

# Metro | Agenda

Meeting: Metro Council  
Date: Thursday, December 3, 2015  
Time: **2:30 p.m.**  
Place: Metro Regional Center, Council Chamber

**REVISED 12/2/15**

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## CALL TO ORDER AND ROLL CALL

1. **CITIZEN COMMUNICATION**
2. **CONSENT AGENDA**
  - 2.1 **Resolution No. 15-4657**, For the Purpose of Authorizing the Chief Operating Officer to Issue a Renewed Non-System License to American Honda for Delivery of Non-Recoverable Solid Waste and Putrescible Waste to the Covanta Waste-To-Energy Facility in Marion County, Oregon
  - 2.2 **Resolution No. 15-4658**, For the Purpose of Authorizing the Chief Operating Officer to Issue a Renewed Non-System License to the Boeing Company for Delivery of Non-Recoverable Solid Waste and Putrescible Waste to the Covanta Waste-To-Energy Facility in Marion County, Oregon
  - 2.3 **Resolution No. 15-4659**, For the Purpose of Authorizing the Chief Operating Officer to Issue a Renewed Non-System License to New Earth Farm for Delivery of Source-Separated Food Waste to its Processing Facility Located in Washington County, Oregon
  - 2.4 **Resolution No. 15-4660**, For the Purpose of Authorizing the Chief Operating Office to Issue a Renewed Non-System License to Recology Portland, Inc. for Delivery of Residential Yard Debris Mixed with Food Waste from the Suttle Road Recovery Facility to Recology Oregon Compost, Inc. - Nature's Needs Compost Facility Located in North Plains, Oregon
  - 2.5 **Resolution No. 15-4661**, For the Purpose of Authorizing the Chief Operating Officer to Issue a Renewed Non-System License Jointly to Willamette Resources, Inc. and Republic Services of Clackamas and Washington Counties for Delivery of Source-Separated Food Waste to the Pacific Region Compost Facility Located Near Corvallis, Oregon

2.6     **Resolution No. 15-4665**, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Include the New North Hillsboro Job Connector Shuttle Service Project

2.7     Consideration of Council Meeting Minutes on November 19, 2015

**3.0     RESOLUTIONS**

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

**Kim Ellis, Metro**

**4.     CHIEF OPERATING OFFICER COMMUNICATION**

**5.     COUNCILOR COMMUNICATION**

**ADJOURN**

<b>Clackamas, Multnomah and Washington counties, and Vancouver, WA</b> Channel 30 – Community Access Network <i>Web site:</i> <a href="http://www.tvctv.org">www.tvctv.org</a> <i>Ph:</i> 503-629-8534 Call or visit web site for program times.	<b>Portland</b> Channel 30 – Portland Community Media <i>Web site:</i> <a href="http://www.pcmtv.org">www.pcmtv.org</a> <i>Ph:</i> 503-288-1515 Call or visit web site for program times.
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<b>Oregon City and Gladstone</b> Channel 28 – Willamette Falls Television <i>Web site:</i> <a href="http://www.wftvmedia.org/">http://www.wftvmedia.org/</a> <i>Ph:</i> 503-650-0275 Call or visit web site for program times.	

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# Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro’s civil rights program, or to obtain a discrimination complaint form, visit [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights) or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet’s website at [www.trimet.org](http://www.trimet.org).

## Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1890 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

## Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights) або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1890 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

## Metro 的不歧视公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1890（工作日上午8點至下午5點），以便我們滿足您的要求。

## Ogeysiiska takooris la’aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullamada dadweynaha, wac 503-797-1890 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

## Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1890를 호출합니다.

## Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、[www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。までお電話ください公開会議で言語通訳を必要とされる方は、Metroがご要望に対応できるよう、公開会議の5営業日前までに503-797-1890（平日午前8時～午後5時）までお電話ください。

**សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro**  
ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលើសអើងសូមចូលទស្សនាការបោះពុម្ពផ្សាយ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

## إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإبداء شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1890 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

## Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1890 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan. Notificación de no discriminación de Metro.

## Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Si necesita asistencia con el idioma, llame al 503-797-1890 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

## Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1890 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

## Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1890 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

## Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1890 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwu ua ntej ntawm lub rooj sib tham.



# Metro | Agenda

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Date: Thursday, December 3, 2015  
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**Kim Ellis, Metro**

**4.     CHIEF OPERATING OFFICER COMMUNICATION**

**5.     COUNCILOR COMMUNICATION**

**ADJOURN**

**Television schedule for December 3, 2015 Metro Council meeting**

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Agenda Item No. 2.1

**Resolution No. 15-4657**, For the Purpose of Authorizing the Chief Operating Officer to Issue a Renewed Non-System License to American Honda for Delivery of Non-Recoverable Solid Waste and Putrescible Waste to the Covanta Waste-To-Energy Facility in Marion County, Oregon

*Consent Agenda*

Metro Council Meeting  
Thursday, December 3, 2015  
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

AUTHORIZING THE CHIEF OPERATING OFFICER TO ISSUE A ) RESOLUTION NO. 15-4657  
RENEWED NON-SYSTEM LICENSE TO AMERICAN HONDA )  
FOR DELIVERY OF NON-RECOVERABLE SOLID WASTE AND ) Introduced by Martha J. Bennett,  
PUTRESCIBLE WASTE TO THE COVANTA WASTE-TO- ) Chief Operating Officer, with the  
ENERGY FACILITY IN MARION COUNTY, OREGON ) concurrence of Tom Hughes,  
 ) Council President

WHEREAS, the Metro Code requires a non-system license of any person that delivers solid waste generated from within the Metro Region to a non-system disposal facility; and

WHEREAS, American Honda holds Metro Solid Waste Facility Non-System License No. N-141-13 which expires on December 31, 2015; and

WHEREAS, American Honda has filed a complete application seeking a renewed non-system license to deliver non-recoverable solid waste and putrescible solid waste to the Covanta Waste-to-Energy Facility for disposal under the provisions of Metro Code Chapter 5.05, "Solid Waste Flow Control;" and

WHEREAS, Metro Code Chapter 5.05 provides that applications for non-system licenses for putrescible waste shall be reviewed by the Chief Operating Officer and are subject to approval or denial by the Metro Council; and

WHEREAS, the Chief Operating Officer has analyzed the application and considered the relevant factors under the Metro Code; and

WHEREAS, the Chief Operating Officer recommends that Metro issue a renewed non-system license to American Honda with specific conditions as provided in Exhibit A to this Resolution; now therefore,

THE METRO COUNCIL RESOLVES AS FOLLOWS:

1. The non-system license renewal application of American Honda is approved subject to the terms, conditions, and limitations contained in Exhibit A to this Resolution.
2. The Chief Operating Officer is authorized to issue to American Honda a renewed Solid Waste Facility Non-System License substantially similar to the one attached as Exhibit A.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_, 2015.

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Tom Hughes, Council President

Approved as to Form:

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Alison R. Kean, Metro Attorney

Resolution No. 15-4657

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600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736  
TEL 503 797 1835 | FAX 503 813 7544



**METRO**

**METRO SOLID WASTE FACILITY  
NON-SYSTEM LICENSE**

**No. N-141-16**

<b>LICENSEE:</b>
American Honda 16800 NE Sandy Blvd Portland, OR 97230
<b>CONTACT PERSON:</b>
David Misitano Phone: (503) 251-1426 E-mail: <a href="mailto:David_Misitano@ahm.honda.com">David_Misitano@ahm.honda.com</a>
<b>MAILING ADDRESS:</b>
American Honda 16800 NE Sandy Blvd Portland, OR 97230

**ISSUED BY METRO:**

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Paul Slyman,  
Property and Environmental Services Director

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Date



<b>1</b>	<b>NATURE OF WASTE COVERED BY LICENSE</b>
	Non-recoverable solid waste commingled with putrescible waste, including restroom and lunchroom waste, generated at the American Honda site located at 16800 NE Sandy Blvd in Portland, Oregon.
<b>2</b>	<b>CALENDAR YEAR TONNAGE LIMITATION</b>
	Licensee is authorized to deliver to the non-system facility described in Section 3 of this license up to 10 tons per calendar year of the waste described in Section 1 of this license.
<b>3</b>	<b>NON-SYSTEM FACILITY</b>
	<p>The Licensee hereunder is authorized to deliver the waste described above in Section 1 only to the following non-system facility:</p> <p style="text-align: center;">Covanta Waste-to-Energy Facility 4850 Brooklake Road, NE Brooks, OR 97305</p> <p>This license is issued on condition that the non-system facility named in this section is authorized to accept the type of waste described in Section 1. If Metro receives notice from the Oregon Department of Environmental Quality that this non-system facility is not authorized to accept such waste, Metro may immediately terminate this license pursuant to Section 7 of this license.</p>
<b>4</b>	<b>TERM OF LICENSE</b>
	The term of this license will commence on January 1, 2016 and expire at midnight on December 31, 2017, unless terminated sooner under Section 7 of this license.
<b>5</b>	<b>REPORTING OF ACCIDENTS AND CITATIONS</b>
	Licensee shall report to Metro any significant incidents (such as fires), accidents, and citations involving vehicles of its transportation carrier during the loading and transporting of the solid waste on behalf of the Licensee.



6	RECORD KEEPING AND REPORTING
	<p>(a) The Licensee shall keep and maintain accurate records of the amount of all waste that the Licensee delivers to the non-system facility described in Section 3 of this license. These records include the information specified in <u>Reporting Requirements and Data Standards for Metro Solid Waste Licensees, Franchisees, and Parties to Designated Facility Agreements</u>.</p> <p>(b) No later than the fifteenth (15th) day of each month, beginning with the first month following the commencement date of this license, Licensee shall:</p> <ol style="list-style-type: none"><li>Transmit the records required under Section 6(a) above to Metro in an electronic format prescribed by Metro;</li><li>Submit to Metro a Regional System Fee and Excise Tax Report, that covers the preceding month; and</li><li>Remit to Metro the requisite Regional System Fees and Excise Tax in accordance with the Metro Code provisions applicable to the collection, payment, and accounting of such fees and taxes.</li></ol> <p>(c) Licensee shall make all records from which Sections 6(a) and 6(b) above are derived available to Metro (or Metro's designated agent) for its inspection or copying, as long as Metro provides no less than three (3) business days written notice of an intent to inspect or copy documents. Licensee shall, in addition, sign or otherwise provide to Metro any consent or waiver necessary for Metro to obtain information or data from a third party, including the non-system facility named in Section 3, above.</p>
7	ADDITIONAL LICENSE CONDITIONS
	<p>This license shall be subject to the following conditions:</p> <p>(a) The permissive transfer of solid waste to the non-system facility, listed in Section 3, authorized by this license shall be subordinate to any subsequent decision by Metro to direct the solid waste described in this license to any other facility.</p> <p>(b) This license shall be subject to amendment, modification, or termination by Metro's Chief Operating Officer (the "COO") in the event that the COO determines that:</p> <ol style="list-style-type: none"><li>There has been sufficient change in any circumstances under which Metro issued this license;</li><li>The provisions of this license are actually or potentially in conflict with any provision in Metro's disposal contract with Oregon Waste Systems, Inc.; or</li><li>Metro's solid waste system or the public will benefit from, and will be better served by, an order directing that the waste described in Section 1 of this license be transferred to, and disposed of at, a facility other than the facility listed in Section 3.</li></ol>





	<p>(c) This license shall, in addition to subsections (b)(i) through (b)(iii), above, be subject to amendment, modification, suspension, or termination pursuant to the Metro Code.</p> <p>(d) The Licensee shall not transfer or assign any right or interest in this license without prior written notification to, and approval of, Metro.</p> <p>(e) This license shall terminate upon the execution of a designated facility agreement with the facility listed in Section 3 that authorizes the facility to accept the waste described in Section 1 of this license.</p> <p>(f) This license authorizes the delivery of solid waste to the facility listed in Section 3. Transfer of waste generated from within the Metro boundary to any non-system facility other than that specified in this license is prohibited unless authorized in writing by Metro.</p>
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<b>8</b>	<b>COMPLIANCE WITH LAW</b>
	<p>Licensee shall fully comply with all applicable local, regional, state and federal laws, rules, regulations, ordinances, orders, and permits pertaining in any manner to this license, including all applicable Metro Code provisions and administrative procedures adopted pursuant to Chapter 5.05 whether or not those provisions have been specifically mentioned or cited herein. All conditions imposed on the collection and hauling of the Licensee's solid waste by federal, state, regional or local governments or agencies having jurisdiction over solid waste generated by the Licensee shall be deemed part of this license as if specifically set forth herein.</p>

<b>9</b>	<b>INDEMNIFICATION</b>
	<p>Licensee shall defend, indemnify and hold harmless Metro, its elected officials, officers, employees, agents and representatives from any and all claims, demands, damages, causes of action, or losses and expenses, or including all attorneys' fees, whether incurred before any litigation is commenced, during any litigation or on appeal, arising out of or related in any way to the issuance or administration of this non-system license or the transport and disposal of the solid waste covered by this license.</p>

## **STAFF REPORT**

IN CONSIDERATION OF RESOLUTION NO. 15-4657 AUTHORIZING THE CHIEF OPERATING OFFICER TO ISSUE A RENEWED NON-SYSTEM LICENSE TO AMERICAN HONDA FOR DELIVERY OF NON-RECOVERABLE SOLID WASTE AND PUTRESCIBLE WASTE TO THE COVANTA WASTE-TO-ENERGY FACILITY IN MARION COUNTY, OREGON

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November 20, 2015

Prepared by: Will Ennis  
(503) 797-1667

Approval of Resolution No. 15-4657 will authorize the Chief Operating Officer (COO) to issue a renewed non-system license (NSL) to American Honda (Honda) to annually deliver up to ten tons of non-recoverable solid waste and putrescible solid waste from its facility within the Metro region to the Covanta Waste-to-Energy Facility (Covanta) in Marion County, Oregon. The proposed NSL is a renewal of an existing license that is set to expire on December 31, 2015.

## **BACKGROUND**

### **1. Overview**

The applicant seeks to renew its NSL to transport non-recoverable solid waste and putrescible waste generated within the Metro region to Covanta. Covanta is a non-system waste-to-energy facility located outside of the region. Metro Code Section 5.05.025 prohibits any person from transporting solid waste to a non-system facility without an appropriate license from Metro. The proposed NSL renewal is subject to Metro Council approval because it involves putrescible waste.<sup>1</sup>

### **2. The Applicant**

The applicant, Honda, operates an automobile and motorcycle parts distribution center located at 16800 NE Sandy Blvd. in Portland, Oregon (Metro District 1). The facility is used primarily as a warehouse which distributes parts to 90 dealerships in seven states. The facility also houses an office, lunchroom, and automobile repair shop on site.

Honda routinely generates miscellaneous non-recoverable wastes at the above-mentioned facility which consist primarily of office, restroom, and lunchroom wastes. The facility also generates other non-hazardous wastes from its warehouse activities including labels and floor sweepings. As part of Honda's "blue skies for our children" campaign, the company makes efforts to reduce, reuse, and recycle waste whenever possible. For example, the company uses metal pallets, re-usable plastic shipping boxes, and shredded cardboard for packaging parts in an effort to reduce the amount of wood and plastic waste generated at the facility. As part of these efforts, Honda prefers to send its non-recoverable wastes to waste-to-energy facilities instead of landfills for disposal.

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<sup>1</sup> Metro Code Section 5.05.040

In October 2013 Metro issued a new NSL<sup>2</sup> to Honda authorizing the delivery of miscellaneous non-recoverable waste including putrescible waste to Covanta. The license will expire on December 31, 2015. The licensee delivered approximately five tons of waste to Covanta in calendar year 2014 and has delivered about seven tons through September of calendar year 2015. On October 22, 2015, Honda filed a complete application seeking to renew its existing NSL with a tonnage limitation of ten tons per calendar year – the same amount authorized under its current NSL.

## **ANALYSIS/INFORMATION**

### **1. Known Opposition**

There is no known opposition to the proposed NSL.

### **2. Legal Antecedents**

Section 5.05.043 of the Metro Code provides that, when determining whether or not to approve an NSL application, the Metro Council shall consider the following factors to the extent relevant to such determination.

- (1) *The degree to which prior users of the non-system facility and waste types accepted at the non-system facility are known and the degree to which such wastes pose a future risk of environmental contamination;*

The proposed disposal site is a waste-to-energy facility rather than a landfill and thus does not pose the same potential environmental risk from waste delivered from prior users. Air emissions from the facility are controlled through the use of high efficiency combustion within the furnace/boiler as well as by selective non-catalytic reduction, spray dryer absorbers, fabric filter baghouses and an activated carbon injection system. The ash generated at the facility is then disposed at a monofill that is permitted by the Oregon Department of Environmental Quality (DEQ) or used as a DEQ-approved alternative daily cover material at a landfill.

- (2) *The record of regulatory compliance of the non-system facility's owner and operator with federal, state and local requirements, including but not limited to public health, safety and environmental rules and regulations;*

Covanta is permitted by DEQ. Metro staff received confirmation from DEQ and Marion County that Covanta is in compliance with federal, state, and local requirements. Staff has also received confirmation that Covanta has a good compliance record with respect to public health, safety and environmental rules and regulations.

- (3) *The adequacy of operational practices and management controls at the non-system facility;*

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<sup>2</sup> NSL No. N-141-13

Covanta screens incoming waste for hazardous, radioactive, and other unacceptable materials and has a state-of-the-art emissions control system to minimize the risk of future environmental contamination. In addition, Covanta uses operational practices and management controls that are considered by the DEQ to be appropriate for the protection of health, safety, and the environment.

*(4) The expected impact on the region's recycling and waste reduction efforts;*

Honda has an aggressive internal recycling program and it seeks to deliver only its non-recyclable waste, including putrescible solid waste, to Covanta instead of a landfill.

The Metro-area waste that is delivered to Covanta is not included in Metro's recovery rate calculation because state statute<sup>3</sup> stipulates that only those wastesheds that burn mixed solid waste for energy recovery within their wasteshed boundaries may count a portion of it towards their DEQ recovery rate calculation. Marion County is the only wasteshed within Oregon that hosts a waste-to-energy facility within its boundaries; therefore, it is the only wasteshed that is currently allowed to include a portion of the in-County waste that is delivered to Covanta in its recovery rate. Approval of the proposed license is not expected to impact the Metro region's recycling and waste reduction efforts.

*(5) The consistency of issuing the license with Metro's existing contractual arrangements;*

Metro has a contractual obligation to deliver a minimum of 90 percent of the region's putrescible waste that is delivered to general purpose landfills during the calendar year, to landfills owned by Waste Management. The waste subject to this proposed license will not be disposed at a general-purpose landfill. Thus, approval of the proposed license will not conflict with Metro's disposal contract.

In addition, Metro has a contract with Marion County for the delivery of solid waste from Metro's transfer stations to Covanta. Issuing this NSL is consistent with this existing contractual arrangement.

*(6) The record of the applicant regarding compliance with Metro ordinances and agreements or assistance to Metro in Metro ordinance enforcement and with federal, state and local requirements, including but not limited to public health, safety and environmental rules and regulations; and*

The applicant has a good record of compliance with regard to Metro regulations.

*(7) Such other factors as the Chief Operating Officer deems appropriate for purposes of making such determination.*

Covanta is the primary disposal site for solid waste generated within Marion County. At certain times during the year, in order to operate more efficiently, the facility requires more solid waste than is generated within the County. During these times, Marion County supports the Metro-authorized flow of solid waste to Covanta. In 2014, Metro South Transfer Station delivered approximately 5,600 tons of Metro-area waste to the facility.

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<sup>3</sup> ORS 465A.010(4)(f)(B)

### **3. Anticipated Effects**

The effect of Resolution No. 15-4657 will be to issue a renewed NSL authorizing Honda to deliver up to ten tons per calendar year of miscellaneous non-recoverable waste, including putrescible waste, to Covanta. The proposed NSL would commence on January 1, 2016 and expire on December 31, 2017.

### **4. Budget/Rate Impacts**

The waste covered under the proposed NSL will be delivered to Covanta. Covanta is not a general-purpose landfill and this NSL will not impact Metro's obligations under its disposal contract. The regional system fee and excise tax will continue to be collected on Metro-area waste delivered to Covanta under the authority of the proposed NSL. The application under consideration is the renewal of an existing NSL (No. N-141-13). The financial impact of this NSL has already been factored into the budget.

### **RECOMMENDED ACTION**

The COO recommends approval of Resolution No. 15-4657, finding that the license satisfies the requirements of Metro Code Section 5.05.043, and issuance of a new NSL substantially similar to the license attached to the resolution as Exhibit A.

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Agenda Item No. 2.2

**Resolution No. 15-4658**, For the Purpose of Authorizing the Chief Operating Officer to Issue a Renewed Non-System License to the Boeing Company for Delivery of Non-Recoverable Solid Waste and Putrescible Waste to the Covanta Waste-To-Energy Facility in Marion County, Oregon

*Consent Agenda*

Metro Council Meeting  
Thursday, December 3, 2015  
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

AUTHORIZING THE CHIEF OPERATING OFFICER TO ISSUE A ) RESOLUTION NO. 15-4658  
RENEWED NON-SYSTEM LICENSE TO THE BOEING )  
COMPANY FOR DELIVERY OF NON-RECOVERABLE SOLID ) Introduced by Martha J. Bennett,  
WASTE AND PUTRESCIBLE WASTE TO THE COVANTA ) Chief Operating Officer, with the  
WASTE-TO-ENERGY FACILITY IN MARION COUNTY, ) concurrence of Tom Hughes,  
OREGON ) Council President

WHEREAS, the Metro Code requires a non-system license of any person that delivers solid waste generated from within the Metro Region to a non-system disposal facility; and

WHEREAS, The Boeing Company holds Metro Solid Waste Facility Non-System License No. N-140-13 which expires on December 31, 2015; and

WHEREAS, The Boeing Company has filed a complete application seeking a renewed non-system license to deliver non-recoverable solid waste and putrescible waste to the Covanta Waste-to-Energy Facility for disposal under the provisions of Metro Code Chapter 5.05, "Solid Waste Flow Control;" and

WHEREAS, Metro Code Chapter 5.05 provides that applications for non-system licenses for putrescible waste shall be reviewed by the Chief Operating Officer and are subject to approval or denial by the Metro Council; and

WHEREAS, the Chief Operating Officer has analyzed the application and considered the relevant factors under the Metro Code; and

WHEREAS, the Chief Operating Officer recommends that Metro issue a renewed non-system license to The Boeing Company with specific conditions as provided in Exhibit A to this Resolution; now therefore,

THE METRO COUNCIL RESOLVES AS FOLLOWS:

1. The non-system license renewal application of The Boeing Company is approved subject to the terms, conditions, and limitations contained in Exhibit A to this Resolution.
2. The Chief Operating Officer is authorized to issue to the Boeing Company a renewed Solid Waste Facility Non-System License substantially similar to the one attached as Exhibit A.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_, 2015.

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Tom Hughes, Council President

Approved as to Form:

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Alison R. Kean, Metro Attorney

Resolution No. 15-4658

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600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736  
TEL 503 797 1835 | FAX 503 813 7544



**METRO**

**METRO SOLID WASTE FACILITY  
NON-SYSTEM LICENSE**

**No. N-140-16**

<b>LICENSEE:</b>
The Boeing Company 19000 NE Sandy Blvd Gresham, OR 97230
<b>CONTACT PERSON:</b>
Mike Bernard Phone: (971) 221-1905 E-mail: <a href="mailto:michael.p.bernard@boeing.com">michael.p.bernard@boeing.com</a>
<b>MAILING ADDRESS:</b>
The Boeing Company PO Box 20487 Portland, OR 97294

**ISSUED BY METRO:**

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Paul Slyman,  
Property and Environmental Services Director

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Date





<b>1</b>	<b>NATURE OF WASTE COVERED BY LICENSE</b>
	Non-recoverable solid waste commingled with putrescible waste, including restroom and lunchroom waste, and special waste consisting of oily solids, absorbent material, shop cleanup debris, non-hazardous shot-blasting residue and floor sweepings including mixed metal chips generated at the Boeing Company site located at 19000 NE Sandy Blvd in Gresham, Oregon.
<b>2</b>	<b>CALENDAR YEAR TONNAGE LIMITATION</b>
	Licensee is authorized to deliver to the non-system facility described in Section 3 of this license up to 500 tons per calendar year of the waste described in Section 1 of this license.
<b>3</b>	<b>NON-SYSTEM FACILITY</b>
	<p>The Licensee hereunder is authorized to deliver the waste described above in Section 1 only to the following non-system facility:</p> <p style="text-align: center;">Covanta Waste-to-Energy Facility 4850 Brooklake Road, NE Brooks, OR 97305</p> <p>This license is issued on condition that the non-system facility named in this section is authorized to accept the type of waste described in Section 1. If Metro receives notice from the Oregon Department of Environmental Quality that this non-system facility is not authorized to accept such waste, Metro may immediately terminate this license pursuant to Section 7 of this license.</p>
<b>4</b>	<b>TERM OF LICENSE</b>
	The term of this license will commence on January 1, 2016 and expire at midnight on December 31, 2017, unless terminated sooner under Section 7 of this license.
<b>5</b>	<b>REPORTING OF ACCIDENTS AND CITATIONS</b>
	Licensee shall report to Metro any significant incidents (such as fires), accidents, and citations involving vehicles of its transportation carrier during the loading and transporting of the solid waste on behalf of the Licensee.



6	RECORD KEEPING AND REPORTING
	<p>(a) The Licensee shall keep and maintain accurate records of the amount of all waste that the Licensee delivers to the non-system facility described in Section 3 of this license. These records include the information specified in <u>Reporting Requirements and Data Standards for Metro Solid Waste Licensees, Franchisees, and Parties to Designated Facility Agreements</u>.</p> <p>(b) No later than the fifteenth (15th) day of each month, beginning with the first month following the commencement date of this license, Licensee shall:</p> <ul style="list-style-type: none"><li>i. Transmit the records required under Section 6(a) above to Metro in an electronic format prescribed by Metro;</li><li>ii. Submit to Metro a Regional System Fee and Excise Tax Report, that covers the preceding month; and</li><li>iii. Remit to Metro the requisite Regional System Fees and Excise Tax in accordance with the Metro Code provisions applicable to the collection, payment, and accounting of such fees and taxes.</li></ul> <p>(c) Licensee shall make all records from which Sections 6(a) and 6(b) above are derived available to Metro (or Metro's designated agent) for its inspection or copying, as long as Metro provides no less than three (3) business days written notice of an intent to inspect or copy documents. Licensee shall, in addition, sign or otherwise provide to Metro any consent or waiver necessary for Metro to obtain information or data from a third party, including the non-system facility named in Section 3, above.</p>

7	ADDITIONAL LICENSE CONDITIONS
	<p>This license shall be subject to the following conditions:</p> <p>(a) The permissive transfer of solid waste to the non-system facility, listed in Section 3, authorized by this license shall be subordinate to any subsequent decision by Metro to direct the solid waste described in this license to any other facility.</p> <p>(b) This license shall be subject to amendment, modification, or termination by Metro's Chief Operating Officer (the "COO") in the event that the COO determines that:</p> <ul style="list-style-type: none"><li>i. There has been sufficient change in any circumstances under which Metro issued this license;</li><li>ii. The provisions of this license are actually or potentially in conflict with any provision in Metro's disposal contract with Oregon Waste Systems, Inc.; or</li><li>iii. Metro's solid waste system or the public will benefit from, and will be better served by, an order directing that the waste described in Section 1 of this license be transferred to, and disposed of at, a facility other than the facility listed in Section 3.</li></ul>



	<p>(c) This license shall, in addition to subsections (b)(i) through (b)(iii), above, be subject to amendment, modification, suspension, or termination pursuant to the Metro Code.</p> <p>(d) The Licensee shall not transfer or assign any right or interest in this license without prior written notification to, and approval of, Metro.</p> <p>(e) This license shall terminate upon the execution of a designated facility agreement with the facility listed in Section 3 that authorizes the facility to accept the waste described in Section 1 of this license.</p> <p>(f) This license authorizes the delivery of solid waste to the facility listed in Section 3. Transfer of waste generated from within the Metro boundary to any non-system facility other than that specified in this license is prohibited unless authorized in writing by Metro.</p>
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<b>8</b>	<b>COMPLIANCE WITH LAW</b>
	<p>Licensee shall fully comply with all applicable local, regional, state and federal laws, rules, regulations, ordinances, orders, and permits pertaining in any manner to this license, including all applicable Metro Code provisions and administrative procedures adopted pursuant to Chapter 5.05 whether or not those provisions have been specifically mentioned or cited herein. All conditions imposed on the collection and hauling of the Licensee's solid waste by federal, state, regional or local governments or agencies having jurisdiction over solid waste generated by the Licensee shall be deemed part of this license as if specifically set forth herein.</p>

<b>9</b>	<b>INDEMNIFICATION</b>
	<p>Licensee shall defend, indemnify and hold harmless Metro, its elected officials, officers, employees, agents and representatives from any and all claims, demands, damages, causes of action, or losses and expenses, or including all attorneys' fees, whether incurred before any litigation is commenced, during any litigation or on appeal, arising out of or related in any way to the issuance or administration of this non-system license or the transport and disposal of the solid waste covered by this license.</p>

## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 15-4658 AUTHORIZING THE CHIEF OPERATING OFFICER TO ISSUE A RENEWED NON-SYSTEM LICENSE TO THE BOEING COMPANY FOR DELIVERY OF NON-RECOVERABLE SOLID WASTE AND PUTRESCIBLE WASTE TO THE COVANTA WASTE-TO-ENERGY FACILITY IN MARION COUNTY, OREGON

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November 20, 2015

Prepared by: Will Ennis  
(503) 797-1667

Approval of Resolution No. 15-4658 will authorize the Chief Operating Officer (COO) to issue a non-system license (NSL) to The Boeing Company (Boeing) to annually deliver up to 500 tons of non-recoverable solid waste and putrescible solid waste from its facility within the Metro region to the Covanta Waste-to-Energy Facility (Covanta) in Marion County, Oregon. The proposed NSL is a renewal of an existing NSL that is set to expire on December 31, 2015

## BACKGROUND

### 1. Overview

Boeing seeks to renew its NSL to transport non-recoverable solid waste and putrescible waste generated within the Metro region to Covanta. Covanta is a non-system waste-to-energy facility located outside of the region. Metro Code Section 5.05.025 prohibits any person from transporting solid waste to a non-system facility without an appropriate license from Metro. The proposed NSL renewal is subject to Metro Council approval because it involves putrescible waste.<sup>1</sup>

### 2. The Applicant

The applicant, Boeing, operates an airplane parts manufacturing and assembly facility located at 19000 NE Sandy Blvd. in Gresham, Oregon (Metro District 1). The facility also houses an office and lunchroom on site. Boeing routinely generates miscellaneous non-recoverable wastes at the above-mentioned facility which include office, restroom, and lunchroom waste and special waste consisting of oily solids, absorbent material, shop cleanup debris, non-hazardous shot-blasting residue, and floor sweepings including mixed metal chips. The company makes efforts to reduce, reuse, and recycle waste and has implemented an internal diversion program in which it tracks its recovery efforts for a variety of materials generated at the site including metals, paper, cardboard, glass, wood, food waste, and landscape waste. As part of these efforts, Boeing prefers to send its non-recoverable wastes to waste-to-energy facilities instead of landfills for disposal.

In October 2013 Metro issued a new NSL<sup>2</sup> to Boeing authorizing the delivery of miscellaneous non-recoverable waste including putrescible waste to Covanta. The license will expire on December 31, 2015. The licensee delivered approximately 114 tons of authorized waste to Covanta during calendar year 2014 and 190 tons through September of calendar year 2015. On October 1, 2015, Boeing

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<sup>1</sup> Metro Code Section 5.05.040

<sup>2</sup> NSL No. N-140-13

submitted a complete application requesting that Metro renew its existing NSL with a tonnage authorization of 500 tons per calendar year – the same amount authorized under its current NSL.

## **ANALYSIS/INFORMATION**

### **1. Known Opposition**

There is no known opposition to the proposed NSL.

### **2. Legal Antecedents**

Section 5.05.043 of the Metro Code provides that, when determining whether or not to approve an NSL application, the Metro Council shall consider the following factors to the extent relevant to such determination.

- (1) *The degree to which prior users of the non-system facility and waste types accepted at the non-system facility are known and the degree to which such wastes pose a future risk of environmental contamination;*

The proposed disposal site is a waste-to-energy facility rather than a landfill and thus does not pose the same potential environmental risk from waste delivered from prior users. Air emissions from the facility are controlled through the use of high efficiency combustion within the furnace/boiler as well as by selective non-catalytic reduction, spray dryer absorbers, fabric filter baghouses and an activated carbon injection system. The ash generated at the facility is then disposed at a monofill that is permitted by the Oregon Department of Environmental Quality (DEQ) or used as a DEQ-approved alternative daily cover material at a landfill.

- (2) *The record of regulatory compliance of the non-system facility's owner and operator with federal, state and local requirements, including but not limited to public health, safety and environmental rules and regulations;*

Covanta is permitted by DEQ. Metro staff received written confirmation from DEQ and Marion County that Covanta is in compliance with federal, state, and local requirements. Staff has also received confirmation that Covanta has a good compliance record with respect to public health, safety and environmental rules and regulations.

- (3) *The adequacy of operational practices and management controls at the non-system facility;*

Covanta screens incoming waste for hazardous, radioactive, and other unacceptable materials and has a state-of-the-art emissions control system to minimize the risk of future environmental contamination. In addition, Covanta uses operational practices and management controls that are considered by the DEQ to be appropriate for the protection of health, safety, and the environment.

- (4) *The expected impact on the region's recycling and waste reduction efforts;*

Boeing has an aggressive internal recycling program and it seeks to deliver only its non-recyclable waste, including putrescible solid waste, to Covanta.

The Metro-area waste that is delivered to Covanta is not included in Metro's recovery rate calculation because state statute<sup>3</sup> stipulates that only those wastesheds that burn mixed solid waste for energy recovery within their wasteshed boundaries may count a portion of it towards their DEQ recovery rate calculation. Marion County is the only wasteshed within Oregon that hosts a waste-to-energy facility within its boundaries; therefore, it is the only wasteshed that is currently allowed to include a portion of the in-County waste that is delivered to Covanta in its recovery rate. Approval of the proposed license renewal is not expected to impact the Metro region's recycling and waste reduction efforts.

*(5) The consistency of issuing the license with Metro's existing contractual arrangements;*

Metro has a contractual obligation to deliver a minimum of 90 percent of the region's putrescible waste that is delivered to general purpose landfills during the calendar year, to landfills owned by Waste Management. The waste subject to this proposed license will not be disposed at a general-purpose landfill. Thus, approval of the proposed license will not conflict with Metro's disposal contract.

In addition, Metro has a contract with Marion County for the delivery of solid waste from Metro's transfer stations to Covanta. Issuing this NSL is consistent with this existing contractual arrangement.

*(6) The record of the applicant regarding compliance with Metro ordinances and agreements or assistance to Metro in Metro ordinance enforcement and with federal, state and local requirements, including but not limited to public health, safety and environmental rules and regulations; and*

The applicant is in good standing with Metro.

*(7) Such other factors as the Chief Operating Officer deems appropriate for purposes of making such determination.*

Covanta is the primary disposal site for solid waste generated within Marion County. At certain times during the year, in order to operate more efficiently, the facility requires more solid waste than is generated within the County. During these times, Marion County supports the Metro-authorized flow of solid waste to Covanta. In 2014, Metro South Transfer Station delivered approximately 5,600 tons of Metro-area waste to the facility.

### **3. Anticipated Effects**

The effect of Resolution No. 15-4658 will be to issue a renewed NSL authorizing Boeing to deliver up to 500 tons per calendar year of non-recoverable solid waste and putrescible solid waste to Covanta. The proposed NSL would commence on January 1, 2016 and expire on December 31, 2017.

### **4. Budget/Rate Impacts**

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<sup>3</sup> ORS 465A.010(4)(f)(B)

The waste covered under the proposed NSL will be delivered to Covanta. Covanta is not a general-purpose landfill and this NSL will not impact Metro's obligations under its disposal contract. The regional system fee and excise tax will continue to be collected on Metro-area waste delivered to Covanta under the authority of the proposed NSL. The application under consideration is the renewal of an existing NSL (No. N-140-13). The financial impact of this NSL has already been factored into the budget.

#### **RECOMMENDED ACTION**

The COO recommends approval of Resolution No. 15-4658, finding that the license renewal satisfies the requirements of Metro Code Section 5.05.043, and issuance of an NSL substantially similar to the NSL attached to the resolution as Exhibit A.

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Agenda Item No. 2.3

**Resolution No. 15-4659**, For the Purpose of Authorizing the  
Chief Operating Officer to Issue a Renewed Non-System License  
to New Earth Farm for Delivery of Source-Separated Food  
Waste to its Processing Facility Located in Washington County,  
Oregon

*Consent Agenda*

Metro Council Meeting  
Thursday, December 3, 2015  
Metro Regional Center, Council Chamber



BEFORE THE METRO COUNCIL

AUTHORIZING THE CHIEF OPERATING OFFICER TO ISSUE A ) RESOLUTION NO. 15-4659  
RENEWED NON-SYSTEM LICENSE TO NEW EARTH FARM )  
FOR DELIVERY OF SOURCE-SEPARATED FOOD WASTE TO ) Introduced by Martha J. Bennett,  
ITS PROCESSING FACILITY LOCATED IN WASHINGTON ) Chief Operating Officer, with the  
COUNTY, OREGON ) concurrence of Tom Hughes,  
 ) Council President

WHEREAS, the Metro Code requires a non-system license of any person that delivers solid waste generated from within the Metro Region to a non-system facility; and

WHEREAS, New Earth Farm holds Metro Solid Waste Facility Non-System License No. N-137-14 which expires on December 31, 2015; and

WHEREAS, New Earth Farm has filed a complete application seeking a renewed non-system license to deliver source-separated food waste to its own facility under the provisions of Metro Code Chapter 5.05, "Solid Waste Flow Control;" and

WHEREAS, Metro Code Chapter 5.05 provides that applications for non-system licenses for putrescible waste shall be reviewed by the Chief Operating Officer and are subject to approval or denial by the Metro Council; and

WHEREAS, the Chief Operating Officer has analyzed the applications and considered the relevant factors under the Metro Code; and

WHEREAS, the Chief Operating Officer recommends that Metro issue a renewed non-system license to New Earth Farm with specific conditions as provided in Exhibit A to this Resolution; now therefore,

THE METRO COUNCIL RESOLVES AS FOLLOWS:

1. The non-system license renewal application of New Earth Farm is approved subject to the terms, conditions, and limitations contained in Exhibit A to this Resolution.
2. The Chief Operating Officer is authorized to issue to New Earth Farm a renewed Solid Waste Facility Non-System License substantially similar to the one attached as Exhibit A.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_, 2015.

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

Approved as to Form:

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

Resolution No. 15-4659

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600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736  
TEL 503 797 1835 | FAX 503 813 7544



**METRO**

**METRO SOLID WASTE FACILITY  
NON-SYSTEM LICENSE**

**No. N-137-16**

<b>LICENSEE:</b>
New Earth Farm 11000 NW Jackson Quarry Road Hillsboro, OR 97124
<b>CONTACT PERSON:</b>
Scott Olsen Phone: (503) 913-2641 E-Mail: scott@newearthfarm.net
<b>MAILING ADDRESS:</b>
11000 NW Jackson Quarry Road Hillsboro, OR 97124

**ISSUED BY METRO:**

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Paul Slyman,  
Property and Environmental Services Director

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Date

<b>1</b>	<b>NATURE OF WASTE COVERED BY LICENSE</b>
	Source-separated food waste that is generated by businesses and schools within the Metro boundary and collected by New Earth Farm.
<b>2</b>	<b>CALENDAR YEAR TONNAGE LIMITATION</b>
	<p>(a) Licensee is authorized to deliver to the non-system facility listed in Section 3 of this license up to 264 tons per calendar year of the waste described in Section 1 of this license.</p> <p>(b) Notwithstanding subsection (a) above, Metro's Chief Operating Officer (the "COO") may amend this license to decrease the calendar year tonnage limitation based on:</p> <ul style="list-style-type: none"><li>(i) A permit issued by the Oregon Department of Environmental Quality (DEQ) that authorizes a calendar year tonnage limitation lower than that authorized in subsection (a) above; and</li><li>(ii) The Licensee's compliance with the terms of this license.</li></ul>
<b>3</b>	<b>NON-SYSTEM FACILITY</b>
	<p>The Licensee hereunder is authorized to deliver the waste described above in Section 1 to the following non-system facility for the purpose of processing and land application at an agronomic rate allowed by DEQ:</p> <p style="text-align: center;">New Earth Farm 11000 NW Jackson Quarry Road Hillsboro, OR 97124</p> <p>This license is issued on the condition that the non-system facility listed in this section is authorized to accept the type of waste described in Section 1. If Metro receives notice from DEQ or Washington County that this non-system facility is not authorized to accept such waste, Metro may immediately modify or terminate this license pursuant to Section 10 of this license.</p>
<b>4</b>	<b>TERM OF LICENSE</b>
	The term of this license will commence on January 1, 2016 and expire at midnight on December 31, 2017, unless terminated sooner under Section 10 of this license.

<b>5</b>	<b>COVERED LOADS</b>
	Licensee shall suitably contain and cover, on all sides, all loads of source-separated food waste that are delivered under authority of this license to prevent spillage of waste while in transit to the non-system facility listed in Section 3.

<b>6</b>	<b>MATERIAL MANAGEMENT</b>
	<p>The Licensee is authorized to deliver the waste described in Section 1 of this license to the non-system facility listed in Section 3 under the following conditions:</p> <ul style="list-style-type: none"><li>(a) The non-system facility shall accept all solid waste that is delivered under authority of this license for the sole purpose of processing on-site. The Licensee shall not dispose of any source-separated recyclable material, except as provided in Section 7; and</li><li>(b) The non-system facility shall receive, manage and process all solid waste that is delivered under authority of this license in accordance with all applicable local, state and federal laws, rules, regulations, ordinances, orders, and permits.</li></ul>

<b>7</b>	<b>REGIONAL SYSTEM FEE AND EXCISE TAX</b>
	<p>The Licensee shall be subject to the following conditions:</p> <ul style="list-style-type: none"><li>(a) Source-separated food waste that is delivered under authority of this license and is accepted and processed, in accordance with all applicable regulations, at the non-system facility listed in Section 3 is exempt from Regional System Fees and Excise Tax.</li><li>(b) If the Licensee delivers waste under this license to the non-system facility listed in Section 3 but the material does not meet the facility's acceptance criteria (for example, the material is too contaminated for processing or composting) or the non-system facility fails to process the material as required as a condition of this license, the Licensee shall pay to Metro an amount equal to the Regional System Fee, as provided in Metro Code Title V, for each ton or portion thereof of waste delivered to the non-system facility that is ultimately delivered to a disposal site.</li><li>(c) If the Licensee delivers waste under this license to the non-system facility listed in Section 3 but the material does not meet the facility's acceptance criteria (for example, the material is too contaminated for processing) or the</li></ul>

	non-system facility fails to process and compost the material as required as a condition of this license, the Licensee shall pay to Metro an amount equal to the Excise Tax, as provided in Metro Code Title VII, for each ton or portion thereof of waste delivered to the non-system facilities that is ultimately delivered to a disposal site.
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<b>8</b>	<b>REPORTING OF ACCIDENTS AND CITATIONS</b>
	Licensee shall report to Metro any significant incidents (such as fires), accidents, and citations involving vehicles transporting the solid waste authorized by this license.

<b>9</b>	<b>RECORD KEEPING AND REPORTING</b>
	<p>(a) The Licensee shall keep and maintain accurate records of the amount of all waste that the Licensee delivers to the non-system facility described in Section 3 of this license. These records include the information specified in <u>Reporting Requirements and Data Standards for Metro Solid Waste Licensees, Franchisees, and Parties to Designated Facility Agreements</u>.</p> <p>(b) No later than the fifteenth (15th) day of each month, beginning with the first month following the commencement date of this license, Licensee shall transmit the records required under Section 9(a) above, that covers the preceding month, to Metro's Finance and Regulatory Services Department in an electronic format prescribed by Metro.</p> <p>(c) Licensee shall make all records from which Section 9(a) above are derived available to Metro (or Metro's designated agent) for its inspection or copying, as long as Metro provides no less than three (3) business days written notice of an intent to inspect or copy documents. Licensee shall, in addition, sign or otherwise provide to Metro any consent or waiver necessary for Metro to obtain information or data from a third party, including the non-system facility listed above in Section 3.</p>

<b>10</b>	<b>ADDITIONAL LICENSE CONDITIONS</b>
	<p>This non-system license shall be subject to the following conditions:</p> <p>(a) The permissive transfer of solid waste to the non-system facility, listed in Section 3, authorized by this license shall be subordinate to any subsequent decision by Metro to direct the solid waste described in this license to any other facility.</p> <p>(b) In addition to the amendments by the COO authorized by Section 2 of this</p>

	<p>license, this license shall be subject to amendment, modification, or termination by the COO in the event that the COO determines that:</p> <ul style="list-style-type: none"> <li>i. There has been sufficient change in any circumstances under which Metro issued this license;</li> <li>ii. The provisions of this license are actually or potentially in conflict with any provision in Metro's disposal contract with Waste Management Disposal Services of Oregon, Inc., dba Oregon Waste Systems, Inc;</li> <li>iii. Metro's solid waste system or the public will benefit from, and will be better served by, an order directing that the waste described in Section 1 of this license be transferred to, and disposed of at, a facility other than the facility listed in Section 3;</li> <li>iv. The non-system facility listed in Section 3 fails to manage the waste subject to this license in accordance with the material management requirements described in Section 6;</li> <li>v. The non-system facility listed in Section 3 generates malodors that are detectable off-site; or</li> <li>vi. The non-system facility listed in Section 3 fails to meet the specific criteria for qualification as an agricultural operation as established by Washington County.</li> </ul> <p>(c) This license shall, in addition to subsections (b)(i) through (b)(vi), above, be subject to amendment, modification, termination, or suspension pursuant to the Metro Code.</p> <p>(d) Licensee shall not transfer or assign any right or interest in this license without prior written notification to, and approval of, Metro.</p> <p>(e) This license authorizes delivery of solid waste only to the facility listed in Section 3. Transfer of waste generated from within the Metro boundary to any non-system facility other than that specified in this license is prohibited unless authorized in writing by Metro.</p>
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<b>11</b>	<b>COMPLIANCE WITH LAW</b>
	<p>Licensee shall fully comply with all applicable local, regional, state and federal laws, rules, regulations, ordinances, orders, and permits pertaining in any manner to this license, including all applicable Metro Code provisions and administrative procedures adopted pursuant to Metro Code Chapter 5.05 whether or not those provisions have been specifically mentioned or cited herein. All conditions imposed on the collection and hauling of the licensee's solid waste by federal, state, regional or local governments or agencies having jurisdiction over solid waste generated by the licensee shall be deemed part of</p>

	this license as if specifically set forth herein.
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<b>12</b>	<b>INDEMNIFICATION</b>
	Licensee shall defend, indemnify and hold harmless Metro, its elected officials, officers, employees, agents and representatives from any and all claims, demands, damages, causes of action, or losses and expenses, or including all attorneys' fees, whether incurred before any litigation is commenced, during any litigation or on appeal, arising out of or related in any way to the issuance or administration of this non-system license or the transport and disposal of the solid waste covered by this license.

## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 15-4659 FOR THE PURPOSE OF AUTHORIZING THE CHIEF OPERATING OFFICER TO ISSUE A RENEWED NON-SYSTEM LICENSE TO NEW EARTH FARM FOR DELIVERY OF SOURCE-SEPARATED FOOD WASTE TO ITS PROCESSING FACILITY LOCATED IN WASHINGTON COUNTY, OREGON

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November 20, 2015

Prepared by: Will Ennis  
(503) 797-1667

Approval of Resolution No. 15-4659 will authorize the Chief Operating Officer (COO) to issue a renewed non-system license (NSL) to New Earth Farm (NEF) to annually deliver a maximum of 264 tons of source-separated food waste to its processing facility located at 11000 NW Jackson Quarry Road in Hillsboro, Oregon. The proposed NSL is a renewal of an existing license that is set to expire on December 31, 2015.

## BACKGROUND

### 1. Overview

The applicant seeks authorization to renew its NSL to transport source-separated food waste generated by businesses and schools within the Metro region to its own facility located outside of the region. Metro Code Section 5.05.025 prohibits any person from transporting solid waste to non-system facilities without an appropriate license from Metro. The proposed NSL renewal is subject to Metro Council approval because it involves putrescible waste (food waste).<sup>1</sup>

### 2. The Applicant

NEF, which is owned and operated by Scott Olsen, is comprised of a 16-acre farmed plot that is part of a larger, 24-acre site. Produce grown at NEF is sold to the public, area restaurants and business cafeterias. Post-consumer vegetative food waste generated at commercial facilities, in addition to some meat and dairy waste, is then delivered to NEF for processing.

NEF uses the bokashi method to process the food waste. Bokashi is an in-vessel anaerobic fermentation process that converts the majority of food waste delivered to the facility into liquid and solid soil amendments. The liquid component resulting from the process is land applied at NEF and neighboring farms. The remaining solid materials are tilled into the soil at NEF. The facility processes a smaller amount of food waste using vermicomposting and black soldier fly larvae. Solids from these processes are also used at NEF.

In November 2013, the Metro Council granted the applicant an NSL<sup>2</sup> to annually deliver a maximum of 264 tons of source-separated food waste to NEF. The license will expire on December 31, 2015. The licensee delivered approximately 139 tons of food waste to NEF in 2014 and about 140 tons through September of calendar year 2015. On September 11, 2015, NEF submitted to Metro an application

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<sup>1</sup> Metro Code Section 5.05.040

<sup>2</sup> NSL No. N-137-14

Staff Report to Resolution No. 15-4659

Page 1 of 4



requesting that Metro renew its existing NSL with a tonnage authorization of 264 tons per calendar year – the same amount in its current authorization.

## **ANALYSIS/INFORMATION**

### **1. Known Opposition**

There is no known opposition to the proposed NSL.

### **2. Legal Antecedents**

Metro Code Section 5.05.043 provides that, when determining whether or not to approve an NSL application, the Metro Council shall consider the following factors to the extent relevant to such determination.

- (1) *The degree to which prior users of the non-system facility and waste types accepted at the non-system facility are known and the degree to which such wastes pose a future risk of environmental contamination;*

Metro staff has visited NEF and is aware of how feedstocks are managed at the facility. Since NEF accepts only limited amounts food waste for processing, the waste does not pose the same potential environmental risk as waste being delivered for landfill disposal. There is no known evidence of any other wastes currently being accepted at NEF that could pose a risk of environmental contamination. The environmental risk from the use of this non-system facility is presumed to be minimal because the facility is regulated and monitored by the appropriate local and state authorities.

- (2) *The record of regulatory compliance of the non-system facility's owner and operator with federal, state and local requirements including, but not limited to, public health, safety and environmental rules and regulations;*

Metro staff's investigation of the applicant revealed a good record of compliance with local and state agencies responsible for health, safety, and environmental regulations. The Oregon Department of Environmental Quality (DEQ) and Washington County have not received any complaints or taken any enforcement actions at NEF during the term of the current license.

- (3) *The adequacy of operational practices and management controls at the non-system facility;*

Metro and DEQ consider the operational practices and management controls in place at NEF to be adequate and consistent with other food waste processing facilities. Waste accepted at NEF is delivered in sealed containers and the majority of processing at NEF takes place in-vessel. NEF has provided Metro with a copy of its Odor Minimization Plan required by Washington County. NEF has obtained a DEQ compost facility registration permit for its processing operation. In 2012 Washington County determined that NEF qualifies as an agricultural operation and is not required to obtain a County-issued franchise.

- (4) *The expected impact on the region's recycling and waste reduction efforts;*

The waste subject to the proposed NSL will be delivered to NEF for use as feedstock in a composting-like process<sup>3</sup> rather than disposal. Based on the waste management hierarchy, composting is considered to be a higher and better management option than land disposal. As such, renewal of the proposed NSL is likely to continue having a positive impact on the region's recycling and waste reduction efforts.

- (5) *The consistency of the issuing this license with Metro's existing contractual arrangements;*

Metro is contractually obligated to deliver a minimum of 90 percent of the region's putrescible waste that is delivered to general purpose landfills during the calendar year, to landfills owned by Metro's disposal contractor, Waste Management. The waste subject to the proposed license will not be disposed at a general-purpose landfill. Approval of the proposed license will not conflict with Metro's disposal contract; however, increased diversion of organic material from disposal shrinks the amount of waste committed under the flow guarantee and the amount available for allocation to NSLs that control the remaining 10 percent.

- (6) *The record of the applicant regarding compliance with Metro ordinances and agreements or assistance to Metro in Metro ordinance enforcement and with federal, state and local requirements including, but not limited to, public health, safety and environmental rules and regulations; and*

The applicant is currently in compliance with its Metro-issued NSL and has not had any compliance issues with regard to Metro regulations during the term of the current license. Additionally, the applicant has a good record of compliance with local and state agencies responsible for health, safety, and environmental regulations.

- (7) *Such other factors as the Chief Operating Officer deems appropriate for purposes of making such determination.*

NEF will provide processing capacity for the region that supports Metro's goal of diverting organics away from disposal and into recovery outlets and is providing an innovative approach to processing organics (the bokashi method).

### **3. Anticipated Effects**

The effect of Resolution No. 15-4659 will be to issue a renewed NSL to NEF to deliver up to 264 tons per calendar year of source-separated food waste to its own facility for processing. This proposed NSL is one of three organics-related action items currently under consideration by Metro Council which contributes to a reducing the amount of solid waste disposed in landfills.

### **4. Budget/Rate Impacts**

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<sup>3</sup>NEF uses the bokashi method to process the food waste. Bokashi is an in-vessel anaerobic fermentation process and converts the majority of food waste delivered to the facility into liquid and solid soil amendments.

The source-separated food waste that will be delivered to NEF under authority of this proposed NSL is exempt from the Metro Regional System Fee and Excise Tax (RSF & ET). Metro's RSF and ET rates depend on the amount of waste that is disposed. Any waste that is diverted from the disposal stream, such as the recovery of food waste, will in general increase those RSF and ET rates. Waste diversion will also affect other disposal prices (i.e., tip fees) at Metro transfer stations and other solid waste facilities due to fixed and capital costs, etc. being spread over less tonnage. The effects of these individual price changes will depend on facility-specific factors. However, the effect on the RSF and ET is universal across all ratepayers and waste disposed.

The historical diversion authorized under this proposed NSL has already been factored into Metro's rates and budget – which further reduces any fiscal impact of granting this license.

### **RECOMMENDED ACTION**

The COO recommends approval of Resolution No. 15-4659 finding that the license application satisfies the requirements of Metro Code Section 5.05.043, and issuance of an NSL substantially similar to the proposed NSL attached to the resolution as Exhibit A.

WE:bjl  
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Queue

**Resolution No. 15-4660**, For the Purpose of Authorizing the Chief Operating Office to Issue a Renewed Non-System License to Recology Portland, Inc. for Delivery of Residential Yard Debris Mixed with Food Waste from the Suttle Road Recovery Facility to Recology Oregon Compost, Inc. - Nature's Needs Compost Facility Located in North Plains, Oregon

*Consent Agenda*

Metro Council Meeting  
Thursday, December 3, 2015  
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING THE CHIEF OPERATING ) RESOLUTION NO. 15-4660  
OFFICER TO ISSUE A RENEWED NON-SYSTEM LICENSE TO )  
RECOLOGY PORTLAND, INC. FOR DELIVERY OF RESIDENTIAL ) Introduced by Martha Bennett  
YARD DEBRIS MIXED WITH FOOD WASTE FROM THE SUTTLE ) Chief Operating Officer, with the  
ROAD RECOVERY FACILITY TO RECOLOGY OREGON ) concurrence of Tom Hughes, Council  
COMPOST, INC.-NATURE'S NEEDS COMPOST FACILITY ) President  
LOCATED IN NORTH PLAINS, OREGON

WHEREAS, the Metro Code requires a non-system license of any person that delivers solid waste generated from within the Metro Region to a non-system facility; and

WHEREAS, Recology Portland, Inc. holds Metro Solid Waste Facility Non-System License No. N-102-13(2)A which expires on December 31, 2015; and

WHEREAS, Recology Portland, Inc. has filed a completed application seeking a renewed non-system license to deliver residential yard debris mixed with food waste to Recology Oregon Compost, Inc.-Nature's Needs Compost Facility in North Plains under the provisions of Metro Code Chapter 5.05, "Solid Waste Flow Control;" and

WHEREAS, Metro Code Chapter 5.05 provides that applications for non-system licenses for putrescible waste shall be reviewed by the Chief Operating Officer and are subject to approval or denial by the Metro Council; and

WHEREAS, the Chief Operating Officer has analyzed the application and considered the relevant factors under the Metro Code; and

WHEREAS, the Chief Operating Officer recommends that Metro issue a renewed non-system license to Recology Portland, Inc. with specific conditions as provided in Exhibit A to this Resolution; now therefore,

THE METRO COUNCIL RESOLVES AS FOLLOWS:

1. The non-system license renewal application of Recology Portland, Inc. is approved subject to the terms, conditions, and limitations contained in Exhibit A to this Resolution.
2. The Chief Operating Officer is authorized to issue to Recology Portland, Inc. a renewed Solid Waste Facility Non-System License substantially similar to the one attached as Exhibit A.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_, 2015.

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

Approved as to Form:

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

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736  
TEL 503 797 1835 | FAX 503 813 7544



**METRO**

**METRO SOLID WASTE FACILITY  
NON-SYSTEM LICENSE**

**No. N-102-16(2)**

**LICENSEE:**

Recology Portland, Inc.  
4044 N. Suttle Road  
Portland, OR 97217

**CONTACT PERSON:**

Carl Peters  
Phone: (503) 283-2015  
E-Mail: [cpeters@recology.com](mailto:cpeters@recology.com)

**MAILING ADDRESS:**

4044 N. Suttle Road  
Portland, OR 97217

**ISSUED BY METRO:**

\_\_\_\_\_  
Paul Slyman,  
Property and Environmental Services Director

\_\_\_\_\_  
Date

<b>1</b>	<b>NATURE OF WASTE COVERED BY LICENSE</b>
	Source-separated residential yard debris mixed with food waste from municipal curbside collection programs generated within the Metro boundary and received at Suttle Road Recovery Facility in accordance with its Metro Solid Waste Facility License.
<b>2</b>	<b>CALENDAR YEAR TONNAGE LIMITATION</b>
	Licensee is authorized to deliver to the non-system facility listed in Section 3 of this license up to 30,000 tons per calendar year of the waste described in Section 1 of this license.
<b>3</b>	<b>NON-SYSTEM FACILITY</b>
	<p>Licensee is authorized to deliver the waste described above in Section 1 to the following non-system facility for the purpose of processing and composting:</p> <p style="text-align: center;">Recology Oregon Compost, Inc.- Nature's Needs Compost Facility 9570 NW 307<sup>th</sup> Avenue North Plains, OR 97113</p> <p>This license is issued on the condition that the non-system facility listed in this section is authorized to accept the type of waste described in Section 1. If Metro receives notice from the Oregon Department of Environmental Quality or Washington County that this non-system facility is not authorized to accept such waste, Metro may immediately modify or terminate this license pursuant to Section 10 of this license.</p>
<b>4</b>	<b>TERM OF LICENSE</b>
	The term of this license will commence on January 1, 2016 and expire at midnight on December 31, 2017 unless terminated sooner under Section 10 of this license.
<b>5</b>	<b>COVERED LOADS</b>
	Licensee shall suitably contain and cover, on all sides, all loads of source-separated residential yard debris mixed with food waste that are delivered under authority of this license to prevent spillage of waste while in transit to the non-system facility listed in Section 3.

<b>6</b>	<b>MATERIAL MANAGEMENT</b>
	<p>The Licensee is authorized to deliver the waste described in Section 1 of this license to the non-system facility listed in Section 3 under the following conditions:</p> <ul style="list-style-type: none"> <li>(a) The non-system facility shall accept all solid waste that is delivered under authority of this license for the sole purpose of processing and composting on-site. The Licensee shall not dispose of any source-separated recyclable material, except as provided in Section 7; and</li> <li>(b) The non-system facility shall receive, manage, process, and compost all solid waste that is delivered under authority of this license in accordance with all applicable local, state and federal laws, rules, regulations, ordinances, orders, and permits.</li> </ul>

<b>7</b>	<b>REGIONAL SYSTEM FEE AND EXCISE TAX</b>
	<p>The Licensee shall be subject to the following conditions:</p> <ul style="list-style-type: none"> <li>(a) Source-separated residential yard debris mixed with food waste that is delivered under authority of this license and is accepted and composted, in accordance with all applicable regulations, at the non-system facility listed in Section 3 is exempt from Regional System Fees and Excise Tax.</li> <li>(b) If the Licensee delivers waste under this license to the non-system facility listed in Section 3 but the material does not meet the facility's acceptance criteria (for example, the material is too contaminated for processing or composting) or the non-system facility fails to process and compost the material as required as a condition of this license, the Licensee shall pay to Metro an amount equal to the Regional System Fee, as provided in Metro Code Title V, for each ton or portion thereof of waste delivered to the non-system facility that is ultimately delivered to a disposal site.</li> <li>(c) If the Licensee delivers waste under this license to the non-system facility listed in Section 3 but the material does not meet the facility's acceptance criteria (for example, the material is too contaminated for processing or composting) or the non-system facility fails to process and compost the material as required as a condition of this license, the Licensee shall pay to Metro an amount equal to the Excise Tax, as provided in Metro Code Title VII, for each ton or portion thereof of waste delivered to the non-system facilities that is ultimately delivered to a disposal site.</li> </ul>



<b>8</b>	<b>REPORTING OF ACCIDENTS AND CITATIONS</b>
	Licensee shall report to Metro any significant incidents (such as fires), accidents, and citations involving vehicles transporting the solid waste authorized by this license.

<b>9</b>	<b>RECORD KEEPING AND REPORTING</b>
	<p>(a) The Licensee shall keep and maintain accurate records of the amount of all waste that the Licensee delivers to the non-system facility described in Section 3 of this license. These records include the information specified in <u>Reporting Requirements and Data Standards for Metro Solid Waste Licensees, Franchisees, and Parties to Designated Facility Agreements</u>.</p> <p>(b) No later than the fifteenth (15th) day of each month, beginning with the first month following the commencement date of this license, Licensee shall transmit the records required under Section 9(a) above, that covers the preceding month, to Metro's Finance and Regulatory Services Department in an electronic format prescribed by Metro.</p> <p>(c) Licensee shall make all records from which Section 9(a) above are derived available to Metro (or Metro's designated agent) for its inspection or copying, as long as Metro provides no less than three (3) business days written notice of an intent to inspect or copy documents. Licensee shall, in addition, sign or otherwise provide to Metro any consent or waiver necessary for Metro to obtain information or data from a third party, including the non-system facilities listed above in Section 3.</p>

<b>10</b>	<b>ADDITIONAL LICENSE CONDITIONS</b>
	<p>This non-system license shall be subject to the following conditions:</p> <p>(a) The permissive transfer of solid waste to the non-system facility, listed in Section 3, authorized by this license shall be subordinate to any subsequent decision by Metro to direct the solid waste described in this license to any other facility.</p> <p>(b) This license shall be subject to amendment, modification, or termination by Metro's Chief Operating Officer (the "COO") in the event that the COO determines that:</p> <ol style="list-style-type: none"> <li>There has been sufficient change in any circumstances under which Metro issued this license;</li> <li>The provisions of this license are actually or potentially in conflict with any provision in Metro's disposal contract with Waste</li> </ol>

	<p>Management Disposal Services of Oregon, Inc., dba Oregon Waste Systems, Inc;</p> <ul style="list-style-type: none"> <li>iii. Metro's solid waste system or the public will benefit from, and will be better served by, an order directing that the waste described in Section 1 of this license be transferred to, and disposed of at, a facility other than the facility listed in Section 3;</li> <li>iv. The non-system facility listed in Section 3 fails to manage the waste subject to this license in accordance with the material management requirements described in Section 6; or</li> <li>v. The non-system facility listed in Section 3 generates malodors that are detectable off-site.</li> </ul> <p>(c) This license shall, in addition to subsections (b)(i) through (b)(v), above, be subject to amendment, modification, termination, or suspension pursuant to the Metro Code.</p> <p>(d) Licensee shall not transfer or assign any right or interest in this license without prior written notification to, and approval of, Metro.</p> <p>(e) This license shall be subject to modification or termination by the COO upon the execution of a designated facility agreement with a facility listed in Section 3 that authorizes the facility to accept the waste described in Section 1 of this license.</p> <p>(f) This license authorizes delivery of solid waste only to the facility listed in Section 3. Transfer of waste generated from within the Metro boundary to any non-system facility other than that specified in this license is prohibited unless authorized in writing by Metro.</p>
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<b>11</b>	<b>COMPLIANCE WITH LAW</b>
	<p>Licensee shall fully comply with all applicable local, regional, state and federal laws, rules, regulations, ordinances, orders, and permits pertaining in any manner to this license, including all applicable Metro Code provisions and administrative procedures adopted pursuant to Metro Code Chapter 5.05 whether or not those provisions have been specifically mentioned or cited herein. All conditions imposed on the collection and hauling of the licensee's solid waste by federal, state, regional or local governments or agencies having jurisdiction over solid waste generated by the licensee shall be deemed part of this license as if specifically set forth herein.</p>

<b>12</b>	<b>INDEMNIFICATION</b>
	<p>Licensee shall defend, indemnify and hold harmless Metro, its elected officials, officers, employees, agents and representatives from any and all claims,</p>

	demands, damages, causes of action, or losses and expenses, or including all attorneys' fees, whether incurred before any litigation is commenced, during any litigation or on appeal, arising out of or related in any way to the issuance or administration of this non-system license or the transport and disposal of the solid waste covered by this license.
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## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 15-4660 FOR THE PURPOSE OF AUTHORIZING THE CHIEF OPERATING OFFICER TO ISSUE A RENEWED NON-SYSTEM LICENSE TO RECOLOGY PORTLAND, INC. FOR DELIVERY OF RESIDENTIAL YARD DEBRIS MIXED WITH FOOD WASTE FROM THE SUTTLE ROAD RECOVERY FACILITY TO RECOLOGY OREGON COMPOST, INC. - NATURE'S NEEDS COMPOST FACILITY LOCATED IN NORTH PLAINS, OREGON

November 20, 2015

Prepared by: Will Ennis  
(503) 797-1667

Approval of Resolution No. 15-4660 will authorize the Chief Operating Officer (COO) to issue a renewed non-system license (NSL) to Recology Portland, Inc. (RPI), to annually deliver a maximum of 30,000 tons of source-separated residential yard debris mixed with food waste from Suttle Road Recovery Facility (SRRF) located at 4044 North Suttle Road in Portland (Metro Council District 5) to Recology Oregon Compost, Inc.-Nature's Needs (NN) located at 9570 NW 307<sup>th</sup> Avenue in North Plains, Washington County, Oregon. The proposed NSL is a renewal of an existing license that is set to expire on December 31, 2015.

## BACKGROUND

### 1. Overview

The applicant seeks to renew its NSL to transport source-separated residential yard debris mixed with food waste generated within the Metro region to NN. NN is a non-system composting facility located outside of the region. Metro Code Section 5.05.025 prohibits any person from transporting solid waste to non-system facilities without an appropriate license from Metro. The issuance of this renewed NSL is subject to approval or denial by Metro Council because it authorizes the delivery of putrescible waste (food waste).<sup>1</sup>

### 2. The Applicant

Recology, Inc., headquartered at 50 California Street, 24<sup>th</sup> Floor, in San Francisco, California, is the parent company that owns RPI and NN. Recology, Inc. is also the contract operator for the Metro Central Transfer Station (MCTS).

In July 2013 RPI was granted an NSL<sup>2</sup> to annually deliver a maximum of 15,000 tons of source-separated residential yard debris mixed with food waste from municipal curbside collection programs generated within the Metro boundary and received at SRRF to NN. In January 2015 the licensee requested a change of authorization to increase its annual tonnage limitation up to 25,000 tons (a 10,000-ton increase). Metro subsequently approved the increase and amended the NSL<sup>3</sup> in March 2015. The amended NSL, which authorizes a 25,000-ton limit, will expire on December 31, 2015. Under the current NSL, the licensee delivered approximately 18,000 tons of food waste to NN in calendar year 2014 and approximately 18,600 tons through September of calendar year 2015.

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<sup>1</sup> Metro Code Section 5.05.040

<sup>2</sup> Metro Solid Waste Facility Non-System License No. N-102-13(2)

<sup>3</sup> Metro Solid Waste Facility Non-System License No. N-102-13(2)A

On October 14, 2015, RPI submitted an application to Metro seeking the renewal of its current NSL and requested a 5,000-ton increase in tonnage authorization (for a total of 30,000 tons per calendar year). The requested increase will allow the applicant more internal flexibility to direct residential organics to its own composting facilities.

## **ANALYSIS/INFORMATION**

### **1. Known Opposition**

There is no known opposition to the proposed renewed NSL.

### **2. Legal Antecedents**

Metro Code Section 5.05.043 provides that, when determining whether or not to approve an NSL application, the Metro Council shall consider the following factors to the extent relevant to such determination.

- (1) The degree to which prior users of the non-system facility and waste types accepted at the non-system facility are known and the degree to which such wastes pose a future risk of environmental contamination;*

The non-system facility identified in this proposed license is an established yard debris and food waste composting facility that is well known to Metro staff.

NN is a composting facility rather than a landfill and thus does not pose the same potential environmental risk from wastes delivered from prior users. Since the facility has accepted only wood waste, yard debris, and limited amounts of food waste for composting, staff is not aware of any other wastes accepted at NN that could pose a risk of environmental contamination.

The environmental risk from the use of this non-system facility is presumed to be minimal because the facility is fully regulated and monitored by the appropriate local and state authorities as described below.

- (2) The record of regulatory compliance of the non-system facility's owner and operator with federal, state and local requirements including, but not limited to, public health, safety and environmental rules and regulations;*

NN is permitted by the Oregon Department of Environmental Quality (DEQ). DEQ staff report that the facility is currently in compliance with the terms of its solid waste permit. Washington County is responsible for local regulatory matters at NN. Washington County staff has reported to Metro that the facility is currently in compliance with its franchise agreement which authorizes an annual tonnage cap of 80,000 tons of compost feedstocks. The facility's franchise was renewed by Washington County on June 19, 2015. Should circumstances change or new conditions be imposed on the facility by Washington County, Metro can modify or terminate the NSL as appropriate.

Metro staff's investigation of the applicant, destination facility, and parent company revealed a good

record of compliance with local and state agencies responsible for health, safety, and environmental regulations during the term of the current NSL.

- (3) *The adequacy of operational practices and management controls at the non-system facility;*

NN operates under the authority of a Washington County-issued franchise and a Solid Waste Disposal Site Permit: Composting Facility issued by DEQ. The facility manages all of the waste it receives in accordance with the requirements of these authorizations.

The facility has implemented odor control measures which include processing incoming mixed food waste feedstock in a timely manner, blending of feedstocks, good housekeeping, and monitoring moisture and temperatures of composting feedstock. More importantly, the use of a forced aeration system and a bio-filter system help control and minimize odors. The system pulls air through the composting piles and directs the air to a bio-filter consisting of organic material such as wood chips or compost overs. Bio-filters are commonly used at composting facilities due to their success in effectively treating odors associated with composting.

- (4) *The expected impact on the region's recycling and waste reduction efforts;*

The waste subject to the proposed NSL will be delivered to NN for the purpose of composting rather than disposal. Based on the waste management hierarchy, composting is considered to be a higher and better management option than land disposal. As such, renewal of the proposed NSL is likely to continue having a positive impact on the region's recycling and waste reduction efforts.

- (5) *The consistency of issuing the license with Metro's existing contractual arrangements;*

Metro is contractually obligated to deliver a minimum of 90 percent of the region's putrescible waste that is delivered to general purpose landfills during the calendar year, to landfills owned by Metro's disposal contractor, Waste Management. The waste subject to the proposed license will not be disposed at a general-purpose landfill. Approval of the proposed license will not conflict with Metro's disposal contract; however, increased diversion of organic material from disposal shrinks the amount of waste committed under the flow guarantee and the amount available for allocation to NSLs that control the remaining 10 percent.

- (6) *The record of the applicant regarding compliance with Metro ordinances and agreements or assistance to Metro in Metro ordinance enforcement and with federal, state and local requirements including, but not limited to, public health, safety and environmental rules and regulations; and*

In October 2014, Metro issued a Notice of Violation<sup>4</sup> with civil penalty to RPI for exceeding the tonnage authorization of the NSL. RPI subsequently ceased shipments of residential yard debris mixed with food waste to NN and applied for, and Metro granted, an amended NSL with an increased tonnage authorization. The violation has since been resolved and the applicant is currently in compliance with Metro's Code and license requirements.

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<sup>4</sup> Notice of Violation No. NOV-373-14

Notwithstanding the above-referenced notice of violation, Metro staff's investigation of the applicant revealed a good record of compliance with local and state agencies responsible for health, safety, and environmental regulations.

- (7) *Such other factors as the Chief Operating Officer deems appropriate for purposes of making such determination.*

The proposed NSL will renew the applicant's current authorization and grant a 5,000-ton increase in the tonnage limit to account for greater amounts of food waste. NN provides important processing and composting capacity for the region that supports Metro's goal of diverting organics away from disposal and into recovery outlets.

### **3. Anticipated Effects**

The effect of Resolution No. 15-4660 will be to issue a renewed NSL to RPI to deliver up to 30,000 tons per calendar year of source-separated residential yard debris mixed with food waste from SRRF to NN for composting. This proposed NSL is one of three organics-related action items currently under consideration by Metro Council which contributes to reducing the amount of solid waste disposed in landfills.

### **4. Budget Impacts**

The residential yard debris mixed with food waste that will be delivered to NN under authority of this proposed NSL is exempt from the Metro Regional System Fee and Excise Tax (RSF and ET). Metro's RSF and ET rates depend on the amount of waste that is disposed. Any waste that is diverted from the disposal stream, such as the recovery of food waste, will in general increase those RSF and ET rates. Waste diversion will also affect other disposal prices (i.e., tip fees) at Metro transfer stations and other solid waste facilities due to fixed and capital costs, etc. being spread over less tonnage. The effects of these individual price changes will depend on facility-specific factors. However, the effect on the RSF and ET is universal across all ratepayers and waste disposed.

In general, approval of any new license or change of authority in an existing license during a fiscal year will have an actual impact on Metro's revenues, but would be factored into the fee and tax rates during the next budget-and-rates cycle. In this case, the financial impact of the food waste component of the authorized waste (typically less than 10%) in the previously-authorized 25,000 tons has already been factored into the budget. The effect of the food waste component of the additional 5,000 tons will be factored into the FY 2016-17 budget and rates next spring.

### **RECOMMENDED ACTION**

The COO recommends approval of Resolution No. 15-4660, finding that the license renewal satisfies the requirements of Metro Code Section 5.05.043, and issuance of an NSL substantially similar to the proposed NSL attached to the resolution as Exhibit A.

**Resolution No. 15-4661**, For the Purpose of Authorizing the Chief Operating Officer to Issue a Renewed Non-System License Jointly to Willamette Resources, Inc. and Republic Services of Clackamas and Washington Counties for Delivery of Source-Separated Food Waste to the Pacific Region Compost Facility Located Near Corvallis, Oregon

*Consent Agenda*

Metro Council Meeting  
Thursday, December 3, 2015  
Metro Regional Center, Council Chamber



BEFORE THE METRO COUNCIL

AUTHORIZING THE CHIEF OPERATING OFFICER TO ISSUE A	)	RESOLUTION NO. 15-4661
RENEWED NON-SYSTEM LICENSE JOINTLY TO WILLAMETTE	)	
RESOURCES, INC. AND REPUBLIC SERVICES OF CLACKAMAS AND	)	Introduced by Martha J. Bennett,
WASHINGTON COUNTIES FOR THE DELIVERY OF SOURCE-	)	Chief Operating Officer, with the
SEPARATED FOOD WASTE TO THE PACIFIC REGION COMPOST	)	concurrence of Tom Hughes,
FACILITY LOCATED NEAR CORVALLIS, OREGON	)	Council President

WHEREAS, the Metro Code requires a non-system license of any person that delivers solid waste generated from within the Metro Region to a non-system facility; and

WHEREAS, Willamette Resources, Inc. and Republic Services of Clackamas and Washington Counties hold Metro Solid Waste Facility Non-System License No. N-005-14(4)A which expires on December 31, 2015; and

WHEREAS, Willamette Resources, Inc. and Republic Services of Clackamas and Washington Counties have filed a complete application seeking a renewed non-system license to deliver source-separated food waste to Pacific Region Compost facility under the provisions of Metro Code Chapter 5.05, "Solid Waste Flow Control;" and

WHEREAS, Metro Code Chapter 5.05 provides that applications for non-system licenses for putrescible waste shall be reviewed by the Chief Operating Officer and are subject to approval or denial by the Metro Council; and

WHEREAS, the Chief Operating Officer has analyzed the application and considered the relevant factors under the Metro Code; and

WHEREAS, the Chief Operating Officer recommends that Metro issue a renewed non-system license to Willamette Resources, Inc. and Republic Services of Clackamas and Washington Counties with specific conditions as provided in Exhibit A to this Resolution; now therefore,

THE METRO COUNCIL RESOLVES AS FOLLOWS:

1. The non-system license renewal application of Willamette Resources, Inc. and Republic Services of Clackamas and Washington Counties is approved subject to the terms, conditions, and limitations contained in Exhibit A to this Resolution.
2. The Chief Operating Officer is authorized to issue to Willamette Resources, Inc. and Republic Services of Clackamas and Washington Counties a renewed Solid Waste Facility Non-System License substantially similar to the one attached as Exhibit A.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_, 2015.

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Tom Hughes, Council President

Approved as to Form:

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Alison R. Kean, Metro Attorney

Resolution No. 15-4661

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600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736  
TEL 503 797 1835 | FAX 503 813 7544



METRO

**METRO SOLID WASTE FACILITY  
NON-SYSTEM LICENSE**

**No. N-005-16(4)**

**LICENSEE:**

Willamette Resources, Inc.  
10295 SW Ridder Road  
Wilsonville, OR 97070

Republic Services of Clackamas  
and Washington Counties  
10295 SW Ridder Road  
Wilsonville, OR 97070

**CONTACT PERSON:**

Jason Jordan  
Phone: (503) 570-0626 ex. 228  
Fax: (503) 682-9505

Brian May  
(503) 404-2131  
(503) 570-0523

Frank Lonergan  
(503) 404-2135  
(503) 682-9505

E-mail: [jjordan4@republicservices.com](mailto:jjordan4@republicservices.com) [bmay@republicservices.com](mailto:bmay@republicservices.com) [flonergan@republicservices.com](mailto:flonergan@republicservices.com)

**MAILING ADDRESS:**

Willamette Resources, Inc.  
10295 SW Ridder Road  
Wilsonville, OR 97070

Republic Services of Clackamas  
and Washington Counties  
10295 SW Ridder Road  
Wilsonville, OR 97070

**ISSUED BY METRO:**

\_\_\_\_\_  
Paul Slyman,  
Property and Environmental Services Director

\_\_\_\_\_  
Date

<b>1</b>	<b>NATURE OF WASTE COVERED BY LICENSE</b>
	<p>(a) Source-separated, commercial food waste generated within the Metro boundary and received at Willamette Resources, Inc. in accordance with its Metro Solid Waste Facility Franchise; and</p> <p>(b) Source-separated, commercial food waste that is generated within the Metro region and collected by Republic Services of Clackamas and Washington Counties.</p>
<b>2</b>	<b>CALENDAR YEAR TONNAGE LIMITATION</b>
	<p>Licensee is authorized to deliver to the non-system facility listed in Section 3 of this license up to 20,000 tons per calendar year of the waste described in Section 1 of this license.</p>
<b>3</b>	<b>NON-SYSTEM FACILITY</b>
	<p>The Licensee hereunder is authorized to deliver the waste described above in Section 1 to the following non-system facility for the purpose of processing and composting:</p> <p style="text-align: center;">Pacific Region Compost Facility        29969 Camp Adair Road        Monmouth, Oregon 97361</p> <p>This license is issued on the condition that the non-system facility listed in this section is authorized to accept the type of waste described in Section 1. If Metro receives notice from the Oregon Department of Environmental Quality that this non-system facility is not authorized to accept such waste, Metro may immediately terminate this license pursuant to Section 10 of this license.</p>
<b>4</b>	<b>TERM OF LICENSE</b>
	<p>The term of this license will commence on January 1, 2016 and expire at midnight on December 31, 2017, unless terminated sooner under Section 10 of this license.</p>

<b>5</b>	<b>COVERED LOADS</b>
	Licensee shall suitably contain and cover, on all sides, all loads of source-separated food waste that are delivered under authority of this license to prevent spillage of waste while in transit to the non-system facility listed in Section 3.

<b>6</b>	<b>MATERIAL MANAGEMENT</b>
	<p>The Licensee is authorized to deliver the waste described in Section 1 of this license to the non-system facility listed in Section 3 under the following conditions:</p> <ul style="list-style-type: none"> <li>(a) The non-system facility shall accept all solid waste that is delivered under authority of this license for the sole purpose of processing and composting on-site. The Licensee shall not dispose of any source-separated recyclable material, except as provided in Section 7; and</li> <li>(b) The non-system facility shall receive, manage, process, and compost all solid waste that is delivered under authority of this license in accordance with all applicable local, state and federal laws, rules, regulations, ordinances, orders, and permits.</li> </ul>

<b>7</b>	<b>REGIONAL SYSTEM FEE AND EXCISE TAX</b>
	<p>The Licensee shall be subject to the following conditions:</p> <ul style="list-style-type: none"> <li>(a) Source-separated food waste that is delivered under authority of this license and is accepted and composted, in accordance with all applicable regulations, at the non-system facility listed in Section 3 is exempt from Regional System Fees and Excise Tax.</li> <li>(b) If the Licensee delivers waste under this license to the non-system facility listed in Section 3 but the material does not meet the facility's acceptance criteria (for example, the material is too contaminated for processing or composting) or the non-system facility fails to process and compost the material as required as a condition of this license, the Licensee shall pay to Metro an amount equal to the Regional System Fee, as provided in Metro Code Title V, for each ton or portion thereof of waste delivered to the non-system facility that is ultimately delivered to a disposal site.</li> <li>(c) If the Licensee delivers waste under this license to the non-system facility listed in Section 3 but the material does not meet the facility's acceptance</li> </ul>

	criteria (for example, the material is too contaminated for processing or composting) or the non-system facility fails to process and compost the material as required as a condition of this license, the Licensee shall pay to Metro an amount equal to the Excise Tax, as provided in Metro Code Title VII, for each ton or portion thereof of waste delivered to the non-system facility that is ultimately delivered to a disposal site.
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<b>8</b>	<b>REPORTING OF ACCIDENTS AND CITATIONS</b>
	Licensee shall report to Metro any significant incidents (such as fires), accidents, and citations involving vehicles transporting the solid waste authorized by this license.

<b>9</b>	<b>RECORD KEEPING AND REPORTING</b>
	<p>(a) The Licensee shall keep and maintain accurate records of the amount of all waste that the Licensee delivers to the non-system facility described in Section 3 of this license. These records include the information specified in <u>Reporting Requirements and Data Standards for Metro Solid Waste Licensees, Franchisees, and Parties to Designated Facility Agreements.</u>:</p> <p>(b) No later than the fifteenth (15th) day of each month, beginning with the first month following the commencement date of this license, Licensee shall transmit the records required under Section 9(a) above, that covers the preceding month, to Metro's Finance and Regulatory Services Department in an electronic format prescribed by Metro.</p> <p>(c) Licensee shall make all records from which Section 9(a) above are derived available to Metro (or Metro's designated agent) for its inspection or copying, as long as Metro provides no less than three (3) business days written notice of an intent to inspect or copy documents. Licensee shall, in addition, sign or otherwise provide to Metro any consent or waiver necessary for Metro to obtain information or data from a third party, including the non-system facility listed above in Section 3.</p>

<b>10</b>	<b>ADDITIONAL LICENSE CONDITIONS</b>
	<p>This non-system license shall be subject to the following conditions:</p> <p>(a) The permissive transfer of solid waste to the non-system facility, listed in Section 3, authorized by this license shall be subordinate to any subsequent decision by Metro to direct the solid waste described in this license to any other facility.</p>

	<p>(b) This license shall be subject to amendment, modification, or termination by Metro's Chief Operating Officer (the "COO") in the event that the COO determines that:</p> <ul style="list-style-type: none"> <li>i. There has been sufficient change in any circumstances under which Metro issued this license;</li> <li>ii. The provisions of this license are actually or potentially in conflict with any provision in Metro's disposal contract with Waste Management Disposal Services of Oregon, Inc., dba Oregon Waste Systems, Inc;</li> <li>iii. Metro's solid waste system or the public will benefit from, and will be better served by, an order directing that the waste described in Section 1 of this license be transferred to, and disposed of at, a facility other than the facility listed in Section 3; or</li> <li>iv. The non-system facility listed in Section 3 fails to manage the waste subject to this license in accordance with the material management requirements described in Section 6.</li> </ul> <p>(c) This license shall, in addition to subsections (b)(i) through (b)(iv), above, be subject to amendment, modification, termination, or suspension pursuant to the Metro Code.</p> <p>(d) Licensee shall not transfer or assign any right or interest in this license without prior written notification to, and approval of, Metro.</p> <p>(e) This license shall terminate upon the execution of a designated facility agreement with the facility listed in Section 3 that authorizes the facility to accept the waste described in Section 1 of this license.</p> <p>(f) This license authorizes delivery of solid waste only to the facility listed in Section 3. Transfer of waste generated from within the Metro boundary to any non-system facility other than that specified in this license is prohibited unless authorized in writing by Metro.</p>
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<b>11</b>	<b>COMPLIANCE WITH LAW</b>
	<p>Licensee shall fully comply with all applicable local, regional, state and federal laws, rules, regulations, ordinances, orders, and permits pertaining in any manner to this license, including all applicable Metro Code provisions and administrative procedures adopted pursuant to Metro Code Chapter 5.05 whether or not those provisions have been specifically mentioned or cited herein. All conditions imposed on the collection and hauling of the licensee's solid waste by federal, state, regional or local governments or agencies having jurisdiction over solid waste generated by the licensee shall be deemed part of</p>

	this license as if specifically set forth herein.
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<b>12</b>	<b>INDEMNIFICATION</b>
	Licensee shall defend, indemnify and hold harmless Metro, its elected officials, officers, employees, agents and representatives from any and all claims, demands, damages, causes of action, or losses and expenses, or including all attorneys' fees, whether incurred before any litigation is commenced, during any litigation or on appeal, arising out of or related in any way to the issuance or administration of this non-system license or the transport and disposal of the solid waste covered by this license.

## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 15-4661 FOR THE PURPOSE OF AUTHORIZING THE CHIEF OPERATING OFFICER TO ISSUE A RENEWED NON-SYSTEM LICENSE JOINTLY TO WILLAMETTE RESOURCES, INC. AND REPUBLIC SERVICES OF CLACKAMAS AND WASHINGTON COUNTIES FOR DELIVERY OF SOURCE-SEPARATED FOOD WASTE TO THE PACIFIC REGION COMPOST FACILITY LOCATED NEAR CORVALLIS, OREGON

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November 20, 2015

Prepared by: Will Ennis  
503-797-1667

Approval of Resolution No. 15-4661 will authorize the Chief Operating Officer (COO) to issue a two-year non-system license (NSL) jointly to Willamette Resources, Inc. (WRI) and Republic Services of Clackamas and Washington Counties (Republic) to annually deliver a maximum of 20,000 tons of source-separated, food waste to the Pacific Region Compost Facility (PRC) located at 29969 Camp Adair Road near Corvallis, Oregon. The proposed NSL is a renewal of an existing license that is set to expire on December 31, 2015.

## BACKGROUND

### 1. Overview

The applicant seeks to renew its NSL to transport source-separated food waste generated within the Metro region to PRC. PRC is a non-system composting facility located outside of the region. Metro Code Section 5.05.025 prohibits any person from transporting solid waste to non-system facilities without an appropriate license from Metro. The proposed NSL renewal is subject to Metro Council approval because it involves putrescible waste (food waste).<sup>1</sup>

### 2. The Applicant

Republic Services, Inc., (RSI) is the parent company of WRI, Republic, and PRC. RSI is a waste management company headquartered in Phoenix, Arizona. RSI is also the contract operator for the Metro South Transfer Station.

In December 2013, the Metro Council granted an NSL<sup>2</sup> jointly to WRI and Republic to annually deliver up to 12,000 tons of source-separated commercial food waste to PRC. The NSL commenced on January 1, 2014, and will expire on December 31, 2015. In October 2015, the applicant requested a change of authorization to increase its annual tonnage limitation up to 14,000 tons (a 2,000-ton increase) due to increased customer demand. Metro subsequently approved the increase and amended the NSL<sup>3</sup> in November 2015. The amended NSL, which authorizes a 14,000-ton limit, will expire on December 31, 2015. Under the current NSL, the Licensee delivered about 8,800 tons of food waste to PRC in calendar year 2014 and approximately 10,400 tons through September of calendar year 2015.

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<sup>1</sup> Metro Code Section 5.05.040

<sup>2</sup> Non-System License No. N-005-14(4)

<sup>3</sup> Non-System License No. N-005-14(4)A



On October 8, 2015, the applicant submitted an application to Metro seeking the renewal of its current NSL and requested a 6,000-ton increase in tonnage authorization (for a total of 20,000 tons per calendar year). The requested increase is in response to greater amounts of commercial food waste resulting from increased company outreach and education.

## **ANALYSIS/INFORMATION**

### **1. Known Opposition**

There is no known opposition to the proposed NSL.

### **2. Legal Antecedents**

Metro Code Section 5.05.043 provides that, when determining whether or not to approve an NSL application, the Metro Council shall consider the following factors to the extent relevant to such determination.

- (1) *The degree to which prior users of the non-system facility and waste types accepted at the non-system facility are known and the degree to which such wastes pose a future risk of environmental contamination;*

The non-system facility identified in this proposed license is an established yard debris and food waste composting facility that is well known to Metro staff. The facility accepts composting feedstock that consists primarily of source-separated food waste, yard debris, and wood waste.

The facility initially began accepting food waste from its affiliated haulers within the Willamette Valley (i.e., Corvallis, Albany and Salem) in November 2009. In early 2010, PRC began accepting Metro-area food waste that was delivered under authority of NSLs. In 2011, the facility began accepting commercial food waste from the Metro South Transfer Station. Prior to the end of 2009, PRC accepted only wood waste and yard debris for composting.

The environmental risk from the use of this non-system facility is presumed to be minimal because the facility is fully regulated and monitored by the appropriate local and state authorities as described below.

- (2) *The record of regulatory compliance of the non-system facility's owner and operator with federal, state and local requirements including, but not limited to, public health, safety and environmental rules and regulations;*

PRC is permitted by the Oregon Department of Environmental Quality (DEQ). DEQ staff report that the facility is currently in compliance with the terms of its solid waste permit. Metro staff's investigation of the applicant, destination facility, and parent company revealed a good record of compliance with local and state agencies responsible for health, safety, and environmental regulations during the term of the current NSL.

- (3) *The adequacy of operational practices and management controls at the non-system facility;*

PRC operates under the authority of a Solid Waste Disposal Site Permit: Composting Facility issued by DEQ. The facility manages all of the waste it receives, including commercial food waste, in accordance with the requirements of its DEQ-issued permit.

*(4) The expected impact on the region's recycling and waste reduction efforts;*

The waste subject to the proposed NSL will be delivered to PRC for the purpose of composting rather than disposal. Based on the waste management hierarchy, composting is considered to be a higher and better management option than land disposal. As such, approval of the proposed NSL is likely to continue having a positive impact on the region's recycling and waste reduction efforts.

*(5) The consistency of issuing the license with Metro's existing contractual arrangements;*

Metro is contractually obligated to deliver a minimum of 90 percent of the region's putrescible waste that is delivered to general purpose landfills during the calendar year, to landfills owned by Metro's disposal contractor, Waste Management. The waste subject to the proposed license will not be disposed at a general-purpose landfill. Approval of the proposed license will not conflict with Metro's disposal contract; however, increased diversion of organic material from disposal shrinks the amount of waste committed under the flow guarantee and the amount available for allocation to NSLs that control the remaining 10 percent.

In addition, RSI currently serves as Metro's contractor for processing organic waste received at the Metro South Transfer Station – including commercial food waste.

*(6) The record of the applicant regarding compliance with Metro ordinances and agreements or assistance to Metro in Metro ordinance enforcement and with federal, state and local requirements including, but not limited to, public health, safety and environmental rules and regulations; and*

Metro issued Notices of Violation (NOVs) to the applicant in October 2014 and April 2015.<sup>4</sup> The violations were cited for operational issues at WRI and were unrelated to the requirements of NSL No. N-005-14(4)A. The violations have since been resolved and the applicant is currently in compliance with all of Metro's solid waste regulations. Notwithstanding the above-referenced NOVs, Metro staff's investigation of the applicant revealed a good record of compliance with local and state agencies responsible for health, safety, and environmental regulations.

*(7) Such other factors as the Chief Operating Officer deems appropriate for purposes of making such determination.*

The proposed NSL will renew the applicant's current authorization and grant a 6,000-ton increase in the tonnage limit to account for greater amounts of food waste. PRC provides important processing and composting capacity for the region that supports Metro's goal of diverting organics away from disposal and into recovery outlets.

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<sup>4</sup> NOV Nos. NOV-360-14 and NOV-377-15.

### **3. Anticipated Effects**

The effect of Resolution No. 15-4661 will be to issue a renewed NSL jointly to WRI and Republic to deliver up to 20,000 tons per calendar year of source-separated commercial food waste to PRC for composting. This proposed NSL is one of three organics-related action items currently under consideration by Metro Council which contributes to reducing the amount of solid waste disposed in landfills.

### **4. Budget/Rate Impacts**

The source-separated food waste that will be delivered to PRC under authority of this proposed NSL is exempt from the Metro Regional System Fee and Excise Tax (RSF and ET). Metro's RSF and ET rates depend on the amount of waste that is disposed. Any waste that is diverted from the disposal stream, such as the recovery of food waste, will in general increase those RSF and ET rates. Waste diversion will also affect other disposal prices (i.e., tip fees) at Metro transfer stations and other solid waste facilities due to fixed and capital costs, etc. being spread over less tonnage. The effects of these individual price changes will depend on facility-specific factors. However, the effect on the RSF and ET is universal across all ratepayers and waste disposed.

In general, approval of any new license or change of authority in an existing license during a fiscal year will have an actual impact on Metro's revenues, but would be factored into the fee and tax rates during the next budget-and-rates cycle. In this case, the financial impact of the previously-authorized 12,000 tons has already been factored into the budget. The effect of the additional 8,000 tons (including the 2015 tonnage increase) will be factored into the FY 2016-17 budget and rates next spring.

### **RECOMMENDED ACTION**

The COO recommends approval of Resolution No. 15-4661 finding that the license renewal satisfies the requirements of Metro Code Section 5.05.043, and issuance of an NSL substantially similar to the proposed NSL attached to the resolution as Exhibit A.

WE:bjl  
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Queue

Agenda Item No. 2.6

**Resolution No. 15-4665**, For the Purpose of Amending the  
2015-18 Metropolitan Transportation Improvement Program  
(MTIP) to Include the New North Hillsboro Job Connector  
Shuttle Service Project

*Consent Agenda*

Metro Council Meeting  
Thursday, December 3, 2015  
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2015-18	)	RESOLUTION NO. 15-4665
METROPOLITAN TRANSPORTATION	)	
IMPROVEMENT PROGRAM (MTIP) TO	)	Introduced by: "Chief Operating Officer
INCLUDE THE NEW NORTH HILLSBORO JOB	)	Martha Bennett in concurrence with
CONNECTOR SHUTTLE SERVICE PROJECT	)	Council President Tom Hughes"

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2015-18 MTIP on July 31, 2014; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, TriMet updated their FY 2016 Program of Projects (POP) to include the new North Hillsboro Job Connector Shuttle service project; and

WHEREAS, the TriMet Board of Directors approved the updated POP on October 28, 2015; and

WHEREAS, the new North Hillsboro Job Connector Shuttle service will help low and middle income wage workers access jobs by providing a link between MAX and employers in the North Hillsboro Industrial District; and

WHEREAS, the North Hillsboro Job Connector Shuttle service will serve and support a minimum of seven major employers north and south of Hwy 26 enabling workers improved access to their job sites; and

WHEREAS, the North Hillsboro Job Connector Shuttle service is proposed to operate during weekdays during the extended rush hour period supporting transit needs of the various workers; and

WHEREAS, the North Hillsboro Job Connector Shuttle service will be funded through existing approved annual funds for TriMet utilizing federal Section 5307 Urbanized Area Formula grants plus local funding; and

WHEREAS, the identified 5307 funding for the shuttle is an eligible activity for the federal funding; and

WHEREAS, the needed annual 5307 funding and local match for the new North Hillsboro Job Connector Shuttle service will draw specifically from TriMet's existing Bus and Rail Preventative Maintenance annual programs supporting the estimated Job Connector Shuttle operating costs of \$280,000 annually; and

WHEREAS, the North Hillsboro Job Connector Shuttle service is proposed to be operated by Ride Connection in partnership with TriMet; and

WHEREAS, the North Hillsboro Job Connector Shuttle service supports the goals identified in the Oregon Transportation Options Plan, which include safety, mobility and system efficiency, economy, health and environment land use and transportation coordination, plus equity; and

WHEREAS, the North Hillsboro Job Connector Shuttle service offers three key benefits to the region that include helping low and middle income employees with travel options to work, offering an added incentive to attract more manufacturing businesses to the North Hillsboro Industrial District, and allowing for more efficient transit service; and

WHEREAS, the new North Hillsboro Job Connector Shuttle service qualifies as an exempt project as cited in 40 CFR 93.126, Table 2, within the category of “Mass Transit”, “Operating assistance to transit agencies”, and is therefore exempt from needing to demonstrate conformity with the air quality emissions budget; and

WHEREAS, the MTIP’s financial constraint finding will not be impacted as a result of adding the new North Hillsboro Job Connector Shuttle service project as the project is being funded with existing approved 5307 funds; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to formally amend the 2015-18 MTIP to include the new North Hillsboro Job Connector Shuttle service project.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2015.

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Tom Hughes, Council President

Approved as to Form:

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Alison R. Kean, Metro Attorney

## Exhibit A to Resolution No. 15-4665

### 2015-18 Metropolitan Transportation Improvement Plan Chapter 5 Tables Amendment

**Action:** Amend MTIP to include the new North Hillsboro Job Connector Shuttle service project.

**Existing programming:** None – New project

#### Amended programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local (State) Match	Other Funds	Total Funding
North Hillsboro Job Connector Shuttle	Implement a new job connector shuttle service north and south of Hwy 26 supporting low and middle wage workers transit needs within the North Hillsboro Industrial District	TBD	TriMet	\$1,400,000	Other	5307	2016	\$560,000	\$140,000		\$1,400,000
							2017	\$280,000	\$70,000		
							<u>2018</u>	<u>\$280,000</u>	<u>\$70,000</u>		
							Total	\$1,120,000	\$280,000		

#### Notes:

1. 5307 = federal section 5307 transit funds.
2. “Other” phase = A special MTIP implementation phase used by ITS and transit projects. The Other phase is similar to the construction phase for roadway improvement projects.
3. 5307 funding for this project = the 80% federal share with a 20% local match requirement.
4. The 5307 funds (and associated match) are being transferred via four separate Administrative amendments from the following existing MTIP projects:
  - a. MTIP ID 70525, ODOT Key 18039: FY 2015 Bus and Rail Preventative Maintenance
  - b. MTIP ID 70735, ODOT Key 19332: FY 2016 Bus and Rail Preventative Maintenance
  - c. MTIP ID 70736, ODOT Key 19333: FY 2017 Bus and Rail Preventative Maintenance
  - d. MTIP ID 70737, ODOT Key 19334: FY 2018 Bus and Rail Preventative Maintenance
5. As part of the Administrative Amendment to the MTIP ID 70525, ODOT Key 18039, the unobligated available 5307 programmed in FY 2015 is being carried over into the current FY 2016 year to ensure the 5307 funds are available for the new North Hillsboro Job Connector Shuttle service.

## STAFF REPORT

### FOR THE PURPOSE OF AMENDING THE 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCLUDE TRIMET'S NEW NORTH HILLSBORO JOB CONNECTOR SHUTTLE SERVICE PROJECT

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Date: November 17, 2015

Prepared by: Ken Lobeck, 503-797-1785

#### **BACKGROUND:**

##### *The MPO and the MTIP:*

The Metropolitan Transportation Improvement Program (MTIP) is the federally mandated four-year schedule of expenditures of federal transportation funds as well as significant state and local funds in the Portland metropolitan region. The MTIP represents the first-four year implementation document of the long range Regional Transportation Plan (RTP). Development, management, updates, and amendments to the MTIP are the responsibility of the Metropolitan Planning Organization (MPO). The process of adding, removing, updating, or amending projects and their corresponding funding in the MTIP is called “programming”. Guidance governing the process to complete required project programming in the MTIP originates from 23 CFR Part 450, Section 324. The MPO is tasked to complete the periodic full update and needed amendments to the MTIP in accordance 23 CFR Part 450. Additional supplemental programming guidance is also developed between USDOT and the MPO over time when programming clarifications are needed.

##### *Metro's Management Role with the MTIP:*

As the MPO, Metro has the responsibility to correctly develop and maintain the MTIP in accordance with all federal related programming regulations and guidelines. Without Metro's efforts to correctly develop, update, manage, and maintain the MTIP, the financial constraint finding, the conformity finding, or both could be revoked. If this were to occur, all agencies that receive federal transportation funding in the Metro region would not be able obligate and expend the awarded funding. Work to complete NEPA environmental documents for federally funded or federalized projects would stop. Project “Notice to Proceed (NTPs)” also could be halted until the financial constraint or conformity issue was resolved. Finally, under extreme situations, FHWA or FTA can revoke an MPO's or a specific agency's (as the direct recipient of federal transportation funds) ability to receive future federal transportation funding.

##### *MTIP Formal and Administrative Amendments:*

In between full MTIP updates, Metro completes required amendments helping ensure projects can continue progressing through the federal transportation implementation process. There are two types of MTIP amendments Metro is authorized to complete: Administrative and Formal Amendments. Metro's 2015-2018 MTIP, Chapter 6, Table 6.1 outlines the differences between Administrative and Formal amendments that staff uses as a guide to complete the required programming actions. The short summary of Administrative and Formal MTIP amendments is as follows:

Administrative amendments involve minor “administrative-type” changes to projects that clearly demonstrate that no impact to financial constraint or the conformity finding is occurring as a result of the programming changed. Examples of changes allowed within administrative amendments include a minor description change to clarify project scope elements, a change to the lead agency that will obligate and expend the funds, and shifting funding between the project phases if the change is kept within the same



programmed year. Since administrative amendments have no impact upon the existing financial constraint and conformity findings, they proceed directly to ODOT/USDOT with TPAC notice.

As the name suggests, Formal amendments require JPACT and Metro Council formal resolution plus USDOT approval. Formal amendments propose eligible changes (no financial constraint or conformity impact), but potential RTP policy significance and need to demonstrate compliance with federal & state regulations must be addressed as a condition of approval. Formal amendments must demonstrate through the documentation and approval process that the conformity finding and financial constraint are maintained correctly. Table 6.1 in the MTIP outlines examples and exceptions between Administrative and Formal amendments.

*MTIP Amendment Review of TriMet's New North Hillsboro Job Connector Shuttle Service:*

For TriMet's new North Hillsboro Job Connector Shuttle Service, Metro staff worked with TriMet staff to complete the programming review and eligibility requirements that included the following:

1. Project Eligibility for Federal Funds:

- a. The new North Hillsboro Job Connector Shuttle will utilize federal Section 5307 funds.
- b. 5307 funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend upon public transportation to improve mobility and reduce congestion.
- c. 5307 funds are urbanized area formula grants awarded annually from the Federal Transit Administration to transit agencies. TriMet is a direct recipient of 5307 funds.
- d. A "UZA" is as an area with a population of 50,000 or more, defined and designated in the most recent decennial census as an 'urbanized area' by the U.S. Secretary of Commerce.
- e. The 5307 program provides grants to Urbanized areas (UZAs) supporting five eligible activity areas. They include:
  - i. Capital projects.
  - ii. Planning.
  - iii. Job Access and reverse commute projects that provide transportation to jobs and employment opportunities for welfare recipients and low-income workers.
  - iv. Operating costs in areas with fewer than 200,000 in population.
  - v. Operating costs, up to certain limits, for grantees in areas with populations greater than 200,000 and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded).
- f. The new North Hillsboro Job Connector Shuttle service meets the 5307 eligibility requirement as a project that will provide job access and reverse commuting transportation to jobs and employment opportunities for welfare recipients and low-income workers.

2. RTP Verification:

- a. New projects proposed for submission in the MTIP must be included in the current long range Regional Transportation Plan.
- b. The new North Hillsboro Job Connector Shuttle service is a component of the larger RTP project, "Operations and Maintenance of Bus System", RTP ID 11335.

3. Included in TriMet's Approved POP:

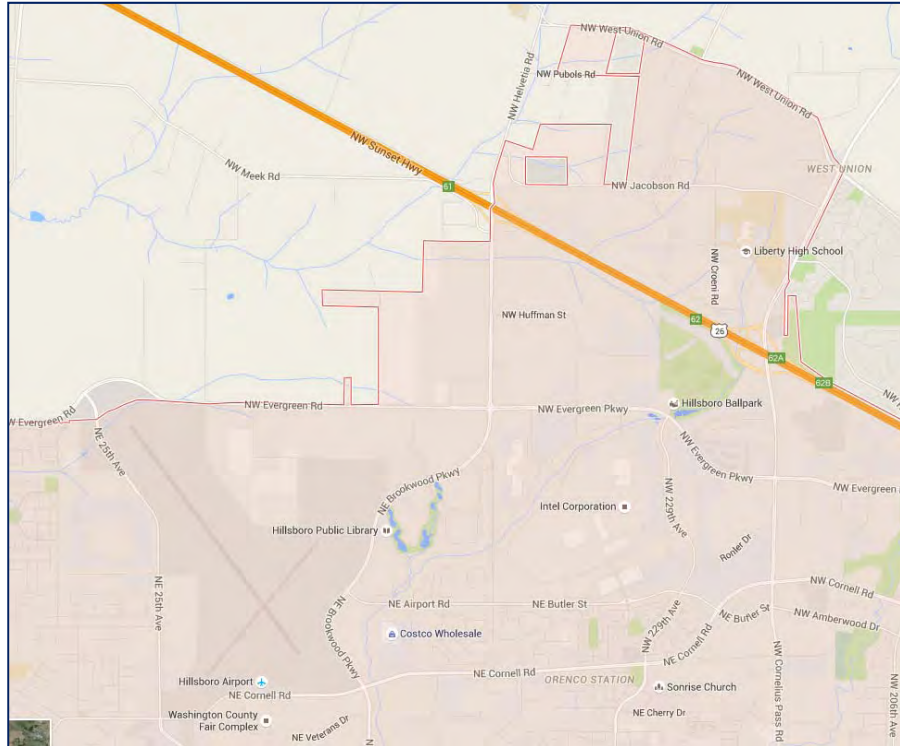
- a. Federally funded transit projects are required to be in the agency's approved Program of Projects (POP) as a condition for MTIP programming.

- b. TriMet provided a public notice on September 30, 2015 requesting comments or a public hearing concerning their revised POP that included the new North Hillsboro Job Connector Shuttle service.
  - c. The public notice period closed on October 14, 2015 and no request for a public hearing occurred. TriMet approved the new North Hillsboro Job Connector Shuttle service for inclusion in the current POP on October 28, 2015 along with approval to submit their FTA grant application.
- 4. MTIP Formal or Administrative Amendment:
  - a. Although funding for the new North Hillsboro Job Connector service is being drawn from four existing (FY 2015-18) 5307 funded Bus & Rail Preventative Maintenance projects, the North Hillsboro Job Connector Shuttle service is a new project.
  - b. Per Table 6.1 in Chapter 6 of the 2015-18 MTIP, the creation of a new project for MTIP inclusion requires a Formal MTIP Amendment, plus JPACT and Metro Council approval.
  - c. Once approved by Metro Council, the Formal amendment will require approval from USDOT.
  - d. In addition to this Formal amendment to add the North Hillsboro Job Connector Shuttle service to the 2015-18 MTIP, four Administrative amendments will also occur to shift existing 5307 funding to the new shuttle service. The fund shifts are eligible as administrative amendments via the MTIP Chapter 6, item #11: “Administrative Adjustments – Transfer of funds between projects within previously approved funding levels.
  - e. The projects requiring an Administrative amendment include:
    - i. MTIP ID 70525, ODOT Key 18039 – Bus and Rail Preventative Maintenance (FY15). Carryover into FY 2016 and fund transfer (280k of 5307 funds) to the new NHJC Shuttle service project.
    - ii. MTIP ID 70735, ODOT Key 19332 – Bus and Rail Preventative Maintenance (FY 16). Action: Fund transfer of \$280k of 5307 funds to the new NHJC Shuttle service project.
    - iii. MTIP ID 70736, ODOT Key 19333 – Bus and Rail Preventative Maintenance (FY17). Action: Fund transfer of \$280k of 5307 funds to the new NHJC Shuttle service project.
    - iv. MTIP ID 70737, ODOT Key 19334 – Bus and Rail Preventative Maintenance (FY18). Action: Fund transfer of \$280k of 5307 funds to the new NHJC Shuttle service project.
- 5. Conformity Verification:
  - a. Federal air conformity requirements are outlined in 40 CFR 93.126, Exempt Projects, Tables 2 and 3. Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in table 2 of this section are exempt from the requirement to determine conformity. Such projects may proceed toward implementation.
  - b. The new North Hillsboro Job Connector Shuttle service qualifies as an exempt project as cited in 40 CFR 93.126, Table 2, within the category of “Mass Transit”, “Operating assistance to transit agencies”.
- 6. Financial Constraint:
  - a. TriMet is utilizing existing programmed 5307 funds to fund the new shuttle service.
  - b. There is no impact to the financial constraint finding.
  - c. The programming action results from multiple fund transfers from four existing projects to create the new North Hillsboro Job Connector Shuttle service project.

7. **Metro Programming Responsibilities:** As the MPO, Metro is completing the required MTIP and STIP programming actions for TriMet. The 5307 funding belongs to TriMet and does not impact any appropriated funding Metro receives.

*The North Hillsboro Job Connector Shuttle Service:*

The purpose of the new North Hillsboro Job Connector Shuttle service will help low and middle wage workers access jobs by providing a link between MAX and employers in the district. The shuttle service will serve the North Hillsboro Industrial District (NHID). The NHID perimeters are generally West Union Road to the north, Cornell Road to the south, Cornelius Pass Road to the east, and 15<sup>th</sup> Ave to the west.



The North Hillsboro Job Connector Shuttle Service is intended to serve employers both north and south of Highway 26 including the Synopsis Campus, Orenco Station, Shute Road, the Sunset Corporate Park, and employers north of Highway 26. Employers served will include Intel, Salesforce.com, Laika Entertainment, Reiser's Fine Foods, Beaverton Foods, SureID, and Alliance Packaging. Only recently has the NHID attracted enough large employers to viably support a job connector service. Currently, many employees in the district must carpool or walk a long distance to access their worksite. Attachment 1 to this staff report provides an overview of the proposed service route.

*The Proposed Shuttle:*

The Job Connector will operate approximately on a 30 minute frequency during the extended rush hour between 5:30 am to 9 am and then 1:30 pm to 7:00 pm only during the weekdays. The service hours are intended to support key shift changes. TriMet anticipates that consistent with other Community and Job Connector services, the new North Hillsboro Job Connector Shuttle service will be operated by a third party – Ride Connection. The service will not be a TriMet service, but a service provided via a partnership between Ride Connection and TriMet to support access to this growing employment area.

The annual cost to operate the new service has been estimated at approximately \$280,000 per year. The North Hillsboro Job Connector Shuttle service will have approximately 18 vehicle hours per day (2 vehicles operating 8.5 hours per day).

TriMet has identified three key benefits the North Hillsboro Job Connector Shuttle service will provide. They include:

1. Helping low and middle income employees with travel options to work.
2. Attracting more manufacturing businesses to the district.
3. Allowing for more efficient transit service.

TriMet has also cited that the new North Hillsboro Job Connector Shuttle service meets all key goals identified in the Oregon Transportation Options Plan which include:

- Safety.
- Accessibility.
- Mobility.
- System Efficiency.
- Economy.
- Health and environment.
- Land use and transportation.
- Coordination
- Equity.

Summary:

Staff will complete the MTIP programming action upon final approval from the Metro Council and coordinate with ODOT Region 1 to ensure the project is also added to the STIP. The programming summary is shown in Exhibit A to the Resolution 15-4665. Metro staff also will complete the required four Administrative amendments to the MTIP that are required to be completed in conjunction with submission of the new North Hillsboro Job Connector Shuttle service.

## **ANALYSIS/INFORMATION**

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2015-2018 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 14-4532 on July 31, 2014 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Budget Impacts:** None

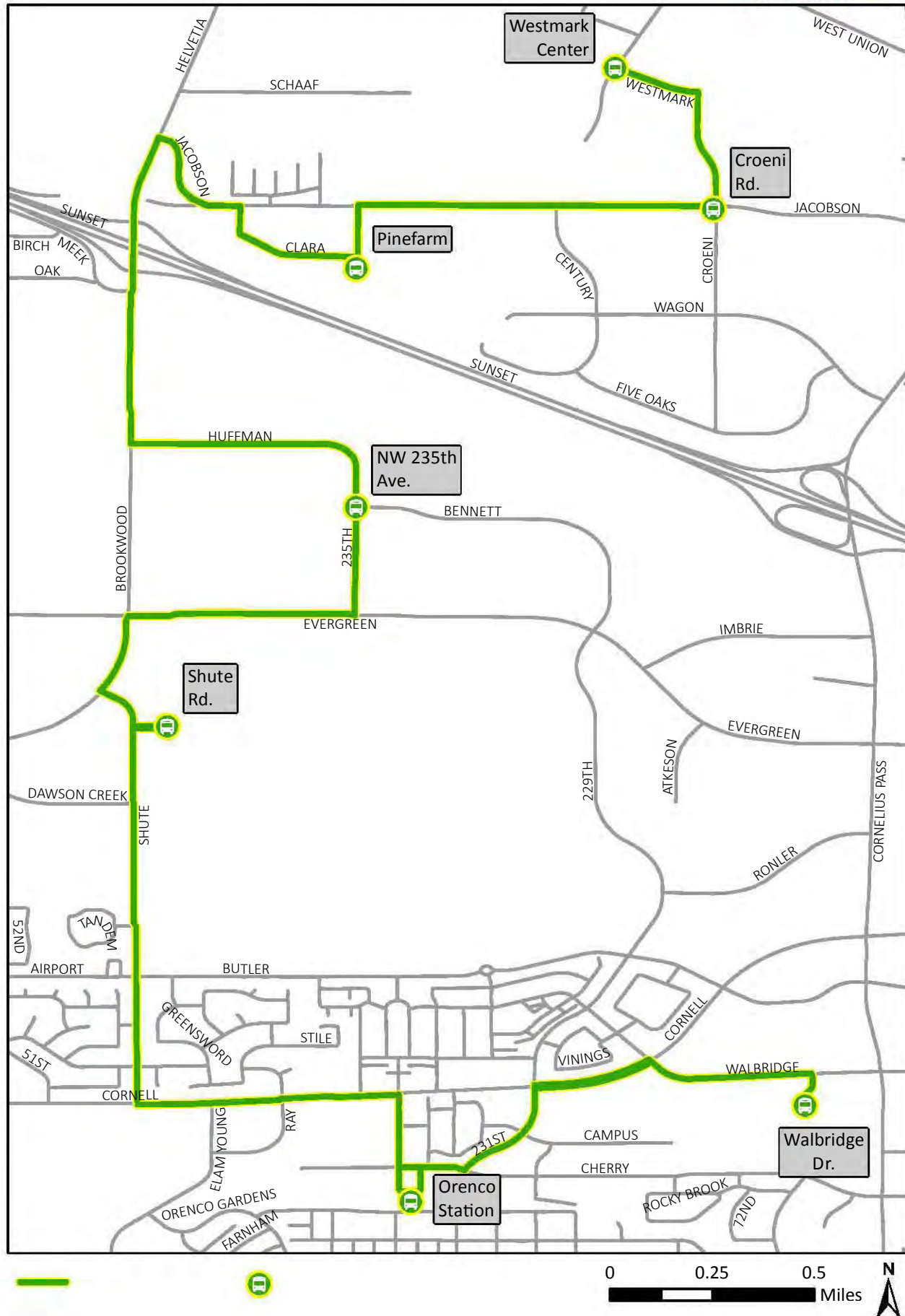
## **RECOMMENDED ACTION:**

JPACT recommends the approval of Resolution 15-4665. (JPACT approval November 12, 2015)

Attachments:

1. Route Map
2. TriMet Approved Resolution 15-10-64 FTA Grant Application Submission Authorization
3. TriMet Revised FY16 Program of Projects (POP)

## North Hillsboro Shuttle







# Memo

**Date:** October 28, 2015

**To:** Board of Directors

**From:** Neil McFarlane

**Subject:** RESOLUTION 15-10-64 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING SUBMISSION OF ONE (1) GRANT APPLICATION FOR FY2015 FEDERAL FORMULA FUNDS AND TEN (10) GRANT APPLICATIONS FOR FY2016 FEDERAL FORMULA AND DISCRETIONARY FUNDS TO THE FEDERAL TRANSIT ADMINISTRATION

**1. Purpose of Item**

The purpose of this item is to request that the TriMet Board of Directors ("Board") adopt a resolution authorizing the General Manager to submit (1) grant application for FY2015 formula funding and ten (10) grant applications for FY2016 formula and discretionary funding to the Federal Transit Administration ("FTA").

**2. Type of Agenda Item**

- ☐ Initial Contract
- ☐ Contract Modification
- ☒ Other: Board authorization to submit FTA grant applications

**3. Reason for Board Action**

The Board may authorize TriMet's submittal of FTA grant applications by adoption of a resolution.

**4. Type of Action:**

- ☒ Resolution
- ☐ Ordinance 1<sup>st</sup> Reading
- ☐ Ordinance 2<sup>nd</sup> Reading
- ☐ Other \_\_\_\_\_

**5. Background**

Each year, staff presents to the TriMet Board for their authorization a summary of the grant applications to be submitted during the year. Attachment A to this memo lists one (1) grant application for FY2015 federal funding, which totals \$.280 million, and ten (10) grant applications for FY2016 federal funding, which total \$199.9 million, and shows both the federal and local shares. Grant amounts are high estimates; actual appropriations will most likely be lower. This Resolution notifies the Board of one (1) grant application previously not in the Program of Projects and authorizes TriMet to submit the aforementioned federal grant applications.

The **FY2015 federally funded grant** can be categorized as follows:

*Designated for Specific Purpose:*

\$.280 million federal Section 5307 Urbanized Area funds for North Hillsboro Job Connector Shuttle.

*Background:* The North Hillsboro Job Connector Shuttle is the result of many discussions with the Greater Hillsboro Chamber of Commerce. This service will connect MAX with employers in the North Hillsboro Industrial District. Startup begins in October 2015 and operations start in November 2015. As such, this project, while starting in FY2016, will utilize federal funds from FY2015, which have yet to be received.

*Notice Requirements:*

TriMet's FY2015 Final Program of Projects was previously published on June 2, 2014 on [www.trimet.org](http://www.trimet.org) for all but one of the FY2015 federally funded grant applications (North Hillsboro Job Connector Shuttle). A notice of opportunity for public comments on a revised FY2015 Final Program of Projects (containing the North Hillsboro Job Connector Shuttle) was published on [www.trimet.org](http://www.trimet.org) on September 30, 2015. The public received notification of the opportunity to submit comments or request a Public Hearing via email by October 14, 2015. TriMet received no requests for a Public Hearing and no public comments were received. TriMet's revised Final FY2015 Program of Projects on the grant application was then published on [www.trimet.org](http://www.trimet.org) on October 19, 2015.

The **FY2016 federally funded grants** can be categorized, by use, as follows:

- 1) Grant receipts pledged to debt service
- 2) Federal formula grants, which are used to offset ongoing TriMet maintenance costs
- 3) Grants designated for specific purposes, described below.

The applications are for the following amounts and projects:

*Grant Receipts Pledged to Debt Service*

1. \$11.0 million federal Congestion Mitigation Air Quality (CMAQ) funds to pay FY2016 debt service on TriMet's Capital Grant Receipt revenue bonds.
2. \$5.0 million federal Surface Transportation Program (STP) funds to pay for FY2016 preventive maintenance to free up \$5.0 million in general funds for debt service.

As part of the regional funding package for the construction of the light rail projects, TriMet issued revenue bonds secured by future CMAQ and STP grants allocated to the region. These grants have been pledged and are used to pay the principal and interest on the bonds until fully retired. TriMet contributes the 10.27% local match.

*Federal Formula Grants Used to Offset TriMet Maintenance Costs*

1. \$18.5 million federal Section 5337 State of Good Repair funds to pay for bus and rail preventive maintenance costs. These are federal formula funds available to bus and rail systems after seven years of operations. TriMet pays the 20% local match.
2. \$37.7 million federal Section 5307 Urbanized Area funds for bus and rail preventive maintenance costs. TriMet pays the 20% local match.
3. \$3.2 million federal Section 5339 Bus and Bus Facilities funds to pay the purchase of fixed route buses. TriMet pays the 20% local match.

*Grants Designated for Specific Purposes*

1. \$.280 million federal Section 5307 Urbanized Area funds for North Hillsboro Job Connector Shuttle. As discussed above.
2. \$.475 million federal STP funds for TriMet's Regional Transportation Options (RTO) program. These funds will be provided through Metro. TriMet pays the 10.27% local match.
3. \$3.0 million federal STP funds to pay for rail preventive maintenance costs. These funds will free up TriMet General Funds for Metro's Transit Oriented Development (TOD) program. There is no cost to TriMet of this fund exchange.
4. \$3.7 million federal STP funds for the Powell-Division corridor safety and access to transit as well as East Portland access to employment and education.
5. \$2.0 million federal Section 5310 Elderly & Disabled program funds for the fourth year of this program. The 5310 program permits "in-kind" match. The Section 5310 program is matched by Ride Connection's on-going volunteer transportation service program so there is no additional cost to TriMet to match this program.
6. \$115.0 million federal Section 5309 New Starts funds to pay for the Portland-Milwaukie Light Rail project.

*Notice Requirements:*

TriMet's FY2016 Final Program of Projects was previously published on June 4, 2015 on [www.trimet.org](http://www.trimet.org) for all but one of the FY2016 federally funded grant applications (North Hillsboro Job Connector Shuttle). A notice of opportunity for public comment on a revised FY2016 Final Program of Projects (containing the North Hillsboro Job Connector Shuttle) was published on [www.trimet.org](http://www.trimet.org) on September 30, 2015. The public received notification of the opportunity to submit comments or request a Public Hearing via email by October 14, 2015. TriMet received no requests for a Public Hearing and no public comments were received. TriMet's revised Final FY2016 Program of Projects on the grant application was then published on [www.trimet.org](http://www.trimet.org) on October 19, 2015.

**6. Financial/Budget Impact**

Approval of the Resolution will authorize TriMet to apply for the FTA grants listed. These funds are integral to TriMet's FY2016 Adopted Budget, and the light rail project finance plans. Some of the aforementioned grants have been pledged as security for TriMet bonds and TriMet has covenanted to pursue such grants.

**7. Impact if Not Approved**

The General Manager would not have Board authorization to submit FTA grant applications totaling \$199.9 million FY2016 federally funded dollars and \$.280 million FY2015 federally funded dollars, which are integral to the Budget.

DB/NY/AL/pc



Attachment A  
Board Memo Resolution 15-10-64  
Grant Applications to be Submitted by TriMet

No.	Description	Federal	Local Match	Total	FY2016 Sources
1	Congestion Mitigation Air Quality (Debt Service)	\$11,000,000	\$1,258,999	\$12,258,999	FY2016 Congestion Mitigation Air Quality (Debt Service)
1	Rail Preventive Maintenance (Debt Service)	\$5,000,000	\$572,272	\$5,572,272	FY2016 Surface Transportation Program (Debt Service)
2	State of Good Repair Program	\$18,510,000	\$4,627,500	\$23,137,500	FY2016 Section 5337 State of Good Repair Formula
3	Bus and Rail Preventive Maintenance	\$37,739,293	\$9,434,823	\$47,174,116	FY2016 Section 5307 Urbanized Area Formula
4	North Hillsboro Job Connector Shuttle	\$280,000	\$70,000	\$350,000	FY2016 Section 5307 Urbanized Area Formula
5	Bus Purchase	\$3,168,908	\$792,227	\$3,961,135	FY2016 Section 5339 Bus and Bus Facilities Formula
6	Regional Transportation Options Program	\$473,772	\$54,225	\$527,997	FY2016 Surface Transportation Program
7	Rail Preventive Maintenance (TOD Trade)	\$3,021,148	\$345,784	\$3,366,932	FY2016 Surface Transportation Program (TOD Centers Program)
8	Powell-Division & East Portland Access	\$3,682,912	\$421,526	\$4,104,438	FY2016 Surface Transportation Program
9	Elderly & Disabled Program	\$2,000,000	\$500,000	\$2,500,000	FY2016 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
10	Milwaukie Light Rail Project	\$115,000,000	\$90,809,773	\$205,809,773	FY2016 Section 5309 New Starts
	<b>TOTAL</b>	<b>\$199,876,033</b>			

No.	Description	Federal	Local Match	Total	FY2015 Source
1	North Hillsboro Job Connector Shuttle	\$280,000	\$70,000	\$350,000	FY2015 Section 5307 Urbanized Area Formula
	<b>TOTAL</b>	<b>\$280,000</b>			

## **RESOLUTION 15-10-64**

### **RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING SUBMISSION OF ONE (1) GRANT APPLICATION FOR FY2015 FEDERAL FORMULA FUNDS AND TEN (10) GRANT APPLICATIONS FOR FY2016 FEDERAL FORMULA AND DISCRETIONARY FUNDS TO THE FEDERAL TRANSIT ADMINISTRATION**

**WHEREAS**, the Secretary of Transportation is authorized to award Federal financial assistance for transportation projects; and

**WHEREAS**, the contracts for financial assistance will impose certain obligations upon the applicant or subrecipient to the applicant, including the provision of the local share of project costs; and

**WHEREAS**, it is required by the U.S. Department of Transportation in accord with the provisions of Title VI of the Civil Rights Act of 1964, that in connection with the filing of an application for assistance under U.S.C Title 49, the applicant gives an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and the U.S. Department of Transportation requirements thereunder; and

**WHEREAS**, it is the policy of the Tri-County Metropolitan Transportation District of Oregon (TriMet) that disadvantaged businesses be provided an equal opportunity to receive and participate in U.S. Department of Transportation-assisted contracts, and that a program be established and administered to implement this policy;

#### **NOW, THEREFORE, BE IT RESOLVED:**

1. That the TriMet Board of Directors ("Board") hereby authorizes the General Manager and his designee(s) to execute and file one (1) grant application for FY2015 federal formula funds and ten (10) grant applications for FY2016 federal formula and discretionary funds on behalf of TriMet with the Federal Transit Administration of the U.S. Department of Transportation and; to execute and file with such applications any assurance or other documents required by the U.S. Department of Transportation effectuating the purpose of Title VI of the Civil Rights Amendment of 1964.
2. That the General Manager and his designee(s) are further authorized to:
  - a. Furnish such additional information as the U.S. Department of Transportation may require in connection with these applications, agreements or projects.
  - b. Establish disadvantaged business policies in connection with the project's procurement needs.

- c. Execute grant amendments, revisions and agreements on behalf of TriMet with the U.S. Department of Transportation for the financing of these grant applications.
3. That the local match for the grants will be provided as noted in the Resolution Board memo.

Dated: October 28, 2015

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Presiding Officer

Attest:

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Recording Secretary

Approved as to Legal Sufficiency:



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Legal Department

## Revised Final FY2016 Program of Projects

TriMet posted a Public Notice on September 30 on its external website offering the public an opportunity to submit comments or request a Public Hearing on its revised plan for FY2016 federal transit funding. Neither comments nor a request for a Public Hearing were received by 5 p.m. on Wednesday, October 14, 2015.

Our Revised Final Program of Projects in FY2016 will include the following:

<b>Estimated eligible programs in fiscal year 2016</b>	<b>% of Federal Funding</b>	<b>Amount</b>
<b>Section 5307</b> Urbanized Area Formula	80.00%	\$37,642,864
<b>Section 5337</b> State of Good Repair	80.00%	\$18,510,000
<b>Section 5339</b> Bus & Bus Facilities	80.00%	\$2,767,000
<b>STP</b> Surface Transportation Program	89.73%	\$12,177,832
<b>CMAQ</b> Congestion, Mitigation & Air Quality	89.73%	\$11,000,000
<b>Section 5310</b> Elderly and Disabled Transportation	50.00%	\$1,989,187
<b>Section 5309</b> New Starts	55.88%	\$115,000,000
<b>TOTAL</b>		<b>\$199,086,883</b>

### REVISED FINAL PROGRAM OF PROJECTS

**Bus & Rail Preventive Maintenance:** \$37,362,864 Section 5307 funds, \$18,510,000 Section 5337 funds, \$3,021,148 STP funds\*

**North Hillsboro Job Connector Shuttle:** \$280,000 Section 5307 funds\*

**Bus Replacement:** \$2,767,000 Section 5339 funds

**Regional Rail Debt Service:** \$5,000,000 STP funds, \$11,000,000 CMAQ funds

**East Portland Access to Employment & Education:** \$2,275,000 STP funds

**Regional Transportation Options Program:** \$473,772 STP funds

**Powell-Division Corridor Safety & Access to Transit:** \$1,407,912 STP funds

**Elderly and Disabled Transportation:** \$1,989,187 Section 5310 funds

**Milwaukie Light Rail Project:** \$115,000,000 Section 5309 New Starts funds

\*Revised from FY2016 Final Program of Projects posted on June 4, 2015

*Actual receipt of grant funds and the accounting recognition of grant revenue are contingent on a final federal transportation appropriations bill for next federal fiscal year. These projects show the plan for the maximum expected amount. If less funding is available, the federal involvement in these projects will be reduced.*

All but one project (North Hillsboro Job Connector Shuttle) have been selected through TriMet's planning process, which incorporates public involvement, and are included in the Metropolitan and State Transportation Improvement Programs. These projects conform to comprehensive land use and transportation planning in the area. The North Hillsboro Job Connector Shuttle will be included in the near future.

If more information is needed on the Revised Final Program of Projects, please submit your questions or comments via email to [federalfunding@trimet.org](mailto:federalfunding@trimet.org).

Agenda Item No. 2.7

Consideration of Council Meeting Minutes on November 19,  
2015

*Consent Agenda*

Metro Council Meeting  
Thursday, December 3, 2015  
Metro Regional Center, Council Chamber

Agenda Item No. 3.1

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

*Resolutions*

Metro Council Meeting  
Thursday, December 3, 2015  
Metro Regional Center, Council Chamber

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.

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Tom Hughes, Council President

Approved as to Form:

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Alison R. Kean, Metro Attorney



## Getting there with a connected region



2018 REGIONAL TRANSPORTATION UPDATE

# Work Plan

November 2015

### **Metro respects civil rights**

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Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at [www.trimet.org](http://www.trimet.org).

**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](http://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.*

## INTRODUCTION

### SHAPING THE FUTURE OF TRANSPORTATION THROUGH THE 2018 RTP UPDATE

Over the last two decades, the region has taken a collaborative approach to plan for and invest significant resources in the transportation system, making our region one of the most livable in the country. We have set our region on a wise course and experienced many successes, but there is still much to accomplish. The Portland metropolitan region is growing, our travel needs are changing, and new state and federal requirements must be met.

### CHALLENGES TO BE ADDRESSED

#### Preparing for growing, changing communities

One million new residents are expected to be living in the Portland region by 2040. Our communities are becoming more ethnically diverse and – as a new generation grows to adulthood and others move toward retirement – it is important that the transportation system meets the needs of all community members into the future. A growing economy and emerging technologies like self-driving and electric vehicles and real-time travel information will offer new challenges and opportunities.



*What does our transportation system need now and in the future to meet the needs of residents and businesses?*

#### Taking care of and improving what we have

Our system of roads, bridges, bikeways, sidewalks and transit has served the region well, but that system is aging and not keeping up with growing and changing travel needs. There are also communities in the region that remain underserved by our system, threatening the region's economy and quality of life.



*What is the region's vision and goals for the transportation system, and what are the priority investments that will get us there?*

Concerns over climate change, public health, safety, affordability and congestion have led to calls to expand options for getting around and make our transportation system safer, healthier and more reliable for all users.

#### Building a path to transportation funding

Federal, state and local funding for roads and transit is failing to keep pace with current needs, to say nothing of the growth expected in the coming decades. The region will work together to update estimates of funding we expect to be available, identify strategies to stabilize existing funding sources, and consider potential new funding sources to address current and future transportation needs. This will include identifying the funding needed to keep our transportation system in a good state of repair.

*How do we pay for new investments in addition to taking care of the transportation system we already have?*

## **HOW WE GET THERE**

### **Creating a new dialogue to shape the future we want**

It's time to look ahead and plan for the needs our transportation system must serve in 2040. The 2018 RTP update provides the opportunity to evaluate the transportation strategies and investments needed to sustain the region's economic health and quality of life for the coming decades. The update will require bold leadership, new partnerships, diverse voices, and thoughtful deliberation. Working together, we can invest wisely to build healthy, equitable communities and a strong economy.

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 two decades.

Engagement and planning activities have been organized to address the regional challenges that come with a growing region with a focus on these policy priorities:



**Transit**



**Transportation equity**



**Finance**



**Freight**



**Transportation design**



**Transportation safety**



**Performance and  
return on investment**



**Policy actions**

The 2018 RTP update public engagement plan provides more information about the public engagement activities that will be conducted. The work plan for the update follows.





- 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.

#### 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



## PROJECT MILESTONES

4	<b>December 2015</b>	Metro Council considers adoption of work plan and public engagement plan
4	<b>February 2017</b>	Metro Council, MPAC and JPACT provide policy direction on development of shared investment strategy, including regional priorities, performance targets and funding levels
4	<b>December 2017</b>	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
4	<b>September 2018</b>	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. 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 organized to address the regional challenges that come with a growing region with a focus on these policy priorities:



**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-21<sup>1</sup> 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.

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:

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<sup>1</sup> 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.



**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

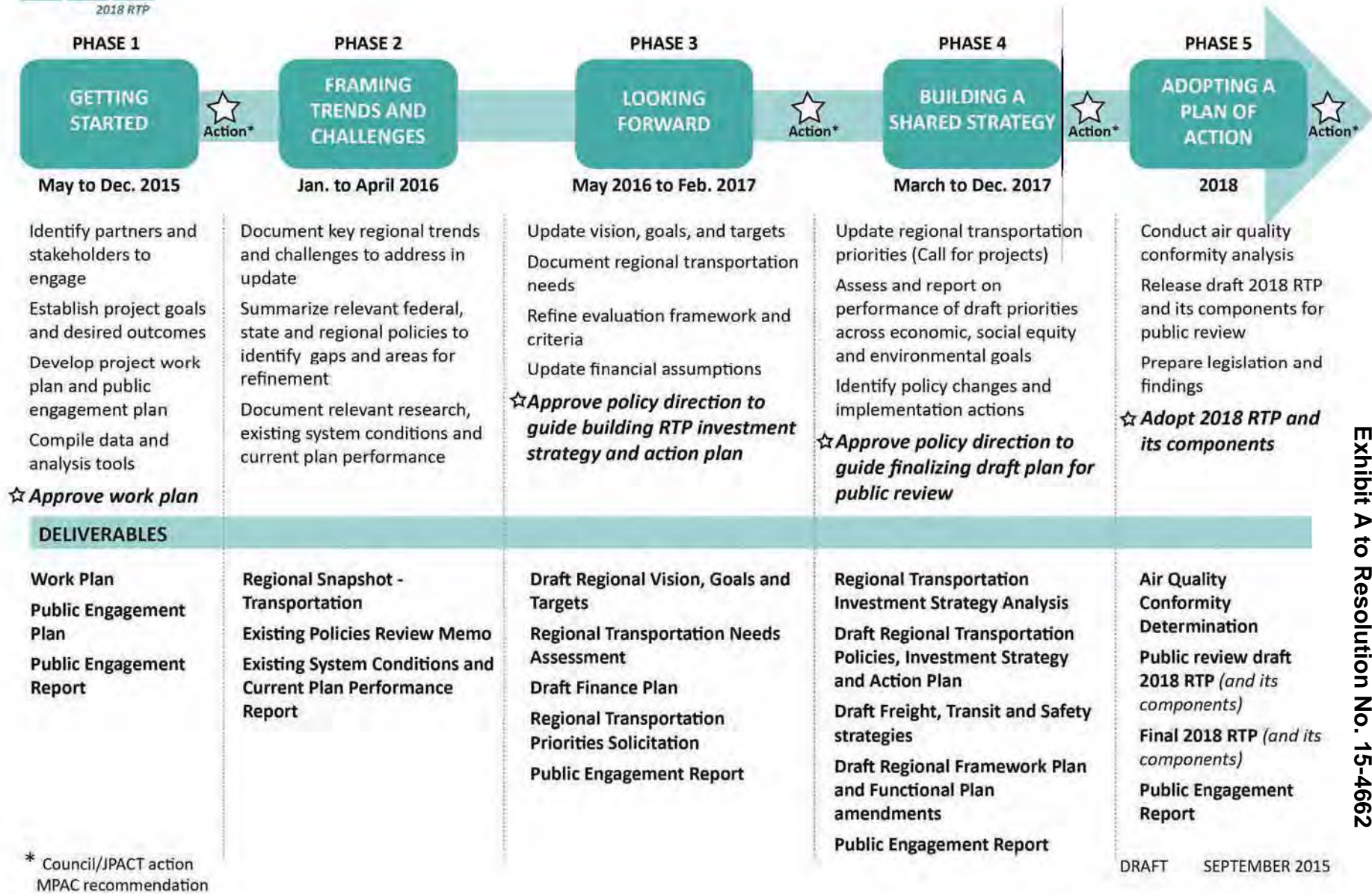
- Washington County Transportation Futures Study
- Updates to the ODOT Region 1 Active Transportation Needs Inventory, Interchange Atlas, Facility Bottleneck and Solutions Feasibility Assessment, and the Portland Metro Area Highway Performance Project identified in the 2015-16 Unified Planning Work Program
- 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*

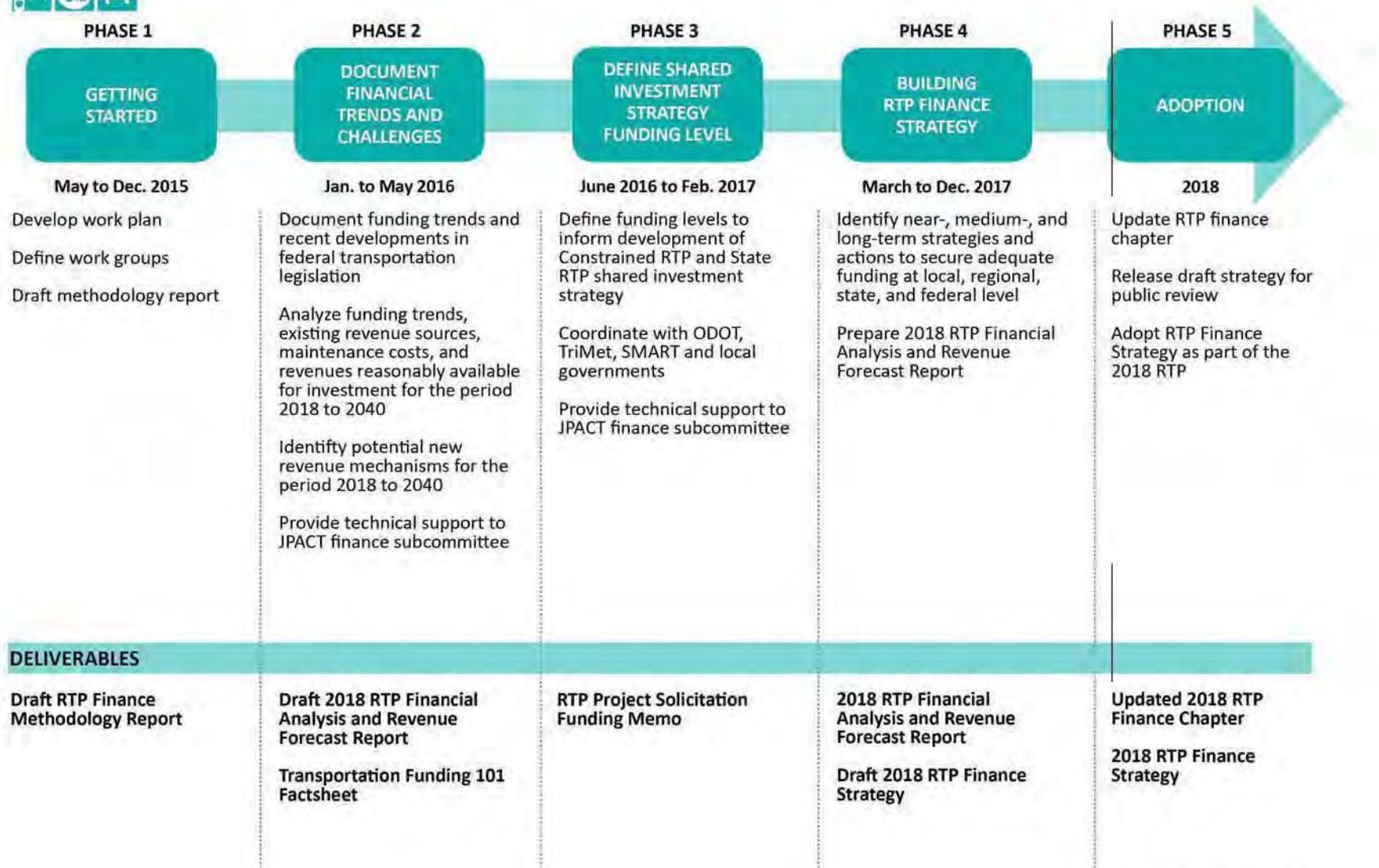






## 2018 RTP | FINANCE WORK PLAN

*Getting there by investing in transportation*

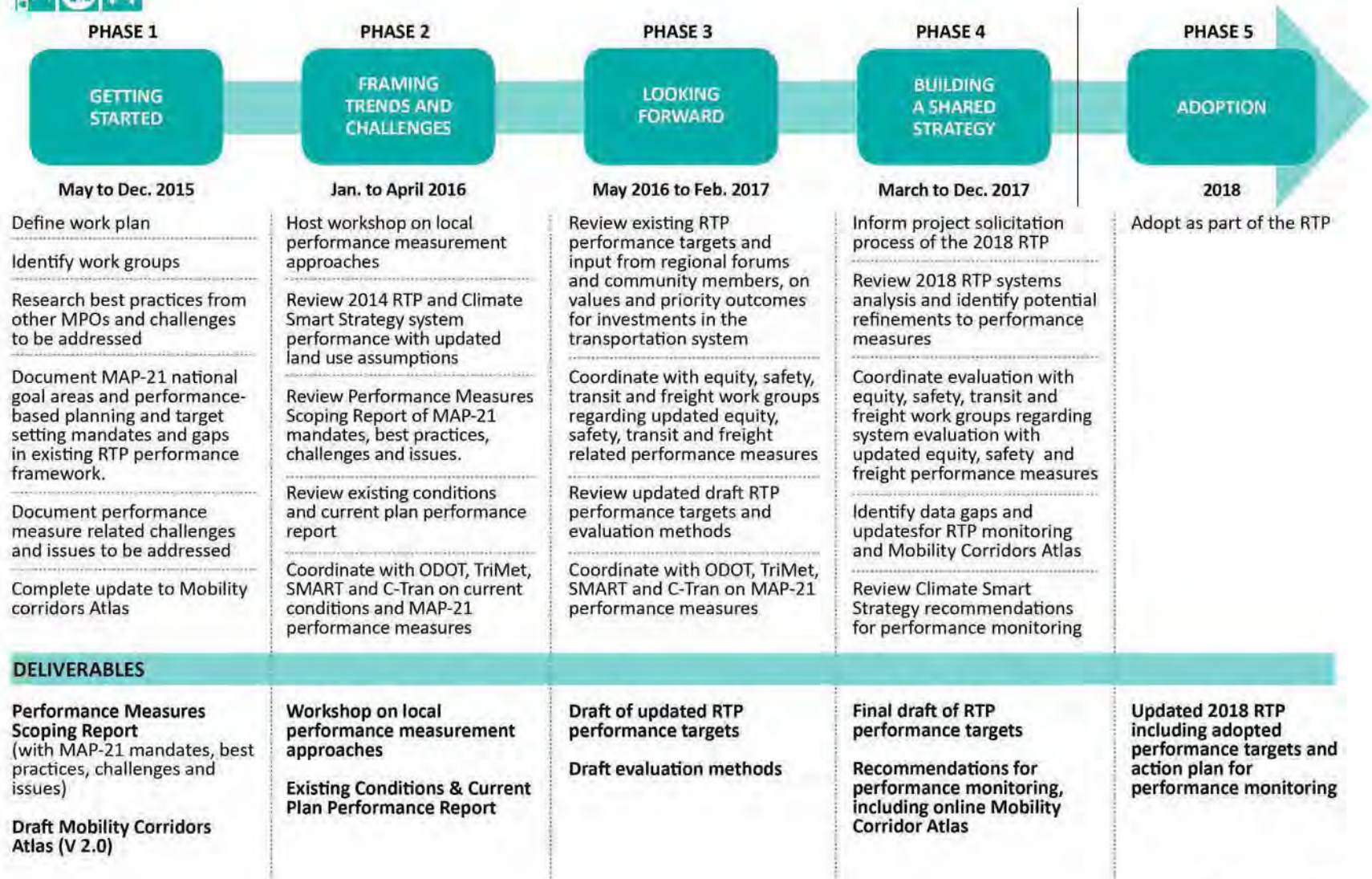


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## 2018 RTP | PERFORMANCE MEASURES WORK PLAN

*Getting there by tracking our progress*



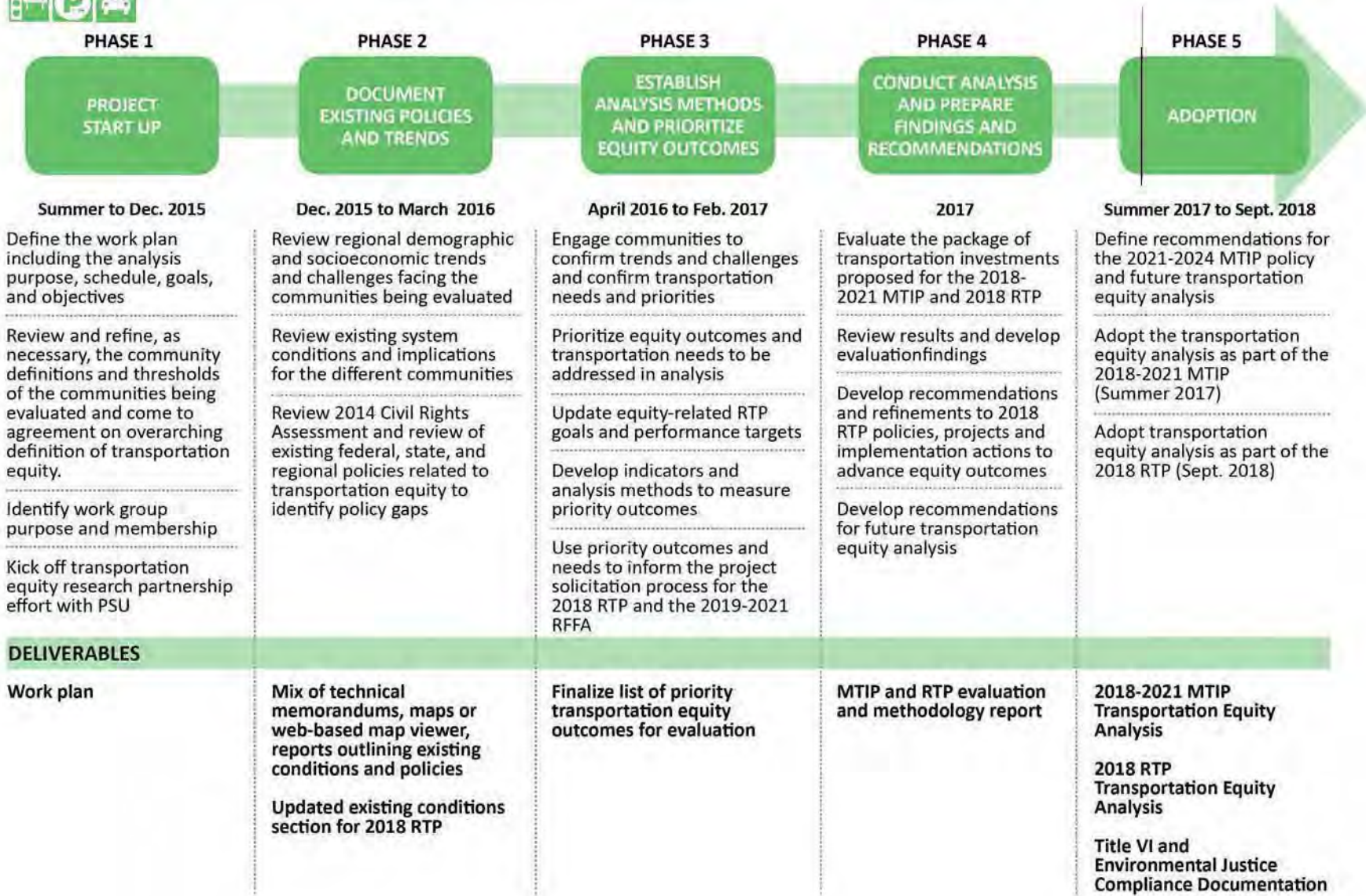
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## 2018 RTP/2018-21 MTIP | TRANSPORTATION EQUITY ANALYSIS WORK PLAN

*Getting there equitably*



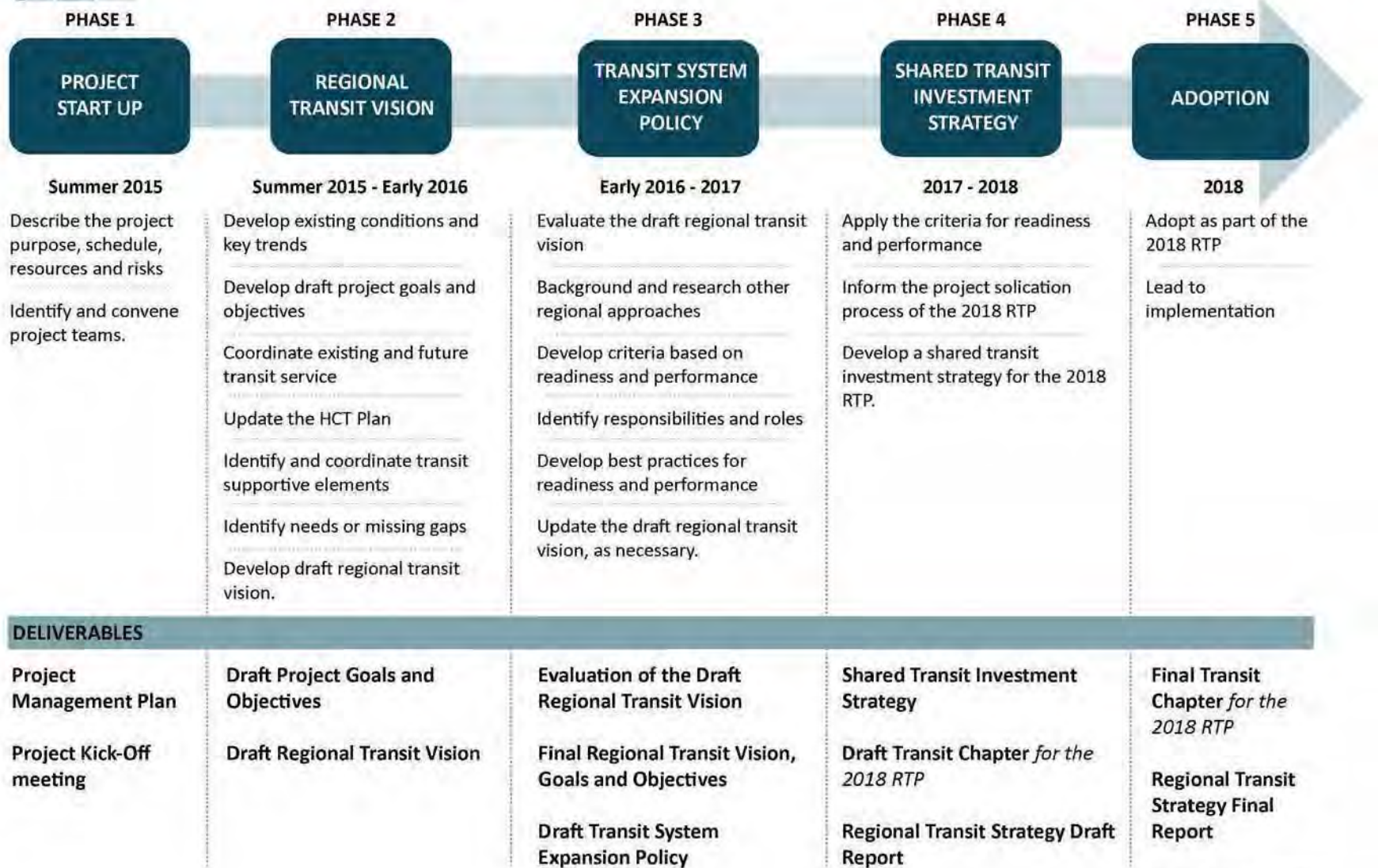
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## 2018 RTP | REGIONAL TRANSIT STRATEGY

*Getting there by transit*

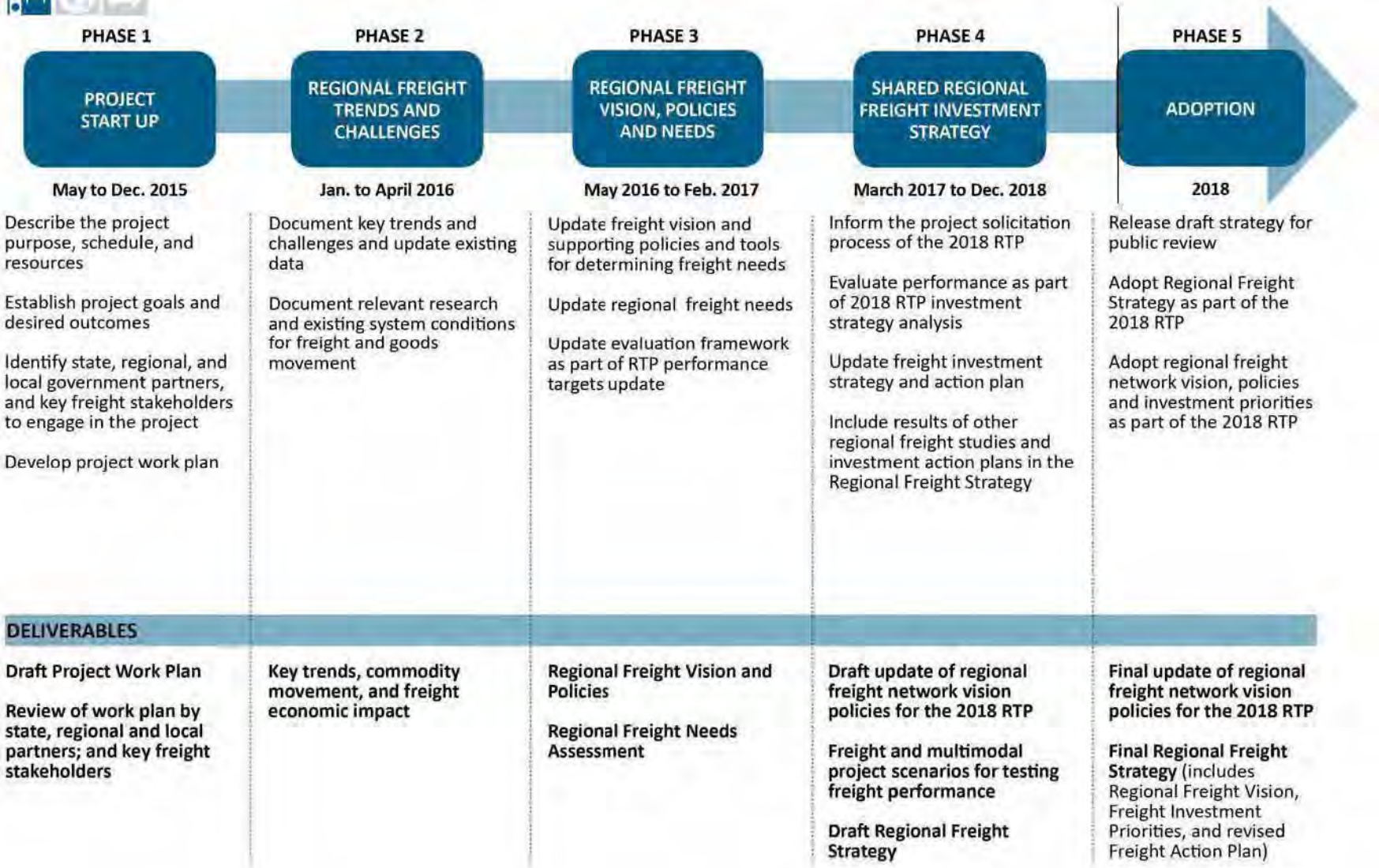


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## 2018 RTP | REGIONAL FREIGHT STRATEGY WORK PLAN

*Getting there by moving freight*



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## 2018 RTP | REGIONAL SAFETY STRATEGY WORK PLAN

*Getting there safely*



### PHASE 1

#### SAFETY TRENDS AND CHALLENGES

Jan. to July 2016

- Review status of existing safety plan recommendations
- Conduct policy review
- Update safety data
- Identify key trends and challenges
- Identify high crash corridors
- Identify updates to existing safety plan
- Identify stakeholder workgroup

#### DELIVERABLES

- Status review of current plan
- Policy review summary
- Updated safety data
- Proposed safety plan updates

### PHASE 2

#### REGIONAL SAFETY POLICIES AND STRATEGIES

July 2016 to Feb. 2017

- Convene work group
- Revise RTP safety policies
- Revise safety plan actions and strategies

- Draft updates to safety plan
- Draft regional transportation policy refinements

### PHASE 3

#### SHARED SAFETY STRATEGY AND ACTION PLAN

March to Dec. 2017

- Convene work group
- Revise safety plan actions and strategies
- Develop draft transportation safety policy refinements

- Revised draft safety strategy
- Revised draft regional transportation safety policies

### PHASE 4

#### ADOPTION

2018

- Release draft Regional Transportation Safety Strategy
- Adopt Regional Transportation Safety Strategy
- Adopt updated policies into 2018 Regional Transportation Plan

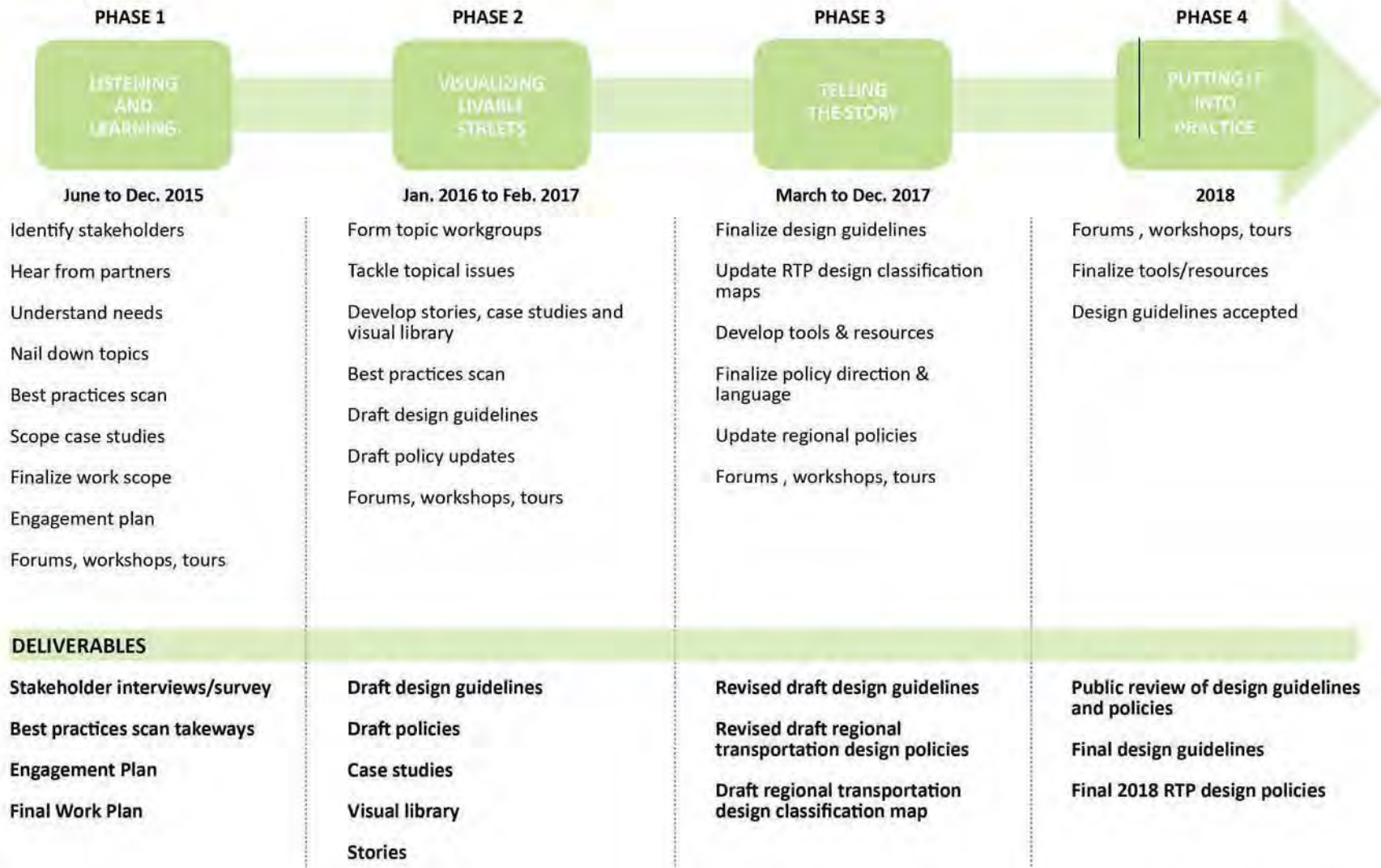
- Public review draft Regional Transportation Safety Strategy
- Final Regional Transportation Safety Strategy

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## 2018 RTP | DESIGNING LIVABLE STREETS WORK PLAN

*Getting there with design*



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*Getting there**with a connected region*

## 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)**

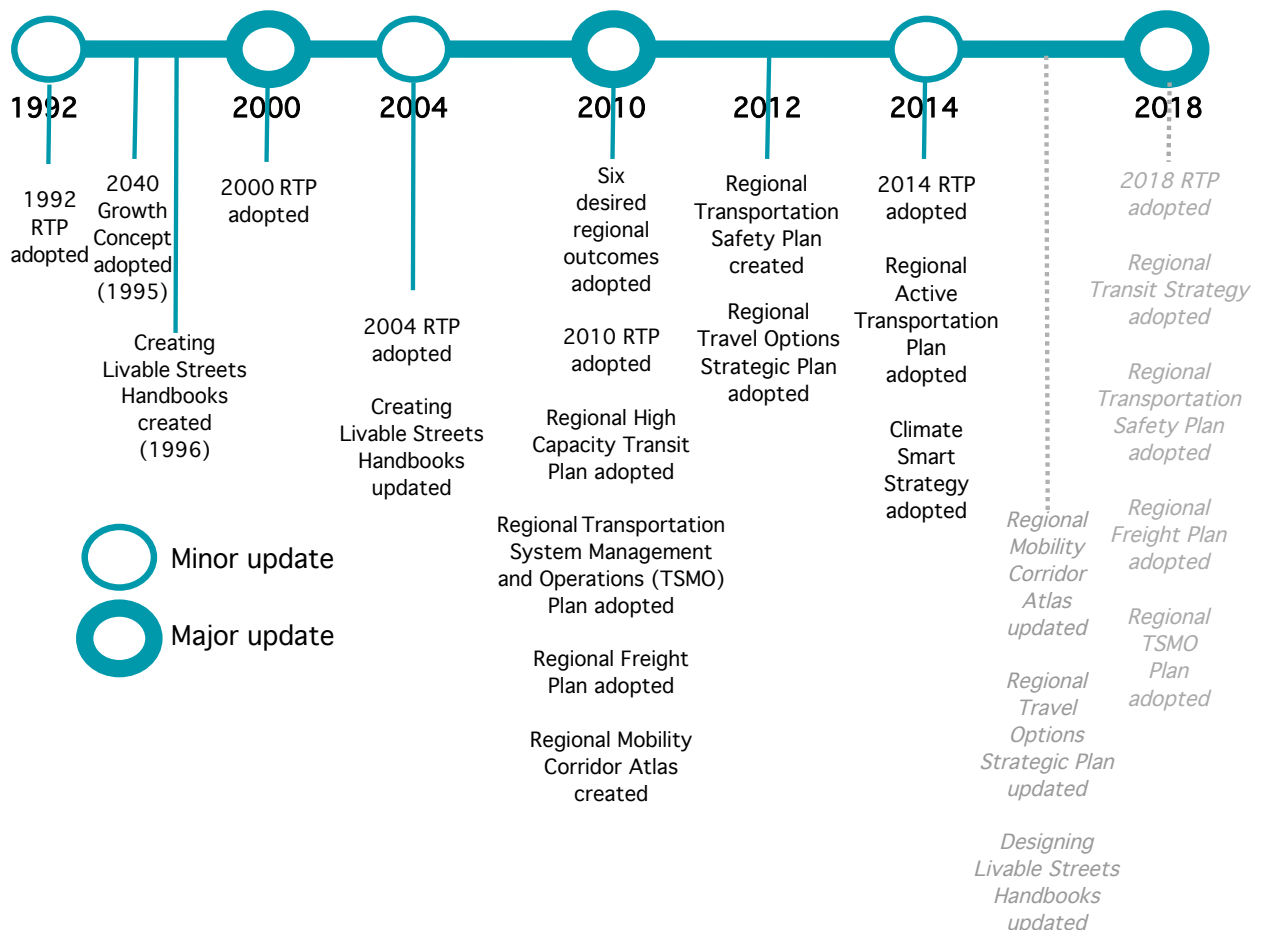
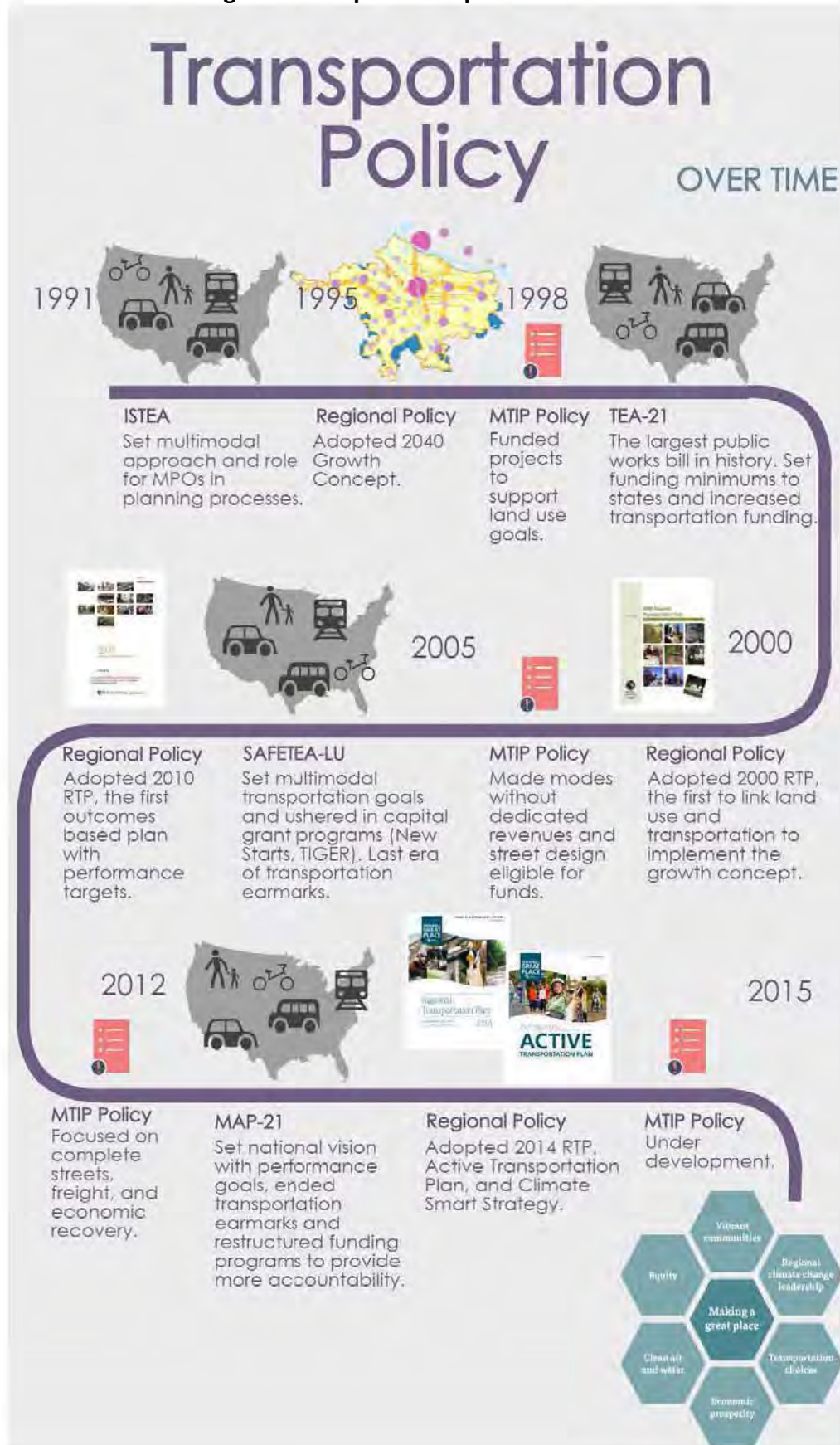


Figure 3. How federal and regional transportation policies have evolved since the early 1990s



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	<b>Identify regional challenges and policy choices</b> to be considered through the process
	<b>Establish goals and desired outcomes for the process</b> , work plan and engagement strategy
	<b>Develop work plan and public engagement plan</b>
	<b>Develop data, tool and methods</b> 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"> <li>Begin assessing baseline and future conditions of the region's transportation system, assuming there are no changes to existing plans, policies and programs</li> </ul>
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



Phase 1 Key Activities	
	plan, including policy priorities and roles in process <i>(Fall 2015)</i>
<b>Milestone</b>	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>
<b>Deliverables</b>	<ul style="list-style-type: none"> <li>• Work plan</li> <li>• Public engagement plan</li> <li>• Summary report(s) of engagement with partners and the public on: <ul style="list-style-type: none"> <li>○ community summit discussion groups as they relate to public engagement and transportation issues</li> <li>○ quick poll on the public's transportation priorities to be addressed</li> <li>○ 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</li> <li>○ Innovation team forums on public trust, decision-making and evaluation of public engagement effectiveness</li> </ul> </li> </ul>

## 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	
<b>Planning</b>	<b>Report on key trends</b> shaping the region's future, highlighting where we have been, where we are now, opportunities and challenges looking forward
	<b>Begin to update financial framework</b> <ul style="list-style-type: none"> <li>• Update local, regional, state and federal revenue forecast</li> </ul>
	<b>Begin to identify transportation needs and solutions</b>
<b>Partnerships &amp; Engagement</b>	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>
<b>Milestone</b>	N/A
<b>Deliverables</b>	<ul style="list-style-type: none"> <li>• Regional Trends and Challenges Snapshot – Transportation</li> <li>• Regional Mobility Corridors Atlas (draft 2.0)</li> <li>• 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</li> <li>• Existing System Conditions and Current Plan Performance Report</li> </ul>

### PHASE 3 | LOOKING FORWARD | May 2016 to February 2017

#### Where do we want to be in 2040?

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*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	<b>Update the shared vision and policy goals</b> <ul style="list-style-type: none"> <li>• Update shared vision – where do we want to be in 2040?</li> <li>• Update goals and objectives – how do we get there?</li> <li>• MPAC, JPACT and Council define principles to guide development and evaluation of region’s “Constrained” and “Strategic” shared investment strategies</li> </ul>
	<b>Update the performance evaluation framework</b> <ul style="list-style-type: none"> <li>• Update performance measures and targets – how do we measure progress? <ul style="list-style-type: none"> <li>○ Update performance targets data and methods</li> <li>○ Update system evaluation framework, data and methods</li> </ul> </li> <li>• Refine indicators to report on shared investment strategy performance across environmental, economic and equity outcomes</li> <li>• Define process and policy direction to guide update to list of transportation investments and system evaluation</li> </ul>
	<b>Update financial plan</b> <ul style="list-style-type: none"> <li>• Update the financially constrained revenue forecast to assume to implement the “Constrained RTP” investment priorities</li> <li>• Identify potential new funding mechanisms to assume to implement the more aspirational “Strategic RTP”</li> <li>• MPAC, JPACT and Council define funding levels for the “Constrained RTP” and “Strategic RTP” shared investment strategies</li> </ul>
	<b>Identify transportation needs and possible solutions</b> <ul style="list-style-type: none"> <li>○ Update topic and modal plans,<sup>2</sup> 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</li> <li>○ Identify opportunities to support increased use of alternative fuel vehicles, transportation electrification, connected vehicles, driverless vehicles and other advanced technologies</li> <li>○ 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</li> </ul>
Partnerships & Engagement	Continue to engage partners and the public to identify regional transportation needs and possible solutions ( <i>April – July 2016</i> )
	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> )
	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> )
	Engage Council and regional policy advisory committees on principles to guide development and evaluation of shared strategy and indicators to report performance

<sup>2</sup> Regional Transportation Safety Plan, Regional Travel Options Strategic Plan, Regional Transit System Plan, and Regional Freight Plan.

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

## 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	
<b>Planning</b>	<b>Develop draft shared investment strategy</b> <ul style="list-style-type: none"> <li>• 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"> <li>○ Incorporate local transportation system plan and corridor refinement plan updates</li> <li>○ Address identified regional transportation needs and opportunities</li> </ul> </li> <li>• Compile draft regional shared investment strategy</li> </ul>
	<b>Evaluate draft shared investment strategy</b> <ul style="list-style-type: none"> <li>○ Conduct and report on system-level evaluation of investment priorities relative to plan's goals, objectives and performance targets</li> <li>○ Identify tradeoffs and choices for regional discussion</li> </ul>
	<b>Refine draft shared investment strategy based on public engagement and performance evaluation</b>
	<b>Develop action plan to support implementation</b> <ul style="list-style-type: none"> <li>○ Identify near-term and long-term strategies and actions to advance implementation of the plan, including securing adequate funding</li> <li>○ Update performance monitoring framework, data and methods</li> </ul>
	<b>Identify policy updates and prepare draft topic and modal plans</b>
<b>Partnerships &amp; Engagement</b>	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 (Summer 2017)
	Engage partners and the public to shape draft near-term, medium-term and long-term action plan to support implementation (Summer-Fall 2017)

Phase 4 Key Activities	
	Engage regional advisory committees to finalize recommendations to the Metro Council on direction for draft 2018 Regional Transportation Plan ( <i>Aug.- Dec. 2017</i> )
<b>Milestone</b>	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> )
<b>Deliverables</b>	<ul style="list-style-type: none"> <li>• Regional Transportation Investment Strategy Analysis</li> <li>• Draft Regional Transportation Policies, Investment Strategy and Action Plan</li> <li>• Draft Modal and Topical Plans (Transit, Freight, Safety)</li> <li>• Draft Toolbox of Actions</li> <li>• Draft RTP Finance Strategy</li> <li>• Draft Regional Framework Plan and Functional Plan amendments</li> <li>• Public Engagement Report</li> </ul>

## 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	
<b>Planning</b>	Compile draft plan and technical documentation for public review
	Conduct air quality conformity analysis
<b>Partnerships &amp; Engagement</b>	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> )
<b>Milestone</b>	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> )
<b>Deliverables</b>	<ul style="list-style-type: none"> <li>• 2018 RTP Air Quality Conformity Determination</li> <li>• Public review draft 2018 RTP (and its components)</li> <li>• Final 2018 RTP (and its components)</li> <li>• Adoption legislation, including findings of compliance with State and Federal mandates</li> <li>• Public Engagement Report</li> </ul>

### 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.

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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.

**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

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**Metro** | *Making a great place*

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[www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)

Nov. 18, 2015



## Getting there with a connected region



2018 REGIONAL TRANSPORTATION UPDATE

# Public Engagement Plan

November 2015

**Metro respects civil rights**

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights) or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at [www.trimet.org](http://www.trimet.org).

**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](http://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.*

## INTRODUCTION

### SHAPING THE FUTURE OF TRANSPORTATION THROUGH THE 2018 RTP UPDATE

Over the last two decades, the region has taken a collaborative approach to plan for and invest significant resources in the transportation system, making our region one of the most livable in the country. We have set our region on a wise course and experienced many successes, but there is still much to accomplish. The Portland metropolitan region is growing, our travel needs are changing, and new state and federal requirements must be met.

### CHALLENGES TO BE ADDRESSED

#### Preparing for growing, changing communities

One million new residents are expected to be living in the Portland region by 2040. Our communities are becoming more ethnically diverse and – as a new generation grows to adulthood and others move toward retirement – it is important that the transportation system meets the needs of all community members into the future. A growing economy and emerging technologies like self-driving and electric vehicles and real-time travel information will offer new challenges and opportunities.



***What does our transportation system need now and in the future to meet the needs of residents and businesses?***

#### Taking care of and improving what we have

Our system of roads, bridges, bikeways, sidewalks and transit has served the region well, but that system is aging and not keeping up with growing and changing travel needs. There are also communities in the region that remain underserved by our system, threatening the region's economy and quality of life.



***What is the region's vision and goals for the transportation system, and what are the priority investments that will get us there?***

Concerns over climate change, public health, safety, affordability and congestion have led to calls to expand options for getting around and make our transportation system safer, healthier and more reliable for all users.

#### Building a path to transportation funding

Federal, state and local funding for roads and transit is failing to keep pace with current needs, to say nothing of the growth expected in the coming decades. The region will work together to update estimates of funding we expect to be available, identify strategies to stabilize existing funding sources, and consider potential new funding sources to address current and future transportation needs. This will include identifying the funding needed to keep our transportation system in a good state of repair.

***How do we pay for new investments in addition to taking care of the transportation system we already have?***

## HOW WE GET THERE

### Creating a new dialogue to shape the future we want

It's time to look ahead and plan for the needs our transportation system must serve in 2040. The 2018 RTP update provides the opportunity to evaluate the transportation strategies and investments needed to sustain the region's economic health and quality of life for the coming decades. The update will require bold leadership, new partnerships, diverse voices, and thoughtful deliberation. Working together, we can invest wisely to build healthy, equitable communities and a strong economy.

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 two decades. Engagement and planning activities have been organized to address the regional challenges that come with a growing region with a focus on these policy priorities:



**Transit**



**Transportation equity**



**Finance**



**Freight**



**Transportation design**



**Transportation safety**



**Performance and  
return on investment**



**Policy actions**

See the 2018 RTP update work plan for more information about these topics and the planning work that will be conducted. The public engagement plan for the update follows.

*Getting there**with a connected region*

## 2018 REGIONAL TRANSPORTATION PLAN UPDATE

### Public Engagement Plan

May 2015 to September 2018

The 2018 Regional Transportation Plan (RTP) update calls for Metro to bring together the communities of the Portland metropolitan region to renew our shared vision and strategy for investing in the transportation system for decades to come.

The plan will address identified regional challenges and 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.



#### PUBLIC ENGAGEMENT PLAN

The public engagement plan supporting the 2018 RTP update guides the strategic direction, approach and desired outcomes for sharing information with and seeking input from residents of the region, local partners and stakeholders throughout the three-year update process.

The plan describes the engagement objectives and activities that will be implemented to ensure the public and partners have adequate opportunities to provide diverse, meaningful input to the update and its components. The plan also describes the engagement timeline and milestones, and an evaluation strategy to measure success. The desired outcome of the engagement plan is to gain insight around the values, needs and priorities of the public and partners and their input on how to pay for those priorities. The information gathered from engagement activities will be shared with decision-makers in a variety of ways to ensure they have opportunity to contemplate and fully consider public input.

#### 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 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 that follows 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><b>Policy partnerships: Council, JPACT and MPAC</b></p> <ul style="list-style-type: none"> <li>• Provide leadership and policy direction to staff</li> <li>• Build partnerships and collaborate</li> <li>• Engage partners and the public</li> <li>• Participate in Regional Leadership Forums</li> <li>• Incorporate input from partners and the public</li> </ul>	<p><b>Community partnerships: Partners and the public</b></p> <ul style="list-style-type: none"> <li>• Tell us about your experiences traveling in the region and the places that are important</li> <li>• Provide community values, needs and priorities</li> <li>• Provide inspiration and ideas</li> <li>• Provide input and recommendations to decision-makers</li> </ul> <div data-bbox="933 457 1442 850">  </div> <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>
<p><b>Technical partnerships: TPAC, MTAC and work groups</b></p> <ul style="list-style-type: none"> <li>• Implement policy direction to update plan</li> <li>• Provide technical expertise</li> <li>• Keep decision-makers informed of progress</li> <li>• Incorporate input from partners and the public</li> <li>• Make recommendations to decision-makers</li> </ul>	
<p><b>Technical support: Metro staff</b></p> <ul style="list-style-type: none"> <li>• Implement policy direction to update plan</li> <li>• Provide technical expertise</li> <li>• Keep decision-makers informed of progress</li> <li>• Incorporate input from partners and the public</li> <li>• Make recommendations to decision-makers and technical advisory committees</li> </ul>	

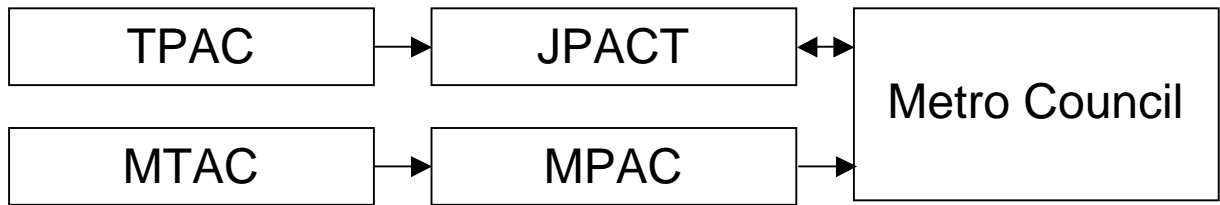
### REGIONAL TRANSPORTATION DECISION-MAKING FRAMEWORK

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

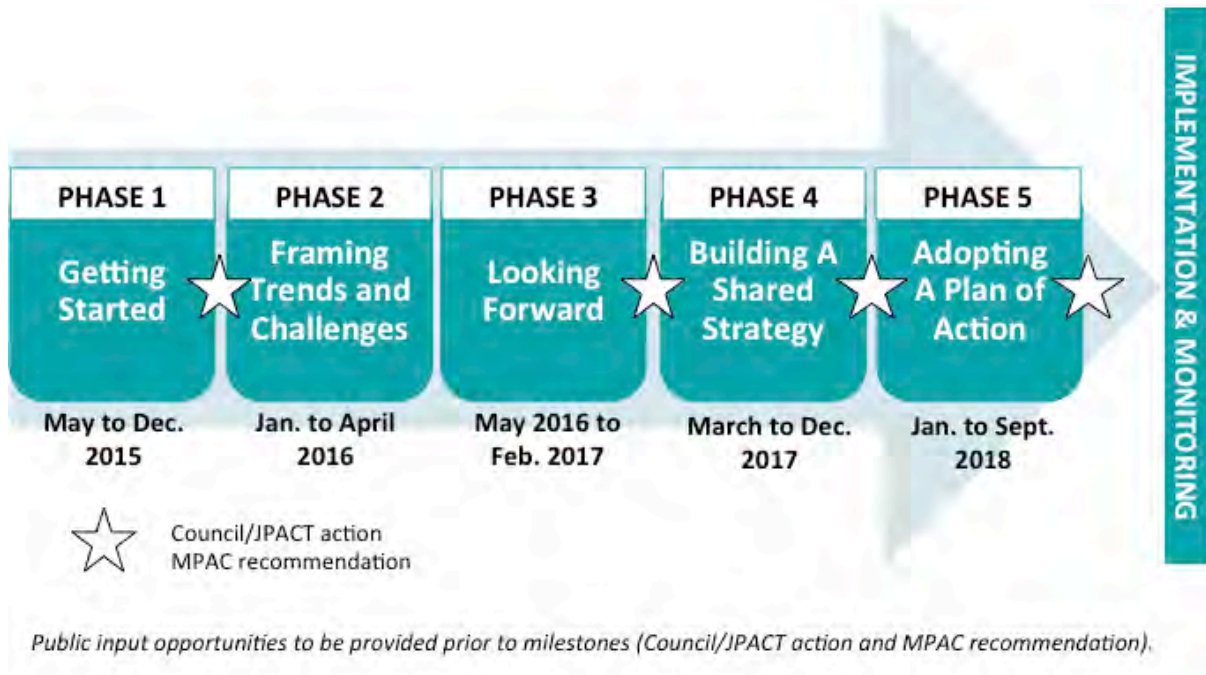


In this role, the work groups will review draft materials and analysis. Work group members will include topical experts and representatives from MTAC and TPAC, or the designees of members. Opportunities to share information and collaborate across work groups will be provided. Work group meetings are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

★	<b>December 2015</b>	Metro Council considers adoption of work plan and public engagement plan
★	<b>February 2017</b>	Metro Council, MPAC and JPACT provide policy direction on development of shared investment strategy, including regional priorities, performance targets and funding levels
★	<b>December 2017</b>	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
★	<b>September 2018</b>	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.



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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.

**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



**Metro** | *Making a great place*

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[www.oregonmetro.gov](http://www.oregonmetro.gov)



[www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)

Nov. 18, 2015

## 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: November 18, 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-21<sup>1</sup>, 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 a key tool 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.

<sup>1</sup> 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 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

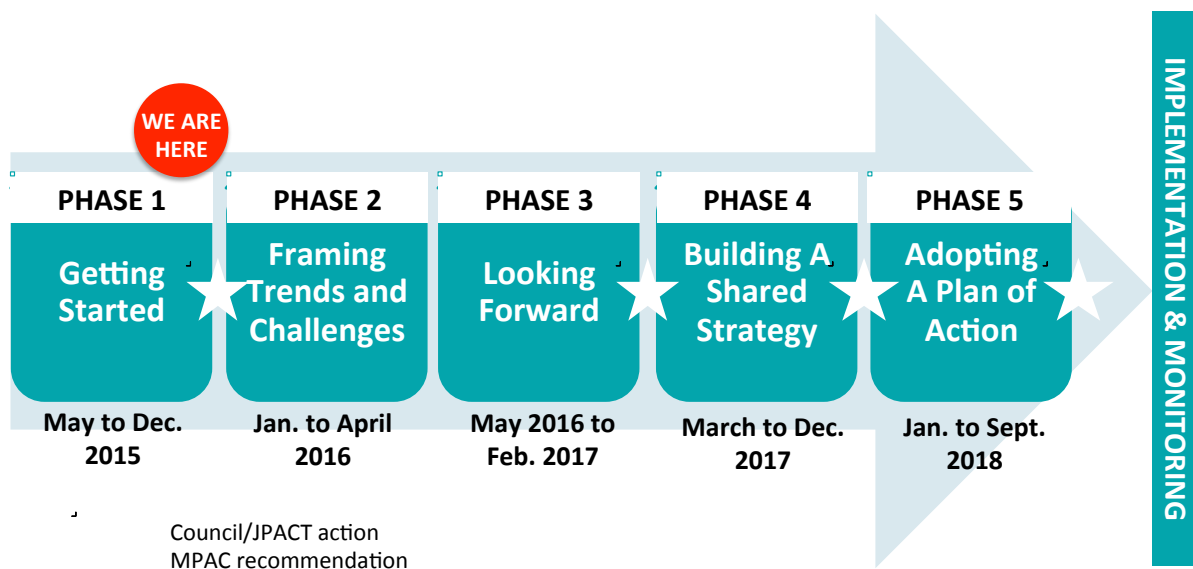
The update to the RTP will be completed in five phases from May 2015 to Fall 2018, shown in Figure 2. During this period of time, the Metro Council and staff will engage the public and local, regional and state partners to update the RTP to meet current and future transportation needs over the next 25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



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

- **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

☆	<b>December 2015</b>	Metro Council considers adoption of work plan and public engagement plan
☆	<b>February 2017</b>	Metro Council, MPAC and JPACT provide policy direction on development of shared investment strategy, including regional priorities, performance targets and funding levels
☆	<b>December 2017</b>	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
☆	<b>September 2018</b>	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**



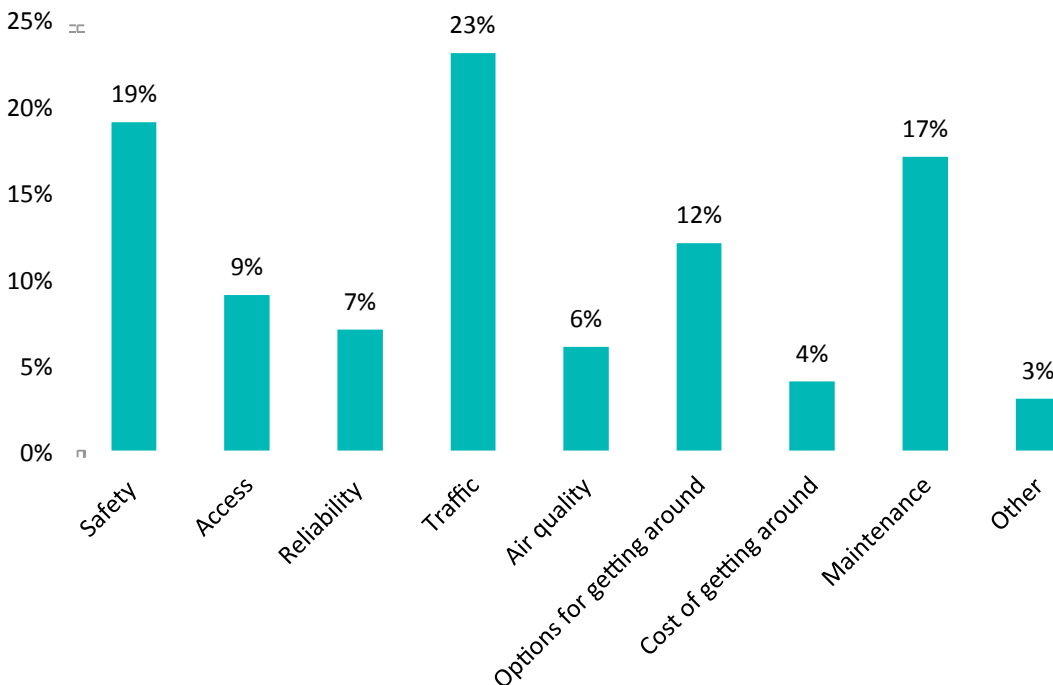
A summary of key themes from each engagement activities follows.

#### 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
<b>Traffic (22%)</b>	<b>Safety (21%)</b>	<b>Traffic (26%)</b>
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:



**Transit**



**Transportation equity**



**Finance**



**Freight**



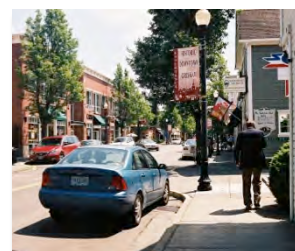
**Transportation design**



**Transportation safety**



**Performance and  
return on investment**



**Policy actions**

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.<sup>2</sup> 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

<sup>2</sup> 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](http://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.

*Getting there*



*with a connected region*

## 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
<b>Dec. 3, 2015</b>	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
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#### **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
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## 2018 Regional Transportation Plan Update Online Quick Poll 1 Report

October 2015

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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](http://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](http://oregonmetro.gov/civilrights) or call 503-797-1536.

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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,<sup>1</sup> 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.*

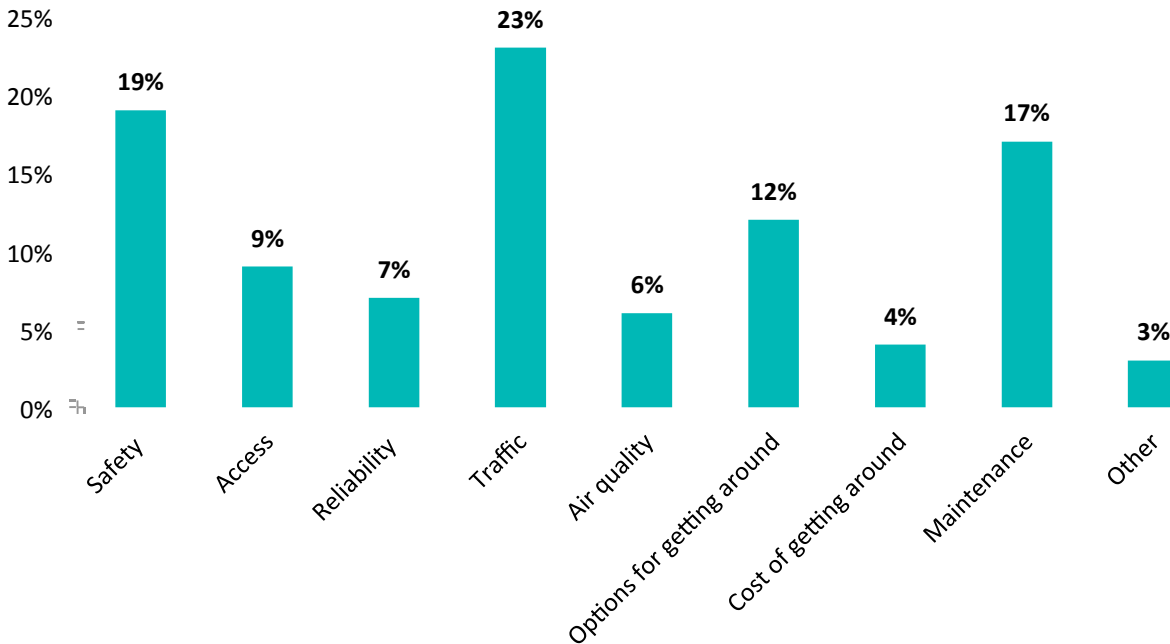
*Please take a moment to help shape the priorities for the 2018 Regional Transportation Plan. This poll is open through Saturday, August 15, 2015.*

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<sup>1</sup> 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)

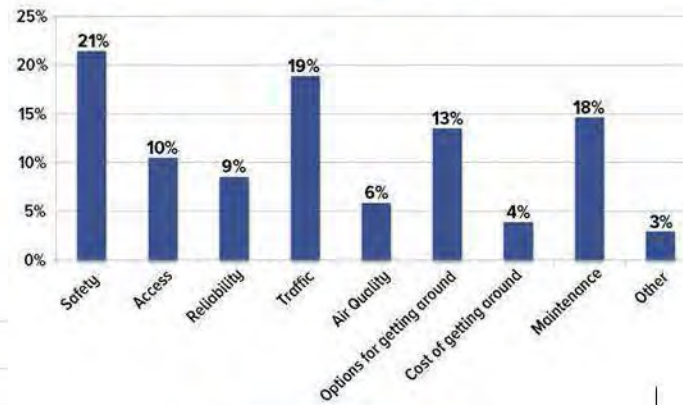
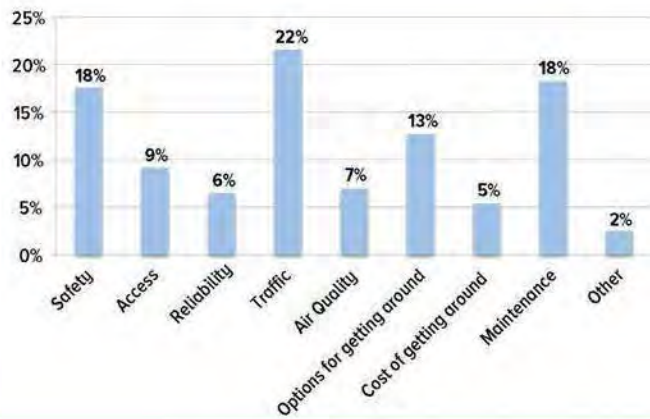
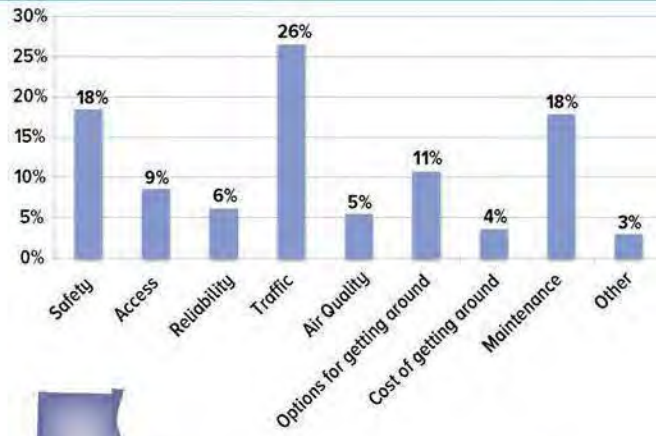
**FIGURE 1. TOP TRANSPORTATION ISSUES (N=1,824)**



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
<b>Traffic (22%)</b>	<b>Safety (21%)</b>	<b>Traffic (26%)</b>
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

 Metro

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

8/24/2015

Responses to Question 1 from the 138 individuals who chose "other" tended to address specifics within the listed categories, such as addressing pedestrian safety, or statements requesting additional capacity for specific modes of travel.

This word cloud gives a general feel for these responses:



A majority of these comments were also repeated in responses to Question 2.

**Question 2. What should Metro consider when developing the 2018 Regional Transportation Plan?**

Ideas about what Metro should consider when developing the 2018 Regional Transportation Plan were offered by 1,173 of the 1,824 total respondents. 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 a greater capacity to move people throughout 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; some want to see a focus on completing and improving the safety of the active transportation systems. Taken as a whole, the comments encouraged 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 greater capacity by **improving transit options and increased transit connectivity**, including light rail extensions, transit service expansion, and park and ride facilities as well as feeder buses.



- 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
<b>County</b>			
Multnomah	643	36%	49%
Washington	938	52%	34%
Clackamas	224	12%	17%
Other counties	19	-	-
<b>Ethnicity</b>			
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%	-
<b>Age</b>			
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



**Metro** | *Making a great place*

*Getting there*



*with a connected region*

.....

2018 Regional Transportation Plan Update

# Stakeholder Interviews Report

October 2015

.....

*Prepared for Metro*



*by JLA Public Involvement, Inc.*



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

### **Metro respects civil rights**

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights) or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at [www.trimet.org](http://www.trimet.org).

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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.

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## 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 Addonisio (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

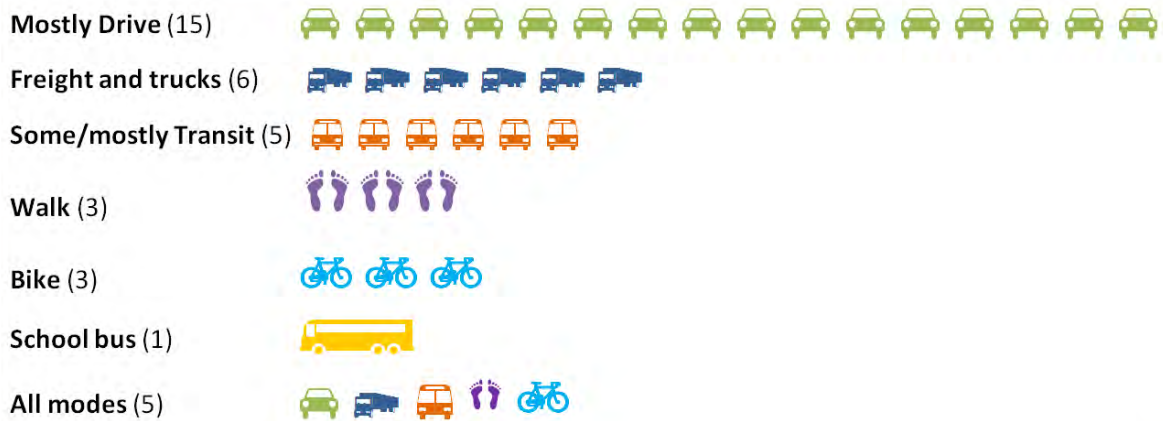
### 1. Question: What would you say “your place in the region” is?

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:

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)

- 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

- 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

- 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**

Brian Evans



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[www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)

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

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



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?



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?



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?



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?



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?



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?







# 2018 RTP Update Technical Work Groups

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](http://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



# 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	Building through partnerships
<p>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 <i>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.</i></p>	<p>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.</p>
<div><div>Engagement objectives</div><ul style="list-style-type: none"><li>• <i>Communicate complete, accurate, understandable, and timely information to the public and partners throughout the project.</i></li><li>• <i>Provide meaningful public engagement opportunities and demonstrate how input has influenced the process.</i></li><li>• <i>Actively seek public input prior to key milestones during the project and provide the input to the Metro Council and regional committees.</i></li><li>• <i>Support an inclusive and place-based approach.</i></li><li>• <i>Comply with all public participation requirements.</i></li><li>• <i>Coordinate engagement efforts with relevant Metro projects and programs.</i></li></ul></div>	<div><div><pre>graph TD; Partners((Partners)) --- Public((Public)); Partners --- Local[Local and regional governments]; Partners --- State[State and Federal governments]; Partners --- Academia[Academia &amp; Philanthropy]; Partners --- Business[Business and community leaders and organizations];</pre></div></div>
<div><div>Key themes</div><ul style="list-style-type: none"><li>• <i>We need to ensure all communities thrive as we grow and change.</i></li><li>• <i>We must make every dollar count.</i></li><li>• <i>We are most successful when we work together.</i></li></ul></div>	

## Engagement roles and responsibilities

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

**Summary of 2018 RTP Update  
Work Plan and Public Engagement Plan Refinements  
Recommended by MTAC, MPAC, TPAC and JPACT  
November 18, 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. 17 and Dec. 3, respectively. JPACT recommended additional refinements to Exhibit A and Exhibit B.

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](http://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.

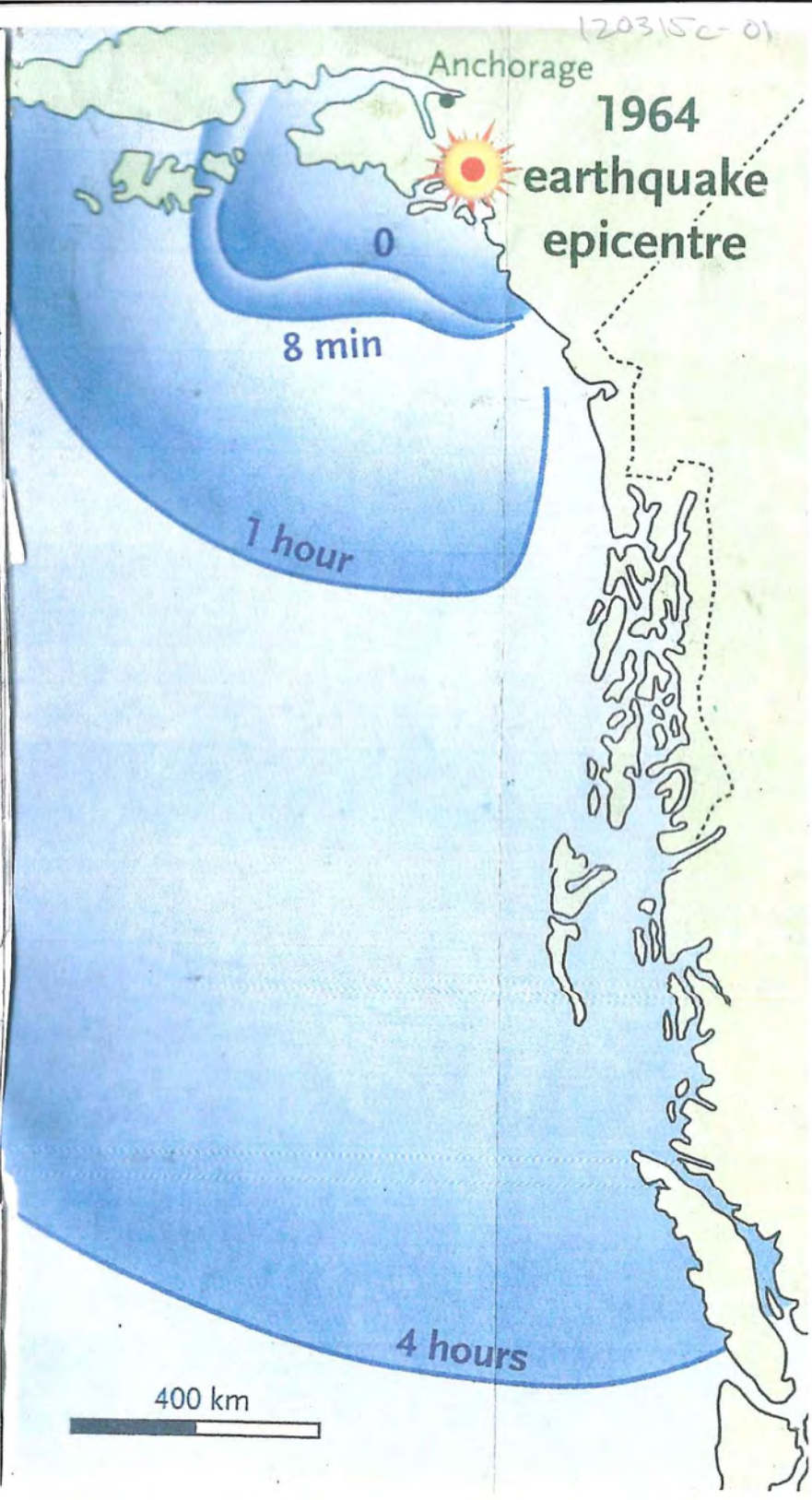
**Additional refinements recommended by JPACT:**

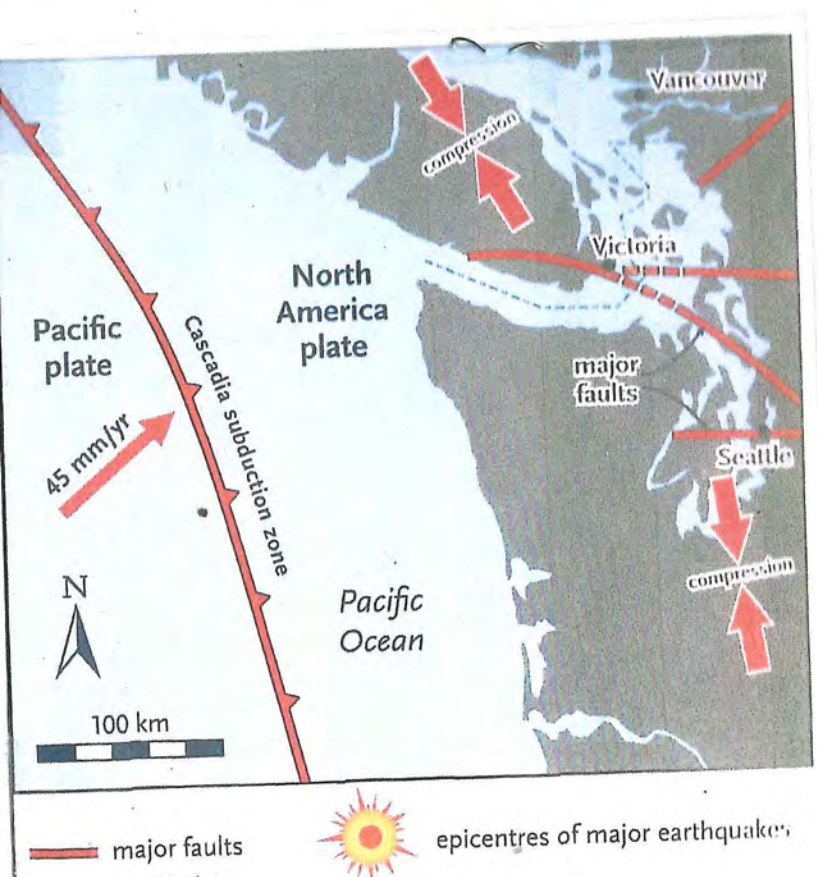
- Exhibit A and B – Add introduction that briefly describe why the update is needed and the challenges and policy priorities to be addressed in the RTP update.
- Use the introduction as the basis for materials (i.e., factsheets and other materials) to be used to communicate the RTP update to the general public and other interested parties.

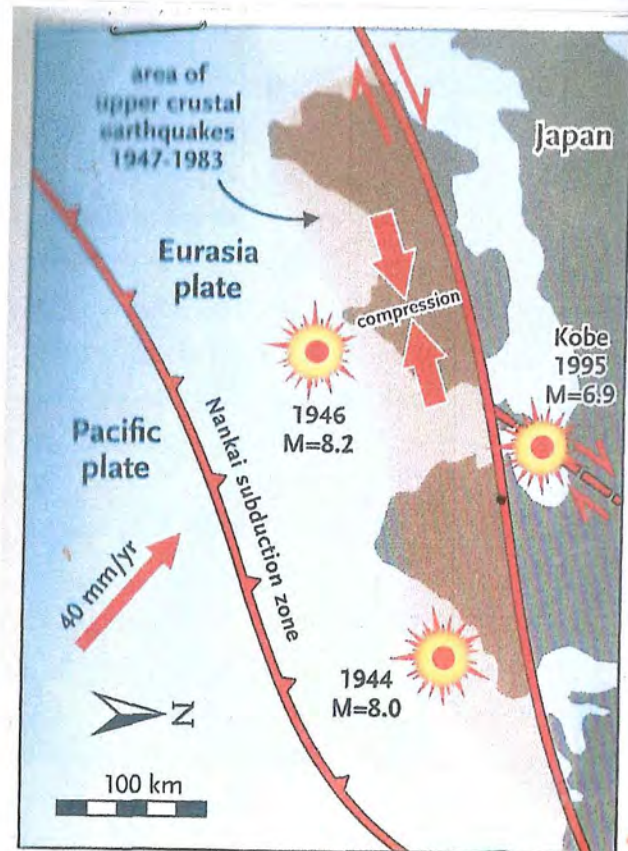
Materials following this page were distributed at the meeting.



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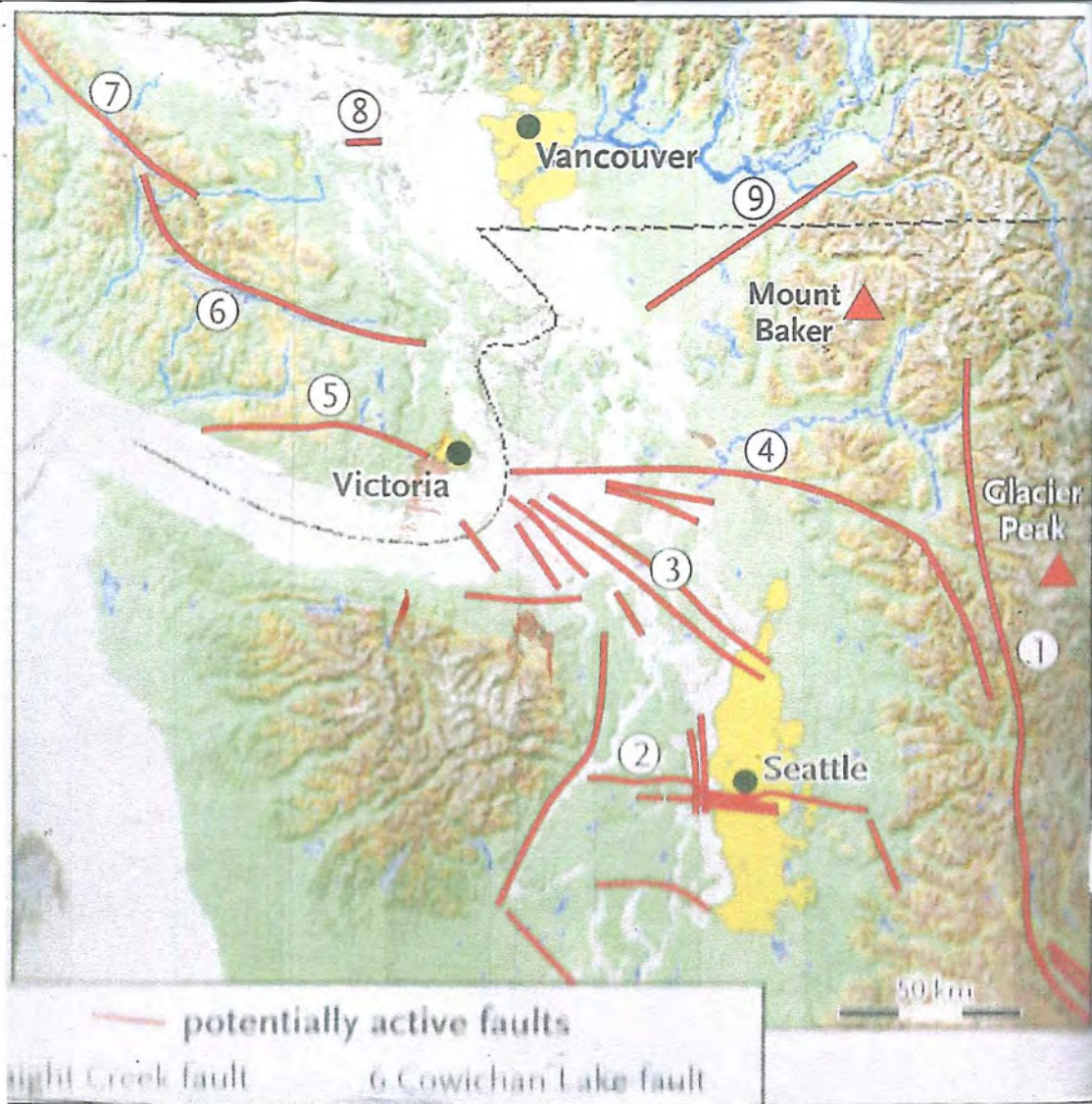


# **PORTLAND STREETCAR**

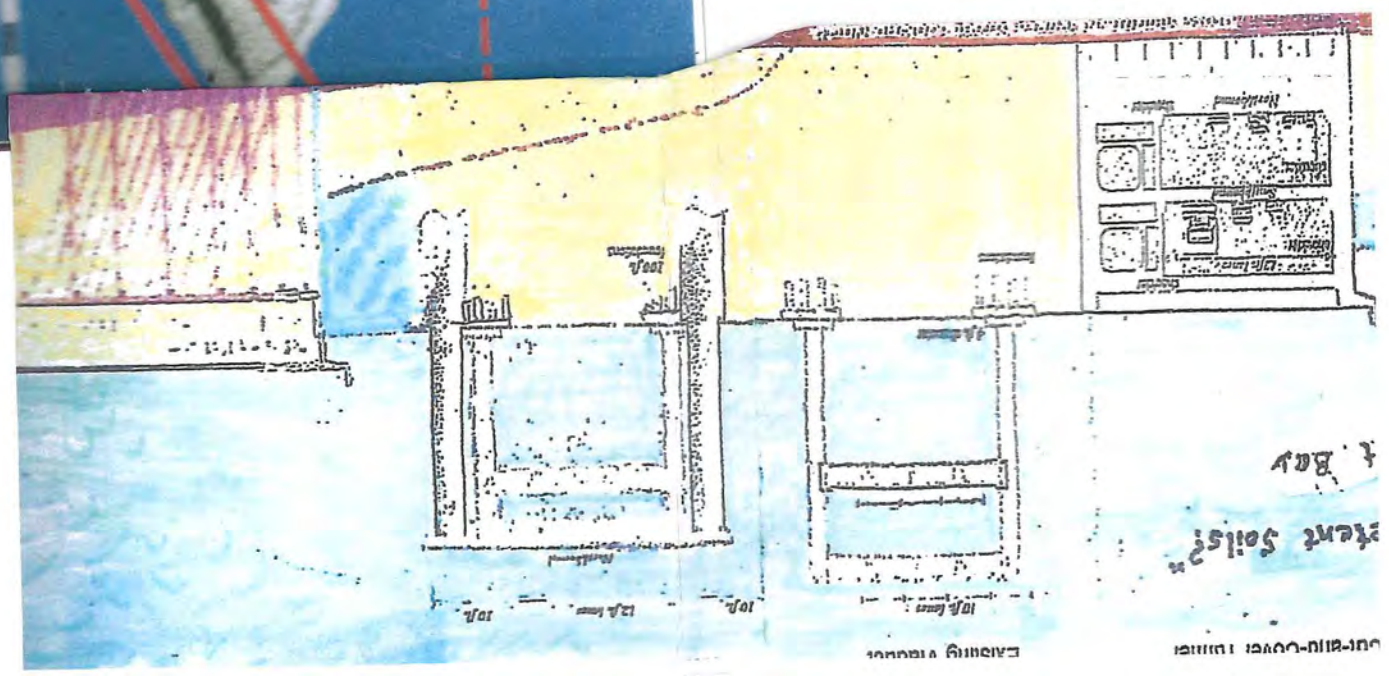
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- 002) ORANGE--RED
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- 006) BLUE--GREEN
- 007) BLUE--RED
- 008) YELLOW--LIME GREEN
- 009) BLUE--LIME GREEN
- 010) YELLOW--ORANGE
- 015) SKYBLUE--RED USA
- 021) YELLOW--MAGENTA
- 022) ORANGE--LIME GREEN
- 023) YELLOW--BLUE
- 024) ORANGE--PURPLE
- 025) ORANGE--MAGENTA
- 026) PURPLE--LIME GREEN

**JANUARY 2015**

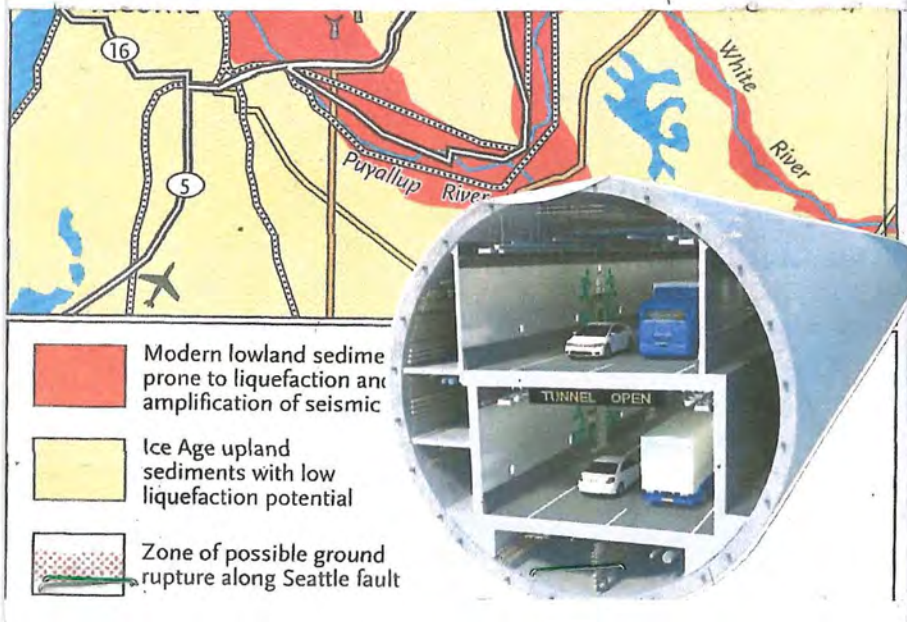




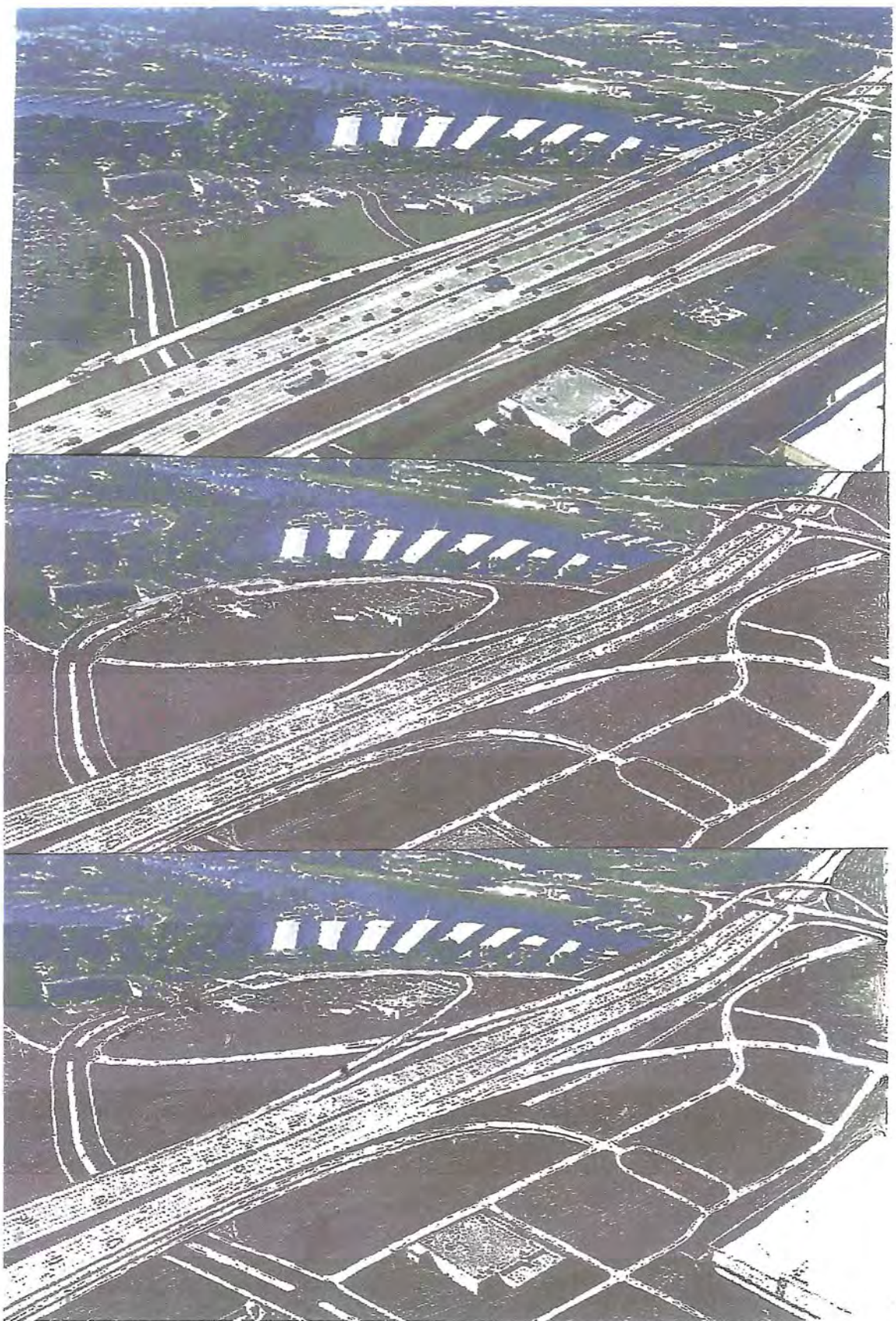


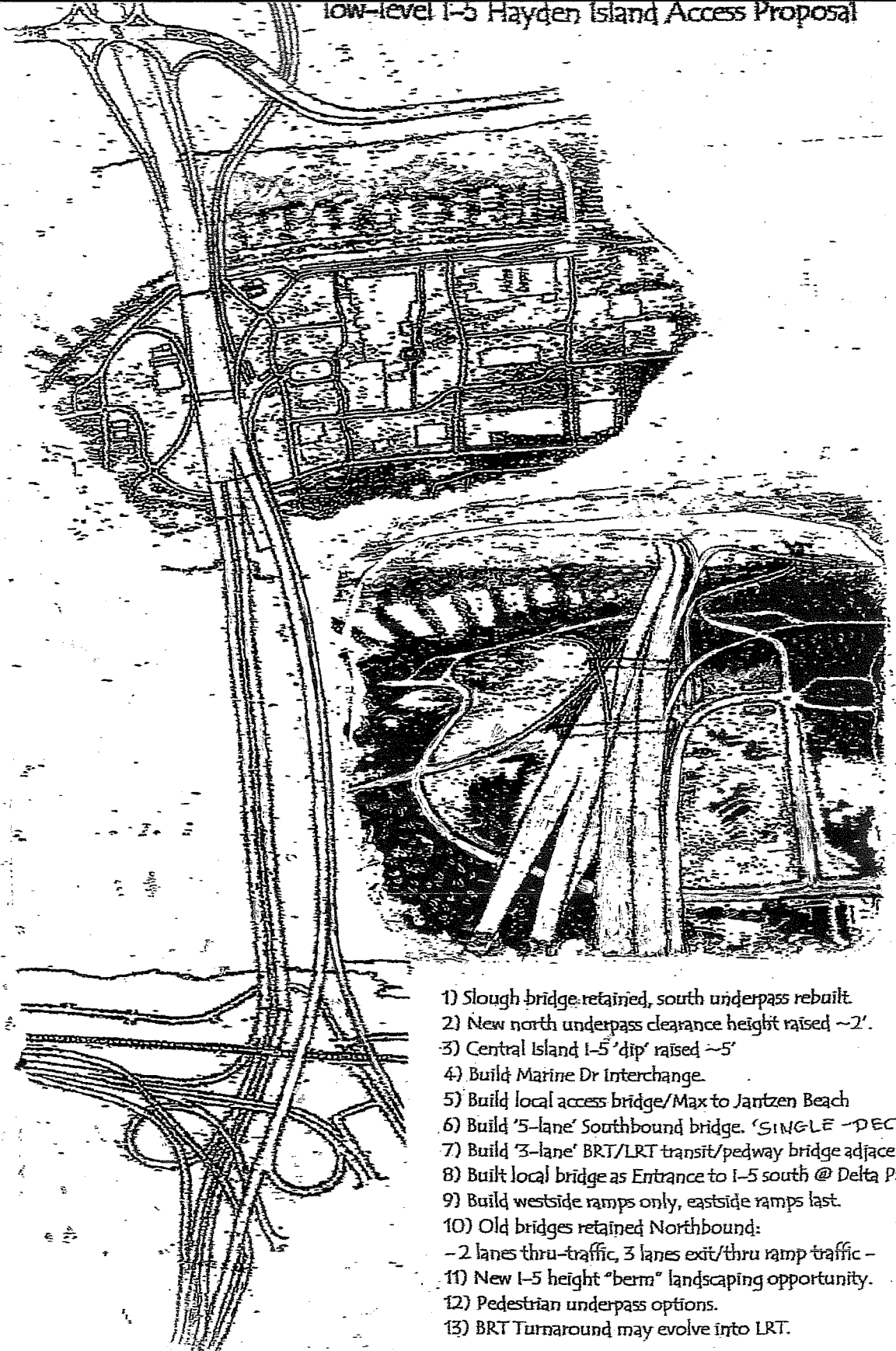






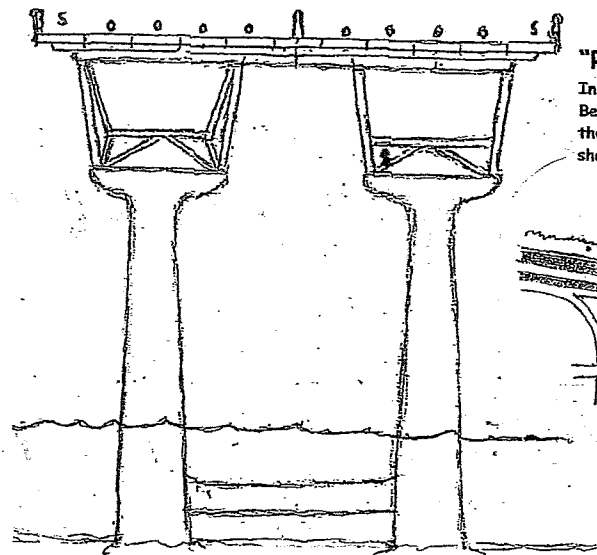
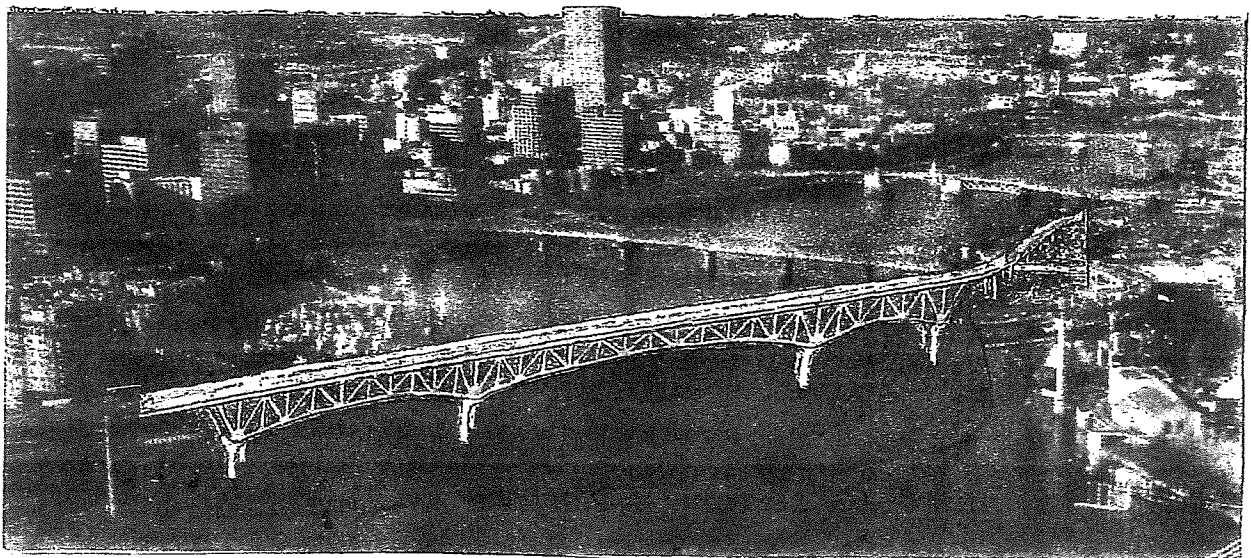
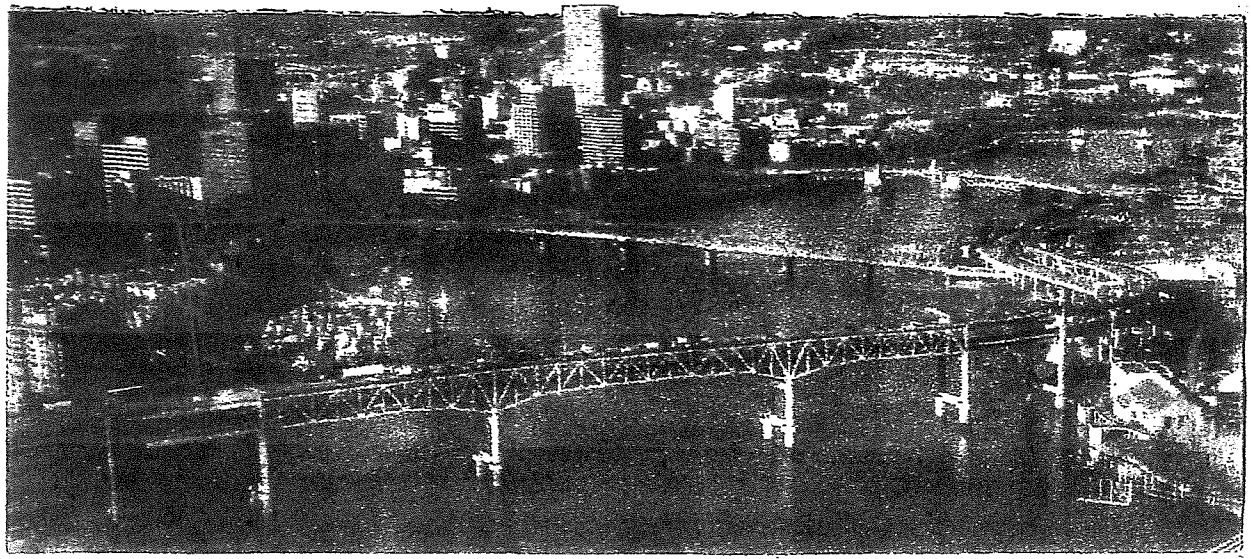






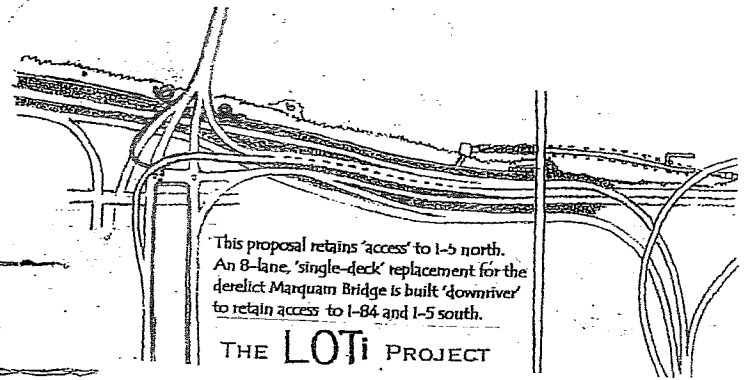
- 1) Slough bridge retained, south underpass rebuilt.
- 2) New north underpass clearance height raised ~2'.
- 3) Central Island I-5 'dip' raised ~5'
- 4) Build Marine Dr Interchange.
- 5) Build local access bridge/Max to Jantzen Beach
- 6) Build '5-lane' Southbound bridge. 'SINGLE-DECK'
- 7) Build '3-lane' BRT/LRT transit/pedway bridge adjacent.
- 8) Build local bridge as Entrance to I-5 south @ Delta Pal
- 9) Build westside ramps only, eastside ramps last.
- 10) Old bridges retained Northbound:  
- 2 lanes thru-traffic, 3 lanes exit/thru ramp traffic -
- 11) New I-5 height "berm" landscaping opportunity.
- 12) Pedestrian underpass options.
- 13) BRT Turnaround may evolve into LRT.





### "Retro" Marquam Bridge replacement.

In the 1960's, if a 'single-deck' design were selected, it might look like this. Below, a Morrison/Belmont Viaduct 'bridgehead interchange' design reconfigures the eastbank segment of I-5. Note the new access to I-84 from this interchange should divert I-84 bound traffic off Grand Ave north of Morrison.



This proposal retains 'access' to I-5 north. An 8-lane, 'single-deck' replacement for the derelict Marquam Bridge is built 'downriver' to retain access to I-84 and I-5 south.

THE LOTI PROJECT



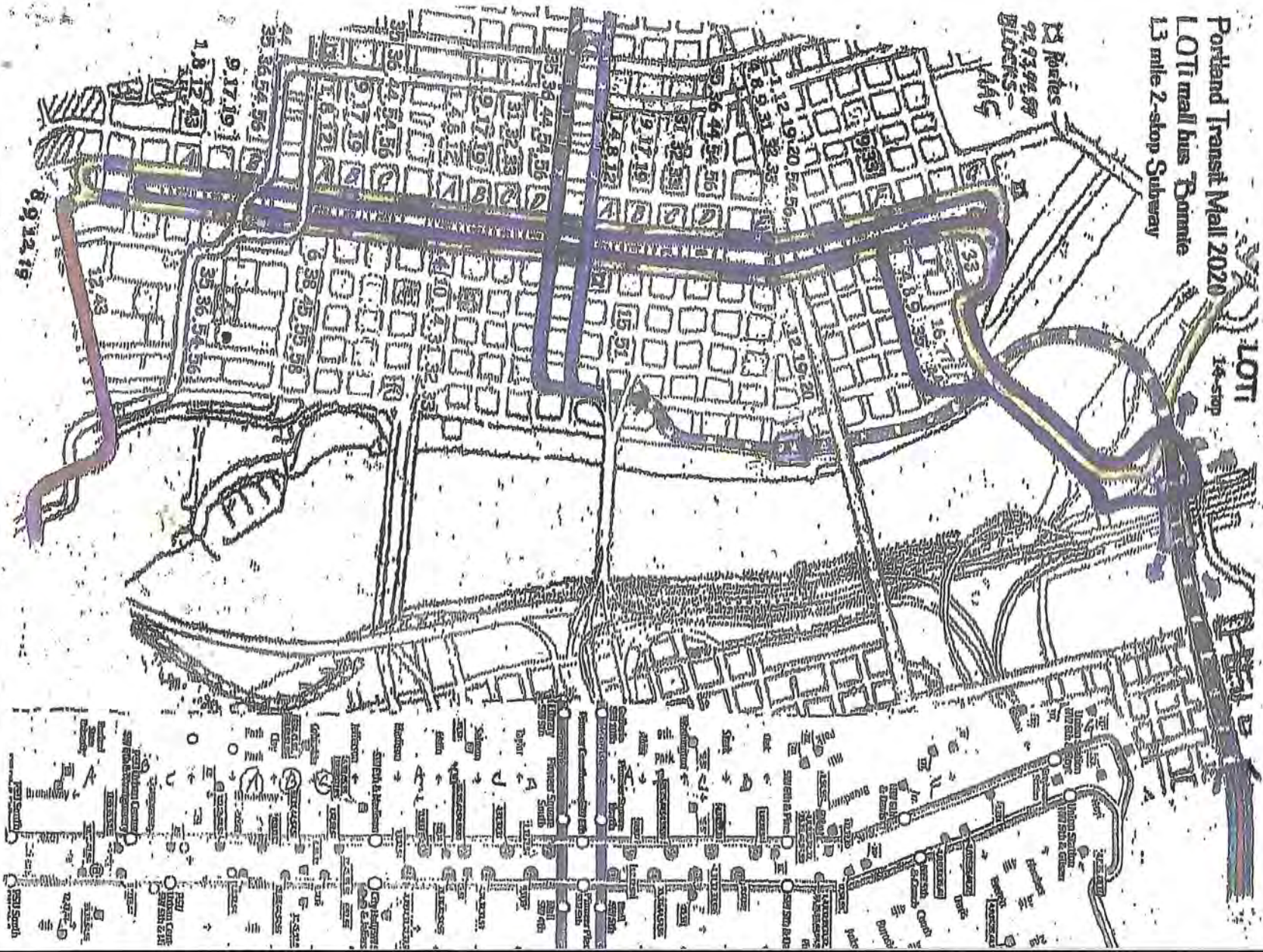
These renderings are from a recent Corbett/Lair Hill street reconfiguration with new ramp access between Ross Island Bridge and I-405. The existing Marquam Bridge ramps 'above' show in 'X's which ramps are removed and 'below' which ramps in 'O's are retained.



Portland Transit Mall 2020  
 LOTI mall bus Route  
 13 mile 2-stop Subway

LOTI  
 14-stop

Routes  
 92, 93, 94, 95  
 Blocks -  
 AAG





Portland Transit Mall 2020

23rd  
21st

1.3 mile 2-stop

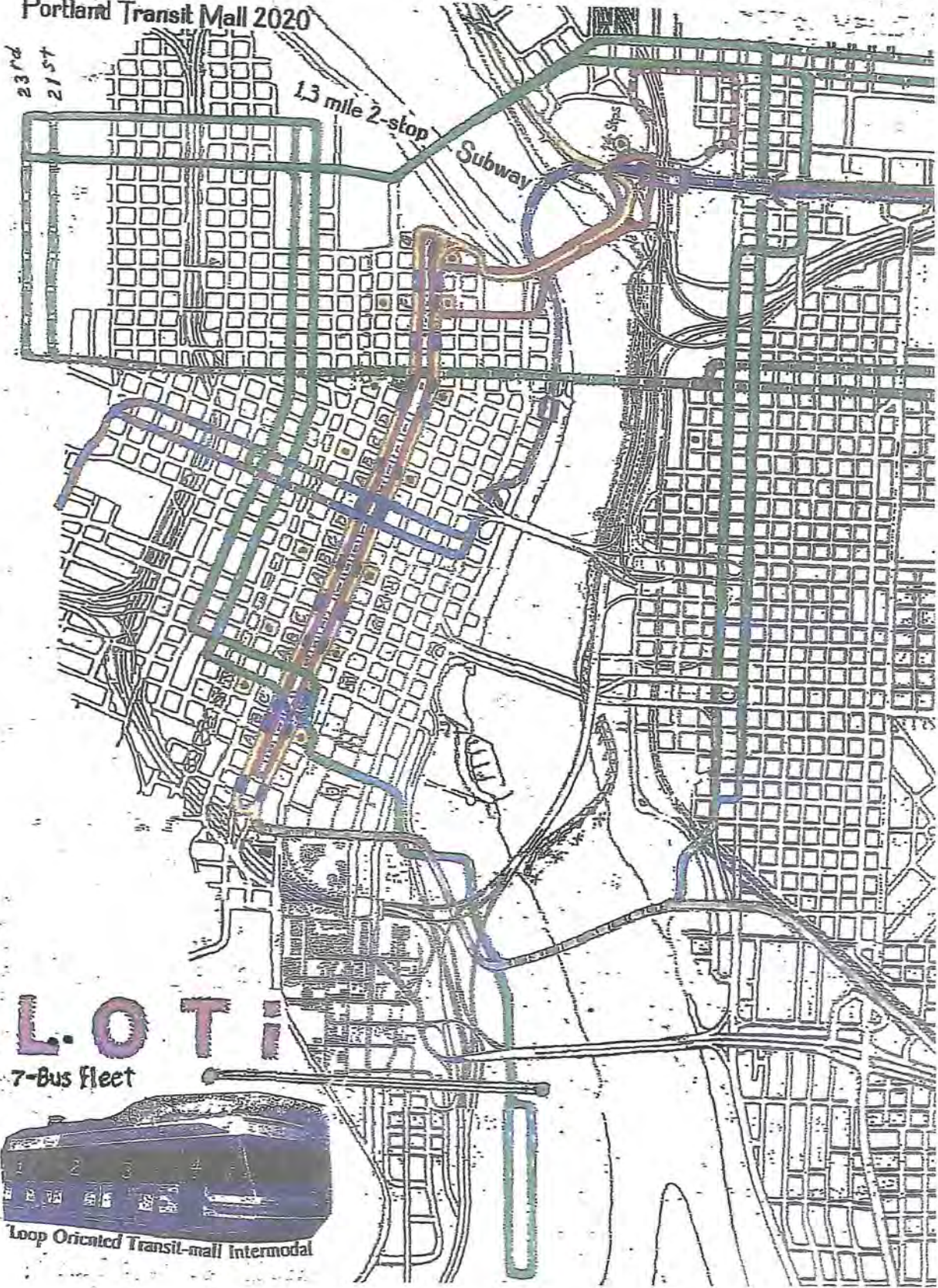
Subway

L.O.T.I.

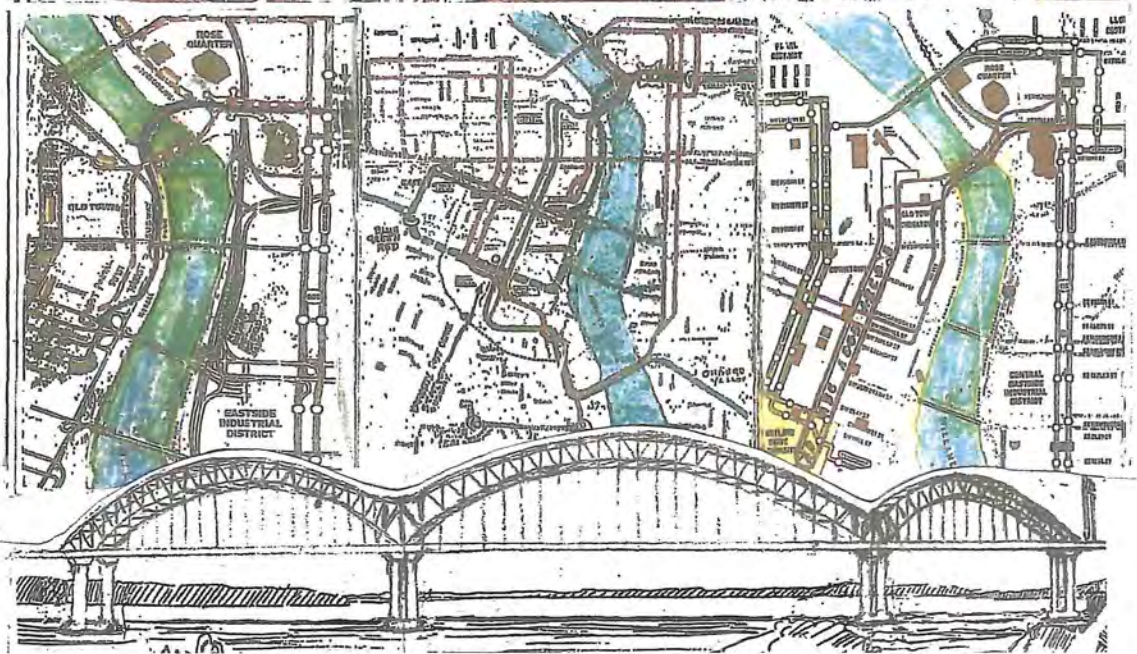
7-Bus Fleet



Loop Oriented Transit-mall Intermodal



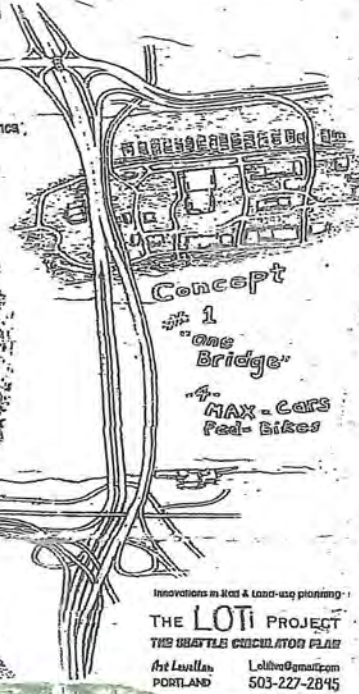
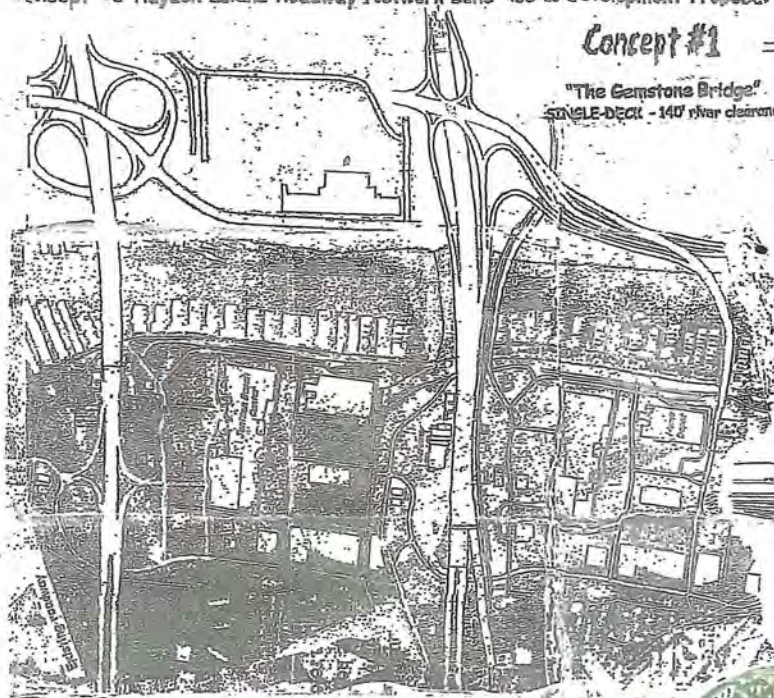






Concept #1

"The Gemstone Bridge"  
SINGLE-DECK - 140' river clearance



Innovations in Area & Land-use planning  
**THE LOTI PROJECT**  
THE WHISTLE CIRCULATOR PLAN  
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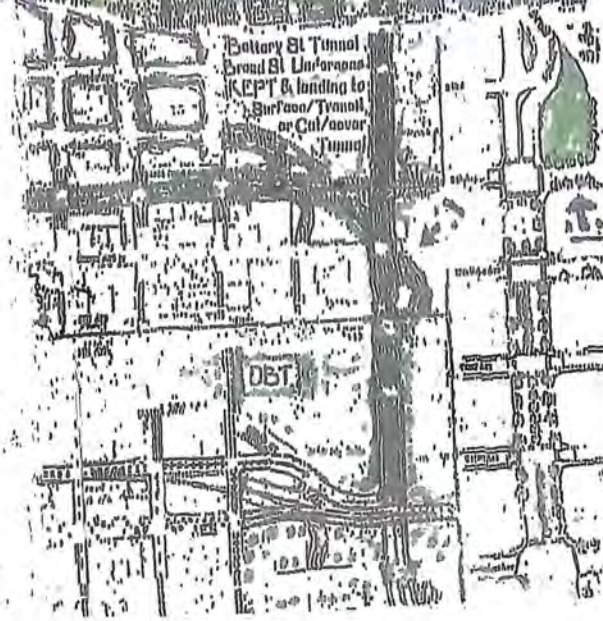




### PLAN B for Bertha

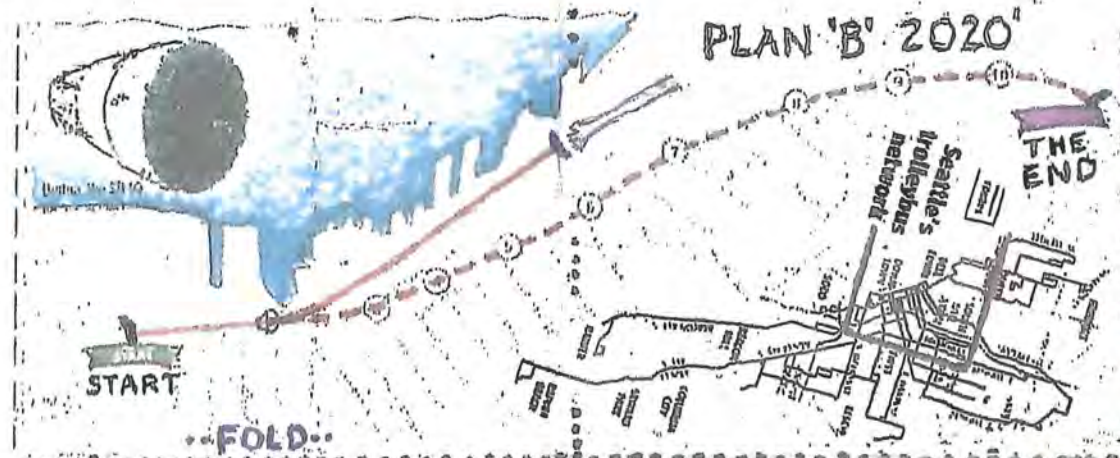
This Plan B Bore Tunnel 'BOX' its entire length, between rows of cement pillars, offers means to stabilize boxed-in soil. Waterfront walls made MORE unstable by either BORE are absolutely uncontrollable another 60' deeper near Spring St below sea level near Denny Way. If Bertha finishes as proposed, historic Seattle District will become ruins, forced demolition, un-rebuildable lots. Destructive damages occur over time and worsen resistance to fragile building collapse in earthquake.

Shortens Bore Tunnel length from 9000' to 3000' and the Pine Street Portal suggested in FEIS cut-cover tunnels. Lower Belltown Scenario 'G' from 2008 study is shown, or a 2-stoplight configuration for Lower Belltown could phased construction become this 'possibly' more ideal Scenario 'G'. Drawings at right compare North Portals - the under construction Bore portal, or this Battery Street Tunnel Extension. Ongoing construction applicable to the BST extension incidentally handles traffic better than Bore





# PLAN 'B' 2020



START

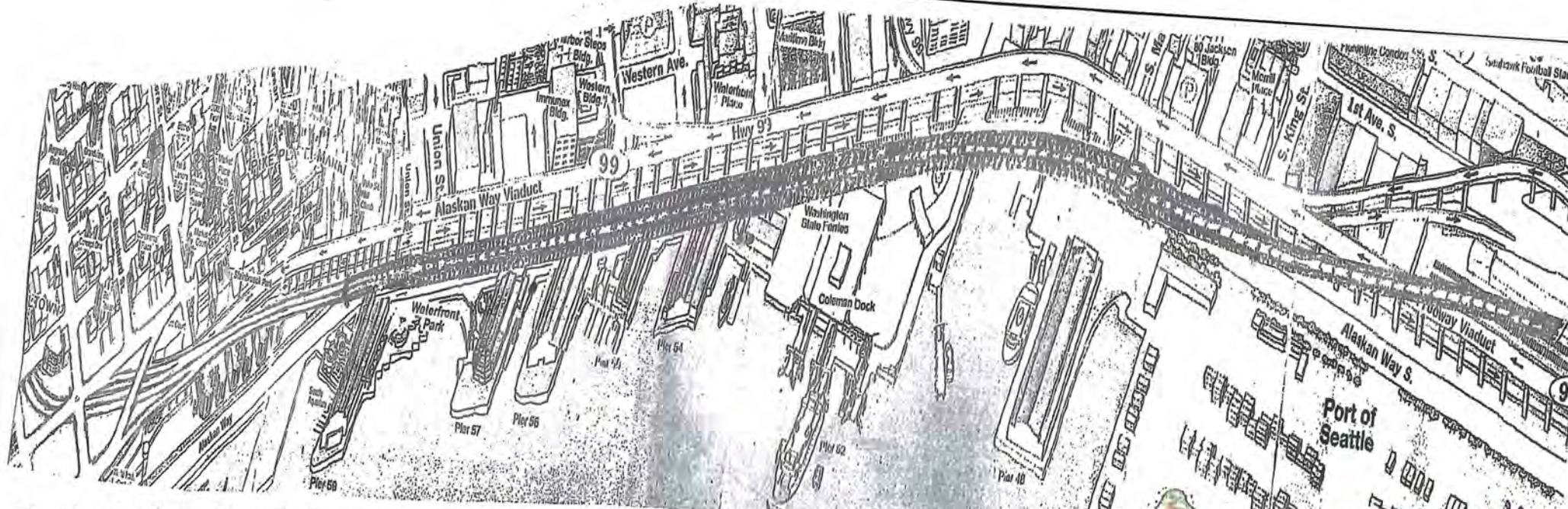
THE END

FOLD



Seattle Center  
Hydrobus

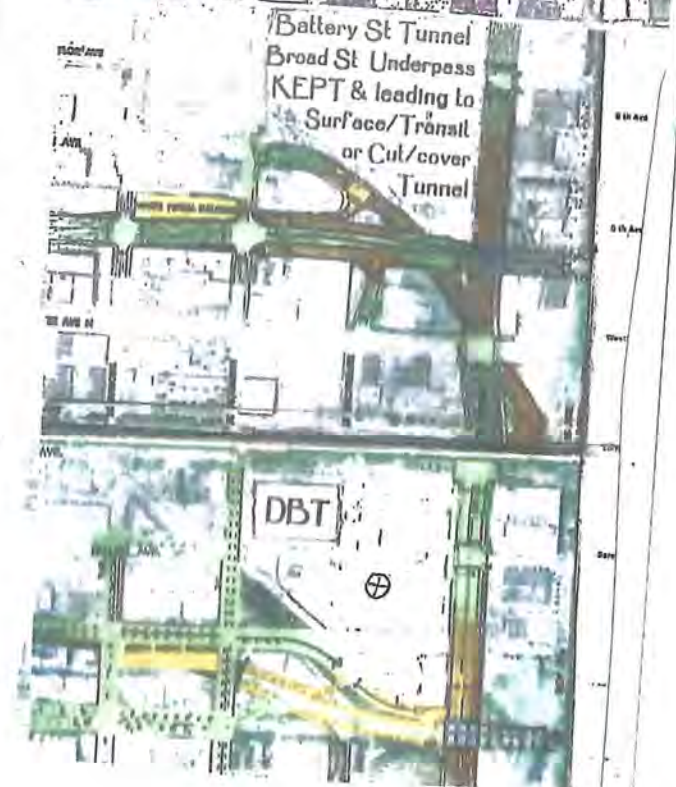




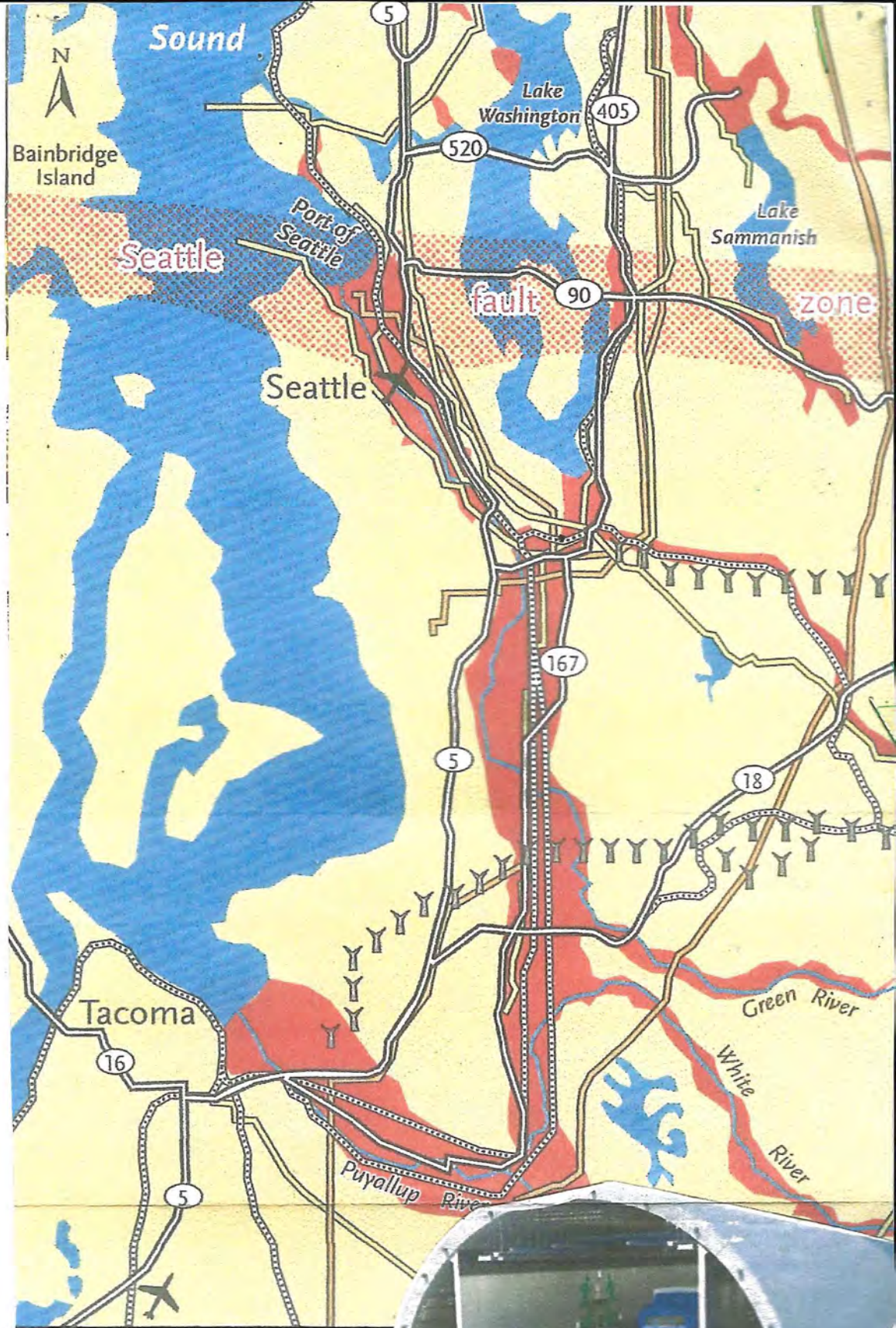
## PLAN B for Bertha

A 2000' Bore Tunnel extension to a Pine Street Portal, as suggested in FEIS cut-cover portal arrangements. At top is Lower Belltown Concept 'G' from 2008. Also, a 2-stoplight design for Lower Belltown done in these studies, could in phased construction become this 'probably' more ideal Concept 'G'. An attached drawing compares North Portals, the under construction Bore, or, Battery St Tunnel Extension. Note: Traffic is handled better with BST Extension; much ongoing construction is applicable to BST extension.

Plan B 'boxes' the bore its entire length and offers means to stabilize boxed-in soil. If Bertha finishes 8000' further, Old Seattle will become an uninhabitable ruin of un-rebuildable lots by 2100. Unstable soils are made more unstable by either bore, but absolutely uncontrollable another 60' deeper near Spring Street and below sea level to near Denny Way. Damage will occur over time and catastrophic worse earthquake resistance to building collapse. The Bertha Tunnel, as proposed, is an atrocity.







- Modern lowland sediments prone to liquefaction and amplification of seismic
- Ice Age upland sediments with low liquefaction potential
- Zone of possible ground





**COVER:** The United Workmen Temple and Lotus Café and Cardroom, 923 S.W. Third Avenue, face the wrecking ball to clear the way for a hotel and office development.  
DREW NASTO

**BELOW:** Ankrom Moisan Architects' drawings include a 20 story office building and a 10 story boutique hotel.

# LOTUS CARD ROOM BUILDING MAY FOLD FOR GOOD

BY MICHAELA BANGUD

**P**ublic outcry is growing over planned demolition of two historic buildings located between S.W. 2nd and 3rd Avenues and S.W. Salmon and Taylor Streets.

The five-story Lotus Café and Cardroom and six-story Ancient Order of the United Workmen Temple are worth protecting, citizens and architecture advocates say.

Built in 1892, the six-story Ancient Order of the United Workmen Temple has been empty for years, and was last held in a Eugene-based trust.

Plans provided by Ankrom Moisan Architects show a 20-story hotel and 10-story office building rising on the block. The Auditorium Building, located immediately south of the Lotus Café, would remain.

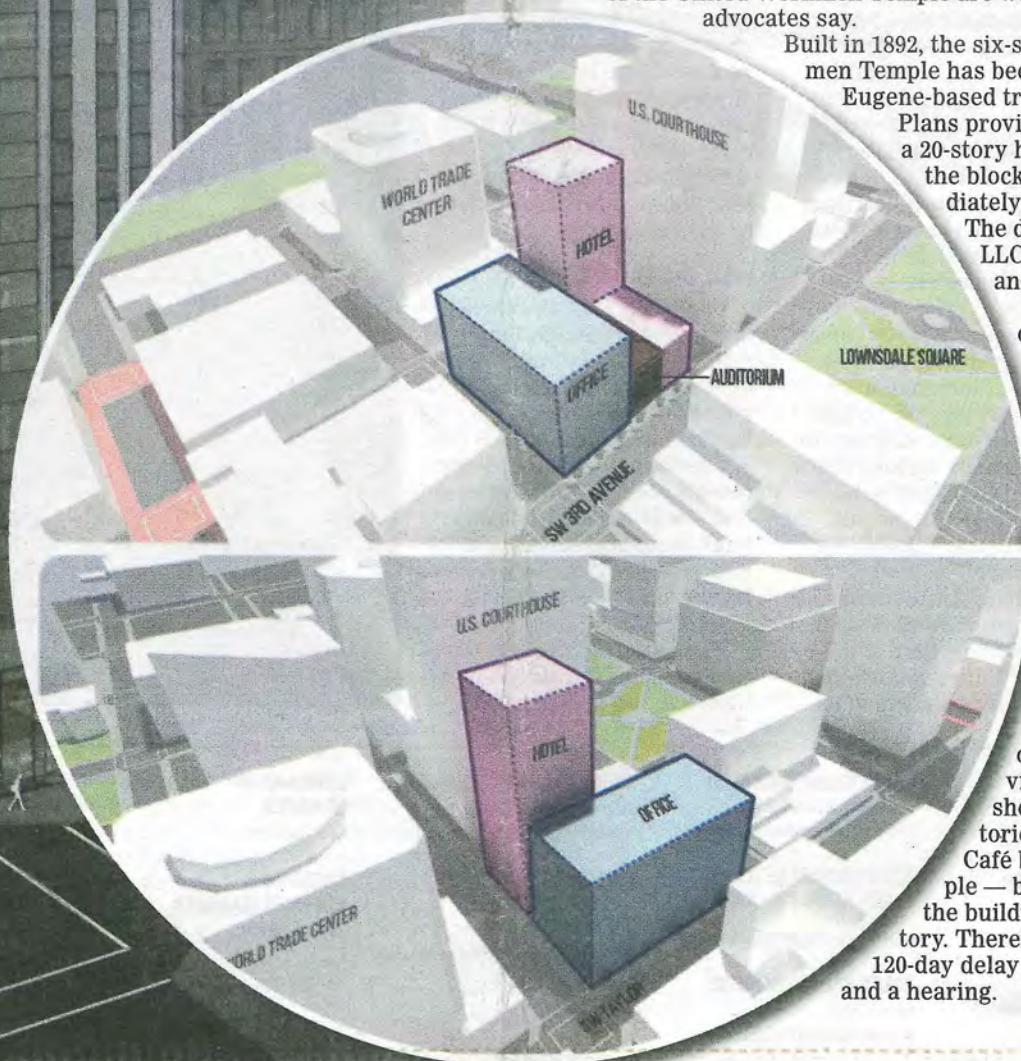
The developer is Third & Taylor Development LLC, an amalgamate of Onder Development and Arthur Mutal real estate companies.

At Nov. 18 and 19 hearings both Bureau of Development Services and the Portland City Council appeared receptive to pleas to save the buildings. "Everyone has a Lotus story," said Restore Oregon spokesman Brandon Spencer-Hartle.

Restore Oregon has filed an Intent to Appeal with the Land Use Board of Appeal (LUBA) and mailed a letter of appeal to the City of Portland dated Nov. 19 and sent to Bureau of Development Services (BDS) director, Paul Scarlett.

The preservation group believe that the buildings were mistakenly removed from the Historic Registry Inventory.

In the letter, Restore Oregon points out that the city had received a design review proposal for the site that clearly showed the intent to demolish the two historic buildings — the Albion Hotel (or Lotus Café building) and the United Workmen Temple — before the request was made to remove the buildings from the Historic Resources Inventory. Therefore, the city should have imposed the 120-day delay review period and provided public notice and a hearing.





# Lost To History

Two Century-Old Downtown Buildings' Days May Be Numbered by Shelby R. King

**ANY DAY NOW**, two 100-plus-year-old downtown Portland buildings could see demolition crews show up to tear them down, thanks to a loophole in city code.

There's the 109-year-old Hotel Albion, which sits on the corner of SW 3rd and Salmon and houses the Lotus Café. The bar's long been a popular hangout for city staff—so much so that Mayor Charlie Hales recalls sketching street plans for the burgeoning South Waterfront on a napkin at the Lotus during his stint as transportation commissioner.

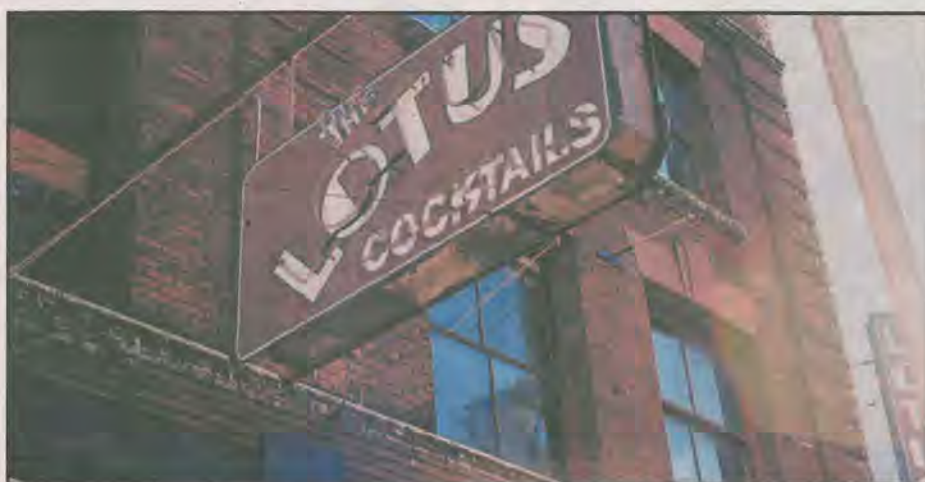
On the same block sits the 123-year-old Ancient Order of United Workmen Temple, a majestic but crumbling brick and stone building embellished with columns and carved medallions. It was designed by Justus Krumbein, a prominent Portland architect who also designed the second state capitol in Salem.

The buildings are a bit neglected, but rich with Portland history. If the property owners have their say, though, that history will disappear via wrecking ball to make way for two shiny new glass and steel buildings.

One local nonprofit, aided by a Portland attorney who also serves on Portland's Historic Landmarks Commission, is working to halt that process. Restore Oregon is hoping to close a code provision it says makes it too easy to remove old buildings, like the Albion and Workmen Temple, from the city's Historic Resource Inventory.

Oregon statute requires that before a building designated as historic can be demolished, the owner must wait 120 days while the public is notified and allowed to offer alternatives to demolition. If a building is first removed from the city's Historic Resource Inventory, though, the 120-day demolition delay no longer applies and the owner can tear it down at will. (The owner of the two buildings is identified in county records as a Eugene man named Allen Cohen, who told the *Mercury* he's in the process of selling the properties. He wouldn't say to whom.)

The loophole the buildings' owners are trying to jump through to avoid delay was created in 2002, when Portland adopted a bit of code that allows owners to remove their building from the city's list of historic properties merely by submitting a written request to the Port-



KATHLEEN MARIE

land Bureau of Development Services, which must make a prompt decision on the matter. If the bureau agrees, the once-historic building can be turned to rubble.

"This provision allows owners of Historic Resource Inventory properties to be removed on the same day their owners request removal," says Brandon Spencer-Hartle, senior field programs manager at Restore Oregon. "On November 5, two properties that you can see from the front door of city hall were removed from the Historic Resource Inventory list with the expectation they'll be demolished."

Spencer-Hartle is talking about Hotel Albion and the Workmen Temple, which he's been working hard to save.

Restore Oregon has asked the city to remove the problematic bit of code—an idea which city commissioners seem to be considering—but says that removal probably couldn't be applied retroactively to properties already slated for demolition.

Still, Hotel Albion and the Workmen Temple may avoid the wrecking ball.

On November 4, the firm Ankrom Moisan Architects submitted a request for design advice to the city for the property where Hotel Albion and the Workmen Temple stand. The request included plans to replace the old buildings with a hotel and an office building. The development would wrap around another property on the block—the Auditorium Building—which is protected by the federal National Register of Historic Places and isn't included

in the plans. Ankrom Moisan didn't respond to requests for comment about its plans.

The preservationists at Restore Oregon have tapped Carrie Richter, a Portland land attorney, to appeal the city's decision to remove the buildings' historic designation and save them from demolition.

"City staff knew the intent was to demolish the buildings," Richter testified about the proposed demolition at a November 18 city council hearing. "That is a real problem that necessitates amending the code and being more rigorous when these applications come in."

Richter argues the buildings should've gotten the 120-day waiting period before being scotched from the city's historic buildings list. The day after her council testimony, she made that argument in appeals filed with the city and with the Oregon Land Use Board of Appeals.

If Richter's appeals win favor, it could give activists like Restore Oregon leverage for saving the Albion, the Workmen Temple, and hundreds of other old buildings they believe are at risk of demolition at their owners' whim, in a city that's been shedding old buildings lately.

"We are in the midst of a demolition epidemic... [that's] chewing away at the character of many older Portland neighborhoods," says Restore Oregon Executive Director Peggy Moretti. "This is now spreading to downtown. The Lotus Café building and Workmen Temple could come down without one bit of public comment or conversation.... What a loss this would be to the historic fabric of our city." **M**





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SB

# WORTH PROTECTING?

## LOTUS BUILDING FACES WRECKING BALL

BY MICHAELA BANGUD

**INSIDE**

SOCIAL SKILLS

HAGGEN SAGA

BREWING  
BUSINESS





DREW NASTO

Third & Taylor Development LLC has big plans to work around the Auditorium Building but take out two other old brick buildings that some Portlanders consider part of the city's heritage.

## From page 3

### Appeal to City Council

To gain time in its efforts to save the buildings the group wants the City Council to exercise its discretion to call up the staff decision, provide notice, and review it. A response to the letter is expected before the end of the year.

"Our appeals won't necessarily stop a demolition permit from being issued," says Restore Oregon executive director Peggy Moretti, "but we are encouraged that a representative from the development team reached out for a conversation with us."

To lose two such significant historic buildings without review or public process is "patently absurd," says Moretti, who adds that neither building is beyond repair. "In fact they represent tremendous

cultural history, craftsmanship, economic value, and embodied energy that should not be thrown into the landfill."

The late 19th-century temple "is the work of an exceptionally talented architect," said Cathy Galbraith of Portland's Architectural Heritage Center. "We've been worried about it for some time."

Initial plans were to rehab the temple.

"For reasons nobody understands, demolition permits were granted immediately with no warning. We've had no ability to put a strategy in place or make a serious effort to save it," Galbraith said. Both buildings are located just outside the Yamhill Historic District.

"We have a finite number of vintage historic buildings that make this place what it is," she said. "Unless you want the city's heritage wiped for

what appears to be a very average office building they should be saved. It ought to be a privilege to add to the city's building stock. I hope they will be responsive to a community outcry."

People patronize buildings that played a roll in our history, preservationists say.

### Fritz dined here

The Lotus Café is a thriving downtown lunch spot.

Portland City Commissioner Amanda Fritz and Mayoral aide Marissa Madrigal lunched there last week.

The 30-foot antique cherry bar, shipped to Portland before the Panama Canal was built, would be moved to a new location if the business moves, a waitress said last week.

The Lotus opened in 1924 as a soda bar during Prohibition, and the first gambling



Local clothing designer Alyson Clair says she will chain herself to the building before the wrecking ball gets the Workmen Temple. MICHAELA BANCUD

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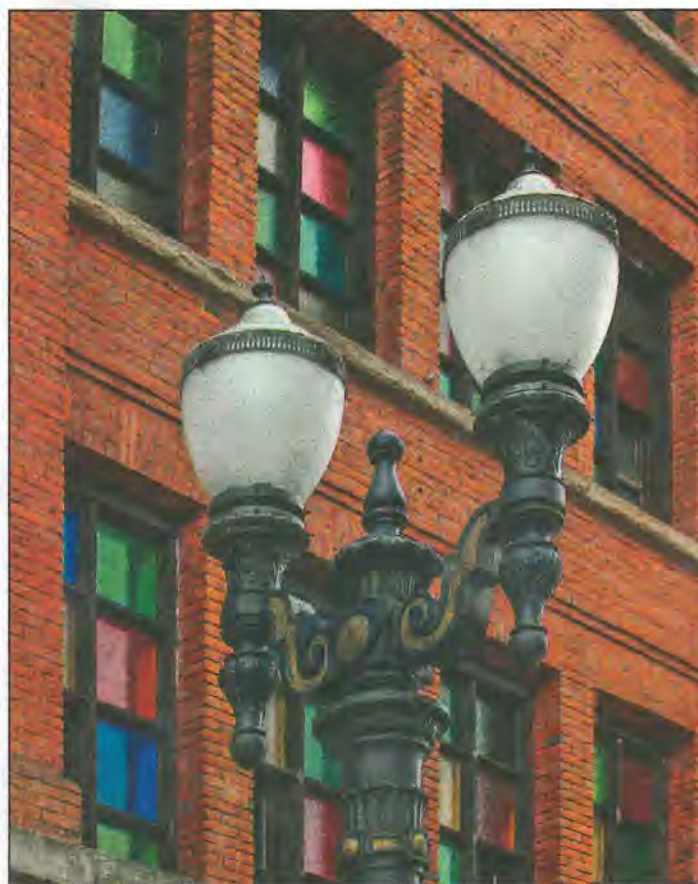
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Unreinforced masonry buildings from the 19th Century – such as the Workmen Temple – look good, but seismic upgrades are expensive. DREW NASTO

license in Portland was issued to the Lotus' card room.

Restore Oregon is a state wide non-profit focused on saving Oregon's endangered places.

"There's a lot of confusion and frustration," said Restore Oregon's Spencer-Hartle. "The city code is conflicting. It says that there should be a 120-day delay (before permits are issued) but another code says owners can remove a building from the historic inventory without delay. We've been aware of this loophole for about six months."

"These are two are well-known and beloved buildings," said Peggy Moretti, Restore Oregon's Executive Director. "We want a rapid change to that code. There's a growing uproar, so we remain hopeful."

She added, "These places matter in the fabric of a community. Buildings in far worse shape have been saved. It's our Portland culture and one reason why our city is so attractive to the tech industry and the creative class. Old buildings are economic drivers."

Moretti is confident that an alternative development strategy could incorporate the historic buildings together with new construction on the site.

"The City is seriously consider-

## Stay or go?

Ankrom Moisan architect Carolyn Forsyth has worked on two schemes for the office.

In one scheme, the new office building is used to buttress the old Temple building. The latter has small floor plate and lots of columns, such that it was almost impossible to seismically upgrade it by dropping in more shearwalls and brace frames.

In the second scheme, the Temple has been demolished.

"We're waiting for the owner to determine if they can keep the Temple or not," said Forsyth. Already year into the project, a major rethink like that would take a lot longer. "Everyone on the team likes old buildings," she added.

ing our outreach and our petitions," says Moretti. "The development team's proposals were not well-received at the Design Review Commission meeting, at which time they were asked why they weren't trying to repurpose the buildings in some way."

Portland history aside it makes no sense to tear down old buildings from an energy perspective, says Moretti. "It would take fifty years

**"We have a finite number of vintage historic buildings that make this place what it is."**

— Cathy Galbraith,  
Portland Architectural Heritage Center

to recoup the embodied energy in that building no matter what level LED the developers propose."

## Chain Reax

Designer Alyson Clair recently stood before the locked doors of the United Workmen Temple Nov. 16, where a blue Notice of Public Hearing sign was taped to the window.

Such notices are an unwelcome sight for people grown weary of the fast pace of development in Portland.

"I told the Mayor I would chain myself to the building if they intended to tear it down," said Clair. "It's a beautiful old building, you can't replace it." Mayor Charlie Hales' wife, Nancy Hales, is a client of the clothing designer.

"This isn't the Portland I know," Clair said.

# Did Black Friday really save you money?

Over the years, the "biggest shopping day" of the year has evolved into the "biggest shopping weekend" of the year — otherwise known as "Deal Week," the seven days around Thanksgiving.

Retailers have capitalized on Black Friday as a concept instead of an actual day.

These Black Friday deals can be had, it seems, any day of the week, and for weeks prior to the actual date itself. So did those that still camped under dark skies in front of department store entrances on Thanksgiving night not get the tweet? People are getting holiday shopping done long before Thanksgiving Day and at holiday discount prices. Was there really any reward for those who faced crowds in malls across America on Black Friday?

Apparently yes. According to Bankrate, the global financial services company, steep discounts are found on Black Friday because stores dictate price points to manufacturers and they have increased sales in mind for the holiday season.

**Michelle Shaffer**



BETTER BUSINESS

The holidays are now synonymous with deals that consumers will open their wallets to.

Manufacturers answer to calls of cheaper prices, but with lesser quality models of merchandise especially in the technology sector. This year, as in years past, electronics, the lead bait of several retailers, have huge discounts on the Friday after Thanksgiving, but on lesser models; high end electronics see further discounts but not of the "doorbuster" variety their lower end counterparts have.

Despite the National Retail Federation's definition of the holiday

shopping season as November and December (61 days), the biggest shopping day remains Black Friday, according to ShopperTrak, a business which tracks consumer foot traffic in malls. A quarter of the U.S. population spends money on Black Friday in stores and online.

With numbers like these, retailers deliver steep discounts to keep consumers enticed and spending. The heavily discounted merchandise used to lure holiday shoppers include tablets, TVs, DVDs and video games, cookware and kitchen gadgets, as well as household appliances both large and small (think washers/dryers and vacuum cleaners, especially refurbished models).

Reeled in by steep discounts on big ticket items, shoppers find themselves surrounded by merchandise that didn't sell well earlier in the year - now heavily discounted. Retailers bank on consumers walking away with merchandise even if its merchandise they wouldn't have bought months ago.

The commitment to Black Friday

shopping almost requires money be spent to feel the experience was worth it by the consumer. Some items get marked so low that they are hard to turn down, but this is what retailers want.

Black Friday on average makes up 20 percent of retailers' entire annual revenue, for some businesses Black Friday sales are as much as 30 percent of their annual revenue (National Retail Federation). Retailers want people in the door this day, and great deals are what accomplishes that. It's the most competitive shopping day of the year, not only for consumers but for retailers as well; price matching anyone?

With such a large percentage of a retailers annual revenue hinging on just a few days, its common for retailers to set prices on merchandise higher early in the year to account for price slashing in November and December.

Some merchandise even sees price increases just before the holidays according to Market Track LLC, a firm that tracks pricing.

Retailers have come to learn that what matters to consumers is

the markdown percentage and less about what the price actually is. "I might be a rarity because the dollar amount is a priority for me" says Sara Fisher of West Linn, "But if I see 75 percent off an item, I might justify a purchase, even if it's an item I hadn't planned to buy".

Let's face it, some simply love the sport of Black Friday shopping. After all, shouting matches and fistfights have become to Black (and Blue) Friday what 7 layer dip is to Super Bowl.

It's almost expected, wherever you plan to be on that day.

And of course there are the hours of holiday cocktail party storytelling these incidents provide, were you 'lucky' enough to witness the altercations that a combination of sleep deprivation, limited merchandise and a massive crowd are sure to provide.

Happy Holidays!

Michelle Shaffer is the Oregon Regional Manager for the Better Business Bureau serving Alaska, Oregon and Western Washington. She can be reached at: michelle.shaffer@thebbb.org





**METRO COUNCIL MEETING**  
Meeting Minutes  
November 19, 2015  
Metro Regional Center, Council Chamber

Councilors Present: Council President Tom Hughes, and Councilors Carlotta Collette, Craig Dirksen, Kathryn Harrington, Shirley Craddick, Sam Chase, and Bob Stacey

Councilors Excused: None

Council President Tom Hughes called the regular council meeting to order at 2:03 p.m.

**1. CITIZEN COMMUNICATIONS**

There were none.

**2. NATURAL AREAS PROGRAM PERFORMANCE OVERSIGHT COMMITTEE REPORT PRESENTATION**

Council President Hughes introduced Peter Mohr, attorney with Jordan Ramis P.C. and member of the Oversight Committee, to provide a presentation. Mr. Mohr provided a brief presentation on how the past year has gone, including discussing the role of the committee as oversight over the allocation of bond funds for the Natural Areas Program, how well the committee thinks the program is doing in terms of being very transparent about how funds are used, how staff time is used, and noted the wonderful job that the new director, Kathleen Brennan-Hunter, is doing with the entire Parks and Nature department. He also discussed a few of the successes and challenges relating to acquiring critical property, finding more creative and flexible tools for acquisitions, and local share and government spending. Mr. Mohr also noted what the committee will be looking at in 2016, such as performance metrics for trail maintenance.

***Council discussion:***

Councilors thanked Mr. Mohr and committee members for their time and willingness to serve on the committee, noting that the time and extensive look at all of the details is so important to the voters in the region to ensure that the bond money is spent appropriately.

**3. CONSENT AGENDA**

Motion:	Councilor Bob Stacey moved to adopt the items on the consent agenda.
Second:	Councilor Carlotta Collette seconded the motion.
Vote:	Council President Hughes, and Councilors Harrington, Dirksen, Craddick, Collette, Stacey, and Chase voted in support of the motion. The vote was 7 ayes, the motion <u>passed</u> .



#### **4. RESOLUTIONS**

##### **4.1 Resolution No. 15-4638, For the Purpose of Approving a Sole Source Contract with The Intertwine Alliance**

Council President Hughes noted that for Resolution No. 15-4638, he would gavel out of the Metro Council meeting and back into order as the Local Contract Review Board. Acting as the Contract Review Board, he requested a motion to consider the resolution, specifically asking if Councilor Craddick would like to introduce a motion.

Motion:	Councilor Shirley Craddick moved to approve Resolution 15-4638.
Second:	Councilor Carlotta Collette seconded the motion.

Councilor Craddick introduced the resolution as the Council liaison to the Intertwine Alliance, noting her appreciation for the work that the Board of Directors has done and is doing, discussing what this resolution would help them continue to do including implementing the Regional Conservation Strategy, expand leadership and influence of the coalition, help build equity and inclusion strategies in the conservation and parks services, and engage residents of the region in use of parks, trails, and natural areas so that Metro can better serve the public. She introduced Ms. Kathleen Brennan-Hunter, Director of Metro Parks & Nature department, to provide an overview on the resolution, as well as Mr. Mike Wetter, Ms. Sue Marshall, Mr. Jonathan Nicholas, Mr. Tom Imeson, and Dr. Phillip Wu.

Ms. Brennan-Hunter provided brief comments and introduced the current Board President, Mr. Jonathan Nicholas. Mr. Nicholas provided comments relating to how Metro might further their role in helping The Intertwine Alliance succeed, as it was conceived, incubated, and nurtured originally at Metro. Ms. Marshall, an Intertwine Board Member, provided a presentation on accomplishments and growth over the past years and discussed the diversity of the Intertwine's partners, including Moda, Port of Portland, Friends of Trees, Soul River, Northwest Natural Gas, Columbia Sportswear, Momentum Alliance, Gut Monkey, Inc., Caldera, South Park Unitarian Universalist Fellowship, Westside Economic Alliance, Northwest Youth Corps, Waste Management, YMCA of Columbia Willamette, David Evans & Associates, Trust for Public Land, and Metro. Mr. Tom Imeson provided comments on Metro's leadership and role in creating The Intertwine Alliance, specifically discussing building infrastructure and the connections to the business community in the region. Dr. Phillip Wu provided comments relating to two significant initiatives that are being worked on by The Intertwine Alliance that are aligned with Metro's interests and activities as well. Mr. Mike Wetter, Executive Director of The Intertwine Alliance, provided closing comments including thanking the Metro Council, but specifically Councilor Craddick for serving as the Council liaison. Mr. Wetter noted what the Metro Council originally sent The Intertwine Alliance out to do and responded that the Alliance has now accomplished each of those tasks, successfully, but that it might not have happened without the continued support from Metro. He thanked Metro for its continued leadership and support.

#### ***Council discussion:***

Councilors thanked the presenters for their presentation and comments, noting the organization's continuous hard work and successes, as well as how difficult it was to help create the Alliance and then needing to let it go in order for it to continue growing.

Vote: Council President Hughes, and Councilors Chase, Craddick, Dirksen, Stacey, and Harrington voted in support of the motion. The vote was 7 ayes, the motion passed.

- 4.2 **Resolution No. 15-4655** For the Purpose of Amending FY 2015-16 Budget and Appropriations Schedule and FY 2015-16 Through 2019-20 Capital Improvement Plan to Provide for a Change in Operations

Motion:	Councilor Kathryn Harrington moved to approve Resolution 15-4655.
Second:	Councilor Shirley Craddick seconded the motion.

Council President Hughes introduced Ms. Kathy Rutkowski, Metro's Budget Coordinator, for a brief staff presentation. Ms. Rutkowski presented the first of the budget amendments, which includes seven items, five of which are new appropriations. She noted that one of the five is requesting a new FTE, the other four being capital projects.

***Council discussion:***

There was none.

Vote: Council President Hughes, and Councilors Chase, Stacey, Dirksen, Craddick, and Harrington voted in support of the motion. The vote was 7 ayes, the motion passed.

**5. ORDINANCES (SECOND READ)**

- 5.1 **Ordinance No. 15-1367**, For the Purpose of Annexing to the Metro District Boundary Approximately 16 Acres Located at 26585 NW Evergreen Road Between NE Sewell Avenue and NW 264<sup>th</sup> Avenue in North Hillsboro

Motion:	Councilor Kathryn Harrington moved to approve Ordinance 15-1367.
Second:	Councilor Bob Stacey seconded the motion.

***Council discussion:***

There was none.

Vote: Council President Hughes, and Councilors Harrington, Dirksen, Stacey, Craddick, Collette, and Chase voted in support of the motion. The vote was 7 ayes, the motion passed.

**6. PUBLIC HEARING: URBAN RESERVES DESIGNATIONS IN CLACKAMAS COUNTY AREAS 4A, 4B, 4C, AND 4D (3:30 PM TIME CERTAIN)**

Council President Tom Hughes called on Mr. Roger Alfred, Office of the Metro Attorney, to provide introductory comments regarding the designation of urban reserves in Clackamas County, focused on the Stafford area. Mr. Alfred noted that the Council received the same materials that were

presented at the first public hearing on the Stafford Remand from the Court of Appeals. He also provided an update on the Multnomah County remand, stating that the County was moving forward with a proceeding soon as they were handling the rural reserves while Metro was handling the urban reserves (with Clackamas County).

- 6.1 Council President Hughes opened up a public hearing on Urban Reserves Designations in Clackamas County Areas 4A, 4B, 4C, and 4D.

Commissioner Tootie Smith, Clackamas County: Commissioner Smith addressed Clackamas County's interest in revisiting the location of the Reserve lands in connection with the joint action on the Remand. She noted three primary reasons for the County's interest, discussing the importance of some modifications. She read a letter from the Clackamas County Board of Commissioners, also submitted as written testimony.

Commissioner Paul Savas, Clackamas County: Commissioner Savas noted that he was testifying based on his own viewpoints and not those of the Commission. He expressed disappointment for how the information regarding the remand has not been shared or explained, discussed the intention of Senate Bill 1011 and Goal 9, and stated that the focus of discussions shouldn't be on a few hundred acres south of Wilsonville or just about the Stafford area.

Mayor Russell Axelrod, West Linn: Mayor Axelrod requested that Clackamas County and Metro not bow to pressure of speculative development, leave the Stafford Hamlet area undesignated or at a minimum, acknowledge and accept the Hamlet Compromise Solution. He also provided written testimony.

Dee Anders, Boring: Ms. Anders spoke against the Boring CPO's promotion to "Keep Boring, Boring", noting her support of Metro designating the Boring Option 1F area as Urban Reserves, and that more space is needed for business and employment in the Option 1F area. Ms. Anders also provided written testimony for the record.

Stephen Bates, Boring: Mr. Bates provided testimony on behalf of the Boring Community Planning Organization, as well as written version for the record and a letter from the Clackamas Farm Bureau. Mr. Bates stated that the Boring CPO wants to be considered undesignated, wants to be a rural community, and not to have the area urbanized.

Susan Hansen, Molalla: Ms. Hansen testified in support of Metro's mission to focus only on the Stafford Remand, noting that she was appalled that the Clackamas County Commission was putting the entire Reserves process at risk. She discussed agricultural business and the industry as Oregon's #2 industry, yet was concerned that the Clackamas County Commission didn't see agriculture as a major and very stable economic force.

Joan Zuber, Molalla: Ms. Zuber requested that the Metro Council continue to protect farmland in Clackamas County.

Walt Gamble, West Linn/Stafford Hamlet: Mr. Gamble provided testimony on transportation as it relates to the Remand and the Stafford Hamlet, noting that the area should not be urbanized for the North Stafford unit and echoed Mayor Axelrod's concluding remarks as well.

Dave Adams, West Linn/Stafford Hamlet: Mr. Adams stated that he was representing the Stafford Hamlet Board of Directors and his friends and neighbors who live there. He reminded the Council that he provided a document at the last hearing, which provided research and a policy recommendation that the north section of Stafford did not meet criteria for either urban or rural reserves. He also noted the work on the Stafford Hamlet Vision Plan, adopted by 85% of the Stafford Hamlet citizens.

Jeff Condit, Miller Nash, LLC: Mr. Condit noted that he was representing the cities of Tualatin and West Linn, provided written testimony relating to Urban Reserves and how they apply to Stafford, as well as a binder of an accompanying exhibit for the record. He also provided written testimony from the City of Lake Oswego's city manager, Scott Lazenby. Mr. Condit stated that the biggest concern of his clients is that if Stafford is designated as Urban Reserves, it becomes the first priority for inclusion.

Ken Ivey, Aurora: Mr. Ivey requested that the Metro Council continue to preserve the farmland south of the Willamette River and reaffirm the remaining Rural and Urban Reserves. He provided written testimony with more details as well.

Steven Barker, Houston, TX: Mr. Barker noted that he represented the Barker Five, LLC and that his concern was related to the Multnomah County remand, pointing out that the Metro Council has been helpful and that their disappointment was with Multnomah County. He provided written testimony and maps.

Sue Stowell, Wilsonville/Charbonneau: Ms. Stowell expressed frustration over the process and the Clackamas County Commission's continued efforts to get what they want regardless of the process.

Glen Bolen, OTAK: Mr. Bolen noted that he represented the Stafford Landowner's Association and that OTAK had been hired to develop a compromise plan for the Stafford Area, which he was submitting for the record today. He discussed support for resolving the Remand, bringing the Stafford area into the UGB and designating it as Urban Reserves.

Eric Hoem, Wilsonville: Mr. Hoem provided written testimony and spoke against any changes to the land designation of the Langdon Farms Golf Course.

Councilor Charlotte Lehan, West Linn: Councilor Lehan responded to the need for Clackamas County to have more employment land, noting that the City of Wilsonville sits on the boundary of the three counties, so it is a great place for employment land. She discussed the differences in land in Stafford, relating to some areas that make sense to urbanize while others should be protected as farmland or rural areas. She stated that the Hamlet Compromise should be explored as well.

Steve Schopp, Tualatin: Mr. Schopp discussed his concerns with the UGB and Reserves processes, requesting that the Council reserve course and fix the UGB process.

Bill Bach, Portland: Mr. Bach discussed difficulties with developing priorities for industrial use, which often have major development problems such as slope or being too close to natural areas or transportation difficulties. He noted that while it may not be the answer to go south of the

Willamette River, he did request that the Council not close the door on future expansions in that direction, at least not relating to industrial land.

Mary Kyle McCurdy, 1000 Friends of Oregon: Ms. McCurdy provided written testimony on behalf of 1000 Friends of Oregon, which she summarized verbally. She noted that their recommendation was to not reconsider the designation of the Stafford area and keep it as Rural Reserves and it's importance agriculturally for the region.

Tony Holt, Wilsonville/Charbonneau Area: Mr. Holt stated that he is the President of the Charbonneau Homeowners' Association and was here representing the organization. He stated that he hoped that the Council would unanimously conclude that the Remand is confined to Stafford and dismiss Clackamas County's attempt to wreck the process.

Charles Patterson, Wilsonville: Mr. Patterson noted his frustration around the process, wanting it to be finished and for a vote to approve the recommendations of the local Stafford committee and deny reopening the Reserves process. He stated that the underlying goal of trying to get these lands changed is really to change the entire Oregon land use system, which shouldn't be allowed to happen.

Council President Hughes provided closing comments stating that the purpose of reserves was to provide long-term certainty to communities, both urban and rural, and that the Council would like to bring the process to a conclusion. Council President Hughes requested that Metro staff to begin developing an ordinance that would consider the testimony and evidence submitted and then schedule a work session in mid-December to discuss further. He added that the public record will remain open.

**7. CHIEF OPERATING OFFICER COMMUNICATION**

Ms. Martha Bennett provided an update on the following events or items: Charitable Giving Tricycle Race (thanking Councilor Chase for his participation), update on planning stages for the next Council goal-setting retreat as part of the budget process, and a status report on the Blue Lake Regional Parks Master Plan including a digital open house period.

**8. COUNCILOR COMMUNICATION**

Councilors provided updates on the following meetings or events: There was none.

**9. ADJOURN**

There being no further business, Council President Hughes adjourned the regular meeting at 4:57 p.m. The Metro Council will convene the next regular council meeting on Thursday, December 3, 2015 at 2 p.m. at the Metro Regional Center in the council chamber.

Respectfully submitted,



Alexandra Eldridge  
Regional Engagement and Legislative Coordinator



**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF NOV. 19, 2015**

<b>Item</b>	<b>Topic</b>	<b>Doc. Date</b>	<b>Document Description</b>	<b>Doc. Number</b>
3.0	Minutes	11/19/2015	Council Meeting Minutes from November 12, 2015	111915c-01
6.0	Handouts	11/19/2015	Metro staff PowerPoint and maps on Reserves Remand	111915c-02
6.0	Handout, testimony	11/10/2015	Letter from Clackamas County Board of Commissioners	111915c-03
6.0	Handout, testimony	11/12/2015	Letter and written testimony from Mayor Russell Axelrod, City of West Linn	111915c-04
6.0	Handout, testimony	11/19/2015	Written testimony by Dee Anders	111915c-05
6.0	Handout, testimony	11/19/2015	Written testimony by Steve Bates and Boring CPO, and Clackamas County Farm Bureau	111915c-06
6.0	Handout, testimony	11/12/2015	Written testimony and handouts from Jeff Condit, Miller Nash LLC, and letter from Scott Lazenby	111915c-07
6.0	Handout, testimony	11/19/2015	Written testimony by Ken Ivey	111915c-08
6.0	Handout, testimony	11/12/2015	Written testimony and map handouts from Steve Barker	111915c-09
6.0	Handout, testimony	11/19/2015	Stafford Hamlet brochure handout from Glen Bolen	111915c-10
6.0	Handout, testimony	11/19/2015	Written testimony by Eric Hoem	111915c-11
6.0	Testimony	11/19/2015	Written testimony by Chris Maletis	111915c-12