activity and reduces health care costs
- reduces air pollution and air toxics
- reduces risk of traffic fatalities and injuries

CHALLENGES

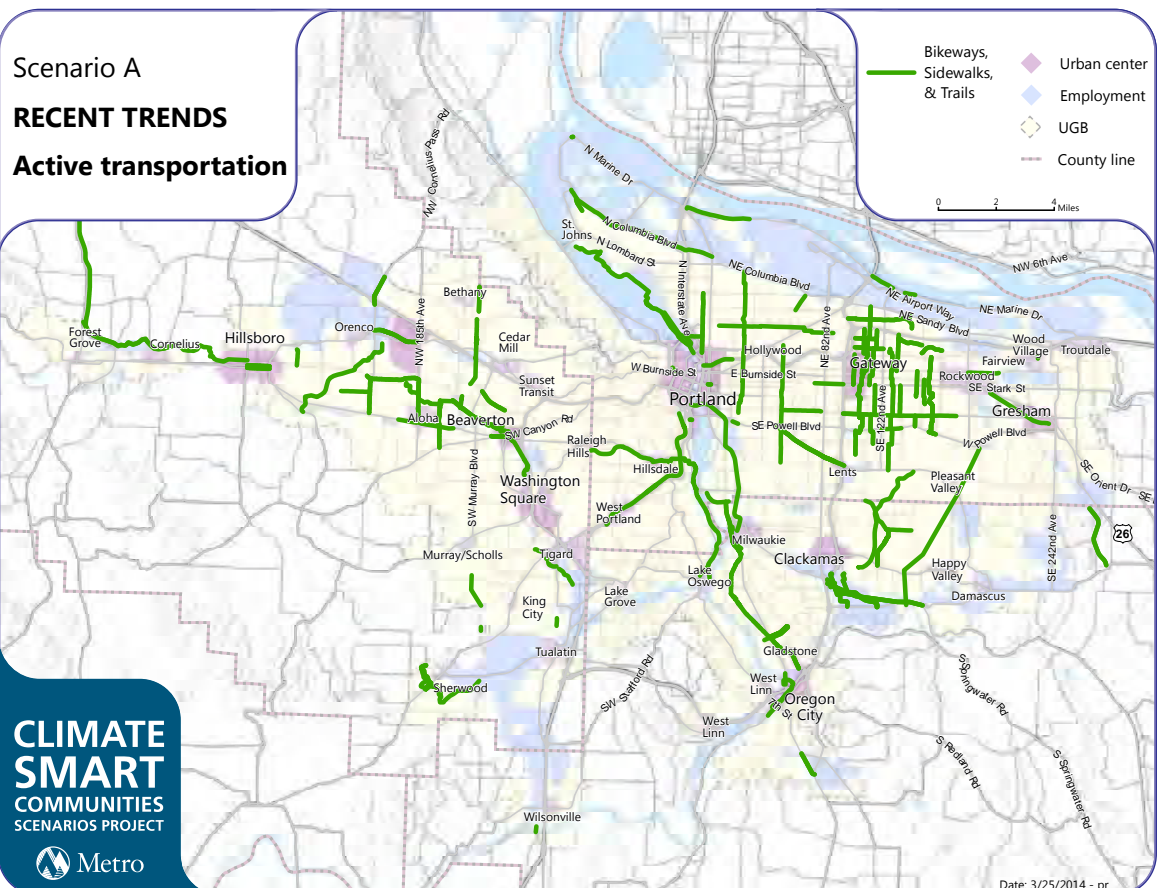
- major gaps exist in walking and biking routes across the region
- gaps in the active transportation network affect safety, convenience and access to transit
- many would like to walk or bike but feel unsafe
- many lack access to walking and biking routes
- limited dedicated funding is declining

How much of the planned active transportation network should we complete by 2035?

ACTIVE TRANSPORTATION AT A GLANCE

	SCENARIO A	SCENARIO B	SCENARIO C
Completion of regional active transportation network	Federally funded planning and capital projects reflecting existing funding are largely dedicated to transit and road investments	Same as Scenario A, plus planned off-street trails and on-street sidewalk and bikeway projects, such as bicycle lanes, cycle tracks, bicycle boulevards, sidewalks and crossing improvements included in financially constrained RTP	Same as Scenario B, plus full build-out of planned off-street trails, on-street sidewalk and bikeway projects, and improvements to existing facilities
Trails	38% completed	79% completed	100% completed
Bikeways	63% completed	84% completed	100% completed
Sidewalks	54% completed	62% completed	100% completed
Estimated cost (2014\$)	\$57 million	\$948 million	\$3.9 billion

SCENARIO



Recent Trends

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.

58

Estimated lives saved annually from increased physical activity by 2035

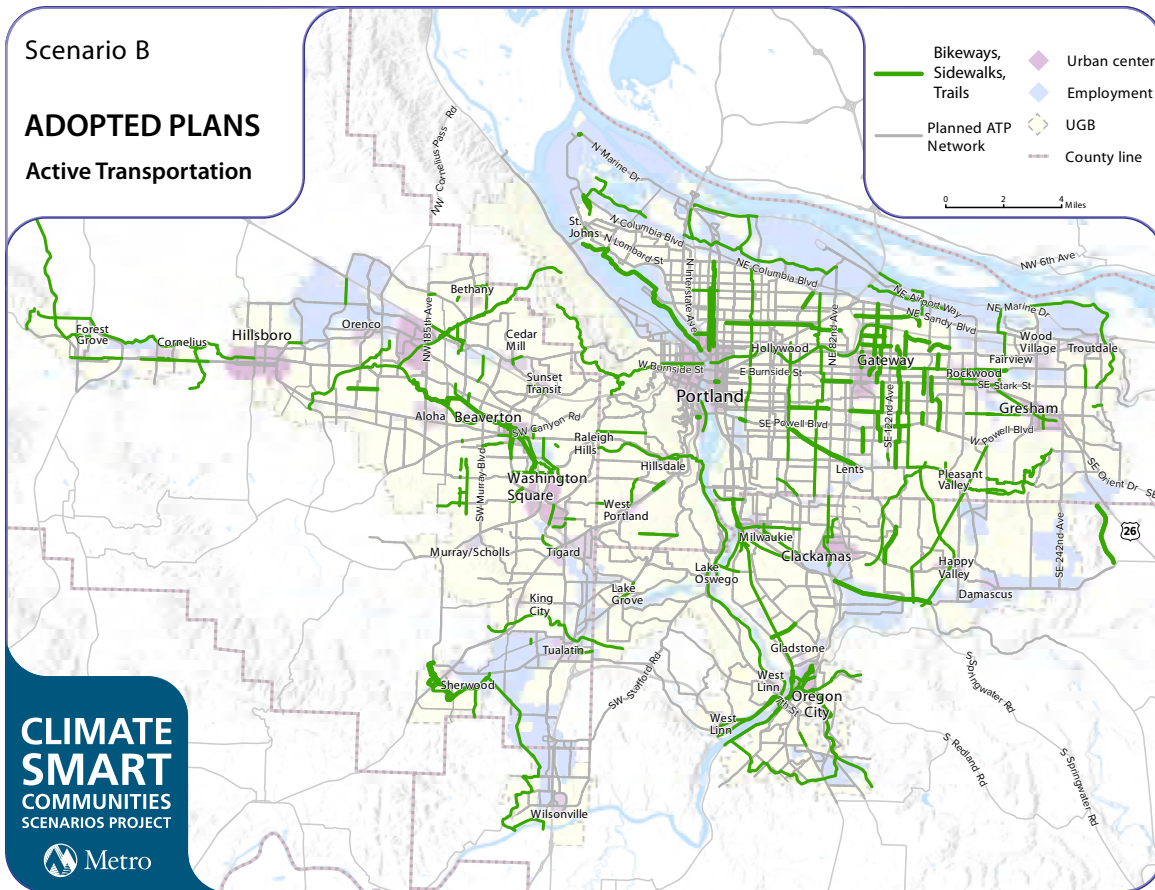
Note These maps are for research purposes only and do not reflect current or future policy decisions of the Metro Council, MPAC or JPACT.



Date: 3/25/2014 - pr

Scenario B

ADOPTED PLANS
Active Transportation



CLIMATE SMART
COMMUNITIES
SCENARIOS PROJECT
Metro

SCENARIO



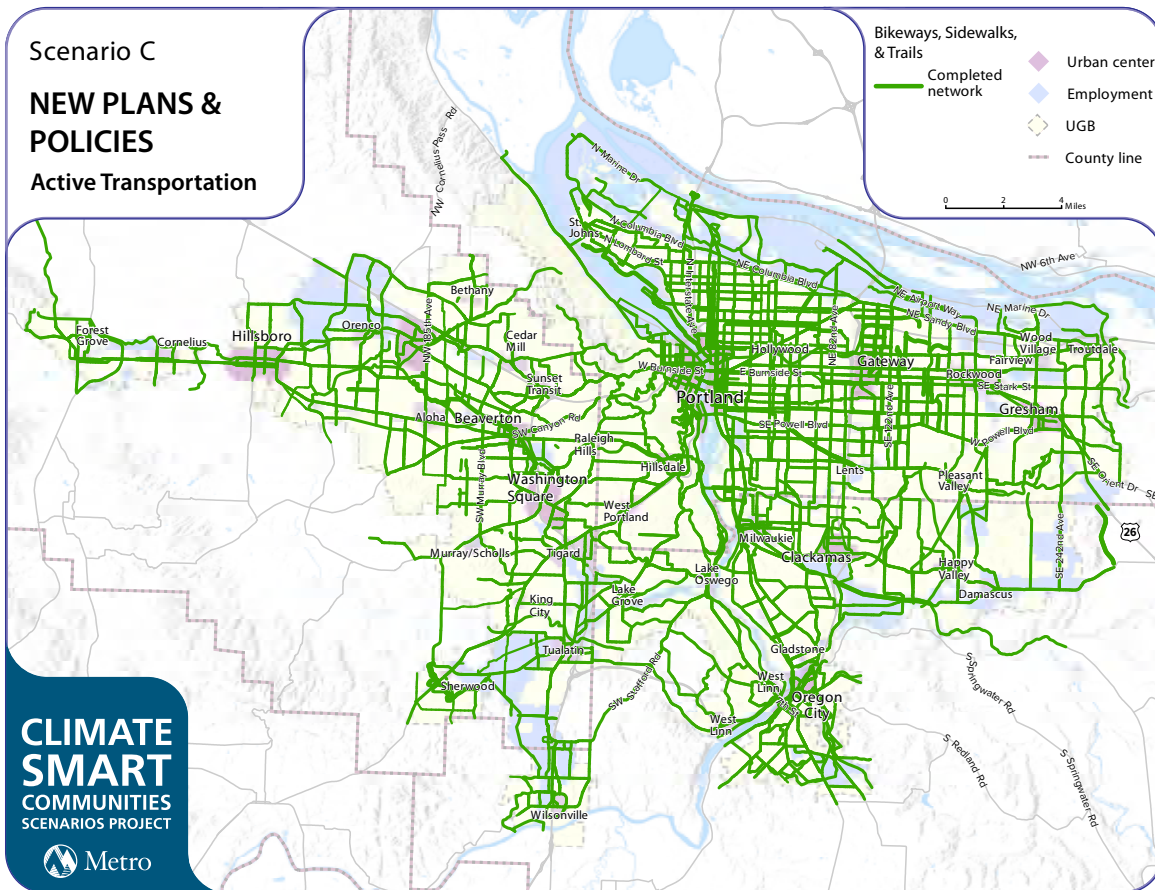
Adopted Plans

This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, which relies on increased revenue.

89
Estimated lives saved annually from increased physical activity by 2035

Scenario C

NEW PLANS & POLICIES
Active Transportation



CLIMATE SMART
COMMUNITIES
SCENARIOS PROJECT
Metro

SCENARIO



New Plans and Policies

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

116
Estimated lives saved annually from increased physical activity by 2035

What people are saying

Bike improvements should be strategic and provide convenient, efficient access to places people want to go.

Make the healthy choice, the easy choice.

Create integrated networks and complete streets to leverage existing funding.

Emerging themes

- A high priority for nearly all communities and interest groups because it provides many benefits, particularly improved public health and access.
- Investments should focus on completing gaps and making street crossings more safe.
- More dedicated, separate paths for biking are needed because some people will never feel safe biking in vehicle traffic.
- “Complete streets” should include green designs, such as bioswales and street trees, as part of street design and a broader climate adaptation strategy.
- Demographics are changing – as youth and older adults choose to drive less, it is important to invest more in active transportation options that connect to transit and link neighborhoods to services.
- A dedicated, stable funding source is needed.

Key takeaways to share with others

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RELATIVE CLIMATE BENEFIT



RELATIVE COST



Make streets and highways more safe, reliable and connected

Today, nearly 45 percent of all trips in the region made by car are less than three miles, and 15 percent are less than one mile. When road networks lack multiple routes serving the same destinations, short trips must use major travel corridors designed for freight and regional traffic, adding to congestion.

There are three key ways to make streets and highways more safe, reliable and connected to serve longer trips across the region on highways, shorter trips on arterial streets, and the shortest trips on local streets.

Maintenance and efficient operation of the existing road system Keeping the road system in good repair and using information and technology to manage travel demand and traffic flow help improve safety, and boost efficiency of the existing system. With limited funding, more effort is being made to maximize system operations prior to building new capacity in the region. (See separate summaries describing the use of technology and information.)

Street connectivity Building a well-connected network of complete streets including new local and major street connections shortens trips, improves access to community and regional destinations, and helps preserve the capacity and function of highways in the region for freight and longer trips. These connections include designs that support walking and biking, and, in some areas, provide critical freight access between industrial areas, intermodal facilities and the interstate highway system.

Network expansion Adding lane miles to relieve congestion is an expensive approach, and will not solve congestion on its own. Targeted widening of streets and highways along with other strategies helps connect goods to market and support travel across the region.

BENEFITS

- improves access to jobs, goods and services, boosting business revenue
- creates jobs and stimulates development, boosting the economy
- reduces delay, saving businesses time and money
- reduces risk of traffic fatalities and injuries
- reduces emergency response time

CHALLENGES

- declining purchasing power of existing funding sources, growing maintenance backlog, and rising construction costs
- may induce more traffic
- potential community impacts, such as displacement and noise
- concentration of air pollutants and air toxics in major travel corridors

How much of the planned street and highway network should we complete by 2035?

STREET AND HIGHWAYS AT A GLANCE

	SCENARIO A	SCENARIO B	SCENARIO C
Arterials and freeways	Maintain the existing system and complete committed projects	Same as Scenario A, plus complete financially constrained RTP projects such as <ul style="list-style-type: none"> planned connections to further build out the regional street grid and improve access to industrial areas and freight facilities widening some major streets and freeways to address bottlenecks 	Same as Scenario B, plus additional projects in the RTP On-going regional traffic operations center monitoring and incident response patrols are deployed on area freeways and major arterials adjacent to freeways
Maintenance	Some maintenance backlogs grow	Fully meet maintenance and preservation needs	Same as Scenario B
Estimated capital cost (2014\$)	\$162 million	\$8.8 billion	\$11.8 billion

SCENARIO

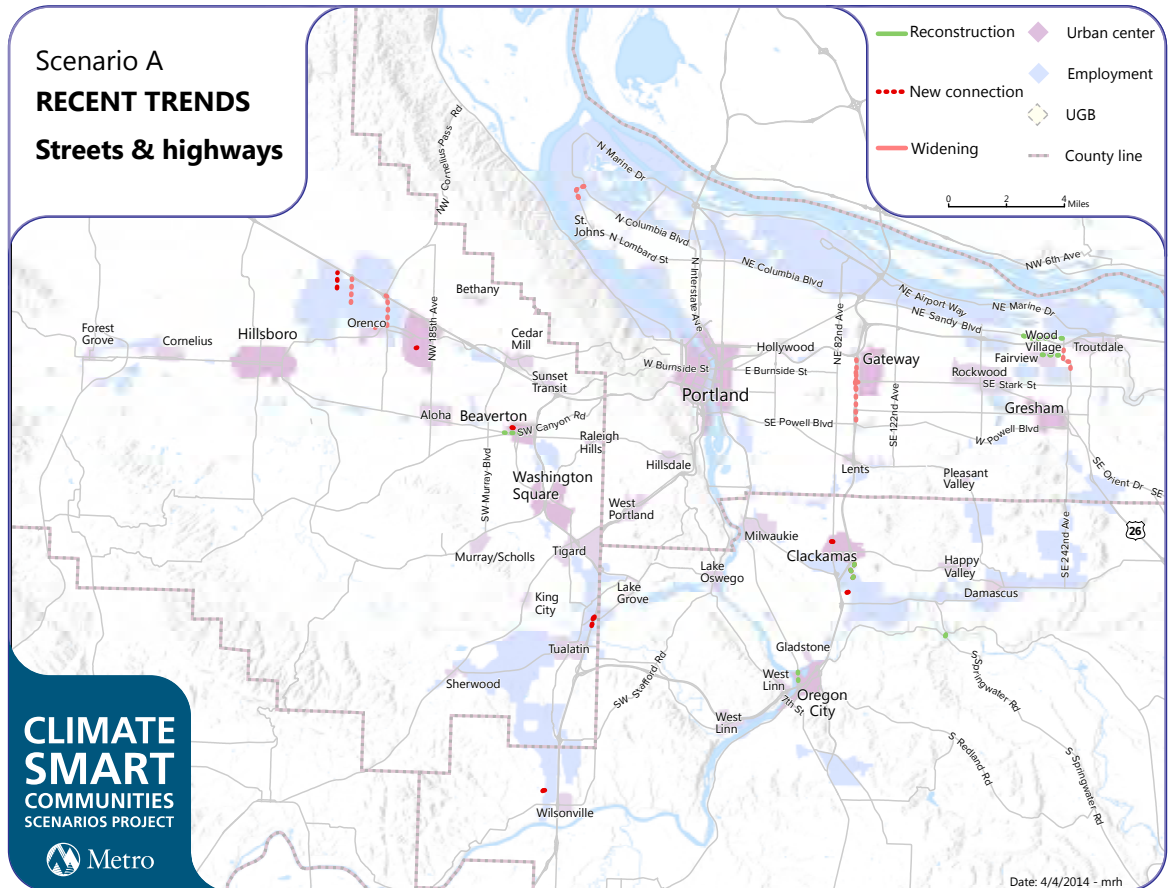


Recent Trends

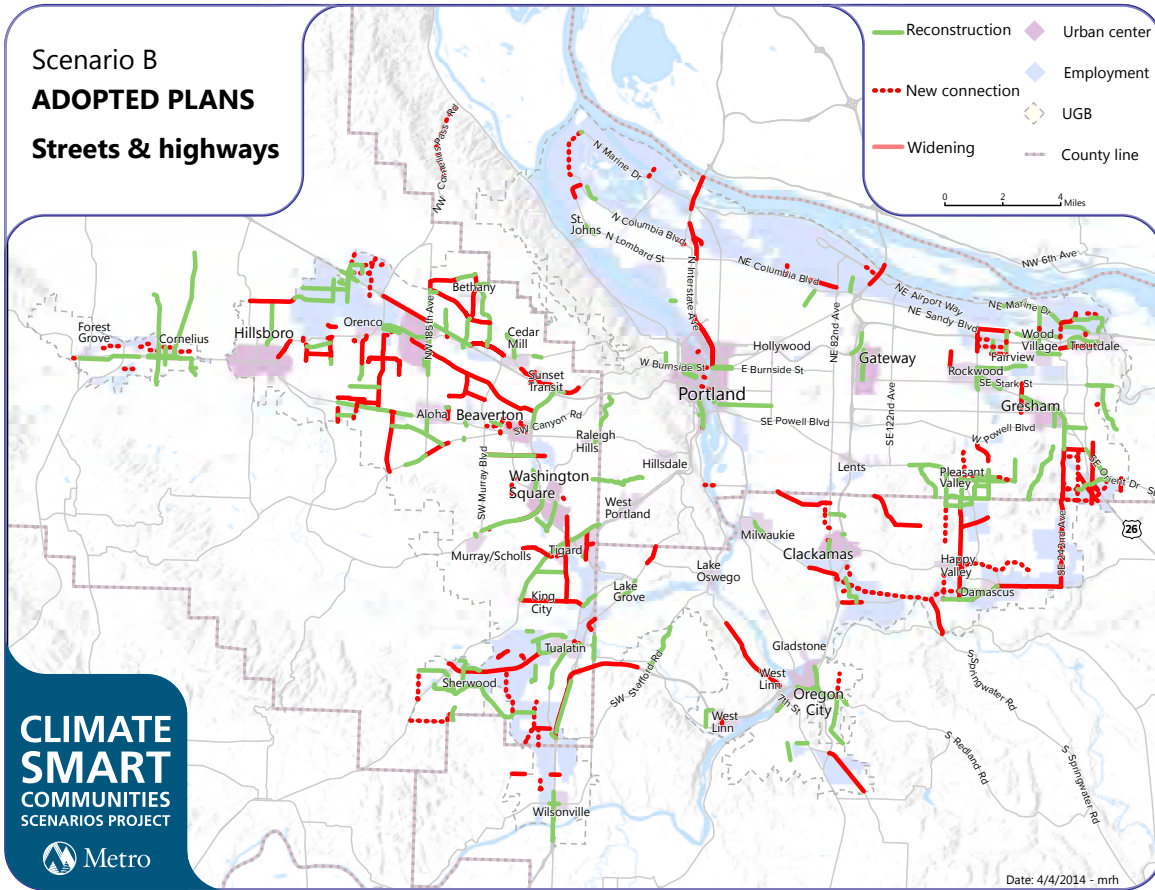
This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.

9 Lane miles added by 2035

Note These maps are for research purposes only and do not reflect current or future policy decisions of the Metro Council, MPAC or JPACT.



Scenario B
ADOPTED PLANS
Streets & highways



CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

SCENARIO

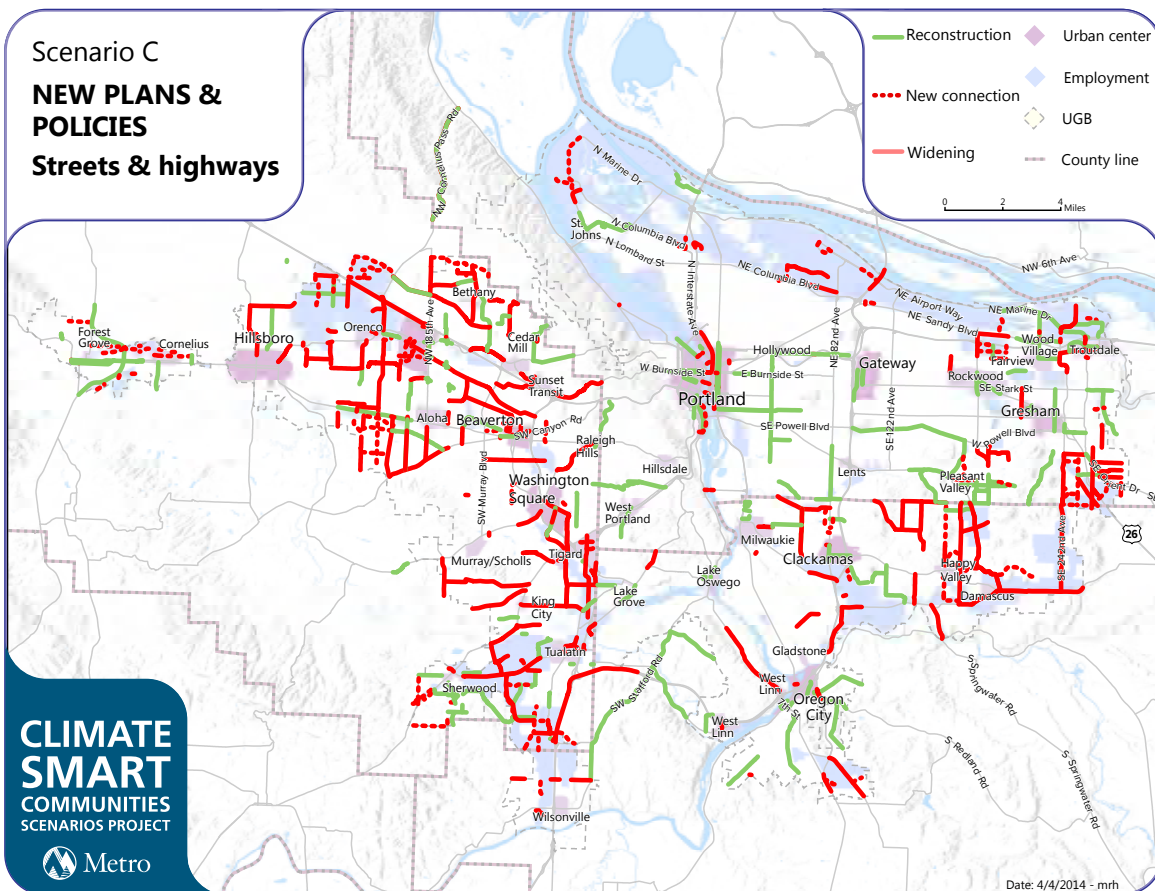


Adopted Plans

This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, which relies on increased revenue.

81
 Lane miles added by 2035

Scenario C
NEW PLANS & POLICIES
Streets & highways



CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

SCENARIO



New Plans and Policies

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

105
 Lane miles added by 2035

What people are saying

Street and highway improvements are needed to help move freight more efficiently to make the region more economically competitive.

Make road investments that improve access and efficiency for all users – bike, pedestrian, auto, transit and freight.

Investments in transit, walking and biking can help freight move more efficiently because they help reduce the need to drive for some trips.

Emerging themes

- Keeping existing roads and highways in good condition is a higher priority than adding capacity or building new roads.
- Improved connectivity is a priority for suburban communities.
- Build a well-connected network of complete streets that prioritize safe and convenient pedestrian and bicycle access; respecting existing communities and the natural environment.
- Maximize system operations by implementing management strategies prior to building new motor vehicle capacity, where appropriate.

Key takeaways to share with others

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RELATIVE CLIMATE BENEFIT



RELATIVE COST



Manage parking to make efficient use of parking resources

Parking management refers to various policies and programs that result in more efficient use of parking resources. Parking management is implemented through city and county development codes. Managing parking works best when used in a complementary fashion with other strategies; it is less effective in areas where transit or bicycle and pedestrian infrastructure is lacking.

Planning approaches include conducting assessments of the parking supply to better understand needs. A typical urban parking space has an annualized cost of \$600 to \$1,200 to maintain, while structured parking construction costs averages \$15,000 per space.

On-street parking approaches include spaces that are timed, metered, designated for certain uses or have no restriction. Examples of these different approaches include charging long-term or short-term fees, limiting the length of time a vehicle can park, and designating on-street spaces for preferential parking for electric vehicles, carshare vehicles, carpools, vanpools, bikes, public use (events or café “Street Seats”) and freight truck loading/unloading areas.

Off-street parking approaches include providing spaces in designated areas, unbundling parking, preferential parking (for vehicles listed above), shared parking between land uses (for example, movie theater and business center), park-and-ride lots for transit and carpools/vanpools, and parking garages in downtowns and other mixed-use areas that allow surface lots to be developed for other uses.

BENEFITS

- allows more land to be available for development, generating local and state revenue
- reduces costs to governments, businesses, developers and consumers
- fosters public-private partnerships that can result in improved streetscape for retail and visitors
- generates revenues where parking is priced
- reduces air pollution and air toxics

CHALLENGES

- inadequate information for motorists on parking and availability
- inefficient use of existing parking resources
- parking spaces that are inconvenient to nearby residents and businesses
- scarce freight loading and unloading areas
- low parking turnover rate
- lack of sufficient parking
- parking oversupply, ongoing costs and the need to free up parking for customers

How should local communities manage parking by 2035?

PARKING MANAGEMENT AT A GLANCE

	SCENARIO A	SCENARIO B	SCENARIO C
Parking management	<p>Existing locally-adopted development codes remain the same as 2010</p> <p>Large employers offer preferential parking</p> <p>Free parking is available in most areas</p>	<p>Same as Scenario A, plus communities expand the flexibility of development codes and develop parking plans for all downtown and centers served by high capacity transit as assumed in adopted RTP</p> <p>Parking facilities are sized and managed so spaces are frequently occupied, travelers have information on parking and travel options, and some businesses share parking</p> <p>Free and timed parking is available in many areas</p>	<p>Same as Scenario B, plus communities expand the flexibility of development codes to support public-private partnerships in areas served by 10-minute transit service</p> <p>Medium-size employers offer preferential parking</p> <p>Local codes allow for unbundled parking</p> <p>Free and timed parking is available in some areas</p>

SCENARIO



Scenario A

RECENT TRENDS Managing parking

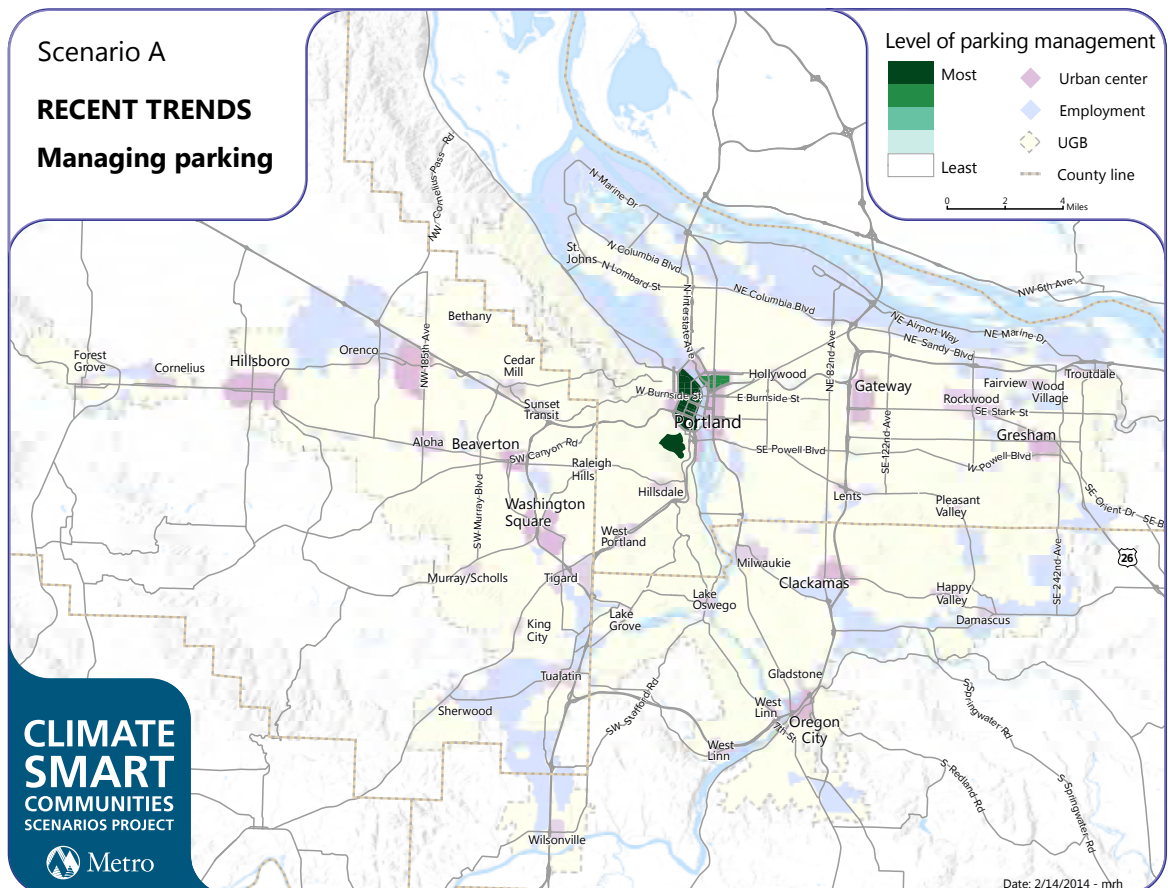
Recent Trends

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.

13% work trips
8% other trips

Estimated share of trips to areas with actively managed parking

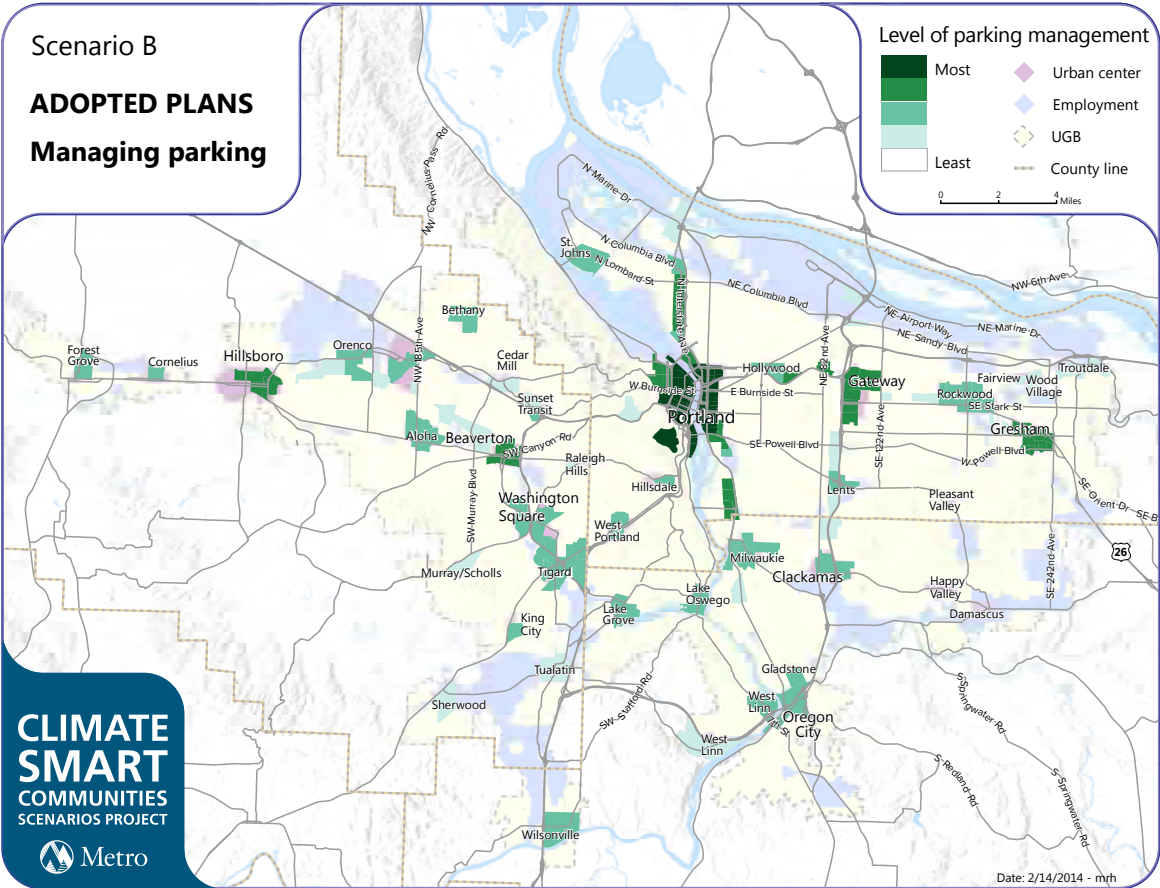
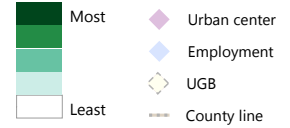
Note These maps are for research purposes only and do not reflect current or future policy decisions of the Metro Council, MPAC or JPACT.



Scenario B

ADOPTED PLANS
Managing parking

Level of parking management



CLIMATE SMART COMMUNITIES SCENARIOS PROJECT



Date: 2/14/2014 - mjh

SCENARIO



Adopted Plans

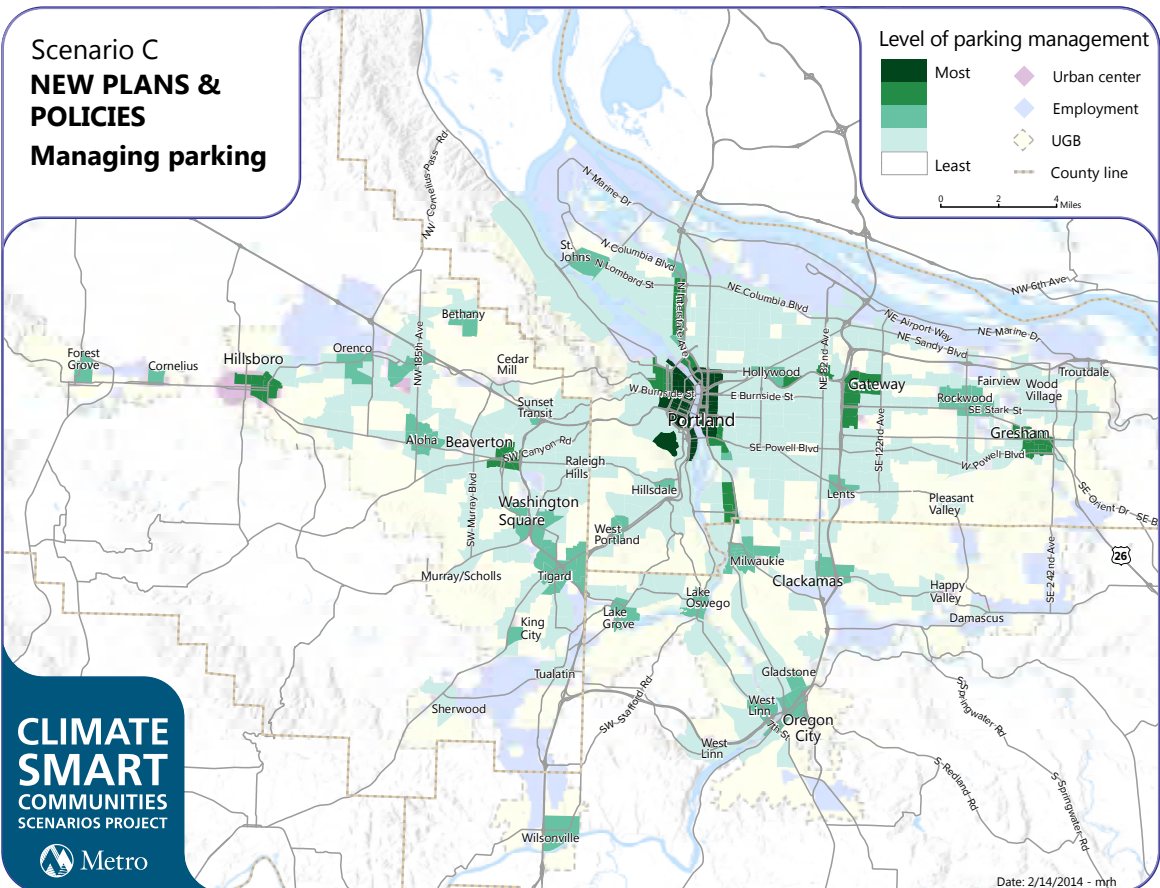
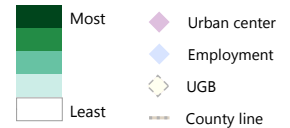
This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, which relies on increased revenue.

30% work trips
30% other trips
Estimated share of trips to areas with actively managed parking

Scenario C

NEW PLANS & POLICIES
Managing parking

Level of parking management



CLIMATE SMART COMMUNITIES SCENARIOS PROJECT



Date: 2/14/2014 - mjh

SCENARIO



New Plans and Policies

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

50% work trips
50% other trips
Estimated share of trips to areas with actively managed parking

What people are saying

“Free parking” is never free – it’s just a question of how it is being subsidized and by whom.

Parking fees can have a disproportionate impact on drivers with limited incomes.

Businesses need to be part of the parking conversation.

Emerging themes

- Parking management is the most controversial and lowest priority for most interest groups and residents.
- Many people agree that parking management solutions should be flexible and tailored by each community to fit local needs.
- Parking management needs to begin with data about what the needs are, what might work, and available travel options in the area.
- Implementation of parking management may require broadening how parking problems and solutions are addressed and activities to improve enforcement and addressing potential spillover impacts.
- If paid parking is implemented, there needs to be a corresponding investment in transit and other travel options so that people have choices.

Key takeaways to share with others



RELATIVE CLIMATE BENEFIT

N/A

RELATIVE COST

N/A

Identify potential ways to pay for our investment choices

Transportation funding has long been primarily a federal and state responsibility, financed largely through gas taxes and other user fees. However, the purchasing power of federal and state gas tax revenues is declining as individuals drive less and fuel efficiency increases. The effectiveness of this revenue source is further eroded as the gas tax is not indexed to inflation.

Diminished resources mean reduced ability to expand, improve and maintain existing transportation infrastructure. Federal and state funding is not keeping pace with infrastructure operation and maintenance needs, so a substantial share of funding for future RTP investments has shifted to local revenue sources.

Local governments in Oregon have increasingly turned to tax levies, road maintenance fees, system development charges and traffic impact fees in attempt to keep pace, although some communities have been more successful than others. Expansion and operation of the transit system has relied heavily on payroll taxes and competitive federal funding for high capacity transit capital projects. But the region’s demand for frequent and reliable transit service exceeds the capacity of the payroll tax to support it.

The adopted Regional Transportation Plan calls for stabilizing existing transportation revenue sources while securing new and innovative long-term sources of funding adequate to build, operate and maintain the regional transportation system for all modes of travel.

BENEFITS




- transforms community visions into reality
- improves access to jobs, goods and services, boosting business revenues
- creates jobs and stimulates development, boosting the regional economy
- reduces delay, saving businesses time and money
- reduces air pollution and air toxics
- reduces risk of traffic fatalities and injuries

CHALLENGES

- declining purchasing power of existing funding sources due to inflation and improvement in fuel efficiency
- potential disproportionate impact of higher taxes and fees on drivers with limited travel options
- limited public support for higher fees and taxes
- patchwork of funding sources
- statutory or constitutional limitations on how different funding sources can be raised or used

How should we pay for our investment choices by 2035?

FUNDING MECHANISMS AT A GLANCE

	SCENARIO  A Recent Trends	SCENARIO  B Adopted Plans	SCENARIO  C New Plans and Policies
Overview of revenue sources	Revenues from existing sources at 2012 levels	Same as Scenario A, plus additional federal, state and local revenues as assumed in the financially constrained RTP	Same as Scenario B, plus additional federal, state and local revenues assumed in the full RTP, plus new user-based fees
Gas tax	<p>Federal and state gas taxes are 18 cents and 30 cents per gallon, respectively</p> <p>Multnomah and Washington counties levy a per gallon gas tax and share revenue with the cities within their boundaries¹</p> <p>Four cities – Tigard, Milwaukie, Happy Valley and Cornelius – implement a gas tax that is predominately used for maintenance¹</p>	Same as Scenario A, plus the state gas tax increases by \$0.01 per year to cover growing operations, maintenance and preservation (OMP) costs at the state, regional and local level	Same as Scenario A, but state gas tax is replaced by a fee based on miles driven
Mileage-based road use fee	None	None	\$0.03 per mile (the equivalent of the Scenario B state gas tax assumption)
Carbon fee	None	None	\$50 per ton
Potential revenues generated (2014\$) from gas tax, road use fee and carbon fee	\$5.6 billion	\$6.5 billion	\$15.2 billion
Other potential revenues from RTP sources (capital only)	Existing federal, state and local revenues at 2012 levels	\$15 billion Scenario A, plus additional federal, state and local revenues at financially constrained RTP levels	\$22 billion Scenario B, plus additional federal, state and local revenues at full RTP levels

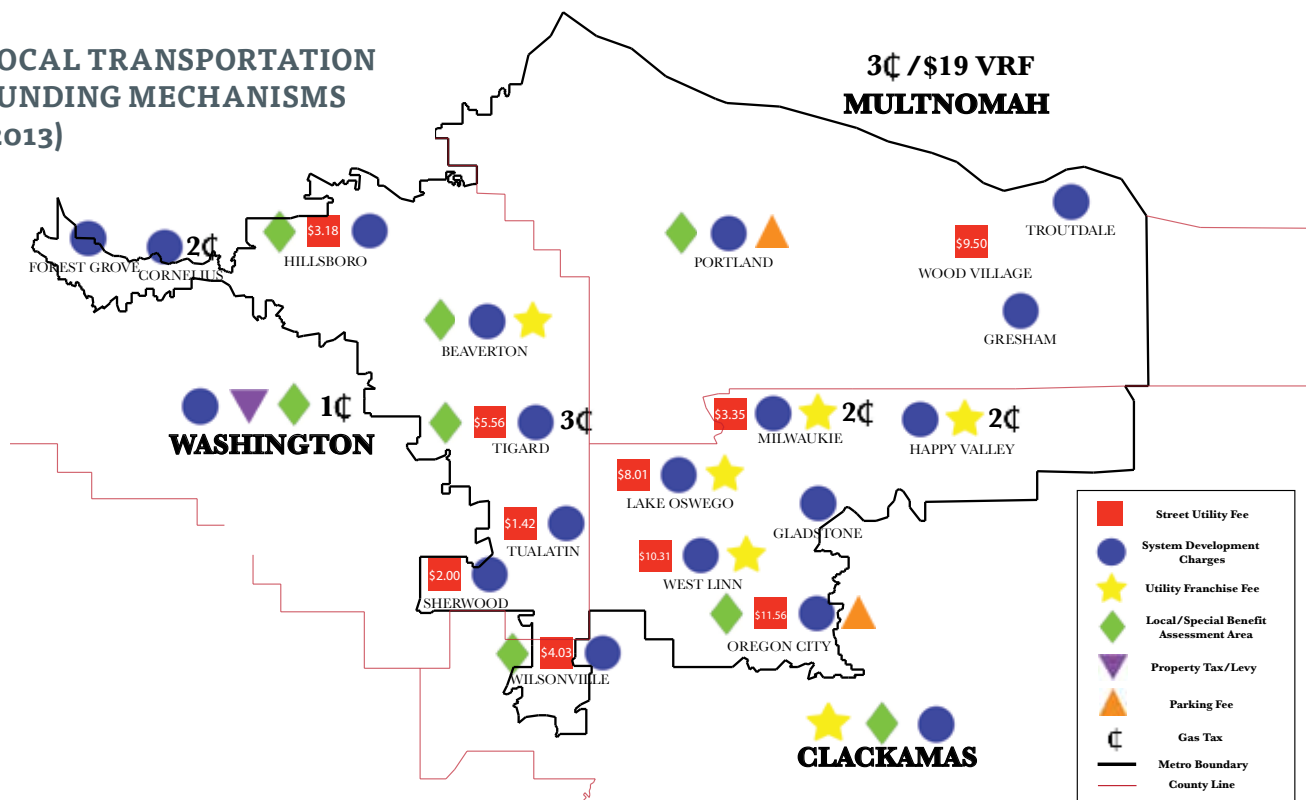
¹Not accounted for in potential revenues generated, but included in the Regional Transportation Plan financial assumptions for local road-related operations, maintenance and preservation.

FUNDING MECHANISMS ASSUMED IN 2014 REGIONAL TRANSPORTATION PLAN AND POTENTIAL NEW FUNDING MECHANISMS FOR CONSIDERATION

EXISTING FUNDING MECHANISM	SOURCE		
	Federal	State	Local
Federal Highway Trust Fund ¹	●		
Federal Transit Fund	●		
Gas tax	●	●	●
Vehicle fees (e.g. registration, licensing fees)		●	●
Heavy truck weight-mile fee		●	
Local portion of State Highway Trust Fund ²			●
Development-based fees ³			●
Payroll tax			●
Transit passenger fares			●
Special funds and levies ⁴			●
Tolls (I-5 Columbia River Crossing)		●	
POTENTIAL NEW FUNDING MECHANISM			
Carbon fee	●	●	
Mileage-based road user fee	●	●	

¹The Federal Highway Trust Fund includes federal gas tax receipts and other revenue.
²The State Highway Trust Fund includes state gas tax receipts, vehicle fees and heavy truck weight-mile fees.
³Development-based fees include system development charges, traffic impact fees, urban renewal districts and developer contributions.
⁴Special funds and levies include tax levies (e.g. Washington County MSTIP), local improvement districts, vehicle parking fees, transportation utility fees and maintenance districts (e.g. Washington County Urban Road Maintenance District).

LOCAL TRANSPORTATION FUNDING MECHANISMS (2013)



What people are saying

The gas tax is not a sustainable funding mechanism – alternatives are needed.

The greatest barrier to implementation is the lack of sufficient funding.

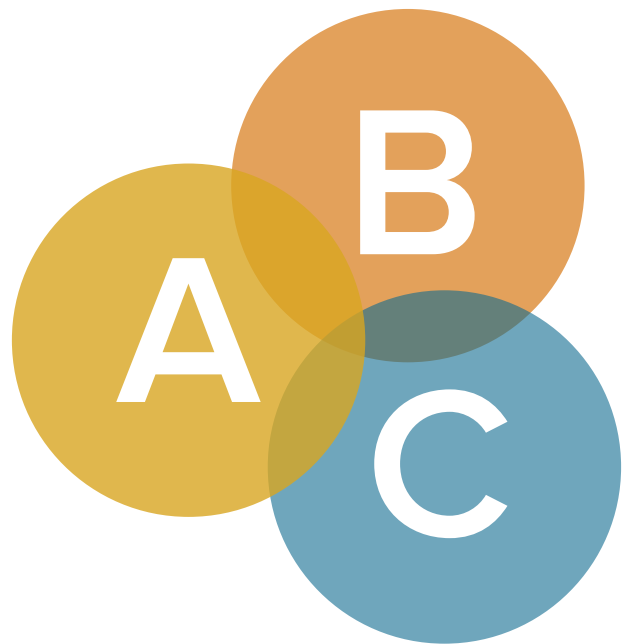
We should focus investments on how we want people to travel in 50 years.

Emerging themes

- User-based funding mechanisms had more support so the fees are directly connected to the service received.
- Prioritize limited funding on investments that achieve multiple goals.
- More state funding is needed to leverage local and regional funding.
- Implementation of fees should take into account the ability of people with limited incomes to pay and the other options available.
- More funding should be dedicated to low carbon travel options; current statutes limit how some funding sources can be used.

Key takeaways to share with others

SUPPLEMENTAL INFORMATION



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PHASE 2: SELECTED RESULTS AT A GLANCE

The scenarios tested are for research purposes only and do not necessarily reflect current or future policy decisions of the Metro Council, MPAC or JPACT.

WHAT WE LEARNED ABOUT TRAVEL AND MOBILITY



DAILY VEHICLE MILES TRAVELED

PER PERSON



TIME SPENT IN TRAFFIC

% OF LIGHT VEHICLE TRAVEL TIME SPENT IN TRAFFIC



Discussion points:

- Adopted plans help reduce how far people drive and time spent in traffic.
- Adopted plans provide opportunities for more people living and working in centers and corridors; a more connected road system; using technology such as traffic signal timing; clearing incidents more quickly; more transit and walking and biking all help the transportation system operate more efficiently which in turn helps save time spent in traffic.
- Adopted plans reduce the amount of time spent in traffic by 20 percent over recent trends.
- Reduced delay is expected to support goods movement, job creation and the region's economy.

Discussion points:

- All scenarios improve health outcomes by improving air quality and increasing physical activity.
- Improving air quality and increasing the number of people who regularly exercise by choosing to bike and walk to community destinations can reduce chronic diseases and premature deaths, and lower health care costs.
- Adopted plans increase the level of physical activity over recent trends, saving nearly 90 lives annually by 2035.
- Adopted plans reduce air pollutants by at least 10 metric tons per day over recent trends; an important health benefit of greenhouse gas reduction.
- Reductions in per capita vehicle miles traveled improve traffic safety in all scenarios.
- Further investment can significantly improve these outcomes.

WHAT WE LEARNED ABOUT PUBLIC HEALTH AND SAFETY



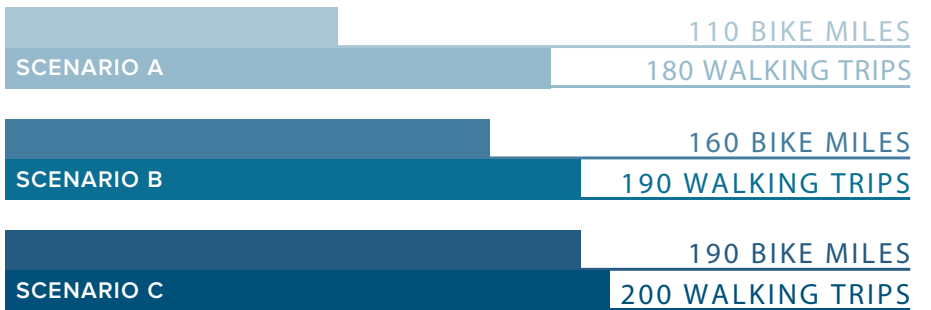
AIR POLLUTANTS

METRIC TONS PER DAY



PHYSICAL ACTIVITY IMPROVES HEALTH

PER PERSON PER YEAR



LESS AIR POLLUTION, MORE PHYSICAL ACTIVITY & IMPROVED SAFETY HELP SAVE LIVES

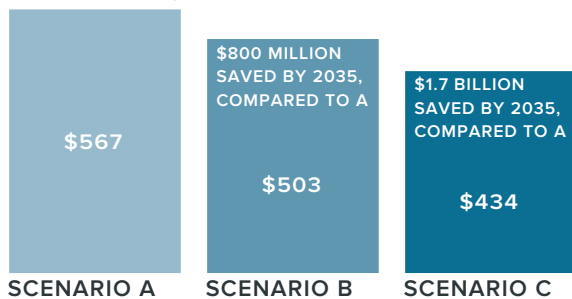
LIVES SAVED EACH YEAR BY 2035



WHAT WE LEARNED ABOUT THE ECONOMY

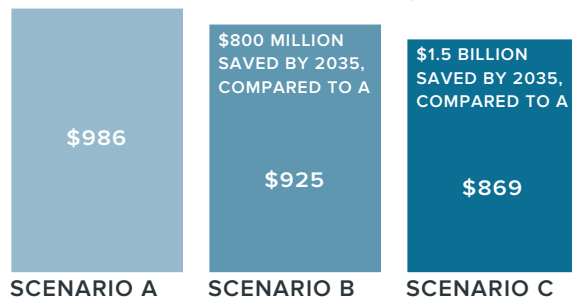
\$ OUR ECONOMY BENEFITS FROM REDUCED EMISSIONS

ANNUAL ENVIRONMENTAL COSTS IN 2035
(MILLIONS, 2005\$)



\$ BUSINESSES AND OUR ECONOMY BENEFIT FROM REDUCED DELAY

ANNUAL FREIGHT TRUCK COSTS DUE TO DELAY IN 2035 (MILLIONS, 2005\$)



Discussion points:

- Adopted plans reduce the environmental costs associated with air pollution, vehicle fluids and severe storms, and flooding and drought expected from climate change.
- Adopted plans reduce the amount of time freight trucks spend in traffic over recent trends.
- Freight truck travel cost savings can be passed on to businesses and consumers.
- Further investment can increase these savings from reduced emissions and delay.

Discussion points:

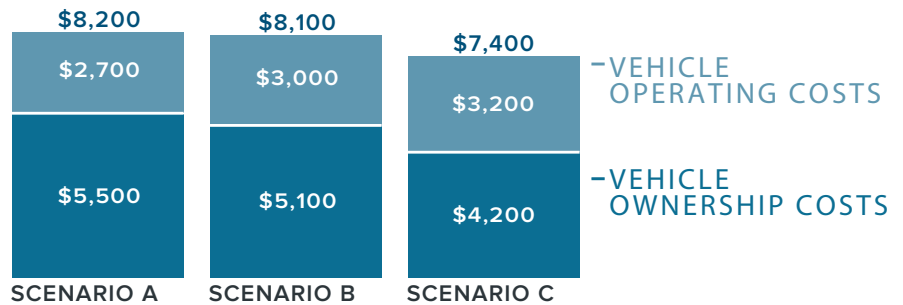
- Adopted plans can reduce the average annual vehicle ownership and operating costs over recent trends.
- Vehicle ownership costs decrease as households drive less and own fewer vehicles.
- Scenario C results in the lowest vehicle costs, which helps reduce the share of household income spent on vehicle travel for all households, including households with limited incomes.

WHAT WE LEARNED ABOUT HOUSEHOLD COSTS



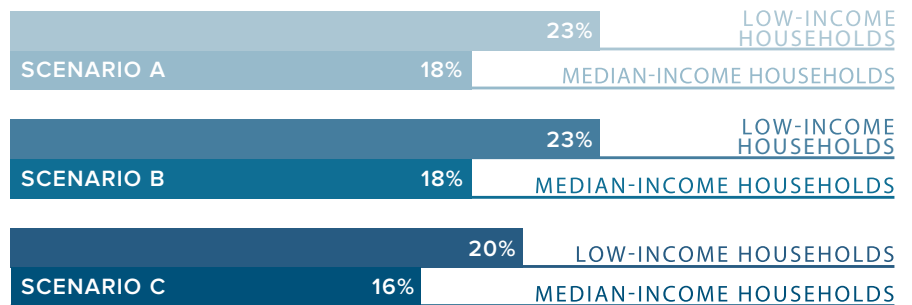
OVERALL VEHICLE-RELATED TRAVEL COSTS DECREASE DUE TO LOWER OWNERSHIP COSTS

AVERAGE ANNUAL HOUSEHOLD VEHICLE OWNERSHIP & OPERATING COSTS



LOWER VEHICLE COSTS HELP HOUSEHOLD BUDGETS

SHARE OF ANNUAL HOUSEHOLD INCOME SPENT ON VEHICLE TRAVEL



PHASE 2: TRANSIT ACCESS AT A GLANCE

HOUSEHOLD ACCESS TO TRANSIT AT A GLANCE

Share of total households within ¼-mile of transit

SERVICE FREQUENCY	SCENARIO A		SCENARIO B		SCENARIO C	
	Rush hour	Daytime & evening	Rush hour	Daytime & evening	Rush hour	Daytime & evening
Every 10 minutes	24%	4%	27%	4%	32%	20%
11 - 15 minute service	20%	29%	21%	32%	17%	18%
16 - 25 minute service	9%	5%	8%	4%	9%	7%
More than 26 minute service	18%	28%	17%	28%	16%	26%
No fixed-route service	29%	34%	27%	32%	26%	29%

LOW-INCOME HOUSEHOLD ACCESS TO TRANSIT AT A GLANCE

Share of low-income households* within ¼-mile of transit

SERVICE FREQUENCY	SCENARIO A		SCENARIO B		SCENARIO C	
	Rush hour	Daytime & evening	Rush hour	Daytime & evening	Rush hour	Daytime & evening
Every 10 minutes	31%	5%	34%	5%	40%	26%
11 - 15 minute service	26%	39%	26%	42%	22%	23%
16 - 25 minute service	8%	6%	7%	5%	7%	7%
More than 26 minute service	16%	28%	15%	27%	14%	24%
No fixed-route service	19%	22%	18%	21%	17%	20%

* \$24,999 per year or less

JOB ACCESS TO TRANSIT AT A GLANCE

Share of jobs within ¼-mile of transit

SERVICE FREQUENCY	SCENARIO A		SCENARIO B		SCENARIO C	
	Rush hour	Daytime & evening	Rush hour	Daytime & evening	Rush hour	Daytime & evening
Every 10 minutes	31%	6%	33%	6%	42%	23%
11 - 15 minute service	19%	35%	22%	38%	17%	25%
16 - 25 minute service	12%	4%	9%	3%	9%	7%
More than 26 minute service	22%	33%	20%	32%	17%	26%
No fixed-route service	16%	22%	16%	21%	15%	19%

PHASE 2: ASSUMPTIONS AT A GLANCE

March 30, 2014

Phase 2: 2010 base year and alternative scenario inputs

The inputs are for research purposes only and do not represent current or future policy decisions of the Metro Council.

		2010	2035		
		Base Year Reflects existing conditions	Scenario A Recent trends	Scenario B Adopted plans	Scenario C New plans and policies
Strategy	Households in mixed use areas (percent)	26%	36%	37%	37%
	Urban growth boundary expansion (acres)	2010 UGB	28,000 acres	12,000 acres	12,000 acres
	Drive alone trips under 10 miles that shift to bike (percent)	9%	10%	15%	20%
	Transit service (daily revenue hours)	4,900	5,600	6,200 (RTP Financially Constrained)	11,200 (RTP State + more transit)
	Work/non-work trips in areas with parking management (percent)	13% / 8%	13% / 8%	30% / 30%	50% / 50%
Pricing	Pay-as-you-drive insurance (percent of households participating)	0%	20%	40%	100%
	Gas tax (cost per gallon 2005\$)	\$0.42	\$0.48	\$0.73	\$0.18
	Road user fee (cost per mile)	\$0	\$0	\$0	\$0.03
	Carbon emissions fee (cost per ton)	\$0	\$0	\$0	\$50

The inputs are for research purposes only and do not represent current or future policy decisions of the Metro Council.

Strategy

		2010	2035		
		Base Year Reflects existing conditions	Scenario A Recent trends	Scenario B Adopted plans	Scenario C New plans and policies
Marketing and incentives	Households participating in eco-driving (percent)	0%	0%	30%	60%
	Households participating in individualized marketing programs (percent)	9%	30%	30%	60%
	Workers participating in employer-based commuter programs (percent)	20%	20%	20%	40%
	Carsharing in high density areas (participation rate)	One carshare per 5000 vehicles	Twice the number of carshare vehicles available	Same as Scenario A	Four times the number of carshare vehicles available
	Carsharing in medium density areas (participation rate)	One carshare per 5000 vehicles	Same as today	Twice the number of carshare vehicles	Same as Scenario B
Roads	Freeway and arterial expansion (lane miles added)	N/A	9 miles	81 miles (RTP Financially Constrained)	105 miles (RTP State)
	Delay reduced by traffic management strategies (percent)	10%	10%	20%	35%
Fleet	Fleet mix (percent)	auto: 57% light truck: 43%	auto: 71% light truck: 29%		
	Fleet turnover rate	10 years	8 years		
Technology	Fuel economy (miles per gallon)	auto: 29.2 mpg light truck: 20.9 mpg	auto: 68.5 mpg light truck: 47.7 mpg		
	Carbon intensity of fuels	90 g CO ₂ e/megajoule	72 g CO ₂ e/megajoule		
	Plug-in hybrid electric/all electric vehicles (percent)	auto: 0% / 1% light truck: 0% / 1%	auto: 8% / 26% light truck: 2% / 26%		

GLOSSARY

Carsharing A model similar to a car rental where a member user rents cars for short periods of time, often by the hour. Such programs are attractive to customers who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day. The organization renting the cars may be a commercial business or the users may be organized as a company, public agency, cooperative, or peer-to-peer. Zipcar and car2go are local examples.

Eco-driving A combination of public education, in-vehicle technology and driving practices that result in more efficient vehicle operation and reduced fuel consumption and emissions. Examples of eco-driving practices include avoiding rapid starts and stops, matching driving speeds to synchronized traffic signals, and avoiding idling. Program are targeted to those without travel options and traveling longer distances.

Employer-based commute programs Work-based travel demand management programs that can include transportation coordinators, employer-subsidized transit pass programs, ride-matching, carpool and vanpool programs, telecommuting, compressed or flexible work weeks and bicycle parking and showers for bicycle commuters.

Fleet mix The percentage of vehicles classified as automobiles compared to the percentage classified as light trucks (weighing less than 10,000 lbs.); light trucks make up 43 percent of the light-duty fleet today.

Fleet turnover The rate of vehicle replacement or the turnover of older vehicles to newer vehicles; the current turnover rate in Oregon is 10 years.

Greenhouse gas emissions According to the Environmental Protection Agency, gases that trap heat in the atmosphere are called greenhouse gases emissions. Greenhouse gases that are created and emitted through human activities include carbon dioxide (emitted through the burning of fossil fuels), methane, nitrous oxide and fluorinated gases. For more information see www.epa.gov/climatechange.

GreenSTEP GreenSTEP is a new model developed to estimate GHG emissions at the individual household level. It estimates greenhouse gas emissions associated with vehicle ownership, vehicle travel, and fuel consumption, and is designed to operate in a way that allows it to show the potential effects of different policies and other factors on vehicle travel and emissions. Metropolitan GreenSTEP travel behavior estimates are made irrespective of housing choice or supply; the model only considers the demand forecast components – household size, income and age – and the policy areas considered in this analysis.

House Bill 2001 (Oregon Jobs and Transportation Act) Passed by the Legislature in 2009, this legislation provided specific directions to the Portland metropolitan area to undertake scenario planning and develop two or more land use and transportation scenarios by 2012 that accommodate planned population and employment growth while achieving the GHG emissions reduction targets approved by LCDC in May 2011. Metro, after public review and consultation with local governments, is to adopt a preferred scenario. Following adoption of a preferred scenario, the local governments within the Metro jurisdiction are to amend their comprehensive plans and land use regulations as necessary to be consistent with the preferred scenario. For more information go to: http://www.oregonlegislature.gov/bills_laws/lawsstatutes/2009orLaw0865.html

Individualized marketing Travel demand management programs focused on individual households. IM programs involve individualized outreach to households that identify household travel needs and ways to meet those needs with less vehicle travel.

Light vehicles Vehicles weighing 10,000 pounds or less, and include cars, light trucks, sport utility vehicles, motorcycles and small delivery trucks.

Low Carbon Fuel Standard In 2009, the Oregon legislature authorized the Environmental Quality Commission to develop low carbon fuel standards (LCFS) for Oregon. Each type of transportation fuel (gasoline, diesel, natural gas, etc.) contains carbon in various amounts. When the fuel is burned, that carbon turns into carbon dioxide (CO₂), which is a greenhouse gas. The goal is to reduce the average carbon intensity of Oregon's transportation fuels by 10 percent below 2010 levels by 2022 and applies to the entire mix of fuel available in Oregon. Carbon intensity refers to the emissions per unit of fuel; it is not a cap on total emissions or a limit on the amount of fuel that can be burned. The lower the carbon content of a fuel, the fewer greenhouse gas emissions it produces.

Pay-as-you-drive insurance (PAYD) This pricing strategy converts a portion of liability and collision insurance from dollars-per-year to cents-per-mile to charge insurance premiums based on the total amount of miles driven per vehicle on an annual basis and other important rating factors, such as the driver's safety record. If a vehicle is driven more, the crash risk consequently increases. PAYD insurance charges policyholders according to their crash risk.

Oregon Sustainable Transportation Initiative (OSTI) An integrated statewide effort to reduce GHG emissions from the transportation sector by integrating land use and transportation. Guided by stakeholder input, the initiative has built collaborative partnerships among local governments and the state's six Metropolitan Planning Organizations to help meet Oregon's goals to reduce GHG emissions. The effort includes five main areas: Statewide Transportation Strategy development, GHG emission reduction targets for metropolitan areas, land use and transportation scenario planning guidelines, tools that support MPOs and local governments and public outreach. For more information, go to www.oregon.gov/odot/td/osti

Scenario A term used to describe a possible future, representing a hypothetical set of strategies or sequence of events.

Scenario planning A process that tests different actions and policies to see their affect on GHG emissions reduction and other quality of life indicators.

Statewide Transportation Strategy The strategy, as part of OSTI, will define a vision for Oregon to reduce its GHG emissions from transportation systems, vehicle and fuel technologies and urban form by 2050. Upon completion, the strategy will be adopted by the Oregon Transportation Commission. For more information go to: <http://www.oregon.gov/ODOT/TD/OSTI/STS.shtml>.

System efficiency Strategies that optimize the use of the existing transportation system, including traffic management, employer-based commute programs, individualized marketing and carsharing.

Traffic incident management A coordinated process to detect, respond to, and remove traffic incidents from the roadway as safely and quickly as possible, reducing non-recurring roadway congestion.

Traffic management Strategies that improve transportation system operations and efficiency, including ramp metering, active traffic management, traffic signal coordination and real-time traveler information regarding traffic conditions, incidents, delays, travel times, alternate routes, weather conditions, construction, or special events.

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This report contains information that is intended for research purposes only and does not necessarily reflect current or future policy decisions of the Metro Council, MPAC or JPACT.

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Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Metro Council President

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Date: April 23, 2014
To: TPAC and Interested Parties
From: Ted Leybold and Pamela Blackhorse
Subject: TIP adjustments for January – March 2014

Below is the summary of Transportation Improvement Program amendments, programming adjustments and financial plan adjustments for the third quarter of Metro fiscal year 2013-14. These adjustments are distributed to TPAC on a quarterly basis.

Please contact us if you have any questions.

2012-15 MTIP Programming Adjustments: Third Quarter of Metro FY 2013-14

The following FFY12-15 MTIP amendments, programming adjustments or financial plan adjustments were processed in the period of January through March 2014.

Springwater Trail: Various SE Intersections (Key #14407)

City of Portland Project

Change project name. Move HPP funds from construction to cover a shortfall in PE. Slip construction to 2015.

2014 TriMet Preventive Maintenance (Intertwine Trail) (Key #18166)

TriMet Project

Fund exchange with TriMet requires change in Project Name from Intertwine Trail to Preventative Maintenance and change in Applicant from Metro to TriMet. \$265K (federal) statewide STP funds for Intertwine fund exchange to fund O&M for Rail Division.

2014 TriMet Preventive Maintenance (Amtrak Cascades) (Key #19089)

TriMet Project

Add a new project with \$12M (federal) statewide STP funds for a fund exchange to fund O&M for Rail Division to fund the Amtrak Cascades.

Bus and Rail Preventive Maintenance (FY14) (Key #18052)

TriMet Project

Request for this programming to be removed. It was added to the MTIP/STIP in error.

Bus and Rail Preventive Maintenance (FY15) (Key #18053)

TriMet Project

Request for this programming to be removed. It was added to the MTIP/STIP in error.

Clackamas County Regional Freight ITS Project (Key #18001)

Clackamas County Project

Transfer financial plan authority of \$428,997 (fed) (equivalent to fund amount de-obligated from the 172nd Avenue project key #15389) to the construction phase of the Freight ITS project.

OR99E: Vineyard Rd (Key #17710)

ODOT Project

Increase PE by moving funds from RW and CN. Change RW to state funds to reflect authorization.

NE Columbia Blvd at MLK Jr. Blvd (Key #13502)

City of Portland Project

Transfer the remaining \$1,130,350 (\$1,014,263 fed U-STP) funds from the Metro financial Plan (ex K15596) to create a CN phase. Update work description.

Sherwood, Tualatin and Tigard ATMS (Key #17461)

Washington County Project

Change the project name. Transfer all federal funds from Cornell Rd/Cornelius Pass Rd Adaptive System (K18317) as this project will be completed with local funds. Cancel Upper Boones Ferry/Durham Active Corridor (K18311) and transfer all federal funds to this project. Change footnote.

Cornell Rd/Cornelius Pass Rd Adaptive System (Key #18317)

Washington County Project

Transfer all federal STP funds to K17461 and replace with Washington County funds.

OR99W: N Victory Blvd - N Argyle St (Portland) (Key #15190)

ODOT Project

Add Bike/ped and Bridge funds. Increase PE by moving federal funds from CN. Change work types and footnote.

OR213: Intersection Improvements, Couch - Division (Key #16150)

ODOT Project

Slip the UR and CN phases to 2015. Combine OR213: Cascade Hwy N at Division St (16149) into this Key number. Change project name, congressional districts, milepoints and description.

Region 1 Sign Marking (Key #18400)

ODOT Project

Add 2013 Section 164 Penalty Funds.

Region 1 Curve Ball Banking (Key #18402)

ODOT Project

Add 2013 Section 164 Penalty Funds.

OR99W: SW Durham Rd - SW Fischer Rd (Key #17701)

ODOT Project

Increase construction and PE by transferring funds from R1 Safety buckets. Reduce RW to the obligated amount. Cancel K13765 and transfer all the funding to this project. Cancel the PE phase of K17714 and transfer the balance from the construction phase of K17714. Adjust worktype percentages.

OR99W: N Victory Blvd - N Argyle St (Portland) (Key #15190)

ODOT Project

OR99W: N Victory Blvd - N Argyle St (Portland).

I-5: Marquam Bridge - Capitol Highway (Key #18379)

ODOT Project

Advance IM and Bridge funds from the 15-18 STIP. Add funds from K17643 for additional Bridge work.

Springwater Trail Gap: SE Umatilla - SE 13th Ave (Key #18416)

City of Portland Project

Change the project name. Add a RW phase by moving funds from CN. Slip UR and CN to 2015.

OR8 @ Qunice St (Forest Grove) (Key #18003)

ODOT Project

Change the project name. Create a UR phase for 2014 by moving funds from construction. Note: Do not adjust funding in PCSX.

OR99W: SW Durham Rd - SW Fischer Rd (Key #17701)

ODOT Project

Increase CN by cancelling K13765 and transferring all the funding to this project and the balance from R1 project savings. Adjust worktype percentages.

US26: I-205 - SE 174th Ave (Key #19041)

ODOT project

Add a new PE project as detailed in Oregon HB2322.

US26: SW Kelly Ave at SW Water Ave (Key #19090)

ODOT Project

Create a child project of Key 17991 US26 (SW Kelly Ave): SW 1st Ave–Ross Island Bridge using state funds from savings on previous favorable bids.

OR217: Hall Blvd–Scholls Intchgs & OR10@Western Ave (Key #17703)

ODOT Project

Change the project name. Increase PE by transferring funds from CN.

NW Cornelius Pass Rd: US26 - NW Cornell Rd (Key #16904)

City of Hillsboro Project

NW Cornelius Pass Rd: US26 - NW Cornell Rd.

Springwater Trail: Various SE Intersections (Key #14407)

City of Portland Project

Advance CN to 2014 and change project name.

I-205: Columbia Slough and NE Alderwood Rd BRS. (Key #17524)

ODOT Project

Increase PE by moving funds from construction. Add Bridge funds from savings on other projects. Reduce RW to match obligation.

B Street: 23rd Ave. - Primrose Ln (Forest Grove) (Key #16063)

City of Forest Grove Project

Increase PE by moving funds from Construction.

Troutdale Rd & Stark St Beaver Creek Culverts (Key #14438)

Project applicant - TBD

Change the project name and description. Reduce the overall project budget by removing all but \$10,000 of the local agency funds. Redistribute federal funds between project phases.

OR99E: SE Harold St - SE Harrison St (Key #18776)

ODOT Project

Advance project development and scoping work to prepare for full project to be incorporated into 2015-18 STIP. Project is exempt from air quality conformity analysis requirements. Project phase utilizes existing financial capacity within the ODOT financial plan and is therefore financially constrained.

US30: - NW McNamee Rd - NW Bridge Ave (Key #18778)

ODOT Project

Advance project development and scoping work to prepare for full project to be incorporated into 2015-18 STIP. Project is exempt from air quality conformity analysis requirements. Project phase utilizes existing financial capacity within the ODOT financial plan and is therefore financially constrained.

OR213: SE Lindy St - SE King Rd (Key #18779)

ODOT Project

Advance project development and scoping work to prepare for full project to be incorporated into 2015-18 STIP. Project is exempt from air quality conformity analysis requirements. Project phase utilizes existing financial capacity within the ODOT financial plan and is therefore financially constrained.

US26: MP 1.81 - MP 24.61 (Key #18785)

ODOT Project

Advance project development and scoping work to prepare for full project to be incorporated into 2015-18 STIP. Project is exempt from air quality conformity analysis requirements. Project phase utilizes existing financial capacity within the ODOT financial plan and is therefore financially constrained.

US30B: NE 103rd Ave - 107th Ave (Key #18796)

ODOT Project

Advance PE from the 2015 - 2018 STIP.

US26: SE 20th Ave-33rd Ave (Key #18795)

ODOT Project

Advance PE from the 2015 - 2018 STIP.

Troutdale Rd & Stark St Beaver Creek Culverts (Key #14438)

Project - TBD

Change the project name and description. Reduce the overall project budget by removing some of the local agency funds. Redistribute federal funds between project phases.

OR217: Allen-Denney Southbound Split Diamond (Key #18841)

ODOT Project

Advance PE phase from the Draft 15-18 STIP to current 2012-15 STIP. PE phase of project that will not add vehicle lanes or capacity and is exempt from conducting a regional air quality conformity analysis.

Communities of Concern and the 2014 RTP and 2015-18 MTIP

The analysis and process for communities of concern associated with the long-range transportation plan (RTP) and near-term transportation investments (MTIP).



Where we are in the process

2014

March

- Plan drafted from existing plan updates

April

- Public comment period on plan
- Title VI and Environmental Justice Analysis and the Air Quality Analysis

May –
June

- Public comment period on Title VI-EJ and AQ analyses

July

- Adoption of Plan and analysis reports

2014 RTP

2015-18 MTIP

- Program drafted from allocation processes

- Public comment period on program

- Title VI and Environmental Justice Analysis and the Air Quality Analysis

- Public comment period on Title VI-EJ and AQ analyses

- Adoption of Program and analysis reports

What we are asked to do

- Demographic summary of the region
- Public comment process
- Analysis to inform of potential disproportionate burdens
- Analysis to inform of potential disparate impacts of transit investments
- Avoid, mitigate, or justify burdens and impacts



A point of clarification

The analysis and recommendations apply at a **regional plan and program scale**.

Project sponsors must also comply with Title VI and Environmental Justice at a project scale.

Analysis steps

- Developed options for definitions and thresholds for defining Communities of Concern
- Developed draft analysis methodology
- Surveyed stakeholders on draft definitions and analysis method
- Performing analysis for public comment

Analysis limitations

- Analysis of capital investments only - transit service analysis conducted by TriMet and SMART
- Not an analysis of the existing transportation conditions of Communities of Concern – only of new investments relative to identified communities
- Analysis is not tied to aspirational planning goals

Analysis method

- Identified Communities of Concern
 - People of Color
 - Limited English Proficiency
 - People of Wisdom (age 65+)
 - Youth (ages 5 – 17)
 - Low-income
- Analyze level of transportation investment
 - Investments in communities of concern relative to regional averages
 - By both concentrations of communities and by community as a whole
 - In total and by three investment types:
 - Active transportation
 - Roads and bridges
 - Transit
- Burdens and impacts are contextual

Draft Report – July 2014

- Summary of analysis
- Summary of public input
- Recommendations for action
 - Avoid, mitigate, or justify identified burdens & impacts
 - Future work plan items



Questions or Concerns?