

Metro | *Agenda*

Meeting: Metro Council Work Session
Date: Tuesday, November 17, 2015
Time: 2:00 p.m.
Place: Metro Regional Center, Council Chamber

CALL TO ORDER AND ROLL CALL

- 2:00 PM** 1. **CHIEF OPERATING OFFICER COMMUNICATION**
- 2:10 PM** 2. **GETTING THERE: 2018 REGIONAL TRANSPORTATION
PLAN UPDATE WORK PLAN AND PUBLIC ENGAGEMENT
PLAN** **Elissa Gertler, Metro
Kim Ellis, Metro**
- 3:00 PM** 3. **COUNCILOR LIAISON UPDATES AND COUNCIL
COMMUNICATION**

ADJOURN

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលក្ខណ៍រើសអើងសូមចូលទស្សនាការប្រកាស www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការការបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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Agenda Item No. 2.0

**GETTING THERE: 2018 REGIONAL TRANSPORTATION PLAN
UPDATE WORK PLAN AND PUBLIC ENGAGEMENT PLAN**

Metro Council Work Session
Tuesday, November 17, 2015
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: November 17, 2015

LENGTH: 20 minutes

PRESENTATION TITLE: Getting There: 2018 Regional Transportation Plan Update Work Plan and Public Engagement Plan

DEPARTMENT: Planning and Development

PRESENTERS: Elissa Gertler, Kim Ellis (x1617, kim.ellis@oregonmetro.gov)

WORK SESSION PURPOSE & DESIRED OUTCOMES

- **Purpose:** Provide Council with an update to the work plan and public engagement plan for the 2018 Regional Transportation Plan (RTP), specifically the recommendations approved by the Metro Policy Advisory Committee (MPAC) on October 28 and the Joint Policy Advisory Committee on Transportation (JPACT) on November 12.
- **Outcome:** Council provides direction to staff on finalizing the work plan and public engagement for consideration by the Metro Council on December 3.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Twenty-five years ago, the region established the 2040 Growth Concept vision to preserve and protect our unique quality of life and help shape the growth expected over the next 50 years. Since that time, Metro and the communities of the Portland metropolitan region have taken a collaborative approach to planning for and implementing transportation investments that make our region one of the most livable in the country.

In 2015, we are nearly halfway to 2040 – and there is still much to accomplish. A growing and increasingly diverse population, concerns about inequities, public health, safety, affordability, aging infrastructure, and congestion, and limited investment dollars call for bold leadership, new partnerships, and thoughtful deliberation to identify innovative solutions to ensure our region remains a great place to live, work and play.

As the federally-designated Metropolitan Planning Organization (MPO), Metro is responsible for leading and coordinating updates to the RTP on a regular basis that help us respond to the needs of our changing region. The last major update was completed in 2010. A minor update to the plan occurred in 2014. The existing plan, the 2014 RTP, must be updated by the end of 2018 to meet federal and state requirements. Providing compliance with federal planning regulations, including MAP-21¹, ensures continued federal transportation funding eligibility for projects and programs in the region.

The 2018 RTP update is a chance to envision our region's transportation future, to consider how we want to get there, and to decide how we will define and measure our success. Engaging local, regional and state partners, business and community leaders and the public in the update is critical to help ensure that as our region grows and we make investments in the transportation system, we preserve and protect what residents and businesses value most.

¹ MAP-21, the Moving Ahead for Progress in the 21st Century Act, creates a streamlined and performance-based transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

At the **May 28 Council work session**, Council provided feedback on priorities to be addressed through the 2018 RTP update and directed staff to seek input on priorities from local, regional and state partners, community leaders and the public. From May through September, Metro Council and staff sought further input through an online quick poll, stakeholder interviews, a series of community discussion groups, and briefings to county-level coordinating committees, regional advisory committees and other interested stakeholders.

At the **September 1 Council work session**, staff presented a draft work plan and draft public engagement plan that are organized around using partnerships and inclusive public engagement to connect the policy and technical work needed to develop the 2018 RTP. Since September, staff continued to seek input on the challenges, opportunities and priorities for our regional transportation system and preferences for ongoing engagement to further shape the work plan and public engagement plan being presented to the Metro Council for consideration. MPAC recommended further refinements to the draft work plan on October 28 as part of the committee's recommendation to the Metro Council to approve Resolution No. 15-4662. The resolution and refinements will be considered by JPACT on November 12. Any additional refinements recommended by JPACT will be summarized in a supplemental memo for consideration by Council on November 17.

Council action on Resolution No. 15-4662 is scheduled for December 3. Metro Council action through Resolution No. 15-4662 approves the work plan and public engagement plan for the 2018 RTP update and directs staff to proceed with the second phase of the update. With Council support, staff will finalize the legislation packet for consideration by the Metro Council on December 3. A schedule of Phase 2 activities is under development and will be presented to Council for further feedback in early 2016.

QUESTIONS FOR COUNCIL CONSIDERATION

1. Does Council have concerns about the work plan or public engagement plan recommended by MPAC and JPACT?

PACKET MATERIALS

- Would legislation be required for Council action Yes (attached) Not at this time

Resolution No. 15-4662 - For the Purpose of Approving A Work Plan and Public Engagement Plan for the 2018 Regional Transportation Plan Update

- **Exhibit A** – 2018 RTP Update Draft Work Plan (*Oct. 30, 2015*)
- **Exhibit B** - 2018 RTP Update Draft Public Engagement Plan (*Sept. 8, 2015*)

Staff Report to Resolution No. 15-4662 (*Oct. 21, 2015*)

- **Attachment 1** – Metro Council, Regional Advisory Committee Meetings and Public Agency Briefings in 2015 (*Sept. 28, 2015*)
- **Attachment 2** – Online Quick Poll 1 Report (*October 2015*)
- **Attachment 3** – Stakeholder Interviews Report (*October 2015*)
- **Attachment 4** – Key Themes from 2015 Community Summit Discussion Groups
- **Attachment 5** – 2018 RTP Update Regional Leadership Forums (*Sept. 28, 2015*)
- **Attachment 6** – 2018 RTP Update Technical Work Groups (*Oct. 21, 2015*)
- **Attachment 7** – Build the 2018 RTP through Partnerships (*Sept. 28, 2015*)
- **Attachment 8** – Summary of 2018 RTP Update Work Plan Refinements as recommended by MTAC, MPAC and TPAC (*Oct. 30, 2015*) Note: All refinements have been incorporated in relevant sections of Resolution No. 15-4662 and the supporting staff report.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING A WORK) RESOLUTION NO. 15-4662
PLAN AND PUBLIC ENGAGEMENT PLAN FOR)
THE 2018 REGIONAL TRANSPORTATION) Introduced by Chief Operating Officer Martha
PLAN UPDATE) Bennett in concurrence with Council
) President Tom Hughes

WHEREAS, Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, the Regional Transportation Plan (RTP) is the federally recognized transportation policy for the Portland metropolitan region, and must be updated every four years; and;

WHEREAS, the RTP fulfills statewide planning requirements to implement Goal 12 Transportation, as implemented through the Transportation Planning Rule, and must be updated every five to seven years; and

WHEREAS, the RTP is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Regional Framework Plan; and

WHEREAS, the most recent update to the RTP was completed in July 2014, and approved and acknowledged by U.S. Department of Transportation and U.S. Environmental Protection Agency on May 20, 2015; and

WHEREAS, the next update must be completed by September 2018 to allow time for review and approval prior to the plan's expiration on May 20, 2019, and to ensure continued compliance with federal planning regulations and funding eligibility of projects and programs using federal transportation funds; and

WHEREAS, the 2018 RTP update will serve as a major vehicle for implementing the region's Climate Smart Strategy, adopted in December 2014 in response to House Bill 2001 and Oregon Administrative Rules chapter 660 division 44 to help meet statewide goals to reduce greenhouse gas emissions to 75 percent below 1990 levels by the year 2050; and

WHEREAS, the first phase of the update included a formal scoping period to build agreement on the overall approach for the RTP update, including the policy priorities to be addressed and ways to engage the public and partners in the process; and

WHEREAS, from May to September 2015, the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT), Metro Policy Advisory Committee (MPAC), Metro Technical Advisory Committee (MTAC), Transportation Policy Alternatives Committee (TPAC), the Transport Subcommittee of TPAC, the Bi-State Coordination Committee, the Southwest Washington Regional Transportation Advisory Committee (RTAC) and other elected officials, city and county staff, and representatives from the business, environmental, social equity, and transportation organizations from the Portland-Vancouver metropolitan area provided input as to what priorities should be addressed as part of the update; and

WHEREAS, the central themes and issues identified through those discussions in combination with recommendations from the 2014 RTP, 2014 RTP Environmental Justice and Title VI Assessment, 2014 Regional Active Transportation Plan, and 2014 Climate Smart Strategy served as a basis for developing the work plan and public engagement plan prepared for review by the Metro Council and regional advisory committees in Fall 2015; and

WHEREAS, Metro has organized public engagement and planning activities to support a regional policy discussion on the future of the region's transportation system and the role that investment can and should play in providing safe, reliable and affordable mobility options to access to jobs, education, healthcare and other services and opportunities and building healthy, equitable communities and a strong economy; and

WHEREAS, the work plan seeks to increase regional collaboration and coordination through a combination of partnerships, focused policy discussions, sound technical work, and inclusive public engagement to update the region's outcomes-based transportation plan and investment priorities to support ongoing efforts to link land use and transportation planning to implement the 2040 Growth Concept and community visions within fiscal constraints while addressing social equity, and economic, and environmental challenges that come with a growing region; and

WHEREAS, the public engagement plan seeks to be inclusive, strengthen existing partnerships, and build new partnerships with local, regional, state and federal governments, small and large businesses and economic development interests, business and community leaders, and historically underrepresented communities (people of color, people with low incomes, and people with limited English proficiency) as well as youth and older adults through a strategic engagement approach that helps build public trust in government, builds support for and momentum to adopt the 2018 RTP, and makes the case for funding and investment in the region's transportation system; and

WHEREAS, MPAC, on October 28, 2015, and JPACT, on November 12, 2015, recommended Council approval of the 2018 RTP Update Work Plan, identified in Exhibit A, and the 2018 RTP Update Public Engagement Plan, identified in Exhibit B; now therefore

BE IT RESOLVED that the Metro Council approves the 2018 RTP Update Work Plan, identified in Exhibit A, and the 2018 RTP Update Public Engagement Plan, identified in Exhibit B.

ADOPTED by the Metro Council this 3rd day of December 2015.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

Getting there



2018 REGIONAL TRANSPORTATION PLAN UPDATE

Work Plan

May 2015 to September 2018

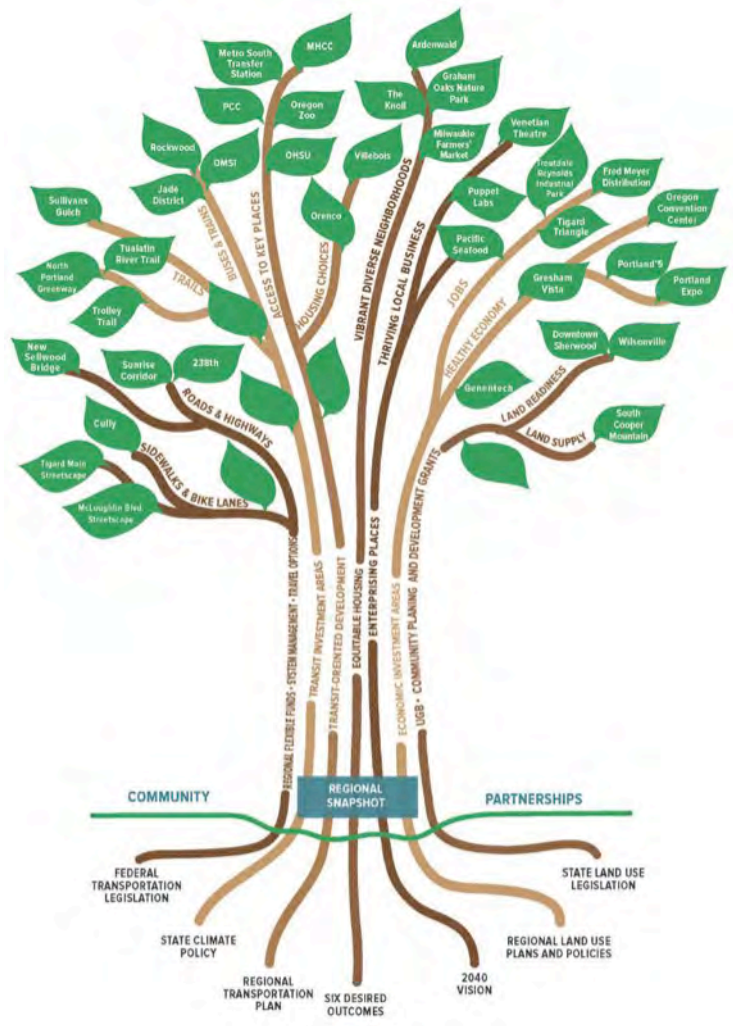
October 30, 2015

GOAL Adoption of a Regional Transportation Plan that uses the *My Place in the Region* framework to advance achievement of the region’s six desired outcomes and meet federal and state requirements.

METRO ROLE Adopt a Regional Transportation Plan that reflects community and regional goals and values, sound technical analysis, and input from partners and the public.

PROJECT OBJECTIVES

- Provide the Metro Council with a sound basis for adopting the 2018 RTP.
- Use an inclusive and place-based approach to:
 - Tell the story of our changing region,
 - Better connect plan outcomes to the values and experiences of people living and working in the region, and
 - Ground policy development and implementation in community values.
- Build public confidence and demonstrate the need for increased investment to achieve healthy, equitable communities and a strong economy.
- Increase regional collaboration and coordination.
- Build new partnerships and strengthen existing ones to inspire innovative solutions to social, economic and environmental challenges facing the region.
- Implement the 2014 Climate Smart Strategy and 2014 Regional Active Transportation Plan.
- Comply with state and federal requirements and position the region to be more competitive in state and federal transportation funding programs.
- Adopt the plan prior to its federal air quality conformity expiration date, thus avoiding a “lapse” that would stop the flow of federal transportation funds to our region.



My Place in the Region
A framework for partnerships, planning and implementation

TIMELINE AND DECISION MILESTONES The 2018 RTP update will be completed in five phases. From May 2015 to Fall 2018, the Metro Council and staff will engage the public and local, regional and state partners to update the Regional Transportation Plan to meet current and future transportation needs over the next 25 years. Development of the 2018 Regional Transportation Plan will be guided by an existing federal, state and regional policy framework consisting of MAP-21, the Oregon Transportation Plan, Statewide Planning Goal 12, the 2040 Growth Concept, the Regional Framework Plan (including policies guiding implementation of the 2014 Climate Smart Strategy) and the existing RTP.

Through this update, the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC) will integrate public input and continue to work together through a series of Regional Leadership Forums to face the difficult decisions of how to make the most of limited funds to build safe, healthy, equitable communities and a strong economy, and build confidence that our public dollars are spent wisely.

Figure 1. Timeline for the 2018 Regional Transportation Plan Update



Public input opportunities to be provided prior to milestones (Council/JPACT action and MPAC recommendation).

PROJECT MILESTONES

☆	December 2015	Metro Council considers adoption of work plan and public engagement plan
☆	February 2017	Metro Council, MPAC and JPACT provide policy direction on development of shared investment strategy, including regional priorities, performance targets and funding levels
☆	December 2017	Metro Council, MPAC and JPACT provide policy direction on policy and financial frameworks, investment priorities, strategies and actions, subject to final public review and air quality conformity analysis
☆	September 2018	Metro Council considers adoption of 2018 RTP (and its components) for federal and state review

WORK PROGRAM ELEMENTS This work plan will be accomplished using the following approach:



Frame key regional trends and challenges, baseline conditions and needs. Frame key regional trends and challenges, current conditions, and current and future regional transportation needs for all modes of travel and the movement of goods and freight. This will include updating the atlas of regional mobility corridors to provide data on existing system performance, identifying the types of strategies that can help address current and future transportation challenges and needs, recognizing that some challenges and needs cannot be addressed through transportation strategies alone and will require supportive strategies from other sectors, such as land use, technology and education.

Update shared vision and outcomes-based policy goals. Refine the region’s vision for the transportation system and regional goals, objectives and performance targets that identify specific outcomes the region wants to achieve with investments in the transportation system to realize the plan’s vision and six desired regional outcomes. This will inform identification of current and future regional transportation needs as well as policy direction on regional investment priorities and how best to achieve multiple objectives with investments in the transportation system.

Update outcomes-based performance evaluation framework and performance monitoring system. Develop data, methods and analytic tools needed to address MAP-21 national goal areas (safety, infrastructure condition, congestion reduction, system reliability, freight movement, environmental sustainability and reduced project delivery delays), Climate Smart Strategy performance monitoring, and existing RTP performance targets. This work will improve the region’s ability to measure the benefits and impacts of investments across economic, social equity and environmental outcomes, further advancing the region’s consideration of return on investment across these outcomes.

Update financial plan. Update the financially constrained revenue forecast and identify potential new funding mechanisms in coordination with local jurisdictions, transit agencies and ODOT to address current and future transportation needs, including keeping the existing transportation system in a state of good repair. This work will support a policy discussion on the sources and levels of funding needed to implement the region’s investment priorities and meet federal and state requirements.

Update regional policies and strategies. Update policy elements of the RTP to address new federal and state requirements, 2012 Transportation Safety Plan recommendations, and recent regional policy actions, including adoption of the 2014 Climate Smart Strategy, the 2014 Regional Active Transportation Plan and the 2014 Regional Transportation Plan, and new policies and strategies recommended through this effort and related Metro projects and programs.

Update shared investment strategy and action plan. Update regional strategies for safety, transit, freight, active transportation and management of the transportation system and related investment priorities and near-term, medium-term and long-term actions and partnerships to support implementation. This will include defining a process for local coordinating committees, city of Portland, Port of Portland, ODOT, and transit providers to submit updated project lists for the financially constrained system as well as a more aspirational “strategic” system that fit within revenue projections and demonstrate progress toward achieving the plan’s vision and performance targets.

Exhibit A to Resolution No. 15-4662

Analysis of the both systems of investments will also include demonstrating the priorities meet the federal Clean Air Act and the state-mandated greenhouse gas emissions reduction target for light-duty vehicles.

POLICY PRIORITIES The work plan has been designed to address the following policy priorities in an integrated manner:



Transit



Transportation equity



Finance



Freight



Transportation design



Transportation safety



**Performance and
return on investment**



Policy actions

The policy priorities define the primary focus of the 2018 RTP update. They reflect a combination of recommendations identified in the 2014 RTP update related to transportation design and safety, 2014 RTP Environmental Justice and Title VI Assessment related to transportation equity, 2014 Climate Smart Strategy and 2014 Regional Active Transportation Plan, MAP-21¹ requirements, and input received from partners and the public during development of this work plan.

Engagement and planning activities have been organized support a regional policy discussion on the future of the region's transportation system and the role that investment can and should play in building healthy, equitable communities and a strong economy by:

- linking land use and transportation planning in concert with our shared values and desired outcomes for the region;
- supporting local plans and visions;
- making the most of the investments we have already made in our transportation system;
- providing safe, reliable and affordable access to jobs, education, healthcare and other services and opportunities; and
- addressing social equity, and economic, and environmental challenges that come with a growing region.

¹ MAP-21, the Moving Ahead for Progress in the 21st Century Act, creates a streamlined and performance-based transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

To that end, the Metro Council will convene a series of **Regional Leadership Forums** to foster regional collaboration, discuss policy priorities in an integrated manner, consider public input, and provide policy direction to staff on development of the 2018 RTP. The forums are joint meetings of the Metro Council, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT). The forums will include an opportunity to hear from local and national leaders and experts, presentations of community input and technical work prepared to support the policy discussion and facilitated discussions that lead to policy direction back to staff on development of the 2018 RTP.

There are eight **technical work groups** proposed to be convened to advise Metro staff on developing materials to support the Regional Leadership Forums and implementing policy direction from the Metro Council, MPAC and JPACT related to the policy priorities. In this role, the work groups will review draft materials and analysis, keep their respective elected officials and agency/organization's leadership informed about the progress of the work group and integrate input from partners and the public to develop recommendations to Metro staff. Work group members will include topical experts and representatives from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) or the designees of members. The work groups will also help identify areas for further discussion by MTAC and TPAC and the Metro Council, JPACT and MPAC. **More information about the Regional Leadership Forums, technical work groups and other engagement activities can be found in the 2018 RTP Update Public Engagement Plan.**

RELATED RTP COMPONENTS TO BE ADDRESSED AS PART OF THE UPDATE

To inform the work program elements and discussion of the policy priorities, several individual components of the Regional Transportation Plan will be refined as part of the update. The components reflect updates to a combination of modal plans, topical plans and policy actions that guide how local jurisdictions implement the regional transportation plan. The components to be updated include:



2002 Designing Livable Streets policies, tools and best practices for making streets safe for all travelers. This will represent a significant update to develop and incorporate more current transportation design best practices and case studies. This work will also address design-related policy issues and recommendations identified through the 2014 RTP update, including arterial crosswalk spacing, transit and freight supportive street designs, motor vehicle bottlenecks, auxiliary lanes, and grade separated arterial intersections and sizing of arterials and throughways to advance a safe, healthy, and reliable multi-modal transportation system. A Design Work Group will support the technical work for this component.



2010 Regional High Capacity Transit Plan, as part of development of the **Regional Transit Strategy** and implementing the 2014 Climate Smart Strategy, to guide community and regional transit connections and other investments and actions needed to support expanded service. This will represent a significant update to the region's transit vision and strategies. It will create an integrated strategy that includes high capacity transit and other priority investments and actions to support implementation, including a refined System Expansion Policy (SEP) to guide prioritizing transit and transit supportive improvements and investments. A Transit Work Group will support the technical work for this component.



2010 Regional Freight Plan for supporting the efficient movement of freight and goods and enhance access to markets, reliable supply chains and industrial areas and intermodal facilities. This will represent a minor update to reflect more current freight travel data and refine investment priorities and implementation actions. A Freight Work Group will support the technical work for this component.



2012 Regional Transportation Safety Plan for improving the safety of the transportation system for all travelers and reducing transportation-related deaths and injuries. This will represent a significant update to reflect more current data and refine 2012 recommendations and strategies for reducing travel-related deaths and serious injuries to inform investment priorities. A Safety Work Group will support the technical work for this component.



2010 Transportation System Management and Operations Plan for providing information to expand use of travel options and using technology to improve the operation of existing facilities and services. This will represent a minor update to review and refine policies in the existing RTP to inform refinements to investment priorities and implementation actions. A more comprehensive update is planned to begin upon completion of the Regional Travel Options Strategic Plan update in 2018 and will continue beyond the 2018 RTP update. The Transport subcommittee to the Transportation Policy Alternatives Committee (TPAC) will support the technical work for this component.



2010 Atlas of Regional Mobility Corridors for monitoring congestion and mobility for all travelers. The atlas displays a series of maps and charts showing land use and transportation network characteristics, travel patterns and system performance. This will represent a minor update to reflect more current data to support existing conditions background work, and identify data gaps and recommendations for refinements to be incorporated in future updates to support RTP performance monitoring. A Performance Work Group will support the technical work for this component.

Regional Transportation Functional Plan which contains policy actions and guidelines to guide how local jurisdictions implement the policies in the Regional Transportation Plan and its components, including the Regional Active Transportation Plan, Regional High Capacity Transit Plan, Regional Transportation System Management and Operations Plan and Regional Freight Plan. This may represent a significant update to address 2014 Climate Smart Strategy recommendations on parking management and relevant policy actions identified through the 2018 RTP. A Policy Actions Work Group will support this component.

The 2018 RTP update will also implement the 2014 Regional Active Transportation Plan and the 2014 Climate Smart Strategy, and to the extent possible, address new state and federal requirements that are currently under development.

COORDINATION WITH RELEVANT METRO AND PARTNER PROJECTS AND PROGRAMS

Activities that support project and program planning and implementation will be conducted by Metro and other partners concurrent with the update process. Some of these activities will provide input for updating policies, investment priorities and actions. Staff will seek opportunities to coordinate and

collaborate with these other programmatic efforts and initiatives at Metro and at other organizations and public agencies.

Relevant Metro projects and programs

- My Place in the Region
- 2015 Growth Management Decision
- 2018-21 Metropolitan Transportation Improvement Program and Regional Flexible Fund Allocation (RFFA) process
- Regional Travel Options Strategic Plan update
- Diversity, Equity, and Inclusion (DEI) program
- Metro Equity Strategy and Action Plan development
- Oregon Innovation Award partnership with the Center for Public Service at Portland State University and 1000 Friends of Oregon to develop a strategy for effectively engaging and reaching historically underrepresented communities, youth, and older adults through more inclusive public engagement and decision-making processes
- Regional Snapshots Series
- Metro Equitable Housing Initiative
- Metro Economic Value Atlas
- Southwest Corridor Project
- Powell-Division Transit and Development Project

Relevant partner projects and programs

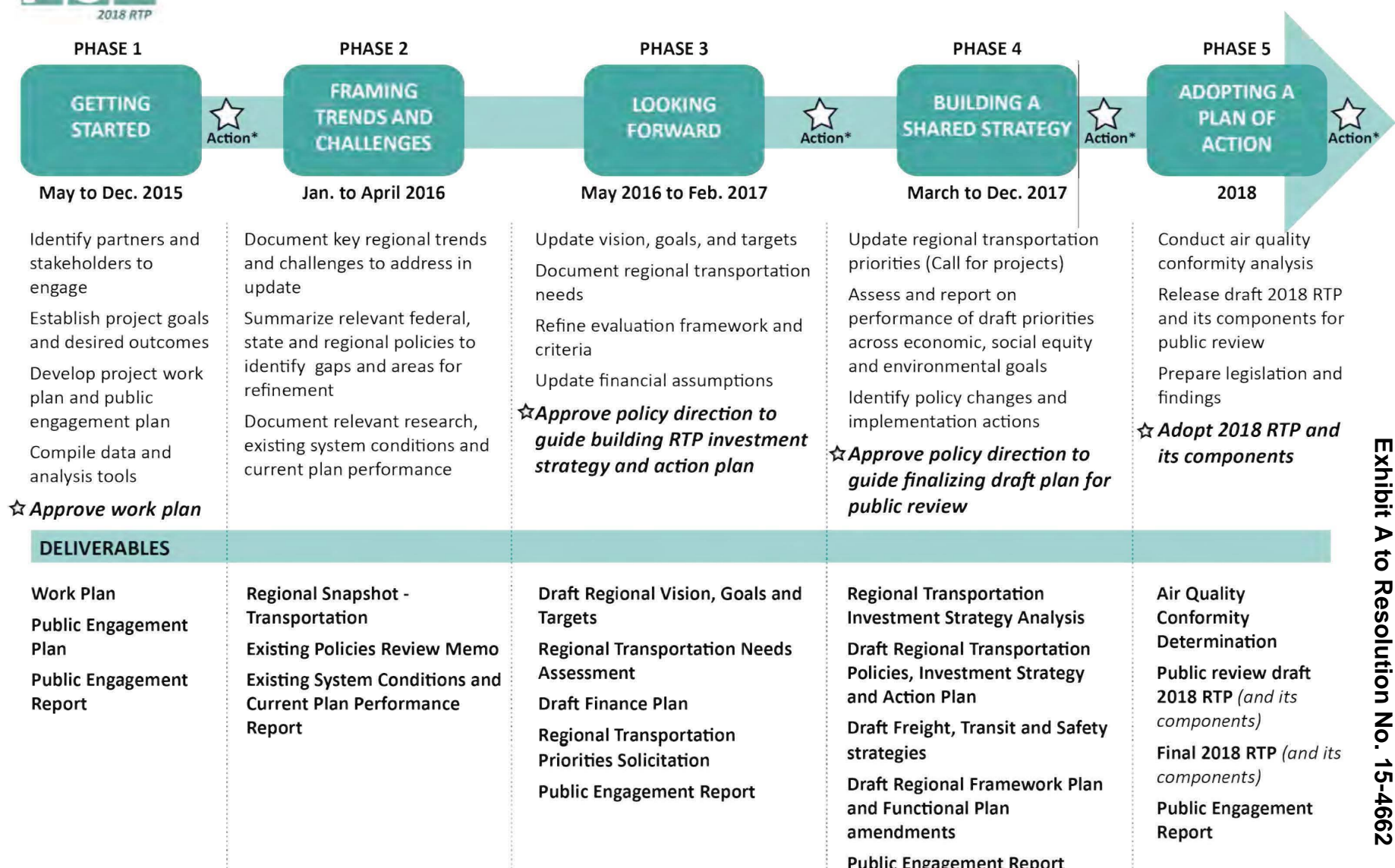
- City and county transportation system plan updates, corridor plans, area plans and studies
- TriMet's Service Enhancement Plans
- South Metro Area Regional Transit (SMART) Master Plan update
- Washington County Transportation Futures Study
- Updates to the ODOT Region 1 Active Transportation Needs Inventory, Interchange Atlas, Facility Bottleneck and Solutions Feasibility Assessment, and the Portland Metro Area Highway Performance Project identified in the 2015-16 Unified Planning Work Program
- Port of Portland and Portland Business Alliance Economic Impacts of Congestion Study
- MAP-21 Target Setting and Data and Tools Development (ODOT, TriMet and SMART)

Summaries of the overall work plan for the 2018 RTP update, including updates to the RTP finance strategy and RTP performance measures, and individual work plans for the Regional Transit Strategy, Transportation Equity Analysis, Regional Freight Strategy, Transportation Safety Strategy, Designing Livable Streets are provided for reference. A work plan for the Policy Actions will be developed during the 2018 RTP update process.



2018 REGIONAL TRANSPORTATION PLAN WORK PLAN

Getting there with a connected region

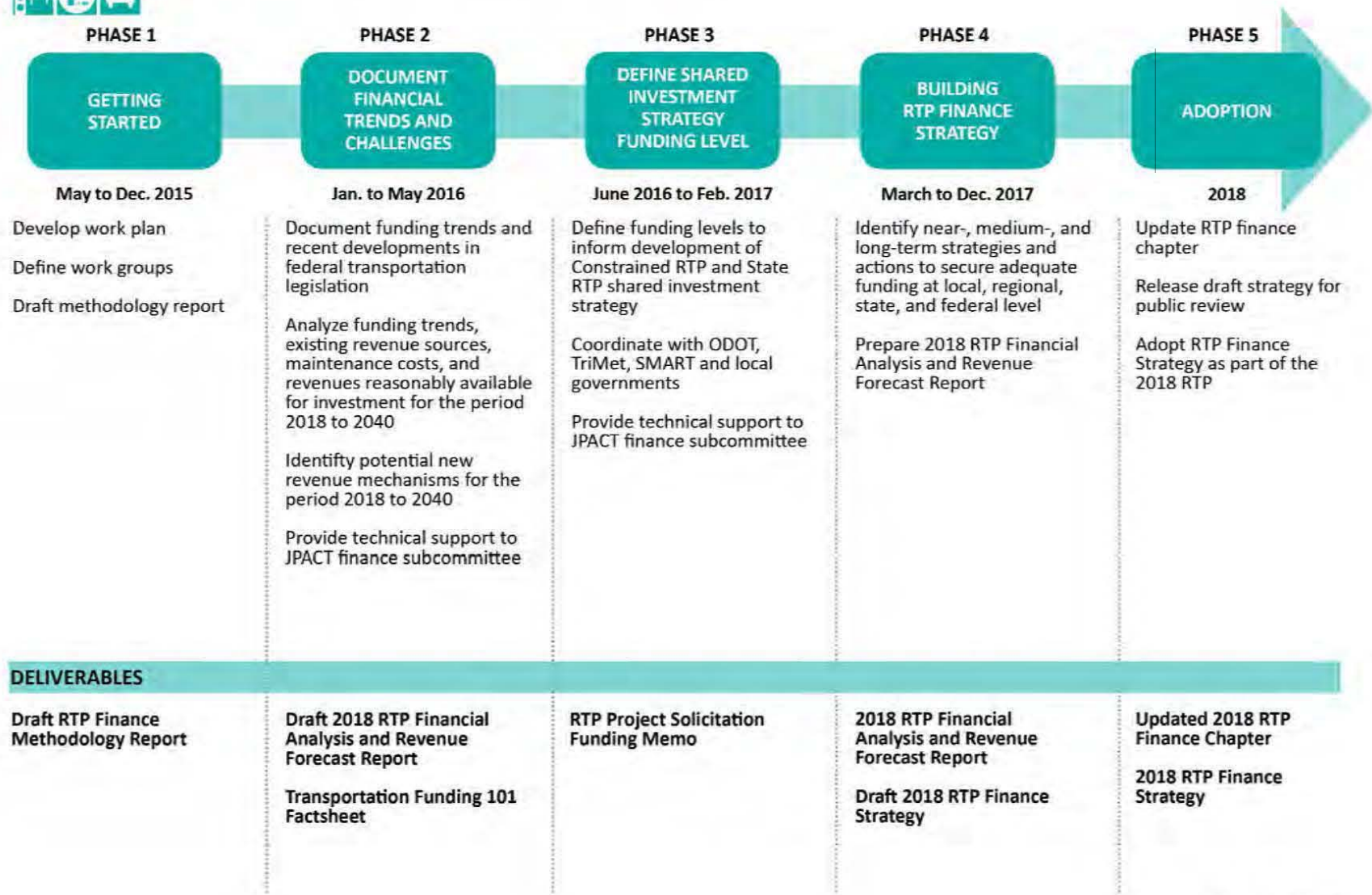


* Council/JPACT action
MPAC recommendation



2018 RTP | FINANCE WORK PLAN

Getting there by investing in transportation





2018 RTP | PERFORMANCE MEASURES WORK PLAN

Getting there by tracking our progress



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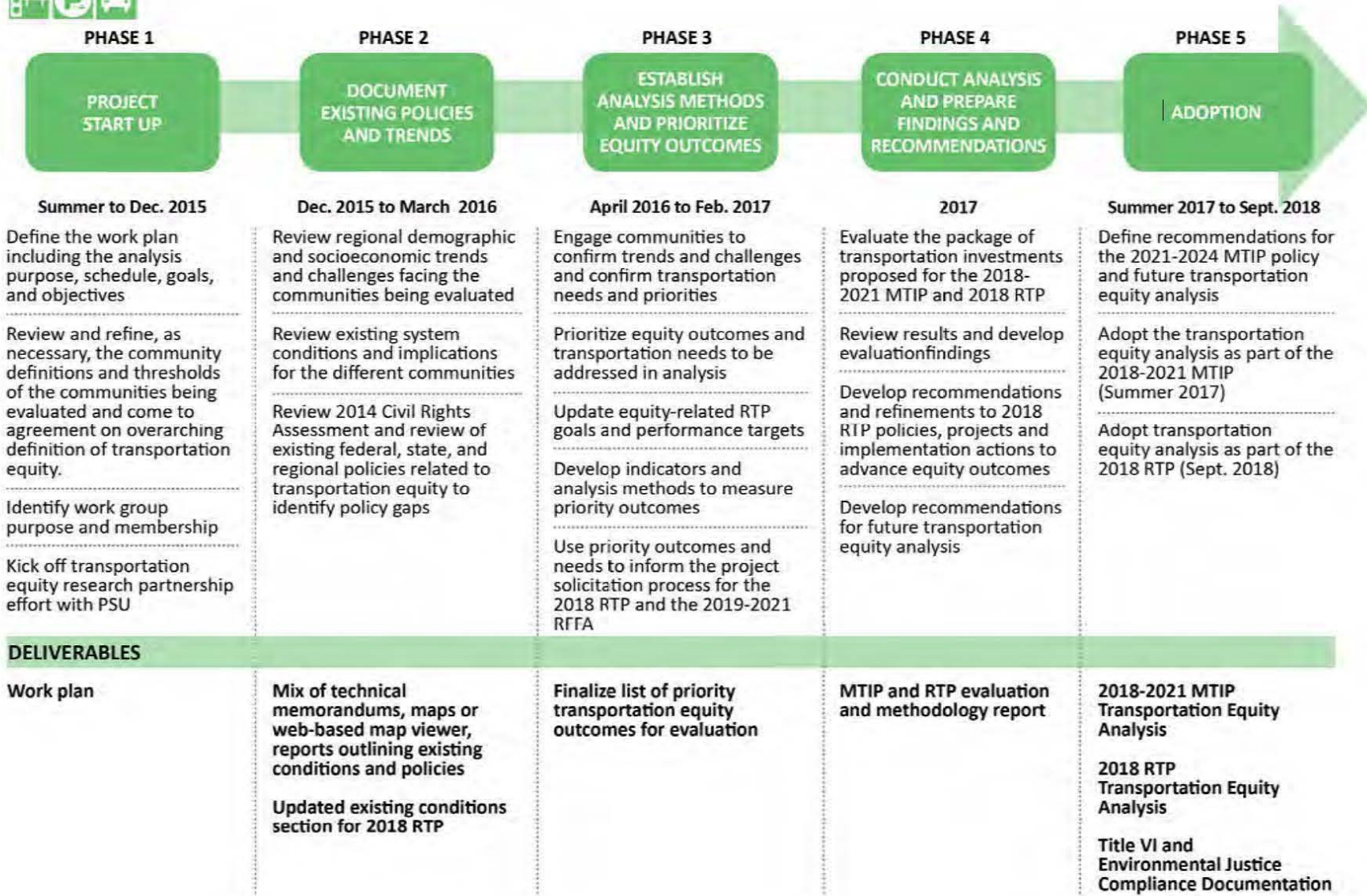


2018 RTP/2018-21 MTIP | TRANSPORTATION EQUITY ANALYSIS WORK PLAN

Getting there equitably

OCTOBER 30, 2015

2018 RTP UPDATE | WORK PLAN | PAGE 11

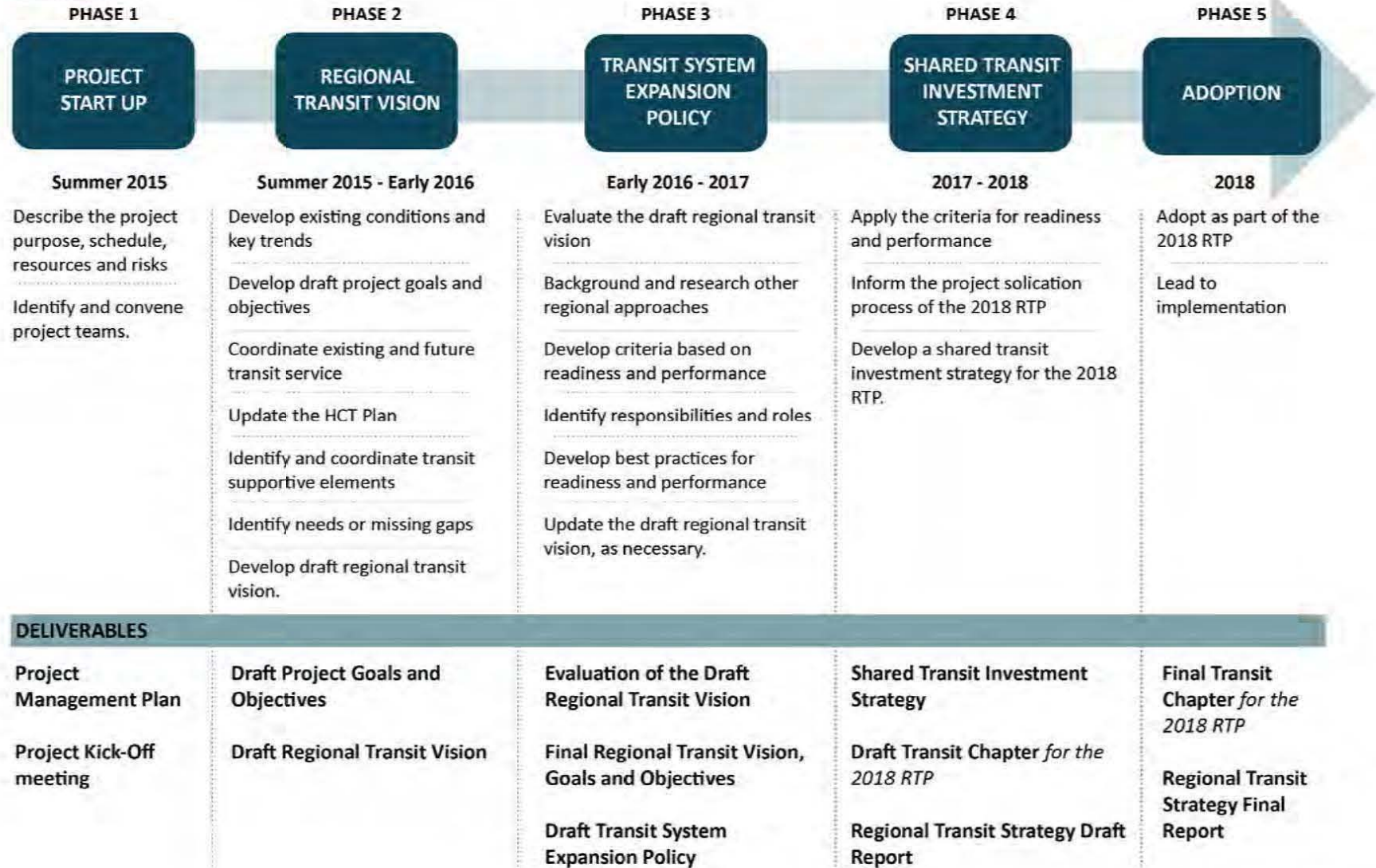


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2018 RTP | REGIONAL TRANSIT STRATEGY

Getting there by transit

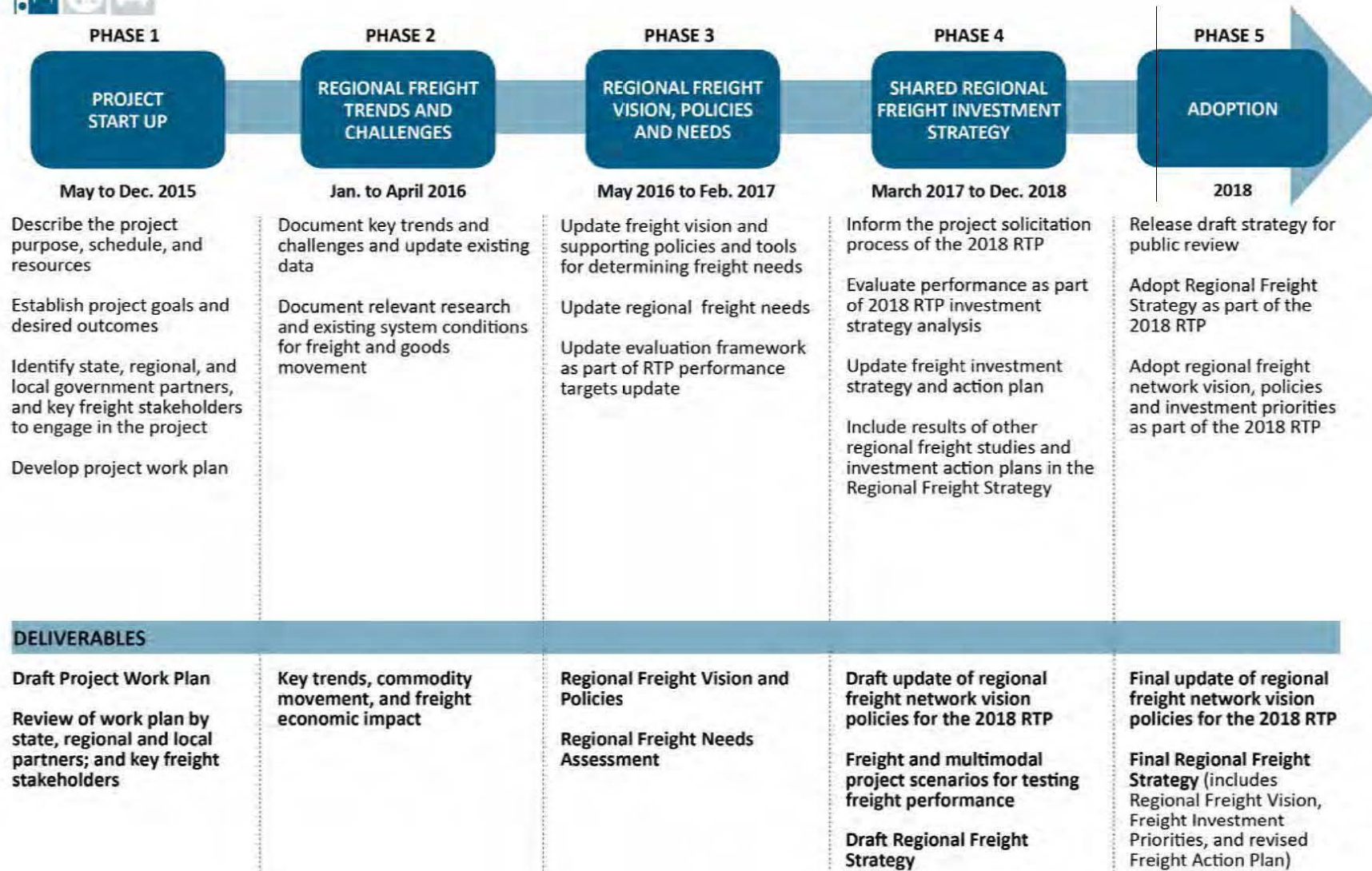


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2018 RTP | REGIONAL FREIGHT STRATEGY WORK PLAN

Getting there by moving freight

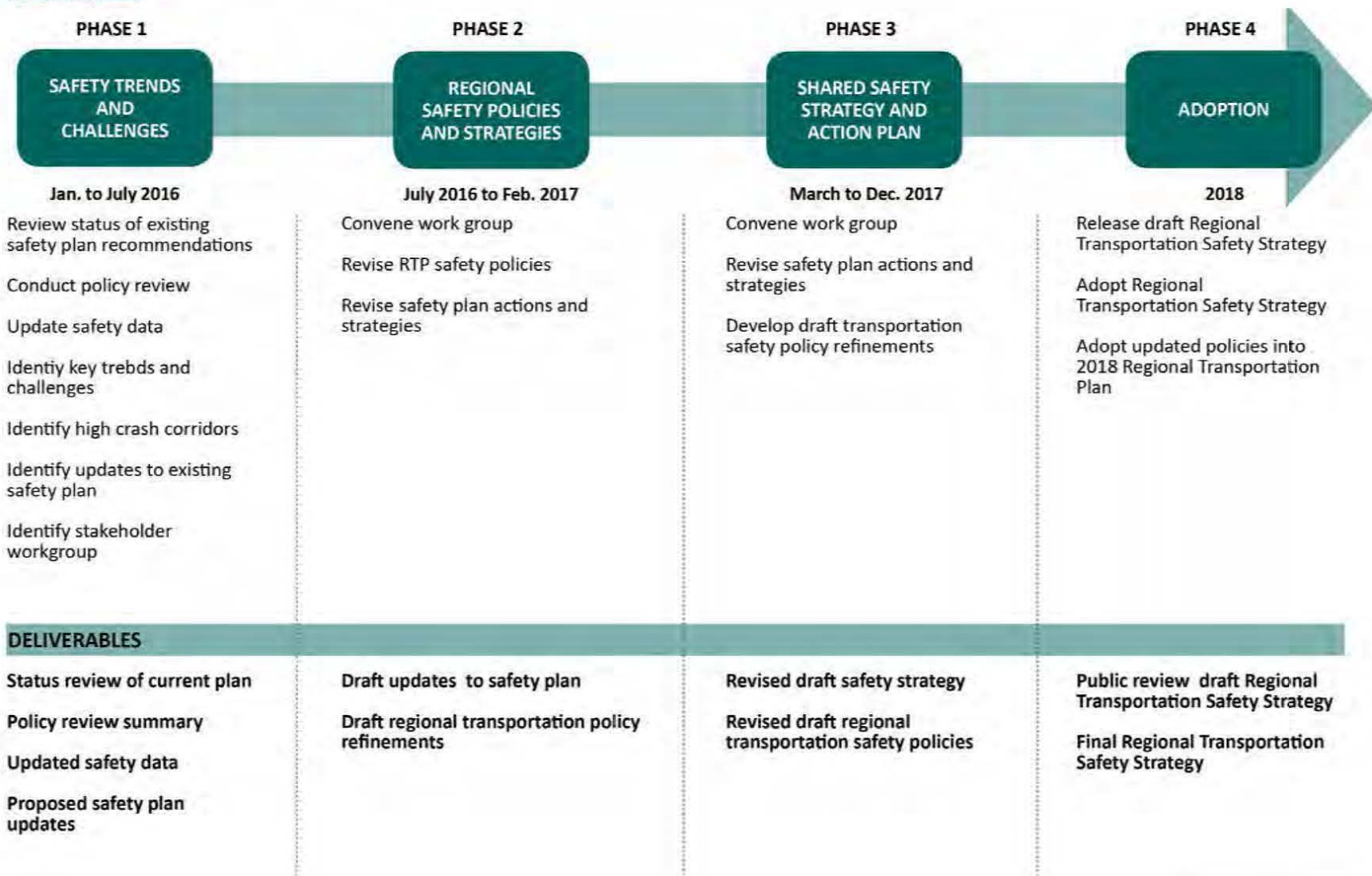


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2018 RTP | REGIONAL SAFETY STRATEGY WORK PLAN

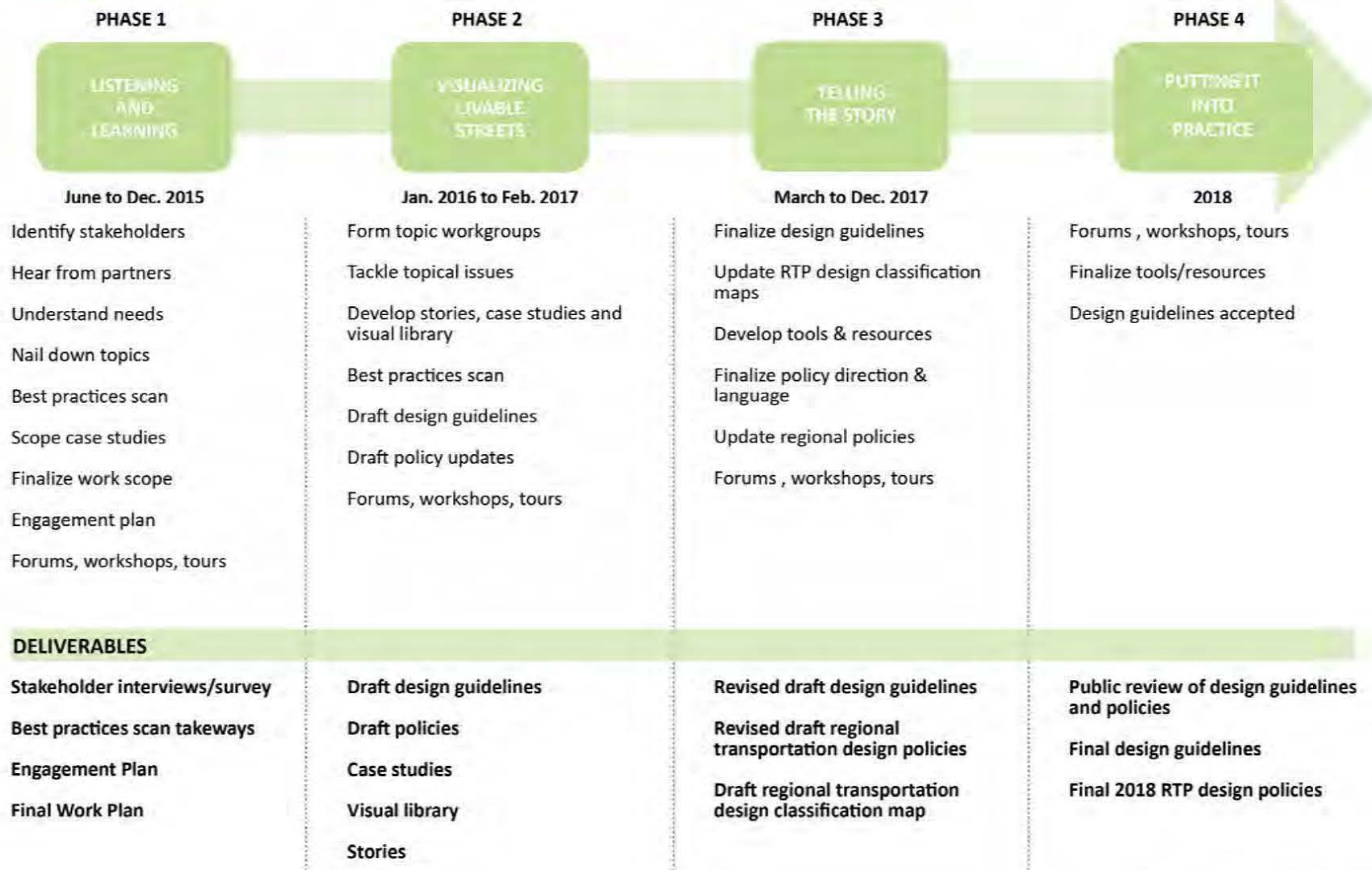
Getting there safely





2018 RTP | DESIGNING LIVABLE STREETS WORK PLAN

Getting there with design



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2018 REGIONAL TRANSPORTATION PLAN UPDATE Work Plan Appendix

From Summer 2015 to Fall 2018, the Metro Council will work with local, regional and state partners to update the Regional Transportation Plan (RTP) to meet current and future transportation needs over the next 25 years. This appendix provides background information on the RTP and more information about key planning and engagement activities, decision milestones and anticipated deliverables for each phase of the update. A summary of Federal and State planning requirements to be addressed through the process is also provided for reference.

What is the Regional Transportation Plan?

The Regional Transportation Plan (RTP) serves as a blueprint to guide investments in the region’s transportation system for all forms of travel – motor vehicle, transit, bicycle, and pedestrian – and the movement of goods and freight. The plan identifies current and future regional transportation needs, investments recommended to meet those needs, and local, regional, state and federal transportation funds the region expects to have available over the next 25 years to make those investments a reality. The plan contains:

- **a long-term vision** for the region’s transportation system;
- **goals, objectives and performance targets** that identify what we want to achieve by 2040;
- **a financial plan** that identifies how we will pay for investments;
- **a shared investment strategy** that includes major local, regional, state and federally-funded transportation investment priorities that help accomplish the plan’s goals; and
- **an action plan** that identifies short, medium and long-term actions and partnerships needed to accomplish the plan’s goals.

Each element will be refined and updated through the 2018 RTP update.

Figure 1. Elements of the Regional Transportation Plan



Why does the plan need updating?

Over the past 20 years, Metro and the communities of the Portland metropolitan region have taken a collaborative approach to planning for and investing in a transportation system that has made our region one of the most livable in the country. The RTP has been a key tool for shaping growth in the region and connecting us to our jobs, families, school and other important destinations in the region.

Because of the region’s dedication to working together to make local and regional plans a reality, we have set a wise course for managing growth and making strategic investments in the region’s transportation system. However, we still have work to do. A growing and increasingly diverse population, concerns about inequities, public health, safety, affordability, aging infrastructure, and congestion, and limited investment dollars call for leadership, new partnerships, and thoughtful deliberation to identify innovative solutions to ensure our region remains a great place to live, work and play.



As the federally-designated Metropolitan Planning Organization (MPO), Metro is responsible for leading and coordinating updates to the RTP on a regular basis to respond to the needs of our changing region and federal policy direction as shown in **Figure 2** and **Figure 3**.

Figure 2. History of Regional Transportation Plan updates (1992 to 2018)

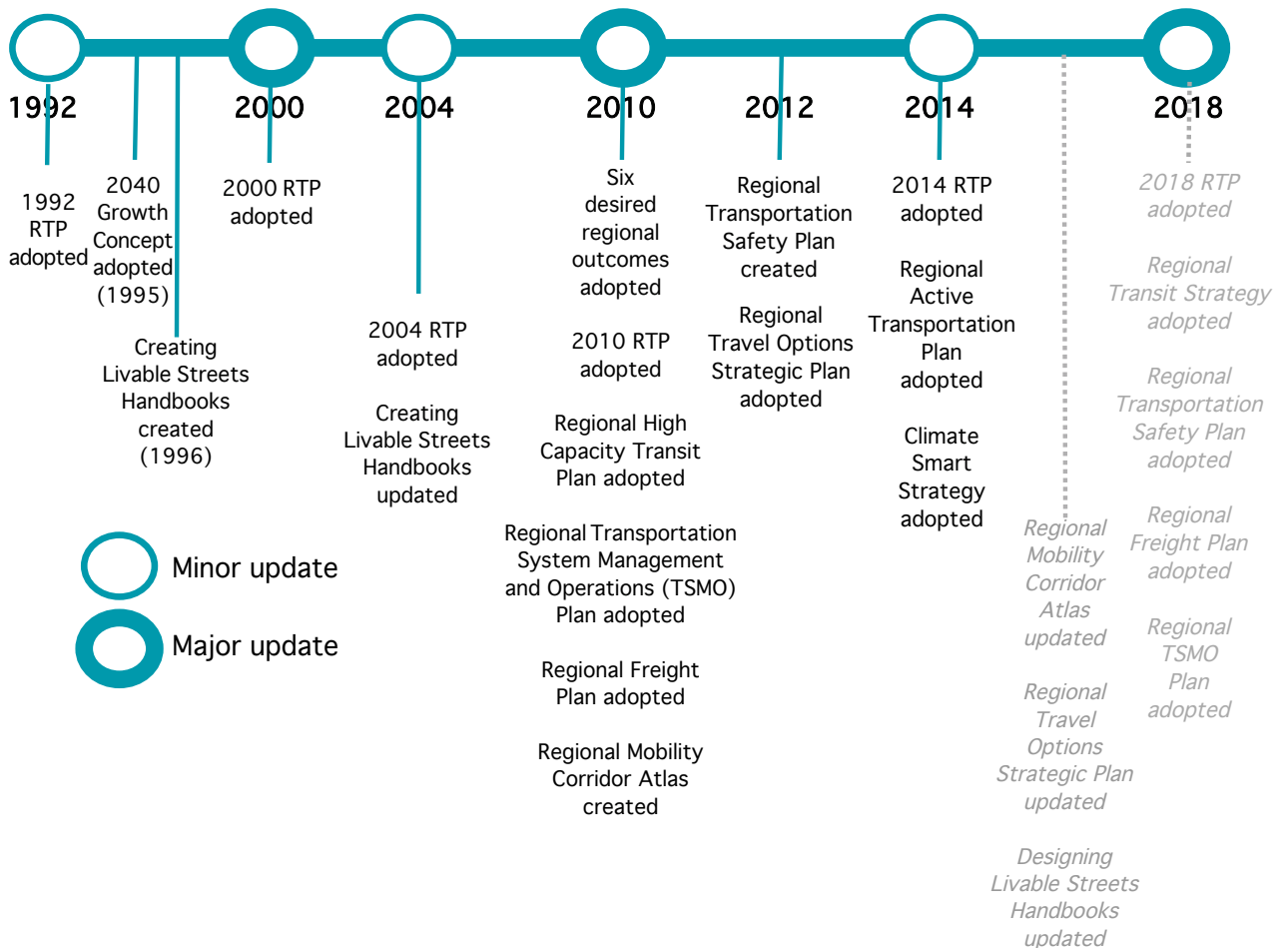
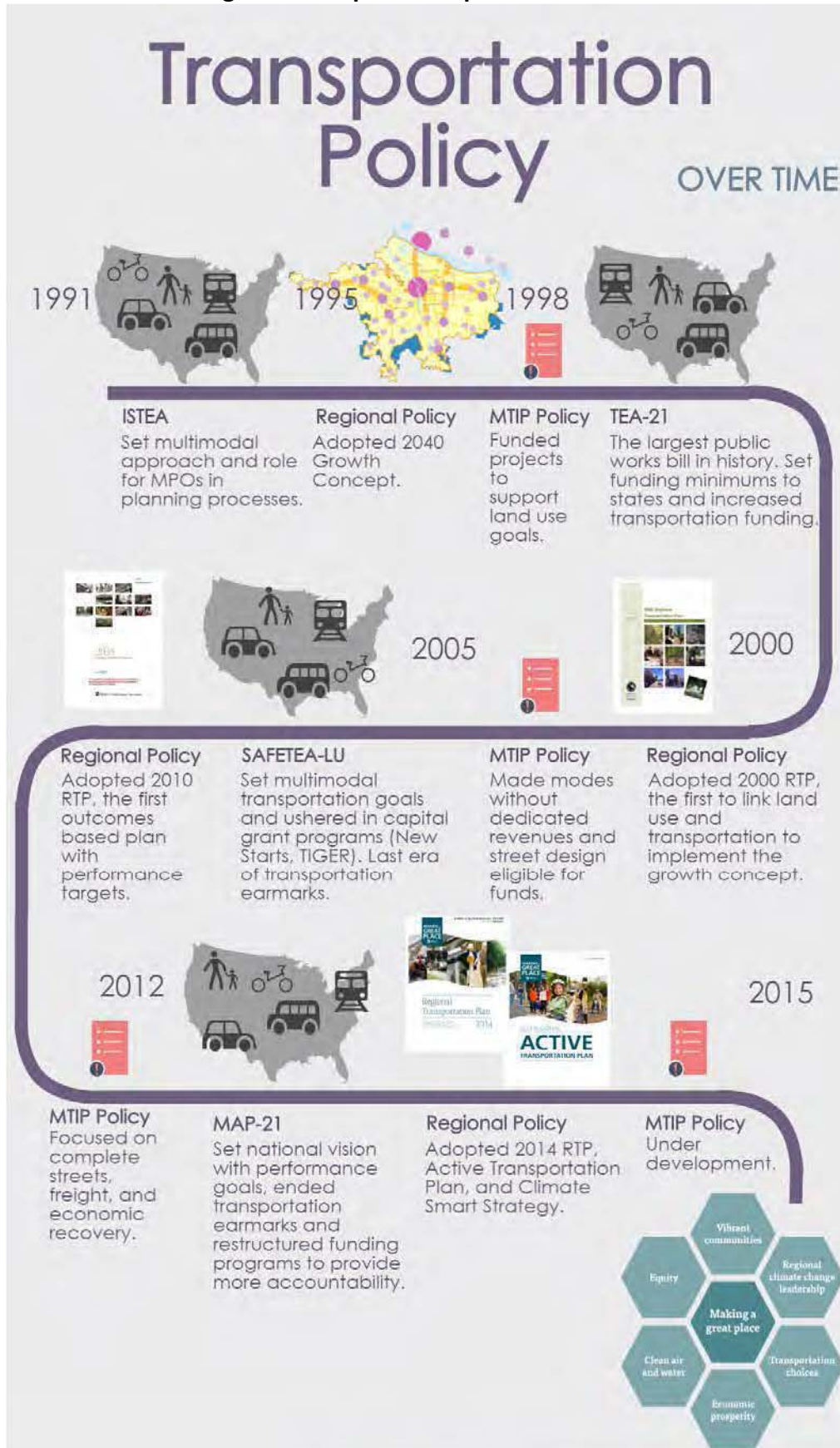


Figure 3. How federal and regional transportation policies have evolved since the early 1990s



The last major update to the plan was completed in 2010, and resulted in adoption of an outcomes-based approach to guide transportation planning and investment decisions in the region. A minor update to the plan occurred in 2014. The existing plan, the 2014 RTP, must be updated by the end of 2018 to meet federal and state requirements.

How will the plan be updated?

The RTP will be updated in five phases, beginning in Summer 2015 and concluding in the Fall 2018. During the update, the Metro Council will work with local, regional and state partners, community leaders and others to update the region’s shared vision and investment strategy to meet current and future transportation needs over the next 25 years.

A more detailed description of the key planning and engagement activities, decision milestones and anticipated deliverables for each phase of the update follows.

PHASE 1 | GETTING STARTED | May to December 2015

What trends and challenges are priorities to address and how do we work together to address them?

Desired outcome: By Dec. 2015, identify policy priorities to be addressed through the update and the process for addressing them.

The first phase of the process will involve engaging local, regional, state and community partners to prioritize the regional challenges to be addressed in the update and the process for how the region should work together to address them.

The purpose of this early work is to build an understanding of what is important to decision-makers and other partners, how the updated plan can better meet regional and community needs and priorities and provide focus to the overall planning effort. During this phase, background work will also begin to develop tools and data that will be used to document how the region is growing and changing, and performance of the transportation system today. This background work will be coordinated with development of a Regional Snapshot on transportation and continue into early 2016.

Phase 1 Key Activities	
Planning	Identify regional challenges and policy choices to be considered through the process
	Establish goals and desired outcomes for the process , work plan and engagement strategy
	Develop work plan and public engagement plan
	Develop data, tool and methods to document key trends and support the identification of regional transportation needs (gaps and deficiencies) and the evaluation of investment priorities <ul style="list-style-type: none"> Begin assessing baseline and future conditions of the region’s transportation system, assuming there are no changes to existing plans, policies and programs
Partnerships & Engagement	Engage partners and the public to identify priorities to be addressed in the update <i>(Summer 2015)</i>
	Engage partners and the public to identify desired process outcomes, and shape work plan and community engagement strategy <i>(Summer and Fall 2015)</i>
	Engage regional advisory committees on draft work plan and draft public engagement plan, including policy priorities and roles in process <i>(Fall 2015)</i>

Phase 1 Key Activities	
Milestone	MPAC makes recommendation to the Metro Council on the work plan and public engagement plan (<i>October 2015</i>) JPACT and Metro Council consider approval of work plan and public engagement plan (<i>November and December 2015, respectively</i>)
Deliverables	<ul style="list-style-type: none"> • Work plan • Public engagement plan • Summary report(s) of engagement with partners and the public on: <ul style="list-style-type: none"> ○ community summit discussion groups as they relate to public engagement and transportation issues ○ quick poll on the public's transportation priorities to be addressed ○ stakeholder interviews on transportation priorities to be addressed, desired outcomes for regional transportation planning and investment decisions and ideas for public engagement for the update ○ Innovation team forums on public trust, decision-making and evaluation of public engagement effectiveness

PHASE 2 | FRAMING TRENDS AND CHALLENGES | January to April 2016

Desired outcome: By April 2016, identify and understand key transportation trends and challenges facing the region affecting future travel in the region.

The second phase of the process will focus on documenting key trends and challenges facing the region and performance of the current regional transportation plan to identify where the region is meeting its transportation goals or falling short. This work will also inform updates to modal and topical plans.

Phases 2 Key Activities	
Planning	Report on key trends shaping the region’s future, highlighting where we have been, where we are now, opportunities and challenges looking forward
	Begin to update financial framework <ul style="list-style-type: none"> • Update local, regional, state and federal revenue forecast
	Begin to identify transportation needs and solutions
Partnerships & Engagement	Engage partners and the public to begin identifying regional transportation needs and possible solutions (<i>Jan. – July 2016</i>)
	Engage partners and the public to begin identifying outcomes most important to residents, businesses, policymakers and others in the region to refine vision, goals, objectives and performance targets (<i>Jan. – July 2016</i>)
Milestone	N/A
Deliverables	<ul style="list-style-type: none"> • Regional Trends and Challenges Snapshot – Transportation • Regional Mobility Corridors Atlas (draft 2.0) • Existing Policies and Plans Review Memo summarizing a review of existing plans, policies and studies (including status of 2010 and 2014 RTP actions and recommendations), and MAP-21 planning requirements • Existing System Conditions and Current Plan Performance Report

PHASE 3 | LOOKING FORWARD | May 2016 to February 2017

Where do we want to be in 2040?

Desired outcome: By February 2017, MPAC, JPACT and the Metro Council provide direction on regional priorities, performance targets and funding levels to guide updating the region's shared investment strategy and action plan.

The third phase of the process will include updating the region's shared transportation vision and policy goals, evaluation framework and financial assumptions for the next 25 years.

Shared Vision and Policy Goals Updating the plan's vision and goals will include working with partners and the public to refine the region's vision for the transportation system and supporting policy goals and objectives to achieve with investments in the transportation system to realize the plan's vision.

Performance Evaluation Framework Updating the plan's evaluation framework will include working with partners to advance the region's performance based planning efforts to address MAP-21 and the 2014 Climate Smart Strategy, and further align the region's investment priorities with the plan's goals, performance targets, and expected resources. This work will help demonstrate how investments in the transportation system will help achieve the six desired regional outcomes. This work will include further development of data, methods and analytic tools needed to improve our ability to measure the impacts of investment options across economic, equity and environmental goals to demonstrate the return on investment across multiple outcomes. The updated evaluation framework and related performance targets will be used for two purposes: (1) to identify where the region is meeting its transportation goals or falling short, and (2) to identify how the region will assess the impact of projects and programs that are identified for inclusion in the plan's shared investment strategy in 2017 as part of Phase 4.

Financial Plan Updating the plan's financial assumptions will include working with transportation providers to document and update the region's forecast for the amount of local, regional, state and federal funding expected to be available to address current and future transportation needs, including keeping the existing transportation system in a state of good repair. This will include documenting existing sources of funding and historic levels of funding by source, and identifying "reasonably expected" new funding and potential new funding mechanisms to support a policy discussion on the sources and levels of funding needed to implement the region's investment priorities and meet federal and state requirements. This work will be informed by and may inform other concurrent funding discussions happening at the local, regional, state and federal levels.

Transportation Needs and Possible Solutions - An updated regional transportation needs and potential solutions report will be prepared to inform jurisdictions as they update their investment priorities in the next phase. The analysis will also inform updates to modal and topical plans and identification of policy changes and actions in Phase 4 to support implementation. A draft Regional Transit Strategy vision will be developed and updates to existing topic and modal plans will also identified, including the Regional Freight Plan, Regional Travel Options Strategic Plan and the Regional Transportation Safety Plan. Opportunities for input on the draft regional transit vision and topic and modal plans will be provided.

A call for project list and system map updates will be released at the conclusion of this phase along with Metro Council and JPACT policy direction on how the "Constrained" and "Strategic" shared investment strategies should be updated.

Phases 3 Key Activities	
Planning	<p>Update the shared vision and policy goals</p> <ul style="list-style-type: none"> • Update shared vision – where do we want to be in 2040? • Update goals and objectives – how do we get there? • MPAC, JPACT and Council define principles to guide development and evaluation of region’s “Constrained” and “Strategic” shared investment strategies
	<p>Update the performance evaluation framework</p> <ul style="list-style-type: none"> • Update performance measures and targets – how do we measure progress? <ul style="list-style-type: none"> ○ Update performance targets data and methods ○ Update system evaluation framework, data and methods • Refine indicators to report on shared investment strategy performance across environmental, economic and equity outcomes • Define process and policy direction to guide update to list of transportation investments and system evaluation
	<p>Update financial plan</p> <ul style="list-style-type: none"> • Update the financially constrained revenue forecast to assume to implement the “Constrained RTP” investment priorities • Identify potential new funding mechanisms to assume to implement the more aspirational “Strategic RTP” • MPAC, JPACT and Council define funding levels for the “<u>Constrained RTP</u>” and “<u>Strategic RTP</u>” shared investment strategies
	<p>Identify transportation needs and possible solutions</p> <ul style="list-style-type: none"> ○ Update topic and modal plans,² Designing Livable Streets tools and best practices and parking management approaches, develop Regional Transit Plan and identify opportunities to further implement the Regional Active Transportation Plan and the Climate Smart Strategy ○ Identify opportunities to support increased use of alternative fuel vehicles, transportation electrification, connected vehicles, driverless vehicles and other advanced technologies ○ Identify potential transportation risks and vulnerabilities to inform how to make the region more resilient to natural and security hazards, climate change and extreme weather events
Partnerships & Engagement	<p>Continue to engage partners and the public to identify regional transportation needs and possible solutions <i>(April – July 2016)</i></p>
	<p>Continue to engage partners and the public to identify outcomes most important to residents, businesses, policymakers and others in the region to refine vision, goals, objectives and performance targets <i>(April – July 2016)</i></p>
	<p>Engage work groups and regional technical advisory committees to define principles to guide development and evaluation of shared strategy and indicators to report performance <i>(Sept. – Dec. 2016)</i></p>
	<p>Engage Council and regional policy advisory committees on principles to guide development and evaluation of shared strategy and indicators to report performance <i>(Jan. - Feb. 2017)</i></p>
Milestone	<p>Metro Council, JPACT and MPAC approve direction on development of shared</p>

² Regional Transportation Safety Plan, Regional Travel Options Strategic Plan, Regional Transit System Plan, and Regional Freight Plan.

Phases 3 Key Activities	
	investment strategy, including regional priorities, performance targets and funding levels <i>(MPAC, JPACT and Council in Feb. 2017)</i>
Deliverables	<ul style="list-style-type: none"> • Draft Regional Vision, Goals and Targets • Regional Transportation Needs Assessment • Draft Finance Plan • Regional Transportation Priorities Solicitation Packet • Public Engagement Report

PHASE 4 | BUILDING A SHARED STRATEGY | March to December 2017

How do we get there?

Desired outcome: By Dec. 2017, MPAC, JPACT and the Metro Council provide direction on finalizing the shared strategy of investments, strategies and actions to be released for public review in 2018.

The fourth phase of the process will include updating the region’s investment priorities and actions recommended for the next 25 years. Staff will evaluate priority investments and strategies following the strategic direction provided by MPAC, JPACT and the Metro Council. This phase will also include assembling an action plan and identifying policy changes needed to support implementation. Opportunities for input on the updated project lists, evaluation results and shared investment strategy will be provided.

Phase 4 Key Activities	
Planning	Develop draft shared investment strategy <ul style="list-style-type: none"> • Solicit and coordinate updates to list of the region’s transportation investment priorities and regional system maps consistent with Metro Council, JPACT and MPAC policy direction <ul style="list-style-type: none"> ○ Incorporate local transportation system plan and corridor refinement plan updates ○ Address identified regional transportation needs and opportunities • Compile draft regional shared investment strategy
	Evaluate draft shared investment strategy <ul style="list-style-type: none"> ○ Conduct and report on system-level evaluation of investment priorities relative to plan’s goals, objectives and performance targets ○ Identify tradeoffs and choices for regional discussion
	Refine draft shared investment strategy based on public engagement and performance evaluation
	Develop action plan to support implementation <ul style="list-style-type: none"> ○ Identify near-term and long-term strategies and actions to advance implementation of the plan, including securing adequate funding ○ Update performance monitoring framework, data and methods
	Identify policy updates and prepare draft topic and modal plans
	Partnerships & Engagement
	Engage partners and the public to review draft list of transportation investment priorities and system performance to shape draft shared investment strategy and finance plan <i>(Summer 2017)</i>
	Engage partners and the public to shape draft near-term, medium-term and long-term action plan to support implementation <i>(Summer-Fall 2017)</i>
	Engage regional advisory committees to finalize recommendations to the Metro Council on direction for draft 2018 Regional Transportation Plan <i>(Aug.- Dec. 2017)</i>

Phase 4 Key Activities	
Milestone	MPAC makes a recommendation to the Metro Council and the Metro Council and JPACT approve direction on policy and financial frameworks, investment priorities, strategies and actions, subject to final public review and air quality conformity analysis <i>(MPAC, JPACT and Council in Nov. and Dec. 2017)</i>
Deliverables	<ul style="list-style-type: none"> • Regional Transportation Investment Strategy Analysis • Draft Regional Transportation Policies, Investment Strategy and Action Plan • Draft Modal and Topical Plans (Transit, Freight, Safety) • Draft Toolbox of Actions • Draft RTP Finance Strategy • Draft Regional Framework Plan and Functional Plan amendments • Public Engagement Report

PHASE 5 | January to September 2018

Adopting A Plan of Action | How do we move forward together?

Desired outcome: By September 2018, the Metro Council adopts the 2018 Regional Transportation Plan and its components.

The final phase of the update will provide additional opportunities for review and input on the overall draft plan and its components and the federally-required air quality conformity determination prior to consideration by the MPAC, JPACT and the Metro Council. Components of the 2018 RTP are anticipated to include amendments to the Regional Framework Plan and regional functional plans in addition to the Regional Transit Strategy, Regional Freight Strategy, Regional Transportation Safety Strategy, the Regional Transportation System Management and Operations Strategy and RTP Finance Strategy.

Phase 5 Key Activities	
Planning	Compile draft plan and technical documentation for public review
	Conduct air quality conformity analysis
Partnerships & Engagement	Release public review draft 2018 RTP for 45-day public comment period <i>(March 2018)</i>
	Release Air Quality Conformity Determination for 30-day public comment period <i>(March 2018)</i>
	Consult with Federal and state agencies <i>(March 2018)</i>
	Engage regional advisory committees to finalize recommendations to the Metro Council on adoption of 2018 Regional Transportation Plan <i>(Spring-Summer 2018)</i>
Milestone	MPAC makes recommendation on and JPACT considers adoption of 2018 RTP and 2018 RTP Air Quality Conformity Determination <i>(Summer 2018)</i>
	Metro Council considers adoption of 2018 RTP and 2018 RTP Air Quality Conformity Determination <i>(September 2018)</i>
Deliverables	<ul style="list-style-type: none"> • 2018 RTP Air Quality Conformity Determination • Public review draft 2018 RTP (and its components) • Final 2018 RTP (and its components) • Adoption legislation, including findings of compliance with State and Federal mandates • Public Engagement Report

What federal requirements must be addressed?

Updates to the RTP are governed by a number of federal requirements that must be met in order for the plan to be approved by the U.S. Department of Transportation and for federal transportation dollars to continue flowing to the region.

Air quality conformity

Future vehicle-related emissions of common air pollutants must remain below regional emissions budgets approved by the Environmental Protection Agency.

Transportation equity

Transportation planning and funding decisions must not have disproportionate impacts on communities of concerns, including communities of color, people living with disabilities, people with low incomes, older adults, youth, and people with limited English proficiency.

Congestion management documentation

Metro must undertake efforts to identify the location, extent and severity of congestion in the region for the purpose of identifying alternative ways to use existing and future transportation facilities efficiently and effectively.

Financial constraint

Funding from existing or anticipated revenue sources must be reasonably expected to be available to be included in the financial framework assumption to build, operate and maintain the transportation investments recommended in the plan.

Performance management and target setting

Consistent with MAP-21, Metro must establish performance measures and targets to inform decision-making on transportation priorities and monitor the region’s progress in support seven national goals for transportation investments: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability and reduce project delivery delays.

Other requirements

- Consideration of Federal Planning Factors
- Public participation
- Interagency consultation
- Environmental mitigation discussion
- Safety
- System management and operations
- Freight planning considerations

What state requirements must be addressed?

Updates to the RTP are governed by a number of state requirements that must be met in order for the plan to be approved by the Land Conservation and Development Commission. The RTP is a Regional Transportation System Plan (TSP) under state law. TSPs for cities and counties located within an MPO area must be consistent with both the statewide Transportation Planning Rule and the RTP, which is adopted to meet Federal requirements.

Statewide Planning Goals

- Consistency with Statewide Planning Goals
- Citizen involvement
- Consistency with adopted state transportation plans
- Interagency consultation

Transportation Planning Rule

Transportation planning must be conducted in coordination with land use plans to identify a system of multi-modal transportation facilities and services adequate to serve planned land uses and adopt standards to demonstrate progress towards increasing transportation choices and reducing auto reliance.

Metropolitan Greenhouse Gas Reduction Targets Rule

Through Metro, the region must adopt performance measures and targets that will be used to monitor progress in implementing the region’s adopted Climate Smart Strategy and assess whether additional or corrective actions are needed.

Getting there



with a connected region

2018 REGIONAL TRANSPORTATION PLAN UPDATE

Public Engagement Plan

May 2015 to September 2018

September 8, 2015

2018 REGIONAL TRANSPORTATION PLAN UPDATE

The Regional Transportation Plan serves as a blueprint to guide investments in the region’s transportation system for all forms of travel – motor vehicle, transit, bicycle, and pedestrian – and the movement of goods and freight. The plan identifies current and future regional transportation needs, investments recommended to meet those needs, and local, regional, state and federal transportation funds the region expects to have available over the next 25 years to make those investments a reality.

The 2018 RTP will include updates and refinements to seven related components including the 2004 Designing Livable Streets tools and best practices, 2010 Regional High Capacity Transit Plan (as part of developing a Regional Transit Strategy), 2010 Regional Freight Plan, 2010 Atlas of Regional Mobility Corridors, 2010 Regional Transportation System Management and Operations (TSMO) Plan, 2012 Regional Transportation Safety Plan, and the 2012 Regional Travel Options (RTO) Strategic Plan. The update will also implement the 2014 Climate Smart Strategy and 2014 Regional Active Transportation Plan, and advance the region’s consideration of equity, economic and environmental outcomes in the transportation planning and decision-making process.

PROJECT GOAL Adopt a Regional Transportation Plan that uses the *My Place in the Region* framework to advance achievement of the region’s six desired outcomes and meet federal and state requirements.

PUBLIC ENGAGEMENT PLAN The public engagement plan will guide stakeholder and public engagement during development of the 2018 Regional Transportation Plan. The plan describes the engagement objectives and activities that will be implemented to ensure the public and identified partners have adequate opportunities to provide meaningful input to the update. The plan also describes the engagement timeline and milestones, and an evaluation strategy to measure success. The purpose of the public engagement plan is to share information and gather input regarding the values, needs and priorities of the public and identified partners.



PUBLIC ENGAGEMENT GOAL To strengthen existing and build new partnerships with local, regional, state and federal governments, business and community leaders, academic institutions, and historically underrepresented communities (people of color, people with low incomes, and people with limited English proficiency) as well as youth and older adults through *a strategic engagement approach that builds support for and momentum to achieve the project goal and helps build public trust in Metro’s transportation planning process.*

METRO ROLE Implement a public engagement plan for the 2018 RTP update that builds on previous engagement efforts and relationships, is informed by input from partners and the public, and advances recommendations from the Metro’s innovation work on building public trust (sponsored by the Oregon Innovation Award).



PUBLIC ENGAGEMENT OBJECTIVES

- **Communicate complete, accurate, understandable, and timely information to the public and partners throughout the project.**
- **Provide meaningful public engagement opportunities and demonstrate how input has influenced the process.** Implement a strategic approach that 1) demonstrates how the decision-making process operates and where/when to provide input, 2) provides outreach early enough in the decision-making process to promote meaningful opportunities for the public to shape policies and outcomes, 3) tracks how input is considered by decision-makers and impacts final action or outcome of decision, 4) provides follow-up with those who provided input about final action or outcome of decision, 5) seeks public evaluation of engagement experience, and 6) creates monitoring process whereby success at reaching historically underrepresented communities is monitored and measured.
- **Actively seek public input prior to key milestones during the project and share with Metro Council and regional committees in a manner that best supports the decision-making process.** Develop meaningful public engagement activities to generate input relevant to project milestones. Share themes and verbatim comments with decision-makers in a manner that creates a sound basis for an informed decision to adopt the 2018 Regional Transportation Plan.
- **Support an inclusive and place-based approach.** Strategically connect the 2018 RTP outcomes to the experiences of people living and working in the region through the integration of community storytelling in public engagement activities, public comment opportunities, and decision-making.
- **Comply with all public participation requirements.** Ensure engagement approach meets requirements as articulated in MAP-21, Title VI of the Civil Rights Act, the Environmental Justice Executive Order, Oregon’s Statewide Planning Goal 1 for citizen involvement, and Metro’s Public Engagement Guide.



- **Coordinate engagement efforts with relevant Metro projects and programs.** Incorporate engagement needs of relevant Metro projects and programs to create a coordinated effort that connects projects and programs for the public as they learn about and provide input on the 2018 RTP. Projects and programs include but are not limited to the Metropolitan Transportation Improvement Program (MTIP) and Regional Flexible Funds Allocation (RFFA) process, development of the Regional Transit Strategy, updates to the Regional Freight Plan, Designing Livable Streets program, Regional Transportation Safety Plan, Regional Travel Options strategic plan, TSMO plan, the Diversity Equity and Inclusion (DEI) program, development of Metro’s Equity Strategy and Action Plan, refinements to the Transportation Equity Analysis, and the development of the regional Economic Value Atlas and Investment Areas Action Plan.

PUBLIC ENGAGEMENT PLAN APPROACH

This public engagement plan has been and its approach will continue to be refined through the following three-step approach:

1. **Assess recommendations and outcomes of previous public engagement efforts.** Review and assess formal recommendations and outcomes of Climate Smart Communities, 2014 RTP update, 2014 Civil Rights Assessment and other recent Metro engagement efforts. *(May to June 2015)*
2. **Implement robust public participation tools reflecting life-cycle of public engagement.** Provide community opportunities to 1) learn how the decision-making process operates and where/when to provide input, 2) engage early enough in the planning and decision-making process to shape policies and outcomes, 3) learn how input is considered by decision-makers and impacts final action or outcome of decision, 5) provide evaluation of public engagement experiences and 6) understand outcomes of agency success in reaching historically underrepresented communities as well as youth and older adults. *(May 2015 to September 2018)*
3. **Incorporate best practices, inclusive engagement strategies and tools, and recommendations generated by Metro’s work on building public trust (sponsored by the Hatfield School of Government Oregon Innovation Award).** Use findings from innovation work occurring on parallel time frame to inform and help build participation infrastructure. *(June to December 2015)*

KEY MESSAGE THEMES

- **We need to ensure all communities thrive as we grow and change.** Planning as the Portland metropolitan region grows helps ensure jobs and the economy keep pace with our growing population and that all community members have safe, reliable and affordable options for getting around. Changes in the makeup of our communities and continued job growth will alter our travel patterns and transportation needs. The 2018 Regional Transportation Plan update is a critical tool to help build and shape our communities as we grow. In order to keep our region a great place to live and work and keep nature close by in the face of anticipated growth, we must



continue linking land use and transportation planning, in concert with our shared values.

- **We must make every dollar count.** Given the current challenges of our communities across the region, it's more important than ever to look critically at potential investments and evaluate them on the basis of the outcomes they achieve – safety, a well maintained system, congestion relief, access to jobs, schools and services, options for getting around, clean air, etc. – outcomes the public has said they want. Investments in the region's transportation system should seek to achieve multiple objectives and take into consideration how regional transportation investments affect land use, the economy, the environment and social equity, particularly for communities of color, people with low incomes, people with limited English proficiency, older adults and youth.
- **We are most successful when we work together.** The Regional Transportation Plan update will set up a new agreement about how the region is planning to design, fund and operate its transportation system over the next 25 years. There is broad agreement among the regional partners to make the most of investments in our existing transportation system as well as new projects to ensure our transportation choices work over time. The region will also look at innovative, sustainable funding solutions to pay for needed local and regional transportation investments that are most critical to our region's success. We need everyone's help to arrive at informed decisions on how to get the most value out of investments in our transportation system, answering the question "What outcomes do we need from our investments and how will we pay for them over the long term?"



BUILDING THE 2018 RTP THROUGH PARTNERSHIPS

Taking stock of where our region has come from, what our needs are, and how we will remain strategically focused reminds us that partnerships and collaboration will be critical to the 2018 RTP update. Engagement and partnerships will be essential to shaping the 2018 RTP to help ensure that as our region grows and we make investments in the transportation system, we preserve and protect what residents and businesses value most. A collaborative approach reinforces the importance of shared responsibility for the region's transportation system and building healthy, equitable communities and a strong economy.

The engagement efforts will seek participation of all potentially affected and/or interested individuals, communities, and organizations. To date, the project team has identified a number of stakeholders to engage in the process.

The list below is not exhaustive and additional stakeholders will be included as the region builds a shared strategy for the 2018 Regional Transportation Plan.

- General public
- Communities historically underrepresented in the decision-making process including people of color, people with low incomes, and people with limited English proficiency
- Youth and older adults
- People with disabilities
- Community leaders and organizations, including community-based advocacy organizations for historically underrepresented communities, health and equity interests, environmental and land use issues, and transportation advocacy groups, including Drive Oregon
- Business and economic development interests, including large and small employers, business organizations, associations and chambers of commerce
- Local jurisdictions and special districts, including transit providers and Ports
- Bi-State Coordination Committee, Southwest Washington Regional Transportation Council (RTC) and other Clark County governments
- Transportation Research and Education Consortium, and Mark O. Hatfield School of Government at Portland State University
- Philanthropic foundations and institutions
- Federal and State legislators and elected officials representing counties and cities in the region
- State agencies, including the Oregon Department of Environmental Quality, Oregon Department of Land Conservation and Development, and Oregon Department of Transportation
- Federal agencies, including the Federal Highway Administration, Federal Transit Administration and the U.S. Environmental Protection Agency



Engagement Roles and Responsibilities

<p>Policy partnerships: Council, JPACT and MPAC</p> <ul style="list-style-type: none"> • Provide leadership and policy direction to staff • Build partnerships and collaborate • Engage partners and the public • Participate in Regional Leadership Forums • Incorporate input from partners and the public 	<p>Community partnerships: Partners and the public</p> <ul style="list-style-type: none"> • Tell us about your experiences traveling in the region and the places that are important • Provide community values, needs and priorities • Provide inspiration and ideas • Provide input and recommendations to decision-makers
<p>Technical partnerships: TPAC, MTAC and work groups</p> <ul style="list-style-type: none"> • Implement policy direction to update plan • Provide technical expertise • Keep decision-makers informed of progress • Incorporate input from partners and the public • Make recommendations to decision-makers 	
<p>Technical support: Metro staff</p> <ul style="list-style-type: none"> • Implement policy direction to update plan • Provide technical expertise • Keep decision-makers informed of progress • Incorporate input from partners and the public • Make recommendations to decision-makers and technical advisory committees 	<p><i>Community partnerships and engagement activities will seek to strengthen public trust and be more inclusive of historically underrepresented communities, youth and older adults.</i></p>

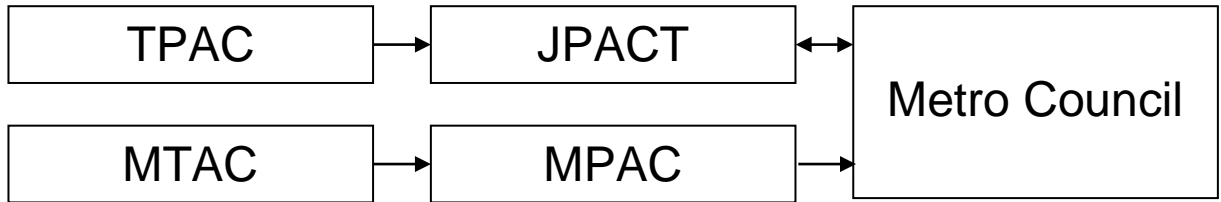
REGIONAL TRANSPORTION DECISION-MAKING FRAMEWORK

The RTP update will rely on Metro’s role as the designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region and its existing decision-making structure. The decision-making framework includes the Metro Council and four advisory committees that have varying levels of responsibility to review, provide input, and make recommendations on the development of the 2018 RTP.

The Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will make recommendations at key decision points based on input from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC). Integral to this decision-making process is providing timely opportunities for partners and the public to provide meaningful input to the Metro Council and the policy and technical advisory committees prior to key decision milestones throughout the RTP update.

The chart below shows how the technical advisory committees make recommendations to the policy advisory committees, and the policy advisory committees make recommendations directly to the Metro Council. The two-way arrow between JPACT and the Metro Council indicates that for final adoption of the RTP, the Metro Council must approve the plan as recommended by JPACT.

Regional Transportation Decision-Making Framework



Work Groups: Several work groups will be formed to advise Metro staff on implementing policy direction from the Metro Council, MPAC and JPACT related to specific technical and topical issues that have been identified as policy priorities for this update:



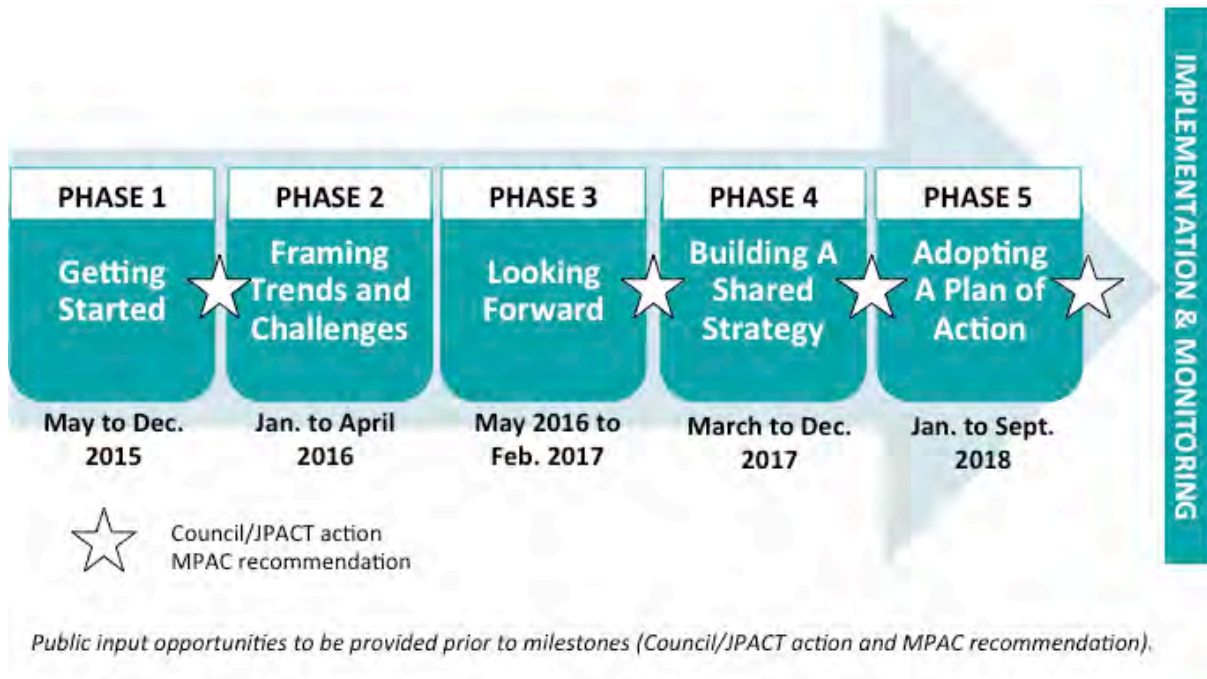
- Transit
- Transportation equity
- Finance
- Performance and return on investment
- Freight
- Transportation design
- Transportation safety
- Policy actions

In this role, the work groups will review draft materials and analysis. Work group members will include topical experts and representatives from MTAC and TPAC, or the designees of members. Opportunities to share information and collaborate across work groups will be provided. Work group meetings are open to the public. Meeting information will be posted on Metro’s website at www.oregonmetro.gov.

TIMELINE AND DECISION MILESTONES The 2018 RTP update will be completed in five phases. From May 2015 to Fall 2018, the Metro Council and staff will engage the public and local, regional and state partners to update the Regional Transportation Plan to meet current and future transportation needs over the next 25 years.

Through this update, the Metro Council, JPACT and MPAC will integrate public input and continue to work together through a series of Regional Leadership Forums to face the difficult decisions of how to make the most of limited funds to build healthy, equitable communities and a strong economy, and build confidence that our public dollars are spent wisely.

TIMELINE FOR THE 2018 REGIONAL TRANSPORTATION PLAN UPDATE



PROJECT MILESTONES | METRO COUNCIL/JPACT ACTION AND MPAC RECOMMENDATION

☆	December 2015	Metro Council considers adoption of work plan and public engagement plan
☆	February 2017	Metro Council, MPAC and JPACT provide policy direction on development of shared investment strategy, including regional priorities, performance targets and funding levels
☆	December 2017	Metro Council, MPAC and JPACT provide policy direction on policy and financial frameworks, investment priorities, strategies and actions, subject to final public review and air quality conformity analysis
☆	September 2018	Metro Council considers adoption of 2018 RTP (and its components) for federal and state review

PUBLIC ENGAGEMENT OPPORTUNITIES

The regional advisory committees and technical work groups will serve as the primary engagement mechanisms for collaboration and consensus building. In addition to these committees and work groups, engagement with other potentially affected and/or interested individuals, communities, and organizations will continue to be an important element of the engagement strategy.

Ongoing involvement will occur throughout the update process at levels that inform, involve or collaborate with audiences, based on their identified level of interest in the project. The project team will seek specific input using a variety of public engagement tools.

The following describes ongoing engagement and key outreach points and lists the types of outreach tools that will be used to engage the public and partners during the development of the 2018 RTP.

Ongoing Engagement Opportunities (May 2015 – September 2018)

The website will be the primary portal for information and engagement throughout. Staff will pursue an open comment form that members of the public can use to submit substantive comments at any time during the update. As envisioned, the project team would respond to comments as needed and track comments and responses through an ongoing database.

Outreach points (January 2016 – September 2018)

There are multiple milestones and decision points through the development of the 2018 RTP and its components. Using the tools outlined below, the project team will facilitate a dialogue between the public and decision-makers that will ensure that decision-makers are considering and addressing the recommendations and concerns of the public, and that the public understands the policies being considered in the 2018 RTP. The project team expects to hold two large scale engagement periods each year in coordination with other Metro planning and development efforts, including issues related to land use, housing and transportation.

The overall strategy is to allow easy entry to the issues being discussed at the regional table without requiring members of the public to fully understand the processes, programs and plans working to address those issues. Members of the public who would like to learn more and offer more detailed insight on the processes, programs and plans will be given the option to do so. These key outreach points will be coordinated with the release of quarterly Regional Snapshots around priority issues in the region and be timed to inform the planned Regional Leadership Forums in 2016 through 2018.

PUBLIC ENGAGEMENT TOOLS

These tools will be used throughout the public engagement effort, timed to best leverage the needs of the RTP and its components:

- **Public Engagement Plan (December 2015)** Details outreach activities, schedule, public engagement framework, and key stakeholders.
- **Comment tracking database (Ongoing)** The team will pursue a method to log all public comments, questions and concerns and respond to or coordinate a response when appropriate. The log is intended to include direct comments or comment themes from all sources, including emails, phone calls, web form submissions and comments made during presentations and briefings with stakeholders.
- **Website (Ongoing)** The project website will be the primary portal for information about the project. It includes pages that describe project activities and events, the process timeline, and support documents and materials. The site will host online quick polls, open houses and surveys. At any time, members of the public may submit comments through the project website's online comment tool. Staff will receive comments, coordinate responses as needed, and track comments.
 - **Regional Snapshots (Beginning fall 2015)** The website will host quarterly Regional Snapshots, expressing and contextualizing data and stories regarding regional issues. On



a rotating basis, these snapshots will explore regional issues of housing/land use, jobs/employment, transportation and other livability issues. Snapshots will feature data, personal stories and case studies through infographics, narratives and videos, and feature an interactive element for viewers to provide their reactions to what they have learned and to share their experiences. The first Regional Snapshot for Transportation is planned for release in March 2016.

- **Web-based outreach, including online quick polls, surveys and open houses (Ongoing)**
The project will use a combination of online quick polls, surveys and open houses designed to seek ideas and input from the broader public. Staff will pursue use of an online interactive mapping tool to seek input on transportation needs and priorities.
- **Video (Spring 2016)** An overview video will be developed to explain the 2018 RTP update context and purpose. The video will include Spanish subtitles and be hosted on the project website to serve as a key information piece. It will also be shown at community briefings and presentations to help explain the update.
- **Storytelling, project newsfeeds and electronic newsletters (Ongoing)** Metro staff will develop stories, newsfeeds and e-newsletters to provide information about key milestones, and to invite the public to participate in engagement opportunities. The stories and newsfeeds will also be important tools for audiences to learn about the people and places that make up the region and related transportation needs and priorities. The project will maintain an interested parties email list that will be an ongoing feature of the public engagement effort.

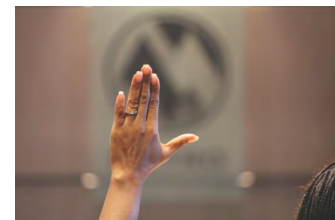
It is expected that newsfeeds and e-newsletters will be developed during these key points:

- Introduction and announcement of the project
- Invitation to participate in online quick polls and surveys
- Refinement of RTP goals, objectives and performance targets
- Identification of transportation needs and priorities
- Development of a shared investment strategy and action plan
- **Regional Leadership Forums (Ongoing)** The project will use a series of Regional Leadership Forums that will be convened by the Metro Council to hear from national leaders, foster regional collaboration, discuss policy priorities, consider public input, and provide policy direction to staff on development of the 2018 RTP. The forums are joint meetings of the Metro Council, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT). The forums will include a keynote speaker, presentations of community input and technical work prepared to support the policy discussion and facilitated discussions that lead to direction back to staff on development of the 2018 RTP.
- **Future of Transportation Speaker Series (Ongoing)** The project team will develop a speaker series to discuss emerging and future issues related to transportation. The series will provide an opportunity to discuss issues of interest but that have not identified as policy priorities for the update. The series will be more fully developed as part of the process to support the Regional



Leadership Forums, Regional Snapshot Speaker Series and other engagement activities. Metro will seek to co-host the series with business and community organizations, public agencies, academic institutions and other partners. Potential topics include congestion pricing, intelligent transportation networks and connected and autonomous vehicles, the link between social media, technology and traveler information, and emergency preparedness. This engagement activity will be further developed through the process in coordination with other Metro programs.

- **Individual and small group stakeholder meetings (Ongoing)** Metro Council and staff will provide updates to stakeholders throughout the project, and will have discussions at standing meetings of county-level coordinating committees, community groups and organizations, and other stakeholders who have an interest in the project. This will include briefings and discussions with elected officials, businesses, business and economic development groups, community-based groups and organizations. The purpose of these meetings will be to provide updates, and to solicit input on key elements of the project. Councilors and staff will also distribute fact sheets or other informational materials at these meetings.
- **Publications (Ongoing)** Fact sheets, project updates, and other materials will be developed to describe the RTP update, as well as to describe specific topical components of the project, such as transportation equity, finance and safety, modal plans to be updated as part of the process, and specific aspects of the update at key milestones. The materials will be distributed at briefings and meetings. Summary reports documenting the results and findings of major tasks will also be developed and made available on Metro’s website and meeting presentations.
- **Public comment reports (Ongoing)** Throughout the process, the project team will document all public involvement activities and key issues raised through the process.
- **Final public comment report (Spring 2018)** A public comment report will be compiled and summarized at the end of the formal public comment period.
- **Metro Council public hearings (2018)** Hearings will be hosted by the Metro Council as part of regular meetings as part of the final adoption process.
- **Final public engagement summary report (Fall 2018)** A final summary report containing a complete evaluation and overview of the engagement effort, including a discussion of the successes and potential areas for improvement will be created at the end of the process.
- **Equity outreach and engagement (Ongoing)** A focused effort will be made to engage historically underrepresented populations. A proposed contract would engage a proven equity and inclusion consultant to work with the public engagement team to serve as a liaison to these communities, conduct targeted outreach to leaders of these communities, and advise on messaging and methods of outreach to the potentially affected communities. This equity work would leverage



and enhance broader equity outreach effort to be conducted by Metro staff. The equity outreach program consists of the following strategies and elements:

- Transportation Equity Work Group (described above).
 - Translation of key materials into Spanish and/or other languages, including online quick polls and surveys, and fact sheets.
 - Targeted outreach and presentations/briefings to organizations that serve historically underrepresented communities (for example, outreach to Transportation Justice Alliance)
 - Other strategies and elements will be identified through proposed consultant contract.
- **Social media (Ongoing)** Metro staff will use social media, including Twitter and Facebook, to invite members of the public to participate in online quick polls, surveys and other major public engagement activities. Social media will also be used to announce major project milestones.



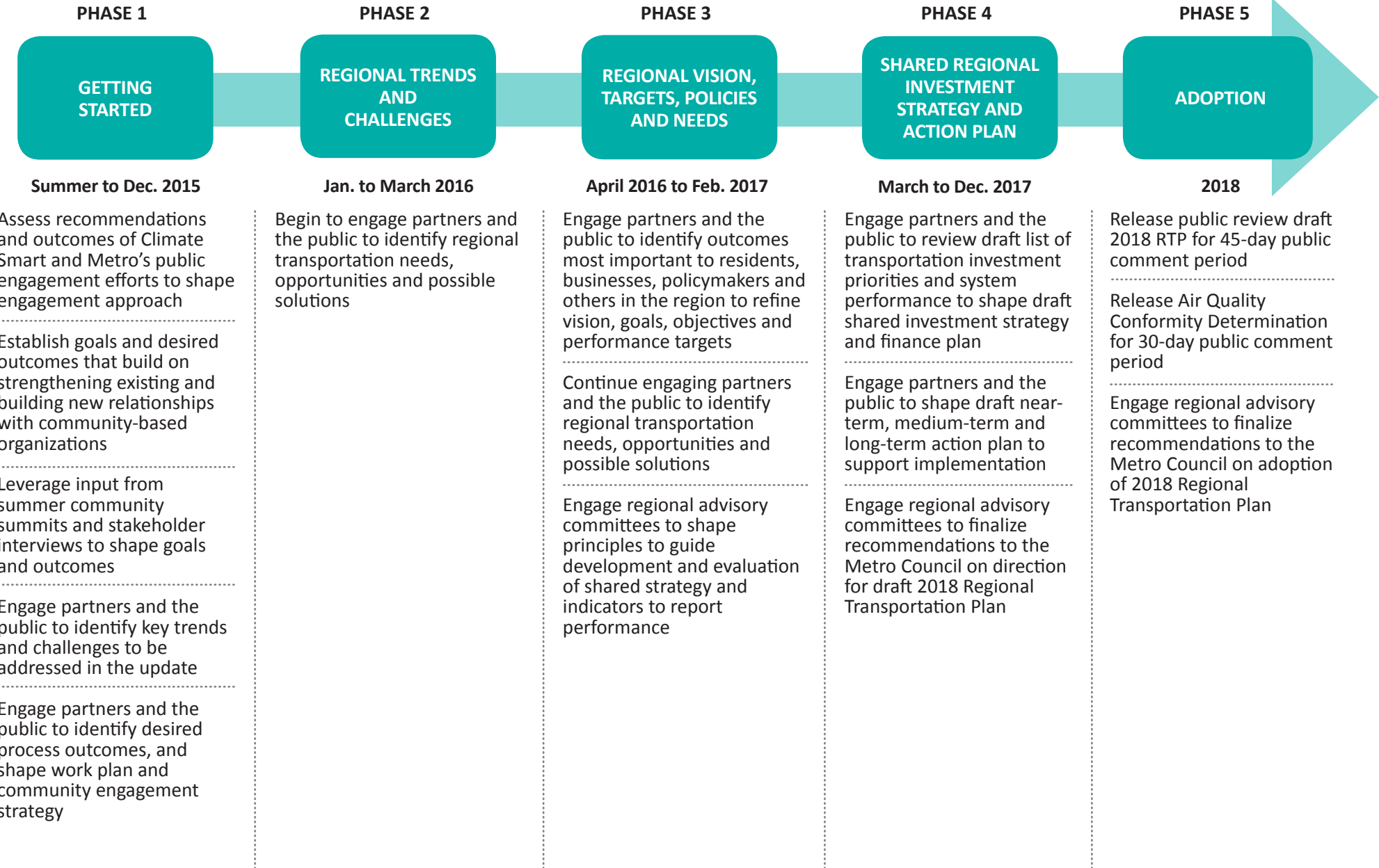
HOW WE MEASURE SUCCESS

Characteristics of a successful effort	Performance measures
1. Key champions from the stakeholder community emerge and gain momentum within their communities for engaging with RTP update process as a viable activity for shaping the future of their communities	A. Key champions, including a majority of MPAC, JPACT and Metro Council members and a minimum of three stakeholders from the business, freight, environmental, environmental justice and public health communities support the final recommendation for the 2018 RTP update.
2. Meaningfully and successfully engages a broad range of audiences, including communities historically underrepresented in Metro's decision-making process	B. The project's public record reflects representative and active participation by local and state public agencies, and business, freight, environmental and public health leaders, with increased participation from communities of color, people with low income, and youth relative to total regional percentage of population.
3. Strengthens relationships with public officials and community leaders across the region and provides more options for public officials to hear directly from their networks of voters and community leaders	C. Social equity and environmental justice leaders are engaged throughout plan development in collaboration with Metro staff. Historically underrepresented communities are represented in greater numbers during public comment periods than in the past.
4. Supports or is connected with other Metro programs	D. Stakeholders and interested public understand how RTP provides safe and reliable transportation choices that connect residents and visitors to jobs, schools, families, parks, and more.



2018 REGIONAL TRANSPORTATION PLAN | PUBLIC ENGAGEMENT PLAN

Getting there with a connected region



DELIVERABLES

Public engagement plan

Summary report of quick poll on the public’s transportation priorities

Summary reports of engagement with partners and the public on:

- community summits as they relate to public engagement and transportation issues
- stakeholder interviews

Summary reports of engagement with partners and the public on:

- regional transportation needs, opportunities and possible solutions

Summary reports of engagement with partners and the public on:

- regional transportation needs, opportunities and possible solutions
- outcomes most important from refining vision, goals, objectives and performance targets
- draft list of transportation investment priorities and system performance to shape draft shared investment strategy and finance plan
- draft near term, medium term and long term action plan to support implementation

Public review draft of 2018 RTP

Air Quality Conformity Determination

Summary reports of engagement with partners and the public from:

- 45-day public comment period on draft 2018 RTP
- 30-day public comment period on Air Quality Conformity Determination

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 15- 4662, FOR THE PURPOSE OF APPROVING A WORK PLAN AND PUBLIC ENGAGEMENT PLAN FOR THE 2018 REGIONAL TRANSPORTATION PLAN UPDATE

Date: October 21, 2015

Prepared by: Kim Ellis, 503-797-1617

BACKGROUND

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area. As the federally-designated MPO, Metro is responsible for updating the Regional Transportation Plan (RTP) every four years. Metro is also responsible for developing a regional transportation system plan (TSP), consistent with the Regional Framework Plan, statewide planning goals, the Oregon Transportation Planning Rule (TPR), the Metropolitan Greenhouse Gas Reduction Targets Rule, the Oregon Transportation Plan (OTP), and by extension state modal plans.

The last major update was completed in 2010. A minor update to the plan occurred in 2014. The existing plan, the 2014 RTP, must be updated by the end of 2018 to meet federal and state requirements. Providing continued compliance with federal planning regulations, including MAP-21¹, ensures continued federal transportation funding eligibility for projects and programs in the region.

Engagement and planning activities for the 2018 RTP update have been organized to support a regional policy discussion on the future of the region's transportation system and the role that investment can and should play in building healthy, equitable communities and a strong economy by:

- linking land use and transportation planning in concert with our shared values and desired outcomes for the region;
- supporting local plans and visions;
- making the most of the investments we have already made in our transportation system;
- providing safe, reliable and affordable mobility options to access to jobs, education, healthcare and other services and opportunities; and
- addressing social equity, and economic, and environmental challenges that come with a growing region.

Engaging local, regional and state partners, business and community leaders and the public in the 2018 RTP update is critical to help ensure that as our region grows and we make investments in the transportation system, we preserve and protect what residents and businesses value most.

Metro Council action through Resolution No. 15-4662 approves the work plan and public engagement plan for the 2018 Regional Transportation Plan update. The resolution directs staff to proceed with the second phase of the update.

¹ MAP-21, the Moving Ahead for Progress in the 21st Century Act, creates a streamlined and performance-based transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.



FIGURE 1. Attributes of great communities
Six desired outcomes for the region were endorsed by the Metro Policy Advisory Committee and approved by the Metro Council in Dec. 2010.

2018 REGIONAL TRANSPORTATION PLAN UPDATE

Twenty-five years ago, the region established the 2040 Growth Concept to preserve and protect our unique quality of life and help shape the growth expected over the next 50 years. Since 1995, Metro and the communities of the Portland metropolitan region have taken a collaborative approach to linking land use and transportation planning and implementing transportation investments that make our region one of the most livable in the country. The RTP is a key tool for shaping growth in the region and connecting the people who live and work in the region to our jobs, families, school, healthcare and other services and opportunities.

In 2015, we are nearly halfway to 2040 – and there is still much to accomplish. A growing and increasingly diverse population, concerns about inequities, public health, safety, affordability, aging infrastructure, and congestion, and limited investment dollars call for bold leadership, new partnerships, and thoughtful deliberation to identify pragmatic and innovative solutions to ensure our region remains a great place to live, work and play.

2018 RTP Update Timeline

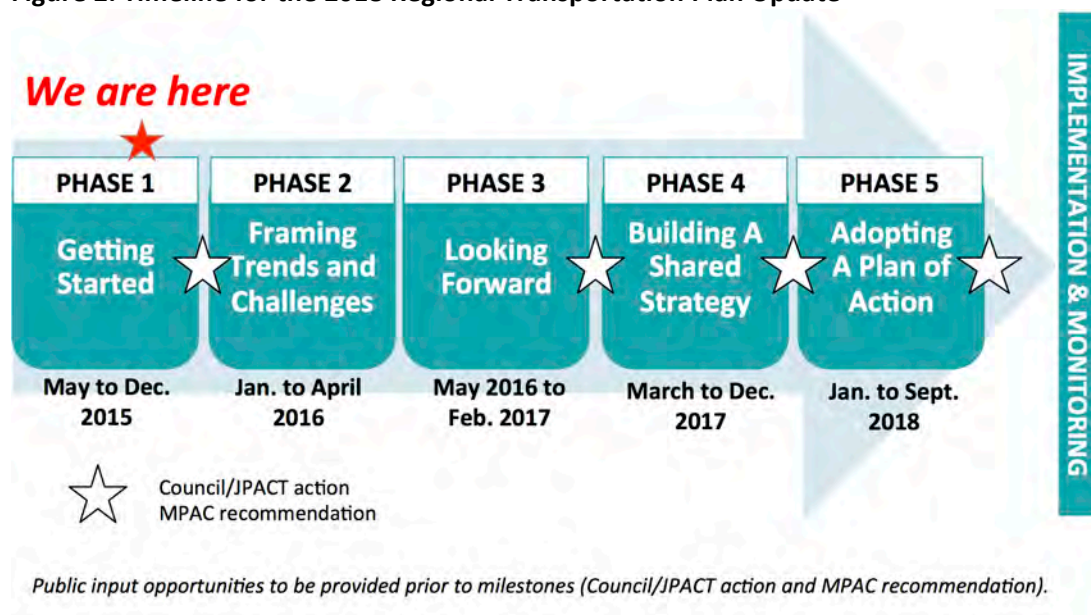
The update to the RTP will be completed in five phases from May 2015 to Fall 2018, shown in Figure 2. During this period of time, the Metro Council and staff will engage the public and local, regional and state partners to update the RTP to meet current and future transportation needs over the next 25 years.

The update will implement the Regional Active Transportation Plan adopted in July 2014 and the region's Climate Smart Strategy adopted in December 2014.

The process will include development of a Regional Transit Strategy and updates to the:

- 2002 Designing Livable Streets case studies, tools and best practices
- 2010 Regional Freight Plan
- 2010 Regional Transportation System Management and Operations Plan
- 2010 High Capacity Transit System Plan (*as a component of the new Regional Transit Strategy*)
- 2010 Atlas of Regional Mobility Corridors
- 2012 Regional Transportation Safety Plan
- 2012 Regional Travel Options Strategic Plan.

Figure 2. Timeline for the 2018 Regional Transportation Plan Update



- **Phase 1 (Getting Started)** began in May and included several engagement activities to scope the work plan and public engagement plan for the remaining phases of the update. The engagement activities aimed to identify what policy priorities are most important for this update to address and how the region will work together to address them.
- **Phase 2 (Framing Trends and Challenges)** will include a regional discussion of how the region’s transportation system is performing today and the demographic, fiscal, technology, economic, environmental and social trends and challenges that are expected to shape the future of transportation in the region.
- **Phase 3 (Looking Forward)** will focus on looking to the future and refining the region’s vision for the transportation system, and the framework of goals, objectives and performance targets that specify what we want to achieve with our transportation investments by 2040. This phase will also identify regional transportation needs and possible solutions, and update the transportation funding assumptions. At the end of this phase, the Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will be asked to provide policy direction to guide building the shared investment strategy in Phase 4.
- **Phase 4 (Building A Shared Strategy)** will focus on working together to update the investment strategy following policy direction from Phase 3 and evaluating how it well it performs. This phase will also include a regional discussion of the plan’s policies, investment priorities and strategies based on the evaluation. During this phase, drafts of the 2018 RTP and its components will be prepared for further review. Components of the 2018 RTP are anticipated to include the 2018 Regional Transit Strategy, 2018 Regional Freight Strategy, 2018 Regional Transportation Safety Strategy, and the 2018 Regional Transportation System Management and Operations Strategy in addition to amendments to the Regional Framework Plan and regional functional plans to address relevant policy actions identified through the update. The strategies will identify near-, medium- and long-term actions and partnerships needed to support implementation, including securing adequate funding.
- **Phase 5 (Adopting a Plan of Action)** will focus on public review and adoption of the 2018 Regional Transportation Plan and its components. This phase will include a final 45-day public comment period on the 2018 Regional Transportation Plan and its components prior to final action by Council, JPACT and MPAC.

Project milestones

☆	December 2015	Metro Council considers adoption of work plan and public engagement plan
☆	February 2017	Metro Council, MPAC and JPACT provide policy direction on development of shared investment strategy, including regional priorities, performance targets and funding levels
☆	December 2017	Metro Council, MPAC and JPACT provide policy direction on policy and financial frameworks, investment priorities, strategies and actions, subject to final public review and air quality conformity analysis
☆	September 2018	Metro Council considers adoption of 2018 RTP (and its components) for federal and state review

Throughout the update, meaningful opportunities for input will be provided to inform Metro Council, JPACT and MPAC actions. Through this update, the Metro Council, JPACT and MPAC will integrate public input and continue to work together to face the difficult decisions of how to make the most of limited funds to build healthy, equitable communities and a strong economy, and build confidence that our public dollars are spent wisely.

PARTNERSHIP AND ENGAGEMENT ACTIVITIES SINCE MAY 2015

In May, the Metro Council provided feedback on priorities to be addressed through the 2018 RTP update and directed staff to seek input from local, regional and state partners, community leaders and the public. The partnership and engagement activities were focused on identifying priorities for the update to address and ways to engage the public and partners in the process. The activities included:

- **Briefings and presentations** to regional advisory committees, county-level coordinating committees, community-based organizations and other standing committees such as the Transportation Justice Alliance, the Portland Freight Committee and the Bi-State Coordination Committee. **Attachment 1** documents the public agency-related briefings and presentations.
- A two-question 30-day **on-line quick poll** for the general public on which transportation issues most impact quality of life and what should Metro consider when developing the 2018 RTP. **Attachment 2** includes a report documenting the methodology and responses to the quick poll.
- **Stakeholder interviews** with elected officials and business and community leaders to clarify concerns, views and desired outcomes for regional transportation planning and investment decisions. **Attachment 3** includes a report documenting the methodology and highlights of the responses given during the interviews.
- A **series of community discussions** hosted by Metro's Diversity Equity and Inclusion program and facilitated by the MultiCultural Collaborative for six culturally based and one youth focused group on topics relating to equity, transportation, housing, parks and natural areas and community engagement. Participants included historically underrepresented community members (people of color, people with low-income and people with limited English proficiency) and housing, transportation and parks/natural areas experts. The goal of the discussion groups was to identify engagement activities that are responsive and culturally relevant to the communities engaged. **Attachment 4** summarizes engagement strategies and action items recommended for Metro to pursue through agency engagement efforts. The recommendations helped to shape and will inform implementation of the 2018 RTP update public engagement plan.
- **Oregon Innovation Award work sessions with Portland State University** Center for Public Service staff and community leaders to develop a strategy for reaching historically underrepresented communities through more inclusive public engagement and decision-making processes. Relevant to 2018 RTP update, the public engagement plan specifically identifies building long term relationships with community-based organizations working on issues of environmental justice and transportation advocacy and introducing a community decision-making process at the RTP Regional Leadership Forums beginning in 2016.

SUMMARY OF KEY THEMES IDENTIFIED DURING SCOPING ACTIVITIES

The central themes and issues identified through those different engagement activities, shown in **Figure 3**, in combination with recommendations from the 2014 RTP, 2014 RTP Environmental Justice and Title VI Assessment, 2014 Regional Active Transportation Plan, and 2014 Climate Smart Strategy served as a basis for developing the work plan and public engagement plan prepared for review by the Metro Council and regional advisory committees from September to November.

Figure 3. Central themes and issues identified during scoping activities



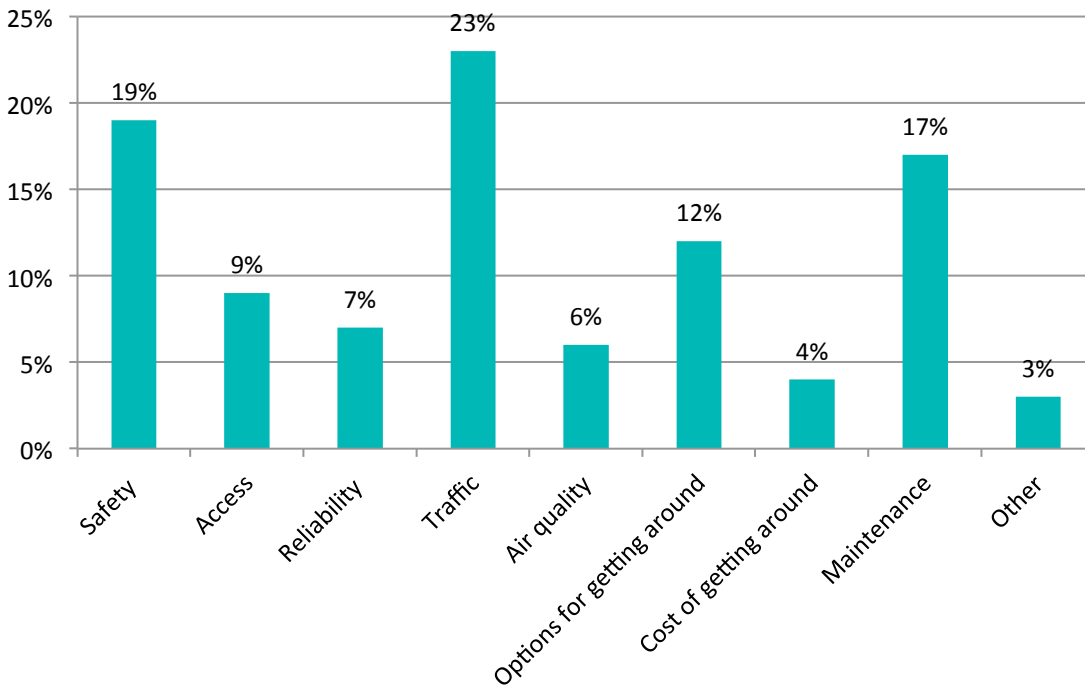
A summary of key themes from each engagement activities follows.

KEY THEMES FROM QUICK POLL

Metro hosted a quick poll from July 17 through Aug. 15, 2015, with two questions created to inform the development of the 2018 Regional Transportation Plan work program and three questions for demographic analysis. Metro received 1,824 responses to the poll.

Thinking about how you, your family and friends in your community get around on a day-to-day basis, what transportation issues most impact your quality of life? (Select up to three)

FIGURE 1. TOP TRANSPORTATION ISSUES (N=1,824)



Across Clackamas, Multnomah and Washington counties **the top three responses were traffic, safety and maintenance**. While traffic was cited most frequently in Washington and Clackamas counties, safety was cited most frequently in Multnomah County.

FIGURE 2. COMPARISON OF TOP TRANSPORTATION ISSUES BY COUNTY (N=1,824)

Clackamas County	Multnomah County	Washington County
Traffic (22%)	Safety (21%)	Traffic (26%)
Safety (18%)	Traffic (19%)	Safety (18%)
Maintenance (18%)	Maintenance (18%)	Maintenance (18%)
Options for getting around (13%)	Options for getting around (13%)	Options for getting around (11%)
Access (9%)	Access (10%)	Access (9%)
Air Quality (7%)	Reliability (9%)	Reliability (6%)
Reliability (6%)	Air Quality (6%)	Air Quality (5%)
Cost of getting around (5%)	Cost of getting around (4%)	Cost of getting around (4%)
Other (2%)	Other (3%)	Other (3%)

To the second question, “**What should Metro consider when developing the 2018 Regional Transportation Plan?**,” the overarching perspective that came through from the comments was an acceptance that more people are coming to the Portland metropolitan region, and the region needs to respond with more people-moving capacity on its transportation system. Some respondents advocated for specific places for expanded roadways, especially areas that will alleviate bottlenecks in the system; some called for an expansion of light rail and other transit options; and some wanted to see a focus on completing and improving the safety of the active transportation systems. Taken as a whole, the comments encourage policymakers to focus on moving the most number of people, providing more options for moving around the region, and improving safety – especially for bicyclists and pedestrians. Key themes highlighted the need for a range of strategies:

- The need for **more capacity by improving transit options and increased transit connectivity**, including light rail extensions, service expansion and park and ride facilities as well as feeder buses.
- The need for **more capacity by expanding roadways**, especially in areas of consistent bottlenecks, including freeway expansions and new roads for alternative routes.
- The need for **more safe active transportation options**, both in creating walkable and bikeable communities, building safe connections to existing facilities, and addressing 'disappearing bike lanes.

Attachment 2 includes a report documenting the methodology and responses to the quick poll.

KEY THEMES FROM STAKEHOLDER INTERVIEWS

From July through early October 2015, Jeanne Lawson and Associates Public Involvement scheduled interviews with 31 elected officials and business and community leaders to clarify concerns, views and desired outcomes for regional transportation planning and investment decisions.

Key themes from stakeholders interviewed include:

1. Trends that will change the way we get around in 20 years:

- Increased population and more diverse population

- People will be driving less (due to increased congestion, increased cost of driving a car, and change in people's habits, i.e., millennials' preferences)

- Advances in technology (autonomous cars and smart roads)

2. Transportation challenges that should be addressed in the 2018 RTP Update:

- Funding shortages are a big concern. Everyone agrees we need more funding, and we'll need a conversation about how to get it (increased gas tax, VMT fee, raise local taxes, etc.)
- Congestion, particularly for regional commuters. There are major choke points on highways that need to be addressed.
- Jobs/housing imbalance (need to link transportation and land use planning)
- Regional transit connectivity.
- The need to plan regionally, and have a difficult conversation about regional priorities. The Plan needs to provide for *regional* connectivity of roads and transit.
- One size does not fit all. RTP needs to consider the distinct needs of various parts of the region, and of the various users of the system.

3. 2018 RTP should prioritize:

- Projects that improve safety for all modes
- Improvements that will lead to reduced drive alone trips, improved movement of goods and services, and improved regional transit connections
- Projects of mutual self-interest between the various interest groups ("best" projects that serve the region as a whole)

4. 2018 RTP update engagement and outreach strategy:

- People gave a lot of ideas for how to reach out to the public. A specialized engagement approach is needed to reach different ethnicities, geographies, and interest levels.
- Focus on partnerships and building support for more investment from diverse stakeholders and interest groups.
- The messaging needs to link the RTP to people's needs and how transportation affects their daily lives (i.e., congestion, reliable travel time).

Attachment 3 includes a final report documenting the methodology and responses given during the interviews.

OVERVIEW OF THE WORK PLAN AND PUBLIC ENGAGEMENT PLAN

The work plan and public engagement plan are organized around connecting the policy and technical work through partnerships and inclusive public engagement to support a regional policy discussion on the future of the region's transportation system and the role that investment can and should play in providing safe, reliable and affordable mobility options to access to jobs, education, healthcare and other services and opportunities, managing congestion and building healthy, equitable communities and a strong economy.

Engaging local, regional and state partners, business and community leaders and the public in the 2018 RTP update is critical to help ensure that as our region grows and we make investments in the transportation system, we preserve and protect what residents and businesses value most.

The remainder of this staff report summarizes the overall approach for consideration by the Metro Council, highlighting the policy, technical and public engagement activities identified to support development of the 2018 RTP:

- 2018 RTP Update Regional Leadership Forums (Attachment 5)
- 2018 RTP Update Technical Work Groups (Attachment 6)
- 2018 RTP Update Public Engagement Approach (Attachment 7)

2018 RTP Update Policy Priorities

Following are the policy priorities recommended to be the primary focus of the technical work, policy discussions and engagement activities to support the 2018 RTP update:



The work plan and public engagement plan have been designed to address the policy priorities in an integrated manner. In addition to developing information to support the Regional Leadership Forums discussions, staff will also be working to address new MAP-21 requirements related to performance targets, Climate Smart Strategy implementation, and local, regional and state actions needed to support plan implementation, including securing adequate funding. This includes document system performance trends and challenges for all modes of travel and the region’s major travel corridors, advancing the region’s consideration of transportation equity in the planning process, development of a Regional Transit Strategy, documenting expected revenue and potential new funding mechanisms to fund the region’s investment priorities, and updating the region’s design policies and recommended practices, and strategies for transportation safety and freight and goods movement.² Information related to these cross-cutting policy topics will be discussed at the Regional Leadership Forums.

2018 RTP Update Regional Leadership Forums (Attachment 5)

The policy priorities are proposed to be the focus of a series of six joint meetings of the Metro Council, JPACT and MPAC. Called Regional Leadership Forums, the joint meetings provide opportunities for policymakers to collaborate, learn from local and national leaders and share experiences within the region to build a shared understanding of the policy topics and the challenges and opportunities related to the

² Separate, but coordinated work plans are being developed to support these elements of the 2018 RTP update. Engagement activities for these elements of the update will be conducted as part of the broader 2018 RTP update.

issues. The forums will be designed to maximize constructive dialogue and problem-solving on the policy priorities to shape the 2018 RTP whereby policymakers discuss public input and staff work, and provide direction back to staff on development of the 2018 RTP. The general timing and topics to be discussed are summarized in **Attachment 5**. Metro staff will continue to use prep-MPAC meetings and prep-JPACT meetings to seek advice on the timing and desired outcomes for RTP-related discussions at individual policy committee meetings as well as the planned Regional Leadership Forums.

In addition, Metro staff will convene a leadership forum planning group that includes the chairs of both policy advisory committees, or their designees, and designated Metro Council liaisons in advance of each Regional Leadership Forum to seek advice on the design of the forum, draft discussion materials and their respective leadership role during the forum. Discussion materials will be distributed in advance of each forum.

2018 RTP Update Technical Work Groups (Attachment 6)

Summarized in **Attachment 6**, eight technical work groups are proposed to support the technical work to be conducted during the update. The work groups will be convened to advise Metro staff on implementing policy direction from the Metro Council, JPACT and MPAC. In this role, the work groups will review draft materials and analysis, keep their respective elected officials and agency/organization's leadership informed about the progress of the work group and integrate input from partners and the public to develop recommendations to Metro staff. Work group members will include topical experts and representatives from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) or the designees of members. The work groups will also help identify areas for further discussion by MTAC and TPAC and the Metro Council, JPACT and MPAC.

Work group members will include topical experts and representatives from TPAC and MTAC or the designees of members. Opportunities to share information and collaborate across work groups will be provided. Metro staff will provide materials and regular updates at meetings of TPAC and MTAC to support this role. In addition, work group meeting information and materials will be posted on the project website at www.oregonmetro.gov/rtp.

2018 RTP Update Public Engagement Approach (Attachment 7)

While regional advisory committees and technical work groups serve as the primary engagement mechanisms for the 2018 RTP update through coordination, collaboration and consensus building, engagement with the broader community is a critical element of the public engagement approach. Ongoing involvement with the public will occur throughout the update process, and the project team will seek specific input and conduct targeted engagement during key outreach points using a variety of public tools.

Summarized in **Attachment 7**, the public engagement approach is coordinated with and helps leverage other engagement efforts across the agency to:

- 1) create **an inclusive process** that brings historically underrepresented community voices, older adults and youth into the decision-making process and broadening engagement efforts to include small and large businesses and economic development interests
- 2) **use a variety of strategic engagement tools to connect the policy and technical work** by:
 - convening **Regional Leadership Forums** (joint meetings of the Metro Council, JPACT, and MPAC) that are informed by the technical work groups, TPAC, MTAC and public input;
 - using **My Place storytelling, Regional Snapshots, place-based engagement activities, stakeholder meetings and speakers series events** to reinforce how the RTP helps improve

everyday lives and connect the plan to what people value about transportation, their experiences using the transportation system and how transportation relates to issues they care about most, such as access to jobs and education, clean air, safety, congestion and affordability

- leveraging the utility of the **project website, social media and other online tools** (newsfeeds, electronic newsletters, quick polls, surveys and open houses) to provide more frequent, accessible, and meaningful public comment opportunities in advance of project milestones.

ANALYSIS/INFORMATION

1. **Known Opposition** None known.
2. **Legal Antecedents** Several federal, state and regional laws and actions relate to this action.

Federal laws and actions include:

- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended]
- U.S. EPA transportation conformity rules (40 CFR, parts 51 and 93)
- U.S. DOT rules that require Metro to update RTPs on a four-year cycle [23 CFR 450.322(a)]
- Moving Ahead for Progress in the 21st Century (MAP-21) Act [P.L. 112-141]

State laws and actions include:

- Statewide planning goals
- Oregon Administrative Rules for Transportation Planning (OAR Chapter 660, Division 12)
- Oregon Transportation Plan and implementing modal plans, including the Oregon Highway Plan
- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252)
- 2013 Oregon Clean Air Act State Implementation Plan (SIP), amended in December 2013
- 2014 Portland Area Carbon Monoxide Maintenance Plan with substitute transportation control measures
- 2007 Portland Area Ozone Maintenance Plan
- Oregon House Bill 2001, the Jobs and Transportation Act, passed by the Oregon Legislature in 2009, directs Metro to conduct greenhouse gas emissions reduction scenario planning and LCDC to adopt reduction targets for each of Oregon's metropolitan planning organizations
- OAR 660-044, the Metropolitan Greenhouse Gas Reduction Targets Rule, adopted by the Land Conservation and Development Commission (LCDC) in May 2011, and amended in November 2012

Metro Council actions

- Ordinance No. 10-1241B (For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan), adopted on June 10, 2010.
- Ordinance No. 10-1244B (For the Purpose of Making the Greatest Place and Providing Capacity for Housing and Employment to the Year 2030; Amending the Regional Framework Plan and the Metro Code; and Declaring an Emergency), adopted on December 16, 2010.
- Resolution No. 14-4526 (For the Purpose of Adopting the 2014 Regional Active Transportation Plan), adopted July 17, 2014.
- Resolution No. 14-4533 (For the Purpose of Approving the Environmental Justice and Title VI Assessment for the 2014 Regional Transportation Plan and the 2015-2018 Metropolitan Transportation Improvement Program), adopted on July 17, 2014.

- Resolution No. 14-4534 (For the Purpose of Approving the Joint Air Quality Conformity Determination for the 2014 Regional Transportation Plan and the 2015-2018 Metropolitan Transportation Improvement Program), adopted July 17, 2014.
 - Ordinance No. 14-1340 (For the Purpose of Amending the 2035 Regional Transportation Plan to Comply With Federal and State Law; and to Amend the Regional Framework Plan), adopted July 17, 2014.
 - Ordinance No. 14-1346B (For the Purpose of Adopting a Climate Smart Strategy and Amending the Regional Framework Plan to Comply with State Law), adopted December 18, 2014.
 - Resolution No. 15-4623 (For the Purpose of Adopting the Fiscal Year 2015-16 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with the Federal Transportation Planning Requirements), adopted May 14, 2015.
3. **Anticipated Effects** Enables the 2018 RTP update to proceed to the next phase.
4. **Budget Impacts** This fiscal year of the project is funded in the current budget and federally-required 2015-16 Unified Planning Work Program (UPWP). Implementation of the work plan and public engagement plan will be determined through future budget and UPWP actions.

RECOMMENDED ACTION

Metro Council approval of Resolution No. 15-4662.

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Getting there



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2018 Regional Transportation Plan (RTP) Update

Metro Council and Regional Advisory Committees Schedule for 2015

May 28	Council input on engagement and priorities for 2018 RTP update and development of Regional Transit Strategy
May – Aug.	Seek input on engagement and priorities for the update through briefings to advisory committees, county-level coordinating committees, quarterly updates, and other means
July 8	MPAC input on engagement and priorities for 2018 RTP update and development of Regional Transit Strategy
August 28	TPAC discussion of 2018 RTP/2019-21 MTIP Transportation Equity Assessment work plan
Sept. 1	Council discussion of draft 2018 RTP update work plan, including Council role and priorities to address
Sept. – Nov.	Seek input on engagement and priorities for the update through briefings to advisory committees, county-level coordinating committees, quarterly updates, and other means
Sept. 16	MTAC input on draft RTP update work plan and public engagement plan, including MTAC role and priorities to address; 2018 RTP/2019-21 MTIP Transportation Equity Assessment work plan
Sept. 25	TPAC input on draft RTP update work plan and public engagement plan, including TPAC role and priorities to address; and update on Designing Livable Streets work plan
Oct. 7	MTAC update on Designing Livable Streets work plan and Regional Freight Strategy work plan
Oct. 8	JPACT input on draft RTP update work plan, including JPACT role and policy priorities
Oct. 14	MPAC input on draft RTP update work plan, including MPAC role and policy priorities
Oct. 21	MTAC recommendation to MPAC on 2018 RTP update work plan and public engagement plan
Oct. 28	Seek MPAC recommendation on 2018 RTP update work plan and public engagement plan
Oct. 30	TPAC recommendation to JPACT on 2018 RTP update work plan and public engagement plan
Nov. 12	Seek JPACT approval of 2018 RTP update work plan and public engagement plan
Nov. 17	Metro Council discussion of MPAC and JPACT recommendations on 2018 RTP Update work plan and public engagement plan
Dec. 3, 2015	Seek Metro Council approval of 2018 RTP Update work plan and public engagement plan

Attachment 1 to Staff Report to Resolution No. 15-4662

2018 RTP UPDATE PUBLIC AGENCY BRIEFINGS AT-A-GLANCE

Schedule of discussions to seek input on engagement and priorities to address in 2018 RTP update

May

May 28 Metro Council
May 29 TPAC

June

June 3 MTAC
June 11 JPACT
June 24 EMCTC TAC
June 25 WCCC TAC

July

July 6 WCCC Policy and EMCTC Policy committees
July 8 MPAC and TransPort Subcommittee of TPAC
July 28 CTAC
July 30 Bi-State Coordination Committee

August

Aug. 28 TPAC on Transportation Equity Work Plan

September

Sept. 1 Metro Council
Sept. 3 Portland Freight Committee
Sept. 16 MTAC
Sept. 18 SW RTAC
Sept. 22 CTAC
Sept. 23 EMCTC TAC
Sept. 24 WCCC TAC
Sept. 25 TPAC

October

Oct. 1 C-4 Metro Subcommittee
Oct. 5 WCCC Policy and EMCTC Policy committees
Oct. 8 JPACT
Oct. 14 MPAC
Oct. 21 MTAC
Oct. 28 MPAC
Oct. 30 TPAC

November

Nov. 12 JPACT
Nov. 17 Metro Council

December

Dec. 3 Metro Council

Getting there



with a connected region

2018 Regional Transportation Plan Update Online Quick Poll 1 Report

October 2015

Summary of responses provided July 17 to August 15, 2015

**MAKING A
GREAT
PLACE**



Attachment 2 to Staff Report to Resolution No. 15-4662

Project website: www.oregonmetro.gov/rtp

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

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

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

Metro respects civil rights

Metro hereby gives public notice that it is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with Metro. Any such complaint must be in writing and filed with Metro's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, see the website at oregonmetro.gov/civilrights or call 503-797-1536.

Getting there



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2018 REGIONAL TRANSPORTATION PLAN UPDATE

Online Quick Poll 1 Report

July 17 to Aug. 15, 2015

INTRODUCTION

Metro hosted an online "quick poll" to get feedback from the public to inform the development of the 2018 Regional Transportation Plan work plan. The poll asked five questions. The first two questions were designed to identify which transportation issues most impact quality of life and what Metro should consider when developing the 2018 Regional Transportation Plan. The remaining three questions served to document the demographics of respondents.

Between July 17 and Aug. 15, 2015,¹ 1,824 people submitted responses to the poll. The majority of the responses came from Washington County residents (52 percent), followed by Multnomah County (36 percent), and Clackamas County (12 percent). Nineteen responses came from residents living in adjacent counties.

This report documents the results of the poll and demographics of respondents. The results and responses were used to help shape the work plan and public engagement plan to support the 2018 Regional Transportation Plan update.

SUMMARY OF RESPONSES BY QUESTION

The text of the poll and a summary of responses follow.

The Regional Transportation Plan is a tool to help strengthen our economy by providing safe and reliable transportation choices that connect people who live and visit here to jobs, schools, families, parks and other important places.

It's time to look ahead to what our transportation system can look like in 2040. The 2018 Regional Transportation Plan provides the opportunity to update the investments we will make in roads, sidewalks, bikeways, transit and freight routes to support communities today and in the future.

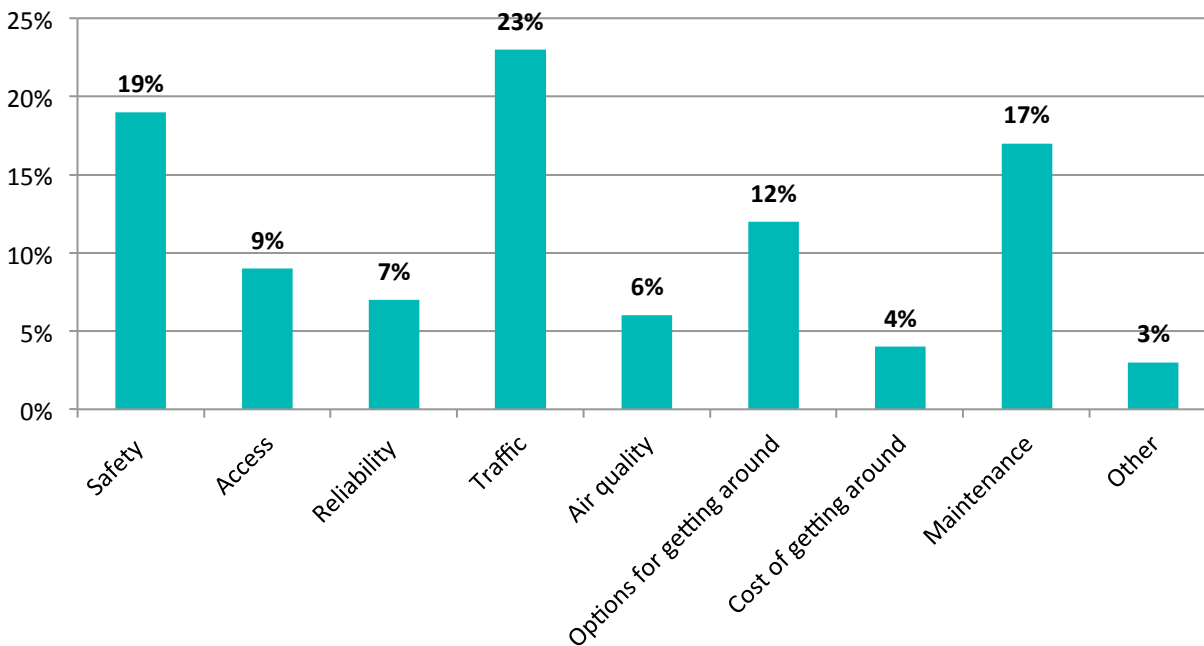
Please take a moment to help shape the priorities for the 2018 Regional Transportation Plan. This poll is open through Saturday, August 15, 2015.

¹ Responses were accepted through 9 a.m. Aug. 18.

Question 1. Thinking about how you, your family and friends in your community get around on a day-to-day basis, what transportation issues most impact your quality of life?

(Select up to three)

FIGURE 1. TOP TRANSPORTATION ISSUES (N=1,824)

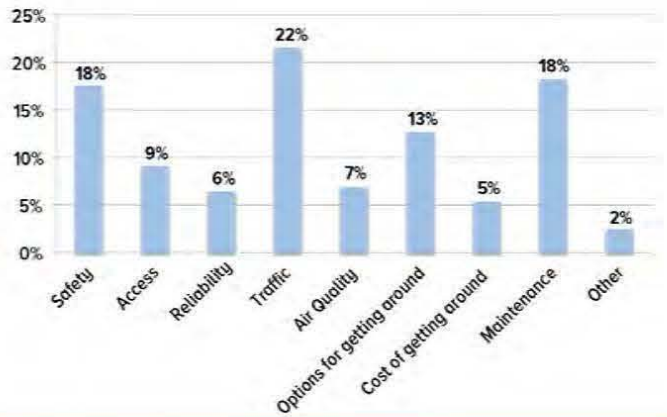
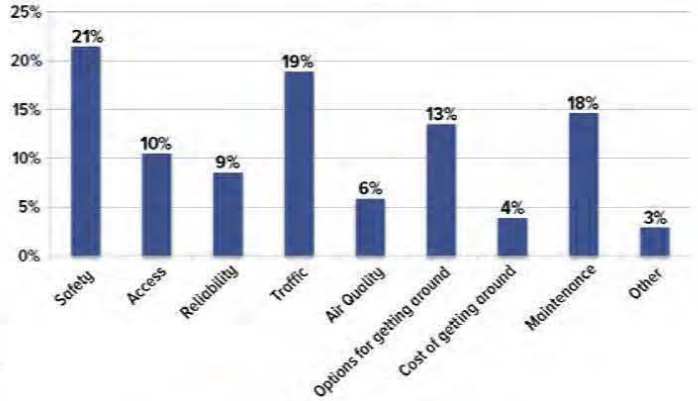
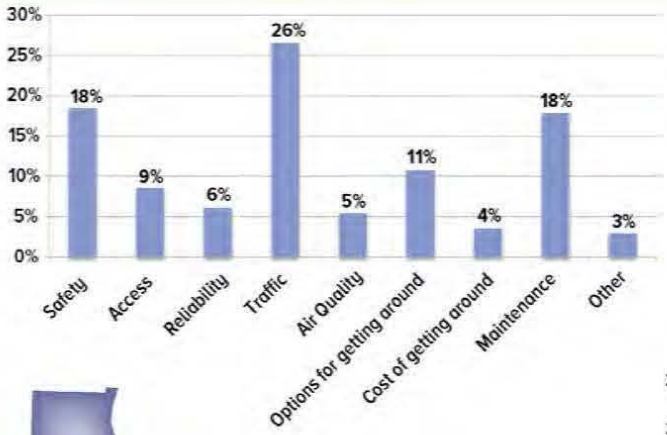


Across Clackamas, Multnomah and Washington counties – **the top three responses were traffic, safety and maintenance.** While traffic was cited most frequently in Washington and Clackamas counties, safety was cited most frequently in Multnomah County.

FIGURE 2. COMPARISON OF TOP TRANSPORTATION ISSUES BY COUNTY (N=1,824)

Clackamas County	Multnomah County	Washington County
Traffic (22%)	Safety (21%)	Traffic (26%)
Safety (18%)	Traffic (19%)	Safety (18%)
Maintenance (18%)	Maintenance (18%)	Maintenance (18%)
Options for getting around (13%)	Options for getting around (13%)	Options for getting around (11%)
Access (9%)	Access (10%)	Access (9%)
Air Quality (7%)	Reliability (9%)	Reliability (6%)
Reliability (6%)	Air Quality (6%)	Air Quality (5%)
Cost of getting around (5%)	Cost of getting around (4%)	Cost of getting around (4%)
Other (2%)	Other (3%)	Other (3%)

2018 REGIONAL TRANSPORTATION PLAN UPDATE

Quick Poll #1 | What transportation issues most impact your quality of life? (N = 1,824)

8/24/2015

- The need for greater capacity by **expanding roadways, especially in areas of consistent bottlenecks**, including a combination of freeway expansions and new roads to provide alternative routes.
- The need for **more safe active transportation options**, both in creating walkable and bikeable communities, building safe connections to existing facilities, and addressing “disappearing bike lanes.”

Other comments included calls to focus on safety, equity and the needs of an aging population, people with disabilities and residents living along roads that have become busier, as well as calls to encourage use of carshare/carpool/vanpool, improve funding streams, ensure smooth freight movement, prioritize roadway maintenance, optimize signal timing for traffic flow, ensure clean returns on investments and that the whole transportation system works together, better education and enforcement of the rules of the road, and encourage housing development near employment areas to reduce commuter travel.

Themes and quotes from Clackamas County residents:

There were 133 responses from Clackamas County residents to Question 2. The main themes were:

- The need for **transit connectivity**, including extending light rail to new destinations.
 - *I would like more public transportation with a focus on attractive, affordable, safe light rail, buses, trolley, MAX, safe bike lanes and pedestrian options.*
- The need for **safe active transportation options**.
 - *Increase options for non motorized vehicles. More walking paths, bike paths. Encourage walking/biking to school and walking to work or close by errands. Get people out of their cars.*
- The need for additional **motor vehicle capacity**, especially in areas of consistent bottlenecks.
 - *Improve I-205 by widening and put a moratorium on further development in Oregon City area until infrastructure improvements are made to support growth.*

Other comments included needs to focus on maintenance, safety, equity and improved funding streams.

Themes and quotes from Multnomah County residents:

There were 403 responses from Multnomah County residents to Question 2. The main themes were:

- The need for a **safe active transportation system**, especially the need to fill in gaps in bike infrastructure to address “disappearing bike lanes.”

- *Improve bicycle safety – cycling share will remain low/stagnant until serious attempts to improving it are made.*
- The need for more **transit connectivity and access to transit**, with special consideration for areas outside the central city and those that need later service times.
 - *Increase access to transit. More bus lines, more often. Especially in east county.*
- The need for additional **motor vehicle capacity**, especially in light of new development and increased population.
 - *Invest in our roads and highways. The total lack of prioritization into solving problems of ‘Lack of Capacity’ will, in the long run, ‘Kill our Quality of Life and Our Economy.’ We must reverse our total focus that has been on light rail and bike access.*

Other comments included focusing on needs of an aging population, clear returns on investments, the environment, freight movement, maintenance, ensuring the whole transportation system works together and better education and enforcement of the rules of the road.

Themes and quotes from Washington County residents:

There were 622 responses from Washington County residents to Question 2. The main themes were:

- The need for more capacity by **improving transit options**, including light rail extensions, service expansion and park and ride facilities as well as feeder buses.
 - *Improve bus service as a better alternative to private vehicle commuting.*
- The need for more capacity by **expanding roadways**, including freeway expansions and new roads for alternative routes through the county.
 - *Infrastructure build was halted 30+ years ago. We need more freeways, major boulevards, and alternative streets so that one little accident does not cause a region-wide traffic jam.*
- The need for more **safe active transportation options**, both in creating walkable and bikeable communities and building safe connections to existing facilities.
 - *More safe routes for suburbanites to use bike transport – safe connections and conditions that are family-friendly. There are loads of wonderful bike lanes and trails, but there is nearly always a tricky (high traffic or no bike lane) connection to get to them.*

Other comments included calls to focus on equity and the needs of an aging population, people with disabilities and the residents along roads that have become busier as well as calls to encourage the use of carshare/carpool/vanpool, improve funding streams, ensure smooth freight movement, prioritize roadway maintenance, optimize signal timing for

traffic flow, and encourage housing development near employment areas to reduce commuter travel.

DEMOGRAPHIC INFORMATION

Questions 3 -5: ZIP Code (Required) | What is your race/ethnicity? (Optional; select all that apply) | What is your age? (Optional)

FIGURE 3. DEMOGRAPHIC COMPARISON OF RESPONDENTS AND REGIONAL POPULATION

	Count	Percent	Regional population
County			
Multnomah	643	36%	49%
Washington	938	52%	34%
Clackamas	224	12%	17%
Other counties	19	-	-
Ethnicity			
White or Caucasian	1443	79%	75%
Black or African American	18	1%	4%
American Indian/Native American or Alaskan Native	25	1%	2%
Asian or Pacific Islander	58	3%	8%
Hispanic/Latino	53	3%	12%
Other	63	4%	6%
No Response	172	9%	-
Age			
20 years or younger	10	<1%	(18-20) 6%
21 to 35 years	196	11%	26%
36 to 50 years	368	20%	28%
51 to 65 years	510	28%	25%
66 years or older	258	14%	14%
No Response	482	26%	-

Ethnicity numbers reflect possible overlap of minority “race” categories of African-American, American Indian or Alaskan Native, and Asian or Pacific Islander and minority “ethnicity” category of Hispanic/Latino; White/Caucasian represents those who identified as White, no other race and not Hispanic/Latino.

PROMOTION OF QUICK POLL

Metro promoted the quick poll through its website, newsfeeds, Facebook, Twitter feed and by requesting distribution by neighborhood association/CPO, business association, equity and other networks. Metro sent requests for distribution to:

- Transportation Justice Alliance
- Beaverton Neighborhood Program
- Gresham Citizen Involvement Committee
- Happy Valley Community Services and Public Safety
- Lake Oswego neighborhood association program
- Milwaukie Community Services Program
- Oregon City Citizen Involvement Council
- Portland Office of Neighborhood Involvement
- Tigard neighborhood association program
- Tualatin Citizen Involvement Organization Program
- West Linn citizen advisory program
- Wilsonville Committee for Citizen Involvement
- Clackamas County Community Planning Organizations Program
- Multnomah County Citizen Involvement Program
- Washington County Citizen Participation Organization Program.

In addition, the quick poll was distributed through email lists and carried in several e-newsletters, including multiple distributions by Washington County, the Intertwine Alliance and the Westside Transportation Alliance.

Attachment 2 to Staff Report to Resolution No. 15-4662

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Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and 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.

Stay in touch with news, stories and things to do.

oregonmetro.gov

Metro Council President

Tom Hughes

Metro Council

Shirley Craddick, District 1

Carlotta Collette, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

Brian Evans



Getting there



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2018 Regional Transportation Plan Update

Stakeholder Interviews

Report

October 2015

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Prepared for Metro



by JLA Public Involvement, Inc.



Attachment 3 to Staff Report to Resolution No. 15-4662

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

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council.

The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Project website: www.oregonmetro.gov/rtp

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

I. INTRODUCTION

Regional Transportation Plan background

In the early 1980s, Metro adopted the first Regional Transportation Plan (RTP), which serves as a blueprint to guide investments in the region's transportation system for all forms of travel: motor vehicles, transit, bicycle, pedestrian, and the movement of goods and freight. The plan identifies current and future **transportation needs, investments recommended** to meet those needs, and **funds** that are expected to be available to make those investments a reality. The plan is a long-term vision for the next 25 years.

Every four years, Metro updates the RTP so that it continues to be in line with what is important to people who live and work in the Portland metropolitan region. The 2018 RTP update process began in May 2015 and is expected to be complete by Fall 2018. In December 2015, Metro Council is expected to formally approve a work plan and public engagement plan to guide the RTP update process.

Interview purpose and background

JLA Public Involvement conducted 31 interviews with public officials, business and community leaders and other interests to support and inform the 2018 Regional Transportation Plan update.

The **goals** of the interview process were to:

- engage stakeholders to clarify concerns, views and desired outcomes for regional transportation planning and investment decisions
- increase participation in regional transportation decision-making processes by underrepresented communities
- develop new relationships and maintain and strengthen existing relationships with elected leaders and business and community-based organizations
- build support for addressing regional challenges through partnerships, planning, and implementing policies that promote a safe and effective transportation system that supports local plans and visions and advances achievement of Metro's six desired outcomes for the region.

The interviews were structured to elicit input on key concerns that stakeholders would like to see addressed through the 2018 RTP update, key trends and choices facing the region, how the region should work together to address them, and desired process outcomes. Interviewers also asked for suggestions on the public engagement process for the RTP update. The input will help shape the RTP update work plan and community engagement strategy.

II. INTERVIEWEES

Interviewees were selected to represent a mix of interests, including elected officials, businesses, and community organizations from across the region, to ensure a wide range of viewpoints and perspectives.

The following individuals were interviewed:

Elected Officials

Name	Organization/Rep	Type	Location
Mark Gamba	City of Milwaukie	Mayor	Eastside
Jerry Hinton	City of Gresham	Councilor	Eastside
Tim Knapp	City of Wilsonville	Mayor	Westside
Jerry Willey (and Don Odermott, Transportation Planning Manager; Rob Dixon, Assistant City Manager)	City of Hillsboro	Mayor	Westside
Lori DeRemer (and Michael Walter, Economic and Community Development Director; Jason Tuck, City Manager)	City of Happy Valley	Mayor	Eastside
Diane McKeel (and Sean Files, Policy Advisor; Joanna Valencia, Transportation Planner)	Multnomah County	Commissioner	Multnomah
Paul Savas	Clackamas County	Commissioner	Clackamas
Roy Rogers	Washington County	Commissioner	Washington
Steve Novick	City of Portland	Commissioner	Portland

Business and Economic Development

Name	Organization/Rep	Type	Location
Susie Lahsene	Port of Portland	Ports/Freight	Metro
Jill Eiland	Intel	Business – large westside employer	Westside
Linda Moholt	Tualatin Chamber of Commerce	Business	Westside
Alisa Pyszka	Greater Portland Inc.	Economic Development	Metro
Joe Esmonde	IBEW Local 48	Trades	Metro
Laura Addonizio (and Jacob Adams, Human Resources; Steve Flury, Traffic Coordinator)	Precision Cast Parts	Business – large eastside employer	Eastside
Peter Stark	Central Eastside Industrial Council	Business – inner Portland	Portland
Lanny Gower	Con-Way, Inc.	Freight	Portland
Jana Jarvis and Bob Russell	Oregon Trucking Association	Freight	Portland/Metro

Community

Name	Organization/Rep	Type	Location
Steve White	Oregon Public Health Institute	Health	Oregon
Gerik Kransky	Bicycle Transportation Alliance	Bicycle	Metro
Duncan Hwang	Asian Pacific American Network of Oregon	Equity/communities of color	Metro
Cary Watters	NAYA Family Center	Equity/communities of color	Portland
Jared Franz	Transportation Justice Alliance/ OPAL Environmental Justice Oregon/ Bus Riders Unite	Transit	Metro/ Eastside
Michael Tetteh	Community Cycling Center	Bicycle/Equity	Portland
Eric Flores	Park Rose School Board	Youth (underserved)	Metro
Victor Merced	Hacienda Community Development Corporation	Housing/Latino	Multnomah
Ruth Adkins	Oregon Opportunity Network, Portland Public Schools	Housing/Schools/ Equity	Oregon and Metro area
Kari Schlosshauer	Safe Routes to School	Schools/Active transportation/youth	Clackamas County
Marie Dodds	American Automobile Association	Drivers	Oregon
Elaine Freisen-Strang	AARP, Inc.	Older persons	Oregon
Luis Nava	Latino Leadership Network	Latino	Washington County

III. KEY THEMES AND TRENDS

Interviewees provided input on transportation trends, challenges and opportunities that should be addressed or reflected in the RTP, as well as considerations for prioritizing investments. They explored ideas for ways to increase funding, and also discussed strategies and ideas to guide the public engagement effort for the update process. Several key themes came out of these conversations:

TRENDS: *A number of trends are likely to change the way we get around in the next 25 years*

A **larger and more diverse population** will put greater demands on the transportation system. The region's **urban centers will become denser**, providing closer access to everyday needs and services and reduced need to drive long distances.

People will be driving less due to increased congestion, increased cost of driving a car (such as road use fees) and, and change in people's habits and preferences. We are likely to see **increased transit use** as congestion increases and investments are made in transit to improve the system. Advances in technology (**autonomous cars and smart roads**) may make driving more efficient. It is unclear whether such technology as well as increased availability of electric and no-emissions vehicles will increase or decrease the amount that people drive.

Trucks will continue to move the majority of goods around the region. An effective transportation system will be crucial to support movement of goods and the economy.

TRANSPORTATION CHALLENGES AND OPPORTUNITIES

The shortage in transportation funding is a key challenge that affects all modes of travel. Everyone agrees we need more funding, and we'll need a conversation about how to increase funding and gain public support around the issue.

Congestion is the top concern particularly for regional commuters and the freight industry. A strong economy depends on an effective transportation system and the **effective movement of goods and employees**. The RTP will need to address major choke points on highways, and how to ensure that traffic does not spill over into neighborhoods and roads not designed to carry such high volumes. It will also need to focus on the **cross-regional transit commute** and find new transit connections that go beyond the "hub and spoke" model to improve connections between smaller towns and cities, as well as to low-income communities and communities of color that have historically been underserved by transit.

The **link between land use and transportation** needs to be stronger. Our transportation system does not necessarily support our land uses in many areas, and the region lacks a jobs-housing balance.

In terms of the RTP planning process and transportation planning overall, there is a need to **think regionally** and have a robust conversation about our true regional priorities. The plan needs to provide for *regional* connectivity of roads and transit—and assign responsibility for local issues to local

jurisdictions. The planning process should also recognize that **one size does not fit all**. The RTP needs to consider and incorporate the distinct needs of various parts of the region and of the various users of the system.

PRIORITIES AND FUNDING

Interviewees discussed how we can prioritize projects and needs with limited transportation funding. Many agreed that the RTP update process will need to identify our **most pressing regional** needs and prioritize projects that respond to those needs—regardless of location or mode. We need to reframe the conversation: it is not about which jurisdictions or modes get a larger share of funding, but about funding the *best* projects for improving the regional system.

The most urgent need is to **improve movement of goods and employees** to support our economy, which means prioritizing projects that reduce single-occupancy vehicle trips, improve regional transit, add more capacity to congested roadways, and fix known freeway bottlenecks.

We must also be sure to make **equitable investments** that support the travel needs of low-income populations and avoid gentrification.

Interviewees provided many ideas for **increasing transportation funding**, including raising local and regional revenue, increasing the gas tax, instituting a vehicle miles traveled fee, pursuing tolling, public-private partnerships, and congestion pricing.

PUBLIC ENGAGEMENT AND MESSAGING

Interviewees recognized that long-range transportation planning processes like the RTP update are difficult to explain. They suggested that communication should include these key messages:

- The value of the RTP and transportation system in people’s daily lives
- Congestion and travel time information
- Cost of transportation and link to the pocketbook
- Why the transportation system is vital to a strong economy

They agreed that traditional open houses are likely not an effective outreach tool and provided a variety of suggestions for structuring the public engagement process:

- Focus on deeply engaging key leaders and thinkers rather than trying to get everyone engaged
- Partner with organizations, businesses and community based organizations (CBOs)
- Gather statistically valid input to provide the basis upon which to build a list of projects
- Cast a wide net and try to engage as many people as possible using a large toolbox of outreach methods, including social and traditional media, attending meetings of key groups and organizations, and doing direct engagement

IV. SUMMARY BY QUESTION AND TOPIC

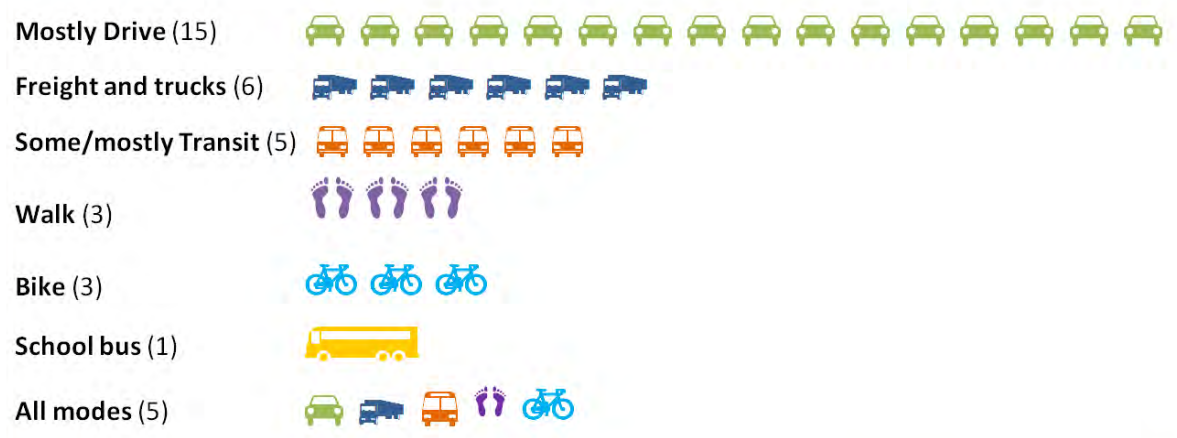
1. Question: What would you say “your place in the region” is?

Interviewees came from and felt connected to a wide range of geographies, including:

Multnomah County Area	Clackamas County Area	Washington County Area
Inner northeast Portland East Portland/East Metro Portland Inner southeast Portland Multnomah County/East County Gresham	Clackamas County Happy Valley Southeast Oregon Wilsonville Milwaukie	Washington County Hillsboro Westside Aloha Tualatin
Portland metropolitan region	Oregon	The planet!

2. How do you and your employees, members or constituents use the transportation system to get around?

Most interviewees said that the majority of their members, constituents or employees drive a personal vehicle, particularly in suburban and smaller communities. Interviewees that represented more urban interests or underrepresented communities found that many of their members and constituents use alternative modes of transportation to get around.



3. TRENDS What will change or shape the way we get around 25 years from now?

Interviewees pointed to a number of trends and factors that may change the way we travel over the long term.

Trends around land use and housing

Growth in the region will continue in designated areas served by multiple transportation options, ensuring people will have improved access to goods and services within close distances. Either by choice or due to congestion, **more people will walk, bike, or take transit** to nearby destinations. We've also seen that the millennial generation prefers a more urban and car-lite lifestyle, adding to this trend. Similarly, "retirement" has taken on a new meaning: older adults prefer to live in more connected communities and understand the health benefit of active transportation. Older adults may choose to live in denser communities and drive less.

However, we have already begun to see some **backlash against density** (for example, in close-in Portland neighborhoods) from homeowners dealing with the effects of higher-density residential developments in their neighborhoods and decreased parking availability. There is also some caution against following the millennial trend: as this generation grows older, earns a higher income and starts families, they may prefer larger homes and driving.

It is likely that local and regional governments will pay closer attention to **housing-jobs match** and invest in projects that reduce the need to commute long distances to work. If people live where they work, this may drastically alter travel patterns. For this to happen, however, a concerted effort will need to be made to bring employers into the region's available lands and locate near new or existing housing.

Trends around driving

We are likely to see **autonomous vehicles** come onto the scene, which means more efficient use of roadways because vehicles can drive closer to together and fewer parking spaces are needed. However it is likely that not everyone will have access to this new technology (particularly low-income drivers). We are also likely to see **more electric and no emissions vehicles**, as well as smaller two-seater vehicles (both autonomous and electric). It is unclear whether the increase in "green" and autonomous vehicles will put more or fewer cars on the road.

There are various points of view on how **driving habits will change** in the future. Many people agreed that growing congestion will change the way that people choose to travel. On the one hand, even as we continue to grow in designated areas, people will continue to drive and it will take decades for car ownership to decrease (90% of residents in the region own cars today). In suburban and rural areas, driving will continue to be the main way to get around. On the other hand, a variety of factors may speed up the shift toward driving less, including increased congestion, increased cost of driving (due to higher gas prices or a likely VMT fee), and greater awareness around climate change. There is also likely

to be more **carshare** and rideshare services, making it easier to not own a car. The benefit of carsharing is likely to be felt only in urban areas.

Trends around people and the economy

We will see **increased population growth** and a more **diverse** population. Where people choose to live (and where they have to commute) will have a major impact on the transportation system. Planners and policymakers will need to look carefully at where residential communities and employment centers are likely to grow, and think ahead to how the transportation system will meet future travel needs.

We may see a decline in blue collar jobs and a shrinking middle class. Telecommuting will likely continue.

Trends around freight movement

Trucks will continue to move the majority of the goods around the region (trucks currently move 70-75% of goods). Rail is not likely to grow as a viable alternative to truck movement. A growth in exports and the growth of Oregon's manufacturing-based economy will cause an **increase in freight movement**. Dealing with congestion will be crucial to help move freight on the roads.

Technologies are likely to make truck movements more efficient. For example, online services will make it easier to match freight haulers or "truck share" to help avoid empty hauls. Autonomous trucks are possible. Emissions regulations and social pressures will move the trucking industry toward a greener fleet, such as electric or liquefied natural gas (LNG)-fueled trucks.

Trends around active transportation

More investments are likely to be made in transit. **More people will choose to use transit**, due to various reasons such as increased congestion, increased transit availability, increased awareness of the health benefits of active transportation, and the increased cost of driving. Increased sidewalk coverage and access may also encourage more transit use.

Electric bicycles and a shared bicycle economy (including employer-based bicycle fleets) may become more popular, particularly for commuting.

4. CHALLENGES and OPPORTUNITIES What transportation challenges do we face over the next 25 years? What opportunities exist to address those challenges?

Interviewees identified major transportation challenges, some that affect all modes of travel and some that are mode-specific. They also provided some ideas for solutions or ways to address these challenges.

Transportation funding

Lack of transportation funding is the number one concern, affecting all modes of travel. There simply is not enough money available to meet the many, diverse transportation needs in the region, including infrastructure and programming needs. The lack of funding tends to stifle innovation and prevent economic growth. There is also **disparity in where funds are invested**—smaller communities lack sidewalks, good arterial roads and highways, and transit options. Passing a legislative funding package and finding other sources of transportation funding need to be a top priority.

“The funding shortage is the major obstacle. We need the public to understand how important the transportation system is in order to gain support for more funding.”

Challenges for driving and roads

Congestion is the number one challenge for driving. **Congestion and lack of redundancy** in roads causes cut through traffic in neighborhoods and onto roads not meant to support such volumes. Some people said there is not enough infrastructure available to meet our current and growing travel demands. The major congestion concerns are: I-5 and I-205 bridges over the Columbia River; chokepoints on I-84, I-205 and I-5; Rose Quarter bottleneck; Sunset tunnel; Terwilliger Curves; and many of the Westside roads (US 26, Tualatin Valley Highway, Germantown Road, West Burnside, Cornell Road, Cornelius Pass Road, and Tualatin-Sherwood Road). For some, the most urgent need is to improve congestion over the Columbia River, with renewed vision for the I-5 crossing, a third bridge, or even river transportation. An efficient route from I-205 to the Westside is also needed.

“Congestion is bad for everyone. People who commute far to work have less time with family. Cars idling on the roads produce pollution and greenhouse gases. And slow movement of goods is bad for the economy and affects all consumers.”

Solutions to congestion problems must **recognize that one-size does not fit all**. Increased transit for commuters and bicycle lanes may ease congestion in urban areas, but smaller communities and particularly the Westside need added capacity. Standards must be flexible to allow for solutions that meet the needs of urban, rural, and suburban communities; flat and hilly areas; and wealthy, middle-class and low-income neighborhoods.

Other suggested solutions to congestion include:

- Changing regulations to allow for increased productivity of trucks. Increased trailer length or adding a truck axle would increase each truck's capacity and reduce the number of trucks on the road.
- Investments in smart roads and technology (lower cost solutions to congestion). Smart driving cars and adaptive braking allow more cars to flow smoothly in the same space.
- Invest in transit and, to a lesser extent, bicycling to get more cars off the road.
- Allow for more mode-separation to improve traffic flow and safety.
- Speed up clearing accidents and stalled cars, and invest in technology to warn drivers when there is an incident and provide alternative routes.

Parking is a concern in urban areas, particularly inner-Portland. Forming public-private partnerships to fund parking garages is a potential solution.

Earthquake resiliency is a major concern for the region's bridges and major roads. There is a shortage of funding and focus on the issue of disaster preparation.

Challenges for freight movement

As for driving, **congestion** is the primary concern for truck movement. Congestion means lack of reliable travel time. Consistency in travel time is hugely important for planning routes and meeting regulations and customer needs. The solution is added capacity or reducing the number of vehicles on the road.

“Movement of freight is the engine of our economy, and without a strong economy we won't have funding to invest in transportation.”

There is **difficulty moving freight in urban areas**. Freight needs lots of space and separation. There is also some conflict between freight trucks and active transportation modes. The policy decision to make “all roads for all modes” creates safety and efficiency issues. More mode separated roadways are a solution, and benefit safety for cyclists, pedestrians, drivers, and trucks.

The **loss of Port of Portland's container terminal/carrier service** is a major challenge. Until a new carrier service is identified, the number of trucks on the region's roads will increase.

Challenges for the economy

An **effective transportation system is the backbone of our economy**. In order to attract businesses to locate and stay in the Portland metropolitan region, the transportation system must function well to **support employee commutes and movement of goods**. Many of the businesses in the region depend on hiring good talent, and in particular new and young talent. The younger generation prefers to live in urban areas, not commute long distances, and use active transportation; these are all challenges we have to face. We need to make our smaller employment communities attractive to young people and

focus on the last mile connections to facilitate the commute. We should also employ more business friendly practices to encourage businesses to move to the Portland region and grow here.

Challenges for housing and land use

Transportation must be designed to meet our land use. This can be accomplished by linking land use and transportation plans, and considering transportation when new development occurs or new land is brought into the Urban Growth Boundary. We need to plan residential neighborhoods, high employment areas and industrial areas in ways that ease the burden on the transportation system. This will likely mean different solutions for different parts of the region (e.g., urban vs suburban vs rural areas) and might mean more mixed-use neighborhoods. One prime example is the need to connect new communities in Washington County, such as South Hillsboro and South Cooper Mountain, into the regional transportation system.

The region **lacks jobs/housing balance**. Some high employment cities or areas do not have enough housing to meet local needs, which increases the regional commute. Housing must also match the type of jobs available, with executive and affordable housing options to meet needs of varying income levels.

The region lacks **affordable and appropriate housing** to meet the needs of all residents, causing displacement concerns. This is an issue for low-income AND middle-income earners, as some areas become too expensive for everyone but the wealthiest.

Transit and active transportation

The major challenge for transit is facilitating the **cross-regional transit commute**. Transit may be the best solution to providing a real alternative to driving for commuters, yet using transit for longer distances is difficult. The **“hub and spoke” transit system is too limited** for many smaller communities that need more connections that don’t tie into downtown Portland (particularly the Westside, Columbia Corridor and East Portland). Focusing on the **“last mile” connections** will be crucial, including creative solutions like partnerships between TriMet and employers to provide local shuttle service or incentives to employers who fund shuttle systems. Local internal circulators in smaller towns and cities (funded by city governments) could supplement service beyond TriMet’s regional system.

Several people noted the need for increased transit service to serve low-income and underserved neighborhoods, particularly in Washington County and East Portland. Extended transit service hours and weekend service are also desirable to provide a travel alternative for shift workers who are often people with low-income and people of color. Safer access to transit stops is needed to encourage and facilitate transit use.

Transportation planning process

Many elected officials and business representatives stated that a major need is to **think regionally**. There seems to be a lack of responsibility and separation between the roles of various jurisdictions. We need to take a **holistic view of the transportation system**, appropriately classify roads (as state

highways, local roads, etc.), and assign responsibility and accountability to jurisdictions to maintain and invest in those roads. The RTP should deal only with truly regional problems. It should not just be a sum of all local TSPs. This requires that we get all stakeholders and jurisdictions together to **identify true regional priorities** and decide on the “best” projects to fund through the RTP. It is important to fund the most innovative and useful projects—rather than distributing some percentage of funding to each geographic area. If all stakeholders feel included in such a process, they will feel ownership and connection to the regional priorities and projects. Then if the process is derailed or conflict arises, we can refocus by reminding ourselves that we are trying to solve the same thing. Metro has an opportunity in this process to be forward thinking and to **lead other entities in thinking strategically and collaboratively**.

This will also require that we **depoliticize transportation funding** and not allow a few loud voices to drive or derail the process. **Good data collection** can help us determine where the biggest needs are, so we can objectively prioritize projects.

Partnerships and true collaboration will be important to have this regional point of view.

To be more efficient, we should link together various plans that overlap (i.e., RTP, TSPs, Climate Smart Strategy, and local, state and regional modal plans). Then focus on **more implementation and less planning**. Some people wanted to make sure that the RTP incorporates the complete 2014 Climate Smart Strategy and 2014 Active Transportation Plan.

5. PRIORITIES AND FUNDING

Interviewees had a variety of views on how to prioritize scarce resources to fund the identified projects. Several ideas came up for how to prioritize projects across modes and geographies.

- Prioritize projects that **respond to the most pressing regional needs**. This will require that we first decide as a region what the problem is, and what we’re trying to accomplish. Not *everything* can be a regional priority. Local jurisdictions must take responsibility for local needs. It also requires a shift away from the mindset that each jurisdiction deserves some proportional split of funding; instead, we need to decide which roads are truly regional priorities and focus investments there—regardless of where they are located. Politically, this will be a challenging task and will require a difficult conversation to fundamentally shift the way we think about transportation funding. Once we define the regional needs, priorities and projects, we should stick to our plan, and not let it be derailed by special interests or new political voices.

One suggestion is to prioritize projects according to how well they meet Metro’s six regional outcomes or the key

“The hard conversation is long overdue. We need someone who will drive a consensus-building process among all jurisdictions and stakeholders to identify the true regional priorities. Don’t just dump all TSPs into the RTP. Do the hard work to determine the ‘best’ projects.”

goals outlined in the Climate Smart Communities Strategy.

- A couple of people would also like to see the RTP be more **aspirational** as to what we as a region strive for beyond the dollars we have. This solid vision will make it easier to find investors and private-public partnerships and make a tax increase more palatable.
- Recognize that **one size does not fit all**. Evaluation measures must recognize the unique needs of urban, rural and suburban areas; the varied travel patterns of employees, parents, youth, and older adults; and that all roads are not equal.
- Fund those projects that have the **best return on investment** and move the most number of people. Collect data on how people and goods actually move, and focus on projects that make this movement more efficient. **Credible, robust data collection** is required to accomplish this.
- Prioritize **equitable investments rather than equal investments**. Targeting investments in depressed and underserved neighborhoods leads to better economic growth than trying to serve all people/areas equally. It is also important to make sure projects that benefit low income and communities of color happen first. Apply a racial justice lens when selecting projects, and avoid projects that may have the effect of gentrification. Metro's Equity Strategy can provide additional guidance.
- Consider **land use and transportation together**. Prioritize investments that reduce the need to make expensive road expansions, such as investments in transit-oriented developments and projects that promote mixed-use neighborhoods.
- A few interviewees added that **safety** should be the highest priority, regardless of mode, and the RTP should prioritize **earthquake resiliency**, particularly on bridges.

"Everyone agrees that we want to reduce single occupancy vehicle (SOV) trips, so we should focus energy on reducing SOV trips to free up roads for 'high value' trips like moving freight and mass transit."

"Prioritize investments that help greatest number of people and reduce carbon emissions, while responding to income and racial equity."

Many interviewees had mode-specific suggestions for how to prioritize projects:

Roads, driving and freight movement

Highest priority should be given to **road maintenance** (over widening or building new infrastructure) and to projects that **fix known bottlenecks**. At the same time, many people recognized the need to invest more funding in roads, particularly in **high capacity roadways**. High priority projects include fixing bottlenecks and widening or improving I-5 and I-205. Several said that too much funding seems geared toward transit, bike and pedestrian projects, and that we need to prioritize reduction of vehicle congestion by investing in roads. Transit solutions may not be appropriate for areas that lack dense, large populations.

A couple of people said that the region should prioritize investments in **technology and smart roads**: low-cost methods for high impact solution to congestion.

People from a wide range of interest groups agreed that **movement of freight should be a top priority**. They stressed that movement of freight is the engine of our economy, and without a strong economy we won't have funding to invest in transportation.

Transit

Across interest groups and jurisdictions, interviewees said that the RTP should **prioritize transit investments to facilitate the regional commute**. This includes regional transit connections (beyond the hub-and-spoke model) and adapting routes to connect middle-income job earners and places of employment. Many people noted that transit investments have multiple benefits: increased transit reduces congestion and frees up roads for movement of goods and services, promotes health and active transportation, and provides a lower-cost transportation option for low-income populations. Some people noted that we should first focus on transit investments, and then bicycle and pedestrian improvements to complement transit. Providing youth bus passes and low-income bus fares should be a priority, in order to facilitate transit by students and people who most need an affordable option.

A couple of interviewees noted that the greatest transportation behavior change comes from providing safe and accessible active transportation platforms. Local and regional funding sources should be geared towards active transportation investments, since federal and state funding is highly focused on street and highway improvements.

Bicycle and pedestrian

A few people discussed pedestrian projects. They noted that priority should be given to pedestrian projects that **improve safety around schools**, like crosswalks and sidewalks into neighborhoods, and in particular, implementing the Safe Routes to Schools projects.

A couple of people want to see a policy shift toward more mode-separation on roadways. **Separate bike facilities** are the best way to reduce crashes. While "complete streets" are important, we also need to recognize the need for some mode-preferred routes to improve safety and efficiency.

Funding

These ideas were provided to increase transportation funding or make more efficient use of existing funds:

- Raise more **local revenue** through levies or local tax increases. This will require a widespread understanding of the importance of transportation funding in order to gain support for a tax increase. A couple of people noted that the middle-class is already over-taxed, so gaining support will be difficult.

- **Increase the gas tax**, but recognize that this is only a short-term solution as vehicles get more fuel efficient and we have more electric vehicles. Support will depend on implementation and what kinds of projects the gas tax funds. There is some concern about the regressive nature of a gas tax for low-income drivers.
- Institute a **vehicle miles traveled fee** in the long-run, as gas tax revenues decline. This fee has the benefit of capturing dollars from drivers of low-emissions and electric vehicles. It can be developed as a progressive income-based fee to provide a more equitable solution.
- Institute **tolling or hot lanes** on certain highways. Look to other successful tolling models in the country, and provide education on the benefits of tolling to gain public support.
- Pursue **public-private partnerships**. This could include, for example, a partnership for toll roads in which the private entity pays for construction and maintenance of a toll road, and after a set number of years the ownership reverts to state.
- Begin **congestion pricing or demand-based pricing** with a mechanism to reduce its regressive effect (such as using technology to scale rates appropriately based on income).
- Identify a **regional transportation fund** to reduce reliance on scarce state and federal dollars.
- Conduct research to find the **best price point for transit fares** (high enough price to provide some revenue, but not so high that it discourages ridership).

6. DEFINITION OF SUCCESS What do you hope would be different in four years as a result of this process?

Interviewees provide a variety of definitions of success for the RTP update process.

Most commonly, people defined success as **achieving public buy-in and a feeling of ownership** over the final outcome. This will require true engagement of key stakeholders, providing input opportunities early and often, and building capacity and long-term relationships with new leaders. Gaining public trust in transportation planning is crucial.

Successful **regional collaboration and good discussion on regional priorities**. Several people would like to see a lively, comprehensive conversation about transportation needs across the region, and hope for out-of-the-box thinking and creative solutions.

A **plan that is truly regional in scope**. The project list should include only solutions that respond to truly regional problems, and go beyond the polarized process of jurisdictions and interest groups competing for a

“We need to come out with a list of projects that answers the larger policy questions and connects the region.”

percentage of funding to go toward projects in their boundaries or that represent their preferred mode of travel.

Identification of enhanced or additional revenue sources, or agreement as to how to raise new transportation funding. Some hope that the RTP inspires communities to seek more resources to fund transportation projects or helps gain support for new tax measures.

That the process **provides a renewed emphasis on movement of freight** and prioritizes freight and mobility in the region.

That the process results in **better jobs/housing match** to reduce the number of commuter miles, with corresponding transportation improvements to link those residential communities to the region.

A few people hoped for certain types of projects in the project list, such as solutions that reduce travel times, promote high capacity transit, and help meet greenhouse gas reduction targets.

7. EQUITY What recommendations do you have for Metro to improve the region's transportation equity and better engage underserved and underrepresented communities?

Ideas for better engaging underserved communities

Overwhelmingly, the top suggestion was to **partner with organizations** that have relationships with underserved communities. The goal should be to find local champions. A number of good organizations serve the Portland/urban area, but few organizations serve smaller communities. One suggestion is to provide grant funding to smaller, newer organizations in surrounding areas to help fill this gap. Several people suggested **compensating community-based organizations** to conduct engagement work and provide their expertise. Some warned that Metro should beware of the “gatekeeper” problem, and not expect one organization to represent the needs and interests of all of the community members it represents.

Outreach methods and messaging should be **tailored to the communication style of the particular community**. This means a different strategy for different communities, translating materials, and making sure presenters are “of” the community. Campaigns must also use simple and interesting language that people feel comfortable with so they feel they can contribute.

It is important to **go to the community** and meet them where they are, rather than holding RTP-specific meetings at a government building. Find out where the target communities get their information, and tap into that resource. This might include senior centers, churches and health clinics.

Other ideas include:

- Collect demographic data at outreach events to demonstrate who is participating.

- Make sure meetings are at a convenient time (after 6pm, or on Saturdays) and have food available. Maybe even include entertainment and classes.
- Tap into the relationships that some government employees have with community members. County health departments, libraries, and various city bureaus have some staff that work with underrepresented individuals every day, and can help link Metro to these communities.
- Use focus groups to engage the Naïve American community and other groups that have a strong storytelling culture. Create a space that encourages celebration and relationship-building, and invite Metro councilors and decision-makers to these events.
- Online surveys are not a very effective tool for engaging communities of color.

Suggestions for improving the region's transportation equity

How the process is structured is critical to achieving equity. **Community self-determination** should play a role in the process. This means *asking the community what their needs are* and asking them to identify projects rather than respond to a list of already-developed investment ideas. Metro will need to work with leaders to empower and educate them so they can truly make a difference in the process. A motto is: “empower, engage, then step out of the way.”

An **equity subcommittee** for the RTP could help weave equity throughout the plan and process. Additionally, Metro could include community members who are most impacted in other RTP committees so they can all hear each other's points of view.

Metro should also apply an **equity lens** using the 5 Ps: people, place, process, power and purpose. This lens should be applied to both the engagement strategy as well as to the project lists, evaluation criteria and other technical products of the RTP.

The process must **consider all types of equity**—racial, income, and geographic. The process should collect demographic data, and see how current and future transportation investments lineup with the travel needs of those demographics. Equity should be included as a criteria in the planning process. One meaningful metrics to include is *transit affordability*.

8. KEY MESSAGES What key messages should we communicate to encourage more people to care about and engage in the RTP update process?

Interviewees acknowledged that developing effective messaging will be difficult because transportation planning—especially long-range planning—is disconnected from people's daily lives and immediate problems. It will be important to use clear, everyday language and reduce jargon.

They provided a wide range of suggestions for how to talk about the RTP update process. Three main messages stood out, and to a lesser extent a fourth one:

Attachment 3 to Staff Report to Resolution No. 15-4662

1. **What does this mean for me?** Messaging should focus on people's daily lives and connect the project to their transportation needs. Messaging and questions to ask could include:
 - "We're doing our best to make it easier to get around. How can we make it easier for you to get home from work so you can spend more time with your family?"
 - Consider not using the term "RTP" at all. Instead, define what you are trying to accomplish in everyday terms.
 - People need to feel like they have a stake in the outcome: "This is YOUR plan."
2. **Congestion and travel time.** Everyone deals with congestion on a daily basis, so they will connect to this messaging. Ask: "Do you want to sit in three weeks more traffic per year?" "How's that commute working for you?" To get people's attention, outreach might need to include negative messaging and dire consequences of an inefficient transportation system.
3. **Cost of transportation and link to the pocketbook.** When people realize the cost of driving a vehicle or cost of congestion to the economy, they will be more willing to engage and perhaps willing to pay for transportation improvements. Use infographics so people understand the cost of transportation. Ask them: "What would you do with X dollars of transportation funding?" Talk about how the cost of transportation affects people's daily lives and what can be done to reduce transportation costs.
4. **Intersection between transportation and economic vitality.** Explain that a strong transportation system is the backbone of a strong economy. Businesses don't locate where it is hard to move goods and people.
5. **Vibrant region that serves the community.** Emphasize that the RTP is helping to build communities that people want to live in, and explain how it benefits all community members.

Interviewees noted that a lot of **education** is needed. Many people do not really understand what Metro is, and even fewer know about the RTP. Outreach tools should explain how various transportation plans are connected (i.e., RTP, local transportation system plans, and Climate Smart Communities Strategy). All Metro staff that engage with the public about the RTP should be versed in public engagement best practices.

One suggestion was to ask questions first and then provide messaging. Surveys and outreach tools could begin with questions about transportation needs and then follow up with how the RTP is trying to address those needs. It is also important to explain how feedback will be used and **show how input affected the process**, so that people feel their voice made a difference.

One person suggested developing a single, coherent platform that scales in sophistication. This includes a high level short message to the general public, and a very easy to understand one-page explanation of the RTP process that gives the key highlights that people want to know (modeled after Metro's Regional Flexible Funds handout). Then others who are more technically inclined could go deeper.

9. ENGAGEMENT Do you have ideas for ways to involve the community in this process?

Many interviewees agreed that traditional open houses are not effective because they attract the same informed audience every time, and often feel like “checking a box” for public engagement. They provided a number of suggestions to get beyond traditional outreach techniques.

Four main approaches were suggested:

1. **Focus on engaging key leaders and thinkers.** Transportation planning is extremely complex, and in order to provide meaningful input a lot of education is needed. Most people do not have time or interest to get very informed so it makes more sense to partner with, inform and engage key individuals and leaders from a broad spectrum across the region. These leaders can then find ways to involve their constituents and members. One caution for this approach is to beware of changes in leadership (elections for government leaders, and turnover at major businesses and organizational leadership). When there is turnover, Metro might consider conducting Transportation 101 sessions to get everyone up to speed.

This might include forming **subcommittees** for the RTP on key topics such as business/economic development, freight and mobility, and equity. At the same time, it is important that various interest groups hear one another so they have a chance to discuss issues together.

2. **Partner with organizations, businesses and community based organizations (CBOs).** These groups know their constituents and communities and are in the best place to engage them. Plan events in partnership with organizations; people will be more likely to attend if they are invited by a group they trust and have ties to. Consider compensating CBOs to help with messaging and recruitment of underserved populations to engage in the process. Tie into existing events held by these organizations.

Partner with school districts and Safe Routes to Schools to get the youth perspective. This could include, for example, engagement of high school leadership groups to do projects around Metro and transportation to get a deeper level of knowledge and engagement. Students tend to bring home what they learn in school, spreading more awareness to adults.

3. **Gather statistically valid input.** Conduct many focus groups or telephone surveys to get statistical data on what people see as the main challenges. This can provide the basis upon which to build a list of projects. A problem is that traditional engagement techniques and online surveys tend to attract residents from the same demographic groups, produce skewed results, and miss a lot of voices. It is important to collect data on *all* communities—to see where the main investments are needed and to see which areas and populations are least served.
4. **Cast a wide net and try to engage as many people as possible.** This will require a large toolbox of outreach methods, including social and traditional media, attending meetings of key groups and organizations, and doing direct engagement like knocking on doors and having one-on-one

conversations at bus stops, gas stations, PTA meetings, etc. Work with cities, counties, and organizations to promote RTP outreach opportunities through their newsletters and email blasts. One key challenge to this method is giving people enough education on the benefits and tradeoffs of different investments so that they can provide informed and meaningful input.

The process should include checkpoints along the way to ask the public how the engagement process is going, so that Metro can shift gears as needed.

Other ideas include:

- Organize transportation trivia nights and other fun events.
- If online surveys are used, reach out to organizations and offer an incentive for recruiting members or constituents to participate in the survey.
- Create a major event/party at the Convention Center or key location that is a *celebration*, and encourage other agencies and business partners to participate or provide sponsorship.
- To engage businesses, provide a number of meeting options (at different times of the day including lunch time) for a one-time engagement point. They want to provide input, but do not have time to attend a series of meetings. Online participation may be effective. Tap into events held by chambers of commerce.

10. PARTNERSHIPS Who should be involved?

Interviewees listed a number of organizations, groups and individuals that should be involved in the RTP Update process:

Organizations, groups and individuals that serve underrepresented populations

- Latino Network
- Living Cully Coalition
- Urban League
- Portland African American Leadership Alliance
- Asian Pacific American Network of Oregon
- AARP, Inc. (and older adult voice)
- Elders in Action
- Metropolitan Family Services
- Verde
- OPAL Environmental Justice
- NAYA
- Community Development Corporations (Rose CDC, Hacienda CDC, Reach CDC)
- Churches
- Younger people. They are the ones that will live in the future of our transportation decisions.
- Northwest Housing Alternatives (works with homeless and low income populations)

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- Wichita Center for Family and Community
- Community Alliance of Tenants
- Jess Larson, Welcome Home (working to secure long-term revenue source for low-income housing in the region)
- Metro's Equitable Housing Initiative Work Group Members
- Metropolitan Alliance for Common Good (MACG)
- Anti-Displacement PDX
- Washington County Thrives
- East Portland Action Plan
- Kim Armstrong, Washington County Department of Housing Services
- Community Housing Fund (Beaverton)
- Chuck Robbins, Clackamas County Housing Authority
- Welcome Home
- Alma Flores, City of Milwaukie
- Jenny Glass, Rosewood Initiative (East County) – this is also a good community gathering place
- Native American Rehabilitation Association
- Immigrant communities

Public Health

- County health departments
- Hospitals and health system. Include Philip Wu, Kaiser Permanente, Moda and Providence Health
- Cambia Foundation
- Health Columbia Willamette Partnerships: includes all CCOs, hospitals, and health groups in the region.

Community

- Neighborhood associations
- Loren Behrman (rural interest; on Washington County Transportation Futures Study SAC)
- New Business Manager at the Bus Drivers Union (ATU 757)
- Shirely Block, Business Representative, Amalgamated Transit Union -Local 757
- Rotary Groups (Clackamas and Sunrise)
- Parents and schools
- Milwaukie Public Safety Advisory Committee (has lots of young parent members)
- City of Portland (and other cities') Transportation System Plan Committee members
- Cornell Road Sustainability Coalition
- Major education centers
- Employers and unions

Attachment 3 to Staff Report to Resolution No. 15-4662

- Schools United Neighborhoods (SUN Schools)
- School Superintendents and School Districts
- Employees who commute every day

Business and Freight

- Happy Valley Business Alliance
- Technology associations and manufacturing associations
- Columbia River Economic Development Council
- Lise Glancy, Port of Portland – led initiative to look at industrial land supply.
- Freight community
- Auto industry – Trucking Association, Used Car Association, New Car Association, Rental Car Industry, Commercial Fleets. They'll have great info about future forecasts
- Chambers of Commerce
- Westside Economic Alliance
- Greater Portland Inc.
- Nursery Men's Association (freight interest)
- Intel
- Oregon Trucking Association
- Shippers Organizations (if there are any in Oregon)
- Oregon Business Association
- Associated Oregon Industries
- Contractors Groups (Road builders)
- North Clackamas Chamber of Commerce
- Portland Freight Committee
- Port of Portland (see the Cost of Congestion report)
- High tech industry
- Representatives from major industrial groups that are employers.
- Rail industry
- Oregon Business Plan
- Portland Air Cargo Association (or other groups that deal with air cargo)
- Form PPPs
- Top employers (in Tualatin, this includes: Lamb Research, Legacy Meridian Park Medical Center, Precision Wire Components, PGE campuses, UPS, Hunte Air, Pacific Foods, Columbia Corrugated Box, DPI Northwest, Havela's, and Bridgeport Village)

Government

- Southwest Washington MPO
- State Representative Tobias Reed

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- ODOT planners. Ask them what they see as the biggest highway congestion challenges and forecasts of what those problems will be like in 20 years if unaddressed.
- Bernie Bottomly, TriMet (could give advice on public process, especially with what TriMet is doing to engage people on the tax increase)
- Region 1 ACT
- Regional Solutions (Portland region)
- Leaders of local government (genuine involvement)

Examples of good partnerships

- Oregon Transportation Forum: this is a good model for getting a lot of different groups to the table. AAA, BTA, Oregon Truckers, Oregon Walks, counties, regional governments, and Port of Portland worked together to develop a multi-modal legislative transportation package.
- Sam Haffner, Governor's Transportation Visioning Panel. The panel is looking at the statewide vision for transportation. This really needs to be coordinated with what the RTP does.
- Schools United Neighborhoods is a successful partnership between County and schools. Perhaps Metro could do something similar. For example, host an activity at Oxbow Park or the Zoo for the students where they can learn more about what Metro does.

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.

Metro Council President

Tom Hughes

Metro Council

Shirley Craddick, District 1

Carlotta Collette, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

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Oct. 27, 2015

KEY THEMES FROM 2015 COMMUNITY SUMMIT DISCUSSION GROUPS

In June 2015, Metro community relations staff partnered with the equity strategy program to convene a series of discussion groups with underrepresented communities to help staff develop and implement engagement activities that are responsive and culturally relevant. The MultiCultural Collaborative facilitated the conversations. More than 130 people participated in the discussions. The recommendations helped to shape and will inform implementation of the 2018 RTP update public engagement plan.

Here is what we heard about engagement:

AUDIENCES	ENGAGEMENT STRATEGIES	RECOMMENDED ACTION ITEMS
<p>Native American</p>	<ul style="list-style-type: none"> • Build long-term relationships with trusted members of the community, especially the Elders. • Invest in a diversity and civic leadership program like the City of Portland’s Diversity and Civic Leadership Program. • Understand the issues specific to their community. 	<ul style="list-style-type: none"> • Hold meetings in the community • Coordinate engagement opportunities with other jurisdictions to limit participation fatigue. • Don’t use Opt In. • Don’t show up to events empty-handed. • Co-create engagement plans with trusted members of the community. • Show how community input is used.
<p>Asian Pacific Islanders</p>	<ul style="list-style-type: none"> • Build long-term relationships with trusted members of the community. • Co-create engagement plans that are inclusive and respectful. 	<ul style="list-style-type: none"> • Increase outreach translation • Coordinate engagement opportunities with other jurisdictions to limit participation fatigue. • Connect with the community through inclusive engagement activities. • Show more diversity in images used in our materials.
<p>African American</p>	<ul style="list-style-type: none"> • Build and strengthen relationships with African American community through partnerships with CBOs. • Involve community leaders in the decision-making process. 	<ul style="list-style-type: none"> • Share opportunities to engage in Metro’s programs and activities. • Build awareness and understanding about Metro’s programs and services.
<p>Latino</p>	<ul style="list-style-type: none"> • Adopt best practices for engaging underrepresented communities and standardize them. • Develop appropriate ways to communicate with the community and identify appropriate messengers. • Provide childcare. • Provide incentives to participate. 	<ul style="list-style-type: none"> • Produce more translated materials and interpretation. • Use ethnic media. • Limit jargon. • Use social media. • Connect with community organizations to engage. • Go to the communities to engage. • Plan events at times when families can

Attachment 4 to Staff Report to Resolution No. 15-4662

AUDIENCES	ENGAGEMENT STRATEGIES	RECOMMENDED ACTION ITEMS
		attend.
Slavic and Russian	<ul style="list-style-type: none"> • Work with community liaisons and organizers to build relationships with the Russian community. 	<ul style="list-style-type: none"> • Build awareness and understanding about Metro’s programs and services. • Spend more time with communities to build relationship and trust. • Implement creative, culturally appropriate engagement with underserved communities. • Follow through on promises to build trust. • Work with community liaisons, organizers and churches to create engagement activities that are culturally relevant.
African Immigrant	<ul style="list-style-type: none"> • Invite youth to participate in civic leadership activities and programs. 	<ul style="list-style-type: none"> • Continue to reach out to the Africa House. • Build awareness and understanding about Metro’s programs and services.
Youth	<ul style="list-style-type: none"> • Develop a comprehensive youth engagement strategy with a range of recommendations and resources. • Build and develop long-term relationships with youth leaders. • Look at providing paid opportunities for youth to weigh in and share input during the decision-making process (e.g. Multnomah Youth Commission). • Look at creating a model similar to Multnomah County and the City of Portland’s for effective youth engagement. • Give more weight to the youth voice in decision-making. • Create a regionally diverse youth council with actual influence in the decision-making process. 	<ul style="list-style-type: none"> • Build awareness and understanding about Metro’s programs and services. • Use social media and other online resources to share opportunities for youth to engage and participate. • Partner with schools to engage youth and build leadership opportunities.

Getting there



with a connected region

2018 RTP Update Regional Leadership Forums

A series of six regional leadership forums is proposed for the 2018 Regional Transportation Plan update. The forums are joint meetings of the Metro Council and regional policy committees to hear from national leaders, foster collaboration, discuss priority policy issues, consider public input, and provide policy direction to staff on development of the 2018 RTP.

1

Framing Trends and Challenges GETTING THERE WITH A CONNECTED REGION

A connected transportation system provides people living and working in the Portland region convenient, accessible and affordable travel options to reach jobs, healthcare, services, schools, and each other. As we work together to refine our shared strategy for getting to 2040, how can we build on past successes and seize new opportunities to create a healthy, equitable and more prosperous future for all communities in our growing and changing region?

- Where are we now? Where do we want to be in 2040?
- What's working well? What could we do better?
- What emerging trends and challenges will affect future travel?

Regional Leadership Forum April '16



2

Looking Forward TRANSFORMING COMMUNITY AND REGIONAL PRIORITIES INTO REALITY

Stabilizing existing transportation revenue sources while securing new and innovative long-term funding is critical to build, operate and maintain our regional transportation system for all modes of travel and ensure the region has the infrastructure it needs for the future. How will we work together to pay for the investments we know are needed to transform community and regional priorities into reality?

- How is transportation funded in the region today? What are other regions and communities doing? What is being discussed at the federal and state levels?
- What are the risks and costs of not securing adequate funding for needed investments, including the Climate Smart Strategy?

Regional Leadership Forum Summer '16



3

Looking Forward DESIGNING FOR SAFE, HEALTHY AND EQUITABLE COMMUNITIES

Safe, healthy and equitable communities enhance our region's prosperity and quality of life by providing clean air and water, affordable and secure housing, connected and walkable communities, and equitable access to jobs, places to connect to nature and other important destinations. How can transportation design make everyone safer, minimize congestion and help build great communities?

- How are we doing now? Who is most at risk in our region?
- What are other regions and communities doing to make travel healthy and safe?
- What would it take to achieve zero deaths and serious injuries on our system?

Regional Leadership Forum Fall '16



4

Looking Forward MEASURING WHAT WE VALUE

Transportation planning creates opportunities for people living and working in the region to define investment priorities based on shared community values and experiences. How can we best measure the public benefits and return on investment of a strong economy, a healthy environment and communities that serve the needs of everyone?

- What outcomes are most important to achieve with our transportation investments?
- How should we prioritize investments when there are multiple objectives to consider?
- What are other regions doing? What is being discussed at the federal and state levels?

Regional Leadership Forum Feb. '17



5

Building A Shared Strategy SHAPING PUBLIC POLICY THROUGH COMMUNITY VOICES

Local, regional, state and federal partnerships are needed to make the investments and take the actions necessary to create a safe, affordable and reliable transportation system that supports economic development and enhances quality of life for all residents of the Portland region. What are our shared near-, mid-, and long-term priorities for the region?

- What are the region's policy and investment priorities?
- How do these priorities reflect community voices?
- What toolbox of actions will get us there, recognizing one size does not fit all?

Regional Leadership Forum Fall '17



6

Adopting A Plan of Action CREATING THE FUTURE WE WANT FOR OUR REGION

In the 21st Century, the Portland metropolitan region remains a vibrant and extraordinary place to live with a world-class transportation system that serves everyone and sustains our economic competitiveness and prosperity, protects the environment, enhances community health, and operates safely and reliably. What is our shared commitment to each other to pursue new strategies, actions and resources to create the future we want for our region?

- What new partnerships are needed? Who is responsible for what?
- How do we move forward together?

Regional Leadership Forum Summer '18



2018 RTP Update Technical Work Groups

Getting there



with a connected region

There are eight technical work groups proposed to address the policy priorities identified to be addressed through the 2018 Regional Transportation Plan update. The work groups will be convened to advise Metro staff on implementing policy direction from the Metro Council, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT). In this role, the work groups will review draft materials and analysis, keep their respective elected officials and agency/organization’s leadership informed about the progress of the work group and integrate input from partners and the public to develop recommendations to Metro staff. Transit and equity are anticipated to require more effort than other policy priorities.

Work group members will include topical experts and representatives from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) or the designees of members. Opportunities to share information and collaborate across work groups will be provided. Meetings will be open to the public. Meeting information will be posted on Metro’s website at www.oregonmetro.gov. Key tasks and contact information for each work group are summarized below.



Transit

- Review and comment on existing conditions and trends
- Develop regional transit vision
- Update Transit System Expansion policy
- Develop shared transit investment strategy
- Identify policy and investment strategy refinements and actions to support implementation

10 to 15 meetings anticipated from 2015-17

Lead staff: Jamie Snook
jamie.snook@oregonmetro.gov
503-797-1751



Transportation Equity

- Review demographic changes, trends and challenges, and equity implications
- Review and comment on documentation of transportation needs and priorities of historically underrepresented communities, older adults and youth
- Refine evaluation methods and review analysis related to transportation equity
- Identify policy and investment strategy refinements and actions to support implementation

8 to 10 meetings anticipated from 2016-17

Lead staff: Grace Cho
grace.cho@oregonmetro.gov
503-797-1776



Finance

- Review updated local, regional, state and federal revenue forecast
- Define actions necessary to implement identified revenue sources and document steps taken to date to address the necessary actions

5 to 6 meetings anticipated from 2015-16

Lead staff: Ken Lobeck
ken.lobeck@oregonmetro.gov
503-797-1785



Performance

- Review MAP-21 performance-based planning and target setting mandates and best practices
- Review current plan performance and targets
- Provide input on refinements to existing targets to address MAP-21, Climate Smart Strategy and recommendations from the 2014 RTP/MTIP civil rights assessment
- Identify data gaps and updates for RTP monitoring

3 to 5 meetings anticipated from 2015-16

Lead staff: John Mermin
john.mermin@oregonmetro.gov
503-797-1747



Freight

- Review status of 2010 Regional Freight Plan recommendations and updated freight data
- Review freight challenges and trends, and existing conditions data
- Review shared freight investment strategy
- Review draft freight policy refinements and actions to support implementation

3 to 5 meetings anticipated from 2015-17

Lead staff: Tim Collins
tim.collins@oregonmetro.gov
503-797-1660



Design

- Provide input and guidance on topical issues including arterial crosswalk spacing, size of arterials, transit and freight supportive street design, bicycle facility and trail design, stormwater management and street trees
- Participate in developing design case studies, best practices and tools to improve safety
- Provide in-depth peer review comments on updated Designing Livable Streets handbooks
- Identify transportation design policy refinements and actions to support implementation

5 to 8 meetings anticipated from 2015-17

Lead staff: Lake McTighe
lake.mctighe@oregonmetro.gov
503-797-1660



Safety

- Review status of 2012 Transportation Safety Plan recommendations
- Review high crash corridors in region and recommendations for updating Regional Transportation Safety Plan
- Review draft transportation safety policy refinements and actions to support implementation
- Review draft 2018 Transportation Safety Action Plan

3 to 5 meetings anticipated from 2016-17

Lead staff: Lake McTighe
lake.mctighe@oregonmetro.gov
503-797-1660



Policy actions

- Refine Climate Smart Strategy toolbox of possible actions
- Participate in identifying framework plan and functional plan amendments necessary to implement 2018 RTP policies related to parking and other topics identified through process

4 to 6 meetings anticipated from 2017-18

Lead staff: Tim O'Brien
tim.o'brien@oregonmetro.gov
503-797-1840

Getting there



with a connected region

Building the 2018 RTP through partnerships

Engagement and partnerships will be essential to shaping the 2018 RTP to help ensure that as our region grows and we make investments in the transportation system, we preserve and protect what residents and businesses value most.

Engagement approach

Engagement goal

To strengthen existing and build new partnerships with local, regional, state and federal governments, business and community leaders and historically underrepresented communities (people of color, people with low incomes, and people with limited English proficiency) as well as youth and older adults through a strategic engagement approach that builds support for and momentum to achieve the project goal and helps build public trust in Metro's transportation planning process.

Engagement objectives

- Communicate complete, accurate, understandable, and timely information to the public and partners throughout the project.
- Provide meaningful public engagement opportunities and demonstrate how input has influenced the process.
- Actively seek public input prior to key milestones during the project and provide the input to the Metro Council and regional committees.
- Support an inclusive and place-based approach.
- Comply with all public participation requirements.
- Coordinate engagement efforts with relevant Metro projects and programs.

Key themes

- We need to ensure all communities thrive as we grow and change.
- We must make every dollar count.
- We are most successful when we work together.

Building through partnerships

Engagement and partnerships will be essential to shaping the 2018 RTP to help ensure that as our region grows and we make investments in the transportation system, we preserve and protect what residents and businesses value most.



Engagement roles and responsibilities

Policy partnerships: Metro Council, JPACT and MPAC



- Provide leadership and policy direction to staff
- Build partnerships and collaborate
- Engage partners and the public
- Participate in Regional Leadership Forums
- Incorporate input from partners and the public

Technical partnerships: TPAC, MTAC and technical work groups



- Implement policy direction to update plan
- Provide technical expertise
- Keep decision-makers informed of progress
- Incorporate input from partners and the public
- Make recommendations to decision-makers

Technical support: Metro staff



- Implement policy direction to update plan
- Provide technical expertise
- Keep decision-makers informed of progress
- Incorporate input from partners and the public
- Make recommendations to decision-makers and technical advisory committees

Community partnerships: Partners and the public

- Tell us about your experiences traveling in the region and the places that are important to you
- Provide community values, needs and priorities
- Provide inspiration and ideas
- Provide input and recommendations to decision-makers



Community partnerships and engagement activities will seek to strengthen public trust and be more inclusive of historically underrepresented communities, youth and older adults.

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**Summary of Refinements
Recommended by MTAC, MPAC and TPAC**

October 30, 2015

BACKGROUND

The draft work plan and public engagement plan for the 2018 Regional Transportation Plan (RTP) update were discussed by the Metro Council on Sept. 1, the Metro Technical Advisory Committee (MTAC) on Sept. 16 and Oct. 21, the Transportation Policy Alternatives Committee (TPAC) on Sept. 25 and October 30, the Joint Policy Advisory Committee on Transportation (JPACT) on Oct. 8, and the Metro Policy Advisory Committee (MPAC) on Oct. 14 and 28.

At the Oct. 14 meeting, MPAC members identified two topics for further discussion and recommendation by MTAC. MTAC recommended refinements to the draft work plan (Exhibit A) and the staff report to Resolution No. 15-4662 (including Attachment 6). The refinements were subsequently recommended by MPAC on Oct. 28 and TPAC on Oct. 30 for consideration by JPACT and the Metro Council on Nov. 12 and Dec. 3, respectively.

An overview of each topic and the recommended refinements that have been incorporated in relevant sections of Resolution No. 15-4662 follow.

Topic 1: Finance work plan scope - Expand the RTP finance element of work plan to identify potential new funding sources beyond what would be assumed in the RTP revenue forecast, such as tolling and other sources that have been implemented in other metropolitan areas, to support funding a more aspirational system of investments.

MTAC, MPAC and TPAC Recommendation: The 2014 RTP identifies two levels of investment and related financial assumptions, a “constrained” level to meet federal requirements and a more aspirational level of investment that has been identified to support implementation of all RTP investments as well as maintenance of the transportation system. The description of the finance element of the RTP work plan is currently focused on demonstrating fiscal constraint to meet federal requirements. As recommended by MTAC, MPAC and TPAC, the description of the work plan has been expanded to more explicitly call out the identification of potential new funding mechanisms and increase the number of work group meetings to reflect this technical work. The specific recommended refinements follow.

1. Page 3 of Exhibit A (2018 RTP Work Plan), revise as follows:

Update finance plan. Update the financially constrained revenue forecast and identify potential new funding mechanisms in coordination with local jurisdictions, transit agencies and ODOT to address current and future transportation needs, including keeping the existing transportation system in a state of good repair. This work will support a policy discussion on the sources and levels of funding needed to implement the region’s investment priorities and meet federal and state

requirements.

2. Page 9 of Exhibit A (2018 RTP Work Plan), revise as follows:

Under Phase 2 to add the following task:

- Identify potential new revenue mechanisms for the period 2018 to 2040

Under Phase 4, add the following language to the first task as follows:

- Identify near-, medium-, and long-term strategies and actions to secure adequate funding at the local, regional, state and federal levels.

Under Phase 4, add a new deliverable as follows: "Draft 2018 RTP Finance Strategy"

Under Phase 5, add a new deliverable as follows: "2018 RTP Finance Strategy"

3. Page 22 Exhibit A (2018 RTP Work Plan), revise as follows:

Finance plan. Updating the plan's financial assumptions will include working with transportation providers to document and update the region's forecast for the amount of local, regional, state and federal funding expected to be available to address current and future transportation needs, including keeping the existing transportation system in a state of good repair. This will include documenting existing sources of expected funding and historic levels of funding by source, and identifying "reasonably expected" new funding and potential new funding mechanisms to support a policy discussion on the sources and levels of funding needed to implement the region's investment priorities and meet federal and state requirements. This work will be informed by and may inform other concurrent funding discussions happening at the local, regional, state and federal levels.

4. Page 23 of Exhibit A (2018 RTP Work Plan), revise the existing bullet and add the following bullets to the financial plan description, as follows:

- Update the financially constrained revenue forecast to assume to implement the "Constrained RTP" investment priorities
- Identify potential new funding mechanisms to assume to implement the more aspirational "Strategic RTP"
- MPAC, JPACT and Council define funding levels for "Constrained RTP" and "Strategic RTP" shared investment strategies strategy

5. Page 25 of Exhibit A (2018 RTP Work Plan), add a new deliverable as follows: "Draft 2018 RTP Finance Strategy."

6. Attachment 6 to the Staff Report to Resolution No. 15-4662 (RTP Technical Work Groups), revise Finance work group description to estimate five to six work group meetings to support this technical work.
7. Add language to the staff report recognizing that development of the RTP finance strategy will be informed by and may inform other concurrent funding discussions occurring at the local, regional, state and federal levels.

Topic 2: Metro Council/Metro Policy Advisory Committee (MPAC)/Joint Policy Advisory Committee on Transportation (JPACT) leadership coordination – Identify an approach to ensure the policy committees stay informed about the status of the planning work occurring through the technical work groups and technical advisory committees and can provide advice on framing the policy issues that are brought forward to the Regional Leadership Forums and policy committees for discussion and direction.

MTAC, MPAC and TPAC Recommendation: As identified in the existing draft work plan and public engagement plan, a key role of members of TPAC, MTAC and the technical work groups will be to keep their respective elected officials and agency/organization leadership informed about the progress of the planning work, and to identify policy issues for discussion by MPAC, JPACT and the Metro Council. Metro staff will provide materials and regular updates at meetings of TPAC and MTAC to support this role. In addition, work group meeting information and materials will be posted on the project website at www.oregonmetro.gov/rtp.

Metro staff will continue to use prep-MPAC meetings and prep-JPACT meetings to seek advice on the timing and desired outcomes for RTP-related discussions at individual policy committee meetings as well as the planned Regional Leadership Forums. In addition, Metro staff will convene a leadership forum planning group that includes the chairs of both policy advisory committees, or their designees, and designated Metro Council liaisons in advance of each Regional Leadership Forum to seek advice on the design of the forum, draft discussion materials and their respective leadership role during the forum. Discussion materials will be provided in advance of each forum.

Additional refinements recommended by MTAC and TPAC:

- Add language to the staff report, where possible, to further recognize the update will implement the 2014 Climate Smart Strategy.
- Develop a “cheat sheet” for future reference that briefly describes what was adopted as part of the strategy and how the Climate Smart Strategy will be implemented through the 2018 RTP update and other regional efforts.

Additional refinements recommended by TPAC:

- Exhibit A, pages 5 and 6 – Add language to identify which work group will support the technical work for each of the components of the RTP.

Materials following this page were distributed at the meeting.

Average Rents Comparison Oct 2015

Portland, OR	\$1470
Seattle, WA	\$2136 +45%
Denver, CO	\$1718 +17%
Austin, TX	\$1659 +13%
- San Fran, CA	\$3853 +162%
San Diego, CA	\$2031 +38%
Phoenix, AZ	\$1116 -31%
Dallas, TX	\$1796 +22%
Sacramento, CA	\$1133 -30%
Charlotte, NC	\$1181 -24%
- Minneapolis, MN	\$1355 -8%
Portland, ME	\$1560 +6%
Nashville, TN	\$1389 -5%
- Chicago, IL	\$2221 +51%