

# Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)  
Date: Wednesday, May 14, 2014  
Time: 5 to 7:30 p.m.  
Place: Metro, Council Chamber

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|----------------------------|-----------|--|------------------------------|
| <b>5:00 PM</b>             | <b>1.</b> | <b><u>CALL TO ORDER</u></b>  | <b>Jody Carson, Chair</b>    |
| <b>5:05 PM</b>             | <b>2.</b> | <b><u>SELF INTRODUCTIONS &amp; COMMUNICATIONS</u></b> <ul style="list-style-type: none"><li>• Joint MPAC/JPACT Meeting * May 30</li><li>• Excused Absence Requires Notice / Send E-mail to Troy: (troy.rayburn@oregonmetro.gov)</li></ul>  | <b>Jody Carson, Chair</b>    |
| <b>5:10 PM</b>             | <b>3.</b> | <b><u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u></b>   |                              |
| <b>5:15 PM</b><br>(5 Min)  | <b>4.</b> | <b><u>COUNCIL UPDATE</u></b>   |                              |
| <b>5:20 PM</b><br>(5 Min)  | <b>5.</b> | <b><u>CONSENT AGENDA:</u></b> <ul style="list-style-type: none"><li>* <b>Consideration of the April 23, 2014 Minutes</b></li></ul>   |                              |
| <b>5:25 PM</b><br>(45 Min) | <b>6.</b> | Possible Extension of Construction Excise Tax (CET) for Community Planning and Development Grants (CPDG) - <u>Information</u> <ul style="list-style-type: none"><li>• <u>Outcome:</u> MPAC is informed of the Metro COO's recommendations and presentation by Stakeholder Advisory Group to Metro Council regarding possible extension of the CET and modifications to the CPDG.</li></ul>   | <b>Martha Bennett, Metro</b> |
| <b>6:10 PM</b><br>(30 Min) | <b>7.</b> | Southwest Corridor Steering Committee Recommendation Regarding Draft Environmental Impact Statement (DEIS) - <u>Information / Discussion</u> <ul style="list-style-type: none"><li>• <u>Outcome:</u> Update MPAC members on the progress made in defining a set of high capacity transit design options, complementary multimodal projects and potential station areas to study in a DEIS that supports the community land use visions to prepare for a recommendation to the Metro Council in June.</li></ul> | <b>Malu Wilkinson, Metro</b> |
| <b>6:40 PM</b><br>(20 Min) | <b>8.</b> | Title VI and Environmental Justice Analysis for the 2014 RTP and 2015-18 MTIP- <u>Information / Discussion</u> <ul style="list-style-type: none"><li>• <u>Outcome:</u> MPAC understanding of the draft analysis and public comment process.</li></ul>  | <b>Ted Leybold, Metro</b>    |

*Continued on back...*

**7:00 PM (20 Min)**    **9.**    Climate Smart Communities Scenarios: Receive Public Engagement Reports and April 11 Straw Poll Results – Information / Discussion    **Kim Ellis, Metro**

- Outcome: MPAC receives April 11 straw poll results and summary reports of recently completed engagement activities.

**7:20 PM**    **10**    **MPAC MEMBER COMMUNICATION**

**7:30 PM**    **11**    **ADJOURN**    **Jody Carson, Chair**

\* Material included in the packet.

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

Upcoming MPAC Meetings:

- Joint MPAC/JPACT Meeting on Climate Smart Communities Project on May 30<sup>th</sup> Meeting World Forestry Center, Cheatham Hall 8:00 a.m. to noon
- Wednesday, May 28, 2014 – CANCELLED
- Wednesday, June 11, 2014 MPAC Meeting

For agenda and schedule information, call Troy Rayburn at 503-797-1916, e-mail: [troy.rayburn@oregonmetro.gov](mailto:troy.rayburn@oregonmetro.gov)

To check on closure or cancellations during inclement weather please call 503-797-1700.

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## 2014 MPAC Tentative Agendas

*As of 4/29/2014*

*Items in italics are tentative; **bold** denotes required items*

### **MPAC Meeting**

Wednesday, April 23, 2014

- Growth Management Decision: Preliminary 20-year range forecast for regional population and employment growth – Information/discussion
- Post 2014 Legislative Session Update – Information
- Amendment to Metro Functional Plan Title 4 regarding establishment of trails in Regionally Significant Industrial Areas

FYI: April 21 – 22, Oregon Active Transportation Summit, Portland, OR

### **MPAC Meeting**

Wednesday, May 14, 2014 \* 5:00 – 7:30 PM

- Climate Smart Communities Scenarios: Preview of draft public engagement report and emerging ideas for draft preferred approach – Information / Discussion (20Minutes)
- Community Planning and Development Grants Program Review with presentation by EcoNorthwest— Information / Discussion (45 Minutes)
- ~~Land Conservation and Development Commission strategic plan—Information~~ (Moved to August 13)
- Southwest Corridor Steering Committee Recommendation regarding Draft Environmental Impact Statement – Information / Discussion (**added** 4/5/2014) (Staff Presenter: Malu Wilkinson, Metro Planning Dept.) (20 Minutes)
- Findings from the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI analysis – Information / Discussion – (**Pulled** from 4/23 scheduled and **added** (4/5/2014 per department staff request) (20 Minutes Requested)(Ted Lebold, Planning)

HOLD: May 30th: Joint MPAC/JPACT Meeting World Forestry Center, Cheatham Hall 8:00 a.m. to Noon. Climate Smart Communities Scenarios Project: Approval of draft preferred approach, subject to final evaluation and public review – Recommendation to the Metro Council

FYI: May 14-17, WTS International Annual Conference, Portland OR

**MPAC Meeting**

Wednesday, May 28, 2014

Meeting Canceled

**MPAC Meeting**

Wednesday, June 11, 2014 \* 5:00 – 7:30 PM

- *Community Planning and Development Grants- Discussion of Advisory Committee's recommendations to the COO – ACTION: Recommendation to the Metro Council*
- ~~*Streetcar Evaluation Methods Project: Discuss preliminary results of FTA funded research project focused on developing tools to better understand economic impacts of streetcar investments – Seek MPAC input on next steps in work program (Moved to August 4/13)*~~
- *Southwest Corridor Steering Committee Recommendation regarding Draft Environmental Impact Statement – ACTION: Recommendation to Council added 4/5/2014 (Staff Presenter: Malu Wilkinson, Metro Planning Dept.) (20 Minutes)*
- Preliminary approval of the regional Active Transportation Plan (ATP) per public comment received – ACTION: ?
- *Referral of Metro Charter Language on Single Family Neighborhoods (Alison Kean) (20 Minutes)*

**MPAC Meeting**

Wednesday, June 25, 2014

- *Climate Smart Communities Scenarios Project – Discuss findings and recommendations from Health Impact Assessment – Oregon Health Authority – Information / Discussion (30 Minutes)*
- *Approval of Active Transportation Plan (ATP) – ACTION: Recommendation to Adopt to Metro Council (15 Minutes)*
- *2014 RTP ordinance – ACTION: Final recommendation to the Metro Council (15 Minutes)*
- *Introduction to Metro Equity Program – Information (30 Minutes) (**Added** 3/5 per Andy Cotugno) (Staff Presenter: Pietro Ferrari)*

**MPAC Meeting – HOLD Tour of Grovelink**

Wednesday, July 9, 2014

- *Referral of Metro Charter Language on Single Family Neighborhoods (Moved to 6/11 on 4/23)*

FYI: National Assoc. of Counties (NACo) Annual Conference, New Orleans, LA, July 11-14

**Connect / communicate with Forest Grove Staff, Jon Holan @ [jholan@forestgrove-or.gov](mailto:jholan@forestgrove-or.gov)** (Made contact 4/29)

<p><b><u>MPAC Meeting</u></b> Wednesday, July 23, 2014</p> <ul style="list-style-type: none"> <li>• <i>Growth Management Decision: Release Draft 2014 Urban Growth Report – <u>Information / Discussion</u> (45 Minutes) (Primary Staff: Ted Leybold)</i></li> <li>• <i>Referral of Metro Charter Language on Single Family Neighborhoods – <u>ACTION: Recommendation to Metro Council</u></i></li> </ul>	<p><b><u>MPAC Meeting</u></b> Wednesday, August 13, 2014</p> <ul style="list-style-type: none"> <li>• <i>Climate Smart Communities Scenarios Project: Discuss draft Regional Framework Plan amendments and near-term implementation recommendations (Step 6) – <u>Information/Discussion</u> (45 Minutes)(Primary Staff: Kim Ellis)</i></li> <li>• <i>Land Conservation and Development Commission strategic plan – <u>Information / Discussion</u></i></li> <li>• <i>Streetcar Evaluation Methods Project: Discuss preliminary results of FTA funded research project focused on developing tools to better understand economic impacts of streetcar investments – Seek MPAC input on next steps in work program- <u>ACTION: ?</u></i></li> </ul>
<p><b><u>MPAC Meeting</u></b> Wednesday, Sept. 10, 2014</p> <ul style="list-style-type: none"> <li>• <i>Climate Smart Communities Scenarios Project: Discuss evaluation results and public review draft preferred approach (Step 7) – <u>Information / Discussion</u> (30 Minute)</i></li> <li>• <i>Growth Management Decision: Results of regional Residential Preference Survey – <u>Information / Discussion</u> (30 Minutes)</i></li> <li>• <i>Solid Waste Community Enhancement Program Changes – <u>Information / Discussion</u> (30 Minutes) (Primary Staff: Roy Brower)</i></li> </ul> <p><b>FYI: A 45-day comment period is planned from Sept. 5 to Oct. 20, 2014 on the Climate Smart Communities public review draft preferred approach.</b></p> <p><b>HOLD: Sept./Oct.: Joint MPAC/JPACT Meeting, if needed</b></p> <p><b>FYI: 2014 Rail~Volution, Minneapolis, MN, September 21 – 24</b></p>	<p><b><u>MPAC Meeting</u></b> Wednesday, Oct. 8, 2014</p> <ul style="list-style-type: none"> <li>• <i>Climate Smart Communities Scenarios Project: Review public comments received to date and begin discussion of recommendation to Metro Council on adoption of the preferred approach (Step 7)– Discussion</i></li> <li>• <i>Growth Management Decision: Discuss recommendation to Metro Council on whether Council should accept 2014 Urban Growth Report as basis for subsequent growth management decision – discussion and begin drafting recommendations</i></li> <li>• <i>Discussion on 2015 legislative session and possible shared regional agenda – Discussion</i></li> </ul>

<p><b>MPAC Meeting</b> Wednesday, Oct. 22, 2014</p> <ul style="list-style-type: none"> <li>• <i>Climate Smart Communities Scenarios Project: Continued discussion and finalization of recommendation to the Metro Council on adoption of the preferred approach (Step 7) – Discussion</i></li> <li>• <i>Growth Management Decision: Continued discussion and finalization of recommendation to Metro Council</i></li> </ul>	<p><b>MPAC Meeting</b> Wednesday, Nov. 12, 2014</p> <ul style="list-style-type: none"> <li>• <i>Climate Smart Communities Scenarios Project: Adoption of the preferred approach (Step 8) – Recommendation to the Metro Council requested</i></li> <li>• <i>Growth Management Decision: Recommendation to Metro Council on whether Council should accept 2014 Urban Growth Report as basis for subsequent growth management decision – recommendation</i></li> </ul> <p>FYI: National League of Cities Congress of Cities and Exposition, Austin, TX, November 18 - 22</p>
<p><b>MPAC Meeting</b> Wednesday, Dec. 10, 2014</p>	

**Parking Lot:**

- Presentation on health & land use featuring local projects from around the region
- Affordable Housing opportunities, tools and strategies
- Greater Portland, Inc. Presentation on the Metropolitan Export Initiative
- MPAC composition
- “Unsettling Profiles” presentation by Coalition of Communities of Color
- Tour of the City of Wilsonville’s Villebois community



METRO POLICY ADVISORY COMMITTEE

**April 23, 2014**

Metro Regional Center, Council Chamber

**MEMBERS PRESENT**

Ruth Adkins  
Jody Carson, *Chair*  
Tim Clark, *2<sup>nd</sup> Vice Chair*  
Sam Chase  
Dennis Doyle  
Kathryn Harrington  
Jerry Hinton  
Lise Glancy  
Dick Jones  
Keith Mays  
Marilyn McWilliams  
Doug Neeley  
Wilda Parks  
Craig Prosser  
Loretta Smith  
Martha Schrader  
Bob Stacey  
Jerry Willey

**AFFILIATION**

PPS, Governing Body of School Districts  
City of West Linn, Clackamas Co. Other Cities  
City of Wood Village  
Metro Council  
City of Beaverton, Washington Co. 2<sup>nd</sup> Largest City  
Metro Council  
City of Gresham  
Port of Portland  
Oak Lodge Water District  
Sherwood Chamber of Commerce  
Tualatin Valley Water District, Washington Co. Special Districts  
City of Oregon City, Clackamas Co. 2<sup>nd</sup> Largest City  
Citizen, Clackamas Co. Citizen  
TriMet  
Multnomah County  
Clackamas County  
Metro Council  
City of Hillsboro, Washington Co. Largest City

**MEMBERS EXCUSED** **AFFILIATION**

Craig Dirksen Metro Council  
Peter Truax, *1<sup>st</sup> Vice Chair* City of Forest Grove, Washington Co. Other Cities

**ALTERNATES PRESENT**

Jeff Gudman  
Chad Eiken

**AFFILIATION**

City of Lake Oswego  
City of Vancouver

**Staff:**

Roger Alfred, Martha Bennett, Andy Cotugno, John Mermin, Ramona Perrault, Ken Ray, Troy Rayburn, Ted Reid, Jessica Rojas and Ina Zucker

**1. CALL TO ORDER AND DECLARATION OF A QUORUM**

MPAC Chair Jody Carson called the meeting to order and declared a quorum at 5:02 p.m.

**2. SELF INTRODUCTIONS & COMMUNICATIONS**

All meeting attendees introduced themselves.

### **3. CITIZEN COMMUNICATION ON NON-AGENDA ITEMS**

No citizen communication on non-agenda items were discussed.

### **4. COUNCIL UPDATE**

Martha Bennett, Chief Operating Officer of Metro introduced Elissa Gertler as the new Planning and Development Director. Ms. Bennett invited members to welcome Ms. Gertler and provided details of her work experience, from government to non profits, counties and development agencies with a track record of collaborative effort in creating solutions. Ms. Bennett asked members to reach out to Ms. Gertler, help her connect with the region by sharing members' experiences with her.

Councilor Sam Chase provided an update to members on the public comment period opening in regards to the 2014 Regional Transportation Plan (RTP), 2015-18 Metropolitan Transportation Improvement Plan (MTIP), Active Transportation Plan (ATP) and Climate Smart Communities (SCS) projects. Public comment period closes Monday, May 5<sup>th</sup>. Metro Council will hold a public hearing on the RTP on May 15<sup>th</sup> at 2 p.m.

Councilor Chase also invited members to participate in the Residential Preference Survey in efforts to gather input about the kinds of neighborhoods, homes, parks, transportation options and other facilities the region desires. A region-wide coalition led by Metro, including the Home Builders and Realtors associations, is conducting a residential preference survey as a part of the efforts to ensure that the region has access to safe, comfortable and affordable place to live for all residents in the Portland. The survey can be accessed at [www.housingchoice.info](http://www.housingchoice.info) Members were asked to share with their colleagues and constituents.

Councilor Chase informed members that Ms. Bennett plans to unveil the proposed Metro budget for Fiscal Year 2014-15, with the first public hearing scheduled on Thursday May 24<sup>th</sup> 2014.

Councilor Chase provided an update on the 2014 Legislative Session and informed the committee that the most time consuming issue was House Bill 4078, which made changes to the region's urban and rural reserves and Urban Growth Boundary(UGB). He also informed members that the bill has implications for the upcoming growth management decision in that it declares that certain employment lands brought into the UGB by HB 4078 will not be counted as available for the purposes of Metro's next UGB amendment.

Councilor Chase also discussed the recent Legislative decision to decline an Oregon-led approach to replace the I-5 bridges over the Columbia River.

Councilor Chase also mentioned that the Legislature passed House Bill 4029, which created a process for landowners to withdraw from the city of Damascus until that city has a comprehensive plan in place.

Members asked clarifying questions.

John Williams stated that about 20 applications had been received by DLCD so far, which is the first step property owners must follow in the withdrawal process.



## **5. CONSENT AGENDA:**

- **Consideration of the March 23, 2014 Minutes**
- **Appointment of new MTAC Members**

Jeff Gudman provided corrections to his title and Craig Prosser's edits were noted.

Marylyn McWilliams also noted corrections of her representing county. Lise Glancey acknowledged the departure of Tom Imeson, no longer with the Port of Portland staff on the MPAC committee.

**MOTION:** Mayor Denny Doyle moved and seconded by Dick Jones to adopt the March 23, 2014 Minutes and the MTAC Member Nominations.

**ACTION:** With all in favor, the motion passed.

## **6. AMENDMENT TO METRO FUNCTIONAL PLAN TITLE 4 REGARDING ESTABLISHMENT OF TRAILS IN REGIONALLY SIGNIFICANT INDUSTRIAL AREAS**

Chair Carson introduced Roger Alfred of Metro who provided an update on the Adoption of Ordinance No. 14-1329, which amends Title IV of Metro's Functional Plan to expressly allow the establishment of trails and related facilities within Regionally Significant Industrial Areas. Mr. Alfred provided context of Title IV and the recent steps taken by the Tonkin Industrial group whom has objected to the master plan as the trail goes through their industrial areas and properties.

Mr. Alfred discussed that the City of Tualatin has approved amendments to their TSP that illustrates a line in regards to the trail. Mr. Alfred cited Title IV rules, which prohibit parks being built in Regionally Significant Industrial Areas. Mr. Alfred discussed Metro's current involvement in litigation as a part of the court of appeals process, and is filing a response to the petition. Mr. Alfred offered to answer questions. John Williams referred to the MTAC memo that recognizes the adoption of Ordinance No. No. 14-1329. Mr. Alfred sought recommendation of approval from MPAC to Metro Council. The ordinance will go before Council for approval on May 8th.

Questions and Comments included:

- Members asked clarifying questions about local jurisdictions and their ability to develop transportation efforts that includes trails versus trail development as a part of parks.

Mr. Alfred clarified the difference in trails that cross industrial areas.

- Chair Carson also acknowledged the same efforts happening in West Lynn.
- Jeff Gudman asked questions about siting trails in industrial areas.

Mr. Alfred clarified that trail traverses along the far edge of the property.

- Mayor Neeley asked questions about trails that are mapped regionally significant.

Chair Carson requested that the committee vote on the issue.

**MOTION:** Craig Prosser moved and seconded by Wilda Parks to approve the Adoption of Ordinance No. 14-1329, amending Title 4 of Metro's Functional Plan to expressly allow the establishment of trails and related facilities within Regionally Significant Industrial Areas.

**ACTION:** With all in favor, the motion passed.

## **7. TENTATIVE APPROVAL OF THE 2014 REGIONAL TRANSPORTATION PLAN (RTP)**

John Mermin provided an update on the Regional Transportation Plan (RTP) and on proposed changes resulting from the public comment period. Mr. Mermin shared results from the public comment period and covered highlights in the packet. All changes to the RTP were covered in the track changes format. Mr. Mermin confirmed that all committees will have access to a final report before the final action is taken.

Mr. Mermin informed members that approval of the RTP is necessary in order to run the air quality model assessments in efforts to comply with Clean Air Act. Mr. Mermin previously shared proposed edits at the last MPAC meeting, including technical and wording edits, with no drastic changes.

The last day of the 45 day public comment period is May 5<sup>th</sup>, 2014. Mr. Mermin informed the committee that he expects to see comments from neighborhood associations, general comments and staff recommendations. Currently he has received over 150 comments, with only a handful asks for any specific changes. Mr. Mermin also referred members to the recent MTAC memo indicating approval of the Draft RTP.

Member questions and comments included:

- Mayor Neeley asked if local jurisdictions can respond to the update.

Mr. Mermin confirmed that those responses will be included the next update.

- Ruth Adkins thanked staff for their work and mentioned the challenging comments that she felt were contradictory at times.
- Mayor Jerry Willey vetted reasons for the comments and asked about if the geographic location of where those comments are coming from in the region is known.

Mr. Mermin responded that there is some zip code information to help determine where the comments are coming from.

- Chair Carson mentioned that there is such a great diversity of comments and currently there are efforts to look for patterns.

Mr. Mermin informed the committee that he will return on June 25<sup>th</sup> for final recommendation. Next steps include presentation of the draft RTP for approval from TPAC, JPACT and Metro Council.

Chair Carson asked the committee for approval by indicating thumbs up or thumbs down. All members approved.

## **8. 2015 GROWTH MANAGEMENT DECISION: DRAFT 2035 POPULATION AND EMPLOYMENT FORECAST**

John Williams offered introductory comments on the 2015 urban growth management decision and introduced Ted Reid of Metro and Dr. Tom Potiowsky from Portland State University, who chaired Metro's regional forecast advisory panel.

Mr. Reid provided a timeline for the urban growth report (UGR) and informed members how the UGR informs the Council's 2015 urban growth management decision. MPAC received an overview of the work program in September 2013. In January of 2014 a presentation of recent economic conditions was given. Accuracy of past Metro forecasts was presented in February of 2014 with the draft 2035 growth forecast being presented at the current meeting. The UGR estimates the portion of the 7-county employment and population growth forecast that may occur in the Metro Urban Growth Boundary (UGB). Next steps include an overview of draft Urban Growth Report in July 2014 and results of the Residential Preference Study are scheduled for presentation in September 2014. The Housing Needs analysis is scheduled for October 2014, following with the Employment Capacity Needs analysis. MPAC's final recommendation to Council on the 2014 UGR is scheduled for November 12, 2014. MPAC will be asked to make a formal recommendation to the Council as to whether the 2014 UGR provides a reasonable basis for making a growth management decision in 2015.

Takeaways included:

- Mr. Reid stated that staff makes an effort to make reasonable assumptions in the forecast. Convening the forecast review panel is an effort to make sure that the assumptions are reasonable. He acknowledged that there is always uncertainty in a forecast and confirmed that is why the results are expressed as a probabilistic range forecast.
- Policy considerations in the 2015 growth management decision included considering if plans are set for low growth and high growth occurs or vice versa.
- Other considerations include what areas of the region will benefit and where the burdens may exist as a result of getting it wrong in either direction.
- Mr. Reid also asked members to consider the best course of action, knowing that we will update the forecast in six years.
- Dr. Potiowsky described the regional forecast review panel that he chaired, which included economists and demographers from PSU, Johnson Economics, ECONorthwest, and NW Natural.
- Dr. Potiowsky also described the charge of the panel, which was to advise Metro staff on the forecast model assumptions, forecast results, and scenarios that could lead to higher or lower growth.
- Dr. Potiowsky described possible scenarios that could push growth outside the forecast range, including climate change, declining mobility, changes in policy on international and national levels.
- Dr Potiowsky offered suggestions as to how to interpret death rates versus birth and migration rates.

- Dr. Potiowsky mentioned competition from other cities as drawing in new people over the Portland metropolitan area.
- Birth rates and death rates are fairly predictable, but migration patterns, which are a major contributor to growth, are somewhat more difficult to predict.

Member comments and questions included:

- Mayor Willey asked questions about the results of the residential preference study and the desired outcomes.

Mr. Reid responded that the results will be reported in the draft UGR and will help Metro and its partners to understand how people make choices about where to live.

- Mayor Willey asked if the study could help the regional partners in efforts to formulate density requirements and zoning.

Mr. Reid responded yes.

- Keith Mays commented on Marion County in regards to the UGR and asked if Salem will be included in the future.

Mr. Reid responded that the federal government defines the metropolitan boundaries used for forecasting, but that understanding how decisions in our region interact with decisions made in Marion County is important.

John Williams commented on how the work in the UGR does connect with Marion County through the forecast coordination process that PSU will conduct as they complete forecasts for the rest of the state.

Councilor Harrington commented on the track record of Metro's forecast accuracy.

Councilor Stacey commented on the reassessment needs that are required by law. He acknowledged that there is future opportunity to reassess the projections every 5 years.

- Mayor Willey recalled previous projections, and suggested to overshoot in efforts to avoid a shortage in housing.

Mr. Reid discussed the population range forecast, which was adjusted upwards based on the advice of the forecast advisory panel. The baseline forecast estimates that 600,000 people will be added to the 7-county area over the next 20 years. The baseline increase would be a 25% increase in population.

- Mayor Willey commented that he remembers different numbers being projected in past years.

Mr. Reid commented that this forecast is lower than the last due to the recession, birth rates that are lower than replacement rates, and perhaps the result of comparing forecasts for different lengths of time.

- Mayor Neeley commented on the slow-down in the recession but that the region still saw an increase in population.

Mr. Reid suggested migration as the source of increase in the forecasts.

- Jeff Gudman asked clarifying questions about the employment forecast as it relates to an aging population and asked for elaboration.

Mr. Reid responded that more people will be working more than one job, suggested part time employment as a part of the changing economic model.

- Dick Jones asked about the comparison of counties, if we are still focusing on the same geography as we did last time the report was done.

Ted Reid responded that yes it is the same.

- Mayor Neeley asked questions about the residential preference survey, commented that it was complicated and that the survey made it hard to go back and re answer the questions.

Mr. Reid responded that he had been made aware of the Mayor's concern and that the project partners had also discussed whether to have a "back" button in the online survey. The advice they received from DHM Research was that since we want respondents' first impressions, a back button should not be offered since it would allow respondents to over-think their responses.

- Ruth Adkins asked if the Housing Needs Analysis was based on the Residential Preference Survey.

John Williams answered that is additional information that will be included in the UGR, intended to inform the 2015 growth management decision and other efforts.

- Keith Mays asked questions about younger people wanting to live in the city but eventually moving out into suburban areas when they have kids.

Dr Potiowsky answered that home ownership rate share peaked in 1995 and dropped. He believes that it will go up but there are a lot of behavioral changes from younger people. Also discussed was how driver license rates have dropped recently as fewer young people wish to own cars.

- Mayor Willey commented that he just returned from Japan, with their populations declining and spoke of shrinking families and migration contributing to growth. He also commented about climate situations elsewhere in the country, and how our region may attract more migrants. Mayor Willey asked if any of these topics play into their decision making.

Dr. Potiowsky answered yes, that droughts elsewhere in the U.S. were cited by the forecast review panel as a factor that could potentially increase migration to our region, but that that trend has not yet been observed.

- Mayor Doyle asked if the committee looked at whether the region is expected to continue growing jobs in export sectors as called for in its Export Strategy.

Dr. Potiowsky answered, yes, this is something that the forecast review panel considered.

John Williams commented on the good conversation and that the discussion of how to plan for higher or lower growth is exactly the sort of discussion to focus on leading up to the growth management decision.

- Dick Jones commented that he was present when the last time the UGB was expanded and brought in land for jobs but that owners have not been willing to sell their properties. He asked if there is assurance to make properties available in efforts to prevent stockpiling.

Ted Reid cited the frustrating experience of brokers and others in the development community as they look for development-ready land that is for sale. Mr. Reid stated that that experience should be acknowledged, but that Metro has an obligation to look beyond what properties are for sale when conducting its long-term capacity analysis.

- Marilyn McWilliams asked if energy production and prices were considered in this discussion.

Dr. Potiowsky answered that the panel considered the effects of potential regulations on greenhouse gases. The panel's sense was that the region is now in a better energy cost position.

**Member communications:**

Chair Carson referred to the long range work plan and the amount of agenda items. Chair Carson stressed to members the timeframe necessary in taking an agenda item back to their prospective communities. Chair Carson requested that the upcoming meetings extend until 7:30 p.m. MPAC committee members agreed. Members agreed to extend the May 14<sup>th</sup>, June 11<sup>th</sup> and the 25<sup>th</sup> meetings to allow more time for discussion.

Chair Carson adjourned the meeting at 6:45pm.

Respectfully Submitted,

Jessica Rojas

A handwritten signature in cursive script that reads "Jessica Rojas".

Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR MARCH 26, 2014**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
7	Memo	4/22/13	MTAC Motion to Recommend Preliminary Approval of the Draft RTP	42314m-01
8	Memo	4/16/14	MTAC Motion to Approve Ordinance No. 14-1329	42314m-02
8	PPT	4/23/14	PPT: Draft regional population and employment forecast	42314m-03

 **Metro** | *Memo*

Date: May 5, 2014  
To: Jody Carson, Chair, MPAC  
From: Martha Bennett, Chief Operating Officer  
cc: Councilor Sam Chase, Council Liaison to stakeholder advisory committee  
Subject: Recommendation on construction excise tax extension and Community Planning and Development Grants Program

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At the May 14 MPAC meeting, I will share with you my recommendations to the Metro Council recently regarding possible extension of the construction excise tax and modifications to the Community Planning and Development Grants (CPDG) program. The recommendations of a stakeholder advisory group on the same subject will also be shared with you.

In November 2013, the Metro Council discussed the need for a review of the CPDG program and consideration of possible extension of the construction excise tax which funds these grants. At the Metro Council discussion, I was directed to convene stakeholders to review the grant program and provide recommendations on the expiring tax. The tax is currently set to expire on September 30, 2014. In 2007, Oregon Senate Bill 1036 which authorized school districts to levy construction excise taxes on new residential, commercial and industrial development also prohibited the establishment of new construction excise taxes by other local governments until 2018. Existing construction excise taxes, such as Metro's (which was first enacted in 2006), were "grandfathered" in and can be extended, provided the tax rate does not increase. Thus, the Metro Council could extend the tax, and it did so once already in 2009.

In January, I convened a 22-member stakeholder advisory group which met three times between January and March. The advisory group reviewed construction excise tax collections and distributions of grant funds, rules for administration of the tax and grants programs, and findings of the performance assessment of the grant program conducted by a third party, ECONorthwest. I will share all of this information with MPAC at its May 14 meeting. The stakeholder advisory group sent its recommendations to me in April.

At the Metro Council work session on April 29, I was accompanied by representatives of the stakeholder advisory group and staff of ECONorthwest consulting firm to present: a) findings of the performance assessment of the Community Planning and Development Grants, b) recommendations of the advisory group, and c) my own recommendations. We will present the same information to MPAC on May 14 and answer questions from MPAC members. Meeting materials to be included in the MPAC packet are Ordinance No. 14-1328 and staff report with attachment of my recommendations to the Metro Council and the advisory group recommendations to me.

On June 11, MPAC is scheduled to provide its recommendations on the construction excise tax and the future of the CPDG program to the Metro Council. The first and second readings of Metro Council Ordinance No. 14-1328, which will propose to implement my recommendations and that of the stakeholder advisory group, are scheduled on June 12 and 19, respectively.



If you have questions, please do not hesitate to call or email me (503-797-1541; [martha.bennett@oregonmetro.gov](mailto:martha.bennett@oregonmetro.gov)) or Gerry Uba (503-797-1737; [gerry.uba@oregonmetro.gov](mailto:gerry.uba@oregonmetro.gov)).

## STAFF REPORT

### IN CONSIDERATION OF ORDINANCE NO. 14-1328, FOR THE PURPOSE OF EXTENDING THE CONSTRUCTION EXCISE TAX FOR COMMUNITY PLANNING AND DEVELOPMENT GRANTS

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Date: April 18, 2014

Prepared by: Gerry Uba

503-797-1737

[gerry.uba@oregonmetro.gov](mailto:gerry.uba@oregonmetro.gov)

## BACKGROUND

In November 2013, staff informed Metro Council that the construction excise tax which funds Community Planning and Development Grants will expire in September 2014. Staff also informed the Council that if it desired to maintain the construction excise tax for planning purposes, the tax must be extended not later than June 2014, because tax actions require a 90-day period prior to sunset date to be reauthorized. Council deliberations resulted in directing the Chief Operating Officer to convene stakeholders to review the Community Planning and Development Grants program and provide advice on extension of the tax.

### *2005 EXPANDED AREA PLANNING FUND COMMITTEE AND CYCLE 1 GRANT AWARD*

As early as 2004, the region realized that many local governments do not have sufficient funding to complete the planning requirements in Title 11 of the Urban Growth Management Functional Plan for over 6,000 acres brought into the Urban Growth Boundary (UGB) in [list year or period of years]. In early 2006, a stakeholder advisory group convened by then- Chief Operating Officer Michael Jordan recommended creation of a construction excise tax to collect a total of \$6.3 million to fund planning in areas brought into the UGB from 2002 through 2005. In March 2006, Metro Council established the tax (Ordinance No. 06-1115), which took effect the following July 1. The tax is assessed at 0.12 percent of the total value of construction for which a permit is sought. Permits valued below \$100,000 and those issued to non-profit organizations for affordable housing are exempt from the tax. Permits valued more than \$10 million are assessed a flat fee of \$12,000.

Cycle 1 (2006) non-competitive grants to local governments committed the \$6.3 million for 26 concept planning projects in those areas brought into the UGB between 2002 and 2005. The concept plans established the planning framework for long-term sustainable urbanization and annexation for these new urban areas.

### *2009 CET ADVISORY GROUP AND CYCLES 2 AND 3 GRANT AWARDS*

Due to the need for predevelopment and redevelopment planning for areas inside the UGB, an advisory group convened in 2009 and recommended extension of the CET. The Group recommended extending the sunset for additional five years, to September 2014. The Committee also recommended maintaining the existing tax structure, including the tax rate, exemptions and retention for administration of the tax.

The Metro Council extended the tax in 2009 (Ordinance 09-1220) for a five-year period. The scope of eligible projects was expanded to include existing urban area planning, new urban area planning, and urban reserve area planning. Grant allocations in two new Cycles (Cycle 2 and Cycle 3) were implemented in 2010 and in 2013.

Cycle 2 (2010) competitive grants to local governments committed \$3.7 million for 17 planning projects in areas inside the UGB (Resolution No. 10-4151). Cycle 3 (2013) competitive grants to local governments committed \$4.2 million for 19 planning projects (Resolution No. 13-4450) both inside and outside the UGB. Approximately 32 percent of the fund was allocated to planning projects in new urban areas and urban reserves, while 68 percent of available revenues was allocated to planning projects located inside the UGB. The outcomes of Cycle 2 and Cycle 3 projects fall into the following categories:

- Concept plans for establishing long-term sustainable urbanization and annexation for land added to the UGB
- Concept plans or comprehensive plans for establishing long-term sustainable urbanization and annexation for urban reserves, including how to secure financial and governance commitment
- Master plans for shovel-ready eco-industrial development
- Master plans for old industrial and employment areas
- Implementation strategies with a focus on redevelopment and potential transit stations
- Development strategies with a focus on infrastructure financing
- Zoning regulation updates to implement comprehensive plans and spur redevelopment
- Alternative transportation system performance measures for multi-modal mixed-use areas.

#### *2014 PERFORMANCE ASSESSMENT OF THE COMMUNITY PLANNING AND DEVELOPMENT GRANTS PROGRAM*

Metro contracted with a consulting firm, ECONorthwest, to conduct a performance assessment of the Community Planning and Development Grants program. Key findings and recommendations of the performance assessment are:

- 1) There is a lack of quantitative evidence of on-the-ground development can be attributed to:
  - a) Impact of the recession
  - b) Delayed start of grant projects
  - c) Too soon to measure progress of grant projects
- 2) The benefits of the grant program (based on qualitative research/interviews) are:
  - a) Planning could not have occurred without the grant
  - b) Planning happened sooner in some places because of the availability of funds
  - c) Partnerships were established and external resources leveraged
  - d) Innovative approaches and increased planning sophistication occurred
- 3) The recommendations focus on improvements that will enhance future program evaluation:
  - a) Some of those interviewed expressed uncertainty about what the program can accomplish, due to shifts in evaluation criteria. This can be resolved by providing clearer definition of the criteria to be consistent with program objectives
  - b) Prior to a new grant cycle (if the tax is extended), Metro should develop an intentional evaluation framework linking program goals with project activities and ultimate outcomes, using tools like a logic model.
  - c) Metro should reevaluate the 50/50 split of Cycle 3 grant funds between projects inside UGB and in urban reserves and new urban areas
  - d) Metro should consider requiring grantees to evaluate their own success and failures during the grant period
  - e) Report interim and final evaluation findings, showing how projects compare on program goals, activities and ultimate outcomes.

*2014 ADVISORY GROUP FOR POTENTIAL CONSTRUCTION EXCISE TAX EXTENSION AND COMMUNITY PLANNING AND DEVELOPMENT GRANTS PROGRAM REVIEW*

In January 2014, the Chief Operating Officer convened an advisory group after consultation with the Metro Council. The charter of the advisory group was to review the grants program and recommend potential improvements to the program and provide advice on whether the tax should be extended or not. The advisory group recommendations were informed by the findings in the performance assessment report.

The advisory group met three times between January and March 2014 and its final recommendations were sent to the Chief Operating Officer in April 2014. The following is the summary list of the recommendations of the advisory group. Attachment A to this staff report provides a summary of the Advisory Group recommendations.

- Extend the construction excise tax from October 2014 to December 2020 and maintain the existing tax structure, including the tax rate and exemptions
- Maintain the same purpose of grant funds set forth in Ordinance No. 09-1220
- Distribute the October 2014 to December 2020 tax receipts in at least two grant cycles
- Set some percentage of projected revenue for mandated planning required in Metro's Urban Growth Management Functional Plan Title 11, and the rest of the funds for various types of planning in other areas
- Identify local and regional needs for Community Planning and Development Grants and adjust the distribution of revenue accordingly
- Refine existing evaluation criteria to encourage strong projects that demonstrate an understanding of market interventions to achieve development
- Outcome of the Community Planning and Development Grants program should include clear outcome goals for each planning focus area and specific performance measures to evaluate the program.

**MPAC RECOMMENDATIONS**

The Metro Policy Advisory Committee (MPAC) reviewed and considered the recommendation of the Advisory Group and findings and recommendations in the performance assessment report on May \_\_\_\_, 2014 and June \_\_\_\_, 2014. On June \_\_\_\_, 2014 MPAC \_\_\_\_\_ (unanimously passed) a motion recommending to Metro Council to \_\_\_\_\_ (extend) the tax for \_\_\_\_\_ (Attachment \_\_\_\_\_).

**ANALYSIS/INFORMATION**

**1. Known Opposition**

There is no known opposition to the proposed legislation. As stated earlier, the Chief Operating Officer convened an advisory group which reviewed the grant program and reached consensus on their recommendations to her.

**2. Legal Antecedents**

After establishment of the construction excise tax in 2006, the Oregon Legislature changed the local taxing authority law in 2007, enacting Senate Bill 1036 which authorized school districts to levy construction excise taxes on new residential, commercial and industrial construction to pay for

school facility construction. The bill also prohibited local governments from establishment of new construction excise tax. However the law “grandfathered” in existing construction excise taxes, such as Metro’s, established before May 1, 2007. The state preemption expires on January 2, 2018.

Oregon law allows an existing construction excise tax to be extended, provided the structure of the tax does not change. Because this ordinance would extend the existing construction excise tax, Metro is not required to establish a Tax Study Committee. The 2014 advisory group was aware of the provisions in state law before reaching agreement to recommend extension of the tax to December 2020. As stated earlier, the tax must be extended 90 days before an expiration date (September 30, 2014), because tax actions require a 90-day period prior to sunset date to be reauthorized. Metro Council must adopt this ordinance by June 30, 2014, for the tax to be effective by the expiration of the current tax.

### **3. Anticipated Effects**

If the construction excise tax is extended, funding will be available for creating catalytic action plans that would remove barriers to development and result in on-the-ground development. The new fund would facilitate creation of strategic plans to enable planning and development projects, such as urban renewal planning, projected growth areas planning, pre-corridor planning, and infrastructure finance planning. The extension would also enable implementation of mandated concept planning in additional urban reserve areas.

If the construction excise tax is extended, the Advisory Group will be reconvened in fall 2014 to assist Metro complete refinement of existing and proposed evaluation criteria. Prior to solicitation of grant applications, local and regional planning needs will be identified so as to balance needs with grant resources. Upon refining the criteria, the Chief Operating Officer will present draft of the revised Administrative Rules for governing the Community Planning and Development Grants program to the Metro Council and MPAC for comments prior to adoption.

The grants program will be evaluated periodically, if the tax is extended, and outcome goals for each area of planning focus will be developed. Specific performance measures for each outcome will also be identified and used in the program evaluation.

### **4. Budget Impacts**

Currently, Metro’s administrative reimbursement is 2.5 percent of the revenues collected (about \$50,000 per year). Local governments collecting the tax receive 5 percent administrative reimbursement prior to submission of receipts to Metro. Grant awards require Metro to negotiate intergovernmental agreements with grantees and work closely with grantees to monitor progress of their projects. Over the years, the increase in the number of awards and planning projects has required additional staff time and resources of the Planning and Development Department and Office of Metro Attorney to administer the program. Staff hours in the last nine months, since the award of Cycle 3 grants were awarded in August 2013, was \_\_\_\_ hours (\$\_\_\_\_). An increase of Metro’s administrative reimbursement from 2.5 percent (about \$50,000 per year) to 5 percent (about \$100,000 per year) will help cover those expenses.

### **5. Attachments**

- Attachment A: Advisory Group Membership

**Draft**

- Attachment B: COO recommendations to Council President and Metro Council (the recommendations of the Advisory Group was attached to the COO recommendations)

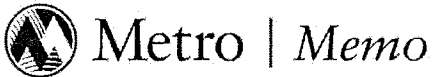
**RECOMMENDED ACTION**

The Chief Operating Officer recommends extension of existing construction excise tax and implementation of modifications to the Community Planning and Development Grants program by adoption of this ordinance (see Attachment C).

## ATTACHMENT A

Advisory Group Membership  
1/23/14

Name	Organization
<b>Staff</b>	
Andrew Singelakis	Washington County
Dan Chandler	Clackamas County
Ron Papsdorf	City of Gresham
Brant Williams	City of Lake Oswego
Susan Anderson	City of Portland
Colin Cooper	City of Hillsboro
Alice cannon	City of Tualatin
Tony Konkol	City of Oregon City
Jillian Detweiler	TriMet staff
<b>Advocacy Organizations</b>	
Dave Nielsen	Homebuilders Association of Metro Portland
Tim Breedlove	Homebuilders Association of Metro Portland, Board Member
Betty Dominguez	Non-profit Housing Developers
Jane Leo	Portland Metro Association of Realtors
Willy Myers	Columbia Pacific Building Trades Council
Bernie Bottomly	Portland Business Alliance
Kelly Ross	NAIOP
Jason Miner	1000 Friends of Oregon
Dwight Unti	Urban development
Victor Merced	Social equity
<b>Consultants</b>	
Tim Smith	SERA
Jerry Johnson	Johnson Economics
John Spencer	Spencer Consultants



Date: April 18, 2014  
To: Council President Hughes and Metro Council  
From: Martha Bennett, Chief Operating Officer  
Subject: Recommendation on Construction Excise Tax (CET) extension and Community Planning and Development Grant Program

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I am pleased to present my recommendations for extending Metro's construction excise tax and modifying the community planning and development. The construction excise tax funds a valuable grant program for the region and its communities, and I recommend you adopt Ordinance 14-1328, which extends the tax for six more years. Additionally, I recommend the Council direct me to implement the attached recommendations to improve the quality of grant applications and increase the likelihood of achieving the purpose of the grant program.

In January 2014, I appointed a 22-member Stakeholder Advisory Group representing varied interests in the private and public sectors to review the grant program and advise me on whether the tax should be extended and on refinements to the program. This group had productive discussions, and I appreciate their time and effort.

My recommendations are based on their work. I endorse the Advisory Group's recommendations which they will share with you at the April 29, 2014 Council work session

Highlights of the recommendations from the Stakeholder Advisory Group include:

- Extension of Metro's construction excise tax from September 30, 2014 to December 31, 2020;
- Modification of the Community Planning and Development Grant program to ensure Metro supports grants that assist communities in three areas: Meeting the requirements of Title 11 for concept planning, strategic planning projects designed to help areas develop or redevelop; and catalytic planning efforts that remove barriers currently preventing development or redevelopment in the short term;
- Refinement of criteria currently in the Administrative Rules next fall; and

The proposed refinement of the community planning and development program will encourage stronger grant applications for getting more areas in the region ready for development and redevelopment. My recommendations as well as those of the Advisory Group were informed by a performance assessment of the community planning and development grants program by an independent contractor (ECONorthwest), which you will also hear about on April 29.

In addition to the Advisory Group's recommendation, I also recommend that Council increase Metro's administrative reimbursement from two-and-a-half- percent (2.5%) to five percent (5%). Since creation of the construction excise tax in 2006, local governments collecting the tax have retained five percent (5%) of the paid receipts as administrative fee. Metro has retained 2.5%, which goes into the general fund for administration of the. In reviewing the program since 2006, I have learned that the direct costs for administering this grant program have greatly exceeded this



amount. Increasing the reimbursement will not cover all of Metro's direct costs, but it will reduce the impact of this program on other general fund services.. .

Please let me or the project manager, Gerry Uba, know if you have any questions.

Attachment to COO Recommendations

**RECOMMENDATIONS OF THE METRO STAKEHOLDER ADVISORY GROUP  
FOR POTENTIAL CONSTRUCTION EXCISE TAX EXTENSION  
AND COMMUNITY PLANNING AND DEVELOPMENT GRANTS PROGRAM REVIEW  
SUBMITTED TO METRO CHIEF OPERATING OFFICER  
FINAL -- April 18, 2014**

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**1. Decision on Construction Excise Tax (CET) expiration:**

The Stakeholder Advisory Group recommends the Metro Council extend the CET at the current tax rate from September 30, 2014 to December 31, 2020 for the purpose of funding the Community Planning and Development Grant Program.

**2. Modifications to the Community Planning and Development Grant (CPDG) Program**

**A. Purpose of the grant funds**

The Advisory Group recommends keeping the purpose of the program as stated in Ordinance No. 09-1220:

*".....the purpose of funding grants for planning areas inside the UGB, future expansion areas, and urban reserves, with an emphasis on planning projects that advance the 2040 Regional Framework Plan and result in on-the-ground development....."*

*"...and Metro is willing to assist local governments to fund their planning ....."*

**B. Distribution of tax revenue**

The Advisory Group recommends Metro undertake at least two grant cycles to distribute fund collected from the CET extension to 2020. The Advisory Group also recommends setting some percentage of projected revenue for mandated concept planning and comprehensive planning for urban reserves and new urban areas required in Metro's Urban Growth Management Functional Plan Title 11<sup>1</sup>. The approximate percentage is shown in the chart below. If the amount of qualified grant requests for urban reserves and new urban areas fall below the approximate percentage for this distribution area, the remainder of funds will be allocated to grant requests for planning in other areas. Similarly, if the qualified grant requests exceed the approximate percentage, Metro will consider increasing the allocation to this category for the upcoming grant cycle. The Advisory Group also recommends Metro conduct an assessment prior to each grant cycle to determine which jurisdictions want to undertake

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<sup>1</sup> Title 11 of Metro's Urban Growth Management Functional Plan requires concept planning for areas in urban reserves before consideration of urban growth boundary expansion into these areas, or comprehensive planning of areas added to the UGB.

concept planning and/or comprehensive planning for urban reserve areas and new urban areas.

The remaining revenue should be used for various types of planning within the existing Urban Growth Boundary. The approximate percentage is shown in the chart below.

The following chart identifies types of planning that should be eligible for funding, and a sample of goals and desired outcomes to be achieved within the stated timeline.

Focus of Planning	Planning Goals	Timeline ( for building permits issued)	Outcome	Approximate Target of Projected Grant Funds
Mandated concept plan <u>and</u> comprehensive plan	<ul style="list-style-type: none"> <li>• Meet Title 11 requirement</li> <li>• Vision for planning area</li> <li>• Strong local match / support</li> </ul>	10 years or more	<ul style="list-style-type: none"> <li>• Concept Plan</li> <li>• Comprehensive plan</li> <li>• Likely addition to UGB with 10 yrs</li> <li>• Annexation</li> <li>• Identify additional planning needed</li> </ul>	25% - 30%
Strategic plan for development and redevelopment investments	<ul style="list-style-type: none"> <li>• Urban renewal planning</li> <li>• Pre-corridor planning projects</li> <li>• Infrastructure and financial feasibility planning</li> <li>• Projected growth areas planning</li> </ul>	5 to 10 years	<ul style="list-style-type: none"> <li>• Adopted redevelopment plan and implementation schedule</li> <li>• Adopted Funding strategy and implementation schedule</li> </ul>	70% to 75%
Catalytic action plan	<ul style="list-style-type: none"> <li>• Barriers to development removed</li> <li>• Market evaluation/reality</li> </ul>	Less than 5 years	<ul style="list-style-type: none"> <li>• Incentives created</li> <li>• Code creation, updating and maintenance</li> <li>• Recruit developer</li> <li>• Development agreements</li> <li>• Use of tools for improvement of development process</li> </ul>	

### C. Understanding local and regional needs

The Advisory Group recommends Metro improve its understanding of the demand for grant support through a survey of local governments, or through solicitation of grants letters of intent, and adjust its distribution of resources accordingly.

### 3. Guidelines for refining criteria to be included in the Administrative Rules for evaluating grant applications

The Advisory Group recommends Metro work with stakeholders to refine existing evaluation criteria for the Administrative Rules, if the construction excise tax is extended. The refinement will encourage grant applicants to propose strong projects which demonstrate understanding of the market context and clearly stated outcomes. The Advisory Group recognizes proposed projects in urban reserve areas must address mandated Title 11 requirements, and recommends the stakeholders refine other criteria for evaluating projects in these areas.

The Advisory Group also recommends stakeholders assist to prioritize or weight the criteria to be used in future grant cycles, if the construction excise tax is extended. Following are recommended new criteria and a proposed approach for refinement of existing criteria.

- A. *The likelihood of implementation:* This criterion will evaluate the “will” to implement projects funded by the grant program. The Advisory Group discussed several dimensions that should be considered: support from governing body, public support and institutional support. The Advisory Group recommends that Metro require:
  - i. Grant applications demonstrate that the appropriate governing body has approved the proposed project and grant application
  - ii. A certain percentage of match funds from the applicant
  - iii. A description of how the project will build or expand public support so that completed plans are likely to be implemented
  - iv. Where applicable, how voter-approved annexation and transit improvements will be addressed so that the outcome of proposed planning projects can be realized.
  
- B. *Equity criteria:* In Cycles 2 and 3 grant allocations, there were two equity-related criteria: – a prerequisite “social equity” criterion stated in the six Desired Outcomes adopted by the region to guide future planning (“...the benefits and burdens of growth and change are distributed equitably”), and a stand alone “revenue redistribution” criterion titled “equity” (“discuss whether and how the proposed planning grant will further the equitable distribution of funds, based on collections of revenues, past funding, and planning resource needs.”)

The Advisory Group recommends the stakeholders discuss and recommend to Metro how the prerequisite “social equity” criterion can be used to address concerns of historically disadvantaged communities. The Advisory Group also recommends the stakeholders use the findings and recommendations of the Metro Equity Strategy Advisory Committee to refine this prerequisite criterion.

The Advisory Group recommends replacement of the stand alone “revenue redistribution” criterion with “growth absorption” criteria. The stakeholders should consider how this criterion should be used to ensure jurisdictions can absorb employment and population growth forecast by Metro for each jurisdiction, and recognize the needs of high growth areas.

- C. *Capacity of applicant criteria*: Applicants should describe the qualifications of staff and proposed consulting teams to carry out the planning projects.
- D. *Best practices criteria*: Grantees should be required to share lessons learned from the planning effort.

#### 4. Program outcomes

##### A. Outcome and performance measures

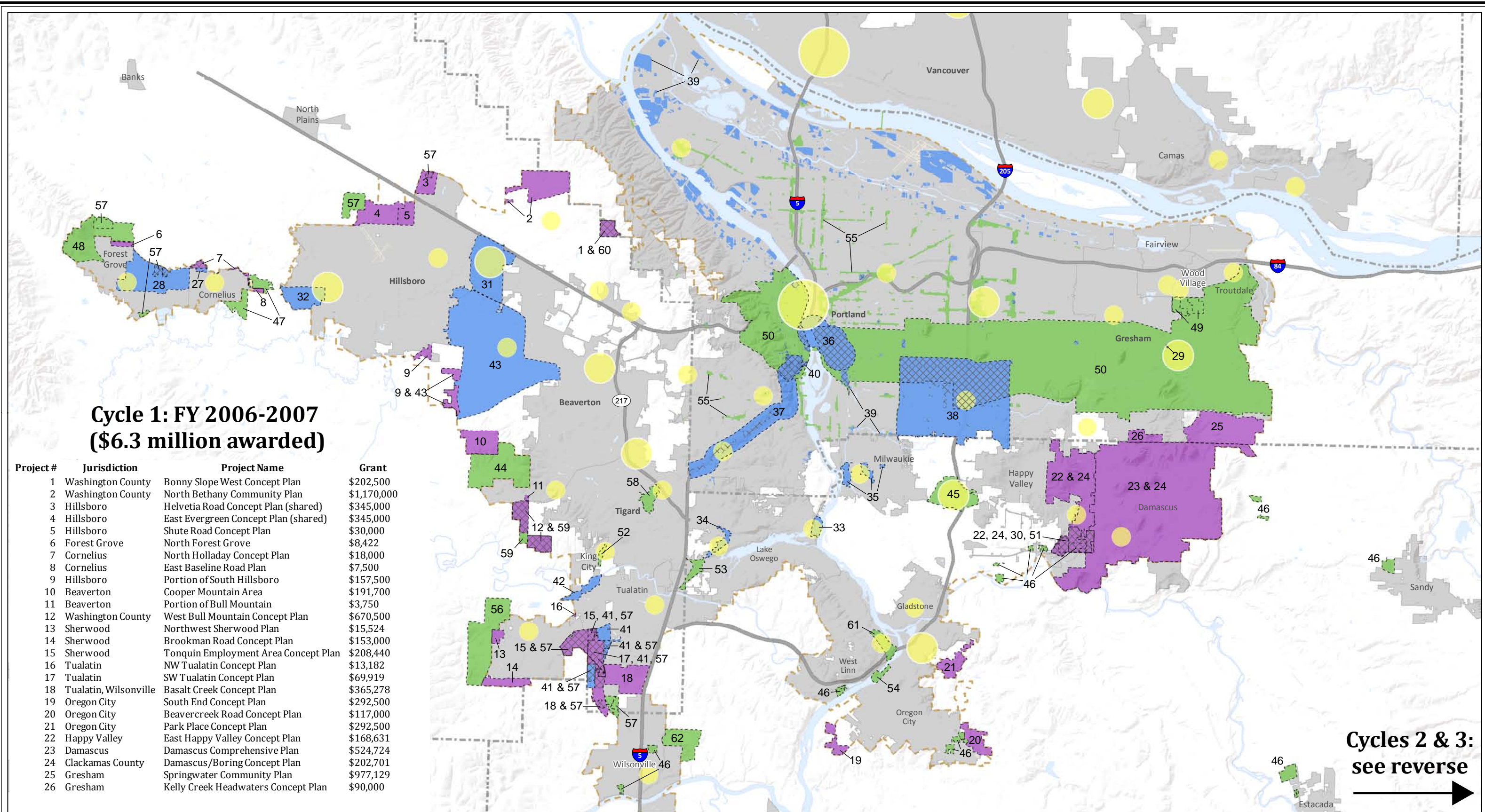
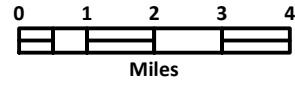
The Advisory Group recommends Metro develop clear outcome goals for each grant area and a specific performance measure for each outcome.

##### B. Future evaluations

The Advisory Group recommends Metro periodically evaluate the Community Planning and Development Grants program using adopted performance measures.

**PLANNING AND DEVELOPMENT GRANTS PROJECT LOCATIONS**  
(Funded with construction excise tax)

**2040 Concept Centers**



**Cycle 1: FY 2006-2007**  
**(\$6.3 million awarded)**

Project #	Jurisdiction	Project Name	Grant
1	Washington County	Bonny Slope West Concept Plan	\$202,500
2	Washington County	North Bethany Community Plan	\$1,170,000
3	Hillsboro	Helvetia Road Concept Plan (shared)	\$345,000
4	Hillsboro	East Evergreen Concept Plan (shared)	\$345,000
5	Hillsboro	Shute Road Concept Plan	\$30,000
6	Forest Grove	North Forest Grove	\$8,422
7	Cornelius	North Holladay Concept Plan	\$18,000
8	Cornelius	East Baseline Road Plan	\$7,500
9	Hillsboro	Portion of South Hillsboro	\$157,500
10	Beaverton	Cooper Mountain Area	\$191,700
11	Beaverton	Portion of Bull Mountain	\$3,750
12	Washington County	West Bull Mountain Concept Plan	\$670,500
13	Sherwood	Northwest Sherwood Plan	\$15,524
14	Sherwood	Brookman Road Concept Plan	\$153,000
15	Sherwood	Tonquin Employment Area Concept Plan	\$208,440
16	Tualatin	NW Tualatin Concept Plan	\$13,182
17	Tualatin	SW Tualatin Concept Plan	\$69,919
18	Tualatin, Wilsonville	Basalt Creek Concept Plan	\$365,278
19	Oregon City	South End Concept Plan	\$292,500
20	Oregon City	Beavercreek Road Concept Plan	\$117,000
21	Oregon City	Park Place Concept Plan	\$292,500
22	Happy Valley	East Happy Valley Concept Plan	\$168,631
23	Damascus	Damascus Comprehensive Plan	\$524,724
24	Clackamas County	Damascus/Boring Concept Plan	\$202,701
25	Gresham	Springwater Community Plan	\$977,129
26	Gresham	Kelly Creek Headwaters Concept Plan	\$90,000

**Cycles 2 & 3:**  
**see reverse**

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated. Updated 02/19/2014 and saved at T:\PlanningGrantsReviewTeam\GIS\CET\_3cycles\_NoOverlay\_11x17\_newProjectNumbers.mxd

## Cycle 2: FY 2009-2010 (\$3.7 million awarded)

Project #	Jurisdiction	Project Name	Grant
27	Cornelius	Holladay Industrial Park Planning	\$79,000
28	Forest Grove	City of Forest Grove Redevelopment Planning	\$85,000
29	Gresham	TriMet Site Redevelopment Plan	\$70,000
30	Happy Valley	Industrial Pre-Certification Study	\$32,600
31	Hillsboro	Tanasbourne/Amber Glen Regional Center Plan	\$275,000
32	Hillsboro	Old Town Hillsboro Refinement Plan	\$90,000
33	Lake Oswego	Foothills District Framework Plan	\$295,000
34	Lake Oswego	Funding Strategy to Implement the LGVC Plan	\$50,000
35	Milwaukie	Milwaukie Town Center Urban Renewal Plan	\$224,000
36	Portland	Portland-Milwaukie Light Rail Project: E-TOD Plan	\$485,000
37	Portland	Barbur Corridor Concept Plan	\$700,000
38	Portland	Foster-Lents Integration Partnership	\$250,000
39	Portland	Portland Brownfield Redevelopment (many sites)	\$150,000
40	Portland	South Waterfront: South Portland Partnership Plan	\$250,000
41	Tualatin	Southwest Urban Renewal Plan	\$70,000
42	Tualatin	Highway 99W Corridor Plan	\$181,000
43	Washington County	Aloha-Reedville Study	\$442,000

## Cycle 3: FY 2012-2013 (\$4.2 million awarded)

Project #	Jurisdiction	Project Name	Grant
44	West Linn	Arch Bridge/Bolton Center	\$220,000
45	Wash. County	County Concept Planning of Area 93	\$122,605
46	Tigard	Downtown Mixed-Use Development Projects	\$100,000
47	Wilsonville	Frog Pond/Advance Road Planning	\$341,000
48	Clackamas County	Performance Measures and Multimodal Mixed Use Area	\$160,000
49	Tigard	River Terrace Community Plan Implementation	\$245,000
50	Happy Valley	Rock Creek Employment Center Infrastructure Plan	\$53,100
51	Beaverton	South Cooper Mountain Planning	\$469,397
52	Lake Oswego	SW Employment Area Plan	\$80,000
53	Sherwood & Wash. Co.	Tonquin Employment Area Implementation Plan & Wash. Co. Industrial Land Analysis	\$255,000
54	King City	Town Center Plan & Implementation Strategy	\$75,000
55	Cornelius	Urban Reserves Concept Plan	\$73,000
56	Gresham	Vista Business Park Eco-Industrial Infrastructure	\$100,000
57	Sherwood	West Sherwood Concept Plan	\$221,139
58	Forest Grove	Westside Planning Program Project Area	\$123,000
59	Oregon City	Willamette Falls Visioning/Master Plan	\$300,000
60	Clackamas County	Strategically Significant Employment Lands Project	\$200,000
61	Gresham & Portland	Powell Transit and Development Project	\$681,000
62	Portland	Mixed-Use Zoning Project	\$380,759

BEFORE THE METRO COUNCIL

AN ORDINANCE EXTENDING THE METRO	)	ORDINANCE NO. 14-1328
CONSTRUCTION EXCISE TAX FOR	)	
COMMUNITY PLANNING AND	)	Introduced by Chief Operating Officer Martha
DEVELOPMENT GRANTS	)	Bennett, with the concurrence of Council
	)	President Tom Hughes

WHEREAS, in March of 2006 the Metro Council adopted Ordinance No. 06-1115, titled “An Ordinance Creating a New Metro Code Chapter 7.04 Establishing a Construction Excise Tax,” (“2006 CET Ordinance”); and

WHEREAS, the construction excise tax rate established in the 2006 CET Ordinance was 0.12% of the value of new construction as defined in the CET Ordinance; and

WHEREAS, the 2006 CET Ordinance and Code chapter contained a sunset provision based on a maximum amount collected of \$6.3 million, which amount was reached in 2009; and

WHEREAS, in 2007 the Oregon state legislature adopted Senate Bill 1036, which authorizes school districts to levy construction excise taxes to pay for school facility construction, and prohibits the establishment of new construction excise taxes by other local governments, but the law provides that the prohibition does not apply to a tax that is in effect as of May 1, 2007, or to the extension or continuation of such a tax, provided that the rate of tax does not increase from the rate in effect as of May 1, 2007; and

WHEREAS, on recommendation of an Advisory Group and the Metro Chief Operating Officer (COO) regarding the continuing need for funding regional and local planning, on June 11, 2009 the Metro Council adopted Ordinance No. 09-1220, extending the Metro CET for an additional five-year period (“2009 CET Ordinance”); and

WHEREAS, under the 2009 CET Ordinance Metro awarded a total of approximately \$3.7 million in grants to local governments for community planning and development inside the UGB and in new urban areas and urban reserves; and

WHEREAS, the 2009 CET Ordinance established an expiration date for the Metro CET of September 30, 2014; and

WHEREAS, the CET program has succeeded in raising revenues in accordance with the expected timeframes to pay for planning work that could not have been funded otherwise; and

WHEREAS, in January of 2014 the Metro COO convened an Advisory Group consisting of a broad-based stakeholder group to advise the Metro COO regarding the community planning and development grants program and regarding the potential extension of Metro’s CET for another cycle of collections and distribution of planning and development grants; and

WHEREAS, after a series of meetings the Advisory Group recommended to the Metro COO that the CET should be extended from October 2014 to December 2020; and



WHEREAS, the Advisory Group's studies and recommendations were presented to the Metro Policy Advisory Group ("MPAC") on May 14, 2014 and MPAC voted to \_\_\_\_\_; and

WHEREAS, the Metro Council finds that it is in the best interests of the region to continue the funding source provided by the CET, and Metro is willing to assist local governments to fund their planning that is required to make land ready for development by continuing to implement a region-wide CET; and

WHEREAS, as required by Senate Bill 1036, the rate of Metro's CET will not increase from the rate in effect as of May 1, 2007, which is 0.12%; and

WHEREAS, Metro will continue to exempt from the CET all new construction valued at less than \$100,000 and also the construction of low-income housing; and

WHEREAS, the Metro CET will maintain the same stated "policy and purpose," which is "to provide funding for regional and local planning that is required to make land ready for development after its inclusion in the Urban Growth Boundary;" and

WHEREAS, the Metro CET will maintain the same stated dedication of revenue, such that "funds derived from the imposition of this tax after deduction of necessary costs of collection shall be dedicated to fund for regional and local planning that is required to make land ready for development after its inclusion in the Urban Growth Boundary;" and

WHEREAS, the allocation of CET funds shall be determined by the Metro Council after receiving recommendations from the Metro Chief Operating Officer, who shall have convened and received recommendations from a grant screening committee that shall review requested grants submitted by local jurisdictions setting forth the expected completion of certain milestones associated with Metro Code Chapter 3.07, the Urban Growth Management Functional Plan; and

WHEREAS, the Construction Excise Tax shall sunset on December 31, 2020; and

WHEREAS, Metro has incurred not insignificant costs in implementing the CET program and is willing to continue to incur implementation costs but finds that a 2.5% administration fee is appropriate to partially reimburse Metro for its administrative costs; and

WHEREAS, the Metro Council hereby directs the Metro COO to extend the Intergovernmental Agreements with local jurisdictions for collection of the CET and remittance of such funds to Metro consistent with this Ordinance, and also hereby directs the Metro COO to prepare yearly reports to the Metro Council, advising the Metro Council of the amounts collected from the CET and the status of the grant requests by the local jurisdictions;

**NOW, THEREFORE, THE METRO COUNCIL ORDAINS AS FOLLOWS:**

Section 1. Extension of Metro Construction Excise Tax. Effective ninety (90) days after the passage of this Ordinance, the Metro Construction Excise Tax established pursuant to Metro Code Chapter 7.04 shall be extended to provide that the Construction Excise Tax shall not be imposed on and no person shall be liable to pay any tax for any construction activity that is commenced pursuant to a building permit issued on or after the last day of the month \_\_\_\_\_ years after the Effective Date of this Ordinance, *i.e.*, \_\_\_\_\_, 2019.

Draft

Section 2. Administrative Rules. The Metro Council hereby directs the Metro Chief Operating Officer to promulgate additional rules and regulations necessary for the administration and enforcement of the CET Code Chapter consistent with this Ordinance, and to return to the Metropolitan Policy Advisory Committee and to the Metro Council for consultation prior to adopting the Administrative Rules.

ADOPTED by the Metro Council this \_\_\_\_\_ day of June, 2014.

\_\_\_\_\_  
Tom Hughes, Council President

Attest:

Approved as to Form:

\_\_\_\_\_  
Recording Secretary

\_\_\_\_\_  
Alison R. Kean, Metro Attorney

Effective Date: \_\_\_\_\_, 2014.



## Metro | Memo

Date: May 5, 2014  
To: MPAC  
From: Malu Wilkinson, Metro Southwest Corridor Project Manager  
Subject: Draft recommendation for Southwest Corridor HCT design options to study further

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**Purpose:** Update MPAC on the progress made by the Southwest Corridor Plan Steering Committee. Overview of the draft recommendation currently under review and discussion by the Steering Committee and project partners prior to upcoming Steering Committee decisions in June to define high capacity transit (HCT) design options, complementary multimodal projects, and potential station areas to study further in a Draft Environmental Impact Statement (DEIS).

**Outcome:** MPAC members are aware of upcoming milestone decisions as informed by community input and evaluation results and are prepared to make a recommendation to the Metro Council for June consideration.

This memo provides an overview of the draft recommendation developed for Steering Committee review and discussion as well as for public comment prior to upcoming Steering Committee decisions in June to define high capacity transit (HCT) design options, complementary multimodal projects, and potential station areas to study further in a Draft Environmental Impact Statement (DEIS).

### Background

The Southwest Corridor Plan is a comprehensive effort focused on supporting community-based development and placemaking that targets, coordinates and leverages public investments to make efficient use of public and private resources.

In July 2013, the Southwest Corridor Plan Steering Committee narrowed the options for a potential high capacity transit investment to serve the corridor land use vision by recommending: 1) continued study of both Bus Rapid Transit (BRT) and light rail transit (LRT); 2) designs for at least 50 percent of bus rapid transit in a dedicated transitway; and 3) the route of a potential high capacity transit investment would be from Portland central business district to Tualatin via downtown Tigard.

The Steering Committee also approved a Shared Investment Strategy for the Southwest corridor. The strategy calls for 1) investments in both local service and high capacity transit, 2) investments in roadways and active transportation that connect people to high capacity transit and support local land use visions, 3) investments in parks, trails and nature, 4) consideration of new regulations, policies and incentives to promote private investment consistent with community visions, and 5) development of a collaborative funding strategy for the Southwest Corridor Plan. This Shared Investment Strategy was endorsed by each of the twelve project partners in fall 2013.

During the past year project partner staff have focused on developing: 1) potential transit design options consistent with the direction given by the Steering Committee, 2) potential station areas

along these options, and 3) complementary walking, biking and roadway improvement projects, also known as “multimodal projects,” related to the transit options and station areas.

Project partner staff, TriMet designers and members of the public defined close to 60 HCT design options that are consistent with the July 2013 Steering Committee recommendation. The refinement phase has been designed to identify the most promising options for further study in a draft environmental impact statement (DEIS). Staff from the cities of Portland, Tigard, Tualatin, Washington County and the Oregon Department of Transportation (ODOT) met with the TriMet design team to develop the HCT design options.

#### HCT design options removed in April

In April 2014 the Steering Committee unanimously removed 14 HCT design options based on initial design work and public comment. While the design serves as the foundation for additional analysis such as modeling and impacts analysis, the initial design process itself identified some options to be clearly less viable than competing alternative options. These design options are described in the April 7, 2014 Steering Committee meeting record and materials.

#### Draft staff recommendation for HCT design options & multimodal projects

Project partner staff have developed a recommendation for discussion includes 15 design options for BRT and 13 options for LRT (across nine geographic segments) for further study in a DEIS with complementary multimodal projects and station areas. Six BRT and six LRT design options are highlighted where there isn't a consensus recommendation among project partners as to whether or not they merit further study. Each of the HCT design options has been assessed as to the positive and negative impacts in the following areas:

- **capital cost magnitudes** – relative cost of construction including design elements such as tunnels, structure, length, and built environment;
- **impacts to the natural environment** – impacts to natural resources including trees, parks, watersheds, including considerations of potential opportunities for improvements;
- **development/redevelopment potential** – potential to support the Southwest corridor land use vision;
- **property impacts** - effects on buildings and private property;
- **traffic/bike/pedestrian performance** – effects on roadway operations, bikeways, and sidewalks;
- **transit performance** – assessment of ridership potential and operating costs based on design characteristics such as distance and speed, and household and employment access.

A summary of this information is presented in the attached map and is available at the Southwest Corridor Plan website.

#### Leveraging investment in potential station areas

The foundation of the Southwest Corridor Plan is the land use vision as defined by each community for their downtowns, main streets and employment areas. The HCT design options were delineated in a way that best supports that land use vision while meeting transportation goals. Project partner staff worked with the TriMet design team to identify the most promising potential station areas –30 locations due to the large number of HCT design options.

Metro completed a preliminary station area analysis that provides project partners with an assessment of the opportunities and constraints of each location. This includes some of the most promising tools, policies and incentives to consider putting in place to make the most out of a major transit investment and therefore support achieving the local land use vision. Since this analysis had

to be completed prior to a recommendation on HCT design options it includes each of the 30 odd potential locations. Many of the tools and policies would help support development consistent with the local vision regardless of a transit investment, and could be considered by each city for implementation.

#### Public input informing the draft recommendation

In March and April 2014 the Southwest Corridor Plan partner staff offered several opportunities for the public to provide input on the HCT design options, station locations and multimodal projects. Opportunities included: one (1) Transit Fair, three (3) corridor design workshops on HCT options, one (1) community planning forum and one (1) online questionnaire on station locations and multimodal projects. A memorandum summarizing public input on the removal of proposed HCT design options was submitted to the Steering Committee on March 31, 2014. A more complete report of the public input on HCT design options obtained in March will be submitted to the Steering Committee on May 12, 2014.

Public input obtained this spring regarding the station locations and multimodal projects is summarized in a public involvement report, available on the Southwest Corridor Plan website. The report includes information on the most popular station locations and multimodal projects identified by the public, a summary of the public comments on those topics, and the reasons why the public preferred those station locations and projects. The information on public input collected in March and April is for Steering Committee consideration to inform a final recommendation on HCT design options, complementary multimodal projects and potential station areas to study in a DEIS.

#### Next Steps

Project partner staff will be working with their citizens, advisory groups, councils and commissions to discuss the most promising package to forward for further study in a DEIS to support the Southwest Corridor land use vision over the next month.

The Steering Committee is anticipated to make a recommendation on what package of HCT design options, complementary multimodal projects and station areas to move forward for further study in a DEIS on June 9, 2014. The public will have several opportunities to discuss and provide input on the draft recommendation. Staff will collect and analyze public input, and submit another report to help inform the Steering Committee decision. The SWCP-sponsored public input opportunities are:

- Online survey, available May 6-23, 2014
- Community Planning Forum on May 23, 2014, in Tigard
- Business Summit on May 21, 2014, in Tigard
- ID Southwest meeting on May 20, 2014 in Portland
- Local discussions held by partner cities and counties

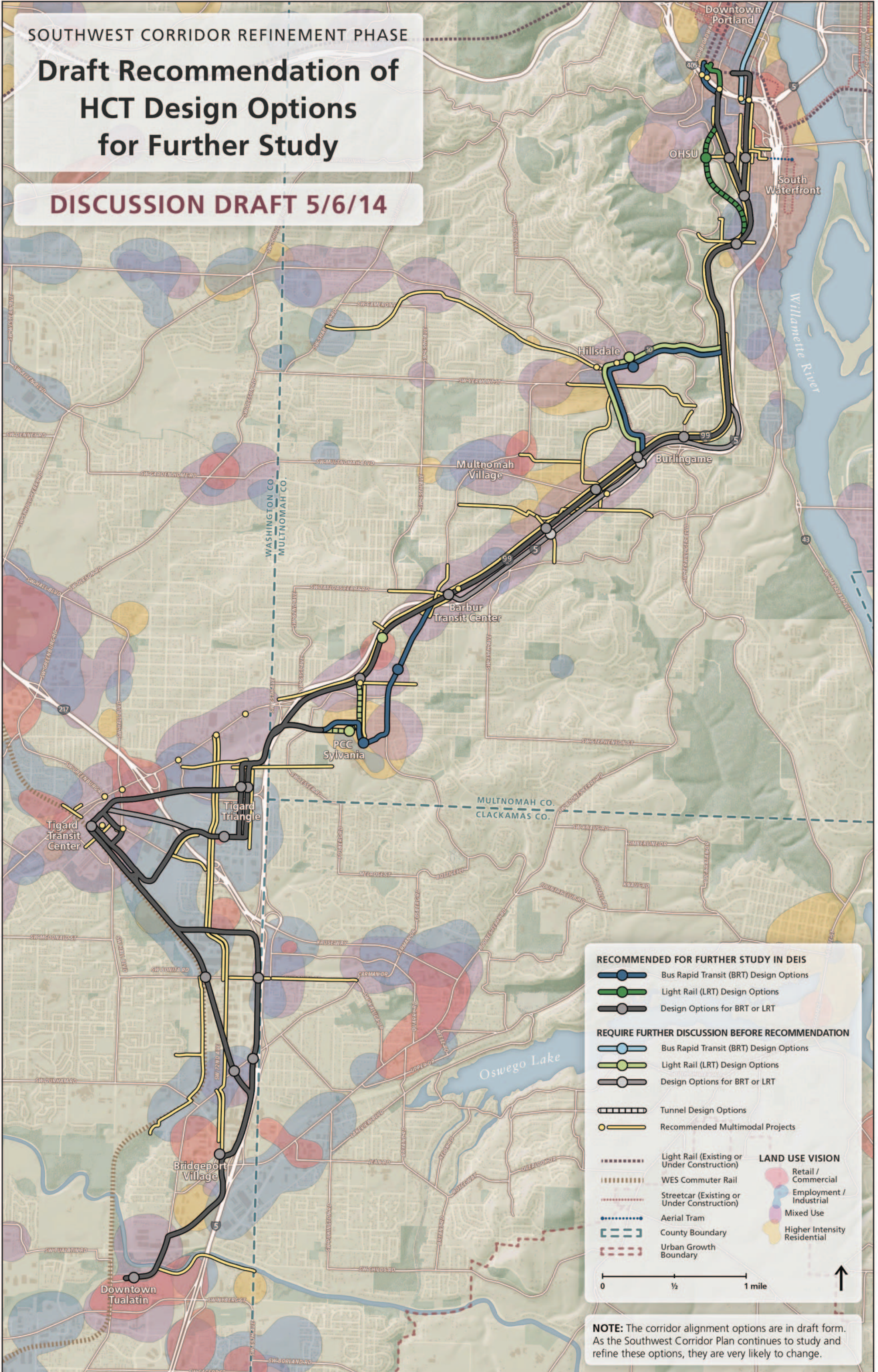
Detailed information about these public input opportunities is available on the Southwest Corridor Plan web site: <http://www.swcorridorplan.org>



SOUTHWEST CORRIDOR REFINEMENT PHASE

# Draft Recommendation of HCT Design Options for Further Study

DISCUSSION DRAFT 5/6/14



**RECOMMENDED FOR FURTHER STUDY IN DEIS**

- Bus Rapid Transit (BRT) Design Options
- Light Rail (LRT) Design Options
- Design Options for BRT or LRT

**REQUIRE FURTHER DISCUSSION BEFORE RECOMMENDATION**

- Bus Rapid Transit (BRT) Design Options
- Light Rail (LRT) Design Options
- Design Options for BRT or LRT
- Tunnel Design Options
- Recommended Multimodal Projects

**LAND USE VISION**

- Retail / Commercial
- Employment / Industrial
- Mixed Use
- Higher Intensity Residential

Legend for existing infrastructure:

- Light Rail (Existing or Under Construction)
- WES Commuter Rail
- Streetcar (Existing or Under Construction)
- Aerial Tram
- County Boundary
- Urban Growth Boundary

Scale: 0 1/2 1 mile

**NOTE:** The corridor alignment options are in draft form. As the Southwest Corridor Plan continues to study and refine these options, they are very likely to change.

# Recommendation Summary

The PTL assessed nearly 60 HCT design options in nine separate geographic segments throughout the corridor for consideration for further study in the Draft Environmental Impact Statement (DEIS). Through preliminary design, options were analyzed based on the following categories:

- **capital cost magnitudes** – relative cost of construction including design elements such as tunnels, structure, length, and built environment;
- **impacts to the natural environment** – impacts to natural resources including trees, parks, watersheds, including considerations of potential opportunities for improvements;
- **development/redevelopment potential** – potential to support the Southwest Corridor land use vision;
- **property impacts** - effects on buildings and private property;
- **traffic/bike/pedestrian performance** – effects on roadway operations, bikeways, and sidewalks;
- **transit performance** – assessment of ridership potential and operating costs based on design characteristics such as distance and speed, and household and employment access.

The PTL considered the technical assessment findings along with public comments and discussions during design meetings conducted with partner jurisdictions. The resulting PTL draft recommendation proposes advancement to the DEIS of 15 design options for BRT and 13 options for LRT across the

nine geographic segments. It also identifies an additional six options for BRT and six options for LRT that did not receive a consensus decision among the PTL and require further discussion. For some of these options, additional information in the next few weeks may result in a change in recommendation status; for others, the Steering Committee may be asked to make a final decision without a PTL recommendation. The table below lists the HCT design options recommended for further study and those identified as requiring more discussion.

Multimodal projects included in the recommendation were chosen based on their support for the recommended HCT options or for the SW Corridor land use vision. For some projects, only portions of the originally proposed are recommended for continued study in the DEIS.

Stations identified the design process were analyzed to help inform which station areas would best serve and activate the key places along the corridor. The analysis also helped to recommend policies and investments needed to activate the desired local land uses in each station area location.

The HCT options, multimodal projects, and stations recommended for further study or for more discussion are shown on the map on the reverse side of this page.

HCT Options Recommended for DEIS or Requiring Further Discussion	BRT		LRT	
	Recommended	Further discussion required	Recommended	Further discussion required
<b>Option</b>				
<b>1. Tie-In to Existing Transit</b>				
Barbur via Fifth/Sixth Ave Couplet (with OHSU elevator)				
Barbur via Fourth Ave (with OHSU elevator)				
Naito to Transit Mall (with OHSU elevator)				
Naito to Transit Mall via First Ave (with OHSU elevator)				
Naito to First Ave - extended downtown (with OHSU elevator)				
<b>2. South Portland to Barbur Transit Center</b>				
Barbur Boulevard				
Barbur - Hillsdale Loop using Capitol Hwy & Bertha				
Short Tunnel - exit at Hamilton				
Adjacent to I-5				
<b>3. PCC Area</b>				
PCC Campus via Capitol Hwy (uses either I-5 crossing)				
Barbur - Crossroads to Tigard (with improved PCC walk via SW 53rd, uses new bridge I-5 crossing)				
Short Tunnel via Barbur (uses new bridge I-5 crossing)				
New Bridge (option for campus BRT routes)				
<b>4. Tigard Triangle</b>				
68th/69th Couplet				
<b>5. OR-217 Crossing</b>				
Clinton to Tigard Transit Center				
Beveland South				
Beveland North				
<b>6. Downtown Tigard</b>				
Commercial Street to Tigard Transit Center (no loop)				
Commercial Street with Downtown Loop via Hall				
<b>7. Tigard to Durham</b>				
WES Alignment to Parallel I-5 via Tech Center Drive				
WES Alignment to Parallel I-5 vi PWNR Freight Rail ROW				
<b>8. Bridgeport Village</b>				
Lower Boones Ferry (from Durham Rd, 72nd or parallel to I-5)				
<b>9. Tualatin</b>				
Parallel to Boones Ferry (north side of downtown)				





Date: April 30, 2014  
To: Metro Policy Advisory Committee 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 – Scope of Analysis and Process Schedule

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### **Purpose**

To provide an understanding of the analysis, public comment and adoption process in preparation for adoption of the final report findings and recommendations scheduled for JPACT and Council consideration in July 2014.

### **Background**

As a metropolitan planning organization, part of the region's federal obligations requires Metro to conduct an Environmental Justice and federal Title VI assessment of the agency's transportation planning and programming activities. Therefore, a component of the 2014 RTP update and the 2015-2018 MTIP is an investment analysis which assesses where transportation investments are being made relative to the locations of five identified communities of concern: Persons of Color, limited english proficiency, low-income, elderly and youth.

MPAC will be provided information about the process and schedule for the analysis to prepare for the upcoming public comment period. The input received during the public comment period is intended to help shape findings and recommendations for consideration by JPACT and the Metro Council. Regional discussions will kick off with a public comment period schedule for mid-May 2014.

The 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment fulfills federal requirements, but is also relevant to the work being conducted through Metro's Equity Strategy. Transportation planning staff is coordinating with Metro Equity Strategy staff to identify areas where work may support both programs, but also proceeding to meet federal requirements for the RTP and MTIP as the regional equity strategy is finalized.

### **Contents and Framework of Assessment**

The 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment is staged in three phases. The first phase involved determining the definitions, thresholds, and overall methodology for the assessment.

The second phase illustrates the results of the methodology applied to the region's short-term (via the 2015-2018 MTIP) and long-term (via the 2014 RTP) transportation investments. The analysis will examine where transportation investments are being proposed relative to concentrations of communities of concern within the region. The assessment uses benchmarks of transportation investment per person per acre to determine if there are disproportionate investments.

The third phase focuses on understanding the how the transportation investments proposed for the region in the short-term and the long-term affect communities of concern at a programmatic level.

## Public Comment Period and Final Report

Survey results and comments at the TriMet community forums indicated that whether a transportation investment is perceived as a benefit or a burden depends greatly on the context of each individual or community. This is why summary of the public comments about the short and long-term investment analysis and program is a critical component to the final report and its recommendations.

The following items related to the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment are being prepared for the public comment period:

- Maps of transportation investments in the region for the 2014 RTP and the 2015-2018 MTIP
- Demographic maps showing where concentrations of environmental justice communities are located within the region.
- Summary of potential burdens and benefits associated with transportation investments.
- Summary of short and long-term transportation investments relative to environmental justice and Title VI communities with data findings.

To understand the how the transportation investments proposed for the region in the short-term and the long-term affect environmental justice communities at a programmatic level the following questions will be asked:

- 1) What are the different positive and negative experiences environmental justice and Title VI communities experience with different transportation investments? (See Attachment A for a list of potential experiences)
- 2) At a programmatic scale, (not project-specific) what can the region do to help reduce disproportionate negative impacts on environmental justice communities and eliminate disparate impacts? Which can be implemented in the short-term? Which can be implemented and monitored over time?

The feedback will help gather a greater understanding of the positive and negative effects environmental justice communities may experience with transportation investments in the short and long-term. Based on the analysis and the feedback received through the public engagement process, findings and recommendations of regional strategies to address disproportionate burdens or disparate impacts will be developed for consideration by JPACT and the Metro Council.

## Schedule

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 scope of process 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 scope and process to JPACT	April 10, 2014
Presentation of 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment scope and process with Metro Council	April 22, 2014
Presentation of 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment scope and process to MTAC	May 7, 2014
Presentation of 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment scope and process 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 2015-2018 MTIP Environmental Justice and Title VI assessment to TPAC – Recommendation to JPACT requested	June 27, 2014
Presentation of findings and recommendations from the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment to JPACT – Recommendation to Metro Council requested	July 10, 2014
Metro Council Adoption by Resolution	July 17, 2014

## 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>

# MPAC Worksheet

**Agenda Item Title:** Climate Smart Communities Scenarios Project: Receive Public Engagement Reports and April 11 Straw Poll Results

**Presenter(s):** Kim Ellis

**Contact for this worksheet/presentation:** Kim Ellis, Metro staff (kim.ellis@oregonmetro.gov)

**Date of MPAC Meeting:** May 14, 2014

## **Purpose/Objective**

The worksheet transmits summary reports of recently completed engagement activities and the April 11 straw poll results for MPAC consideration in shaping the draft preferred approach.

## **Action Requested/Outcome**

MPAC members receive the April 11 Straw Poll Results and summary reports of recently completed engagement activities to inform shaping the draft preferred approach.

## **How does this issue affect local governments or citizens in the region?**

The 2009 Oregon Legislature required the Portland metropolitan region to develop an approach 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.

## **What has changed since MPAC last considered this issue/item?**

- Staff **updated the project schedule** to add three joint TPAC/MTAC workshops and adjust the fall public comment period and adoption schedule (**Attachment 1**). The project continues to be on track to meet its legislative and administrative mandates.
- On April 11, a **joint meeting of the Joint Policy Advisory Committee on Transportation (JPACT) and MPAC** was held. Findings and emerging themes from recently completed engagement activities were presented. Members and alternates participated in a straw poll after discussion of the six remaining policy areas. This memo formally transmits the April 11 straw poll results (**Attachment 2**) and summary reports documenting each public engagement activity for JPACT consideration (**Attachments 3-5**).
- Council and staff **briefed local governments** on the straw poll results from the April 11 joint meeting and project next steps, primarily through the county-level coordinating committees, the Metro Technical Advisory Committee (MTAC), Transportation Policy Advisory Committee (TPAC), JPACT and MPAC. MPAC and JPACT members have been asked to bring input from their respective coordinating committees to share at the May 30 joint meeting and inform shaping a recommendation for the Metro Council on a draft preferred approach.
- On May 12, **TPAC and MTAC participated in a workshop** to begin shaping a recommendation to MPAC and JPACT on the draft preferred approach, considering the April 11 straw poll results, and input from the public and coordinating committees as a starting point.
- **Staff continued to coordinate outreach** being conducted with the planned comment period for the 2014 RTP update, the Metropolitan Transportation Improvement Program for 2014-18 and the Regional Active Transportation Plan. An online comment tool gathered input from March 21 through May 5 that will also inform the CSC project. Three community discussion

events hosted by Metro Councilors were held in April, one in each county, to engage the public in the planning decisions being considered by the Metro Council this year. A summary report of these activities will be available at the May 14 meeting.

### Additional project background

**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 2014, MPAC and JPACT approved moving forward with the eight-step process to shape and adopt a preferred approach in 2014. As recommended by the Metro Policy Advisory Committee (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.

The results of the engagement activities were presented at the April 11 joint meeting. Summary reports documenting the engagement activities are attached.

## **Next steps**

On May 30, MPAC and JPACT will consider the April 11 MPAC/JPACT straw poll results, feedback from community leaders, the public, county-level coordinating committees and other elected officials briefings and recommendations from MTAC and TPAC as part of making a recommendation to the Metro Council on the draft preferred approach.

A detailed agenda for May 30 is not yet available. The May 30 meeting will provide an opportunity for members and alternates to:

- (1) report and discuss feedback from the county-level coordinating committees and other local elected officials briefings;
- (2) consider community leader and public input from the engagement activities completed to date;
- (3) discuss recommendations from the Transportation Policy Advisory Committee (TPAC) and the Metro Technical Advisory Committee (MTAC); and
- (4) make recommendations to the Metro Council on what should be included in the draft preferred approach.

It is important for the draft preferred approach to provide local flexibility and reflect a menu of options across the six policy areas that support the needs and priorities of each community. The committees will also have an opportunity to discuss each policy area more and share specific input on what they want to see in their community or part of the region as part of the draft preferred approach – recognizing (for example) that a B+ transit level of investment may mean something different in each community or even at the county-level.

The joint meeting will conclude with a recommendation to the Metro Council from each committee on how much of each policy area should be included in the draft preferred approach (answering the policy questions on page 19 of the discussion guide). The recommendation on the draft preferred approach is not a final action, but a policy recommendation on what should be included in the draft preferred approach. The desired outcome is that Metro staff receive sufficient input and policy direction to work with local staff, ODOT and TriMet to develop more detailed modeling assumptions in June and to evaluate the draft preferred approach over the summer. The evaluation will estimate greenhouse gas emissions reduction and other outcomes evaluated earlier in the project, such as cost, travel behavior, economic impacts, air quality, social equity and public health.

In June, the Metro Council will then consider JPACT and MPAC's recommendation. The action is anticipated to direct staff to move forward to develop and evaluate the agreed-upon draft preferred approach, report back on the results of the evaluation in September and prepare Regional Framework Plan amendments and a near-term implementation plan for public review during the fall public comment period. There will be additional opportunities to refine the draft preferred approach this fall based on the analysis staff will do this summer and public input provided during the 45-day comment period planned from Sept. 18 to Nov. 3.

## **What packet material do you plan to include electronically?**

- Attachment 1. 2014 Regional Advisory Committee Meetings (updated 4/15/14)
- Attachment 2. Straw poll results from April 11 joint JPACT/MPAC meeting (4/15/14)
- Attachment 3. Community Conversations Report (March 28 and April 2, 2014)
- Attachment 4. DHM Research Telephone Survey prepared for Metro Climate Smart Communities Project (March 2014)
- Attachment 5. DHM Research Focus Groups prepared for Metro Climate Smart Communities Scenarios Project (March 7, 2014)
- Attachment 6: Opt In Climate Smart Community Survey Summary Report (April 2014)
- Attachment 7: Online Public Comment Tool Report (May 7, 2014)



## 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)

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT



Climate Smart Communities Scenarios Project

Climate Smart Communities Scenarios Project

Climate Smart Communities Scenarios Project

Climate Smart Communities Scenarios Project

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CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Climate Smart Communities Scenarios Project

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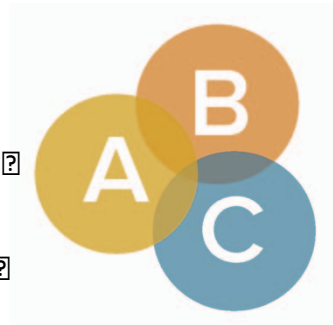
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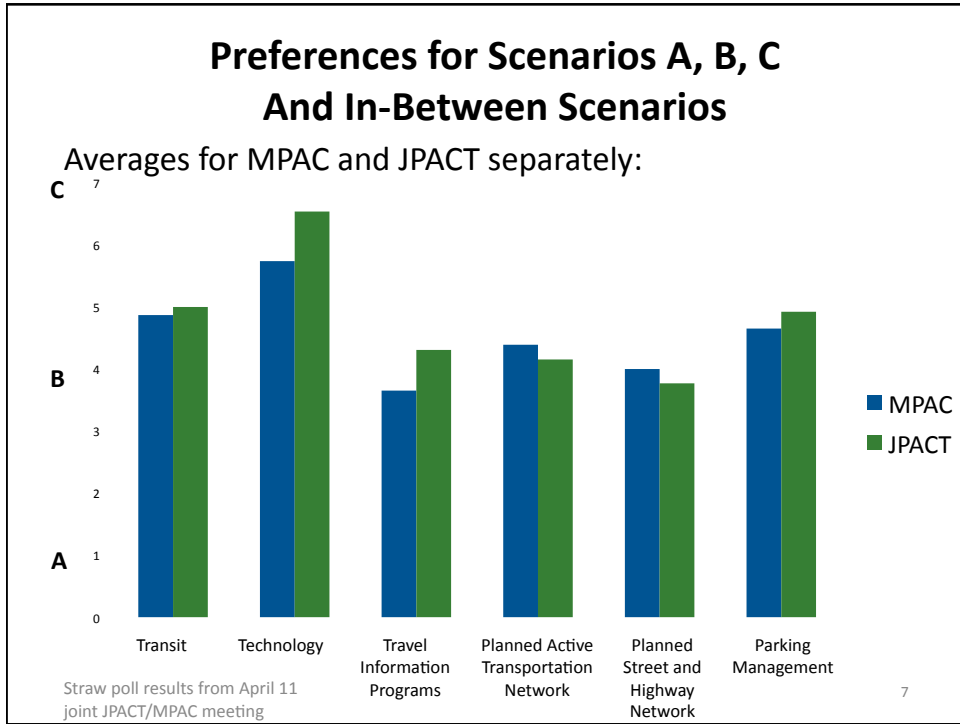
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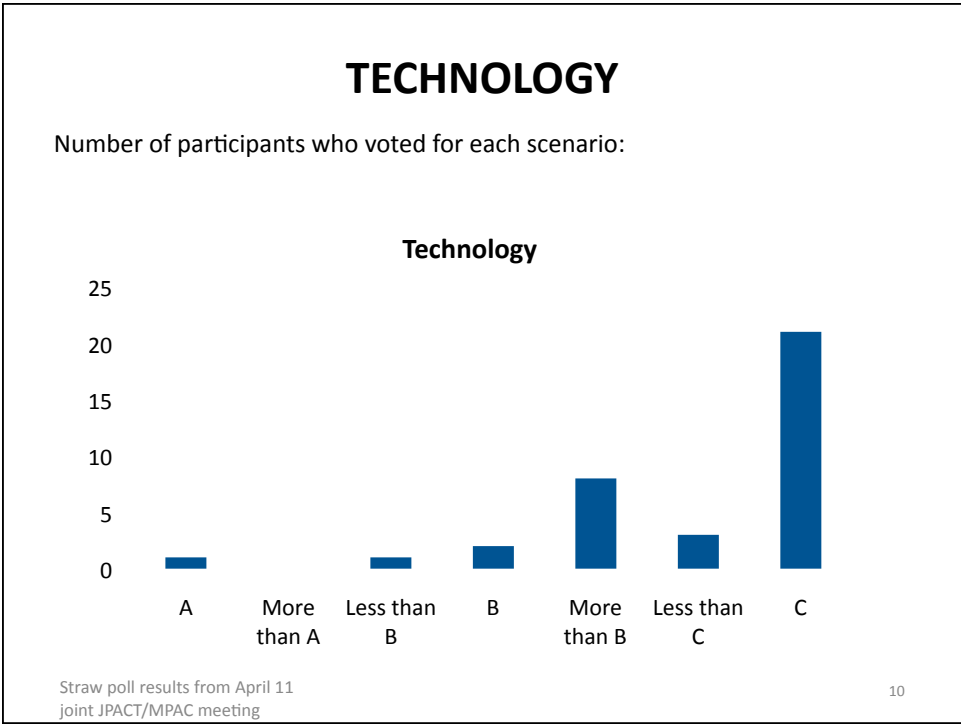
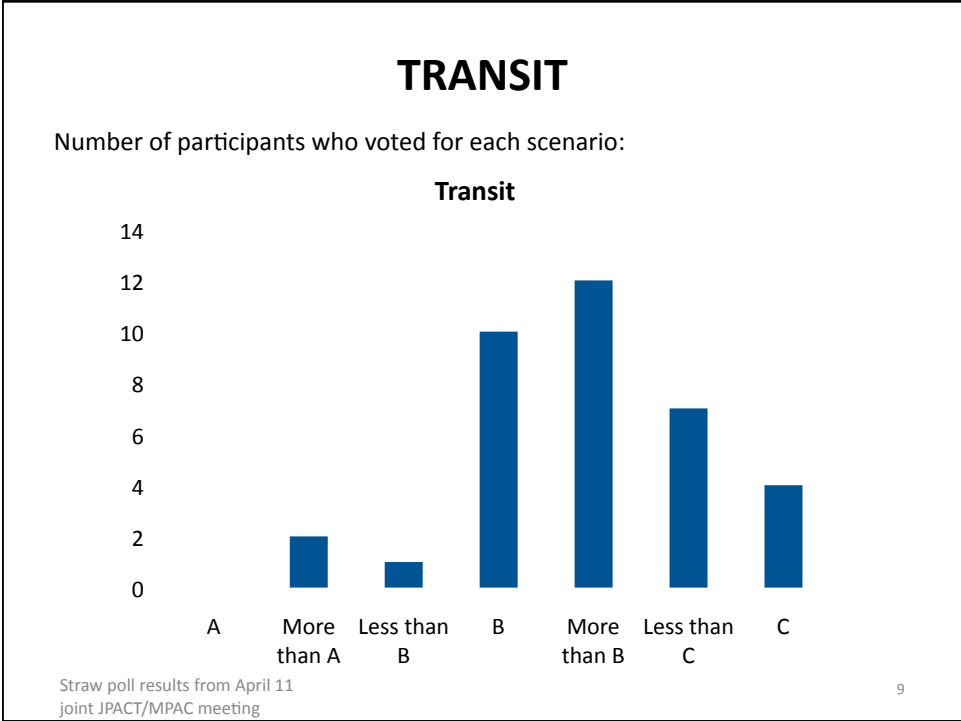


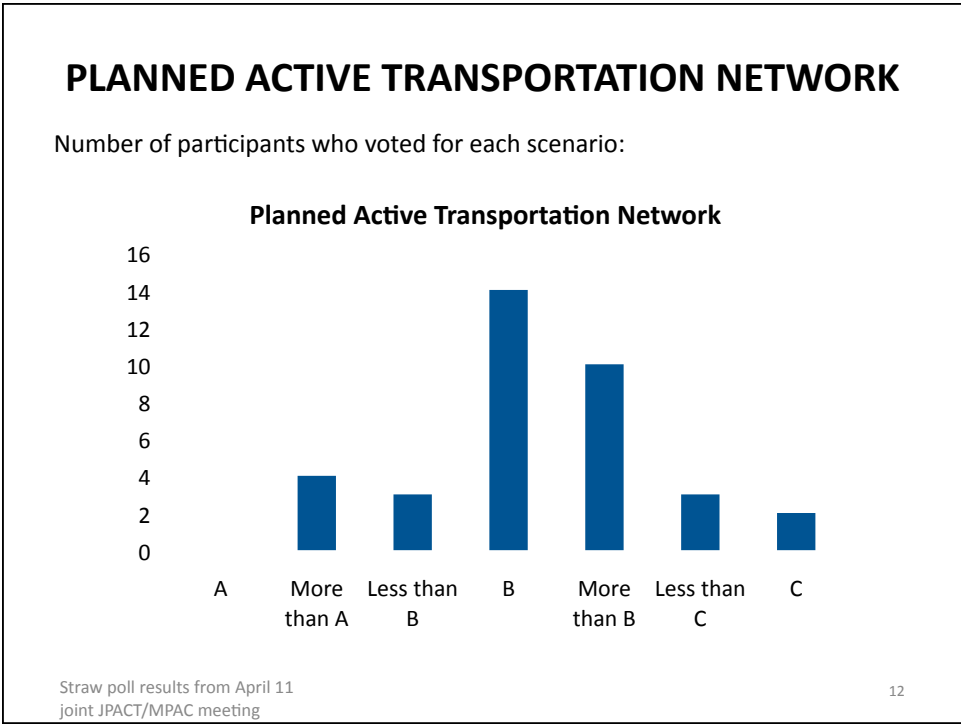
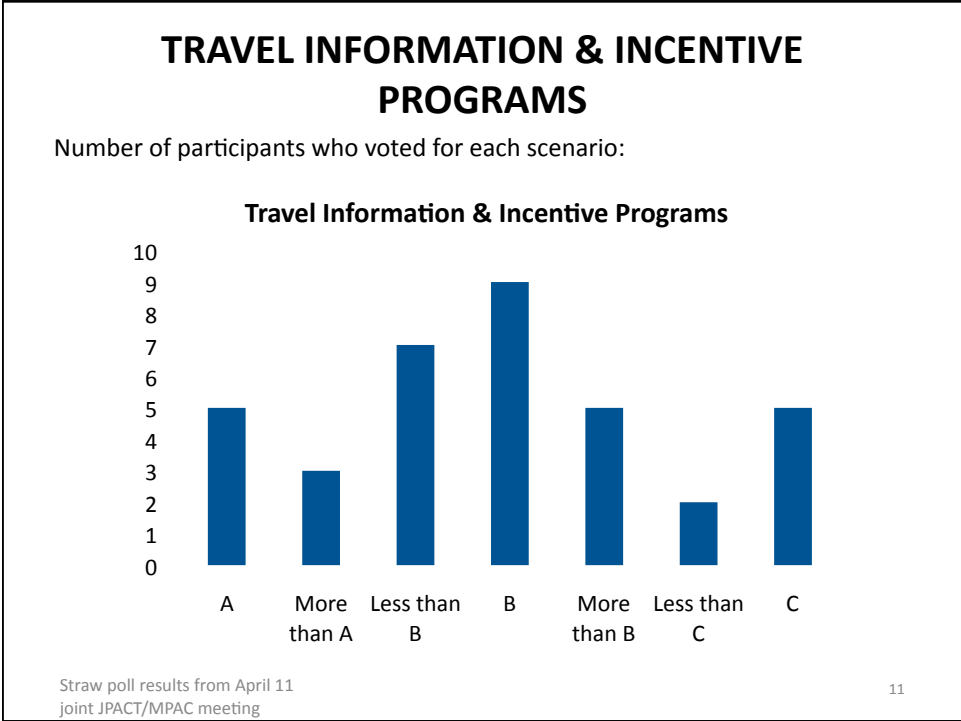
### Preferences for Scenarios A, B, C And In-Between Scenarios

**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
<b>Total Participants</b>	<b>36</b>	<b>36</b>	<b>36</b>	<b>36</b>	<b>36</b>	<b>36</b>

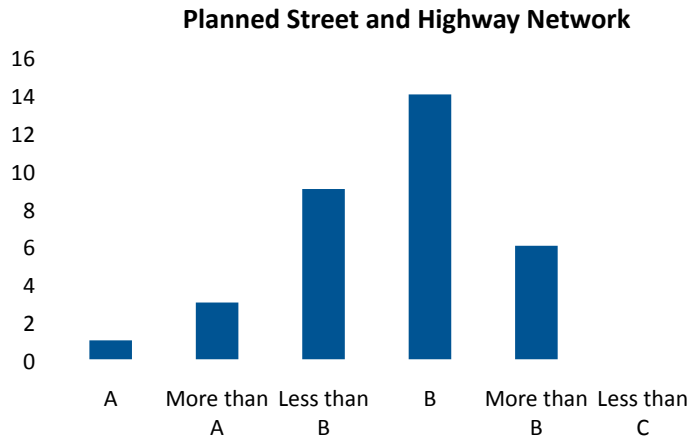
Straw poll results from April 11 joint JPACT/MPAC meeting





## PLANNED STREET AND HIGHWAY NETWORK

Number of participants who voted for each scenario:

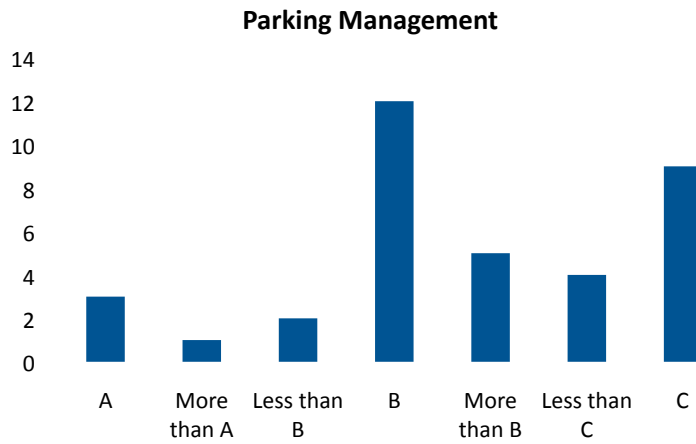


Straw poll results from April 11  
joint JPACT/MPAC meeting

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

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

Straw poll results from April 11  
joint JPACT/MPAC meeting

15

## Final steps in 2014

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

Straw poll results from April 11  
joint JPACT/MPAC meeting

16



**PREPARED FOR:**

**METRO**

**Climate Smart Communities**

**March 2014**

**PREPARED BY:**

**DHM RESEARCH**

**(503) 220-0575 • 239 NW 13<sup>th</sup> Ave., #205, Portland, OR 97209 •**

**[www.dhmresearch.com](http://www.dhmresearch.com)**

## 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](http://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%).

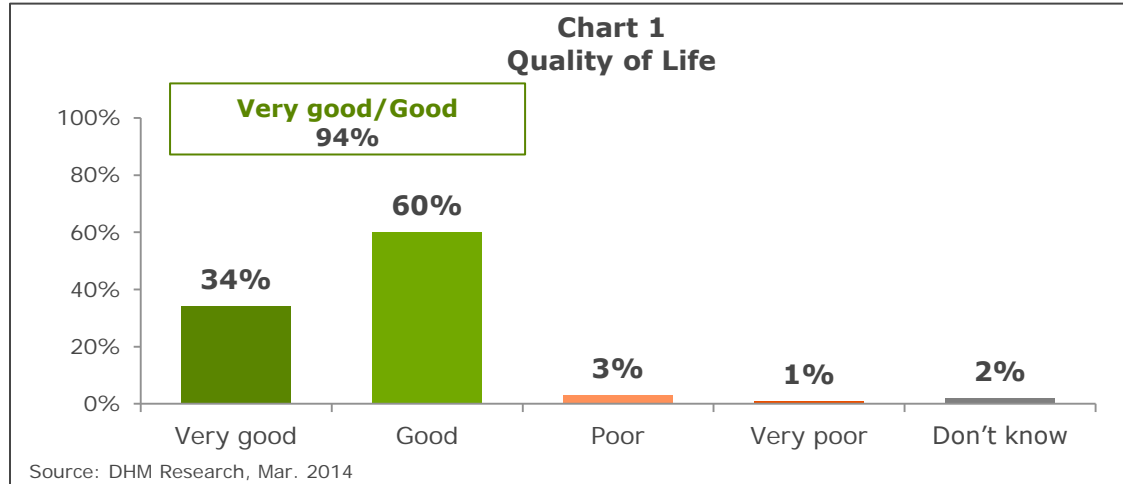
**Residents are most willing to pay additional taxes or fees to fund road maintenance and expand public transit.**

- 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).

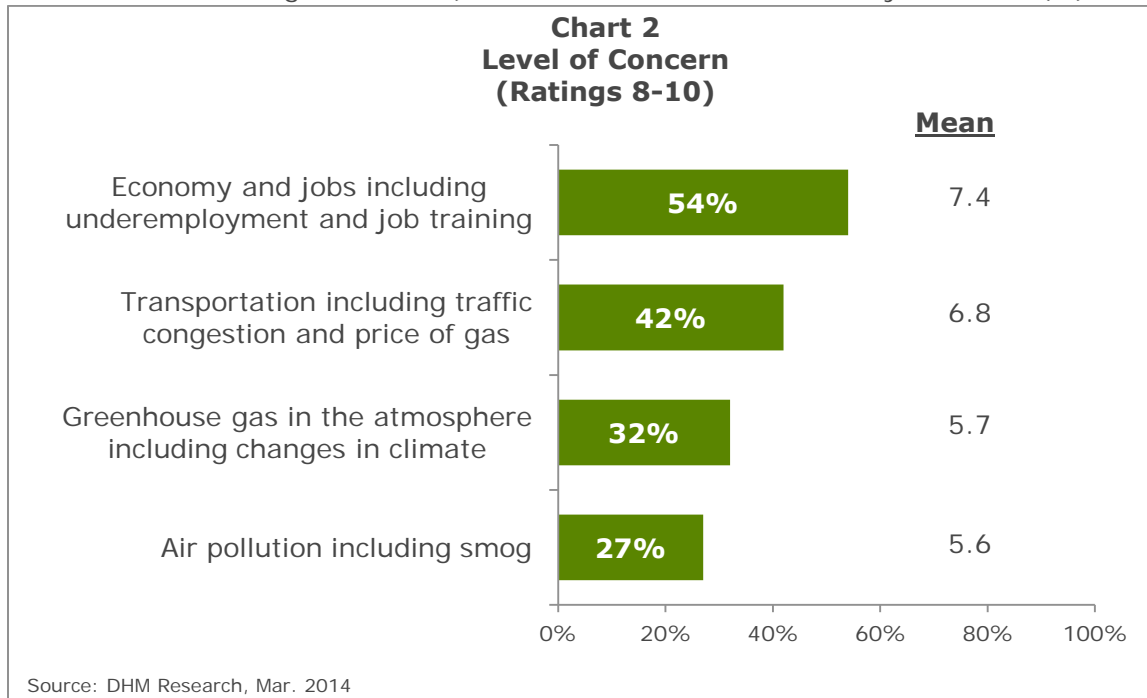
**Table 1**  
**Most Important Issues**

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.

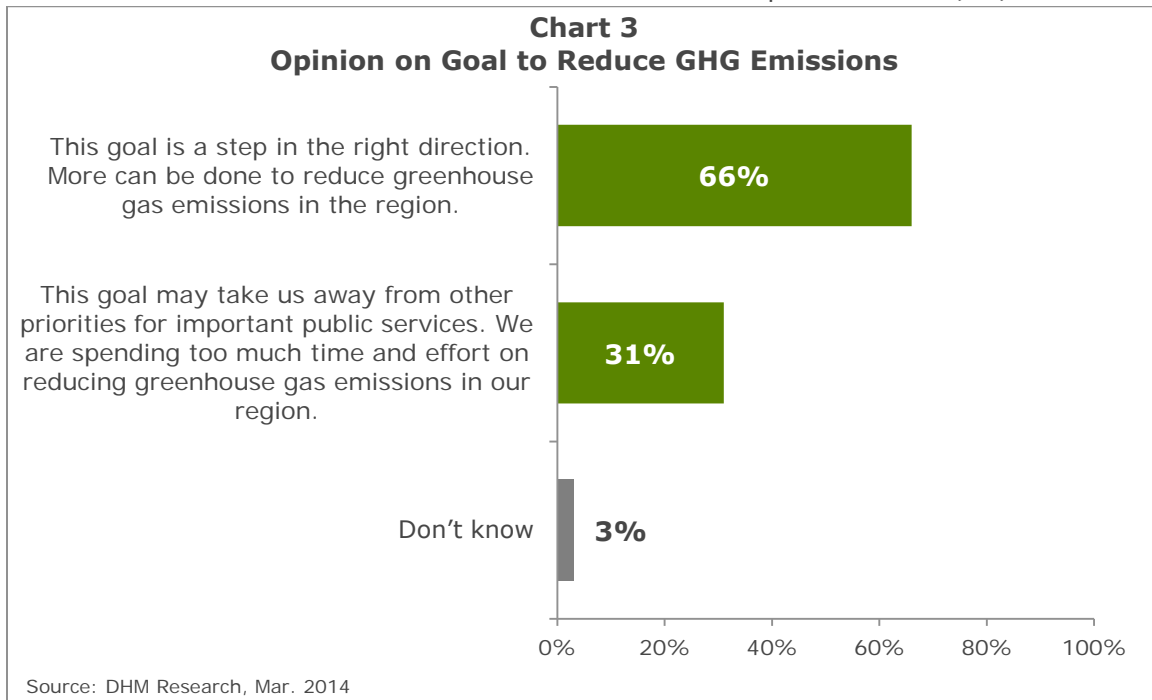
### Greenhouse gas in the atmosphere

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).

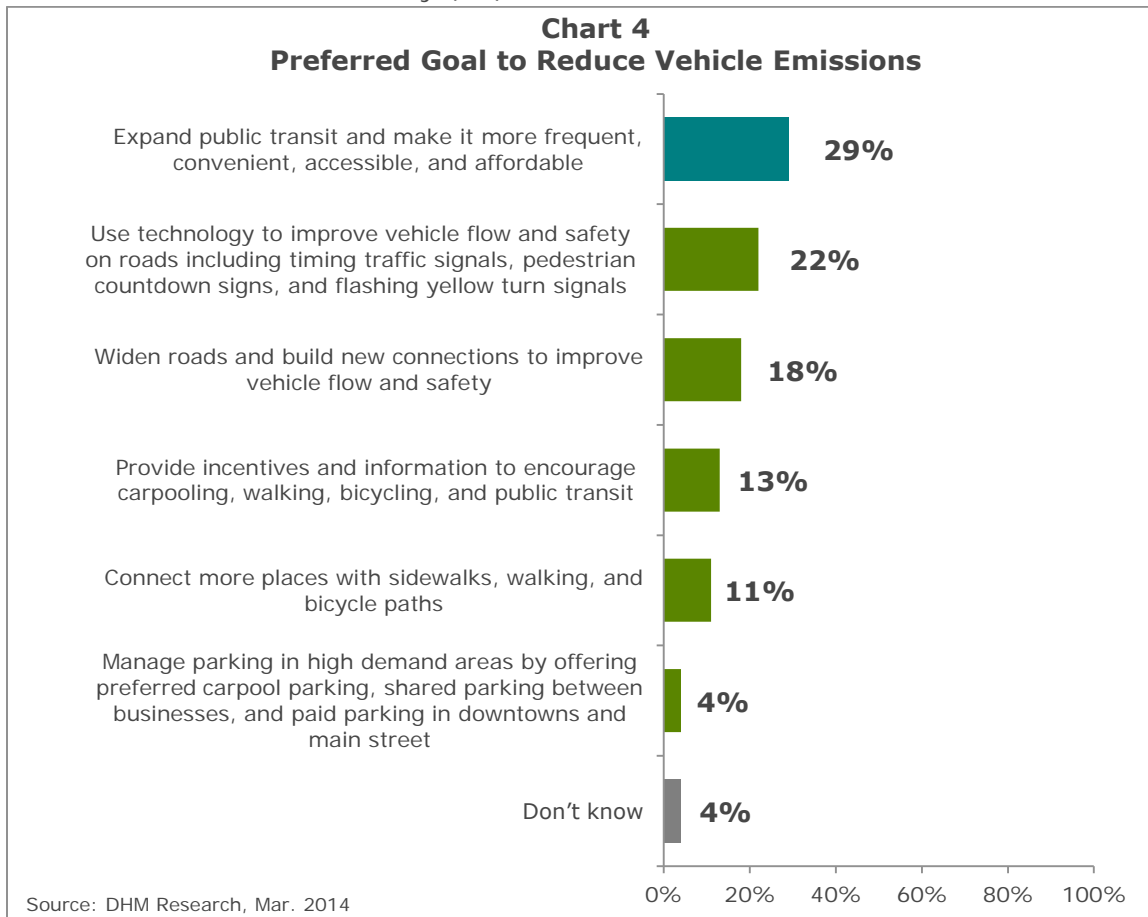


Two-thirds (66%) felt that the goal to reduce vehicle emissions was a step in the right direction. Three in ten (31%) felt that this goal may take use away from other priorities for important public services.

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**

<b>Expand public transit...</b>	<b>N=176</b>
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**

<b>Use technology to improve...</b>	<b>N=131</b>
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**

<b>Widen roads/Build new connections...</b>	<b>N=106</b>
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**

<b>Provide incentives...</b>	<b>N=76</b>
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**

<b>Connect more places with sidewalks...</b>	<b>N=64</b>
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%).

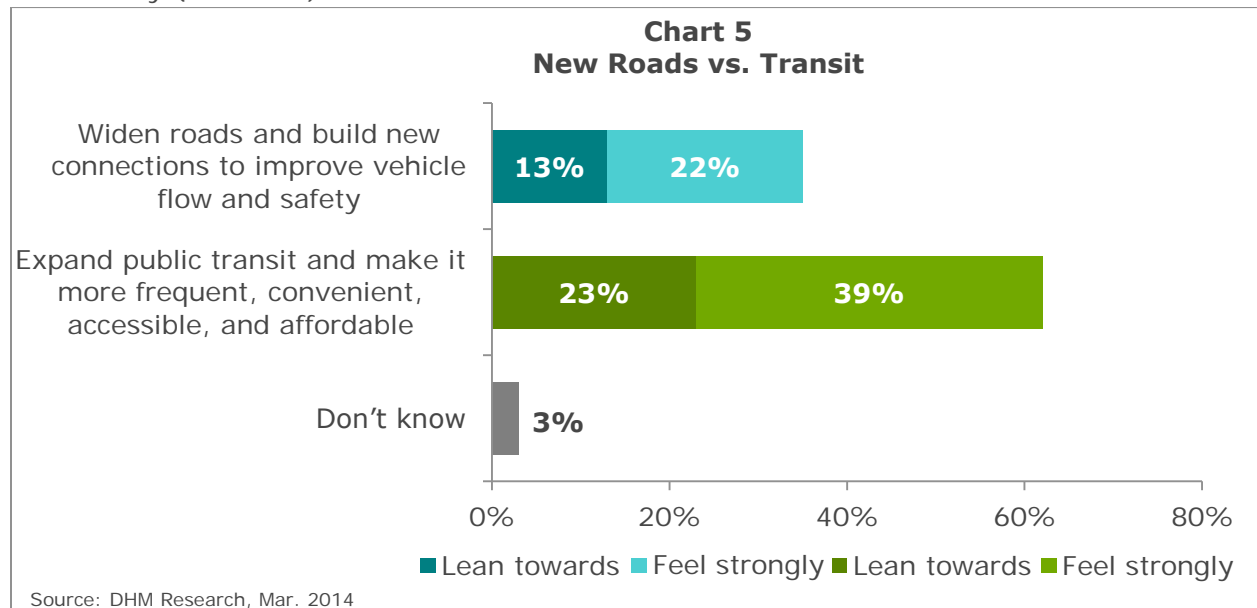
**Table 7**  
**Reason to Support Goal**

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

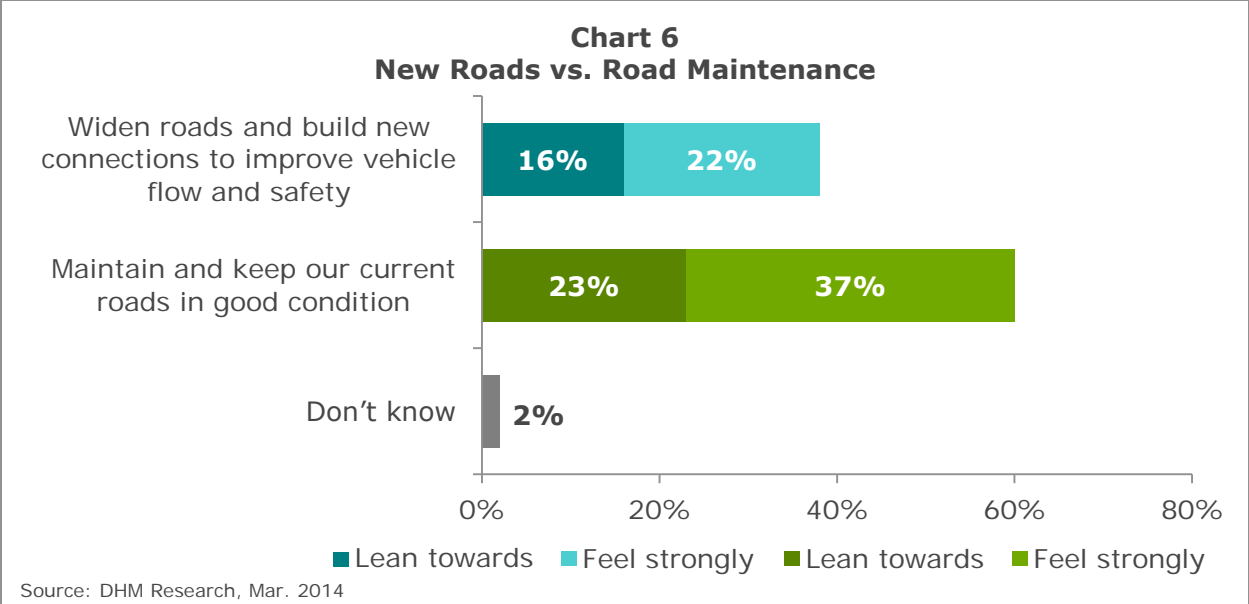
Few residents chose managed parking as their preferred goal. The main reason residents chose this goal was because they believed it would increase access to parking (37%).

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).



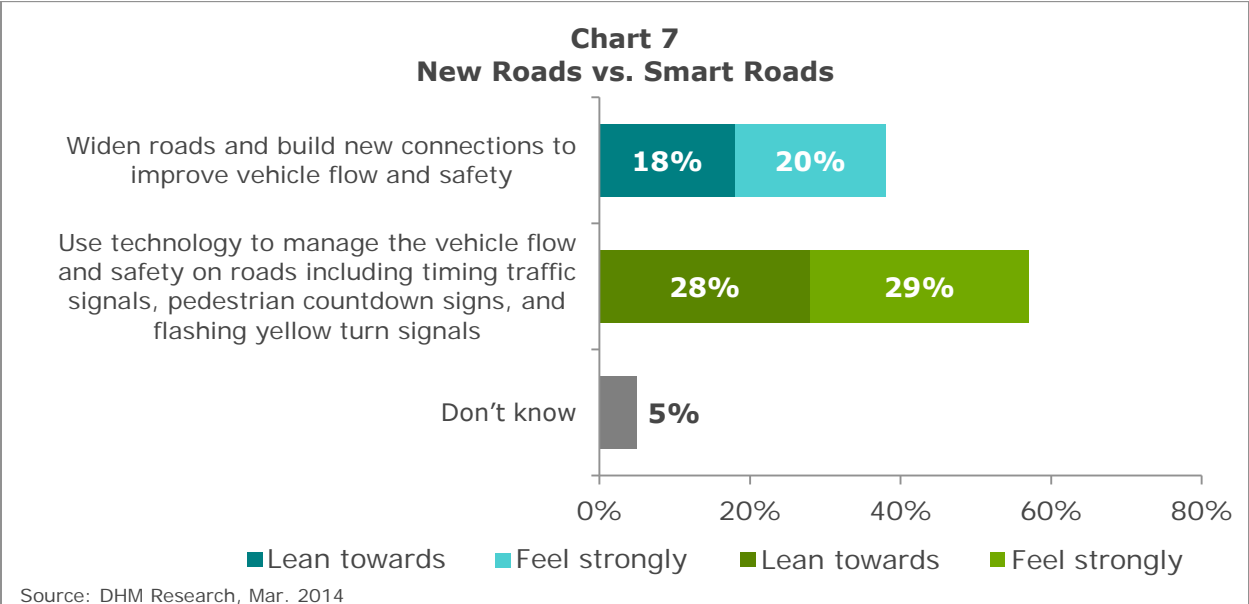
When asked their preference between widening roads and building new connections to improve vehicle flow and safety (35%) and expanding public transit and making it more frequent, convenient, accessible, and affordable (62%), residents leaned towards public transit.

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**.



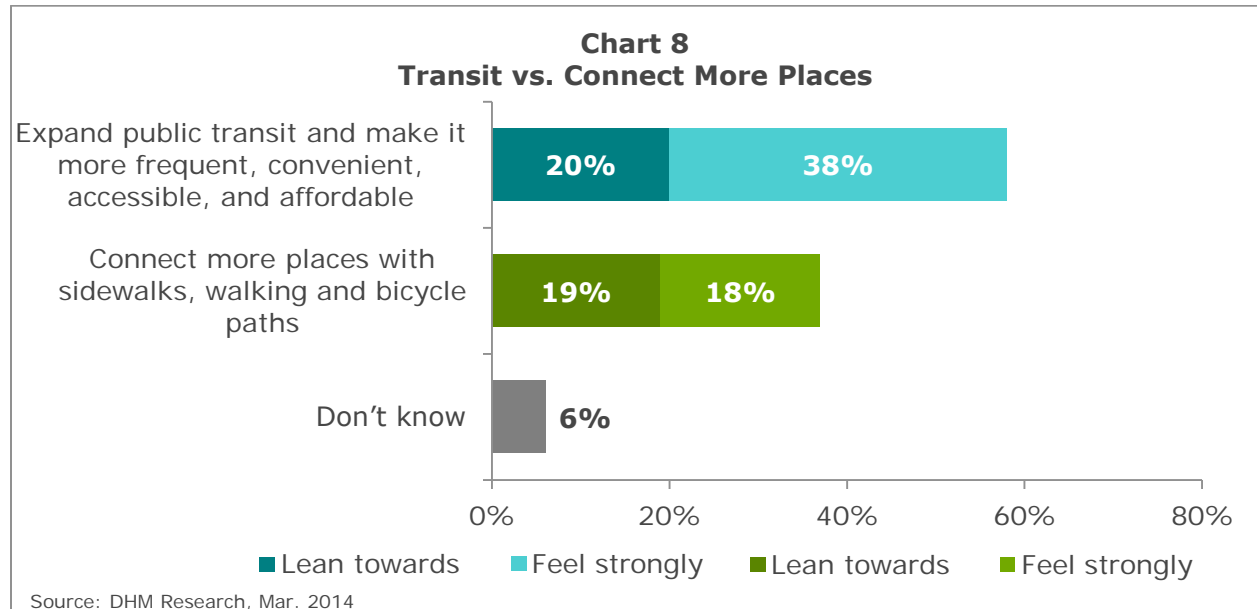
When asked their preference between widening roads and building new connections to improve vehicle flow and safety (38%) and maintaining our current roads (60%), residents leaned towards maintenance.

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**.



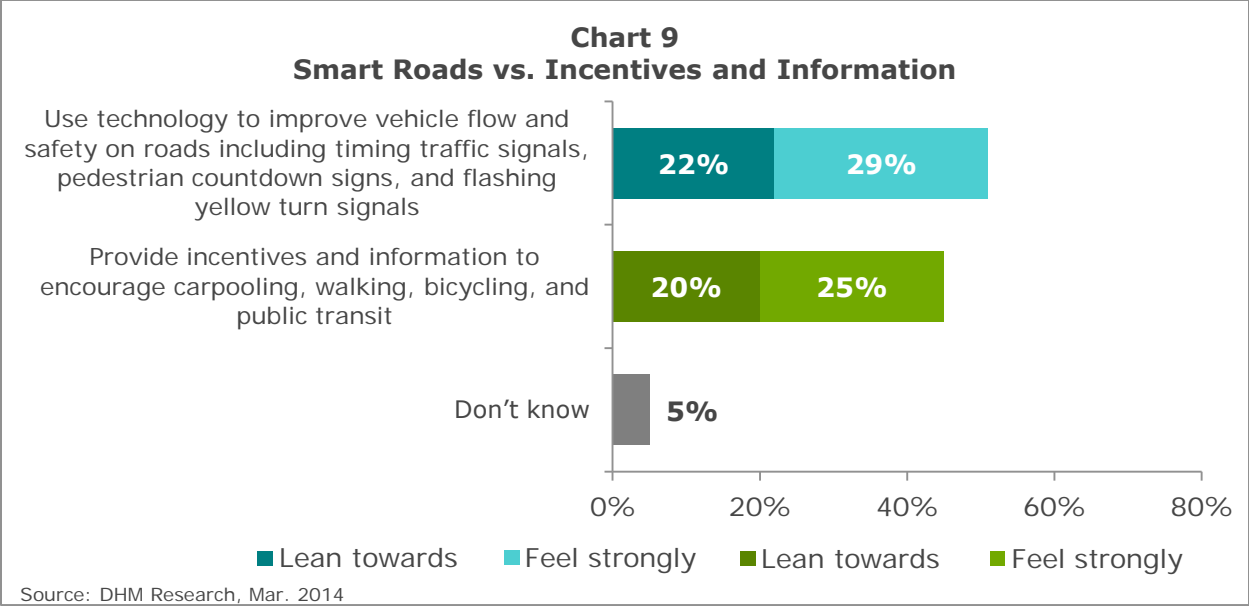
When asked their preference between widening roads and building new connections to improve vehicle flow and safety (38%) and using technology to improve vehicle flow and safety (57%), residents leaned towards technology.

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.

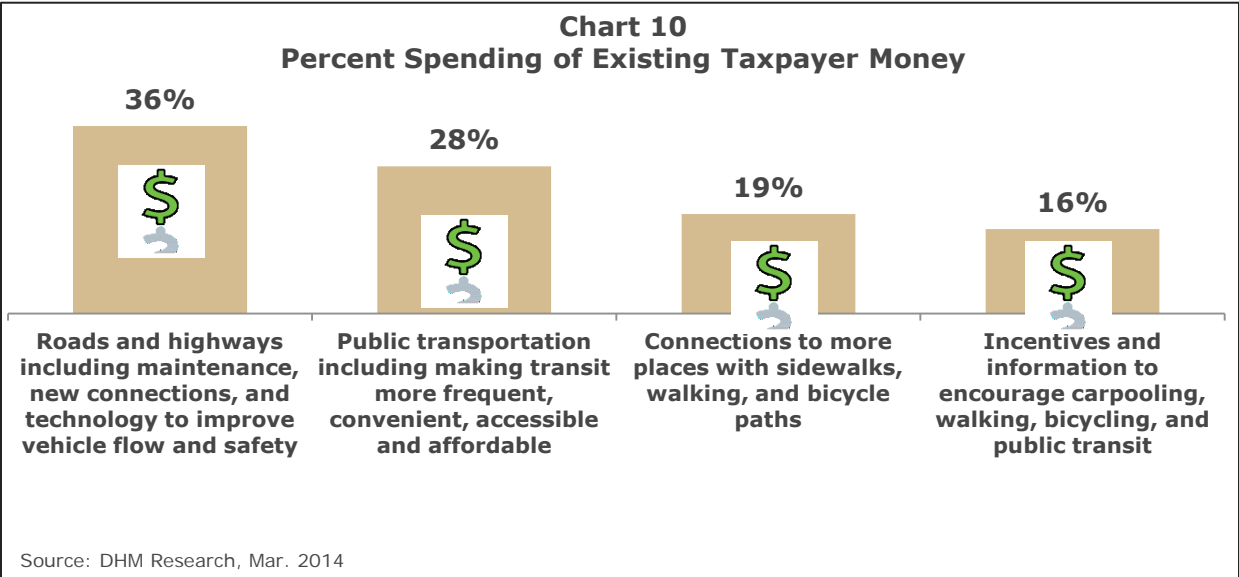
Demographic Differences: A majority of all demographic subgroups preferred expanding public transit. However, Democrats (62%) and Independents (60%) were more likely than Republicans (45%) to **prefer expanding public transit**. Conversely, Republicans (48%) were more likely than both Democrats (33%)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

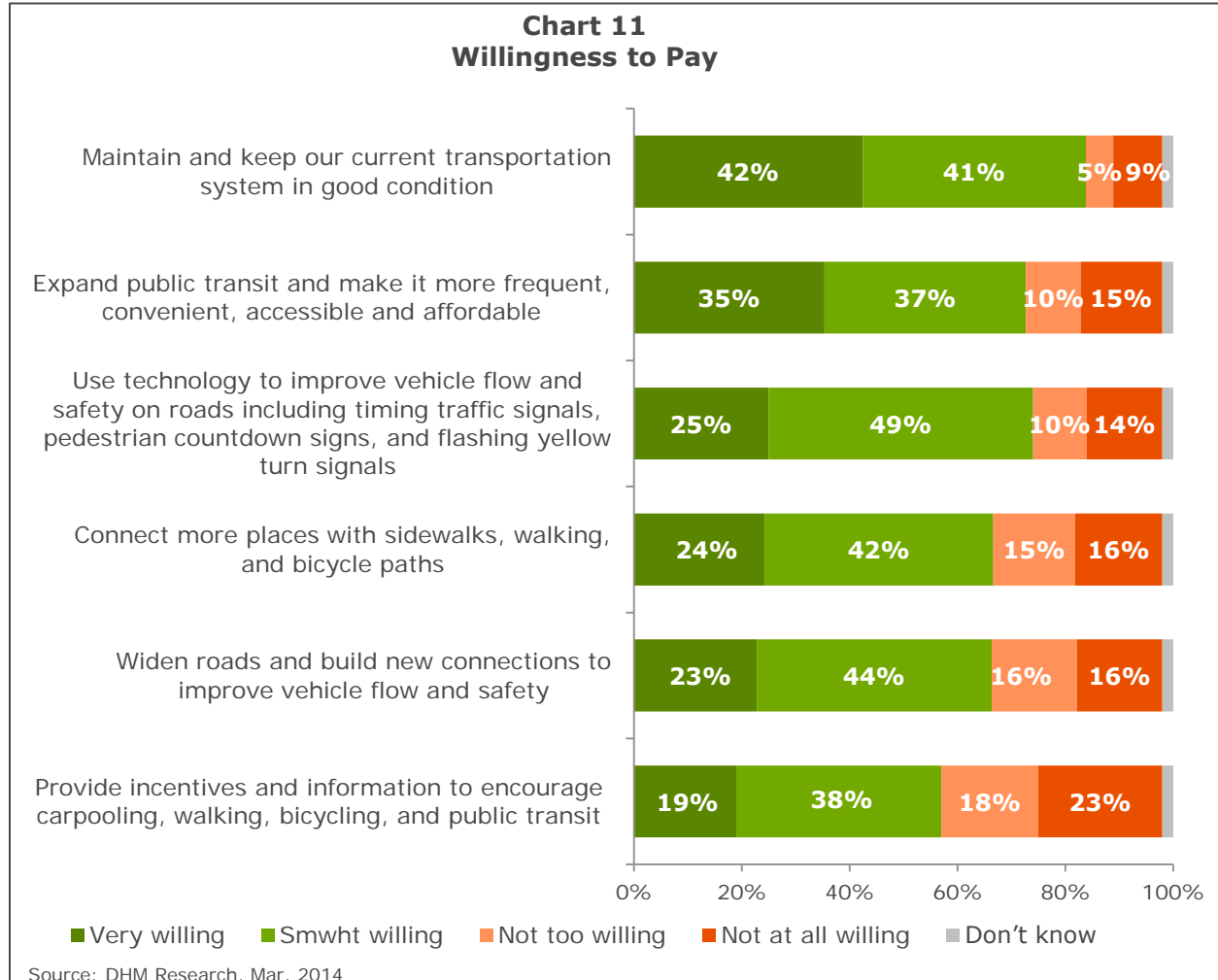
Residents ages 18-34 (23%) were more likely than those older (35-54: 18%; 55+: 16%) to prioritize connecting more places. Democrats (20%) were also more likely than Republicans (17%) to make this a priority.

**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]**

<b>Response Category</b>	<b>N=600</b>
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)**

<b>A. Widen roads/Build new connections...</b>	<b>N=106</b>
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>B. Expand public transit...</b>	<b>N=176</b>
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%
<b>C. Connect more places with sidewalks...</b>	<b>N=64</b>
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%
<b>D. Use technology to improve...</b>	<b>N=131</b>
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%
<b>E. Provide incentives...</b>	<b>N=76</b>
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%
<b>F. Manage parking in high demand areas...</b>	<b>N=21</b>
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?]

<b>Response Category</b>	<b>N=600</b>
<b>A. Widen roads and build new connections to improve vehicle flow and safety</b>	
Feel strongly	22%
Lean somewhat towards	13%
<b>B. Expand public transit and make it more frequent, convenient, accessible, and affordable</b>	
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
<b>A. Widen roads and build new connections to improve vehicle flow and safety</b>	
Feel strongly	22%
Lean somewhat towards	16%
<b>B. Maintain and keep our current roads in good condition</b>	
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
<b>A. Widen roads and build new connections to improve vehicle flow and safety</b>	
Feel strongly	20%
Lean somewhat towards	18%
<b>B. Use technology to manage the vehicle flow and safety on roads including timing traffic signals, pedestrian countdown signs, and flashing yellow turn signals</b>	
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
<b>A. Expand public transit and make it more frequent, convenient, accessible, and affordable</b>	
Feel strongly	38%
Lean somewhat towards	20%
<b>B. Connect more places with sidewalks, walking and bicycle paths</b>	
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
<b>A.</b> 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>B.</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%
<b>Mean</b>	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%
<b>Mean</b>	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%
<b>Mean</b>	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 22<sup>nd</sup>, 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.<sup>1</sup> 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](http://www.dhmresearch.com)

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<sup>1</sup> 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
<b>Maintain and make transit more convenient, frequent, accessible and affordable</b>	\$38	\$23	\$38	\$99.00
<b>Use technology and “smarter” roads to manage traffic flow and boost efficiency</b> (e.g., clearing crashes more quickly, traffic signal timing, pedestrian countdown signs, flashing yellow turn arrows)	\$23	\$42	\$14	\$79.00
<b>Provide information to expand use of low carbon travel options and fuel-efficient driving techniques</b> (e.g., provide incentives and information to encourage and support walking, biking and transit use)	\$14	\$16	\$21	\$51.00
<b>Connect more places with sidewalks, pedestrian paths and separated bike paths</b>	\$17	\$12	\$16	\$45.00
<b>Provide incentives and information to encourage and support walking, biking and using transit</b>	\$8	\$7	N/A	\$15.00
<b>Maintain and make streets and highways more safe, reliable and connected</b>	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
<b>Maintain and make transit more convenient, frequent, accessible and affordable</b>	\$36	\$23	\$45	\$104.00
<b>Use technology and “smarter” roads to manage traffic flow and boost efficiency</b> (e.g., clearing crashes more quickly, traffic signal timing, pedestrian countdown signs, flashing yellow turn arrows)	\$30	\$38	\$17	\$85.00
<b>Provide information to expand use of low carbon travel options and fuel efficient driving techniques</b> (e.g., provide incentives and information to encourage and support walking, biking and transit use)	\$16	\$16	\$20	\$52.00
<b>Connect more places with sidewalks, pedestrian paths and separated bike paths</b>	\$11	\$15	\$12	\$38.00
<b>Provide incentives and information to encourage and support walking, biking and using transit</b>	\$6	\$8	N/A	\$14.00
<b>Maintain and make streets and highways more safe, reliable and connected</b>	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 82<sup>nd</sup>; 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
<b>Maintain and make transit more convenient, frequent, accessible and affordable</b>	\$38	\$23	\$38	\$99.00
<b>Use technology and “smarter” roads to manage traffic flow and boost efficiency</b> (e.g., clearing crashes more quickly, traffic signal timing, pedestrian countdown signs, flashing yellow turn arrows)	\$23	\$42	\$14	\$79.00
<b>Provide information to expand use of low carbon travel options and fuel-efficient driving techniques</b> (e.g., provide incentives and information to encourage and support walking, biking and transit use)	\$14	\$16	\$21	\$51.00
<b>Connect more places with sidewalks, pedestrian paths and separated bike paths</b>	\$17	\$12	\$16	\$45.00
<b>Provide incentives and information to encourage and support walking, biking and using transit</b>	\$8	\$7	N/A	\$15.00
<b>Maintain and make streets and highways more safe, reliable and connected</b>	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

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

## Metro Opt In – Climate Smart Communities Scenarios

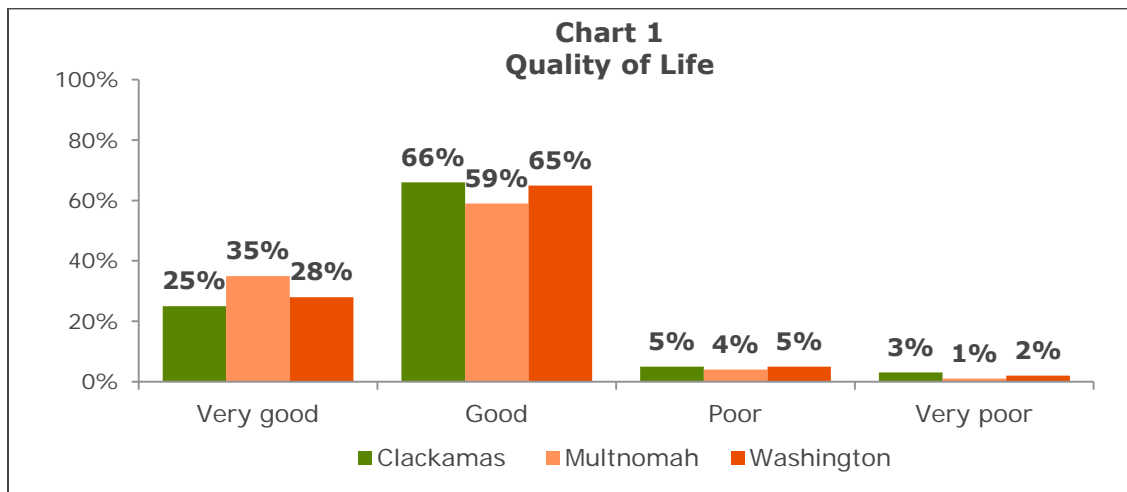
Davis, Hibbitts, & Midghall, Inc. (DHM Research), in partnership with Opt In, conducted an online survey with Opt In members to help Metro gauge attitudes and opinions around strategies to reduce vehicle emissions in the region.

**Research Design:** Between March 25th and April 2nd, 2014, Opt In members were invited to participate in the Metro Climate Smart Communities survey. A total of 1,762 members participated in the survey.

\*It's worth noting that the member profile of the Opt In panel is skewed toward those older in age, higher educational attainment, Multnomah County residents, and Democrats.

### A majority of panelists were satisfied with the quality of life in the region (Q1).

Overall, 94% of panelists felt that the quality of life in the Portland Metropolitan Region was *very good* (32%) or *good* (62%). Just 6% felt things were *poor* (4%) or *very poor* (2%). Panelists from Multnomah County (35%) were more likely than those from Clackamas (25%) and Washington (28%) counties to say the quality of life was *very good*. Democrats (41%) were also more likely than Republicans (14%) and Independents (22%) to rate the quality of life as *very good*.



Source: DHM Research, April 2014

### 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 (Q2)?

When panelists were asked to name two of the most important things they would like their local government officials to do that would improve the quality of life in the region, common themes arose. The economy and jobs, education, and transportation were all top-of-mind issues.

## Most Important Issues

*"Better/improved infrastructure (roads, plows, sidewalks) and better/more extensive public transportation" – Washington County*

*"Improve economic opportunities by working more closely with businesses. Improve safety of transportation, streets, etc." – Clackamas County*

*"Create & encourage more living-wage jobs. Improve public education." – Multnomah County*

*"Invest more, always more, in education and climate adaptation/sustainable development." – Washington County*

*"Reduce the number of cars and trucks in the city. Increase investments in pedestrian and human powered transportation." – Multnomah County*

*"More affordable housing close-in, not just out in the far suburbs; recognition that cars are a necessity for many people, particularly low-income people who can't afford to live close-in, and include their reality in transportation planning." – Clackamas County*

**A majority of panelists felt the goal to reduce vehicle emissions was a step in the right direction. However, some worried it may take away from other priorities for important public services. (Q3).**

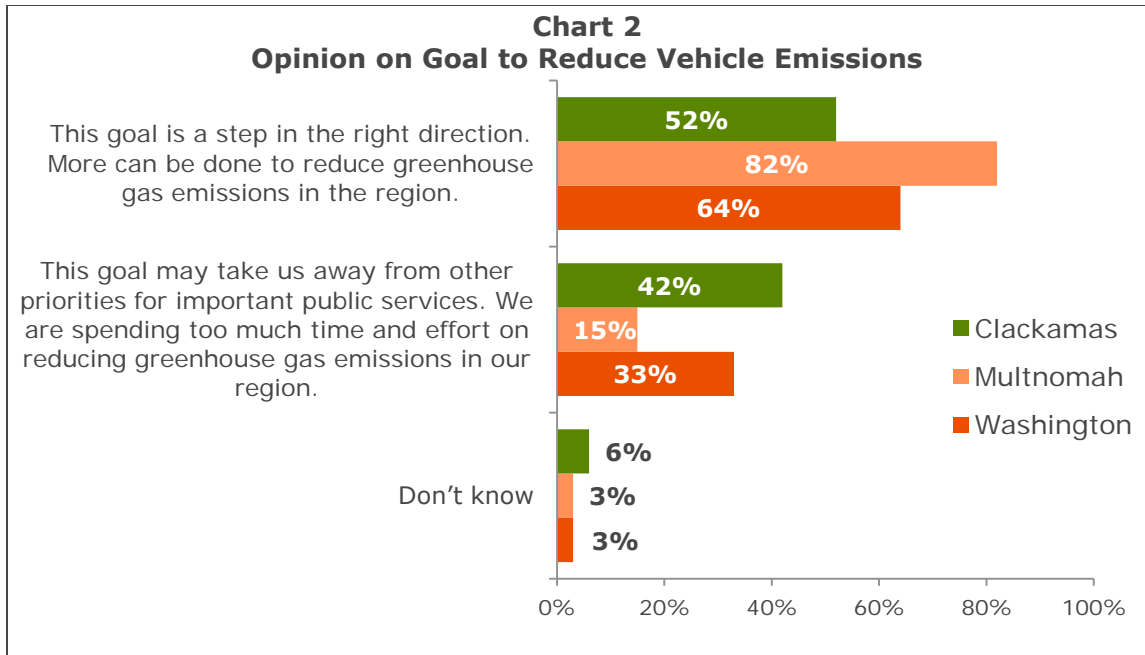
### **This goal is a step in the right direction.**

Overall, 73% of panelists felt the goal to reduce vehicle emissions was a step in the right direction and more can be done to reduce greenhouse gas emissions in the region. Multnomah County panelists were more likely than those from Clackamas (52%) and Washington (64%) counties to feel this way. Democrats (89%) and women (80%) were also more likely than both Republicans (19%) and Independents (64%) and men (66%) to agree with this statement. The feeling that this goal is a step in the right direction decreased with age (18-34: 84%; 35-54: 76%; 55+: 65%).

### **This goal may take us away from other priorities for important public services.**

One in four (23%) panelists felt that the goal may take away from other priorities for important public services. Panelists from Clackamas County (42%) were more likely than those from Multnomah (15%) and Washington (33%) counties to feel this way. Republicans (79%) and men (31%) were also more likely than both Democrats (7%) and Independents (32%) and women (15%) to agree with this statement. The feeling that this goal may take away from other priorities increased with age (18-34: 13%; 35-54: 22%; 55+: 30%).





Source: DHM Research, April 2014

**What change would you like to see happen to the Portland Metropolitan region transportation system in the next ten years that would most improve the quality of life for you or your family (Q4)?**

Common changes mentioned included economic growth, expanding public transit, and making it easier/safer to walk and bike.

*"Economic growth should be paramount to all other planning efforts. Without strong economic growth, the region can't pay for ecological and environmental concerns."* – Washington County

*"Increase access to transit in underserved areas. Invest in sidewalks and bike paths to improve safe connectivity."* – Multnomah County

*"I would like to see better pedestrian access to areas. The road I live off of only has a partial sidewalk, with poor crosswalks. If it was safer, I would walk more. I think there has been progress made in some areas, but it could be more widespread."* – Clackamas County

*"Improve speed and accessibility. We need to make public transit a better option to increase usage."* – Multnomah County

*"Additional focus on adding lanes to vehicle traffic and reducing congestion."* – Washington County

*"More and better-maintained sidewalks, bike infrastructure and access to public transit that is safe (and perceived to be safe by all ages)"* – Clackamas County

**Participants’ highest priorities for spending were maintaining our current transportation system, widening roads and building new connections and public transportation (Q39).**

Top priority for spending differed by county with Multnomah County residents prioritizing public transportation (\$25.80); while Clackamas (\$27.50) and Washington (\$25.00) county residents placed highest priority on maintaining and keeping our current transportation system in good condition.

	<b>Clackamas</b>	<b>Multnomah</b>	<b>Washington</b>
<b>Maintain and keep our current transportation system in good condition</b>	<b>\$27.50</b>	<b>\$23.10</b>	<b>\$25.00</b>
<b>Public transportation including making transit more frequent, convenient, accessible and affordable</b>	<b>\$17.20</b>	<b>\$25.80</b>	<b>\$19.00</b>
<b>Connections to more places with sidewalks, walking, and bicycle paths</b>	<b>\$11.60</b>	<b>\$19.10</b>	<b>\$13.50</b>
<b>Widen roads and build new connections to improve vehicle flow and safety</b>	<b>\$22.70</b>	<b>\$10.10</b>	<b>\$22.40</b>
<b>Use technology to improve vehicle flow and safety on roads including timing traffic signals, pedestrian countdown signs, and flashing yellow turn signals</b>	<b>\$15.80</b>	<b>\$13.10</b>	<b>\$14.20</b>
<b>Provide incentives and information to encourage carpooling, walking, bicycling, and public transit</b>	<b>\$5.30</b>	<b>\$8.70</b>	<b>\$5.80</b>
<b>TOTAL</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>

**Metro Climate Smart Communities  
March 2014; N=1762 Opt In Panel  
DHM Research**

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

Response Category	N=1762
Very good	32%
Good	62%
Poor	4%
Very poor	2%
Don't know	0%

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? Please be specific.

**(OPEN)**

*\* see verbatim Excel file*

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.

3. Below are 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=1762
This goal is a step in the right direction. More can be done to reduce greenhouse gas emissions in the region.	73%
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.	23%
Don't know	4%

4. What change would you like to see happen to the Portland Metropolitan region transportation system in the next ten years that would most improve the quality of life for you or your family? **(OPEN)**

\* see verbatim Excel file

5. 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 six transportation priorities. Your total budget is \$100 dollars. You can assign any amount to a single item—from \$0 to \$100 – but the total of all six priorities will need to be \$100. Remember to allocate the money in the way you feel most closely matches your personal values and beliefs.

<b>Response Category</b>	<b>N=1762</b>
Maintain and keep our current transportation system in good condition	\$24.20
Public transportation including making transit more frequent, convenient, accessible and affordable	\$22.90
Connections to more places with sidewalks, walking, and bicycle paths	\$16.60
Widen roads and build new connections to improve vehicle flow and safety	\$15.00
Use technology to improve vehicle flow and safety on roads including timing traffic signals, pedestrian countdown signs, and flashing yellow turn signals	\$13.80
Provide incentives and information to encourage carpooling, walking, bicycling, and public transit	\$7.50
<b>TOTAL</b>	<b>\$100</b>

6. 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.

<b>Response Category</b>	<b>N=1762</b>
Vehicle	90%
Walk	68%
Public transportation	37%
Bicycle	29%
Carsharing service, for example Zipcar, or Car2Go	5%
Other (motorcycle, skateboard, etc.)	3%
Don't know	0%

7. Which of the following best describes your ethnicity?

Response Category	N=1762
African	0%
African American/Black	1%
American Indian/Native American or Alaskan Native	2%
Asian or Pacific Islander	2%
Hispanic/Latino	2%
Slavic	1%
White/Caucasian	85%
Middle Eastern	1%
Refused	10%

**DEMOGRAPHICS ALREADY COLLECTED IN OPT IN SIGNUP SURVEY**  
**AGE**

Response Category	N=1762
Under 18	0%
18-24	1%
25-34	17%
35-54	40%
55-64	26%
65 or above	16%
Refused	0%

**Education** (Opt In combines first two categories from phone survey, less than high school and high school diploma or less)

Response Category	N=1762
8 <sup>th</sup> grade or less	0%
Some high school	0%
High school graduate	1%
Some college/community college/2-yr degree	14%
College degree/4-yr degree	37%
Post graduate	44%
No answer	2%

**Gender**

Response Category	N=1762
Male	51%
Female	49%
Don't know	0%

**County**

Response Category	N=1762
Multnomah	61%
Washington	25%
Clackamas	14%
Other	0%

## Income

Response Category	N=1762
Less than \$25,000	6%
\$25,000 to less than \$35,000	4%
\$35,000 to less than \$50,000	7%
\$50,000 to less than \$75,000	14%
\$75,000 to less than \$100,000	9%
\$100,000 to less than \$150,000	12%
\$150,000+	6%
<b>(Don't Ask)</b> Refused	

## Political Party

Response Category	N=1762
More of a Democrat	55%
More of a Republican	11%
More of an independent/Other party	30%
No Answer	4%

**CLIMATE  
SMART  
COMMUNITIES  
SCENARIOS PROJECT**

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# Community Conversations Report

March 28 and  
April 2, 2014

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

**MAKING A  
GREAT  
PLACE**









# Community Conversations Report

March 28 and April 2, 2014

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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](http://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?

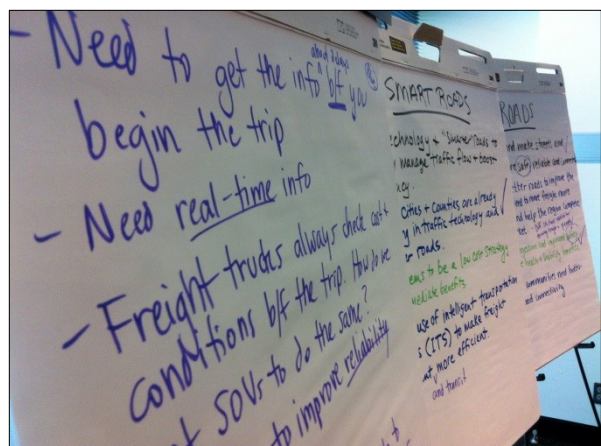
The key messages from this discussion included:

### 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

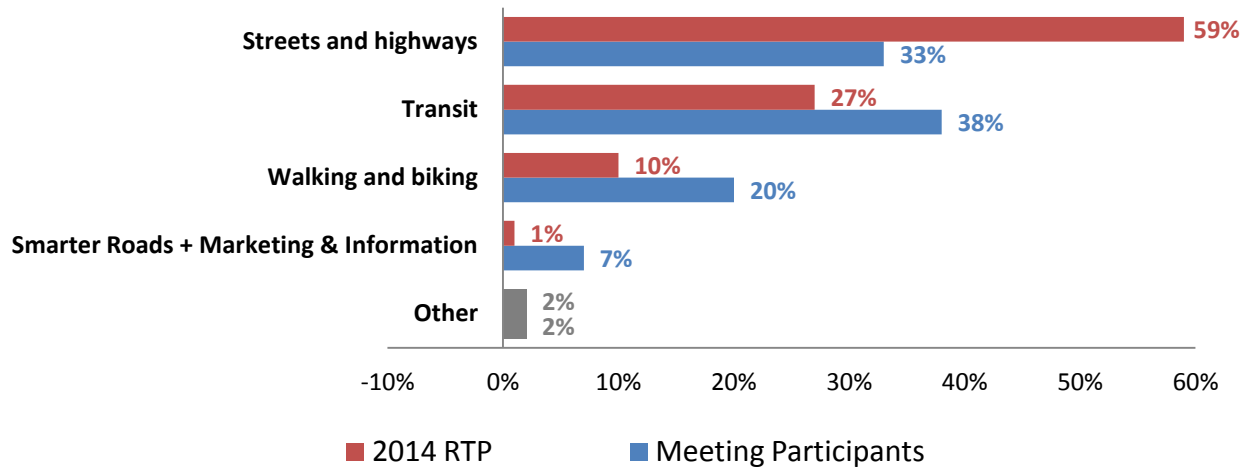
Participants completed a short survey in response to the question: ***“How do you think funding should be allocated among the six investment areas?”***

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
- Peggy Morell, Metro
- Patty Unfred, Metro
- Cliff Higgins, Metro
- Roberta Hunte, PSU and JLA Public Involvement
- Jeanne Lawson, JLA Public Involvement
- 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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Carlotta Collette, District 2

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Kathryn Harrington, District 4

Sam Chase, District 5

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Visit the project website for more information about the climate Smart Communities Scenarios Project at [www.oregonmetro.gov/climatescenarios](http://www.oregonmetro.gov/climatescenarios)

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**CLIMATE  
SMART  
COMMUNITIES  
SCENARIOS PROJECT**

# Online public comment tool report

March 21 to May 5, 2014

*Prepared for Metro by  
JLA Public Involvement, Inc.  
May 7, 2014*

**MAKING A  
GREAT  
PLACE**





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## EXECUTIVE SUMMARY

### Introduction

Metro hosted an online public comment tool – Investing in Great Communities – to get feedback from the public about the kinds of investments people would like to see made in their communities and the transportation system. The results and responses will be used to help shape the:

- Climate Smart Communities Scenarios Project preferred approach for reducing greenhouse gas emissions and creating great communities
- 2014 Regional Transportation Plan and Regional Active Transportation Plan
- 2015-2018 Metropolitan Transportation Improvement Program

Between March 21 and May 6, 2014, there were 2,321 unique visitors to the online survey and 1,217 comments were submitted. The majority of visits were from the Portland area (68%). Other significant participation from within the Portland metropolitan region included Beaverton (7%), Hillsboro (4%), and Tigard (3%).

This executive summary outlines the main themes provided by the public through the online survey. It is organized around the seven policy areas being considered by the region's policymakers. The full report provides a summary of responses to each question in the online survey.

### Summary of responses by policy area

#### 1. Make transit more convenient, frequent, accessible and affordable

Increased and improved transit service is the most desired investment by respondents. People want to see **more frequent service, faster options** like express bus and trains; **expanded route options** that extend to suburban and smaller communities; and **cross-town connectivity** that does not feed into downtown Portland. Many people said they lack access to a transit stop within walking distance of their home or job. An **increase in light rail** was requested by many respondents, although a minority preferred more bus service or Bus Rapid Transit due to lower costs and greater flexibility. There is support for investing in the Southwest Corridor light rail, Powell-Division High Capacity Transit project, and light rail to Vancouver, Wash.

Some respondents said that transit fares are **too expensive** and want reduced prices. Investments including more bus shelters and park-and-ride options, and better security and fare enforcement are also desired by a few.

#### 2. Use technology to actively manage the transportation system

Few people made specific comments about transportation technology. Nevertheless, when asked about the importance of investing in technology to reduce traffic congestion and improve the reliability of transit, respondents chose it as the third most important investment (after expanding transit and biking and walking improvements). Some drivers did note that poorly synchronized traffic signals are a major challenge to getting around. Some suggested smart traffic lights, blinking

yellow lights, and right-turn-on-red signals to improve traffic flow. Some noted that it is important to ensure investments that improve traffic flow be designed and implemented in ways that make it safer for walking and biking, particularly at intersections.

### **3. Provide information and incentives to expand the use of travel options**

Very few people made comments about information and incentives. A small number of people said they would like to see more incentives for those who carpool, use transit, walk or bike; employers that allow employees to telecommute; businesses that locate near transit lines; and more public information to encourage walking, biking, carpooling and use of transit.

### **4. Make biking and walking more safe and convenient**

Improved bicycle and pedestrian facilities are highly desired by many respondents. They want more **sidewalks and bike lanes**, and a more **comprehensive network of infrastructure**. Many said that **safety** is their biggest concern when they choose to walk or bike, and that sidewalks and bike lanes separate from auto traffic are needed. **Crosswalks** and efforts to improve safety at intersections are a priority.

### **5. Make streets and highways more safe, reliable and connected**

Respondents cited **traffic and congestion** as the biggest challenge to getting around. Another main concern is the **lack of street connectivity in some parts of the region**. There are many routes to access Portland and the eastside of the region has a well-connected grid pattern, but there are insufficient connections between growing suburban communities, particularly in Clackamas and Washington counties. **Maintaining current roads** and bridges is a higher priority than creating new infrastructure, although there is a healthy amount of support for **widening roads** experiencing major congestion and adding new bridges and roads.

Many people supported specific road projects, including the Columbia River Crossing or some alternative river crossing; the widening of Highway 217; a Westside Bypass or other connectivity in the southwest part of the region; I-5 improvements, particularly in the Rose Quarter area; the widening of Highway 26; and capacity improvements on I-205 and Highway 99W.

### **6. Manage parking to make efficient use of parking resources**

Few people made comments about parking. Those that did said that parking in downtown Portland is **too expensive**, and it is **difficult to find parking** in urban areas and, increasingly, in neighborhoods with denser residential development. People suggested a range of parking management strategies including providing more free parking to encourage retail shopping, removing parking, timing parking or creating more paid parking to better manage parking resources so spaces are frequently occupied.

### **7. Identify potential ways to pay for our investment choices**

Few people made specific comments about funding mechanisms. Some said jurisdictions should engage citizens in decision-making and employ fiscal responsibility, and that investments should be made equitably across the entire region. There was a split among people who want to see efforts to make driving more expensive versus investing more in roads and easing congestion.

Many respondents support increased and stable funding for walking, biking and transit. A few respondents mentioned more paid parking, tolling on roads or bridges, congestion pricing, an increase in the gas tax, instituting a vehicle miles driven fee, and instituting a bicycling tax or fee.

## INTRODUCTION AND BACKGROUND

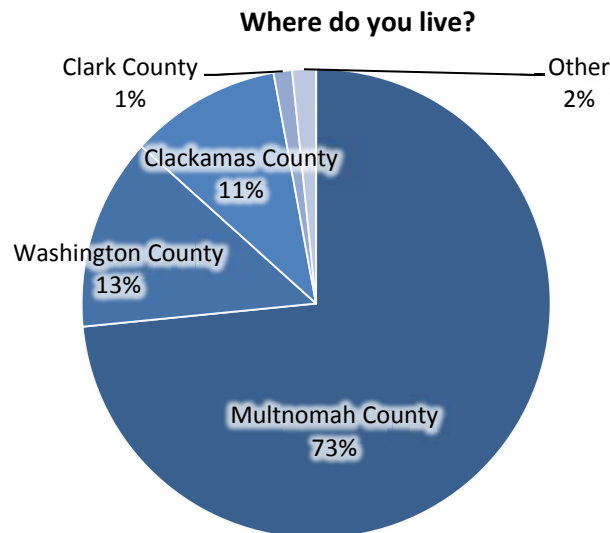
### Investing in Great Communities online comment period

Metro hosted the online public comment tool to invite area residents to share their vision for the future of their communities and the region in order to help shape the investments and actions to make that vision a reality. The online survey asked general questions about the kinds of investments people would like to see made in their communities – where they live and work – and in the transportation system.

A non-functional version of the online comment tool can be viewed at <http://www.makeagreatplace.org/start>.

### Level of participation

From March 21 to May 5, 2014, there were 2,321 unique visitors to the online tool and 1,217 comments were submitted. The majority of people who submitted a comment said that they live in Multnomah County (73%). Thirteen percent said they live in Washington County, and 11 percent said they live in Clackamas County.



## WHERE WE LIVE AND WORK

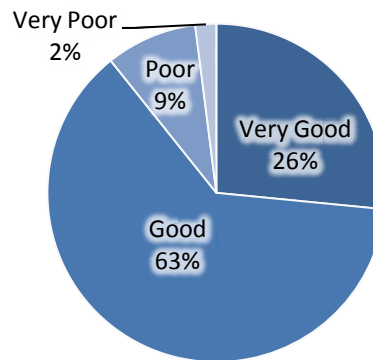
The online public comment included a series of questions to get feedback about community and land use investment in the Portland metropolitan region. These questions began by asking respondents how they define “quality of life” and how they feel about the quality of life in the region; and then asked participants to list the investments they would most like to see made in their communities over the next ten years.

The following portion of this report summarizes responses to these questions.

### Question 1. Overall, do you feel the quality of life in the Portland metropolitan region is very good, good, poor, or very poor?

Generally, people feel that the quality of life in the region is good (63%) or very good (26%). Only 9 percent feel quality of life is poor, and 2 percent feel it is very poor.

How is quality of life in the region?



*Quality of life means... having a good balance between urban amenities, rural recreation, and sufficient transportation options throughout.*

### Question 2. What does "quality of life" mean to you?

Most people didn't respond to this question with one phrase or word, but indicated that quality of life includes a combination of many diverse factors. In general, they feel that quality of life includes *access* to a variety of goods and services, *opportunity* for personal and economic gain, and a variety of *options* in how they live their life. Most commonly, people said that quality of life means **healthy environment and people**, including healthy air and water and access to natural areas. Secondly, they said that having a **strong economy and good jobs** as well as an **affordable cost of living** were important to quality of life. Next, quality of life exists when it is **easy to get around** by many modes, meaning low traffic congestion, solid roads and infrastructure, and good access to transit and active transportation. Many also define quality of life by **personal happiness** including enjoyment of cultural and recreational opportunities and family life.

For some, a **well-designed community** is important, which can mean more walkable communities or less density. **Safety**, including low crime, a **sense of community** and good neighbors are also important to quality of life. Some define quality of life as including **government** that allows both freedom of choice and provides important services, as well as ensuring **equality and social justice**

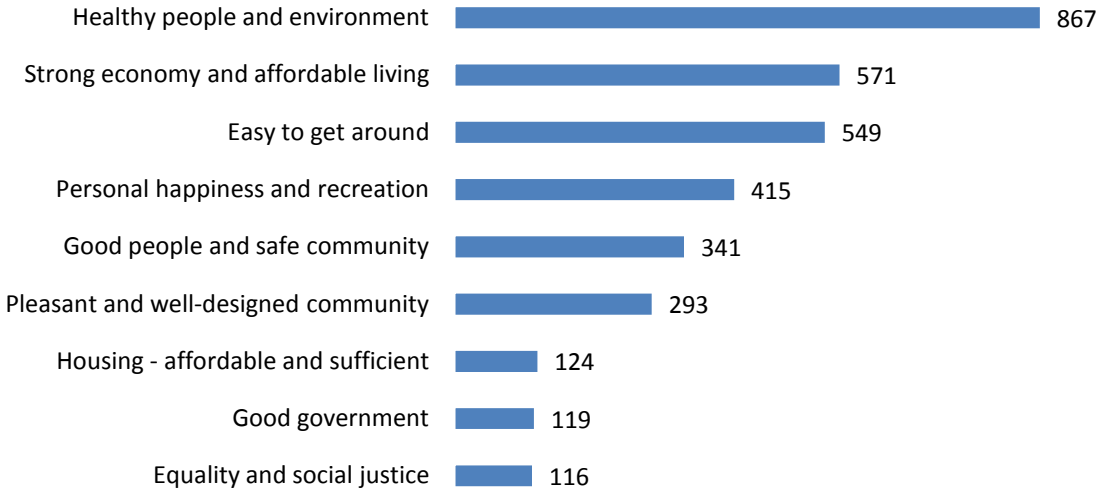


so that everybody in the community has opportunity and access. **A variety of housing choices**, including affordable housing, are also important to quality of life.

*Quality of life means... living in a great place to work, raise a family, and play.*

The bar graph below shows the general themes that people referred to in their definition of quality of life. The chart below provides further detail on the kinds of elements that are included in each of the general themes.

### What does “quality of life” mean to you?



### Definitions of quality of life

Healthy people and environment		867
Natural areas and green spaces are accessible, located nearby and protected		171
Healthy air/low air pollution		143
Parks are plentiful, accessible and of good quality		112
Food choices and farmers markets are available; all residents have access to fresh, healthy foods		100
Clean water (including drinking water and rivers and streams)		100
Natural environment is clean and healthy		94
Health and medical care is accessible, affordable, and of excellent quality		48
Health - people are physically healthy		47
Trees - lots of street trees and tree canopy		20
Farmland is protected		19
Low carbon footprint and reduction of greenhouse gas emissions		13
Strong economy and affordable living		571
Jobs – there are plenty of good, family-wage jobs in the region		170
Education – excellent schools are available and accessible to all		159
Cost of living is low/reasonable		70

Strong, viable economy in the region	54
Economic prosperity for individuals – people are able to accumulate wealth, pursue dreams, and be financially comfortable	51
Basic needs – people are able to meet their basic needs	38
More small, locally owned businesses exists (fewer large businesses and big box stores)	29

<b>Easy to get around</b>	<b>549</b>
Transit is accessible, efficient, reliable, and affordable	138
Travel – it is easy to get around because of the excellent transportation system	117
Multi-modal transportation options are extensive and accessible	95
Low traffic/congestion	67
Biking and walking – it is easy and safe to bike or walk to work and services	67
Roads are in good shape and provide sufficient capacity	34
Infrastructure is well maintained (includes mostly roads and bridges, but also sidewalks)	31

<b>Personal happiness, entertainment and recreation</b>	<b>415</b>
Cultural resources – there is wide and easy access to a variety of entertainment, arts and cultural events and resources	171
Personal enjoyment, happiness, well-being – including good work/life balance, a low-stress lifestyle, the ability to pursue whatever makes one happy, and time spent with family	121
Recreational and outdoor opportunities are plentiful and accessible	110
Livability	13

<b>Good people and safe community</b>	<b>341</b>
Safety – it feels safe to walk around the community	182
Sense of community, including a high level of community service/volunteering	78
Crime - low crime	40
Nice people and neighbors	25
Citizens are engaged and participate actively in government and the community	16

<b>Pleasant and well-designed community</b>	<b>293</b>
Walkable communities	89
Neighborhoods are nice, clean and safe	83
Space – the region has less density and feels less crowded	29
UGB is maintained and sprawl is limited	27
Jobs are located close to home	28
Sustainability	19
Good land use and transportation planning	18

<b>Housing - affordable and sufficient</b>	<b>124</b>
Housing is affordable to all residents	85
Sufficient and diverse housing options are available	39

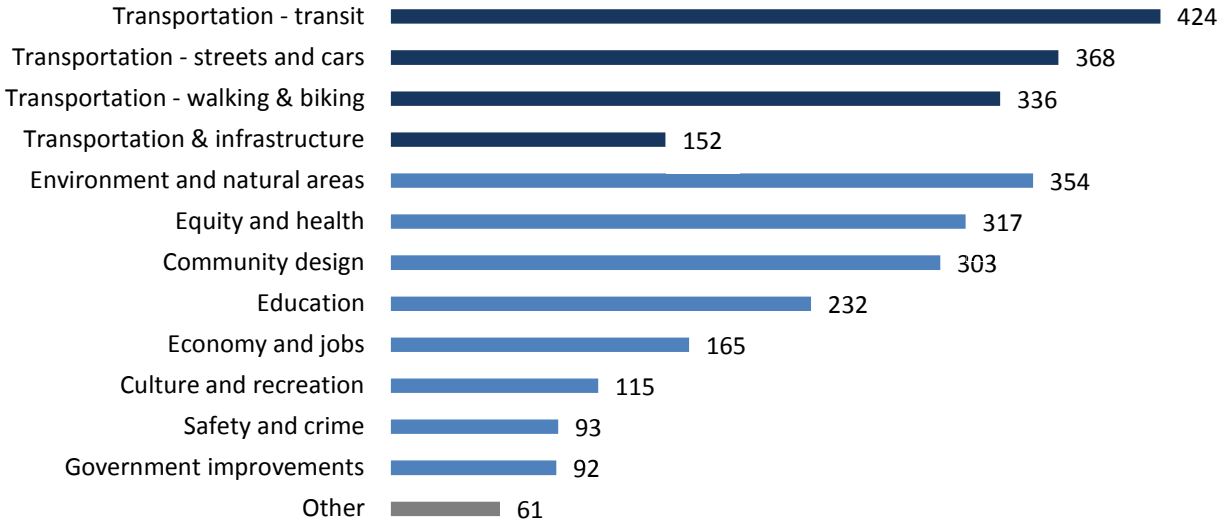
<b>Good government</b>	<b>119</b>
Freedom from undue government interference or regulation	39
Government is responsive to citizens' needs	30
Low taxes	21
Government spending is kept in check, and costs are kept in mind as community improvements are made	16
Emergency services are of good quality (and police are accountable for their actions)	13

<b>Equality and social justice</b>	<b>116</b>
Equitable access to opportunities and services for all, particularly the poor and displaced	57
Diversity – the community includes a range of ethnicities, ages, and income levels	29
Social services, particularly homeless and mental health services, are available	30

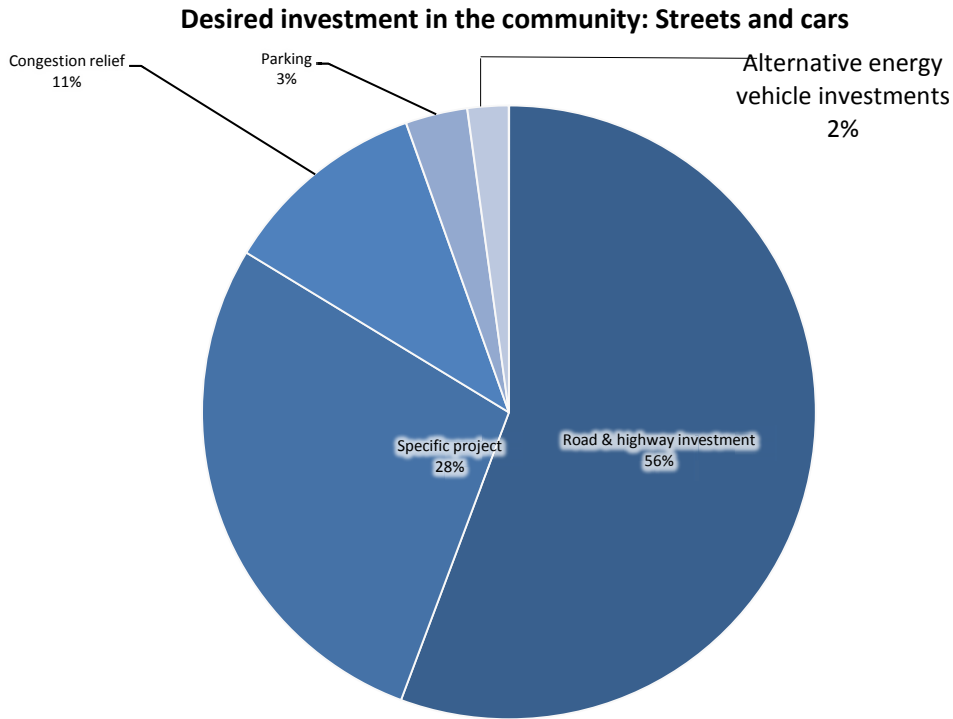
### **Question 3. What three investments would you most like to see made in your community (where you live and work) in the next 10 years?**

By a large majority, people want investment in the **transportation** system – road and highway investments as well as investment in transit, biking and walking. Many also want more investment in protecting the **environment and natural areas**, and in **community design** (for example, increasing or decreasing density, making neighborhoods more walkable, and improving planning). There is also support for creating more **equity** in the region and for improving **education, health and social services**. Of lower priority are investments to improve the economy, create more recreational or cultural opportunities, non-transportation related safety and crime, and changes to the government.

**What three investments would you most like to see made in your community in the next 10 years?**



**Transportation – Streets and cars**



Many people want to see general improvements to roads, particularly to reduce traffic congestion. While some want to add **new roads or lanes** to improve traffic flow, most want more investment in **maintaining and repairing** existing roads, highways and bridges (including fixing potholes and paving or repaving where needed). Several people suggested **smart road or technology** improvements, including better traffic signal synchronization. Several also suggested investing in

**electric vehicles** and charging stations, as well as subsidies to make them more affordable. Some said that **more funding** should go toward roads rather than other modes of transportation.

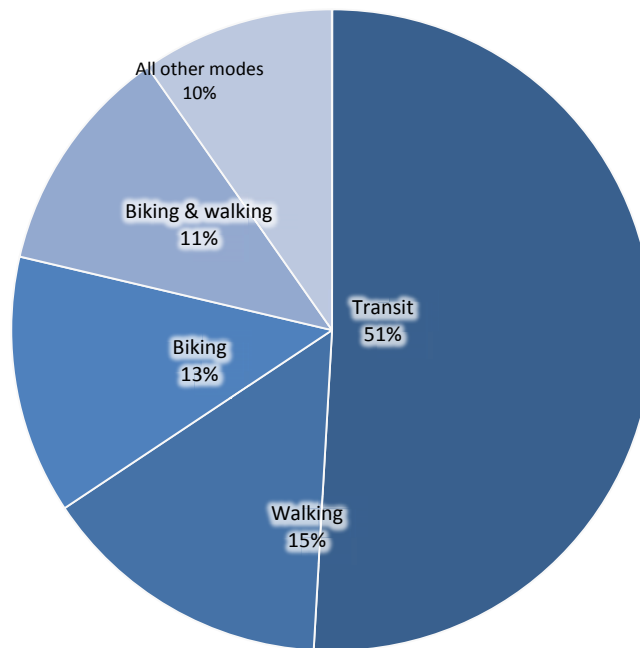
Many want to see specific **road projects** built, including:

- Columbia River Crossing or some alternative bridge across the Columbia River
- Westside bypass or some other freeway to improve regional connectivity on the west side
- Widening Highway 217
- Widening Highway 26 and improving the Sunset Tunnel
- I-5 improvements to reduce traffic, particularly in the Rose Quarter/I-84 area and near Highway 217
- Burying I-5/I-405 around downtown to bring back access to the Willamette River
- Road paving and improvements in East Portland

Some also want more **parking**, particularly parking required for new development and infill.

### Transportation – Transit, walking and biking

Desired investment in the community: Transit, walking and biking



Among transportation investments, most people want more investment in transportation options, including increased and improved transit and better and expanded bicycle and pedestrian facilities. Some want less investment in roads that favor single occupancy vehicles.

**Transit** In terms of transit investments, people want **improved transit** that is more frequent, convenient and reliable. **Frequency, speed and affordability** of transit seem to be most important.

Several also stated the need for more focus outside the urban core and for **suburban connectivity**, as well as better service to East Portland. Many want to see **more light rail** with a focus on moving commuters, although some feel that more bus service or Bus Rapid Transit would be cheaper and more flexible. A few people would like **improved security** and fare enforcement on trains and buses, as well as more investment in park and rides.

*Walking and biking* Among pedestrian investments, the main desire is to create **more and improved sidewalks** throughout the region, and particularly in East and Southwest Portland. There is also some support for improved **crosswalks** to improve safety, as well as **traffic calming** measures to reduce vehicle speeds.

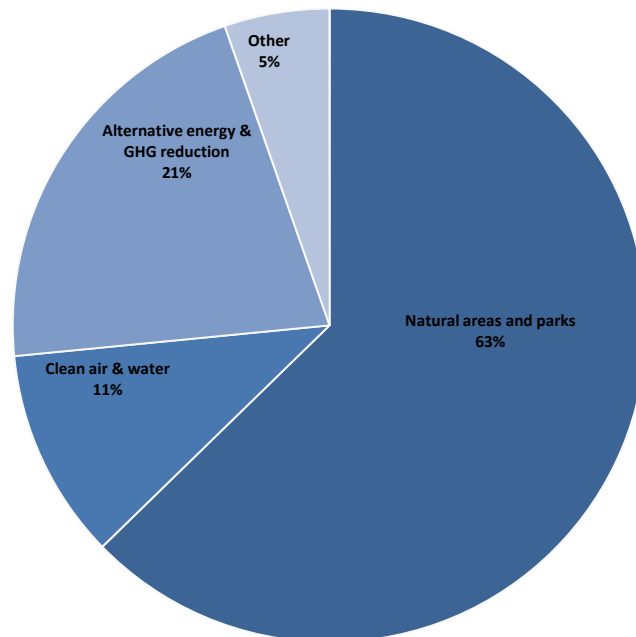
Among bike investments, there is great support for **more bike paths and lanes**, with a particular focus on improving **safety** and providing better **connectivity** to reduce gaps in the bicycle network. Several want more bike lanes and walking paths **separate from traffic** as well as **complete streets and greenways**. A few people commented that bicycles should be taken off of major streets and rerouted to lower traffic routes.

### **General transportation and infrastructure improvements**

Many people commented that they want more investment in the **transportation system in general**, without regard to mode. They want improvements to reduce traffic and provide more public transportation options and better bike/walk options, as well as transportation affordability. Many also want to see **general infrastructure improvements** in all sectors of government – including roads and bridges, bike lanes and sidewalks, sewer and water, and public buildings. Some commented that the focus should be on infrastructure that improves sustainability and smart growth. Several people said that more transportation and infrastructure is needed to keep up with new population growth.

## Environment and Natural Areas

### Desired investment in the community: Environment and natural areas

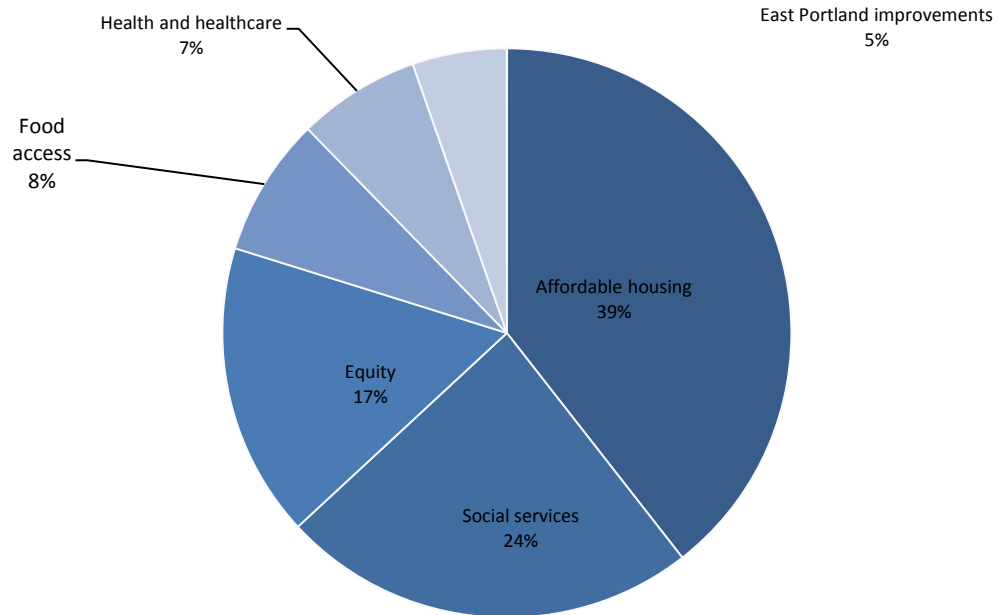


Among environmental investments, people want investment in **natural areas and parks**; they want to see more green space and open space for **recreational** purposes, as well as for **habitat and wildlife protection**. There is support for both larger natural areas and smaller greenspaces woven into the urban environment. People would particularly like more parks that are **easily accessible** in and near neighborhoods. Several respondents want more **trails** in parks, as well as connectivity between trails. Some people want to improve the urban **tree canopy** and protect trees.

Several people want greater investment to improve **air and water quality**, including reduced pollution from transportation, diesel trucks, and industry. Several support more efforts in river clean up. There is also support for **natural stormwater systems**, and green streets in particular. Several also support investment in the **alternative energy** infrastructure to provide more sustainable local energy sources and to reduce reliance on fossil fuels; and in particular solar power investment in new construction and public buildings, and incentives or subsidies for installments.

## Equity and public health

### Desired investment in the community: Equity and public health



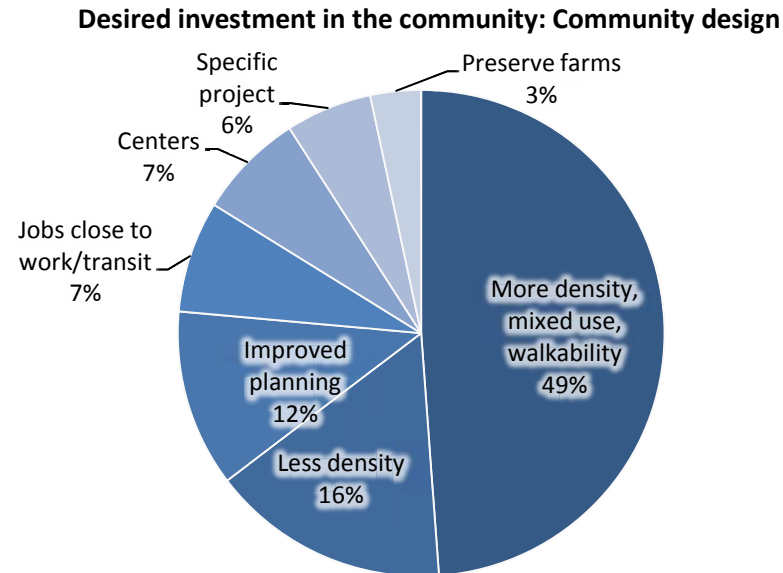
Many people want investment in more reasonably-priced and **affordable housing**, particularly closer into the central urban areas. Some also want more support for low-income and subsidized housing, as well as a **variety of housing options** for all income levels.

Many people support increased investment in **social services**, and in particular better services for the homeless and mental health. Some also want more investment in underserved areas to make the **region more equitable**, avoid displacement and ensure equitable access to transportation, schools, housing and employment. Several noted the particular need for investment in **East Portland**.

There is support for greater healthy **food access** to reduce the number of food deserts in the area; as well as for better **health care access and affordability**, including free or low-cost health insurance and care.



## Community design



The key improvements that most respondents want to see in community design are **increased density** and making communities more **walkable** with **mixed uses**. Some people are interested in **more infill** development, both commercial and residential, with good design, to discourage sprawl. Development should include a mix of housing, business and retail, and **complement the neighborhood** character. Several said they want more **shopping, retail and restaurants** located near their homes, creating more neighborhood hubs to improve walkability. Several noted the need to place **jobs close to home** to reduce commute times, or to have more convenient transit access to jobs.

Many respondents want to ensure **protection of the urban growth boundary** and focus on redeveloping/developing underutilized and vacant lots within the UGB before expanding outwards. Several added that increased density should include **maintaining natural areas and parks** within urban areas as well as protection of farms and natural areas outside of the UGB.

Some also want more investment in **downtowns, centers and main streets** to make them vibrant and walkable, and attract more quality restaurants, retail and other amenities. There is support to invest in both suburban centers and downtown Portland.

Among those that want **less density** are preferences for **less infill** and fewer high density housing developments that lead to **overcrowding**. They'd like to keep larger single family lots and stop lot splitting and placing home close together. They are mainly concerned about population growth in the region and an overemphasis on growth.

Some want a focus on **improved planning** within the region, and offered diverse views on how to achieve this. Suggestions include zoning and laws to ensure that new developments fit into neighborhoods and the natural environment, regulations that require developers to provide infrastructure and community benefits, and better traffic planning coordination.

Some want **investment in a specific project**, including a public access project at Willamette Falls in Oregon City and improving the Memorial Coliseum/Rose Quarter area in the city of Portland.

### **Education**

Many people want investment in education, particularly in **K-12 education** and Portland Public Schools. This includes more funding and innovative programs to foster true learning, as well as more investment in music and arts. Some supported education reform or an overhaul of the system to improve graduation rates. Several also support increased funding for **higher education** and making college more affordable, as well as increased funding for early childhood education.

### **Economy and jobs**

Many people want more investment in employment and creating **good-paying, family-wage jobs**. This includes greater investment in jobs infrastructure, and creating more manufacturing and green jobs in particular. Several also want to ensure that jobs are close to home, or more jobs-housing match so that people can afford to live near their jobs.

Many also want investments to make the region more **business-friendly** and increased efforts to **encourage, support and attract new businesses**. There was a split among respondents who want more focus on attracting large businesses to the area versus those that want more support for small, family-owned local businesses.

### **Culture and recreation**

Some people want more investment in **civic spaces and gathering places**, including community centers, low-cost community-oriented and neighborhood activities and events, and more public markets. Several also want to see more **community gardens** and **recreation opportunities**, including access to riverfront areas and more sports stadiums. Several support more investment in **public arts and culture** in the region.

### **Safety and crime**

Some people want more safety investment in their communities. This includes efforts to **reduce crime** by investing in the police force or by doing more community policing. Many also want more **traffic enforcement** to ensure safe streets and travel, as well as greater **disaster response** in case of earthquake.

### **Government improvements**

Some people commented that they want changes in the government, including **lower taxes** in general and **reduced scope of government**, including less government spending and less regulation on citizens. Many also want to see a government that is **responsive to citizen needs** and provides for more citizen involvement and greater oversight and transparency.

#### **Question 4. What else do we need to know as we continue to plan for the future of how we live and work?**

Many people discussed **high-density development**. The majority of people who discussed density favored denser development, but want to make sure it is done right – large “mega-homes” on small lots is a concern to many. Others support high-density but want it balanced with low-density and open space. Many noted the need to protect farmland and maintain the urban growth boundary.

**Affordable housing** is another key theme, many noting their inability to live close to their jobs, making commute times long, and contributing to more traffic. As people move further from jobs, the need for improved **public transit** increases.

Locating **goods, services and jobs near peoples'** homes in order to reduce the need to travel was suggested by many respondents. People indicated that this would result in walking, biking and transit options being more convenient. Enabling more **telecommuting** opportunities is also desired.

**Neighborhood livability** is important to people. Respondents indicated the importance of retaining neighborhood character, and improving connectivity, walkability and safety, including crime reduction, in neighborhoods. People indicated the need to be equitable geographically with public investments; East Portland and rural areas were identified as communities that need more investment and planning to improve livability.

Many respondents are concerned with **infrastructure** – roads, transit, utilities, and services. With growth and development comes the need to **add appropriate infrastructure** and to **maintain and upgrade** what is already in place.

**Congestion** in the region is a concern. Suggestions to improve congestion range from making **transit** more flexible, affordable and convenient across the **entire region**, making more investment in **roads** for cars, freight and bikes, and making communities more accessible for pedestrians (safer, sidewalks, better connectivity). The need for investment in **transportation options** is important to many.

Finally, respondents commented that whatever is done, **spending funds efficiently** is important. **Equitable investment** across the entire region is also desired. Some respondents stressed the need to continue to **engage citizens** before making decisions, and to balance the influence of a loud minority. Many stressed the need to do **long-range planning** and to make difficult choices now.

## HOW WE GET AROUND

The online public comment survey asked a series of questions to get feedback about transportation investment in the Portland metropolitan region. These questions began by asking respondents what challenges they experience getting around the region, and then asked about which strategies should be invested in to help ease traffic congestion. Participants were then asked to list the top three investments they would most like to see made in the transportation system over the next ten years.

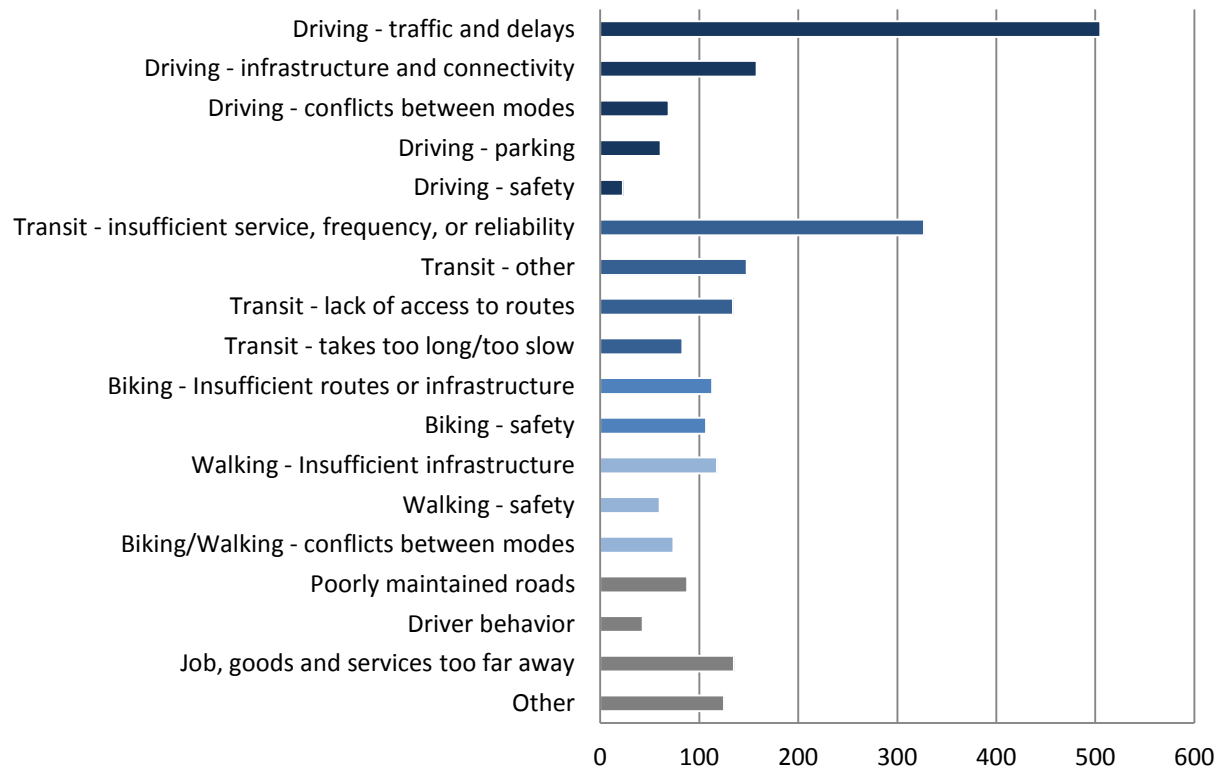
The following portion of this report summarizes responses to these questions.

### Question 1. What are the three main challenges you have getting to work, school or to complete errands?

Participants were asked to list the three main challenges they have getting around. Most people provided challenges that relate to driving and transit; the most common challenge is traffic and delays. Of all the challenges that people listed, 35 percent dealt with driving, 29 percent with transit, 11 percent with biking, 9 percent with walking, and 16 percent other or multiple modes.

Many also provided challenges related to alternative transportation. For transit, the main challenge is insufficient access, service, frequency or reliability; and for biking and walking the main challenge is insufficient infrastructure or routes.

#### What are the three main challenges you have getting to work, school or to complete errands?



## Driving challenges

By far the biggest challenge for drivers is **traffic and congestion**, particularly during rush hour. Many noted traffic in specific areas or roads, including: Interstate 5 around the Rose Quarter area and the Columbia River Bridge; southwest highways including Highway 99W, Highway 217, Highway 26; the Ross Island Bridge and the Sunset Tunnel through downtown; and I-84 and I-205. Some said that traffic overflows into **neighborhood streets**, causing local congestion and safety issues. A number of people also find **construction delays** to be a major challenge, as well as **downtown driving** in general due to too much traffic, expensive parking, and conflicts with cyclists and transit.

Infrastructure and connectivity is another main challenge for drivers and includes poor quality or not enough **bridges and freeways**, and **not enough lanes** on existing roads to carry the volume of traffic. Some cited issues with road lanes being removed to accommodate green streets and bike lanes. Many said there is a **lack of regional connectivity**, particularly a lack of direct routes connecting suburbs and outer communities that don't require travel through downtown Portland. Many also noted that roads lack good **traffic technology**; poorly synchronized traffic signals and traffic timing makes driving less efficient. Some suggested smart traffic lights and blinking yellow lights, and right-turn-on-red improvements to improve traffic flow.

Some drivers said that **conflict with other modes** is a challenge. In particular, they feel that some bicyclists do not obey traffic laws or seem to ride in a dangerous way, which impedes the flow of auto traffic and the safety of pedestrians and drivers. Similarly, some said that buses and MAX trains impede the smooth flow of traffic. Some said that projects seem too oriented toward improving transportation options as opposed to improving roads.

A number of people said they have trouble finding **parking**, particularly in urban areas, or that parking is too expensive. Some said that parking is becoming scarcer due to more dense residential development.

A few people commented that **safety issues** are a challenge, including a lack of enforcement of traffic violations, difficulty crossing major intersections without signals, and poor signage and street markings.

## Transit challenges

The main challenge for transit riders is insufficient service, frequency, or reliability. Respondents generally said that transit service is **not frequent enough**, which makes it inconvenient or makes driving the more efficient option. There is **not enough transit service or route options**, particularly to the suburbs and smaller communities. Many noted that the transit **schedule is not convenient**; and would like to see more service on the weekends and outside of peak hours, particularly late evening/night service. Some said that transit is **not reliable**. Many said that taking transit **takes too long** because routes are circuitous, wait times are long, or routes include too many transfers. Some said that it is faster to drive than to take the bus to their destinations.

Many transit riders noted that the transit system **lacks regional connectivity**. They said that it is easy to get to inner Portland from outer areas, but difficult to move between other parts of the

region. North-south connections seem to be a particular problem. Many also **lack access** to a bus or train stop within walking distance of their home or job.

Other problems include **overcrowding** on buses and trains, particularly during rush hour, as well as **unaffordable fares**. Some feel that transit is **not safe** and would like more security and fare enforcement on trains and buses. Several noted that **park and ride options** need improvement, and some want more **bus shelters** at transit stops.

### **Biking challenges**

The main challenge to bicyclists is **insufficient routes or infrastructure** and problems with **safety**. Many said there is simply a lack of bike lanes or paths, or that routes are incomplete and lack **connectivity**. Many cyclists want a more connected, comprehensive bicycle **network**, as well as more bike lanes that are protected or **separate from auto traffic**. Some noted that there are not good North-South options on the eastside.

In terms of safety, people cited challenges with **safely crossing busy streets** by bike, and unsafe bike paths along **major streets** where cars move very quickly. Other safety issues occur when trying to cycle with children and biking on bridges. A few people noted that topography is a challenge.

### **Walking challenges**

The main challenge to walking is a **lack of sidewalks** or incomplete sidewalks and poor pedestrian facilities, as well as a **lack of crosswalks** and safe crossings. This is a particular problem in outer East Portland and Southwest Portland. Many feel **unsafe** due to the lack of sidewalks and crosswalks.

For both bicyclists and pedestrians, **conflicts with drivers** are a major challenge. They said that automobile traffic moves too quickly in neighborhoods, or that drivers are not aware of or mindful of bicyclists and pedestrians on roads. Some also feel that transportation **planning is too car-oriented** and the presence of so many vehicles make biking and walking more difficult, less safe, and less pleasant. Some also cited car and truck emissions and pollution as a challenge to biking and walking.

### **Challenges for all modes**

Some challenges seemed to cross multiple modes. These include:

**Poorly maintained roads** Many people said that more effort should be spent maintaining the roads we have. Deteriorated roads, unpaved streets, and potholes create hazards and delays, for drivers and for cyclists.

**Driver inattentiveness** Drivers, cyclists, and pedestrians alike said that distracted or aggressive drivers make getting around more difficult and dangerous.

**Jobs, goods and services too far away** Many people said that goods and services, particularly grocery stores, are too far away from their homes, which makes their chosen mode of travel more difficult. Some live in sprawled areas that make it too difficult or dangerous to get to destinations by

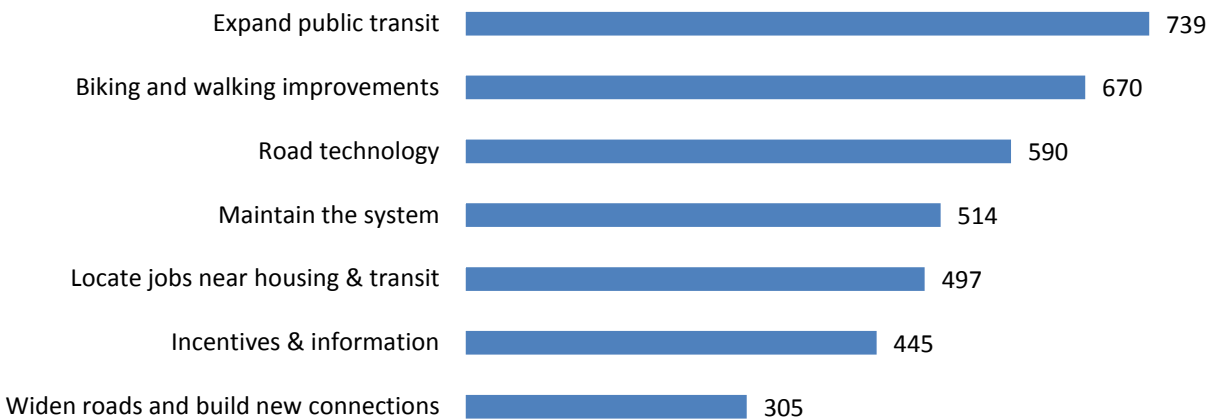
any mode other than a car. Many want more options within walking distance or a shorter drive. Some said that their **commute is too long**, which affects their choice of mode; many said they would take transit but it takes too long or there is a lack of access.

## Question 2. Which strategies do you think the region should invest in to help ease traffic congestion?

Participants responded to a multiple choice question that listed seven strategies to help ease traffic congestion. The most desired investments include **expanding public transit** to make it more frequent, convenient, accessible, and affordable; connecting more places with **sidewalks, walking, and bicycle paths**; and investing in **technology to improve vehicle flow and safety on roads** including timing traffic signals, pedestrian countdown signs, and flashing yellow turn signals.

The next three most desired investments are **maintaining** and keeping our current transportation system in good condition; locating **jobs near housing and transit**; and providing **incentives and information** to encourage carpooling, walking, bicycling, and public transit. There is less support for **widening roads** and building new connections to improve vehicle flow and safety.

### Which strategies do you think the region should invest in to help ease traffic congestion?

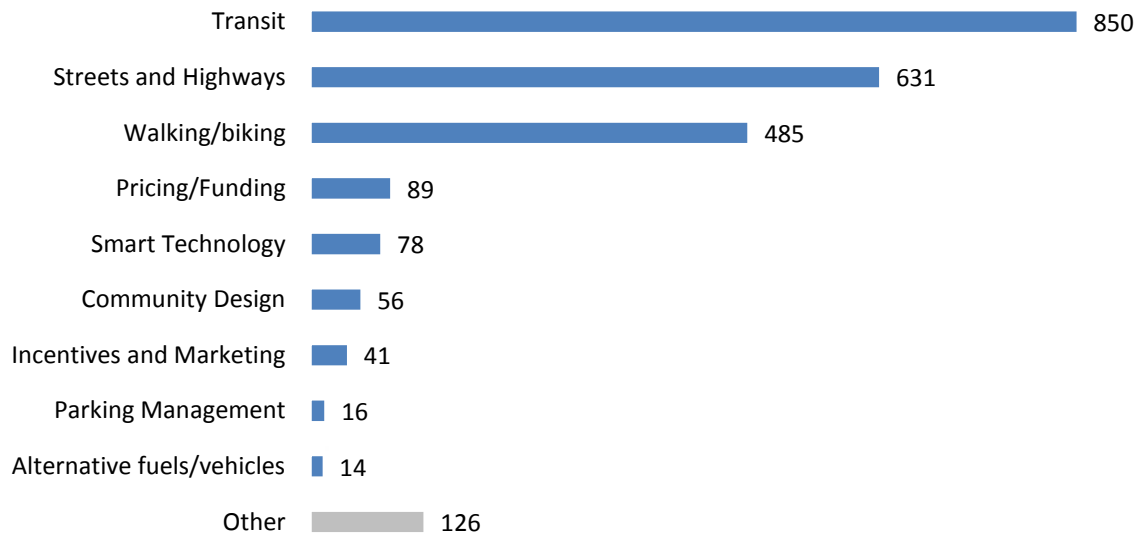




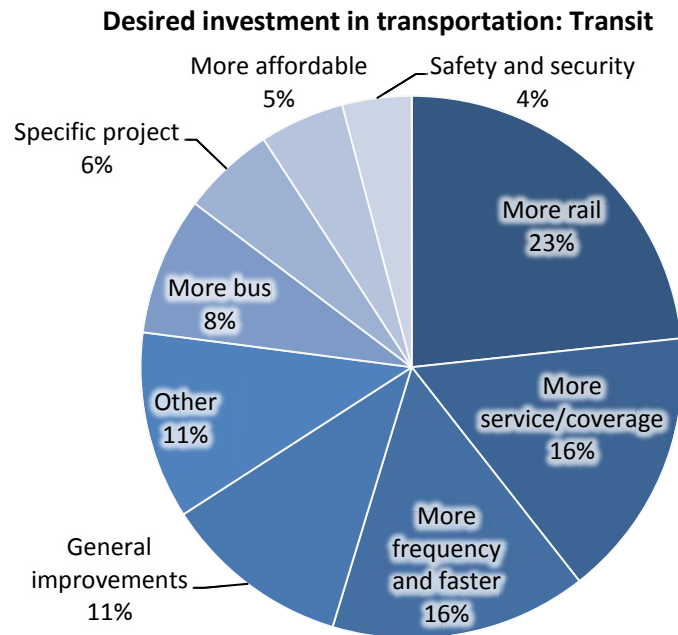
**Question 3. What three investments would you most like to see made in our transportation system (how we get around) in the next 10 years?**

Generally, people want to see investment in transit (35%) and streets and highways (26%). Many also want investments to make walking and biking safer and more convenient (20%).

**What three investments would you most like to see made in our transportation system in the next 10 years?**



**Transit**



Many people simply want to see **better, affordable, faster and reliable** public transportation. Many people want investments to **expand service** to areas that are not currently served or that are

poorly served, particularly in suburban and outlying areas that do not have to go through downtown Portland. Many desire **increased frequency** of transit lines, including more express lines, and some desire for longer and later hours of operation. Some suggested more creative transit options like small shuttles and feeder buses to major lines and MAX stops.

In terms of types of transit investments, many support **more light rail** by either expanding current MAX lines or creating new ones. A minority supports **increased bus service** or Bus Rapid Transit instead of MAX because it is cheaper and more flexible. Those who support light rail particularly want it catering to commuters. There is some support for streetcar expansion. A minority want to see a halt to construction of any new MAX lines.

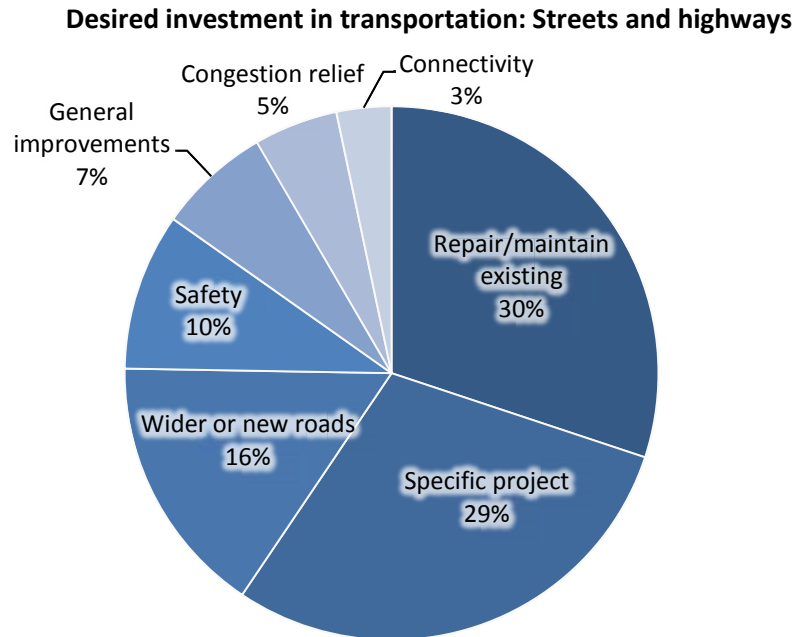
Some people want **safety and security** improvements, including greater fare enforcement, security on trains and buses, and better lighting and shelters at stations.

In terms of other improvements, some people commented that they want more **park and ride** options, **dedicated bus lanes** to improve speeds and reliability, increased **passenger rail**, and more **fuel efficient** or electric buses. A few also commented that transit must better serve **underserved populations**.

There is also support for particular **projects**, including:

- Southwest Corridor to serve Tigard, Tualatin and Sherwood; or some other MAX service in the south metro area
- More light rail in Southwest (to Lake Oswego, along Highways 26 and 217, or further into Washington County)
- Powell-Division High Capacity Transit
- Light rail to Vancouver, Wash.
- WES (Westside Express Service) commuter rail expansion

## Streets and highways



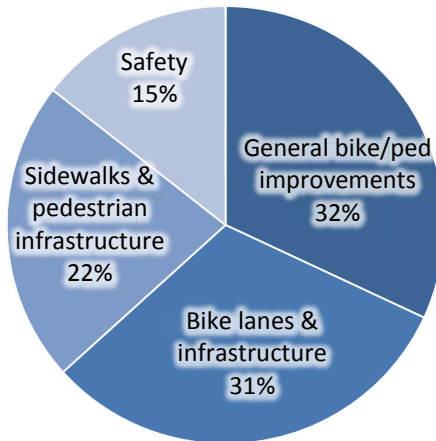
Participants who want to see improvements in roads are most interested in a specific **road project**, or want to see **repair or maintenance** of existing roads and bridges, mostly paving and repairing potholes or maintenance of bridges. Some people support **widening roads** and freeways to improve traffic flow, or for **building more roads** and better freeways to improve connectivity. Some want more improvements in **safety** on roads, including seismic upgrades on bridges and more enforcement of traffic law violations. A smaller number of people are interested in **more funding** to support road improvements, or any measures to provide **congestion relief**, particularly on highways and bottleneck areas. A few noted that **connectivity** to suburban areas and smaller communities needs improvement.

Some of the **projects** that have the most support include:

- Columbia River Crossing or an alternative bridge across the Columbia River. Alternatively, a number of people supported no longer pursuing the Columbia River Crossing project.
- Widening Highway 217
- I-5 improvements or expansion, especially north of downtown and in the Rose Quarter area.
- Building the Westside Bypass or some other major road to provide connectivity in the western/southwest part of the region (such as expanding I-205 to the west).
- Highway 26 improvements or widening.
- I-205 capacity improvements.
- Highway 99W capacity improvements.
- Improvements to Powell Blvd. and other eastside roads.

## Walking and biking

Desired investment in transportation: Walking and biking



Of those who want more investment in walking and biking, there is support for more bike lanes and paths and more pedestrian amenities, mostly sidewalks. There is a desire for more **bike lanes and paths** in general, and some support for more bike trails or lanes separate from auto traffic. Many support investment in pedestrian infrastructure, particularly **sidewalks** and **crosswalks**. A few people want **traffic calming measures** and more walking trails. Several comments support bike lanes and sidewalks to connect to schools. Many are also concerned about biking and walking **safety**, and want investment in safer sidewalks, lighted crosswalks, better street lighting, safer bikeways and trails, and well-maintained bike lanes that are cleaned of debris. A few also want to prioritize pedestrian safety in underserved neighborhoods.

Some people commented that greater biking and walking **connectivity** is needed, including regional connectivity and **complete streets**. They want more seamless transitions between alternative modes – walking, biking and transit. Several support repurposing car lanes for active transportation use or limiting road widening. A few people support specific bicycle/pedestrian projects, including the Sullivan Gulch Trail, Barbur Boulevard bike lane, completing the gap in the 40-mile Loop trail network, and building a bicycle/pedestrian bridge over the Willamette River in Wilsonville.

Some also support less investment in roads and highways or projects that favor single occupancy vehicles, and more investment in providing transportation options.

### Pricing/funding

Four percent of responses support some kind of pricing or funding mechanism. Some want to see generally improved funding for transportation, particularly **increased and stable funding for alternative transportation**, or more accountability for how funds are spent. The most commonly supported funding mechanism is **tolling** on roads or bridges, particularly during rush hours, and an increase in the **gas tax, vehicle miles driven fee** or other measure to make driving more expensive; as well as a **bicycling tax or fee**. There is some support for more private investment in transportation or a sales tax.

## Smart technology

Three percent of responses want more investment technology to improve efficiency and smooth traffic flow. Most commonly, they want to see improved **traffic signal timing/synchronized traffic lights** and **Intelligent Transportation Systems**. A few support more use of flashing yellow turn signals and real time traffic updates.

## Other

A smaller number of people support investment in the following:

- **Community design** including development that makes neighborhoods more walkable, brings services and jobs closer to neighborhoods, or transit oriented development.
- **Incentives and marketing** including incentives for those who carpool, use transit, walk or bike; incentives to employers who allow employees to telecommute; incentives for businesses that locate near transit lines; and more public information to encourage alternative transportation.
- **Parking management** including a wide range of strategies including providing more free parking to encourage retail shopping, and removing parking or creating more paid parking to encourage alternative transportation use.
- **Alternative fuels/vehicles** including incentives and investment in electric and fuel-efficient vehicles, Smart cars, and electric vehicle charging stations.
- **Carshare and carpooling** investments to increase carsharing and carpooling programs
- **Equity** considerations ensuring transportation investments are equitably distributed throughout the region and accessible to low-income communities.

## Question 4. What else do we need to know as we continue to plan for the future of how we get around?

Overall, respondents want **improved transit service** – more flexible, accessible, affordable, efficient and convenient. These improvements need to occur **throughout the region**, including suburban areas and smaller communities. The **reduction of bus lines** is a concern. Some fear the additional reductions that will occur when Portland to Milwaukie Light Rail begins operating in 2015. Others are concerned the system doesn't work well for those who are most dependent on it. In other portions of the online comment survey, respondents favored greater light rail expansion; but for this question many respondents said they support public bus service, including Bus Rapid Transit, but not light rail. The need to **educate the public** about transit and other available transportation options was noted many times. Finally, **improved safety** for public transportation is another key transit theme.

Many identified **peak hour congestion** as an issue that needs to be resolved. Many respondents believe that a key component to alleviating congestion and increasing the use of alternative transportation modes is to **locate housing close to jobs, goods and services**. Another theme is the **aging population** and their transportation needs.

There is a **healthy split** between respondents wanting to invest in roads, those wanting to divest in them, and those that want have a balanced multi-modal approach. While some respondents want to reduce investment in roads, a large number of comments requested improved bicycle/pedestrian infrastructure; specifically to increase safety. A minority specifically want less investment in bicycle/pedestrian infrastructure. Many respondents stated that cars are not going away – even electric cars and those that use alternate fuels will still require roads.

There are quite a few comments about general **maintenance** of our transportation facilities – the need to sweep gravel for bikes, add missing sidewalks, trim bushes and trees around street/stop signs, pave on-standard roads, fix potholes, etc. Others discussed reducing the need for road maintenance by reducing the number of cars on the roads.

Finally, **funding** was mentioned by many respondents. Many are concerned about the lack of funds available to make improvements and stressed the need for **new revenue sources**; others noted the need for **fiscal responsibility** and do not want any additional tax burden placed on the public to fund improvements. The need for **equitable investments** among geography and demographics was noted by some.

## DEMOGRAPHIC INFORMATION

**Race/Ethnicity** 89% of respondents identified as White/Caucasian. The remaining identified as African American/Black (1%), Asian or Pacific Islander (2%), American Indian/Native American (2%), Hispanic/Latino (2%), Slavic (2%), or some other race (2%).

**Geography** Most respondents said that they live in Multnomah County, 13% said they live in Washington County, and 11% said they live in Clackamas County.

**Resident longevity** Participants generally have lived in their community in the region for a long time, with 38% over twenty years, and 24% between 11 and 20 years.

**Education** Respondents are highly educated, with 34% having completed a college degree and 48% a post-graduate degree.

Materials following this page were distributed at the meeting.





**Project team leaders recommendation on high capacity transit design options, multimodal projects, and potential station locations to study in a draft environmental impact statement**

**Discussion draft – May 6, 2014**

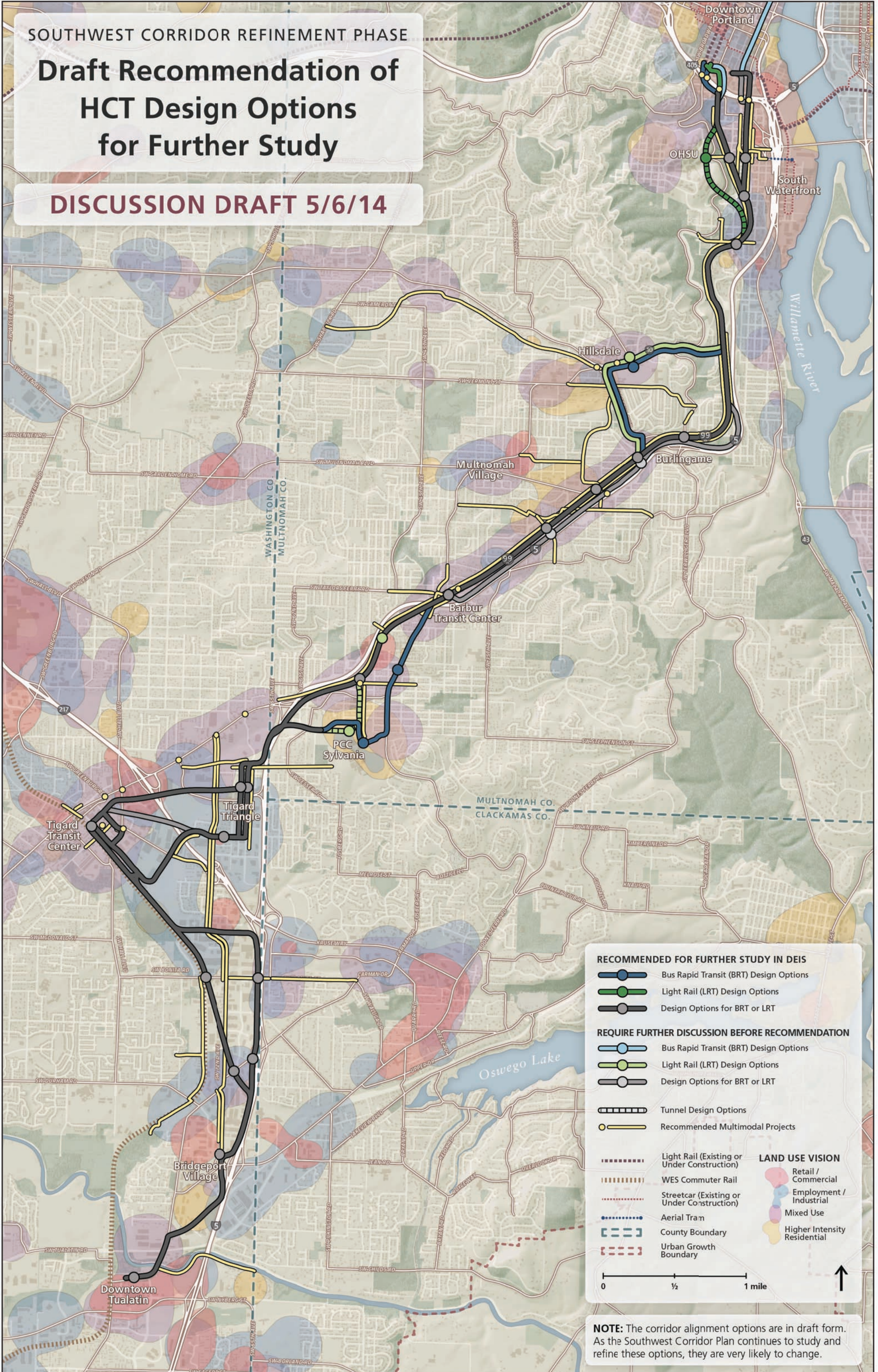
**PROJECT PARTNERS**

Cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard and Tualatin, Multnomah and Washington counties, Oregon Department of Transportation, TriMet and Metro

SOUTHWEST CORRIDOR REFINEMENT PHASE

# Draft Recommendation of HCT Design Options for Further Study

DISCUSSION DRAFT 5/6/14



**RECOMMENDED FOR FURTHER STUDY IN DEIS**

- Bus Rapid Transit (BRT) Design Options
- Light Rail (LRT) Design Options
- Design Options for BRT or LRT

**REQUIRE FURTHER DISCUSSION BEFORE RECOMMENDATION**

- Bus Rapid Transit (BRT) Design Options
- Light Rail (LRT) Design Options
- Design Options for BRT or LRT
- Tunnel Design Options
- Recommended Multimodal Projects

**LAND USE VISION**

- Retail / Commercial
- Employment / Industrial
- Mixed Use
- Higher Intensity Residential

Legend for existing/under construction rail:

- Light Rail (Existing or Under Construction)
- WES Commuter Rail
- Streetcar (Existing or Under Construction)
- Aerial Tram

Legend for boundaries:

- County Boundary
- Urban Growth Boundary

NOTE: The corridor alignment options are in draft form. As the Southwest Corridor Plan continues to study and refine these options, they are very likely to change.

# Recommendation Summary

The PTL assessed nearly 60 HCT design options in nine separate geographic segments throughout the corridor for consideration for further study in the Draft Environmental Impact Statement (DEIS). Through preliminary design, options were analyzed based on the following categories:

- **capital cost magnitudes** – relative cost of construction including design elements such as tunnels, structure, length, and built environment;
- **impacts to the natural environment** – impacts to natural resources including trees, parks, watersheds, including considerations of potential opportunities for improvements;
- **development/redevelopment potential** – potential to support the Southwest Corridor land use vision;
- **property impacts** - effects on buildings and private property;
- **traffic/bike/pedestrian performance** – effects on roadway operations, bikeways, and sidewalks;
- **transit performance** – assessment of ridership potential and operating costs based on design characteristics such as distance and speed, and household and employment access.

The PTL considered the technical assessment findings along with public comments and discussions during design meetings conducted with partner jurisdictions. The resulting PTL draft recommendation proposes advancement to the DEIS of 15 design options for BRT and 13 options for LRT across the

nine geographic segments. It also identifies an additional six options for BRT and six options for LRT that did not receive a consensus decision among the PTL and require further discussion. For some of these options, additional information in the next few weeks may result in a change in recommendation status; for others, the Steering Committee may be asked to make a final decision without a PTL recommendation. The table below lists the HCT design options recommended for further study and those identified as requiring more discussion.

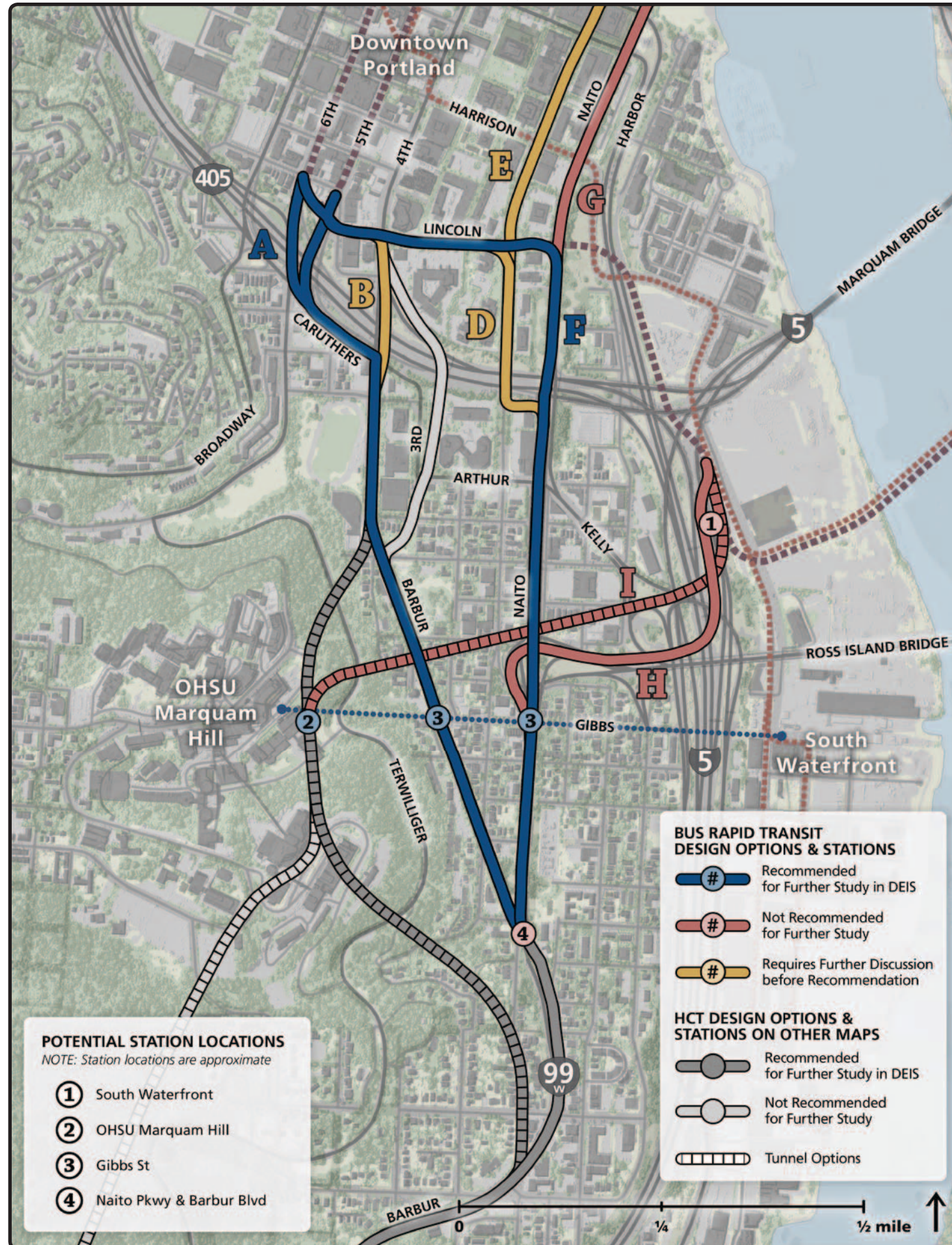
Multimodal projects included in the recommendation were chosen based on their support for the recommended HCT options or for the SW Corridor land use vision. For some projects, only portions of the originally proposed are recommended for continued study in the DEIS.

Stations identified the design process were analyzed to help inform which station areas would best serve and activate the key places along the corridor. The analysis also helped to recommend policies and investments needed to activate the desired local land uses in each station area location.

The HCT options, multimodal projects, and stations recommended for further study or for more discussion are shown on the map on the reverse side of this page.

<b>HCT Options Recommended for DEIS or Requiring Further Discussion</b>		<b>BRT - Recommended</b>	<b>BRT - Further discussion required</b>	<b>LRT - Recommended</b>	<b>LRT - Further discussion required</b>
<b>Option</b>					
<b>1. Tie-In to Existing Transit</b>					
Barbur via Fifth/Sixth Ave Couplet (with OHSU elevator)		✓			
Barbur via Fourth Ave (with OHSU elevator)			✓	✓	
Naito to Transit Mall (with OHSU elevator)		✓		✓	
Naito to Transit Mall via First Ave (with OHSU elevator)			✓		✓
Naito to First Ave - extended downtown (with OHSU elevator)			✓		
<b>2. South Portland to Barbur Transit Center</b>					
Barbur Boulevard		✓		✓	
Barbur - Hillsdale Loop using Capitol Hwy & Bertha		✓			✓
Short Tunnel - exit at Hamilton				✓	
Adjacent to I-5			✓		✓
<b>3. PCC Area</b>					
PCC Campus via Capitol Hwy (uses either I-5 crossing)		✓			
Barbur - Crossroads to Tigard (with improved PCC walk via SW 53rd, uses new bridge I-5 crossing)		✓		✓	
Short Tunnel via Barbur (uses new bridge I-5 crossing)					✓
New Bridge (option for campus BRT routes)		✓		✓	
<b>4. Tigard Triangle</b>					
68th/69th Couplet		✓		✓	
<b>5. OR-217 Crossing</b>					
Clinton to Tigard Transit Center		✓		✓	
Beveland South		✓		✓	
Beveland North			✓		✓
<b>6. Downtown Tigard</b>					
Commercial Street to Tigard Transit Center (no loop)		✓		✓	
Commercial Street with Downtown Loop via Hall			✓		✓
<b>7. South Tigard</b>					
WES Alignment to Parallel I-5 via Tech Center Drive		✓		✓	
WES Alignment to Parallel I-5 vi PWNR Freight Rail ROW		✓		✓	
<b>8. Bridgeport Village</b>					
Lower Boones Ferry (from Durham Rd, 72nd or parallel to I-5)		✓		✓	
<b>9. Tualatin</b>					
Parallel to Boones Ferry (north side of downtown)		✓		✓	

# 1. Tie-In to Existing Transit



Design Options

The design options recommended for further study would have two distinctly different goals: Barbur via a 5th/6th Avenue couplet would provide the fastest connection to the transit mall, while the Naito option would support redevelopment of the South Portland neighborhood. All Barbur and Naito options would include an elevator serving Marquam Hill/OHSU from the vicinity of SW Barbur and SW Gibbs Street. Naito options would be incompatible with OHSU tunnel options.

Recommended for further study because:

- A. Barbur via 5th/6th Avenue Couplet would:
  - Provide the fastest connection to CBD and transit mall;
  - Provide the least expensive BRT connection.
- E. Naito to Transit Mall would:
  - Have potential to include a redesign of the Ross Island Bridgehead, including a redesign of Naito to change its character from a 1940's-era expressway to neighborhood-scale boulevard;
  - Cost \$34/\$54M more than Barbur via 5th/6th, excluding Ross Island Bridgehead project.

Not recommended because:

- G. Naito Parkway - extended downtown would:
  - Likely require BRT to operate in mixed traffic, resulting in slower travel times and less reliable service;
  - Provide fewer and less convenient transfer opportunities compared to options on the transit mall.
- H. South Waterfront - bridge/tunnel to Naito and
- I. South Waterfront - tunnel to OHSU would:
  - Provide an indirect connection between the transit mall and the corridor;
  - Require significant structure (bridges and/or tunnels) at high costs relative to other options;
  - Cause significant construction impacts near OHSU's Collaborative Life Sciences Building, streetcar, and Portland-Milwaukie LRT.

Further discussion required because:

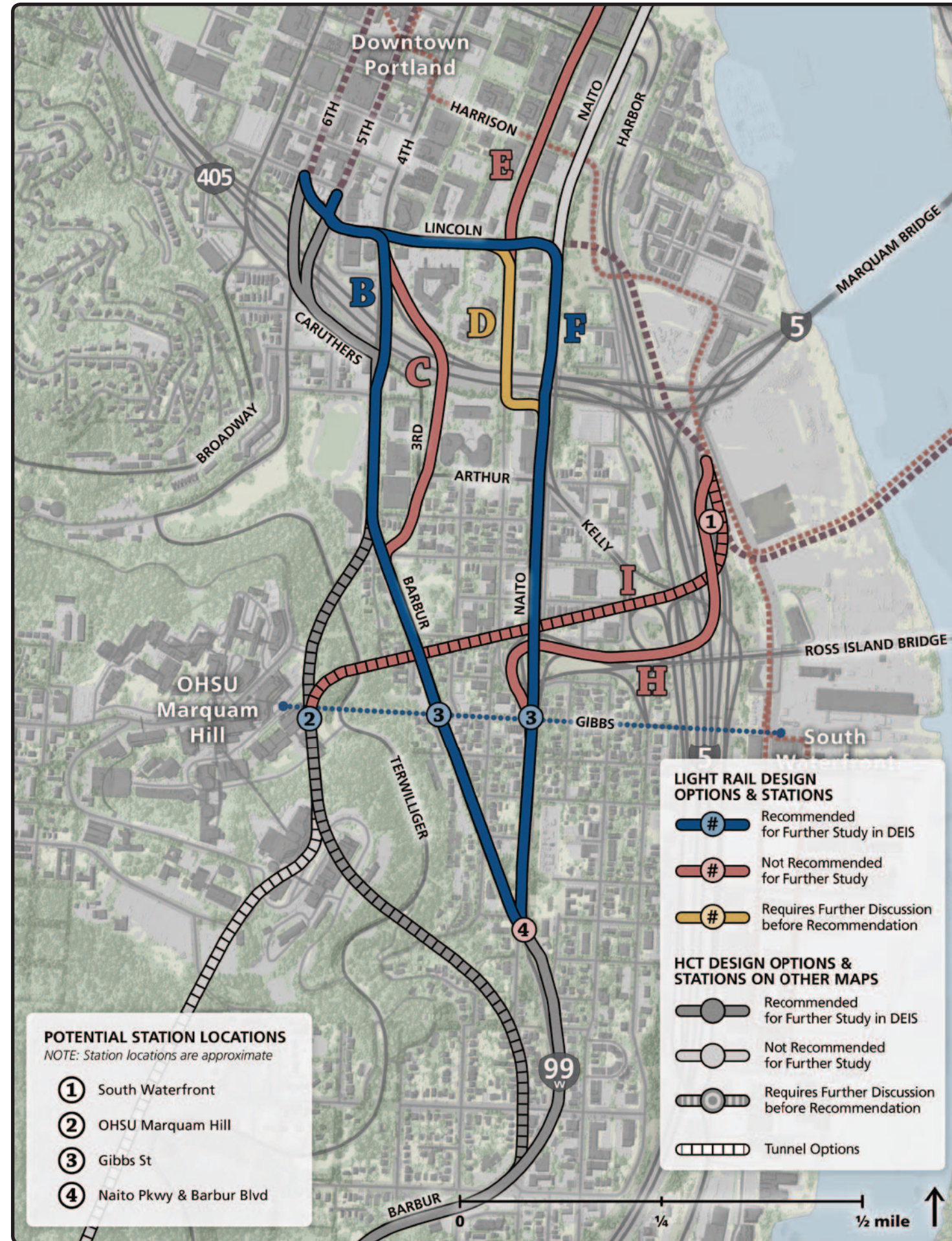
- B. Barbur via 4th Avenue would:
  - Be similar to 5th/6th couplet option, but with less direct connection to transit mall.
- D. Naito to Transit Mall via SW 1st Avenue would:
  - Include a redesign of Naito;
  - Have potential to include a redesign of the Ross Island Bridgehead;
  - Avoid some traffic by leaving Naito (but not with Ross Island Bridgehead project).
- E. Naito to SW 1st Ave - extended downtown would:
  - Avoid SW Lincoln Street and portions of the transit mall;
  - Support the City of Portland's Central City Plan;
  - Affect traffic operations on SW 1st Avenue, which is currently one-way southbound;
  - Likely require BRT to operate in mixed traffic, resulting in slower travel times and less reliable service.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>1. Tie-In to Existing Transit</b>								
A	Barbur via Fifth/Sixth Ave Couplet (with OHSU elevator)	●	●	●	●	●	●	●
B	Barbur via Fourth Ave (with OHSU elevator)	●	●	●	●	●	●	●
D	Naito via First Ave (with OHSU elevator)	●	●	●	●	●	●	●
F	Naito (with OHSU elevator)	●	●	●	●	●	●	●
E	Naito to First Ave - extended downtown (with OHSU elevator)	●	●	●	●	●	●	●
G	Naito Parkway - extended downtown (with OHSU elevator)	●	●	●	●	●	●	●
H	South Waterfront - bridge/tunnel to Naito	○	○	○	○	○	○	○
I	South Waterfront - tunnel to OHSU	○	○	○	○	○	○	○

CAP = Capital Costs / TRA = Travel Time / ACC = Accessibility to Transit / ENV = Environmental Impacts  
DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ● ● ● ● Worst ○ ○ ○ ○ ○  
 Proposed for Further Study in DEIS Not Proposed for Further Study in DEIS Requires Further Discussion before Recommendation

# 1. Tie-In to Existing Transit: LRT Design Options



## Design Options

The design options recommended for further study would have two distinctly different goals: Barbur via SW 4th Avenue would provide the fastest connection to the transit mall, while the Naito option would support redevelopment of the South Portland neighborhood. All Barbur and Naito options would include an elevator serving Marquam Hill/OHSU from the vicinity of SW Barbur and SW Gibbs Street. Naito options would be incompatible with OHSU tunnel options.

### Recommended for further study because:

- B. Barbur via 4th Avenue** would:
  - Provide the fastest connection to the CBD and transit mall at the peak load point of the line (the highest ridership location);
  - Provide the least expensive LRT connection;
  - Avoid Ross Island Bridgehead traffic.
- F. Naito to Transit Mall** would:
  - Include a redesign of Naito to change its character to neighborhood-scale boulevard including streetscape improvements, pedestrian/bike facilities, and additional intersections/crossing opportunities;
  - Have potential to include a redesign of the Ross Island Bridgehead to change traffic patterns and convert land for redevelopment.

### Further discussion required because:

- D. Naito to Transit mall via SW 1st Avenue** would:
  - Include a redesign of Naito;
  - Have potential to include a redesign of the Ross Island Bridgehead;
  - Avoid traffic on Naito north of Sheridan (but not with Ross Island Bridgehead project, which would increase traffic on SW 1st Avenue).

### Not recommended because:

- C. Barbur via 4th Ave/Second Ave** would:
  - Require significant structure and tunneling at a high cost without advantages over other options.
- E. Naito to SW 1st Avenue - extended downtown** would:
  - Affect traffic operations on SW 1st Avenue, which is currently one-way southbound;
  - Cause conflicts with auto traffic in the CBD, especially at the Hawthorne Bridgehead where either LRT or outbound traffic would lose signal priority.
- H. South Waterfront - bridge/tunnel to Naito** and **I. South Waterfront - tunnel to OHSU** would:
  - Provide an indirect connection between the transit mall and the corridor;
  - Require significant structure (bridges and/or tunnels) that would be very expensive;
  - Cause significant construction impacts near OHSU's Collaborative Life Sciences Building and planned Schnitzer campus, streetcar, and Portland-Milwaukie LRT.

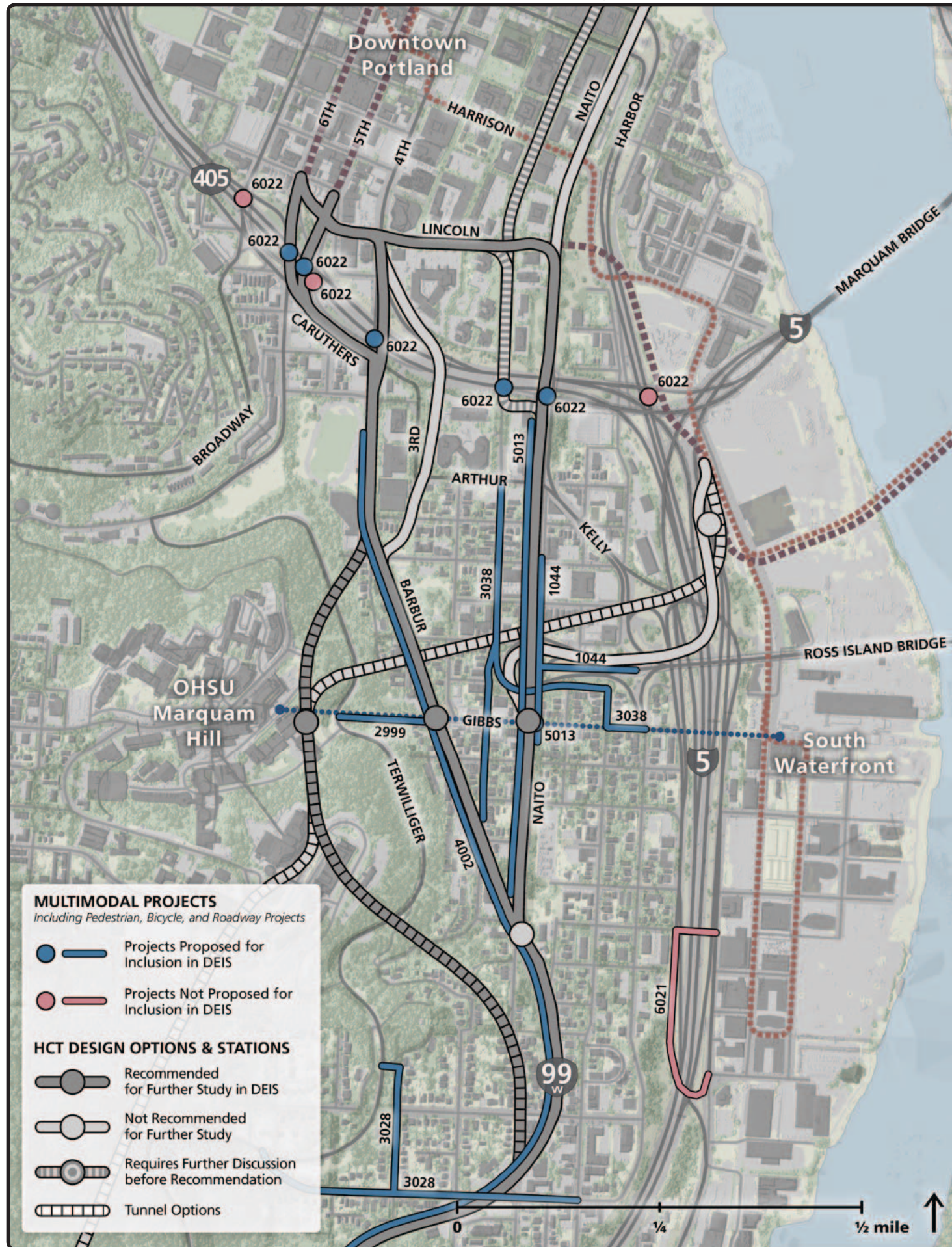
ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>1. Tie-In to Existing Transit</b>								
B	Barbur via Fourth Ave (with OHSU elevator)	●	●	●	●	●	●	●
C	Barbur via Fourth Ave/Second Ave (with OHSU elevator)	●	●	○	●	●	●	●
D	Naito via First Ave (with OHSU elevator)	●	●	●	●	●	●	●
E	Naito via First Ave - extended downtown (with OHSU elevator, no connection to transit mall)	●	●	●	●	●	●	●
F	Naito (to transit mall, with OHSU elevator)	●	●	●	●	●	●	●
H	South Waterfront - bridge/tunnel to Naito	○	○	●	●	●	●	●
I	South Waterfront - tunnel to OHSU	○	○	●	●	●	●	●

CAP = Capital Costs / TRA = Travel Time / ACC = Accessibility to Transit / ENV = Environmental Impacts / DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ● ● ● ● Worst ○

Proposed for Further Study in DEIS Not Proposed for Further Study in DEIS Requires Further Discussion before Recommendation

# 1. Tie-In to Existing Transit: Multimodal Projects



## Multimodal Projects

Multimodal projects recommended to advance include pedestrian and bicycle projects intended to improve access to potential station areas south of downtown. They also include modifications to the Ross Island Bridgehead if Naito is the selected alignment in order to provide people the ability to safely access stations and walk and bike along the corridor without having to contend with high-speed vehicle traffic and expressway ramps. If Naito is not the selected alignment, the recommendation includes one or more pedestrian crossings of Naito to reduce the barrier effect within the neighborhood. One project was outside the immediate walkshed of any potential station area and was not recommended.

###	Project Title	Cost	Draft DEIS Recommendation
City/Ownership	Project Description	Primary Mode	
<b>1044</b> Portland ODOT	<b>South Portland Circulation and Connectivity (Ross Island Bridge ramp connections)</b> Adds a new ramp connection between I-405 and the Ross Island Bridge from Kelly Avenue. Restore at-grade intersections along Naito Parkway, with new signalized intersections at Ross Island Bridge access and at Hooker Street. Removes several existing roadways and ramp connections.	\$\$\$\$ Auto/ Freight	With Naito alignment: Include
<b>2999</b> Portland	<b>Pedestrian connection from Barbur to Terwilliger at Gibbs</b> Construct a new pedestrian walkway under the tram within the Gibbs right-of-way through the Terwilliger Parkway. The steep grade and forested area will require lighting and stairs.	\$ Pedestrian	With Barbur/Naito station near Gibbs: Include
<b>3028</b> Portland	<b>Inner Hamilton bikeway -from SW Terwilliger Blvd to SW Corbett Ave</b> Enhanced shared roadway. Includes connection to Terwilliger on SW Hamilton Terrace	¢ Bicycle	With Barbur/Hamilton station: Include
<b>3038</b> Portland	<b>Lower SW 1st bikeway -from SW Barbur Blvd to SW Arthur St</b> Multiple bicycle facility types: separated in-roadway (Corbett: Gibbs - Grover); bicycle boulevard (all other segments). Includes connection to SW Kelly Ave on SW Grover St and SW Corbett Ave	¢ Bicycle	With Barbur/Naito station near Gibbs: Include
<b>4002</b> Portland ODOT	<b>Barbur Blvd, SW (3rd - Terwilliger): Multimodal Improvements</b> Construct Improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes, sidewalks, and crossing improvements.	\$\$ Multimodal	With Barbur alignment: Include
<b>5013</b> Portland ODOT	<b>Naito/South Portland Improvements (left turn pockets with bike/ped and remove tunnel, ramps and viaduct)</b> Reconstruct Naito Pkwy as two-lane road w/bike lanes, sidewalks, left turn pockets, & on-street parking. Remove grade separation along Naito at Barbur Blvd. (tunnel), the Ross Island Bridge, Arthur/Kelly (viaduct), and the Grover pedestrian bridge.	\$\$\$\$ Multimodal	With Barbur station: Include signalized pedestrian crossing(s) of Naito near station (1%) With Naito alignment: Include
<b>6022</b> Portland ODOT	<b>I-405 Bike/Ped Crossing Improvements</b> Improve opportunities for bicycles and pedestrians to cross over/under I-405 on Harbor Drive, Naito Parkway, 1st, 4th, 5th, 6th and Broadway	\$ Bike/Ped	All options: Consider opportunity to address with HCT crossing of I-405

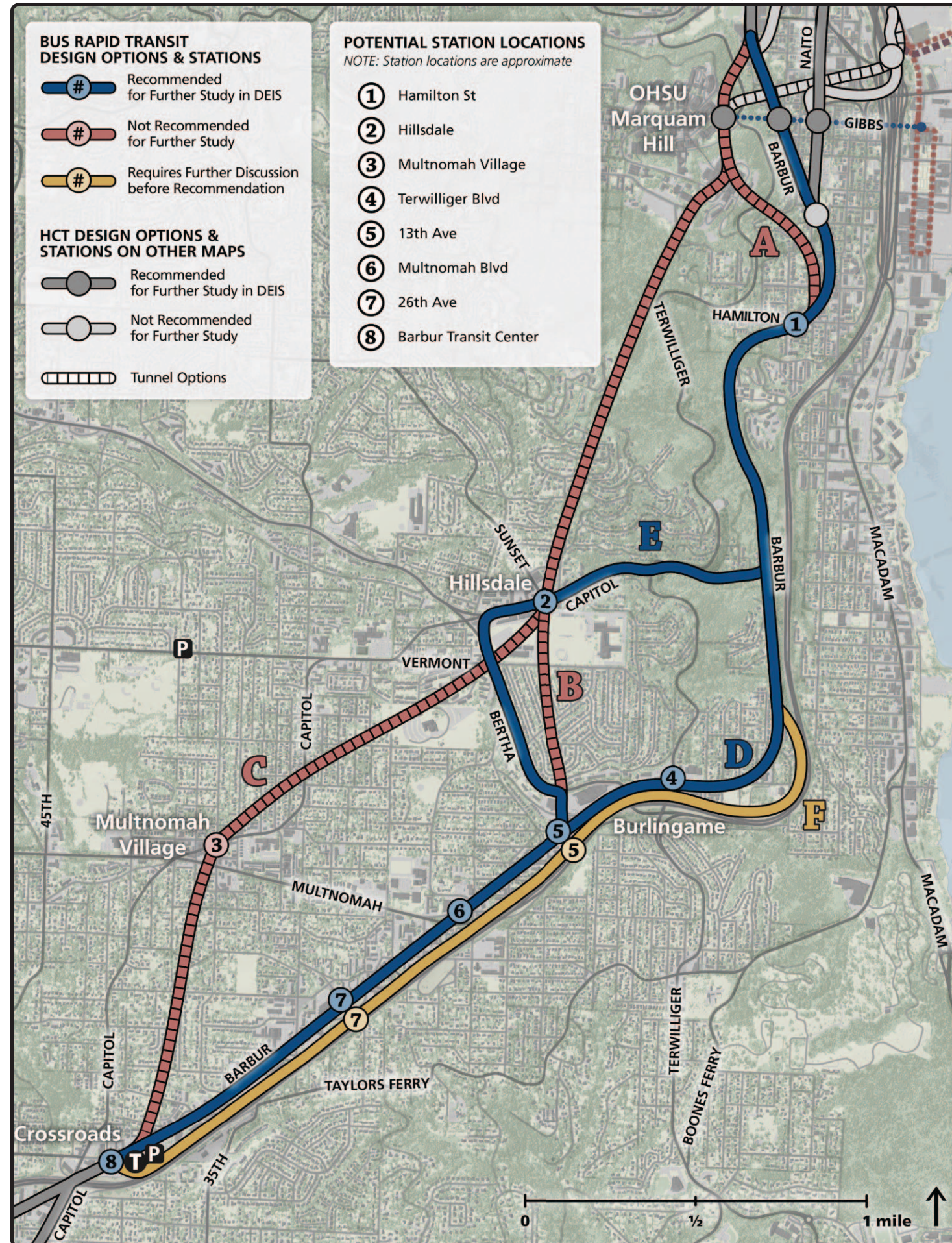
Include in DEIS    Include Partially    Do Not Include

Cost: ¢ = up to \$500,000    \$ = up to \$5M    \$\$ = up to \$10M    \$\$\$ = up to \$20 M    \$\$\$\$ = more than \$20M

## 2. South Portland to Barbur Transit Center



## 2. South Portland to Barbur Transit Center: BRT Design Options



### Design Options

Options in this section prioritize either development potential and accessibility (Barbur, Hillsdale Loop options) or physical separation of HCT from traffic (Adjacent to I-5 option, tunnel options).

#### Recommended for further study because:

##### D. Barbur Boulevard would:

- Support the City of Portland's Barbur Concept Plan, which identifies HCT as a necessary component of the vision for Barbur Boulevard;
- Include the addition or improvement of sidewalks, bike facilities, storm water features, and other streetscaping;
- Include new bike and pedestrian facilities adjacent to existing Newbury and Vermont viaducts;
- Cost significantly less than the tunnel options and an estimated \$44M/\$70M (2014\$/2023\$ with finance costs) less than the Hillsdale loop option.

##### E. Barbur – Hillsdale loop using Capitol Hwy & Bertha would:

- Provide HCT service to Hillsdale without a tunnel and without bypassing significant numbers of households or employment where the alignment would deviate from SW Barbur Boulevard;
- Potentially include addition of new pedestrian/bicycle structure parallel to the Newbury and Vermont viaducts (not a complete replacement) despite the alignment bypassing them.

#### Further discussion required because:

##### F. Adjacent to I-5 would:

- Avoid key intersections and business accesses along SW Barbur Boulevard;
- Require significant structure on steep slopes to avoid Barbur Boulevard and ramps;
- Cost significantly more than the Barbur option;
- Provide more limited support for the Barbur Concept Plan;
- Result in more difficult pedestrian connections to stations;
- Not include pedestrian and bike improvements to Barbur Boulevard or along the BRT alignment.

#### Not recommended because:

##### A. Short Tunnel – exit at Hamilton would:

- Be very expensive and compromise the lower cost advantage of the BRT mode over LRT;
- Result in severe construction impacts.

##### B. Medium Tunnel – exit at Bertha would:

- Be very expensive;
- Result in severe construction impacts.

##### C. Long Tunnel – exit at Barbur Transit Center would:

- Be very expensive;
- Result in severe construction impacts;
- Not support the Barbur Concept Plan as HCT would bypass the historic section of the boulevard.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>2. South Portland to Barbur Transit Center</b>								
A	Short Tunnel - exit at Hamilton	○	●	●	●	●	●	●
B	Medium Tunnel - exit at Bertha	○	●	○	●	●	●	●
C	Long Tunnel - exit at Barbur Transit Center	○	●	○	●	○	●	●
D	Barbur - South Portland to Crossroads	●	●	●	●	●	●	○
E	Barbur - Hillsdale loop using Capitol Hwy & Bertha	●	○	●	○	●	●	○
F	Adjacent to I-5	●	●	○	○	●	○	●

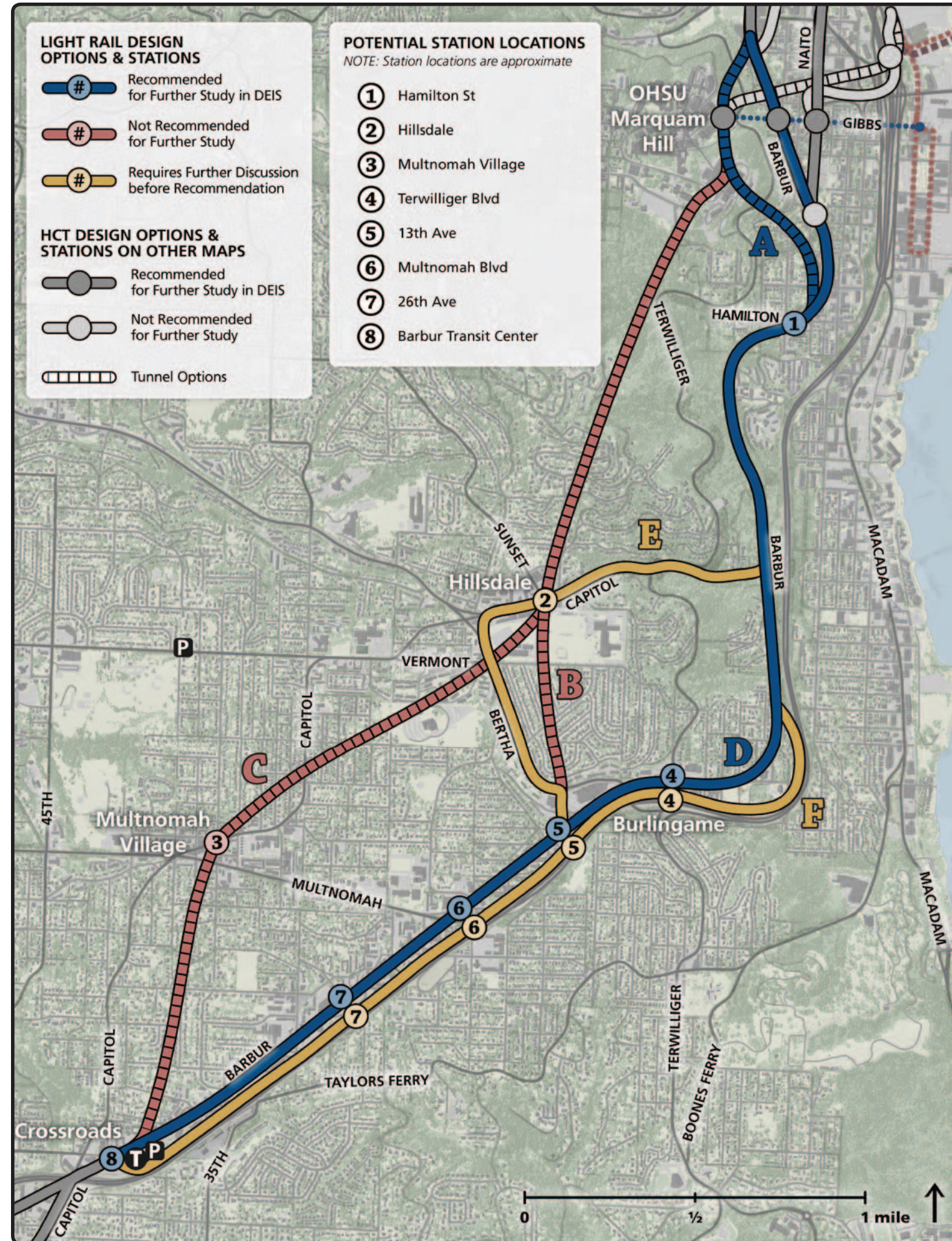
CAP = Capital Costs / TRA = Travel Time / ACC = Accessibility to Transit / ENV = Environmental Impacts

DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ● ● ● ○ Worst

Proposed for Further Study in DEIS Not Proposed for Further Study in DEIS Requires Further Discussion before Recommendation

## 2. South Portland to Barbur Transit Center: LRT Design Options



SOUTHWEST CORRIDOR REFINEMENT PHASE: DRAFT RECOMMENDATION

### Design Options

Options in this section prioritize either development potential and accessibility (Barbur, Hillsdale Loop options) or physical separation of HCT from traffic (Adjacent to I-5 option, tunnel options).

#### Recommended for further study because:

D. Barbur Boulevard would:

- Support the City of Portland's Barbur Concept Plan, which identifies HCT as a necessary component of the vision for Barbur Boulevard;
- Include the addition or improvement of sidewalks, bike facilities, storm water features, and other streetscaping;
- Include replacement of the Newbury and Vermont viaducts, complete with sidewalks and bike lanes.
- Cost an estimated \$918/\$1,461M (2014\$/2023\$ with finance costs) less than the short tunnel option;
- Result in fewer construction impacts to the neighborhood, compared to tunnel options that would include significant impacts at both portals—near Duniway Park to the north and near Hamilton Street to the south.

A. Short Tunnel – exit at Hamilton would:

- Serve Marquam Hill/OHSU with a deep station similar to the MAX station at the Oregon Zoo;
- Avoid traffic congestion in the northern section of SW Barbur Boulevard, although it would also not serve the Lair Hill neighborhood, in contrast to surface options that would include an elevator between Marquam Hill/OHSU and SW Barbur Boulevard in the vicinity of Gibbs Street;
- Result in reliable travel times.

#### Further discussion required because:

E. Barbur – Hillsdale loop using Capitol Hwy & Bertha would:

- Provide HCT service to Hillsdale without bypassing significant numbers of households or employment where the alignment would deviate from SW Barbur Boulevard;
- Potentially include the addition of a new pedestrian/ bicycle structure parallel to the Newbury and Vermont viaducts despite the alignment bypassing them;
- Require a cut-and cover tunnel to avoid the commercial section of Hillsdale, resulting in higher costs.

F. Adjacent to I-5 would:

- Avoid key intersections and business accesses along SW Barbur Boulevard;
- Require significant structure on steep slopes to avoid Barbur Boulevard and ramps;
- Cost an estimated \$87/\$138M (2014\$/2023\$ with finance costs) more than Barbur option;
- Provide more limited support for the Barbur Concept Plan;
- Result in more difficult pedestrian connections to stations;
- Not include pedestrian and bike improvements to Barbur Boulevard or along the LRT alignment.

#### Not recommended because:

B. Medium Tunnel – exit at Bertha would:

- Be very expensive;
- Result in severe construction impacts.

C. Long Tunnel – exit at Barbur Transit Center would:

- Be very expensive;
- Result in severe construction impacts;
- Not support the Barbur Concept Plan as HCT would bypass the historic section of the boulevard.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>2. South Portland to Barbur Transit Center</b>								
A	Short Tunnel - exit at Hamilton	○	○	○	○	○	○	○
B	Medium Tunnel - exit at Bertha	○	●	○	●	○	○	○
C	Long Tunnel - exit at Barbur Transit Center	○	○	○	○	○	○	○
D	Barbur - South Portland to Crossroads	●	○	○	○	○	○	○
E	Barbur - Hillsdale loop using Capitol Hwy & Bertha (tunnel)	○	○	○	○	○	○	○
F	Adjacent to I-5	○	○	○	○	○	○	○

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Best ● ● ● ● ● Worst ○

Proposed for Further Study in DEIS Not Proposed for Further Study in DEIS Requires Further Discussion before Recommendation

## 2. South Portland to Barbur Transit Center: Multimodal Projects



SOUTHWEST CORRIDOR REFINEMENT PHASE: DRAFT RECOMMENDATION

### Multimodal Projects

Multimodal projects recommended to advance include pedestrian and bicycle projects intended to improve access to potential station areas along the alignment options. This section of the corridor is especially lacking in pedestrian and bicycle facilities and requires extra attention to get people to stations without driving. Several projects were outside the immediate walkshed of any potential station area and were not recommended.

### City/Ownership	Project Title Project Description	Cost Primary Mode	Draft DEIS Recommendation
1020 Portland	<b>Beaverton Hillsdale / Bertha / Capitol Hwy. Intersection Improvements</b> Redesign intersection to improve safety.	\$ Auto/ Freight	With surface Hillsdale/Capitol alignment: Include
1044 Portland ODOT	<b>South Portland Circulation and Connectivity (Ross Island Bridge ramp connections)</b> Adds a new ramp connection between I-405 and the Ross Island Bridge from Kelly Avenue. Restore at-grade intersections along Naito Parkway, with new signalized intersections at Ross Island Bridge access and at Hooker Street. Removes several existing roadways and ramp connections.	\$\$\$\$ Auto/ Freight	With Naito alignment: Include
1048 Portland	<b>Traffic Calming</b> Calm traffic in the Burlingame and Hillsdale retail districts	¢ Auto/ Freight	With Hillsdale station: Include station access and safety treatments in Hillsdale TC (50%)
2004 Portland	<b>26th Ave, SW (Spring Garden - Taylors Ferry): Pedestrian Improvements</b> Construct a walkway for pedestrian travel and access to transit and install street lighting	¢ Pedestrian	With Barbur/26th station: Include
2011 Portland ODOT	<b>Connections to Transit/Transit Improvements: Barbur &amp; Taylors Ferry</b> New steps/ramp connecting SW Taylors Ferry frontage road to Barbur across from transit center at existing signalized crossing	¢ Pedestrian	All options: Include. Note: may be funded through ODOT.
2041 Portland	<b>SW 19th Ave sidewalks: Barbur - Spring Garden</b> Construct new sidewalks where none exist (DA)	¢ Pedestrian	With Barbur/Multnomah station: Include
3017A Portland	<b>Capitol Hill Rd bikeway -from SW Barbur Blvd to SW Bertha Blvd</b> Multiple bicycle facility types: bicycle boulevard or enhanced shared roadway (Barbur - Troy; 21st - Custer); bicycle boulevard or advisory bike lane (Troy - 21st); enhanced shared roadway (Custer - Bertha)	¢ Bicycle	With Barbur/Multnomah station: Include
3017B Portland	<b>Capitol Hill Rd sidewalks -from SW Barbur Blvd to SW Bertha Blvd</b> Install sidewalk on Capitol Hill Road from Barbur to Bertha	\$ Pedestrian	With Barbur/Multnomah station: Include from Barbur to existing sidewalk at Custer Park (35%)
3028 Portland	<b>Inner Hamilton bikeway -from SW Terwilliger Blvd to SW Corbett Ave</b> Enhanced shared roadway. Includes connection to Terwilliger on SW Hamilton Terrace	¢ Bicycle	With Barbur/Hamilton station: Include
3033A Portland	<b>Inner Troy bikeway -from SW Capitol Hwy to SW Capitol Hill Rd</b> Bike boulevard from SW Capitol Hwy to SW Capitol Hill Rd	¢ Bicycle	With Barbur/Multnomah station: Include

Multimodal Projects Continued on Next Page

Include in DEIS    Include Partially    Do Not Include

Cost: ¢ = up to \$500,000    \$ = up to \$5M    \$\$ = up to \$10M    \$\$\$ = up to \$20 M    \$\$\$\$ = more than \$20M

## 2. South Portland to Barbur Transit Center: Multimodal Projects

DISCUSSION DRAFT 5/6/14

#### City/Ownership	Project Title Project Description	Cost Primary Mode	Draft DEIS Recommendation
3033B Portland	<b>Inner Troy sidewalks - from SW Capitol Hwy to SW Capitol Hill Rd</b> Install sidewalk from SW Capitol Hwy to SW Capitol Hill Rd	\$ Pedestrian	Do not include
3093B Portland	<b>Terwilliger sidewalk (Capitol to Terwilliger Pl)</b> Provide sidewalk from SW Capitol Hwy south to SW Terwilliger Place	¢ Pedestrian	Do not include
3069B Portland	<b>Spring Garden/Dolph Ct, SW (Capitol Hwy - Barbur): Sidewalks</b> Install sidewalk along Dolph Ct from Capitol Hwy to 26th Way and along Spring Garden from 26th Way to Barbur	\$ Pedestrian	With Barbur/26th or Barbur/Multnomah station: Include from 27th Ave to intersection of 26th Way/Dolph Ct. (15%)
3093A Portland	<b>Terwilliger bikeway gaps</b> Separated bicycle route in-roadway. Eliminate key gaps in the Terwilliger Blvd bikeway.	¢ Bicycle	With Terwilliger station: Include lower section (near Barbur) (50%)
3101 Portland	<b>Vermont-Chestnut bikeway -from SW Capitol Hwy to SW Terwilliger Blvd</b> Bicycle boulevard	¢ Bicycle	With Terwilliger station: Include
4002 Portland ODOT	<b>Barbur Blvd, SW (3rd - Terwilliger): Multimodal Improvements</b> Construct Improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes, sidewalks, and crossing improvements.	\$\$ Multimodal	With Barbur alignment: Include
5005 Portland ODOT	<b>Barbur Blvd, SW (Terwilliger - City Limits): Multimodal Improvements</b> Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhance transit access and stop locations, and bike lanes (Terwilliger - SW 64th or Portland City Limits).	\$\$\$\$ Multimodal	Barbur stations including Tunnel and I-5 options: Include within 1/2 mile of stations (20%) With Barbur alignment: Include
5009 Portland	<b>Capitol Hwy Improvements (replace roadway and add sidewalks)</b> Improve SW Capitol Highway from SW Multnomah Boulevard to SW Taylors Ferry Road per the Capitol Highway Plan. Replace Existing Roadway and add sidewalks, bike lanes and green stormwater features.	\$\$\$ Multimodal	All options: Include one side from Taylors Ferry to Alice Street (15%)
5010 Portland	<b>Capitol Hwy, SW (Terwilliger - Sunset): Multimodal Improvements</b> Construct sidewalks, crossing improvements for access to transit and bike improvements, and install left turn lane at the Capitol/Burlingame intersection	\$ Multimodal	With surface Hillsdale/Capitol alignment: Include
5013 Portland ODOT	<b>Naito/South Portland Improvements (left turn pockets with bike/ped and remove tunnel, ramps and viaduct)</b> Reconstruct Naito Pkwy as two-lane road w/bike lanes, sidewalks, left turn pockets, & on-street parking. Remove grade separation along Naito at Barbur Blvd. (tunnel), the Ross Island Bridge, Arthur/Kelly (viaduct), and the Grover pedestrian bridge.	\$\$\$\$ Multimodal	With Barbur station: Include signalized pedestrian crossing(s) of Naito near station (1%) With Naito alignment: Include
5059 Portland ODOT	<b>SW Portland/ Crossroads Multimodal Project (roadway realignments and modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp)</b> Implement Barbur Concept Plan walk audit recommendations in the SW Portland TC, including modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp to support safer and more efficient operation for all modes. Project specifics include intersection types and roadway realignments to be refined.	\$\$\$\$ Multimodal	All options: Include multimodal investment at the Barbur/Capitol/Huber/Taylors Ferry intersections at this location. Includes improved pedestrian crossings. (5%)
6003 Portland	<b>Multnomah viaduct bicycle and pedestrian facilities</b> Construct new bicycle and pedestrian facilities on Barbur at/parallel to Multnomah Blvd. viaduct	\$ Bike/Ped	With Barbur alignment: Include

#### City/Ownership	Project Title Project Description	Cost Primary Mode	Draft DEIS Recommendation
6021 Portland	<b>Hood Avenue Pedestrian Improvements (Lane to Macadam)</b> Install sidewalk with barrier along east side and pedestrian crossing at Lane Street	\$ Bike/Ped	Do not include
6034 Portland	<b>Taylors Ferry, SW (Capitol Hwy - City Limits): Bicycle &amp; Pedestrian Improvements</b> SW Taylors Ferry Rd: Provide bicycle lanes, including shoulder widening and drainage, and construct sidewalks for access to transit	\$ Bike/Ped	All options: Include Capitol to 49th (40%)
9005 Portland	<b>Red Electric Trail: Fanno Creek Trail to Willamette Park</b> Provide east-west route for pedestrians and cyclists in SW Portland that connects and extends the existing Fanno Creek Greenway Trail to Willamette Park. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$\$\$ Multi-Use Trail	With Hillsdale station: Include Hillsdale to Shattuck (10%)
9007 Portland	<b>Slavin Road to Red Electric Trail: Barbur to Corbett</b> Build Multi use trail on Slavin Road from Barbur to Corbett. The Red Electric Trail is listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$ Multi-Use Trail	Do not include

Include in DEIS    Include Partially    Do Not Include

Cost: ¢ = up to \$500,000    \$ = up to \$5M    \$\$ = up to \$10M    \$\$\$ = up to \$20 M    \$\$\$\$ = more than \$20M

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### 3. PCC Area



Design Options

Options in this section are differentiated by how they serve the PCC-Sylvania campus. BRT could serve the campus directly by a surface option via Capitol Highway or by tunnel; the surface option via Barbur would require a longer walk to campus, but would result in a much faster alignment compared to Capitol Highway options, and a much less expensive alignment compared to tunnel options.

Recommended for further study because:

B. Barbur – Crossroads to Tigard (with improved PCC walk via SW 53rd Avenue) would:

- Prioritize travel time, saving approximately four minutes over BRT routes to the PCC campus;
- Feature an improved walk connection to the PCC campus from SW 53rd Avenue, with a raised station, and paving and sidewalks on SW 53rd Avenue. The walk would be slightly less than 1/3 mile uphill to the edge of the PCC property, and nearly 1/2 mile to PCC buildings;
- Support a new park and ride lot on vacant property north of SW Barbur Boulevard at SW 55th Avenue.

A. PCC Campus (Front Door or Circumferential around north end) would:

- Prioritize accessibility and development potential, serving the PCC-Sylvania campus directly;
- Include an additional station on SW Capitol Highway.

F. New bridge over I-5 (crossing option for campus routes) would:

- Provide the fastest travel time;
- Minimize disruptions to residential neighborhoods near PCC.

Not recommended because:

C. Short Tunnel via Barbur,

D. Tunnel via Barbur, and

E. Tunnel via Capitol Hwy would:

- Be expensive and compromise the lower cost advantage of the BRT mode over LRT;
- Result in severe construction impacts.

G. Lower Haines Road (crossing option for campus routes) would:

- Impact properties by widening at least one side of Lesser Road to provide adequate space for BRT, bike lanes and sidewalks;
- Require sharp turning movements and operation on steep grades that would slow the BRT.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>3a. PCC Area</b>								
A	PCC Campus via Capitol Hwy (uses either I-5 crossing)	●	○	●	●	●	●	●
B	Barbur - Crossroads to Tigard (with improved PCC walk via SW 53rd, uses new bridge I-5 crossing)	●	●	●	●	●	●	●
C	Short Tunnel via Barbur (uses new bridge I-5 crossing)	○	●	●	○	●	●	●
D	Tunnel via Barbur (tunnels under I-5)	○	●	●	●	●	●	●
E	Tunnel via Capitol Hwy (tunnels under I-5)	○	●	●	●	●	●	●
<b>3b. PCC Area - I-5 Crossing Options for Campus Routes</b>								
F	New Bridge over I-5	●	●	●	●	●	●	●
G	Lower Haines Road	●	○	●	●	●	●	●

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Best ● ● ● ● ● Worst ○

Proposed for Further Study in DEIS (Blue background) / Not Proposed for Further Study in DEIS (Red background)



Design Options

Options in this section are differentiated by how they serve the PCC-Sylvania campus. Because of the steep topography, LRT could only provide direct service to the campus by tunnel. The surface option via Barbur would require a longer walk to campus, but would be much less expensive and disruptive to the neighborhood to construct and would provide a more direct route for riders not accessing PCC.

Recommended for further study because:

B. Barbur – Crossroads to Tigard (with improved PCC walk via SW 53rd Avenue) would:

- Be the least expensive option;
- Feature an improved walk connection to the PCC campus from SW 53rd Avenue, potentially with a raised station, and paving and sidewalks on SW 53rd Avenue. The walk would be slightly less than 1/3 mile uphill to the edge of the PCC property, and nearly 1/2 mile to PCC buildings;
- Support a new park and ride lot on vacant property north of SW Barbur Boulevard at SW 55th Avenue;
- Include a new transit crossing over I-5 to the Tigard Triangle.

Further discussion required because:

C. Short Tunnel via Barbur would:

- Serve PCC-Sylvania campus directly;
- Result in significant construction impacts to the neighborhood;
- Cost an estimated \$320/\$509M (2014\$/2023\$ with finance costs) more than the Barbur option;
- Likely be contingent on plans for future redevelopment of the campus area.

Not recommended because:

D. Tunnel via Barbur and

E. Tunnel via Capitol Hwy would:

- Be very expensive compared to the shorter tunnel option without providing significantly more benefit.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>3. PCC Area</b>								
B	Barbur - Crossroads to Tigard (with improved PCC walk via SW 53rd, uses new bridge I-5 crossing)	●	●	●	●	●	●	●
C	Short Tunnel via Barbur (uses new bridge I-5 crossing)	●	●	●	●	●	●	●
D	Tunnel via Barbur (tunnels under I-5)	○	○	○	○	○	○	○
E	Tunnel via Capitol Hwy (tunnels under I-5)	○	○	○	○	○	○	○

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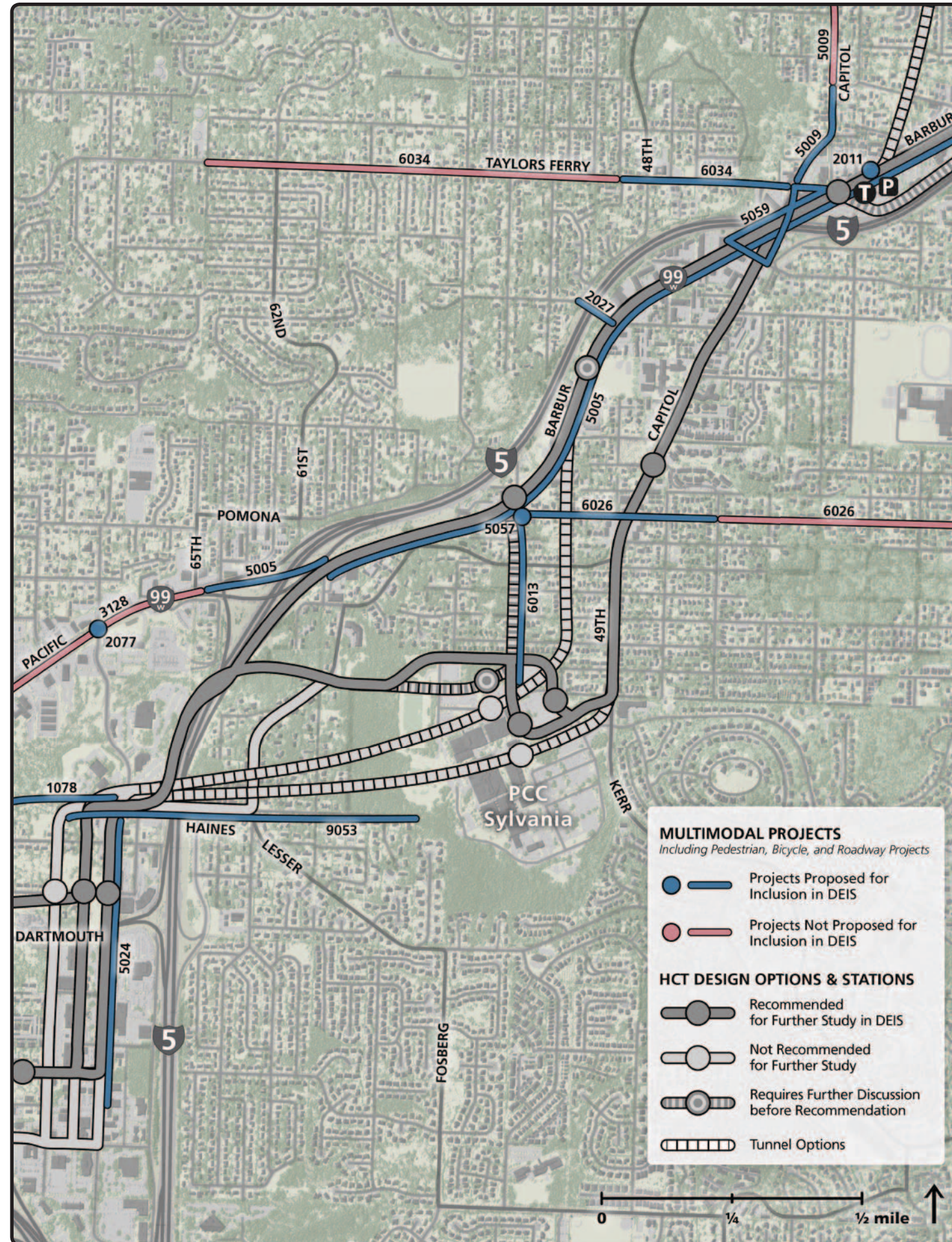
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Best ● ● ● ● ● Worst ○

Proposed for Further Study in DEIS Not Proposed for Further Study in DEIS Requires Further Discussion before Recommendation



### 3. PCC Area: Multimodal Projects



### Multimodal Projects

Multimodal projects recommended to advance include pedestrian and bicycle projects intended to improve access to potential station areas near PCC. If the alignment follows Barbur near I-5, a pedestrian connection over I-5 is recommended to improve station access for neighborhoods north of I-5.

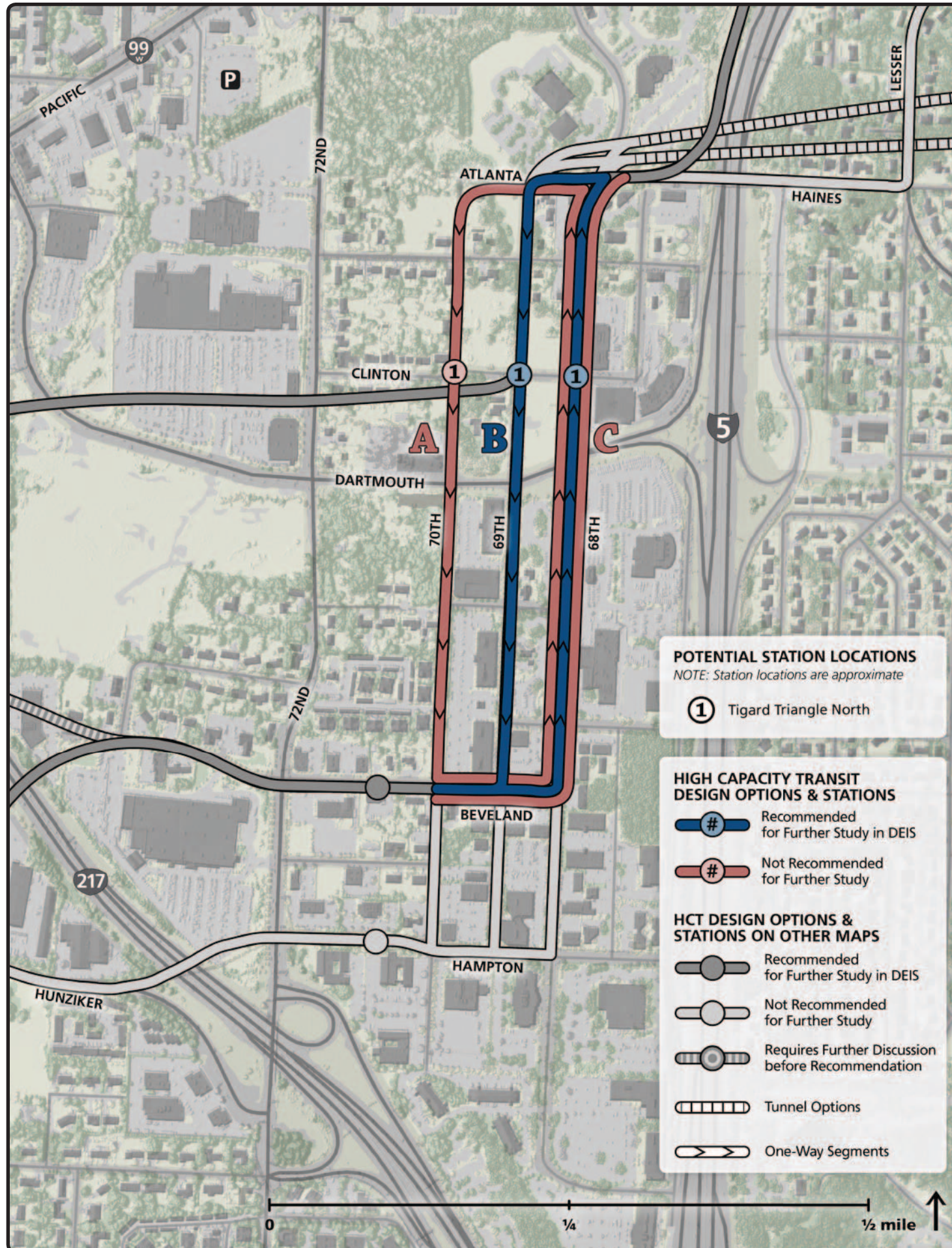
####	Project Title	Cost	Draft DEIS Recommendation
City/Ownership	Project Description	Primary Mode	
1078	<b>Atlanta Street Extension (new roadway)</b> Extend Atlanta Street west to Dartmouth Street	\$\$ Auto/ Freight	With North Triangle station: Include.
2011	<b>Connections to Transit/Transit Improvements: Barbur &amp; Taylors Ferry</b> New steps/ramp connecting SW Taylors Ferry frontage road to Barbur across from transit center at existing signalized crossing	¢ Pedestrian	All options: Include. Note: may be funded through ODOT.
2027	<b>Pedestrian Overpass near Markham School</b> Construct pedestrian path and bridge over Barbur Blvd. and I-5 to connect SW Alfred and SW 52nd to the rear of Markham School.	\$\$ Pedestrian	With Barbur/53rd station: Include adjacent to station-area if station is on Barbur
2077	<b>Tigard Transit Center crossing improvements.</b> Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersections of 99W and SW Greenburg Rd., 99W & SW Hall Blvd., and 99W & SW Dartmouth St.	\$ Pedestrian	All options: Include crosswalk visibility and timing elements at Greenburg, Hall, Dartmouth, 72nd, and 68th.
3128	<b>Pacific Hwy-99W Bike Lanes in Tigard</b> Fill in gaps in bike lanes along Pacific Hwy-99W within the Tigard city limits. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	\$ Bicycle	Do not include
5005	<b>Barbur Blvd, SW (Terwilliger - City Limits): Multimodal Improvements</b> Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhance transit access and stop locations, and bike lanes (Terwilliger - SW 64th or Portland City Limits).	\$\$\$\$ Multimodal	Barbur stations including Tunnel and I-5 options: Include within 1/2 mile of stations (20%) With Barbur alignment: Include
5009	<b>Capitol Hwy Improvements (replace roadway and add sidewalks)</b> Improve SW Capitol Highway from SW Multnomah Boulevard to SW Taylors Ferry Road per the Capitol Highway Plan. Replace Existing Roadway and add sidewalks, bike lanes and green stormwater features.	\$\$\$ Multimodal	All options: Include one side from Taylors Ferry to Alice Street (15%)
5024	<b>68th Avenue (widen to 3 lanes)</b> Widen to 3 lanes, or for transit, including sidewalks and bike lanes between Atlanta Street and south end	\$\$\$ Multimodal	With Triangle North station: Include sidewalk on one side from Atlanta to south of Baylor (2%) With 68th alignment: Include
5057	<b>SW 53rd and Pomona (improves safety of ped/bike users)</b> Reconfigure and improve intersection to manage traffic turning speeds, and improve safety of ped/bike users between Barbur and Pomona.	¢ Multimodal	With Barbur/53rd station: Include if station is on Barbur
5059	<b>SW Portland/ Crossroads Multimodal Project (roadway realignments and modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp)</b> Implement Barbur Concept Plan walk audit recommendations in the SW Portland TC, including modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp to support safer and more efficient operation for all modes. Project specifics include intersection types and roadway realignments to be refined.	\$\$\$\$ Multimodal	All options: Include multimodal investment at the Barbur/Capitol/ Huber/Taylors Ferry intersections at this location. Includes improved pedestrian crossings. (5%)
6013	<b>Barbur/PCC ped/bike Connection</b> Neighborhood greenway connection between Barbur and PCC via SW 53rd	¢ Bike/Ped	With Barbur/53rd station: Include if station is on Barbur
6026	<b>Pomona St: Bicycle and Ped improvements (35th to Barbur)</b> Provide bike lanes and sidewalks	\$ Bike/Ped	With Barbur/53rd station: Include from 53rd to 45th (50%)
6034	<b>Taylors Ferry, SW (Capitol Hwy - City Limits): Bicycle &amp; Pedestrian Improvements</b> SW Taylors Ferry Rd: Provide bicycle lanes, including shoulder widening and drainage, and construct sidewalks for access to transit	\$ Bike/Ped	All options: Include Capitol to 49th (40%)
9053	<b>Ped/Bike Connection between Tigard Triangle and PCC-Sylvania</b> Provide pedestrian/bicycle connection between the Tigard Triangle area and PCC-Sylvania	\$ Multi-Use Trail	All options: Consider opportunity to add ped/bike facilities to HCT connection

Include in DEIS    Include Partially    Do Not Include

Cost: ¢ = up to \$500,000    \$ = up to \$5M    \$\$ = up to \$10M    \$\$\$ = up to \$20 M    \$\$\$\$ = more than \$20M

## 4. Tigard Triangle

# 4. Tigard Triangle: Design Options for BRT and LRT



## Design Options

The options in this section would perform fairly similarly and are differentiated mainly by their locations and footprints within the Tigard Triangle, including couplet options and choices of using SW 68th, SW 69th, and SW 70th Avenues to connect the northern and southern areas of the Triangle. These options do not apply to the Clinton to Tigard Transit Center option in the following section (OR-217 Crossing), an option which would operate only in the northern section of the Triangle.

### Recommended for further study because:

- B. 68th/69th Couplet would:
- Result in more efficient transit and auto travel compared to the two-way option;
  - Require less right-of-way, resulting in fewer property impacts compared to other options;
  - Best support Tigard's High Capacity Transit Land Use Plan.

### Not recommended because:

- C. 68th Two-Way would:
- Require more right-of-way compared to couplet options.
- A. 68th/70th Couplet would:
- Require significantly more structure and property acquisition compared to the 68th/69th couplet due to the narrow width and steep slopes on SW 70th Avenue.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>4. Tigard Triangle</b>								
A	68th/70th Couplet	●	●	●	●	●	●	●
B	68th/69th couplet	●	●	●	●	●	●	●
C	68th Two-Way	●	●	●	●	●	●	●

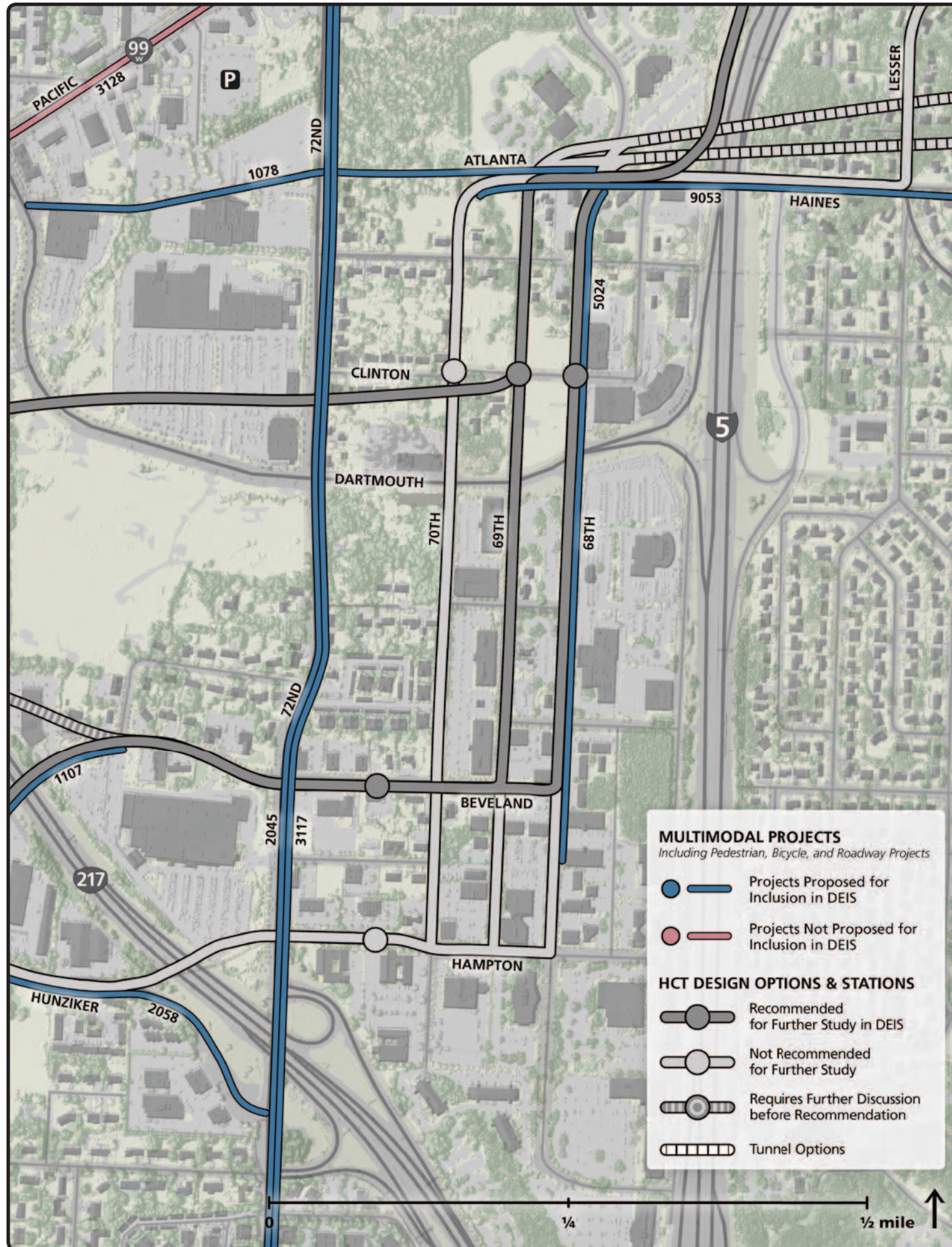
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Best ● ● ● ● ● Worst

Proposed for Further Study in DEIS Not Proposed for Further Study in DEIS

# 4. Tigard Triangle: Multimodal Projects



## Multimodal Projects

Multimodal projects recommended to advance in the Tigard Triangle include a new street connection, pedestrian and bicycle projects to improve access to potential station areas, and improving existing streets for transit. Filling gaps in the Pacific Highway bike lanes (the downtown viaduct in particular) were outside the immediate station area and were not recommended.

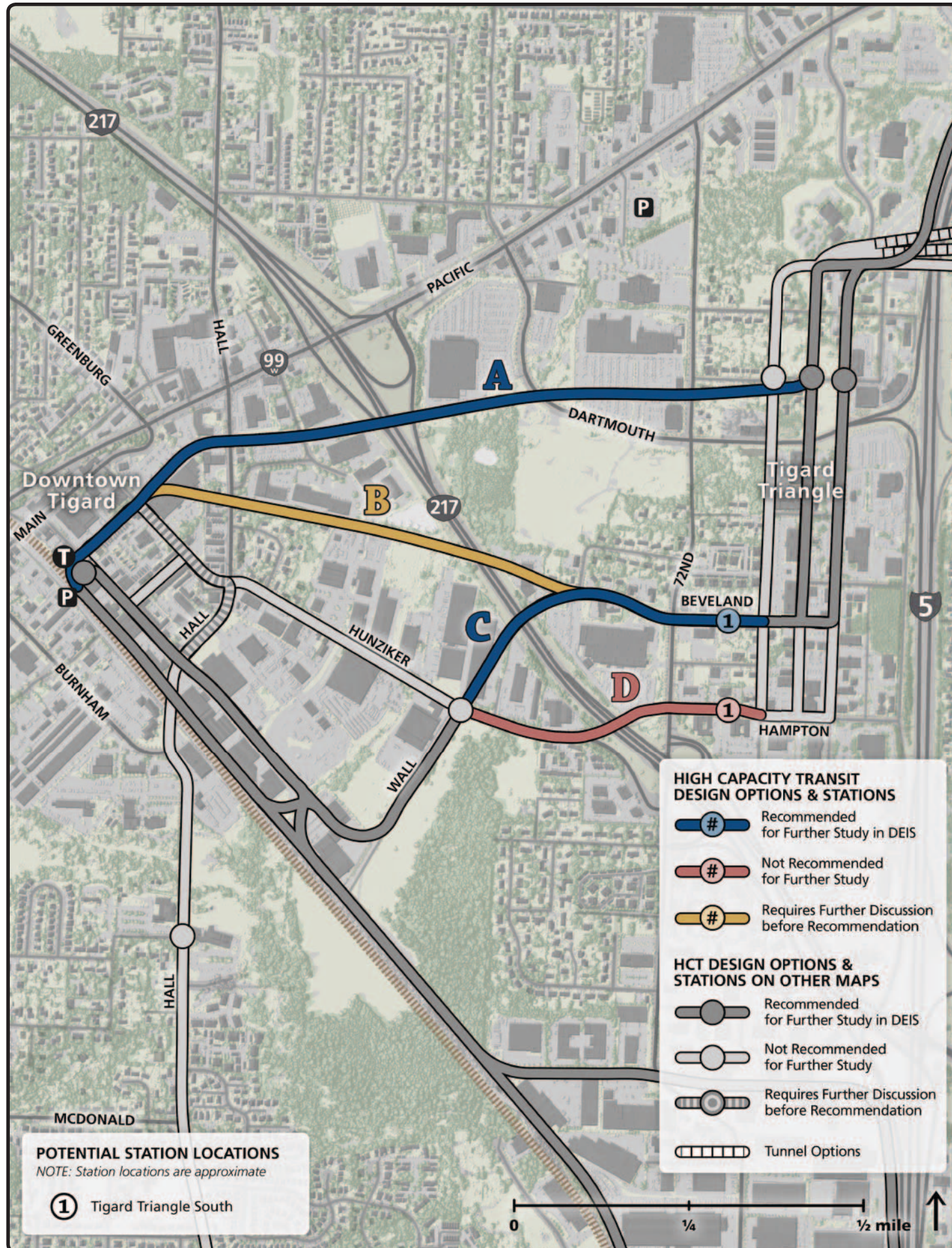
###	Project Title	Cost	Draft DEIS Recommendation
City/Ownership	Project Description	Primary Mode	
1078 Tigard	<b>Atlanta Street Extension (new roadway)</b> Extend Atlanta Street west to Dartmouth Street	\$\$ Auto/ Freight	With North Triangle station: Include.
1107 Tigard Washington Co.	<b>Hwy. 217 Over-crossing - Beveland/Hampton Connection</b> Build new connection between Hunziker Road and 72nd Avenue at Hampton or Beveland, requires over-crossing over Hwy 217, revises existing intersection.	\$\$\$\$ Auto/ Freight	With Beveland or Hampton alignment: Include
2045 Tigard	<b>72nd Avenue sidewalks: 99W to Bonita</b> Complete gaps in sidewalk on both sides of street from Highway 99W to Bonita Road	\$ Pedestrian	With Triangle North station: Include one side from 99W-Dartmouth (25%) With Triangle South station: Include one side Dartmouth-Hunziker (25%) With 72nd/Tech Center Drive station: Include west side Tech Center Dr-south of Landmark Ln (20%) With WES/Bonita station: Include east side Bonita-Landmark Ln (10%)
2058 Tigard	<b>Hunziker Street Sidewalks: 72nd to Hall</b> Install sidewalk on both sides of the street from 72nd Avenue to Hall Boulevard	\$ Pedestrian	With Hunziker/Beveland station: Include one side from Beveland overcrossing to 72nd (50%)
3117 Tigard Tualatin	<b>72nd Avenue bikeway: 99W to city limits</b> Install bike facilities on both sides of the street from Highway 99W to South City Limits	\$ Bicycle	All options: Include if done through re-striping (conversion from 3-lane to 2-lane with bike lanes)
3128 Tigard ODOT	<b>Pacific Hwy-99W Bike Lanes in Tigard</b> Fill in gaps in bike lanes along Pacific Hwy-99W within the Tigard city limits. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	\$ Bicycle	Do not include
5024 Tigard	<b>68th Avenue (widen to 3 lanes)</b> Widen to 3 lanes, or for transit, including sidewalks and bike lanes between Atlanta Street and south end	\$\$\$ Multimodal	With Triangle North station: Include sidewalk on one side from Atlanta to south of Baylor (2%) With 68th alignment: Include
9053 Portland Tigard	<b>Ped/Bike Connection between Tigard Triangle and PCC-Sylvania</b> Provide pedestrian/bicycle connection between the Tigard Triangle area and PCC-Sylvania	\$ Multi-Use Trail	All options: Consider opportunity to add ped/bike facilities to HCT connection

Include in DEIS    Include Partially    Do Not Include

Cost: ¢ = up to \$500,000    \$ = up to \$5M    \$\$ = up to \$10M    \$\$\$ = up to \$20 M    \$\$\$\$ = more than \$20M

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## 5. OR-217 Crossing



Design Options

The proposed connections between the Tigard Triangle and downtown Tigard provide a choice between speed and development opportunities. Clinton to Tigard Transit Center would be significantly faster than the other options and would result in a smaller footprint in downtown Tigard, but would serve only the northern portion of the Tigard Triangle and require a comparatively long structure. Other options would continue through the southern Triangle, an area with, commuter students, and redevelopment opportunities. Each crossing option could include a multimodal (auto/ped/bike) bridge at a higher cost; a new auto connection would be preferred in the southern portion of the Triangle to the northern portion. Wetlands impacts could be a concern for the Clinton to Tigard Transit Center and for the Beveland North options.

Recommended for further study because:

A. Clinton to Tigard Transit Center would:

- Prioritize travel time, with a shorter alignment and higher speeds compared to other options;
- Avoid congested intersections at the southern end of the Triangle;
- Avoid impacts to existing industrial properties that would be affected by other options.

C. Beveland South would:

- Prioritize development with a second station in the Tigard Triangle, supporting the Tigard High Capacity Transit Land Use Plan and providing greater accessibility throughout the Triangle;
- Include a potential station, park & ride lot, and redevelopment opportunities near SW Hunziker;
- Include a multimodal facility that would provide an alternative to the existing Hunziker Street bridge and could alleviate some auto congestion around the SW 72nd Avenue interchange.

Further discussion required because:

B. Beveland North would:

- Provide a second station in the Tigard Triangle;
- Provide a more direct connection to the Tigard Transit Center compared to the Beveland South option.

Not recommended because:

D. Hampton would:

- Impact traffic at the OR-217 interchanges at SW Hunziker road and SW 72nd Avenue;
- Be the least direct, slowest option without providing access to additional riders.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>5. OR-217 Crossing</b>								
A	Clinton to Tigard Transit Center	●	●	○	●	●	●	●
B	Beveland North	●	●	○	○	●	●	●
C	Beveland South	●	○	●	○	●	●	●
D	Hampton	●	○	●	○	●	●	●

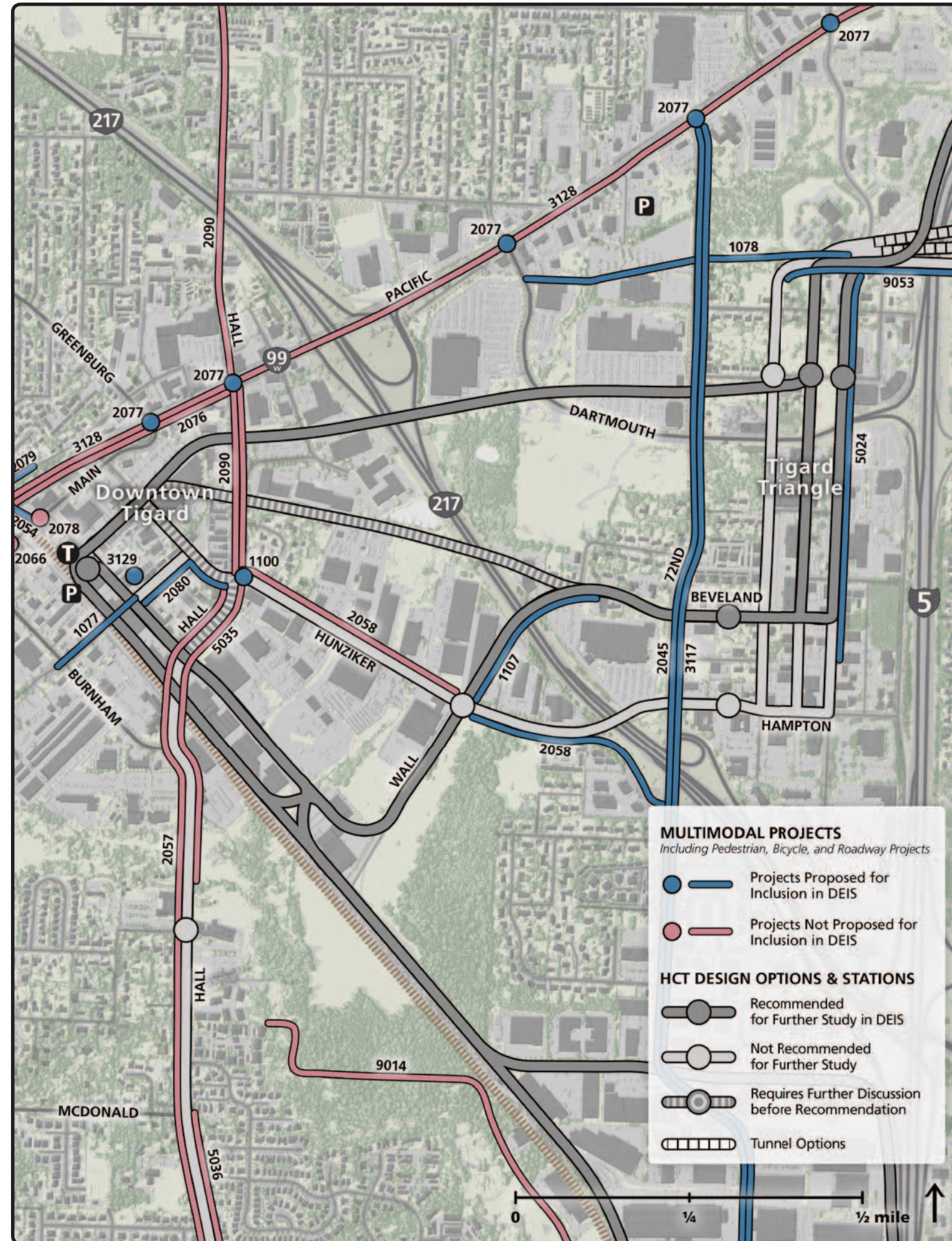
CAP = Capital Costs / TRA = Travel Time / ACC = Accessibility to Transit / ENV = Environmental Impacts

DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ● ● ● ● Worst ○

Proposed for Further Study in DEIS Not Proposed for Further Study in DEIS Requires Further Discussion before Recommendation

# 5. OR-217 Crossing: Multimodal Projects



## Multimodal Projects

Multimodal projects recommended to advance include a new multimodal street connection over OR 217 and sidewalk projects to improve access to potential station areas.

###	Project Title	Cost	Draft DEIS Recommendation
City/Ownership	Project Description	Primary Mode	
1107 Tigard Wash. Co.	<b>Hwy. 217 Over-crossing - Beveland/Hampton Connection</b> Build new connection between Hunziker Road and 72nd Avenue at Hampton or Beveland, requires over-crossing over Hwy 217, revises existing intersection.	\$\$\$\$ Auto/ Freight	With Beveland or Hampton alignment: Include
2045 Tigard	<b>72nd Avenue sidewalks: 99W to Bonita</b> Complete gaps in sidewalk on both sides of street from Highway 99W to Bonita Road	\$ Pedestrian	With Triangle North station: Include one side from 99W-Dartmouth (25%) With Triangle South station: Include one side Dartmouth-Hunziker (25%) With 72nd/Tech Center Drive station: Include west side Tech Center Dr-south of Landmark Ln (20%) With WES/Bonita station: Include east side Bonita-Landmark Ln (10%)
2054 Tigard	<b>Commercial Street sidewalks: Main to Lincoln</b> Install sidewalks on both sides of the street from Main Street to Lincoln Street	¢ Pedestrian	All options: Include on one side of street. Note: may be funded through STIP
2057 Tigard	<b>Hall Boulevard sidewalks: Hunziker to city limits</b> Complete gaps in sidewalk on alternating sides of street from Hunziker Street to the South City Limits	\$ Pedestrian	Do not include
2058 Tigard	<b>Hunziker Street Sidewalks: 72nd to Hall</b> Install sidewalk on both sides of the street from 72nd Avenue to Hall Boulevard	\$ Pedestrian	With Hunziker/Beveland station: Include one side from Beveland overcrossing to 72nd (50%)
2066 Tigard ODOT	<b>Tigard Town Center (Downtown) Pedestrian Improvements</b> Improve sidewalks, lighting, crossings, bus shelters and benches throughout the downtown including: Highway 99W, Hall Blvd, Main Street, Hunziker, Walnut and neighborhood streets.	\$ Pedestrian	Do not include. Vaguely defined; specific transit priorities addressed in other projects.
2077 Tigard ODOT	<b>Tigard Transit Center crossing improvements.</b> Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersections of 99W and SW Greenburg Rd., 99W & SW Hall Blvd., and 99W & SW Dartmouth St.	\$ Pedestrian	All options: Include crosswalk visibility and timing elements at Greenburg, Hall, Dartmouth, 72nd, and 68th.
2079 Tigard	<b>Tigard Transit Center pedestrian path</b> Formalize the informal path running from Center Street to SW Commercial St. to SW Hall Blvd., by paving it, making it ADA accessible, providing lighting, and wayfinding signage.	¢ Pedestrian	All options: Include. Note: may be funded through STIP
2080 Tigard	<b>Tigard Transit Center sidewalk infill</b> Build sidewalks, where there are none, along SW Scoffins St. & SW Ash St. These streets are near the Tigard Transit Center and provide access to it. Ensure there is a landscaped buffer between pedestrians and motor vehicles.	¢ Pedestrian	All options: Include

Multimodal Projects Continued on Next Page

Include in DEIS    Include Partially    Do Not Include

Cost: ¢ = up to \$500,000    \$ = up to \$5M    \$\$ = up to \$10M    \$\$\$ = up to \$20 M    \$\$\$\$ = more than \$20M



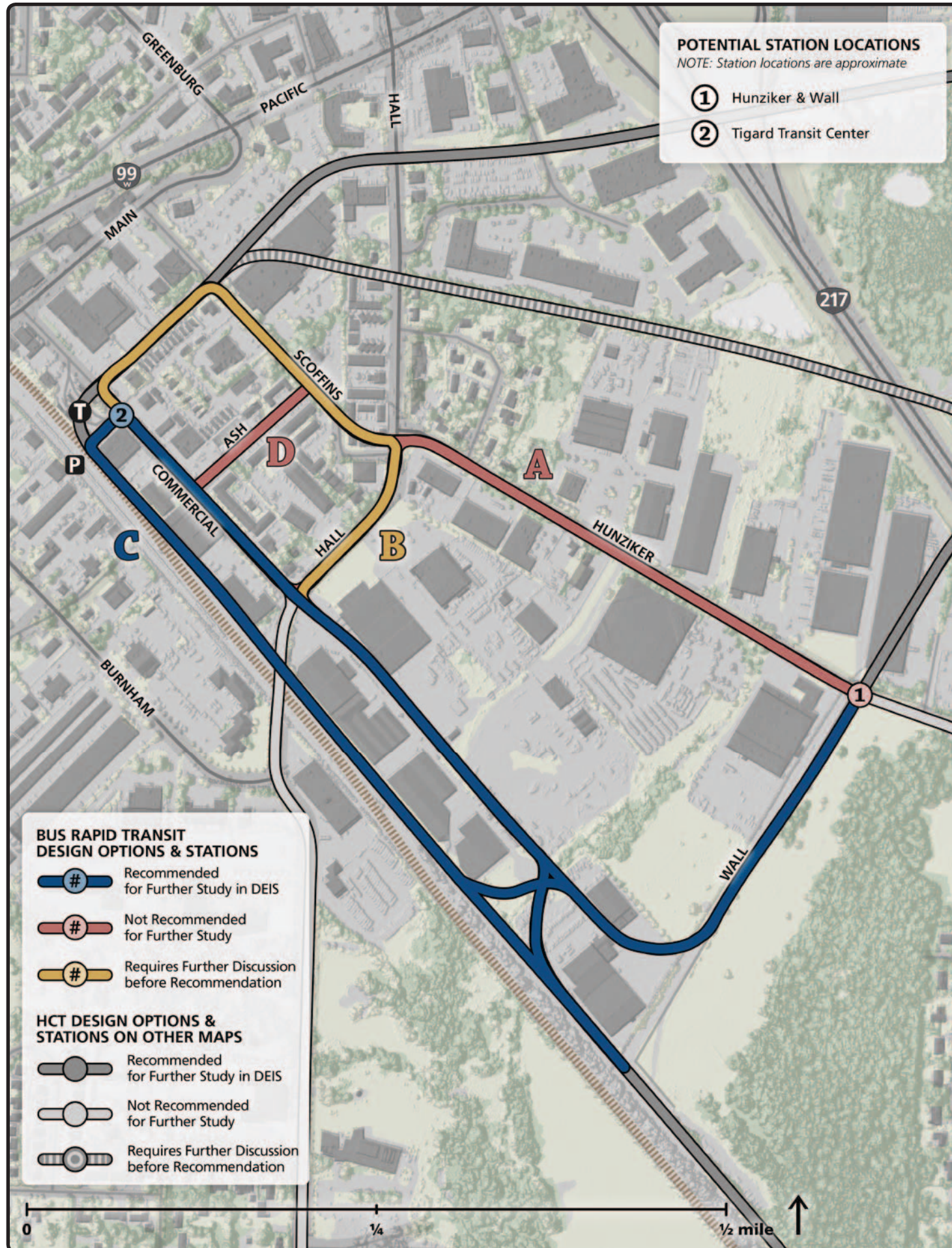
## 5. OR-217 Crossing: Multimodal Projects

<b>2090</b> Tigard	<b>Hall Blvd sidewalks: Locust to Hunziker</b> Locust St to Hunziker St - pedestrian infill	\$ Pedestrian	Do not include
<b>3117</b> Tigard Tualatin	<b>72nd Avenue bikeway: 99W to city limits</b> Install bike facilities on both sides of the street from Highway 99W to South City Limits	\$ Bicycle	All options: Include if done through re-striping (conversion from 3-lane to 2-lane with bike lanes)
<b>3128</b> Tigard ODOT	<b>Pacific Hwy-99W Bike Lanes in Tigard</b> Fill in gaps in bike lanes along Pacific Hwy-99W within the Tigard city limits. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	\$ Bicycle	Do not include
<b>3129</b> Tigard	<b>Tigard Transit Center Bicycle Hub</b> Provide bicycle hub at Tigard Transit Center	¢ Bicycle	All options: Include as bike 'n ride
<b>5024</b> Tigard	<b>68th Avenue (widen to 3 lanes)</b> Widen to 3 lanes, or for transit, including sidewalks and bike lanes between Atlanta Street and south end	\$\$\$ Multimodal	With Triangle North station: Include sidewalk on one side from Atlanta to south of Baylor (2%) With 68th alignment: Include
<b>5035</b> Tigard Wash. Co. ODOT	<b>Hall Boulevard Widening, Highway 99W to Fanno Creek</b> Widen to 3 lanes, or for transit, plus on-street parking (or potential 5 lanes); build sidewalks and bike lanes; safety improvements	\$ Multimodal	Do not include
<b>5036</b> Tigard Wash. Co.	<b>Hall Boulevard Widening, McDonald Street to Fanno Creek including creek bridge</b> Widen to 3 lanes or for transit; preserve ROW for 5 lanes; build sidewalks and bike lanes; safety improvements	\$\$\$ Multimodal	Do not include
<b>9014</b> Tigard	<b>Fanno Creek Trail - Tualatin River to Tigard St</b> Complete gaps along the Fanno Creek multiuse path from the Tualatin River to Tigard Library and from Pacific Hwy-99W to Tigard Street. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$ Multi-Use Trail	With WES/Bonita station: Include from Bonita to Ashford (20%) With Durham/79th station: Include Bonita to Durham Park (40%) With Bridgeport West station: Include Bonita to Ashford (20%)
<b>9053</b> Portland Tigard	<b>Ped/Bike Connection between Tigard Triangle and PCC-Sylvania</b> Provide pedestrian/bicycle connection between the Tigard Triangle area and PCC-Sylvania	\$ Multi-Use Trail	All options: Consider opportunity to add ped/bike facilities to HCT connection

Include in DEIS
Include Partially
Do Not Include

Cost: ¢ = up to \$500,000 \$ = up to \$5M \$\$ = up to \$10M \$\$\$ = up to \$20 M \$\$\$\$ = more than \$20M

## 6. Downtown Tigard



Design Options

The following options in downtown Tigard correspond with the Beveland South or Hampton OR-217 Crossing options. The northern crossing options, Beveland North and Clinton to Tigard Transit Center, would connect to the WES alignment or to Hall Boulevard via a new street between Main Street and Ash Avenue. The main difference between the downtown Tigard options connecting to southern crossings is the footprint required to access the Tigard Transit Center in downtown Tigard.

Recommended for further study because:

- C. Commercial Street to Tigard TC (no downtown loop) would:
  - Result in the fastest travel time among the three options;
  - Have the smallest footprint in downtown Tigard.

Further discussion required because:

- B. Commercial Street with Downtown Loop via Hall would:
  - Avoid the sharp curve included with the non-loop option that could be challenging for BRT;
  - Result in a longer, slower alignment.

Not recommended because:

- D. Downtown Loop via Ash Street instead of Loop via Hall would:
  - Result in more property impacts to downtown Tigard compared to alternative loop.
- A. Hunziker would:
  - Require BRT operation in mixed traffic in order to avoid eliminating access to industrial business by left-turning trucks resulting in slower, less reliable service.

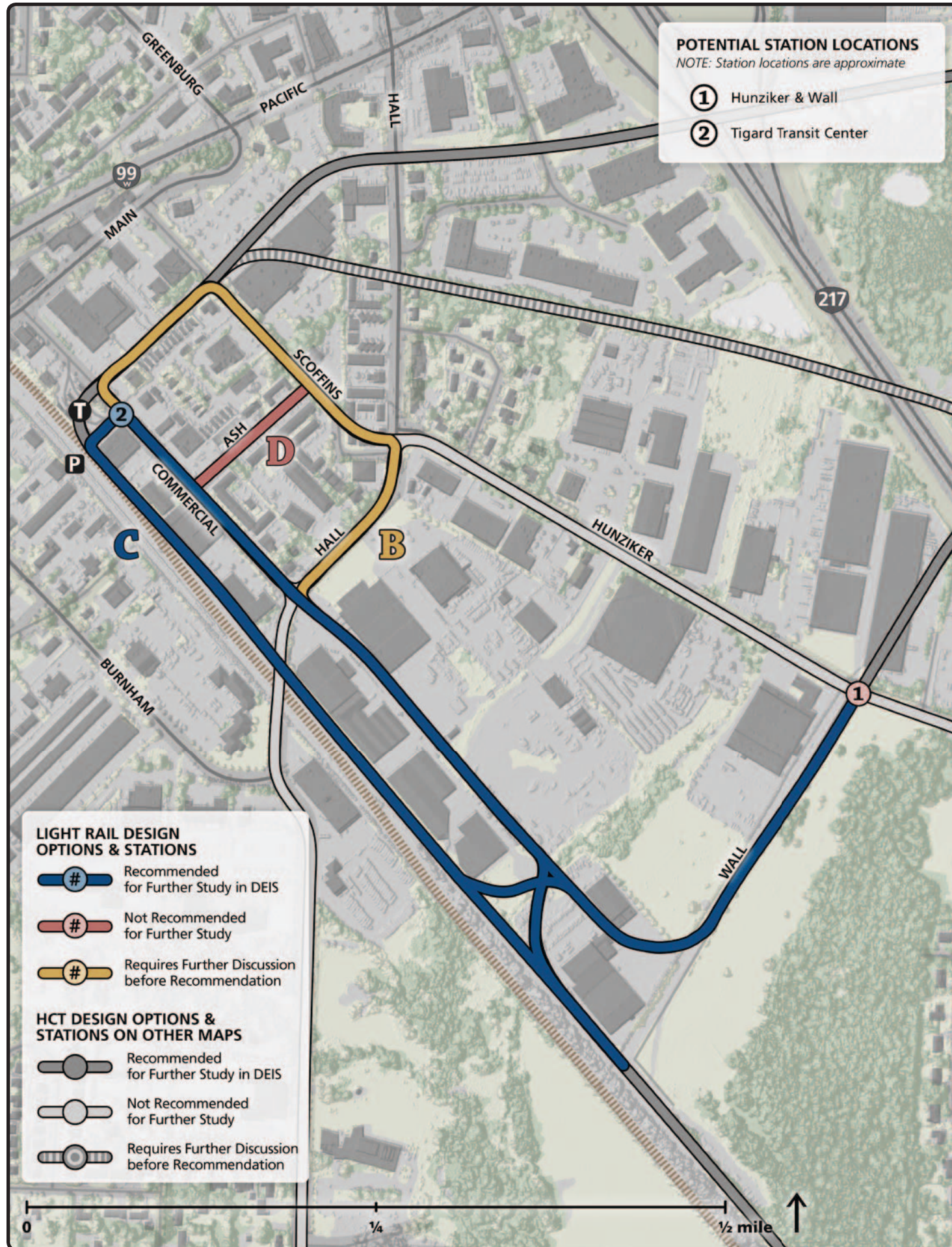
ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>6. Downtown Tigard</b>								
A	Hunziker (with downtown loop)	●	○	◐	◑	◒	◓	◔
B	Commercial St with Downtown Loop via Hall	◐	◑	◒	◓	◔	◕	◖
C	Commercial St to Tigard TC (no downtown loop)	◑	◒	◓	◔	◕	◖	◗
D	Downtown Loop via Ash St instead of Loop via Hall	◒	◓	◔	◕	◖	◗	◘

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Best ● ◐ ◑ ◒ ◓ ◔ ◕ ◖ ◗ ◘ Worst

Proposed for Further Study in DEIS (Blue) / Not Proposed for Further Study in DEIS (Red) / Requires Further Discussion before Recommendation (Yellow)

# 6. Downtown Tigard: LRT Design Options



## Design Options

The following options in downtown Tigard correspond with the Beveland South or Hampton OR-217 Crossing options. The northern crossing options, Beveland North and Clinton to Tigard Transit Center, would connect to the WES alignment or to Hall Boulevard via a new street between Main Street and Ash Avenue. The main difference between the downtown Tigard options connecting to southern crossings is the footprint required to access the Tigard Transit Center in downtown Tigard.

### Recommended for further study because:

C. Commercial Street to Tigard TC (no downtown loop) would:

- Result in the fastest travel time among the three options;
- Have the smallest footprint in downtown Tigard.

### Further discussion required because:

B. Commercial Street with Downtown Loop via Hall would:

- Avoid the sharp curve included with the non-loop option that could be challenging for LRT and could create noise impacts;
- Result in a longer, slower alignment.

### Not recommended because:

D. Downtown Loop via Ash Street instead of Loop via Hall would:

- Result in more property impacts to downtown Tigard compared to alternative loop.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>6. Downtown Tigard</b>								
B	Commercial St with Downtown Loop via Hall	●	●	●	●	●	●	●
C	Commercial St to Tigard TC (no downtown loop)	●	●	●	●	●	●	●
D	Downtown Loop via Ash St instead of Loop via Hall	●	●	●	●	●	●	●

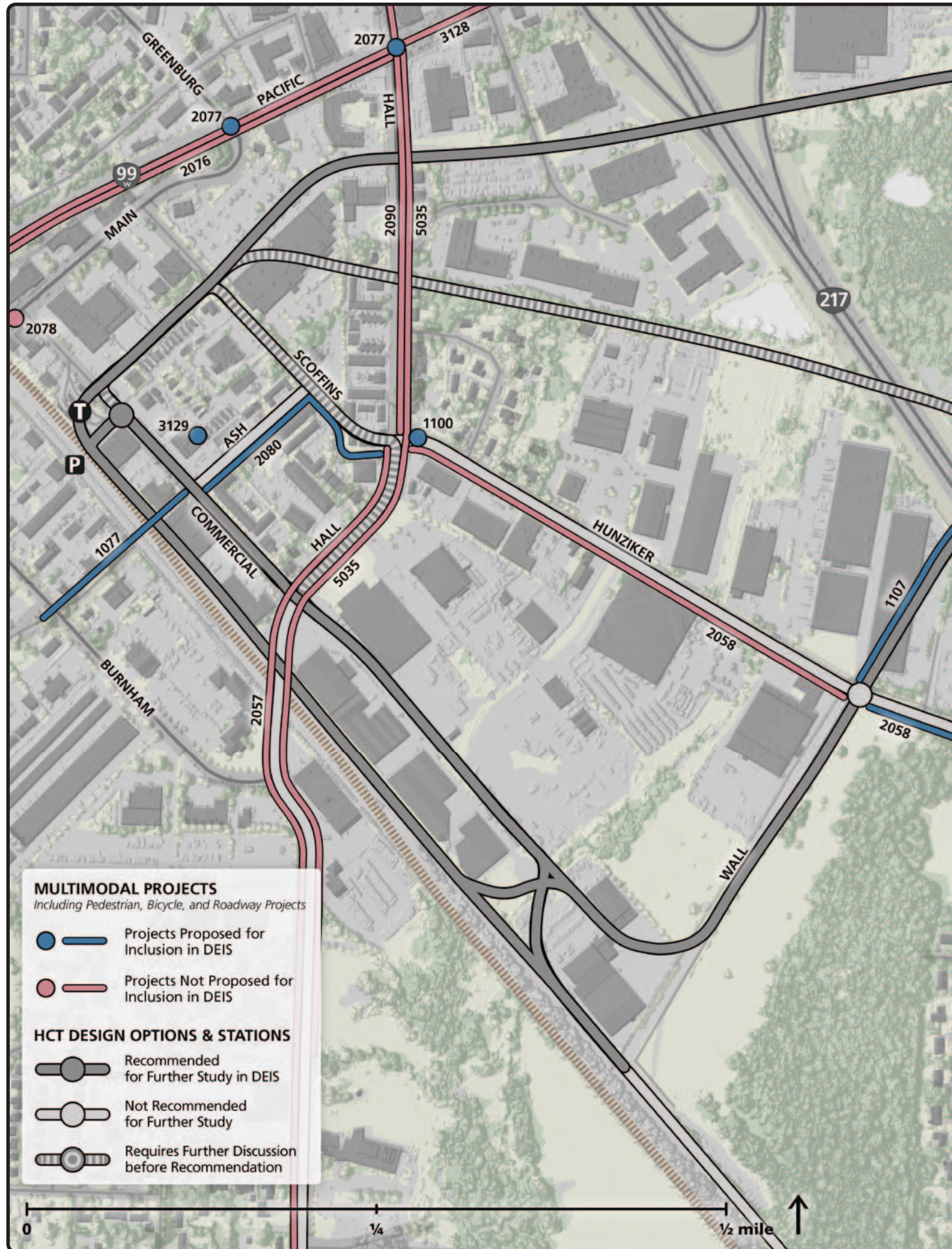
CAP = Capital Costs / TRA = Travel Time / ACC = Accessibility to Transit / ENV = Environmental Impacts

DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ● ● ● ● Worst

Proposed for Further Study in DEIS Not Proposed for Further Study in DEIS Requires Further Discussion before Recommendation

# 6. Downtown Tigard: Multimodal Projects



## Multimodal Projects

Multimodal projects recommended to advance include a new street connection and pedestrian and bicycle projects intended to improve access to potential station areas in downtown Tigard. Several projects were already covered by other projects, or were not along to the recommended transit alignment options, and were not recommended.

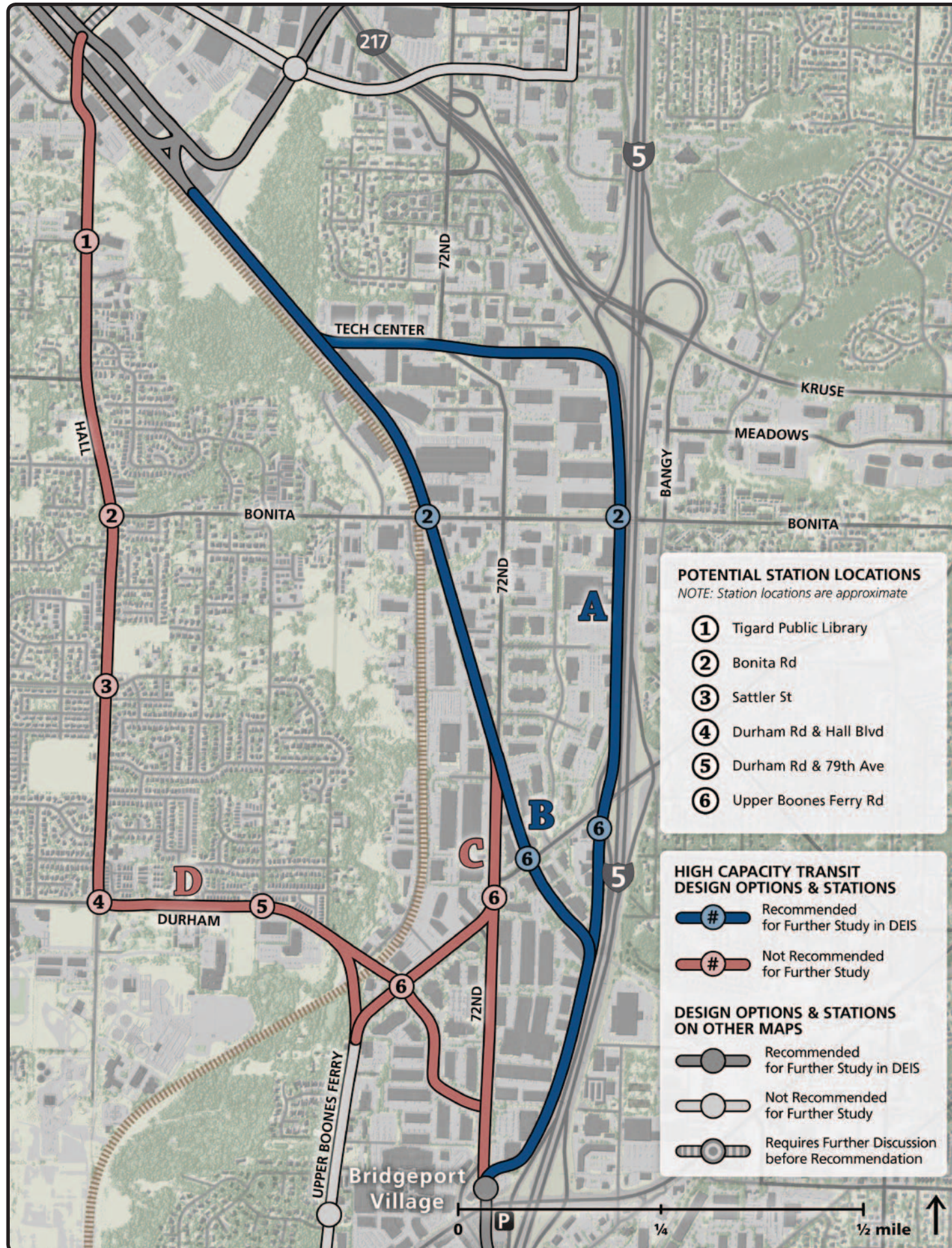
###	Project Title	Cost	Draft DEIS Recommendation
City/Ownership	Project Description	Primary Mode	
1077 Tigard	<b>Ash Avenue railroad crossing (new roadway)</b> Extend Ash Avenue across the railroad tracks from Burnham to Commercial Street	\$ Auto/Freight	All options: Include. Requires closure of another crossing by city.
1100 Tigard Wash. Co.	<b>Hall/Hunziker/Scoffins Intersection Realignment</b> Realign offset intersection to cross intersection to alleviate congestion and safety issues	\$ Auto/Freight	Do not include
1107 Tigard Wash. Co.	<b>Hwy. 217 Over-crossing - Beveland/Hampton Connection</b> Build new connection between Hunziker Road and 72nd Avenue at Hampton or Beveland, requires over-crossing over Hwy 217, revises existing intersection.	\$\$\$\$ Auto/Freight	With Beveland or Hampton alignment: Include
2057 Tigard	<b>Hall Boulevard sidewalks: Hunziker to city limits</b> Complete gaps in sidewalk on alternating sides of street from Hunziker Street to the South City Limits	\$ Pedestrian	Do not include
2058 Tigard	<b>Hunziker Street Sidewalks: 72nd to Hall</b> Install sidewalk on both sides of the street from 72nd Avenue to Hall Boulevard	\$ Pedestrian	With Hunziker/Beveland station: Include one side from Beveland overcrossing to 72nd (50%)
2066 Tigard ODOT	<b>Tigard Town Center (Downtown) Pedestrian Improvements</b> Improve sidewalks, lighting, crossings, bus shelters and benches throughout the downtown including: Highway 99W, Hall Blvd, Main Street, Hunziker, Walnut and neighborhood streets.	\$ Pedestrian	Do not include. Vaguely defined; specific transit priorities addressed in other projects.
2076 Tigard ODOT	<b>Tigard Transit Center 99W sidewalk infill.</b> Build sidewalks that are at least 10 ft. wide along SW Pacific Hwy (99W), where there are none, and widen existing sidewalk corridors all along 99W, so there is landscaped buffer between pedestrians and the motor vehicles.	\$ Pedestrian	Do not include
2077 Tigard ODOT	<b>Tigard Transit Center crossing improvements.</b> Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersections of 99W and SW Greenburg Rd., 99W & SW Hall Blvd., and 99W & SW Dartmouth St.	\$ Pedestrian	All options: Include crosswalk visibility and timing elements at Greenburg, Hall, Dartmouth, 72nd, and 68th.
2078 Tigard	<b>Tigard Transit Center Park &amp; Ride pedestrian path.</b> Provide a designated pedestrian path through the transit center park and ride lot, connecting to SW Main St	¢ Pedestrian	Do not include. Feasibility unclear due to existing parking.
2079 Tigard	<b>Tigard Transit Center pedestrian path</b> Formalize the informal path running from Center Street to SW Commercial St. to SW Hall Blvd., by paving it, making it ADA accessible, providing lighting, and wayfinding signage.	¢ Pedestrian	All options: Include. Note: may be funded through STIP
2080 Tigard	<b>Tigard Transit Center sidewalk infill</b> Build sidewalks, where there are none, along SW Scoffins St. & SW Ash St. These streets are near the Tigard Transit Center and provide access to it. Ensure there is a landscaped buffer between pedestrians and motor vehicles.	¢ Pedestrian	All options: Include
2090 Tigard	<b>Hall Blvd sidewalks: Locust to Hunziker</b> Locust St to Hunziker St - pedestrian infill	\$ Pedestrian	Do not include
3128 Tigard ODOT	<b>Pacific Hwy-99W Bike Lanes in Tigard</b> Fill in gaps in bike lanes along Pacific Hwy-99W within the Tigard city limits. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan.	\$ Bicycle	Do not include
3129 Tigard	<b>Tigard Transit Center Bicycle Hub</b> Provide bicycle hub at Tigard Transit Center	¢ Bicycle	All options: Include as bike 'n ride
5035 Tigard, ODOT, Wash. Co.	<b>Hall Boulevard Widening, Highway 99W to Fanno Creek</b> Widen to 3 lanes, or for transit, plus on-street parking (or potential 5 lanes); build sidewalks and bike lanes; safety improvements	\$ Multimodal	Do not include

Include in DEIS    Include Partially    Do Not Include

Cost: ¢ = up to \$500,000    \$ = up to \$5M    \$\$ = up to \$10M    \$\$\$ = up to \$20 M    \$\$\$\$ = more than \$20M

## 7. South Tigard

# 7. Tigard South: Design Options for BRT and LRT



## Design Options

Three of the options in this segment would operate parallel to a portion of the WES alignment between Tigard and Tualatin before reaching Bridgeport Village by differing routes. These options would serve more employment compared to the remaining option, which would connect to Bridgeport Village via Hall Boulevard and serve mainly households. WES alignment options are differentiated by right-of-way ownership and by varying impacts to industrial businesses.

### Recommended for further study because:

- B. WES Alignment to Parallel I-5 via PNWR Freight Rail ROW would:
  - Avoid impacts to industrial business accesses on SW 72nd Avenue;
  - Avoid congested intersections along SW 72nd Avenue;
  - Require fewer property acquisitions compared to WES option utilizing Tech Center Drive, resulting in lower costs.
- A. WES Alignment to Parallel I-5 via Tech Center Drive would:
  - Avoid impacts to industrial business accesses on SW 72nd Avenue;
  - Avoid congested intersections along SW 72nd Avenue;
  - Avoid PNWR freight rail right of way, the use of which would require negotiations with rail owners;
  - Provide connectivity to areas east of I-5 at the SW Bonita Road and SW Carman Drive/SW Upper Boones Ferry Road crossings.

### Not recommended because:

- C. WES Alignment and SW 72nd Ave would:
  - Impact industrial business accesses on SW 72nd Avenue;
  - Potentially impact traffic on SW 72nd Avenue.
- D. Hall Blvd to Durham Rd would:
  - Travel through predominantly single family residential areas with limited ridership and development potential;
  - Result in slower travel times compared to WES alignment options.

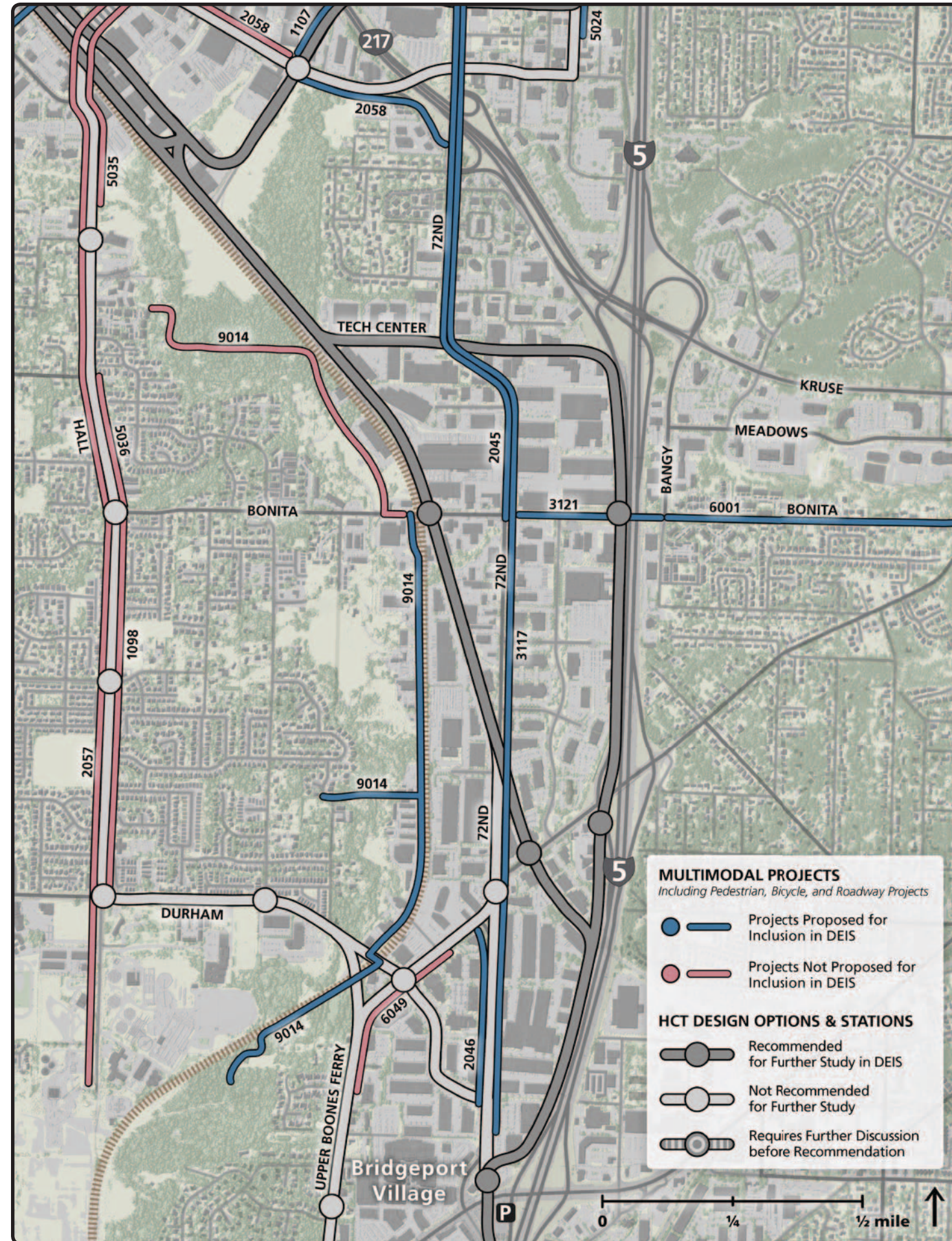
ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>7. Tigard to Durham</b>								
A	WES Alignment to Parallel I-5 via Tech Center Drive	●	●	●	●	●	●	●
B	WES Alignment to Parallel I-5 via PNWR Freight Rail ROW	●	●	●	●	●	●	●
C	WES Alignment and 72nd Ave	●	●	●	●	●	●	●
D	Hall Blvd to Durham Rd	●	●	●	●	●	●	●

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Best ● ● ● ● ● Worst

Blue box: Proposed for Further Study in DEIS / Red box: Not Proposed for Further Study in DEIS

# 7. South Tigard: Multimodal Projects



## Multimodal Projects

Multimodal projects recommended to advance include pedestrian and bicycle projects intended to improve access to potential station areas. Several projects were not along the recommended transit alignment options, and were not recommended.

###	Project Title	Cost	Draft DEIS Recommendation
City/Ownership	Project Description	Primary Mode	
1098 Tigard Wash. Co.	<b>Hall Boulevard Widening, Bonita Road to Durham</b> Widen to 3 lanes or for transit; build sidewalks and bike lanes; safety improvements (construct 3 lanes with development, preserve ROW for 5 lanes)	\$ Auto/Freight	Do not include
2045 Tigard	<b>72nd Avenue sidewalks: 99W to Bonita</b> Complete gaps in sidewalk on both sides of street from Highway 99W to Bonita Road	\$ Pedestrian	With Triangle North station: Include one side from 99W-Dartmouth (25%) With Triangle South station: Include one side Dartmouth-Hunziker (25%) With 72nd/Tech Center Drive station: Include west side Tech Center Dr-south of Landmark Ln (20%) With WES/Bonita station: Include east side Bonita-Landmark Ln (10%)
2057 Tigard	<b>Hall Boulevard sidewalks: Hunziker to city limits</b> Complete gaps in sidewalk on alternating sides of street from Hunziker Street to the South City Limits	\$ Pedestrian	Do not include
2058 Tigard	<b>Hunziker Street Sidewalks: 72nd to Hall</b> Install sidewalk on both sides of the street from 72nd Avenue to Hall Boulevard	\$ Pedestrian	With Hunziker/Beveland station: Include one side from Beveland overcrossing to 72nd (50%)
3117 Tigard Tualatin	<b>72nd Avenue bikeway: 99W to city limits</b> Install bike facilities on both sides of the street from Highway 99W to South City Limits	\$ Bicycle	All options: Include if done through re-stripping (conversion from 3-lane to 2-lane with bike lanes)
3121 Tigard Lake Oswego	<b>Bonita Road bike lanes: 72nd to Bangy</b> Install bike lanes from 72nd Avenue to Bangy Road	¢ Bicycle	With WES/Bonita station: Include as re-stripping only
5024 Tigard	<b>68th Avenue (widen to 3 lanes)</b> Widen to 3 lanes, or for transit, including sidewalks and bike lanes between Atlanta Street and south end	\$\$\$ Multimodal	With Triangle North station: Include sidewalk on one side from Atlanta to south of Baylor (2%) With 68th alignment: Include
5035 Tigard Wash.Co. ODOT	<b>Hall Boulevard Widening, Highway 99W to Fanno Creek</b> Widen to 3 lanes, or for transit, plus on-street parking (or potential 5 lanes); build sidewalks and bike lanes; safety improvements	\$ Multimodal	Do not include
5036 Tigard Wash. Co.	<b>Hall Boulevard Widening, McDonald Street to Fanno Creek including creek bridge</b> Widen to 3 lanes or for transit; preserve ROW for 5 lanes; build sidewalks and bike lanes; safety improvements	\$\$\$ Multimodal	Do not include
6001 Lake Oswego	<b>Bonita Rd. sidewalks and bike lanes - Carman Dr. to Bangy Rd.</b> Sidewalks and bike lanes; supplement to Tigard project #3121 which continues to 72nd	¢ Bike/Ped	With WES/Bonita station: Include bike lanes only as minor widening
6049 Durham	<b>Boones Ferry Sidewalks</b> Improve sidewalks and bicycle lane on Boones Ferry Road from north of Durham Road to Afton Lane	¢ Bike/Ped	Do not include
9014 Tigard	<b>Fanno Creek Trail - Tualatin River to Tigard St</b> Complete gaps along the Fanno Creek multiuse path from the Tualatin River to Tigard Library and from Pacific Hwy-99W to Tigard Street. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$ Multi-Use Trail	With WES/Bonita station: Include from Bonita to Ashford (20%) With Durham/79th station: Include Bonita to Durham Park (40%) With Bridgeport West station: Include Bonita to Ashford (20%)

Include in DEIS    Include Partially    Do Not Include

Cost: ¢ = up to \$500,000    \$ = up to \$5M    \$\$ = up to \$10M    \$\$\$ = up to \$20 M    \$\$\$\$ = more than \$20M



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## 8. Bridgeport Village

# 8. Bridgeport Village: Design Options for BRT and LRT



## Design Options

There are two options under consideration for this segment. Upper Boones Ferry Road, to the west of Bridgeport Village, could connect to the Hall Boulevard or SW 72nd Avenue options to the north. Lower Boones Ferry Road, to the east of Bridgeport Village, could connect to SW 72nd options or options parallel to I-5 to the north.

### Recommended for further study because:

B. Lower Boones Ferry Road would:

- Serve the main entrance of Bridgeport Village;
- Provide direct access to Tualatin Park & Ride lot;
- Include a bridge crossing over the SW Lower Boones Ferry/SW Bridgeport Road intersection;
- Be accessible to new housing developments south of Bridgeport Village.

### Not recommended because:

A. Upper Boones Ferry Road would:

- Not serve the main entrance of Bridgeport Village;
- Require a long walk to the Tualatin Park & Ride lot;
- Remove recent streetscaping installed by the City of Durham;
- Impact tree groves purchased by Durham through a bond measure;
- Be incompatible with the recommended parallel to I-5 options to the north.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>8. Bridgeport Village</b>								
A	Upper Boones Ferry (from Durham Rd or 72nd)	●	●	●	●	●	●	●
B	Lower Boones Ferry (from Durham Rd, 72nd or parallel to I-5)	●	●	●	●	●	●	●

CAP = Capital Costs / TRA = Travel Time / ACC = Accessibility to Transit / ENV = Environmental Impacts  
DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ● ● ● ● Worst

Proposed for Further Study in DEIS Not Proposed for Further Study in DEIS

# 8. Bridgeport Village: Multimodal Projects



## Multimodal Projects

Multimodal projects recommended to advance include pedestrian and bicycle projects along 72nd Avenue intended to improve access to potential station areas. One project was not along the recommended transit alignment options, and was not recommended.

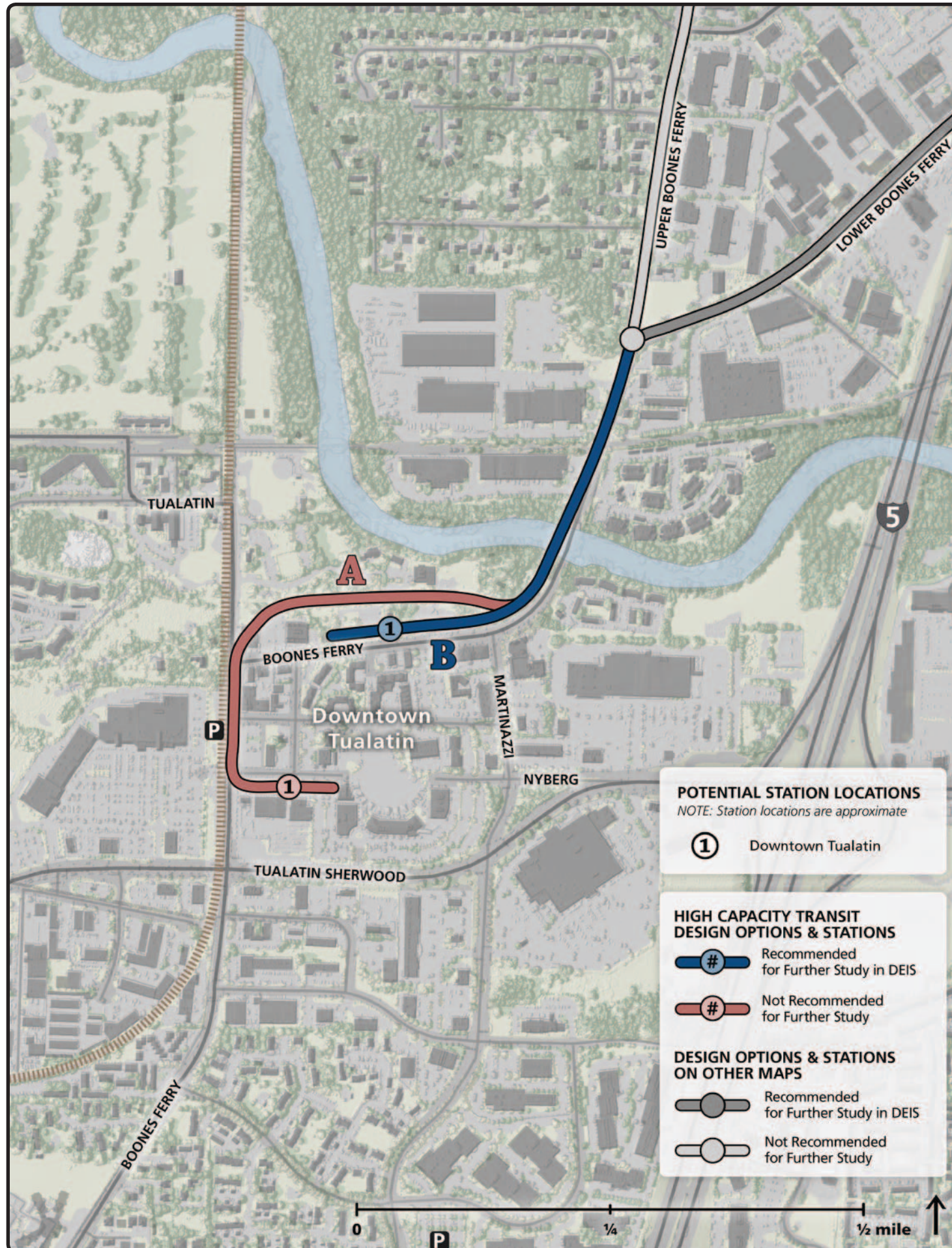
### City/Ownership	Project Title Project Description	Cost Primary Mode	Draft DEIS Recommendation
1134 Tualatin Washington Co.	<b>Boones Ferry Road (reconstruct/widen from Martinazzi to Lower Boones Ferry)</b> Reconstruction/widen to 5 lanes or for transit from Martinazzi to Lower Boones Ferry Road, including bridge.	\$\$\$ Auto/ Freight	Do not include
2046 Tigard	<b>72nd Avenue sidewalks: Upper Boones Ferry to Durham</b> Install sidewalk on both sides of street from Upper Boones Ferry Road to Durham Road	\$ Pedestrian	With Bridgeport Village front-door station: Include With 72nd alignment: Include
3117 Tigard Tualatin	<b>72nd Avenue bikeway: 99W to city limits</b> Install bike facilities on both sides of the street from Highway 99W to South City Limits	\$ Bicycle	All options: Include if done through re-striping (conversion from 3-lane to 2-lane with bike lanes)
6049 Durham	<b>Boones Ferry Sidewalks</b> Improve sidewalks and bicycle lane on Boones Ferry Road from north of Durham Road to Afton Lane	¢ Bike/Ped	Do not include
9014 Tigard	<b>Fanno Creek Trail - Tualatin River to Tigard St</b> Complete gaps along the Fanno Creek multiuse path from the Tualatin River to Tigard Library and from Pacific Hwy-99W to Tigard Street. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$ Multi-Use Trail	With WES/Bonita station: Include from Bonita to Ashford (20%) With Durham/79th station: Include Bonita to Durham Park (40%) With Bridgeport West station: Include Bonita to Ashford (20%)
9023 Tigard Tualatin	<b>Tualatin River Pathway</b> Develop a continuous multi-use pathway along the Tualatin River from Boones Ferry Road under I-5 to the Tualatin River Greenway and Browns Ferry Park. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$\$ Multi-Use Trail	With Tualatin TC Station or UBF/LBF Station: Include from Boones Ferry Road east to existing trail (80%)
9066 Tualatin ODOT	<b>North/South I-5 Parallel Path in Tualatin</b> Ped/bike pathway	\$\$ Multi-Use Trail	Do not include

Include in DEIS    Include Partially    Do Not Include

Cost: ¢ = up to \$500,000    \$ = up to \$5M    \$\$ = up to \$10M    \$\$\$ = up to \$20 M    \$\$\$\$ = more than \$20M

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## 9. Tualatin



Design Options

There are two options under consideration in this segment. Both would include a new crossing parallel to the Boones Ferry Road bridge over freight rail tracks and the Tualatin River, and both would travel north of Boones Ferry Road in downtown Tualatin. The second option would continue south into downtown to better connect with the WES station; however, a station directly adjacent to the WES platform would not be possible without widening Boones Ferry Road and impacting properties.

Recommended for further study because:

B. Parallel to Boones Ferry Road (north of downtown) would:

- Provide walk access to downtown Tualatin and to the WES station;
- Result in fewer property impacts and traffic impacts compared to the alternative option.

Not recommended because:

A. WES Connection via Boones Ferry Road near Nyberg Road would:

- Result in more impacts to commercial properties in downtown;
- Likely require elimination of left turn pockets or other lanes on SW Boones Ferry Road at SW Nyberg Road.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>9. Tualatin</b>								
A	WES Connection via Boones Ferry near Nyberg Rd	☐	☐	☐	☐	☐	☐	☐
B	Parallel to Boones Ferry Rd (north side of downtown)	●	●	●	●	●	●	●

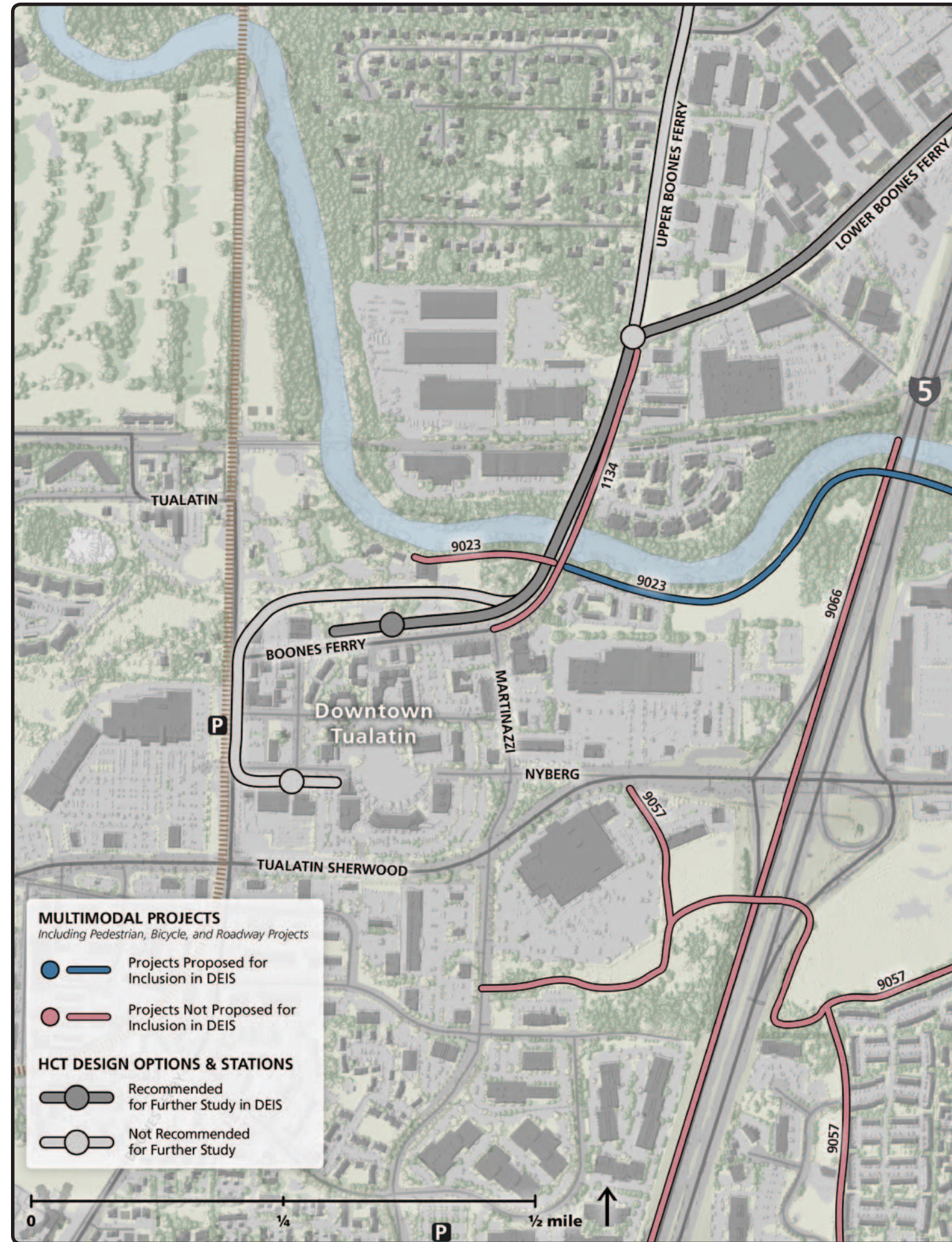
CAP = Capital Costs / TRA = Travel Time / ACC = Accessibility to Transit / ENV = Environmental Impacts

DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ● ● ● ● Worst

Proposed for Further Study in DEIS Not Proposed for Further Study in DEIS

# 9. Tualatin: Multimodal Projects



## Multimodal Projects

One multimodal project was recommended to advance – a trail connection between the potential station area and employment and residential areas to the east. Several projects did not provide direct access to the potential station areas, and were not recommended.

###	Project Title	Cost	Draft DEIS Recommendation
City/Ownership	Project Description	Primary Mode	
<b>1134</b> Tualatin Washington Co.	<b>Boones Ferry Road (reconstruct/widen from Martinazzi to Lower Boones Ferry)</b> Reconstruction/widen to 5 lanes or for transit from Martinazzi to Lower Boones Ferry Road, including bridge.	\$\$\$ Auto/ Freight	Do not include
<b>9023</b> Tigard Tualatin	<b>Tualatin River Pathway</b> Develop a continuous multi-use pathway along the Tualatin River from Boones Ferry Road under I-5 to the Tualatin River Greenway and Browns Ferry Park. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$\$ Multi-Use Trail	With Tualatin TC Station or UBF/LBF Station: Include from Boones Ferry Road east to existing trail (80%)
<b>9057</b> Tualatin	<b>Nyberg Creek Greenway</b> Connecting east and west of I-5 then north and south to Hwy 99 to I-5 bikeway (south) and Tualatin River Greenway (north)	\$ Multi-Use Trail	Do not include
<b>9066</b> Tualatin ODOT	<b>North/South I-5 Parallel Path in Tualatin</b> Ped/bike pathway	\$\$ Multi-Use Trail	Do not include

Include in DEIS    Include Partially    Do Not Include

Cost: € = up to \$500,000    \$ = up to \$5M    \$\$ = up to \$10M    \$\$\$ = up to \$20 M    \$\$\$\$ = more than \$20M



# **Recommendations on Community Planning and Development Grants improvements and Construction Excise Tax extension**

**Chief Operating Officer, Martha Bennett  
May 14, 2014**

# Community Planning and Development Grant Program Evaluation

Lorelei Juntunen

Senior Planner / Managing Director

May 14, 2014

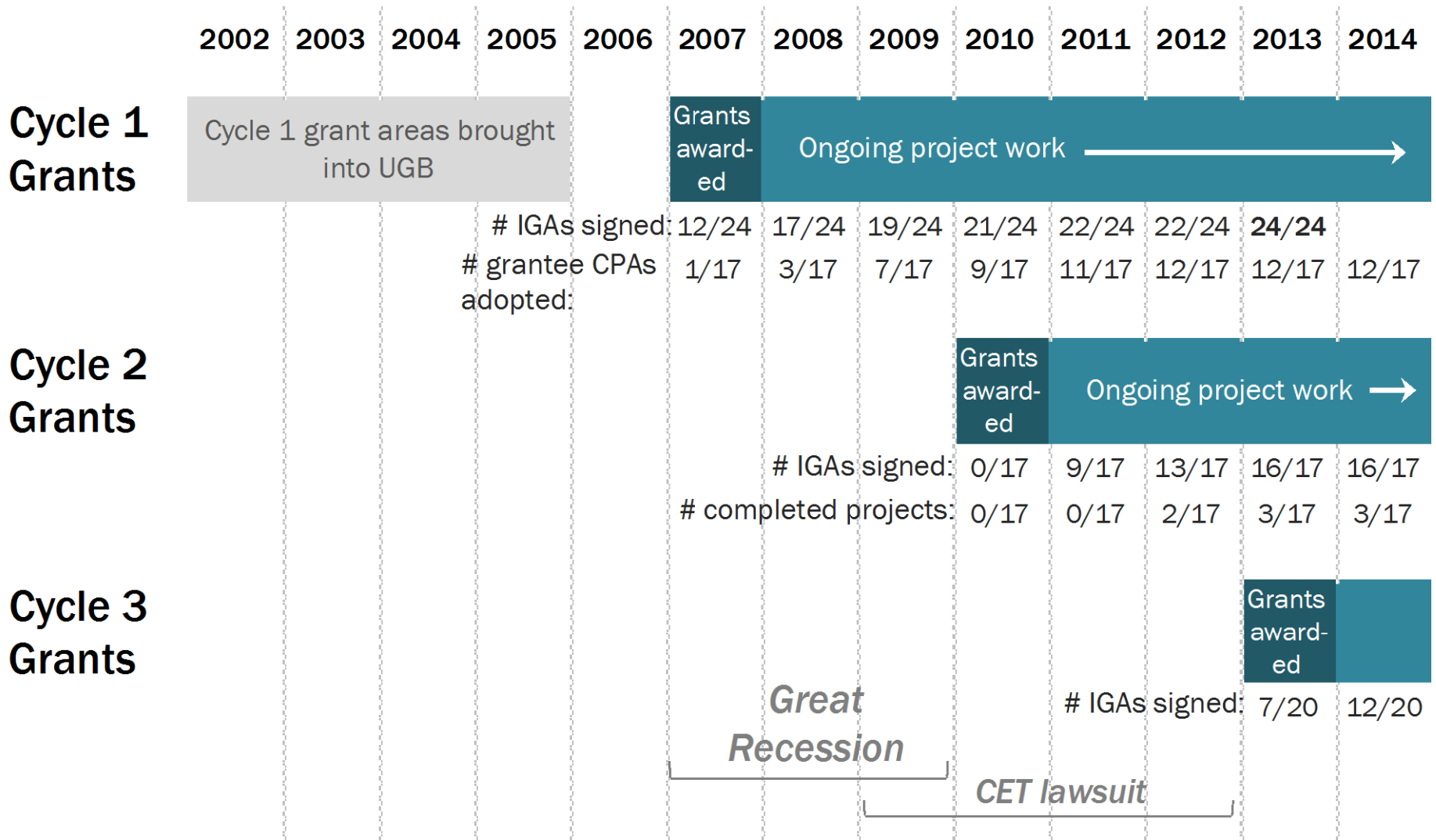
## **CPDG purpose:**

Fund planning projects that lead to new development that aligns with the 2040 Plan

## **Research questions:**

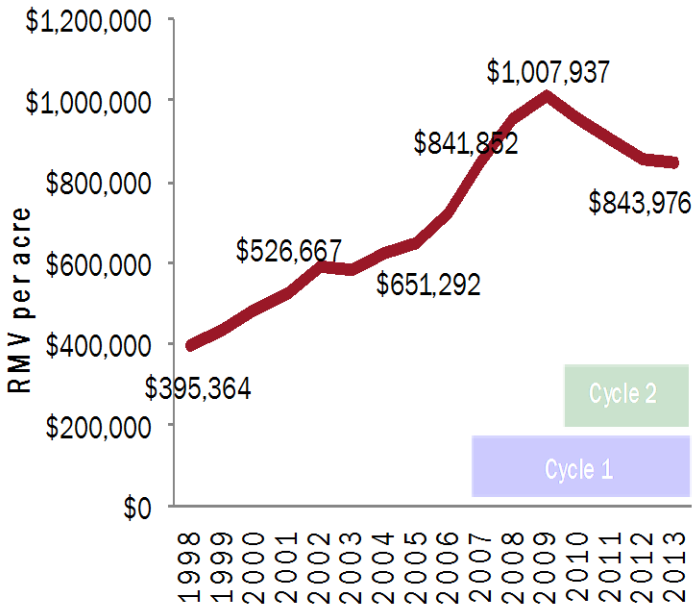
- Did program create value for participants and for the region in Cycles 1 and 2?
- Does planning work?

# Context: limitations

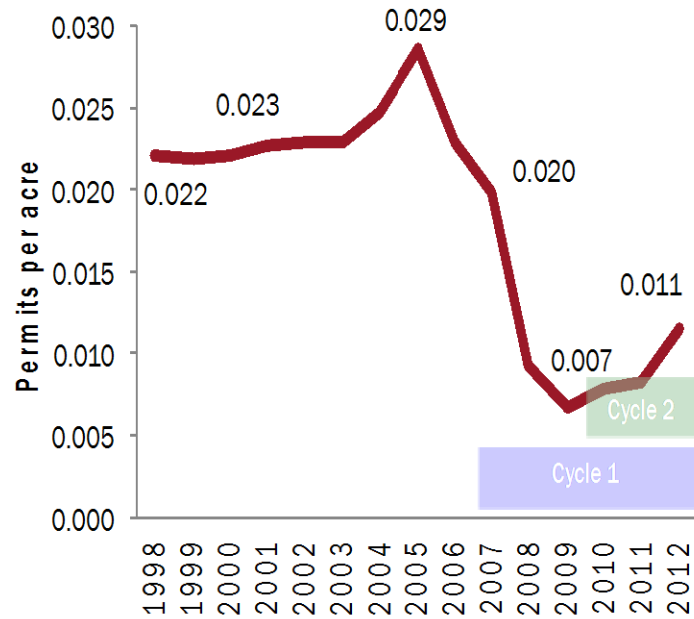


# Context: limitations

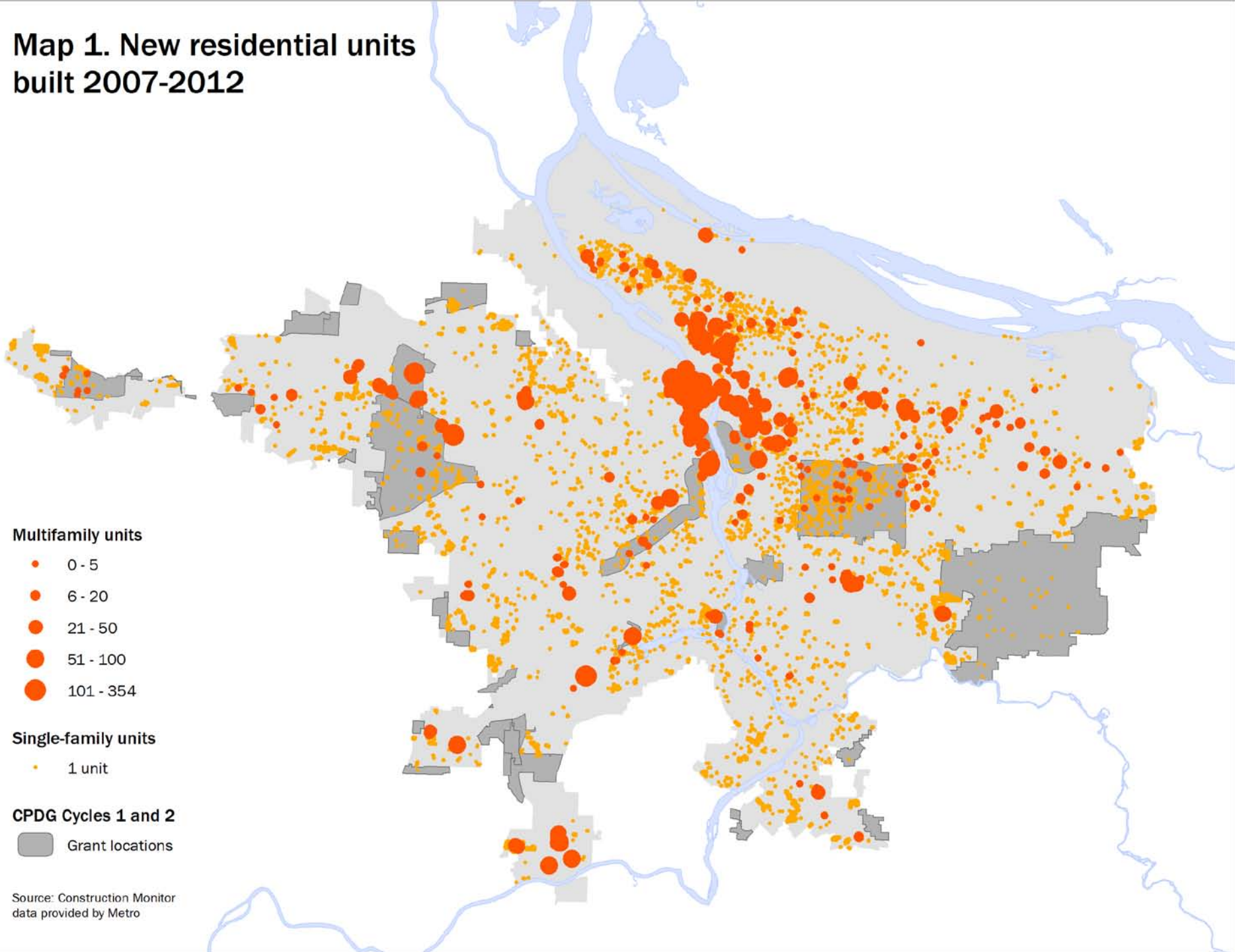
## RMV per acre, 2013 UGB



## Building permits per acre, 2013 UGB



# Map 1. New residential units built 2007-2012



Source: Construction Monitor data provided by Metro

# Findings

- Grants have value, even if not evident in data
  - Planning occurred at all, or happened sooner
  - Stakeholder outreach process
  - Ability to leverage resources
  - Learning and increased sophistication
  - Plans align with 2040
  - Criteria generally met

# Findings

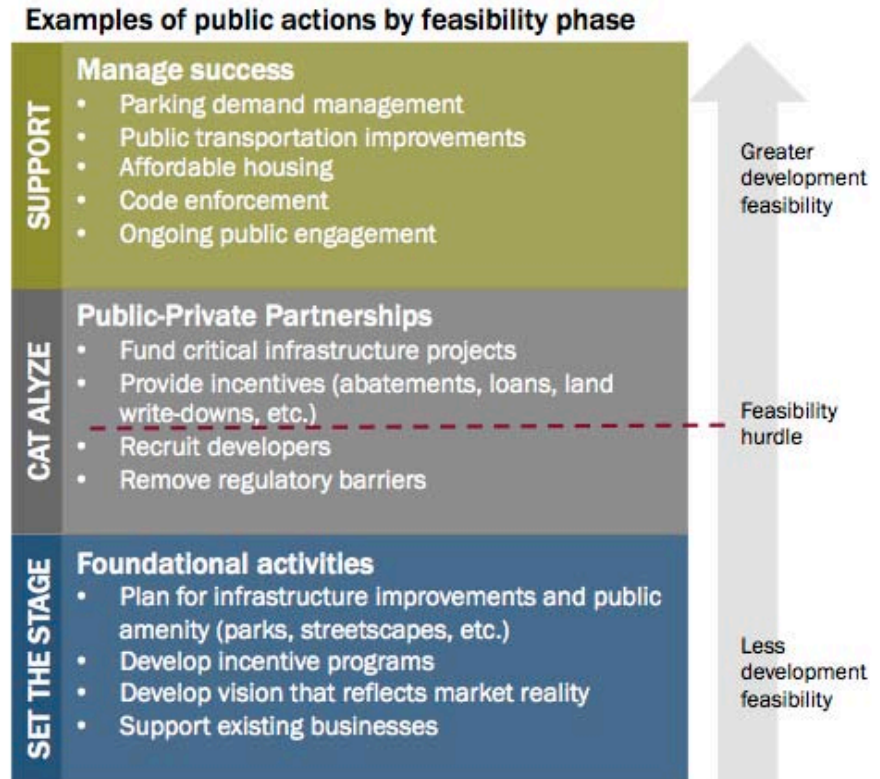
- Timeline and comparator areas for measurement
  - 2 & 5 year horizons
- Definitional issues
  - Regionally significant
  - Equitable
- Criteria vs. metrics



# Recommendations

Crystallize program objectives and selection criteria:

- Evaluation framework?
- Type of project?
- Criteria?
- Outcome measures?
- Geography?



# Recommendations

- Build evaluation plan tied to logic model
- Select best feasible method of evaluation and commit to evaluation over time
- Involve grantees in evaluation
- Report back

*--over to next presentation*

# **Stakeholder Advisory Group Construction Excise Tax and Community Planning and Development Grants Recommendations**

- Jackie Dingfelder, Policy Director for Mayor Charlie Hales, City of Portland
- Dave Nielsen, Chief Executive Officer, Homebuilders Association of Metropolitan Portland

Focus of Planning	Planning Goals	Timeline ( for building permits issued)	Outcome	Approximate Target of Projected Grant Funds
Mandated concept plan and comprehensive plan	<ul style="list-style-type: none"> <li>• Meet Title 11 requirement</li> <li>• Vision for planning area</li> <li>• Strong local match / support</li> </ul>	10 years or more	<ul style="list-style-type: none"> <li>• Concept Plan</li> <li>• Comprehensive plan</li> <li>• Likely addition to UGB within 10 yrs</li> <li>• Annexation</li> <li>• Identify add'l planning need</li> </ul>	25% - 30%
Strategic plan for development and redevelopment investments	<ul style="list-style-type: none"> <li>• Urban renewal planning</li> <li>• Pre-corridor planning projects</li> <li>• Infrastructure and financial feasibility planning</li> <li>• Projected growth areas planning</li> </ul>	5 to 10 years	<ul style="list-style-type: none"> <li>• Adopted redevelopment plan and implementation schedule</li> <li>• Adopted Funding strategy and implementation schedule</li> </ul>	70% to 75%
Catalytic action plan	<ul style="list-style-type: none"> <li>• Barriers to development removed</li> <li>• Market evaluation/reality</li> </ul>	Less than 5 years	<ul style="list-style-type: none"> <li>• Incentives created</li> <li>• Code creation, updating and maintenance</li> <li>• Recruit developer</li> <li>• Development agreements</li> <li>• Use of tools for improvement of development process</li> </ul>	

*--over to next presentation*

**COO's Recommendations on  
Community Planning and  
Development Grants  
improvements and  
Construction Excise Tax extension**

**Martha Bennett**

## SCHEDULE

<b>TASK</b>	<b>DEADLINE</b>
Metro Council <u>work session</u> : ECONorthwest Performance Assessment Report and discussion of COO and Advisory Group recommendations	April 29
MPAC first review and discussion of ECONorthwest Performance Assessment Report, and COO and Advisory Group recommendations	May 14
Metro Council <u>work session</u> : (if needed)	May 20
MPAC recommendations to Metro Council	June 11
Metro Council <u>first reading</u> of Ordinance No. 14-1328	June 12
Metro Council <u>second reading</u> of Ordinance No. 14-1328	June 19
If CET is extended: -Stakeholder Advisory Group – refine criteria for Cycle 4 grants -Amend CET Administrative Rules	Fall 2014



# 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

# Points of clarification

The analysis applies at a **regional plan and program scale** – individual projects must also comply with Title VI and Environmental Justice.

# 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 evaluates outcome of processes that utilized equity considerations.
- Analysis is not tied to aspirational planning goals
- Not an analysis of the existing transportation conditions of Communities of Concern
- Analysis of capital investments only - transit service analysis conducted by TriMet and SMART

# 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?

A photograph showing the lower legs and feet of several children walking on a green lawn. The children are wearing various colorful clothing, including a blue and white striped shirt, a green shirt, and bright pink pants. The scene is brightly lit, suggesting a sunny day.

# 2011-2013 Regional Travel Options Program Evaluation

**Presentation to MPAC  
May 14, 2014**

Dan Kaempff – Principal Transportation Planner



Metro | *Making a great place*

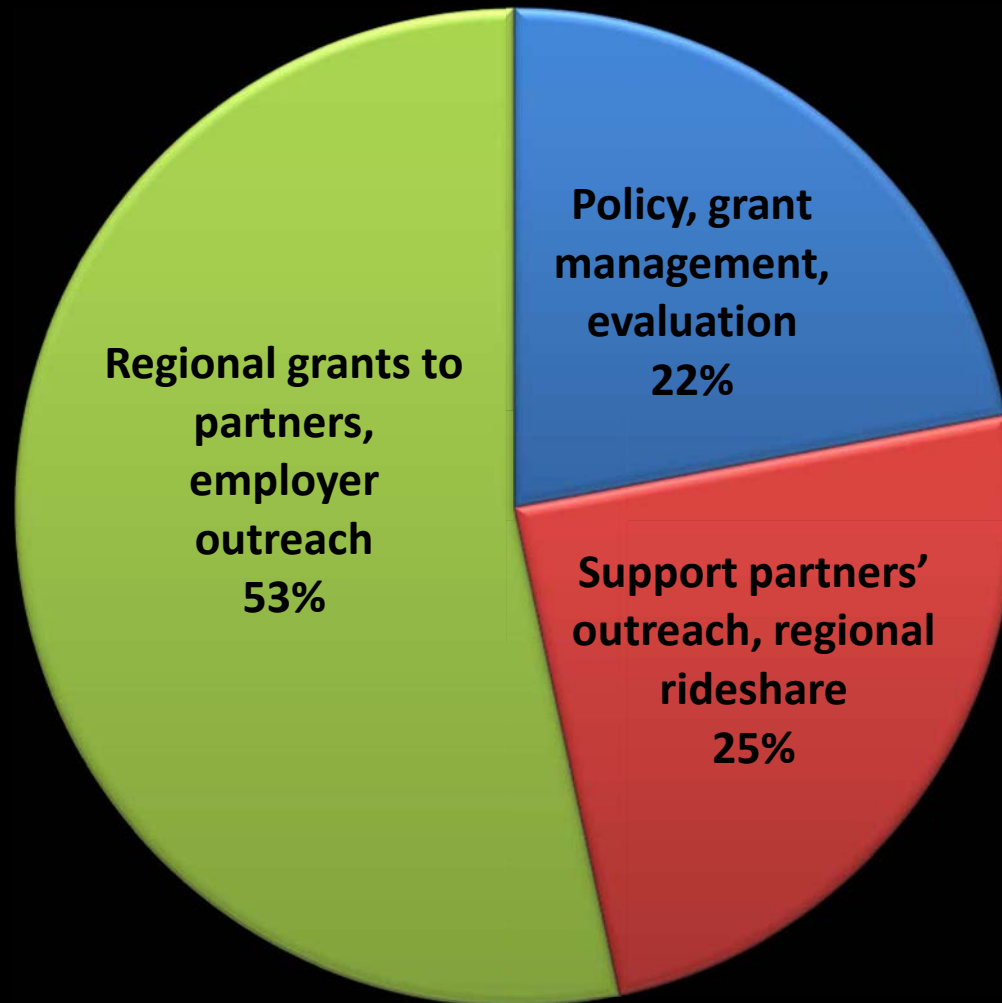
# RTO program overview

- Engages with public; educates and removes barriers
- Results in more people using Active Transportation and Transit investments
- 2012-2017 RTO Strategic Plan
- \$2.2 million annual budget



# RTO Funding Distribution

## \$2.2 million annually



A vertical blue bar on the left side of the slide, featuring a faint, light-colored map of a region with roads and geographical features. The map is semi-transparent and serves as a decorative background element.

# Biannual evaluation

- Conducted by outside contractor
  - Steer Davies Gleave
- Measure outcomes of projects conducted by multiple regional partners
- Track progress towards RTP non-auto mode split goal

**So, what did we accomplish?**



**84,522 people participated**

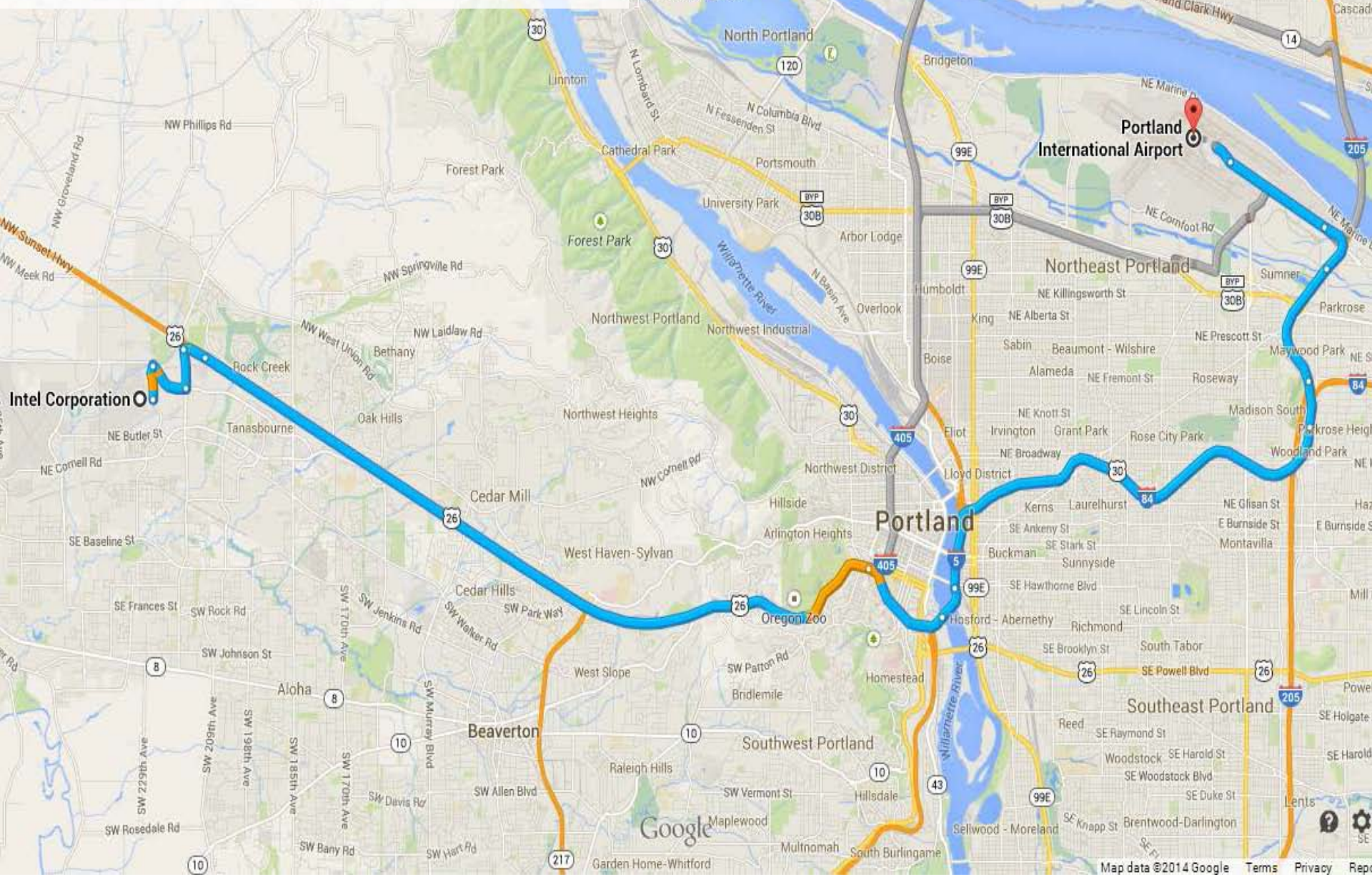
**4 Moda Centers full of Blazermaniacs!**

**47 million miles reduced =  
93 round trips to the moon, or...**





# ...1.8 million trips from Intel to PDX



# 19,176 tons of climate change emissions reduced

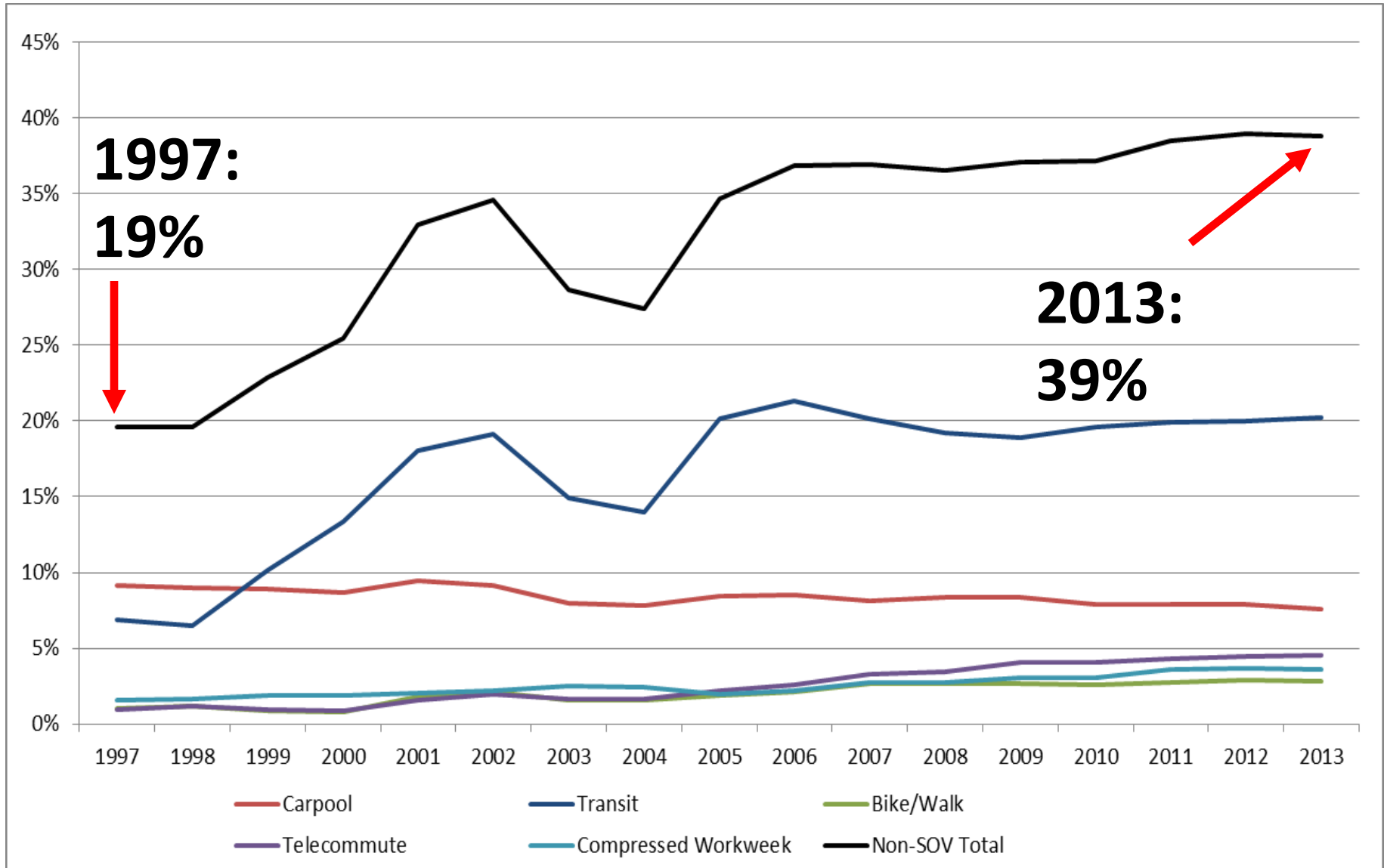


**\$17,200,000 returned to local economy**

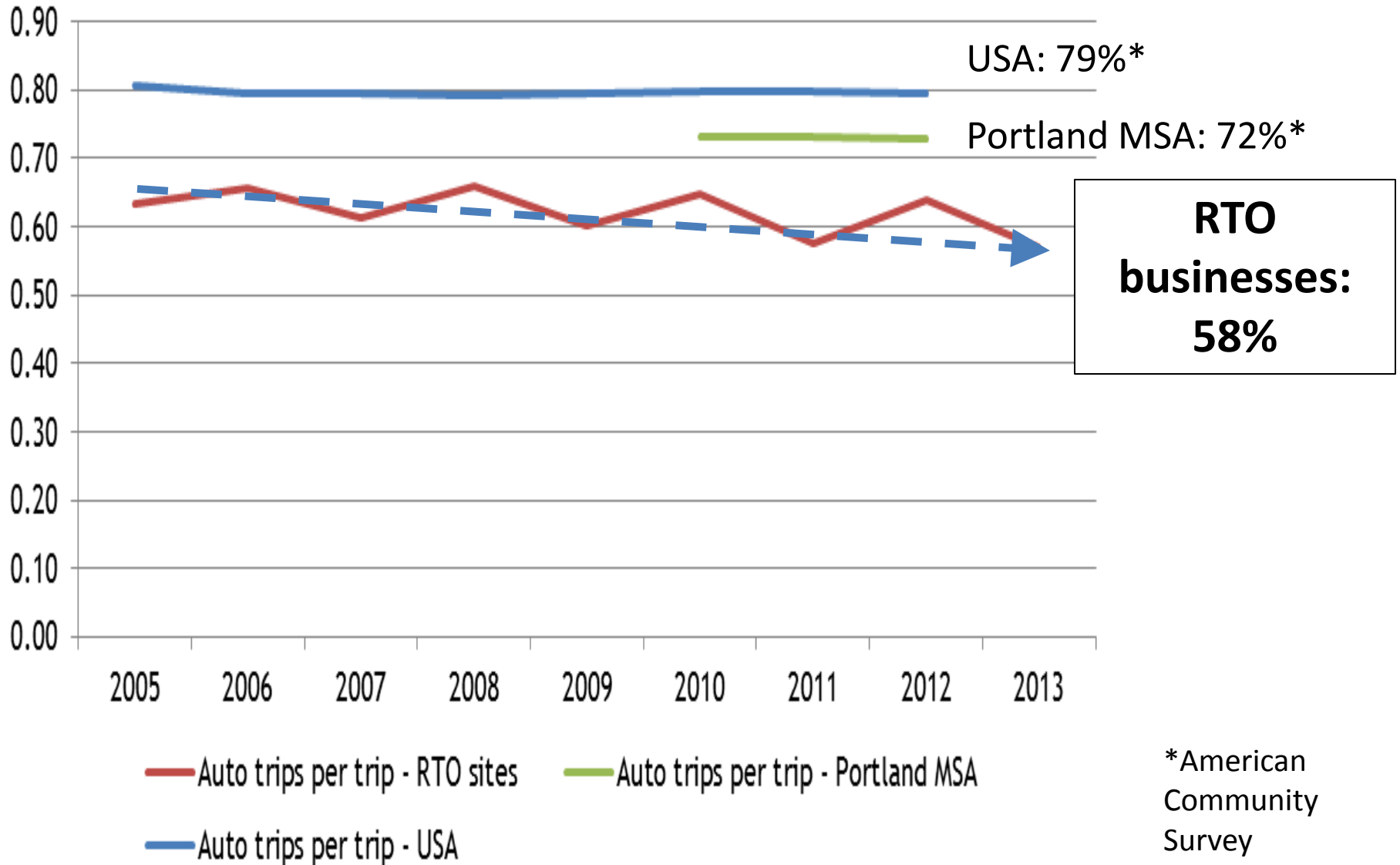


**2.2 million gallons of fuel saved**

# Non-auto mode split at RTO partner businesses



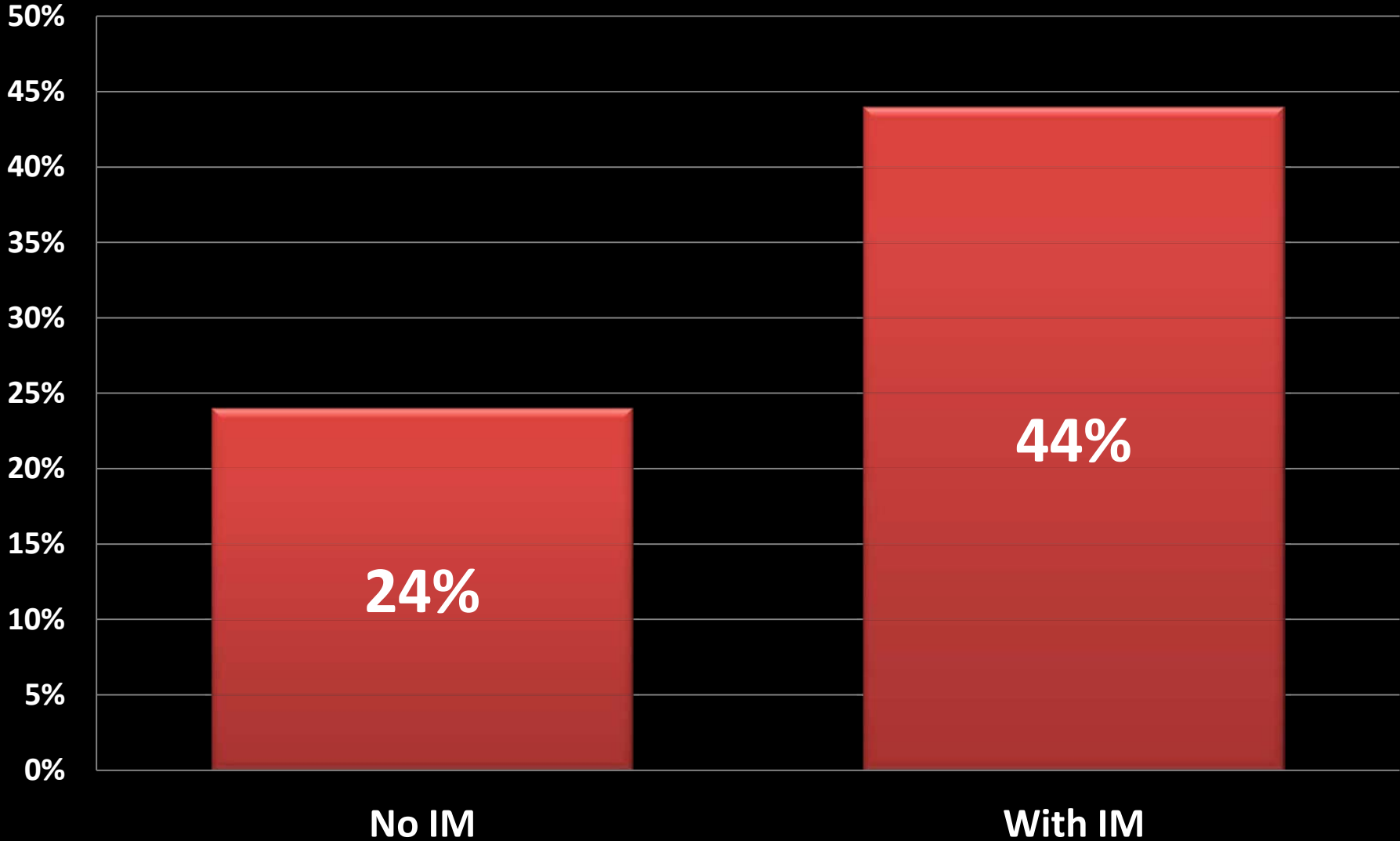
# Auto trip rates: RTO vs. Portland MSA & USA



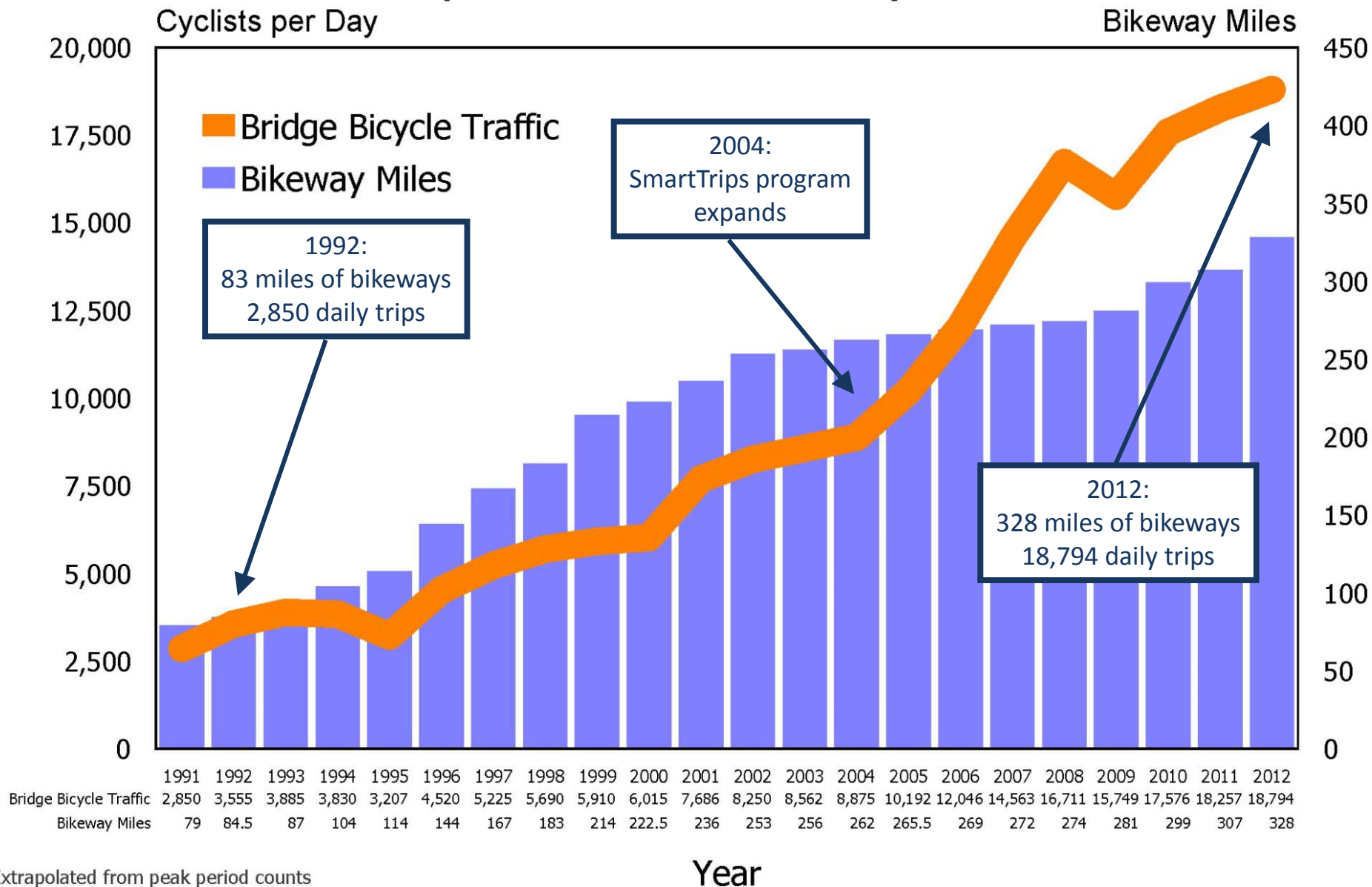
**What does all of this mean?**

# Interstate MAX Individualized Marketing (IM) Project - 2004

## Relative increases in transit trips



# Bicycle Traffic across Five Main Portland Bicycle Bridges Juxtaposed with Bikeway Miles





# Two quick stories

DAIMLER

Swan Island TMA:  
A business district  
focused on trucks  
& freight gets to  
work on bikes &  
buses



# SMART: Helping Wilsonville businesses & residents alike

Wilsonville Rd 4

503-682-7790 INFO AND DIAL-A-RIDE

**SMART**  
SOUTH METRO AREA REGIONAL TRANSIT

Beaverton TC 8X  
10:00 P.M. MON-FRI ONLY

INFO AND DIAL-A-RIDE 503-682-7790

Route	Days	Start	End
Wilsonville Rd	Mon-Fri	6:00 AM	9:00 AM
Wilsonville Rd	Mon-Fri	3:00 PM	6:00 PM
Wilsonville Rd	Sat	8:00 AM	12:00 PM
Wilsonville Rd	Sat	1:00 PM	4:00 PM
Wilsonville Rd	Sun	10:00 AM	4:00 PM
Wilsonville Rd	Mon-Fri	6:00 AM	9:00 AM
Wilsonville Rd	Mon-Fri	3:00 PM	6:00 PM
Wilsonville Rd	Sat	8:00 AM	12:00 PM
Wilsonville Rd	Sat	1:00 PM	4:00 PM
Wilsonville Rd	Sun	10:00 AM	4:00 PM



**What's next?**

# Cost of engaging with the public



Ford = \$2 billion



GM = \$3 billion

= \$7.3 BILLION/year

Annual RTO budget =  
\$2.2 million (or 0.03%)

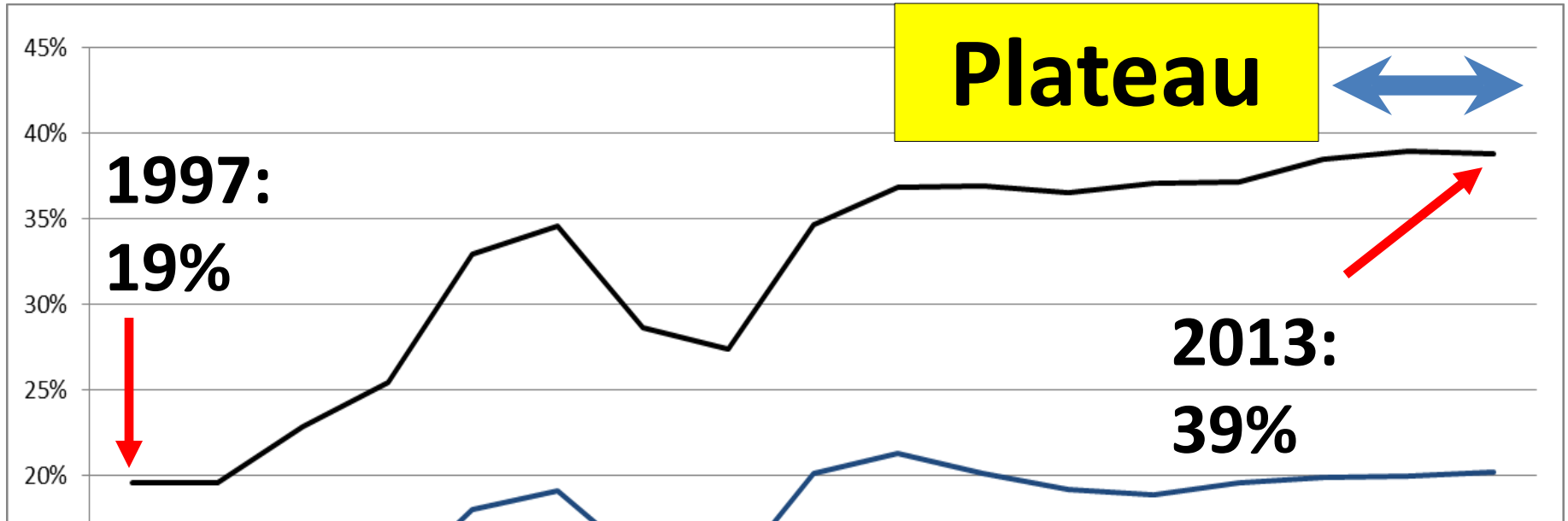


Toyota = \$2.3 billion



**90 sec Super Bowl ad = \$11 million**

# Non-auto mode split at RTO partner businesses



**Where do we go from here?**

