

Metro | Agenda

2018 REGIONAL TRANSPORTATION PLAN UPDATE

Transportation Equity Work Group - Meeting # 2

Date: February 18, 2016
Time: 1 – 3 p.m.
Place: Metro Regional Center, Room 401
600 NE Grand Avenue, Portland, OR 97232

Getting there with a connected region



Agenda items

1:00	Welcome	Cliff Higgins, facilitator
1:05	Partner Updates <i>Who have you talked to about this work? What have you heard?</i>	Everyone
1:20	Where Are We Starting From – Policy Framework <i>Understanding the policy framework this work is operating under.</i>	Grace Cho
1:35	Where Are We Starting From – Existing Conditions <i>What are the key takeaways to start to communicate?</i>	Grace Cho/ Everyone
2:00	Break	
2:05	What Equitable Outcomes Are We Trying Achieve? <i>Purpose of exercise, priorities heard through public comment and homework time. Get ready to throw your homework ideas up on the board!</i>	RTP Work Group Leads/ Everyone
2:55	Next Steps and Q & A	Grace Cho
3:00	Adjourn	

Meeting packet:

- Agenda
- Transportation Equity Working Group Meeting #2 Overview Memorandum
- Memorandums of Public Comment Inventories
- Transportation Equity Working Group Meeting #1 Summary

Next Meeting

Thursday, May 12, 2016

1 – 3 p.m.

Metro Regional Center, Room 401

Topics for Discussion: RTP updates (including engagement update), continued discussion of topics to emphasize for evaluation, topic selection, and evaluation basics.

Irving Street Garage visitor parking policy

Visit our website for a list of parking options for visitors conducting business at the Metro Regional Center: <http://www.oregonmetro.gov/metro-regional-center>



2018 RTP Transportation Equity Analysis Work Group – Meeting #1
Friday, January 8, 2016
9:00 – 11:00 a.m.
Metro Regional Center, Room 401

Committee Members	Affiliation	Attendance
April Bertelsen	City of Portland, Bureau of Transportation	Present
Jessica Berry	Multnomah Co. Dept. of Community Services	Present
Stephanie Caldera	Oregon Department of Environmental Quality	Present
Brad Choi	City of Hillsboro	Present
Corky Collier	Columbia Corridor Association	Present
Kay Durtschi	Community member	Present
Zan Gibbs	City of Portland	Present
Aaron Golub	Portland State University	Present
Heidi Guenin	Transportation Council	Present
Andrea Hamberg	State of Oregon	Present
Jon Holan	City of Forest Grove	Present
Eric Hesse	TriMet	Present
Stephanie Millar	State of Oregon Department of Transportation	Present
Cora Potter	Ride Connection	Present
Steve Williams	Clackamas County	Present
Interested Parties		
Sarah Armitage	State of Oregon DEQ	Present
Noel Mickelberry	Oregon Walks	Present
Nichole Phillips	Community member	Present
Katie Selin	Portland State University	Present
Metro Staff		
Grace Cho	Metro	Present
Scotty Ellis	Metro	Present
Cliff Higgins	Metro	Present
Ted Leybold	Metro	Present
Jessica Martin	Metro	Present
John Mermin	Metro	Present
Peggy Morell	Metro	Present
Jamie Snook	Metro	Present
Janet Toman	Metro	Present

I. WELCOME

Cliff Higgins welcomed meeting attendees. Mr. Higgins introduced Grace Cho, the project manager for transportation equity analysis. Mr. Higgins and Ms. Cho explained the agenda and what the work group will talk about for the meeting.

II. WORK GROUP MEMBERS INTRODUCTIONS

All those present introduced themselves.

III. TRANSPORTATION EQUITY ANALYSIS TECHNICAL WORK GROUP PURPOSE AND CHARGE

Ms. Cho explained the work group purpose and charge for the next two years:

- Help develop the region's long-range transportation blueprint by:
- Advise Metro staff in:
 - Shaping what and how equity is measured in transportation plans and investments
 - Supporting the development of the region's transportation plans
- Build partnerships and better serve community
- Asked members to be active participants and bring up concerns
- Loop back with your constituents and leadership about the TEA
 - Make sure to bring input back to this table
- Bring forward your feedback and concerns early

IV. OVERVIEW OF TRANSPORTATION EQUITY ANALYSIS

The work group was presented some background information about the Transportation Equity Analysis and its relationship to the broader Regional Transportation Planning and the Metropolitan Transportation Improvement Program. As part of the discussion of the background, she addressed:

2018 RTP

- Serves as the region's long-range transportation blueprint
- Identifies the capital transportation investments the region wants to make in the next 20+ years
- Timeline for the 2018 RTP development

2018-2021 Metropolitan Transportation Improvement Program (MTIP):

- Identifies the capital transportation investments the region will make in the next 20+ years
- Monitors how the RTP is implemented
- Provides policy direction for the Regional Flexible Fund Allocation

Ms. Cho noted that the MTIP is a complementary document to the RTP and identifies plans Metro is making over the next four years and shows the RTP is being implemented.

Following the discussion on the RTP and the MTIP, Ms. Cho discussed in further detail the work plan for the Transportation Equity Analysis. As part of the work plan discussion she addressed its main purposes, which includes:

- Assessing long-range transportation investment scenarios
- Highlighting performance of transportation investments to community identified priorities
- Measuring the equity component of the transportation plan
- Better connecting transportation investments to regional equity goals/policies

She also walked through the TEA timeline and discussed the general topics which will be discussed at the working group meetings in 2016. Ms. Cho said the big focus in 2016 will be on the technical process. The TEA work group is set to meet 8-10 times over the next two years. The work group will first determine community priorities and the priorities to measure. After May 2016, they will review the tools available to measure priorities in relationship to the transportation investment scenarios. Ms. Cho emphasized said the May and September 2016 meetings will be important for the work group.

Ms. Cho said in summary, the work group will advise on the following:

In 2016:

- What community values to measure transportation investments packages against
- How to measure the transportation investments packages

In 2017 and 2018:

- Analysis results, findings, recommended policy refinements and short list of actions

V. Public Engagement Strategy

Peggy Morell, Senior Public Affairs Specialist, discussed the RTP public engagement strategy. Many plans resulting from the RTP will be refined over the next three years. Ms. Morell said the work group would have the opportunity to influence these plans. An online survey will be posted regarding travel and speaker events to be scheduled. Updates will be sent to the work group via email. Ms. Morell also took the opportunity to advertise another RTP event to get involved and distributed the January 25, 2016 Measuring Success workshop flyer.

Mr. Higgins added to Ms. Morell's discussion of the Snapshot series and made a plug for individuals and stories to include. He asked workshop attendees to get in touch with staff if they have contacts to provide as Metro seeks gathering a wide variety of stories.

VI. TRANSPORTATION EQUITY

Ms. Cho reviewed the definition of equity definition. Equity means access to the same opportunities. Additionally, Ms. Cho discussed with the group that having access to the same opportunities leads to fairness. This relates to transportation regarding:

- Affordability
- Transportation Safety
- Accessibility
- Multimodal Choices
- Public Health and Air Quality

Ms. Cho reviewed with the group the communities in which the work will be are focused on. Maps were presented:

- People of Color
- People with Lower-Incomes
- People with Limited English Proficiency
- Older Adults
- Younger Persons

The community of people with disabilities was addressed, including the need to get a meaningful count of people with disabilities; not just where they live but where they need to go.

She mentioned that the discussion of transportation needs will be discussed at the next work group meeting.

Members of the work group expressed a concern regarding incomplete population data. It was suggested that a lack of a complete dataset to not hinder the analysis and lead to more focus on other areas with more data.

There was a suggestion to include motor vehicle data and it was noted that driving is a more practical choice in many areas of the region.

Maps showing above noted communities were reviewed.

Mr. Higgins shared with the group that the focus will need to be on what is most important.

Homelessness and air quality was brought up as being important issues.

VII. NEXT STEPS

Ms. Cho asked members to think about issues for discussion at the next meeting. She stated that the process will likely raise pressing issues and recognized the work group will want to arrive at solutions quickly, but as a first step in the process she asked the work group to first define community values.

She asked members to think about the following requests and bring responses and other ideas to the next meeting. These “homework” assignments were:

- Develop a list of priorities to measure and evaluate transportation investments against
- Note the opportunities to engage and partner with your community

VIII. ADJOURN

There being no further business, Ms. Cho and Mr. Higgins adjourned the meeting at 11:00 a.m.

Meeting summary respectfully submitted by:

Janet Toman, Regional Planning Administration Specialist

Attachments to the Record:

Item	Topic	Document Date	Description	Document Number
1	Agenda	01/08/16	TEA Meeting Agenda – 1.8.16	010816rtp-01
2	TEA Meetings	12/23/15	2016 TEA Work Group Meetings	010816rtp-02
3	Factsheet	06/01/15	Transportation Equity Factsheet – Summer2016	010816rtp-03
4	Work Plan	10/01/15	2018 RTP/2018-21 MTIP – TEA Work Plan	010816rtp-04
5	Charge	01/08/16	TEA Work Group Charge & Meeting Protocols	010816rtp-05
6	Work Plan	12/15/15	TEA Detailed Work Plan	010816rtp-06
7	Maps	01/01/10	Communities maps	010816rtp-07
8	Map definitions	01/08/16	Definitions and Technical Information for maps	010816rtp-08
9	Memo	12/30/15	TEA Meeting 1 Memo	010816rtp-09
10	Flyer	12/15/15	Measuring success – performance workshop	010816rtp-10
11	Definition	01/08/16	Metro’s Working Definition of Equity	010816rtp-11
12	Presentation	01/08/16	TEA Work Group Presentation	010816rtp-12
13	Mtg. Evaluation	01/08/16	TEA Meeting #1 Meeting Evaluation	010816rtp-13



Metro | Memo

Date: February 11, 2016
To: Transportation Equity Work Group and interested parties
From: Grace Cho, Associate Transportation Planner
Subject: Transportation Equity Analysis for the 2018 RTP and 2018-2021 MTIP – Meeting #2 Overview

Purpose

Provide the Transportation Equity working group an overview and of the materials and agenda items to be discussed at the second working group meeting.

Materials Overview

To prepare for the second working group meeting the following materials are attached to help provide background and information for discussion:

- Agenda
- Memorandums of Public Comment Retrospective and Emerging Themes
- Meeting Notes from Working Group Meeting #1

Work group members are asked review these materials prior to the first working group meeting and come with any questions.

The memorandums of public comment retrospectives and emerging themes are informational and intended to help inform the discussions at the second work group meeting.

Next Steps

In addition to asking work group members review the materials, working group members are asked to come prepared to participate in group discussions for the following questions:

1. From the lens of the communities you serve, what transportation priorities should the analysis look to evaluate?
2. Are there activities your jurisdiction or organization is working on Metro can coordinate with to better address equity?
3. What updates, if any, do you have to share for the working group? Who have you talked to in your networks and what information do they want to share back to this work group?



Metro | Memo

Date: September 21, 2015
To: Grace Cho, Transportation Equity Analysis Project Manager
From: Justin Sherrill, Metro Communications Media and Marketing Intern
Subject: Identified Transportation Needs and Priorities – Public Comment Retrospective

Overview:

To support the 2018 Regional Transportation Plan (RTP) update and 2018-2021 Metropolitan Transportation Improvement Program (MTIP), Metro conducted a review of recent public input and comments related to the transportation needs of historically underrepresented communities as well as older adults and younger persons to help identify priority outcomes to be evaluated through the transportation equity analysis of the 2018 RTP and 2018-2021 MTIP.

The top four themes identified in this review are:

- Affordability
- Access to services
- Safety
- Involuntary displacement

Introduction:

This retrospective is intended to provide a macro-level overview of recurrent themes of public comments gathered in the engagement reports of several recently completed planning efforts. The themes addressed were chosen on the basis of their particular significance with and impact on historically underrepresented communities as well as older adults and younger persons in the region. The public comment reports reviewed include:

- the 2014 Regional Transportation Plan
- the 2014 Active Transportation Plan
- 2014 Climate Smart Strategy
- Powell-Division Transit and Development Project

The public comment reports for these projects were examined, and cross-referenced with their associated comment logs as needed, with an eye for finding common themes and language between reports. The findings are summarized in the following four sections. Attached is a more detailed explanation of the methodology used to identify the themes discussed in this assessment.

Identified Public Comment Themes

Affordability: Affordability is the most prominent and consistent theme from the pool of comments gathered from these reports. All historically underrepresented communities as well as older adults and younger persons in the region are significantly impacted by the economic costs of Metro's transportation projects and policies, and all are conscious to some degree of the financial burden associated with these projects. However, different communities expressed how they encounter these costs in different ways. For instance, groups and individuals representing low-

income communities consistently voiced concern that increased fares and fees would have a barrier effect on residents who are dependent on a particular form of transportation.

For example, in the public comment reports for the Powell-Division Transit Corridor Project and 2014 RTP, investments in expanding and improving the region's transit network were generally met with approval by advocates for low-income and older residents, but there were also consistent appeals for reduced-fare programs for historically marginalized communities to make those networks affordable.

Another way affordability was discussed in comments was as a higher public cost passed to residents as a result of the proposed projects or policies, and how these might function as an inequitable financial burden placed on those who do not or cannot utilize the transportation options they are being asked to support. Related to this, there was notable number of comments demanding that one particular mode or project be funded at the expense of defunding others. For example, funding the expansion and maintenance of existing roads over active transportation investment (and vice versa) was a reoccurring theme.

In reviewing the individual comments in more detail, the feedback from the public demonstrated conflicting priorities. Seen in aggregate, however, the comments show that a multi-modal transportation network is the surest means of providing transportation options to the greatest number (and greatest variety) of residents. The 2014 ATP report contained a sizeable portion of comments supporting this multi-modal strategy.

While affordability and cost are the most prominent themes, the comments also show a broad trend of support for sustainable practices and policies at the regional level. However, this support does not come without concern of the distribution of the costs of "going greener." Considerable concern remains around the question of how vulnerable communities will afford to adapt to growth and change in the region.

For example, comments on the 2014 Climate Smart Strategy emphasized finding ways to fund the proposed strategies in ways that do not unfairly affect commuting, low-income families who are dependent on their cars for work or child-care. Specifically, proposals for a vehicle mile traveled (VMT) tax remained a contentious issue, with equal support and opposition from respondents.

Comments on behalf of organizations or coalitions are also concerned with the lack of a clear-cut method for tracking the end cost that historically underrepresented communities as well as older adults and younger persons will have to bear. Furthermore, if not enough action is taken to mitigate the local effects of climate change, these same communities will often bear the burden of the various health and economic related impacts to our region. These include but are not limited to illnesses related to air pollution and heat, as well as decreased water quality and supply.

Access and Service¹: Concern about access is one of the most consistent themes found across the reports, and one that is especially significant for vulnerable communities. All residents are

¹ In this summary report, **access** is used to describe the physical layout of Metro's transportation networks and how it impacts residents' abilities to utilize the transportation network and options provided to travel to their desired destinations. Examples include accommodations for disabled or mobility-impaired riders at transit stations or the whether the planned pedestrian route of a newly created bus line is in close proximity to transit-dependent riders. **Service** denotes the frequency, efficiency, reliability or maintenance of these

impacted positively or negatively by their relative proximity to various modes of transportation, as well as their ability to reach places to work, live and play via those modes. It is worth noting that there was a consistent theme of support for improving and expanding the region's transit networks and active transportation routes (found in ATP, RTP, Climate Smart Strategy, Powell-Division), while at the same time, there was a chorus of dissatisfaction with the access and service of these same networks. Many comments voiced concern about new projects and developments negatively affecting the access and service of preexisting transportation networks, either through direct disruption or by stretching limited resources too thin.

Route permanence and consistency of service were voiced as core needs for various historically underrepresented communities as well as older adults and younger persons. Comments from those who are transit-dependent and low-income expressed how disrupted service or the removal of a route can have a harmful effect on their ability to get to work on time or to access child/elder care, to name just two examples.

Safety: Safety emerged as a prominent theme found in the public comments of all reports. Similar to access and service, this theme could also be divided into two interpretations of safety.

The first interpretation has to do with the physical infrastructure or "designed" safety of the region's transportation system. Found prominently in the ATP and RTP reports, examples generally dealt with features such as wider bike lanes, more crosswalks, and other ways to increase the physical separation of modes and create an atmosphere of feeling safe while using that mode. Comments expressed that the physical structure of the region's transportation system could still be improved or altered to make them more accessible to people of varying levels of mobility, ability, age and experience.

The other interpretation of safety was more related to personal security as it has to do with monitoring and moderating the conduct of the region's transit users to protect those who might feel particularly vulnerable using such transportation options. Found in several reports, but most prominently in the Powell-Division comments, this concern for safety is mostly related to the region's transit networks. A consistent theme to emerge from Powell-Division was support for the project and use after completion, "if it felt safer."

Involuntary Displacement: Involuntary displacement emerged as a prominent theme found in all reports, but primarily in the Powell-Division Project public engagement report. The attention to this topic attracted more attention in part because the possible benefits and downsides become more tangible for these large-scale, near-term capital investments. Numerous comments from this report dealt with residents' fears of involuntary economic displacement resulting from the redevelopment of neighborhoods likely to follow the construction of the transit route. Concerns voiced in comments largely dealt with fears of rents and property taxes being raised to untenable levels for many of the corridor's more vulnerable residents.

Advocates and members of communities of color and low-income communities expressed doubts as to how Metro and other project partners will work to prevent or even mitigate such negative effects in the areas surrounding the proposed Powell-Division corridor. Many of the same groups were curious as to how Metro and other project partners will ensure that this project spurs economic growth and help existing businesses, while also connecting disadvantaged residents to jobs.

aforementioned networks. Examples can range from the timeliness of a streetcar to the width and condition of a bike path. Both are included in this section because both are highly interconnected.

The public comment summaries of these projects were examined, and cross-referenced with their associated comment logs as needed, with an eye for finding common themes and language between reports. The findings are summarized in the following four sections. Attached is a more detailed explanation of the methodology behind identifying the themes discussed in this assessment.

Table I: Public Comment Report Reviewed for Different Plan and Relative Theme Rankings

	2014 Regional Transportation Plan	2014 Active Transportation Plan	Powell-Division Transit and Development Project	Climate Smart Strategy
Affordability/Public Cost	Highest	High	High	Highest
Access/Service	High	Highest	Highest	Mid
Health/Safety	Low	Mid	Low	High
Involuntary Displacement	Mid	Low	Mid	Low

Addendum: Methodology

Because of the wide variation between all the reports’ public comment sample sizes and demographic makeup, as well as survey methods, no attempt was made to compare the prevalence of themes *across* reports. Rather, this assessment attempted to discern the prevalence of the various themes in relation to each other within each report. First, each survey summary was consulted to identify the most prominent topics discussed in the comment surveys. Second, the reports’ comment appendices were examined in order to back up the findings in the summaries and determine a relative ranking of the four themes. The four themes were ranked in order of “Highest”, “High”, “Mid”, and “Low”. Broad trends can be identified across the reports, but with the understanding that there are some significant demographic differences between the reports’ commenter populations.



Date: November 24, 2015
To: Grace Cho, Transportation Equity Analysis Project Manager
From: Charlie Tso, Regional Planning Intern
Subject: Identified Transportation Needs and Priorities – Public Comment Retrospective

I. Background

To support the 2018 Regional Transportation Plan (RTP) update and 2018-2021 Metropolitan Transportation Improvement Program (MTIP), Metro conducted a review of recent public input and comments related to the transportation needs of historically underrepresented communities as well as older adults and younger persons to help identify priority outcomes to be evaluated through the transportation equity analysis of the 2018 RTP and 2018-2021 MTIP.

The top four themes identified in this review are:

- Access
- Safety
- Affordability

II. Introduction

This memo provides an overview of common themes emerged from the public comments in two different public engagement reports: the Southwest Corridor Public Engagement Report and the Metro Diversity, Equity, and Inclusion (DEI) Equity Focus Groups Report¹. It is important to note that the purpose, process of engagement, and methods of these two reports are very different. The questions in the Southwest Corridor Public Engagement Report were intended to solicit feedback on options for high capacity transit in the Southwest Corridor and concerns about project impact. The Metro DEI Equity Focus Groups Report asked questions related to improving community engagement and helped inform the draft of Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion. The discussion groups were facilitated by Multicultural Collaborative and focused on topics such as housing, transportation, parks, etc. The Southwest Corridor Public Engagement Report focuses on feedback from business and neighborhood groups and placed-based dialogues whereas the Metro DEI Equity Focus Groups Report spoke with historically underrepresented communities as well as older adults and younger persons.

The Metro DEI Equity Focus Groups spoke with people from the following seven communities: Native American, Asian Pacific Islander, African American, Latino, Slavic and Russian, African Immigrant and Youth. Twenty-two different groups were engaged for the Southwest Corridor Public Engagement Report. The groups represented include South Portland, Hillsdale, Mt. Sylvania, Tigard, and Tualatin. Because the context and the stakeholders are different between the two reports, this memo summarizes the comment themes using broad concepts to encompass the

¹ <http://www.oregonmetro.gov/public-projects/equity-strategy/community-input>

various needs, concerns, and feedback documented in the reports. Overall, communities of different cultures, backgrounds, and places in the region share concerns about access, safety, and affordability in transportation / public transit.

See Appendix A, B, and C for more details in the comments derived from each report.

III. Public Comment Themes

1. Access:

Having reliable transportation access is a shared concern among the communities in both Metro DEI Discussion Groups Report and the Southwest Corridor Public Engagement Report. Having safe access to jobs is important to historically underrepresented communities as well as older adults and younger persons. Specifically, providing transit services to living wage jobs, jobs in industrial areas, and for workers who have night and weekend schedules is critical.

In addition, many historically underrepresented communities expressed the importance of bringing transit connections to their neighborhoods and job opportunities. The importance of access to jobs and neighborhoods is echoed in the comments from the Southwest Corridor Public Engagement Report. There is wide consensus on improving access to Marquam Hill, Portland Community College Sylvania Campus, and bringing benefits of transit access to neighborhoods.

Other comments about access include improving transit access to parks and natural areas, reducing the difficulties of using transit due to language barriers, and maintaining access to businesses in the Southwest Corridor during constructions of transportation projects.

2. Safety:

Safety emerged as a prominent theme found in the public comments of all reports included in this memo. From both reports, there are comments from different groups about strategies Metro can use to enhance the safety of people taking transit, walking, and biking. Specifically, it was mentioned that lack of proper lighting and cleanliness at bus shelters, lack of shelters and unsafe transit stops without sidewalks make people taking transit feel unsafe. Increasing funding better infrastructure like sidewalks and bicycle routes for people of all ages is also mentioned as a strategy. Additionally, one cultural group suggested more enforcement for both people in cars and people on bikes as a way to improve traffic safety.

3. Affordability

Affordability is not mentioned as a concern in the Southwest Corridor Public Engagement Report but strong concern for communities in the Metro DEI Equity Focus Groups Report. Four out of eight of these groups expressed that affordability in public transit is an issue that needs to be addressed. Specifically, Youth, Native American, Asian Pacific Islander, and Latino groups all explicitly said that Metro needs to be a convener to develop a regional approach to address transit affordability for youth, elders, and low income people.

Although there was no comment regarding the affordability of public transit or other transportation modes from the Southwest Corridor Public Engagement report, the cost of using

public transit or other modes may still affect quality of life for households and communities in the Southwest Corridor.

Appendix

A. Key Themes to Advance Equity in the Region from Metro DEI Equity Focus Groups Report

	Transit Access to Parks and Natural Areas	Transit access for workers with night/weekend schedules	Transit access to living wage jobs and jobs at industrial areas	Affordable housing accessible by public transit	Transit Oriented Developments that connect neighborhoods to opportunities	Reduce language barriers to make buying fares and taking transit easier.	Adequate lighting and cleanliness at bus shelter and transit stations.	Safety on the MAX	Funding for sidewalks and safe bicycle routes for people of all ages	Actively support Vision Zero	Improve road safety between cars and bicycles by enforcing traffic laws for users of both modes.	Regional approach to address transit affordability for elders, youth, and low-income people
Native American	x											x
Youth	x	x	x				x					x
Asian Pacific Islander							x		x	x		x
African American				x	x							
Latino						x						x
Slavic Russian								x			x	
African Immigrant	x			x	x							
Community leaders from culturally specific groups		x	x									

B. Comment Summary from Southwest Corridor Public Engagement Plan

- Increase transportation choices and create reliable / faster transit services
- Provide transportation choices for seniors, low income and people who do not drive
- Improve transit service to job and education opportunities
- Provide access and benefits to neighborhoods; don't just pass through on the way to somewhere else
- Improve safety for people who take transit
- Improve safety for people walking and biking
- Maintain community affordability

C. List of groups engaged in Southwest Corridor Public Engagement Plan

- National College of Natural Medicine
- South Portland Neighborhood Association
- Hillsdale Neighborhood Association
- Far Southwest Neighborhood Association
- Homestead Neighborhood Association
- Southwest Neighborhoods, Inc. Transportation Subcommittee
- Hillsdale residents
- Concerned Citizens for Social Justice
- Drinking Liberally in Tigard
- Portland Business Alliance
- Tigard Downtown Alliance
- Tigard Transportation Advisory Committee
- Supa Fresh Farm, Youth Source
- Oregon Somali Family Education Center
- Greenburg Oaks residents, Community Partners for Affordable Housing
- Lair Hill residents and business owners
- Southwest Neighborhoods Inc. Leadership
- PCC Sylvania leadership
- Upstream Public Health
- 1000 Friends of Oregon
- Coalition for a Livable Future
- Center for Intercultural Organizing

Materials following this page were submitted at the meeting

2018 REGIONAL TRANSPORTATION PLAN UPDATE

Transportation Equity Work Group - Meeting # 2

Date: February 18, 2016
Time: 1 – 3 p.m.
Place: Metro Regional Center, Room 401
600 NE Grand Avenue, Portland, OR 97232

Getting there with a connected region



Meeting Evaluation

Please rate the following questions on a scale of 1 – 5 and add your thoughts.

One (1) = needs significant improvement

Five (5) = well done

1. Did you feel the beginning part of the meeting (policy framework and existing conditions/trends) provided useful background information to support future meeting discussions?
2. Did you feel your feedback and input was heard, recognized, and captured by Metro staff?
3. Was there something that could have improved the equitable outcomes exercise?
4. Do you feel the Transportation Equity Analysis process is on the right track?

Irving Street Garage visitor parking policy

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 **Metro** | *Memo*

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From: Justin Sherrill, Metro Communications Media and Marketing Intern
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While affordability and cost are the most prominent themes, the comments also show a broad trend of support for sustainable practices and policies at the regional level. However, this support does not come without concern of the distribution of the costs of "going greener." Considerable concern remains around the question of how vulnerable communities will afford to adapt to growth and change in the region.

For example, comments on the 2014 Climate Smart Strategy emphasized finding ways to fund the proposed strategies in ways that do not unfairly affect commuting, low-income families who are dependent on their cars for work or child-care. Specifically, proposals for a vehicle mile traveled (VMT) tax remained a contentious issue, with equal support and opposition from respondents.

Comments on behalf of organizations or coalitions are also concerned with the lack of a clear-cut method for tracking the end cost that historically underrepresented communities as well as older adults and younger persons will have to bear. Furthermore, if not enough action is taken to mitigate the local effects of climate change, these same communities will often bear the burden of the various health and economic related impacts to our region. These include but are not limited to illnesses related to air pollution and heat, as well as decreased water quality and supply.

Access and Service¹: Concern about access is one of the most consistent themes found across the reports, and one that is especially significant for vulnerable communities. All residents are

¹ In this summary report, **access** is used to describe the physical layout of Metro's transportation networks and how it impacts residents' abilities to utilize the transportation network and options provided to travel to their desired destinations. Examples include accommodations for disabled or mobility-impaired riders at transit stations or the whether the planned pedestrian route of a newly created bus line is in close proximity to transit-dependent riders. **Service** denotes the frequency, efficiency, reliability or maintenance of these

impacted positively or negatively by their relative proximity to various modes of transportation, as well as their ability to reach places to work, live and play via those modes. It is worth noting that there was a consistent theme of support for improving and expanding the region's transit networks and active transportation routes (found in ATP, RTP, Climate Smart Strategy, Powell-Division), while at the same time, there was a chorus of dissatisfaction with the access and service of these same networks. Many comments voiced concern about new projects and developments negatively affecting the access and service of preexisting transportation networks, either through direct disruption or by stretching limited resources too thin.

Route permanence and consistency of service were voiced as core needs for various historically underrepresented communities as well as older adults and younger persons. Comments from those who are transit-dependent and low-income expressed how disrupted service or the removal of a route can have a harmful effect on their ability to get to work on time or to access child/elder care, to name just two examples.

Safety: Safety emerged as a prominent theme found in the public comments of all reports. Similar to access and service, this theme could also be divided into two interpretations of safety.

The first interpretation has to do with the physical infrastructure or "designed" safety of the region's transportation system. Found prominently in the ATP and RTP reports, examples generally dealt with features such as wider bike lanes, more crosswalks, and other ways to increase the physical separation of modes and create an atmosphere of feeling safe while using that mode. Comments expressed that the physical structure of the region's transportation system could still be improved or altered to make them more accessible to people of varying levels of mobility, ability, age and experience.

The other interpretation of safety was more related to personal security as it has to do with monitoring and moderating the conduct of the region's transit users to protect those who might feel particularly vulnerable using such transportation options. Found in several reports, but most prominently in the Powell-Division comments, this concern for safety is mostly related to the region's transit networks. A consistent theme to emerge from Powell-Division was support for the project and use after completion, "if it felt safer."

Involuntary Displacement: Involuntary displacement emerged as a prominent theme found in all reports, but primarily in the Powell-Division Project public engagement report. The attention to this topic attracted more attention in part because the possible benefits and downsides become more tangible for these large-scale, near-term capital investments. Numerous comments from this report dealt with residents' fears of involuntary economic displacement resulting from the redevelopment of neighborhoods likely to follow the construction of the transit route. Concerns voiced in comments largely dealt with fears of rents and property taxes being raised to untenable levels for many of the corridor's more vulnerable residents.

Advocates and members of communities of color and low-income communities expressed doubts as to how Metro and other project partners will work to prevent or even mitigate such negative effects in the areas surrounding the proposed Powell-Division corridor. Many of the same groups were curious as to how Metro and other project partners will ensure that this project spurs economic growth and help existing businesses, while also connecting disadvantaged residents to jobs.

aforementioned networks. Examples can range from the timeliness of a streetcar to the width and condition of a bike path. Both are included in this section because both are highly interconnected.

The public comment summaries of these projects were examined, and cross-referenced with their associated comment logs as needed, with an eye for finding common themes and language between reports. The findings are summarized in the following four sections. Attached is a more detailed explanation of the methodology behind identifying the themes discussed in this assessment.

Table I: Public Comment Report Reviewed for Different Plan and Relative Theme Rankings

	2014 Regional Transportation Plan	2014 Active Transportation Plan	Powell-Division Transit and Development Project	Climate Smart Strategy
Affordability/Public Cost	Highest	High	High	Highest
Access/Service	High	Highest	Highest	Mid
Health/Safety	Low	Mid	Low	High
Involuntary Displacement	Mid	Low	Mid	Low

Addendum: Methodology

Because of the wide variation between all the reports’ public comment sample sizes and demographic makeup, as well as survey methods, no attempt was made to compare the prevalence of themes *across* reports. Rather, this assessment attempted to discern the prevalence of the various themes in relation to each other within each report. First, each survey summary was consulted to identify the most prominent topics discussed in the comment surveys. Second, the reports’ comment appendices were examined in order to back up the findings in the summaries and determine a relative ranking of the four themes. The four themes were ranked in order of “Highest”, “High”, “Mid”, and “Low”. Broad trends can be identified across the reports, but with the understanding that there are some significant demographic differences between the reports’ commenter populations.

 **Metro | Memo**

Date: November 24, 2015
To: Grace Cho, Transportation Equity Analysis Project Manager
From: Charlie Tso, Regional Planning Intern
Subject: Identified Transportation Needs and Priorities – Public Comment Retrospective

I. Background

To support the 2018 Regional Transportation Plan (RTP) update and 2018-2021 Metropolitan Transportation Improvement Program (MTIP), Metro conducted a review of recent public input and comments related to the transportation needs of historically underrepresented communities as well as older adults and younger persons to help identify priority outcomes to be evaluated through the transportation equity analysis of the 2018 RTP and 2018-2021 MTIP.

The top four themes identified in this review are:

- Access
- Safety
- Affordability

II. Introduction

This memo provides an overview of common themes emerged from the public comments in two different public engagement reports: the Southwest Corridor Public Engagement Report and the Metro Diversity, Equity, and Inclusion (DEI) Equity Focus Groups Report¹. It is important to note that the purpose, process of engagement, and methods of these two reports are very different. The questions in the Southwest Corridor Public Engagement Report were intended to solicit feedback on options for high capacity transit in the Southwest Corridor and concerns about project impact. The Metro DEI Equity Focus Groups Report asked questions related to improving community engagement and helped inform the draft of Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion. The discussion groups were facilitated by Multicultural Collaborative and focused on topics such as housing, transportation, parks, etc. The Southwest Corridor Public Engagement Report focuses on feedback from business and neighborhood groups and placed-based dialogues whereas the Metro DEI Equity Focus Groups Report spoke with historically underrepresented communities as well as older adults and younger persons.

The Metro DEI Equity Focus Groups spoke with people from the following seven communities: Native American, Asian Pacific Islander, African American, Latino, Slavic and Russian, African Immigrant and Youth. Twenty-two different groups were engaged for the Southwest Corridor Public Engagement Report. The groups represented include South Portland, Hillsdale, Mt. Sylvania, Tigard, and Tualatin. Because the context and the stakeholders are different between the two reports, this memo summarizes the comment themes using broad concepts to encompass the

¹ <http://www.oregonmetro.gov/public-projects/equity-strategy/community-input>

various needs, concerns, and feedback documented in the reports. Overall, communities of different cultures, backgrounds, and places in the region share concerns about access, safety, and affordability in transportation / public transit.

See Appendix A, B, and C for more details in the comments derived from each report.

III. Public Comment Themes

1. Access:

Having reliable transportation access is a shared concern among the communities in both Metro DEI Discussion Groups Report and the Southwest Corridor Public Engagement Report. Having safe access to jobs is important to historically underrepresented communities as well as older adults and younger persons. Specifically, providing transit services to living wage jobs, jobs in industrial areas, and for workers who have night and weekend schedules is critical.

In addition, many historically underrepresented communities expressed the importance of bringing transit connections to their neighborhoods and job opportunities. The importance of access to jobs and neighborhoods is echoed in the comments from the Southwest Corridor Public Engagement Report. There is wide consensus on improving access to Marquam Hill, Portland Community College Sylvania Campus, and bringing benefits of transit access to neighborhoods.

Other comments about access include improving transit access to parks and natural areas, reducing the difficulties of using transit due to language barriers, and maintaining access to businesses in the Southwest Corridor during constructions of transportation projects.

2. Safety:

Safety emerged as a prominent theme found in the public comments of all reports included in this memo. From both reports, there are comments from different groups about strategies Metro can use to enhance the safety of people taking transit, walking, and biking. Specifically, it was mentioned that lack of proper lighting and cleanliness at bus shelters, lack of shelters and unsafe transit stops without sidewalks make people taking transit feel unsafe. Increasing funding better infrastructure like sidewalks and bicycle routes for people of all ages is also mentioned as a strategy. Additionally, one cultural group suggested more enforcement for both people in cars and people on bikes as a way to improve traffic safety.

3. Affordability

Affordability is not mentioned as a concern in the Southwest Corridor Public Engagement Report but strong concern for communities in the Metro DEI Equity Focus Groups Report. Four out of eight of these groups expressed that affordability in public transit is an issue that needs to be addressed. Specifically, Youth, Native American, Asian Pacific Islander, and Latino groups all explicitly said that Metro needs to be a convener to develop a regional approach to address transit affordability for youth, elders, and low income people.

Although there was no comment regarding the affordability of public transit or other transportation modes from the Southwest Corridor Public Engagement report, the cost of using

public transit or other modes may still affect quality of life for households and communities in the Southwest Corridor.

Appendix

A. Key Themes to Advance Equity in the Region from Metro DEI Equity Focus Groups Report

	Transit Access to Parks and Natural Areas	Transit access for workers with night/weekend schedules	Transit access to living wage jobs and jobs at industrial areas	Affordable housing accessible by public transit	Transit Oriented Developments that connect neighborhoods to opportunities	Reduce language barriers to make buying fares and taking transit easier.	Adequate lighting and cleanliness at bus shelter and transit stations.	Safety on the MAX	Funding for sidewalks and safe bicycle routes for people of all ages	Actively support Vision Zero	Improve road safety between cars and bicycles by enforcing traffic laws for users of both modes.	Regional approach to address transit affordability for elders, youth, and low-income people
Native American	x											x
Youth	x	x	x				x					x
Asian Pacific Islander							x		x	x		x
African American				x	x							
Latino						x						x
Slavic Russian								x			x	
African Immigrant	x			x	x							
Community leaders from culturally specific groups		x	x									

B. Comment Summary from Southwest Corridor Public Engagement Plan

- Increase transportation choices and create reliable / faster transit services
- Provide transportation choices for seniors, low income and people who do not drive
- Improve transit service to job and education opportunities
- Provide access and benefits to neighborhoods; don't just pass through on the way to somewhere else
- Improve safety for people who take transit
- Improve safety for people walking and biking
- Maintain community affordability

C. List of groups engaged in Southwest Corridor Public Engagement Plan

- National College of Natural Medicine
- South Portland Neighborhood Association
- Hillsdale Neighborhood Association
- Far Southwest Neighborhood Association
- Homestead Neighborhood Association
- Southwest Neighborhoods, Inc. Transportation Subcommittee
- Hillsdale residents
- Concerned Citizens for Social Justice
- Drinking Liberally in Tigard
- Portland Business Alliance
- Tigard Downtown Alliance
- Tigard Transportation Advisory Committee
- Supa Fresh Farm, Youth Source
- Oregon Somali Family Education Center
- Greenburg Oaks residents, Community Partners for Affordable Housing
- Lair Hill residents and business owners
- Southwest Neighborhoods Inc. Leadership
- PCC Sylvania leadership
- Upstream Public Health
- 1000 Friends of Oregon
- Coalition for a Livable Future
- Center for Intercultural Organizing

Getting there



equitably

Transportation Equity Work Group Meeting #2 – Conditions and Priorities

Transportation Equity Work Group

February 18, 2016

Grace Cho, Transportation Equity Project Manager



Agenda Review

- Welcome
- Introductions and Partner Updates
- Policy Framework Context
- Existing Conditions and Trends Context
- Stretch Break
- Equity Outcomes Discussion
- Q&A and Next Steps

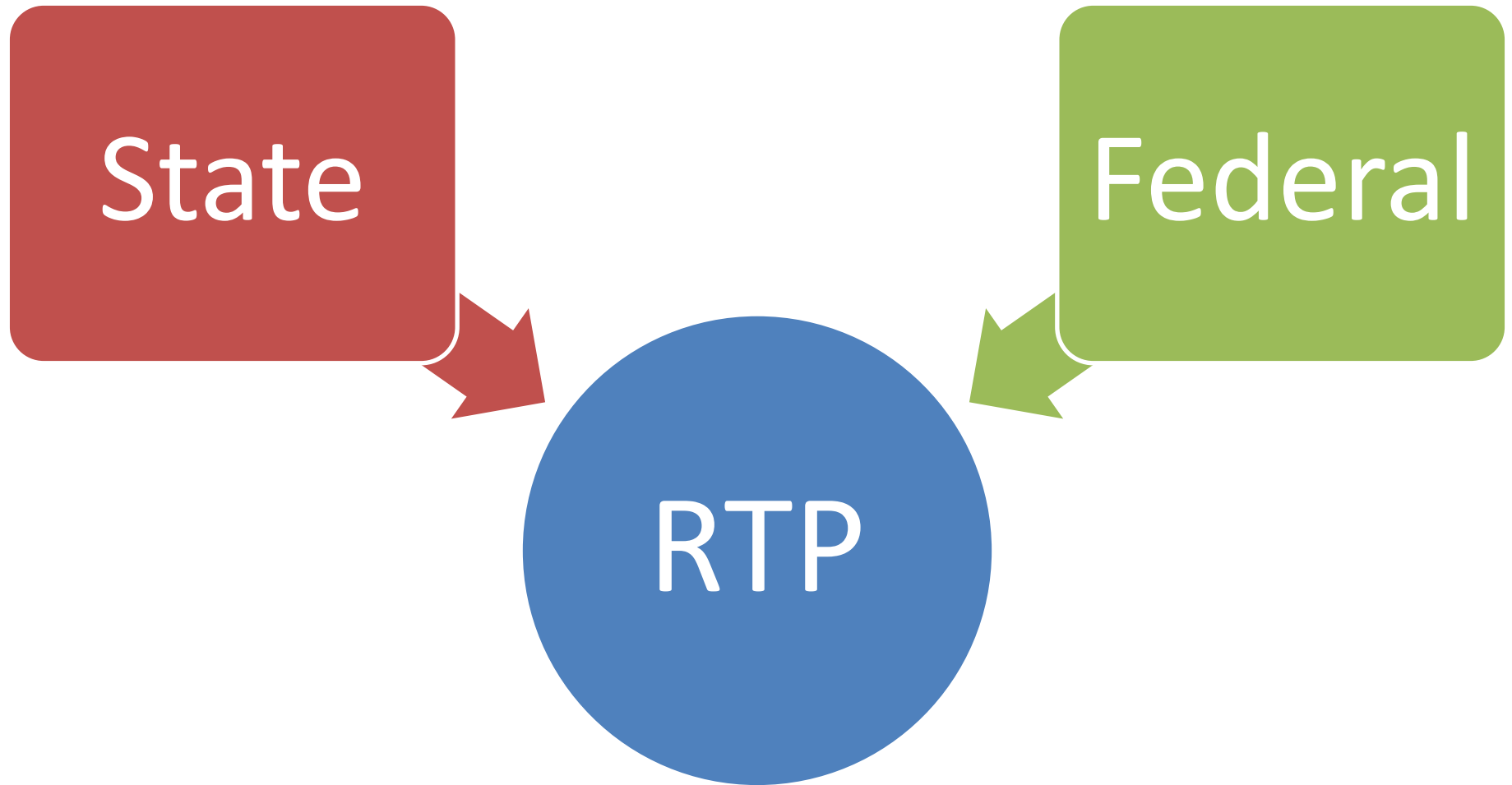
Introductions and Partner Updates



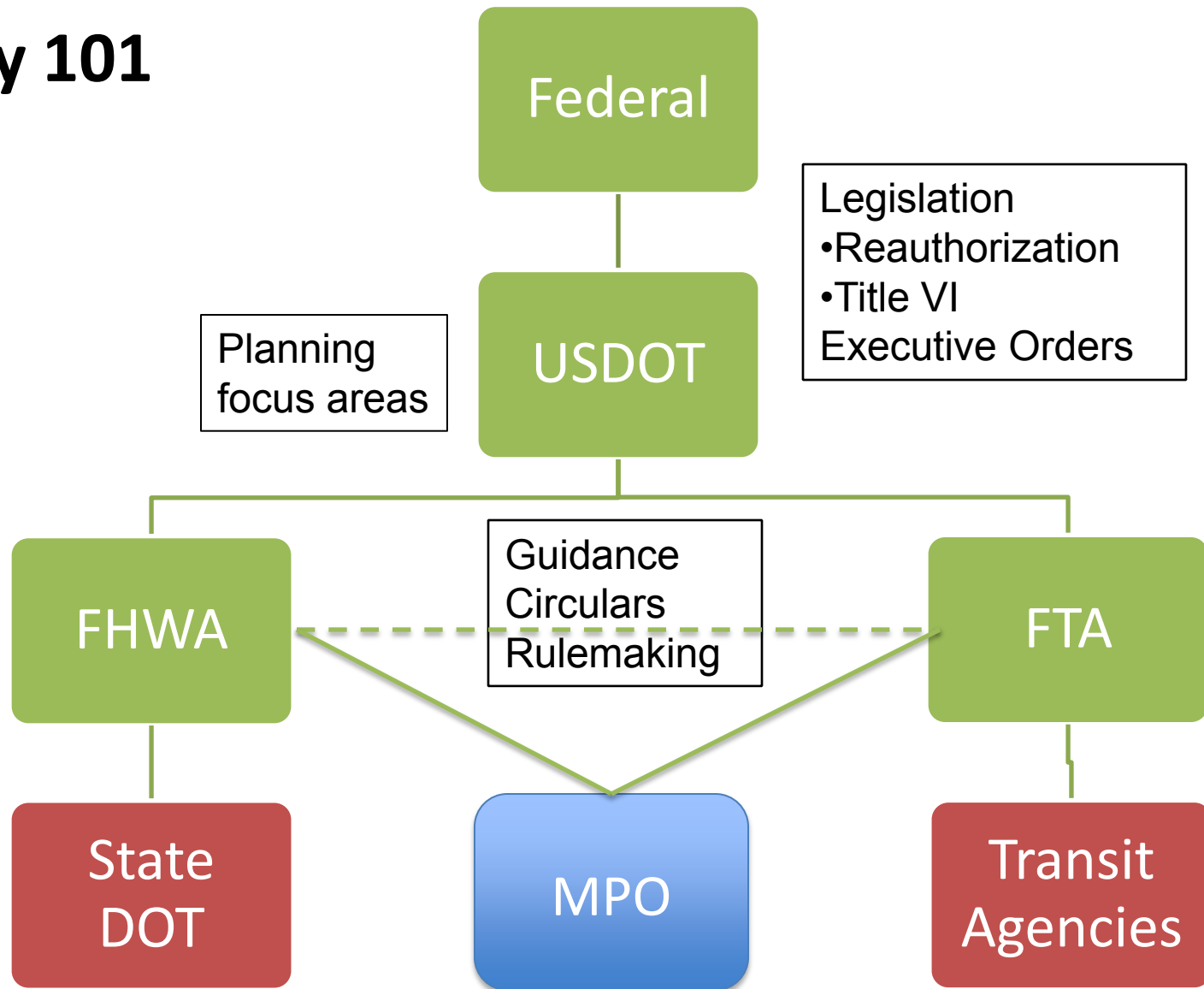


Where We Are Starting From: Policy Framework

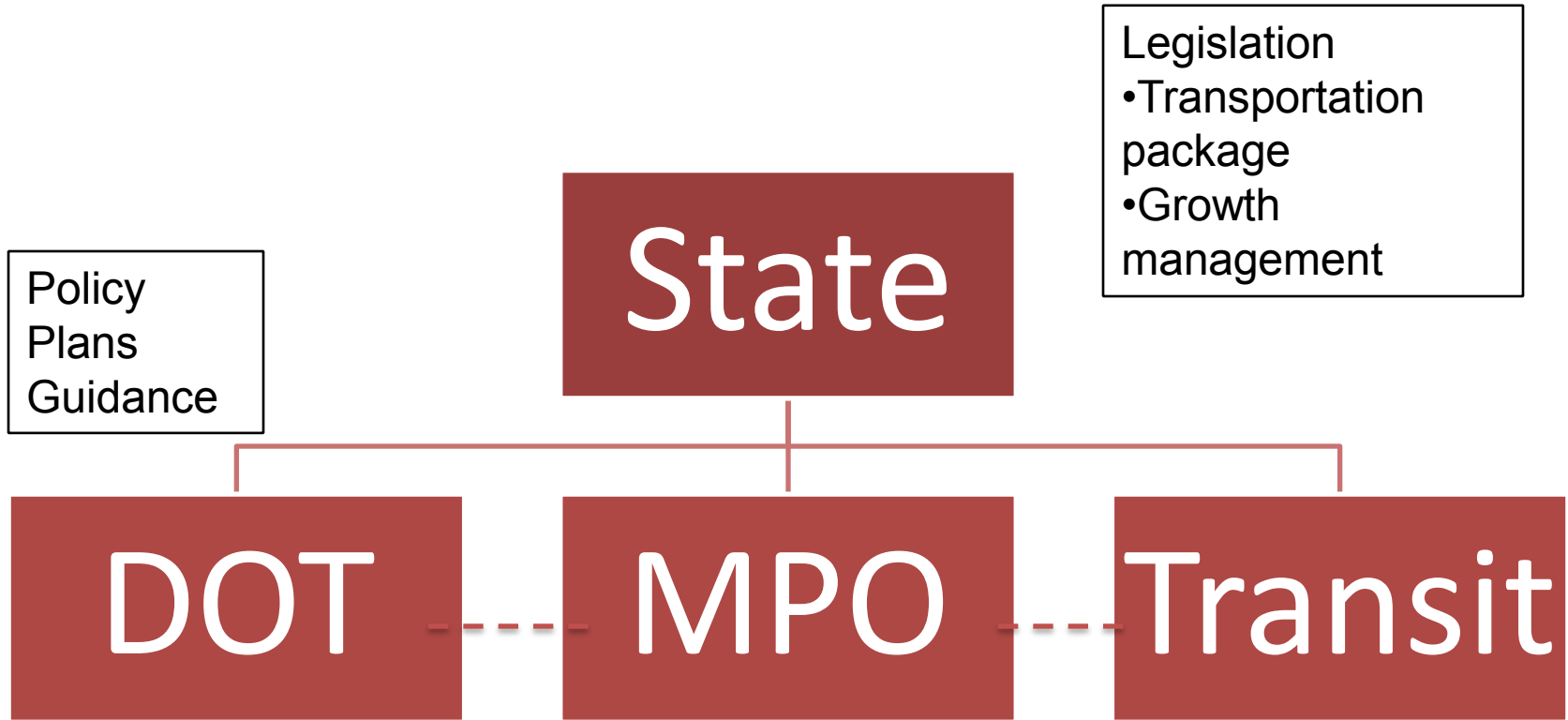
Policy 101



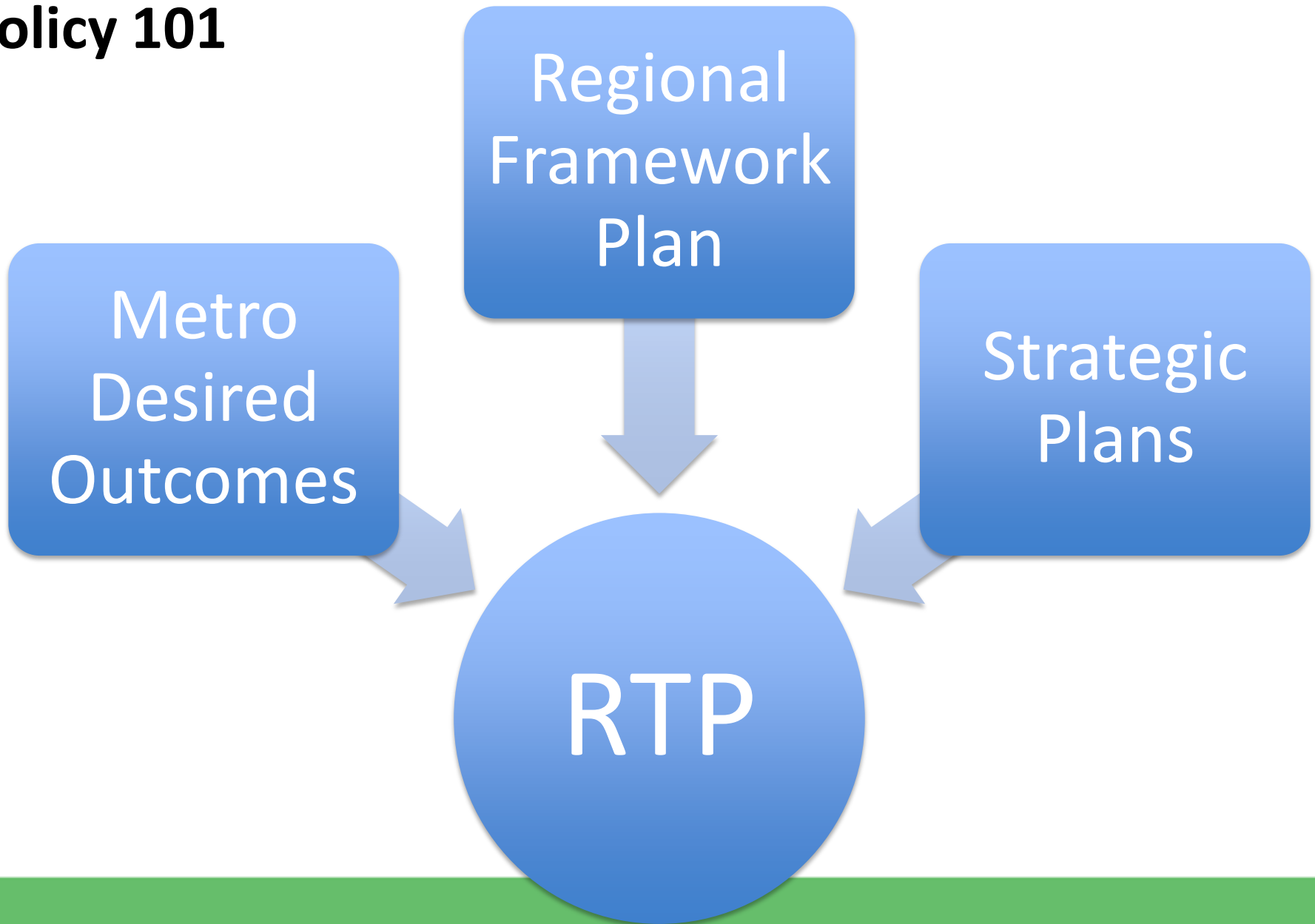
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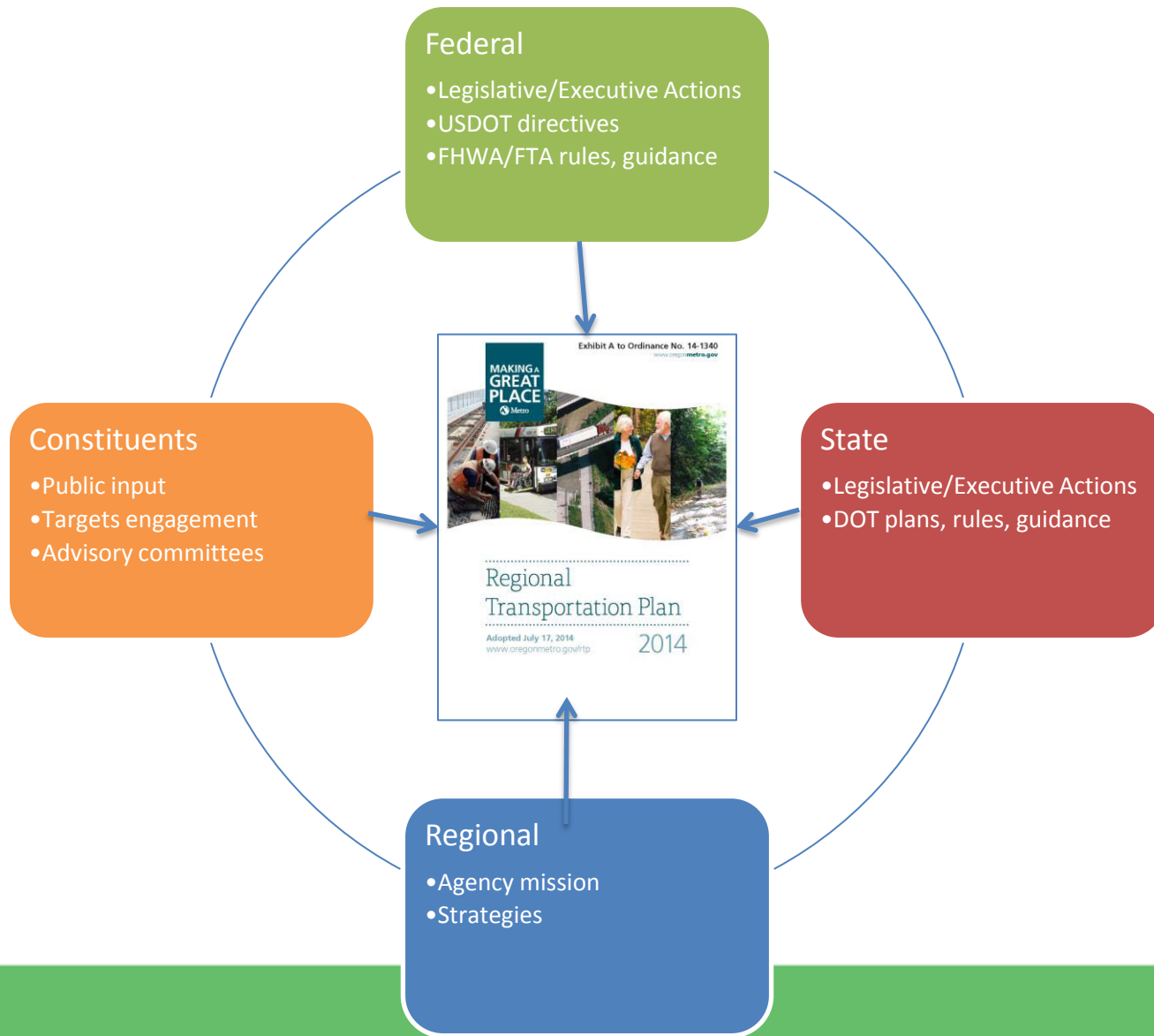
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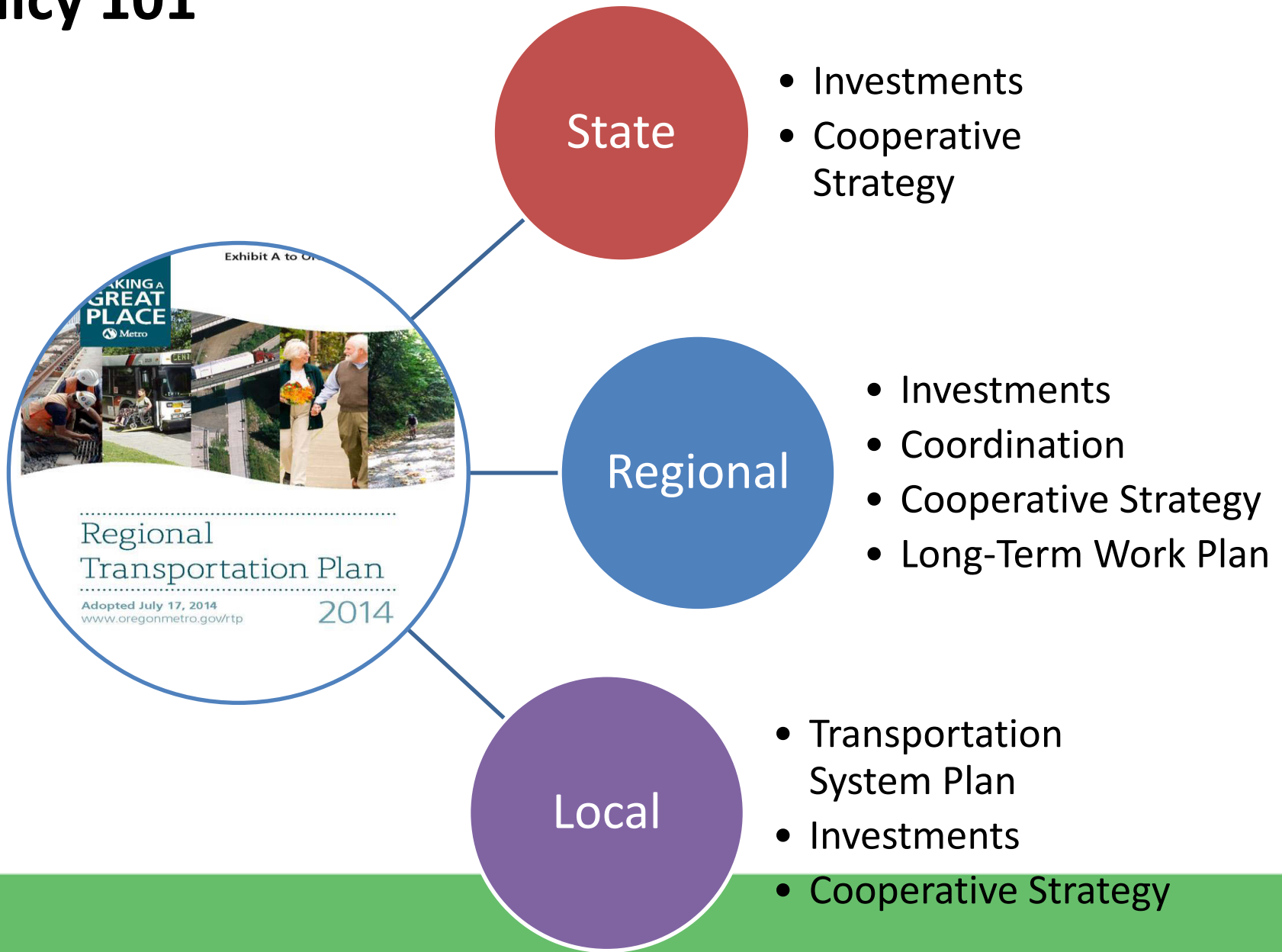
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Policy 101



Policy 101



Where We Are Starting From: The Region by Some Numbers

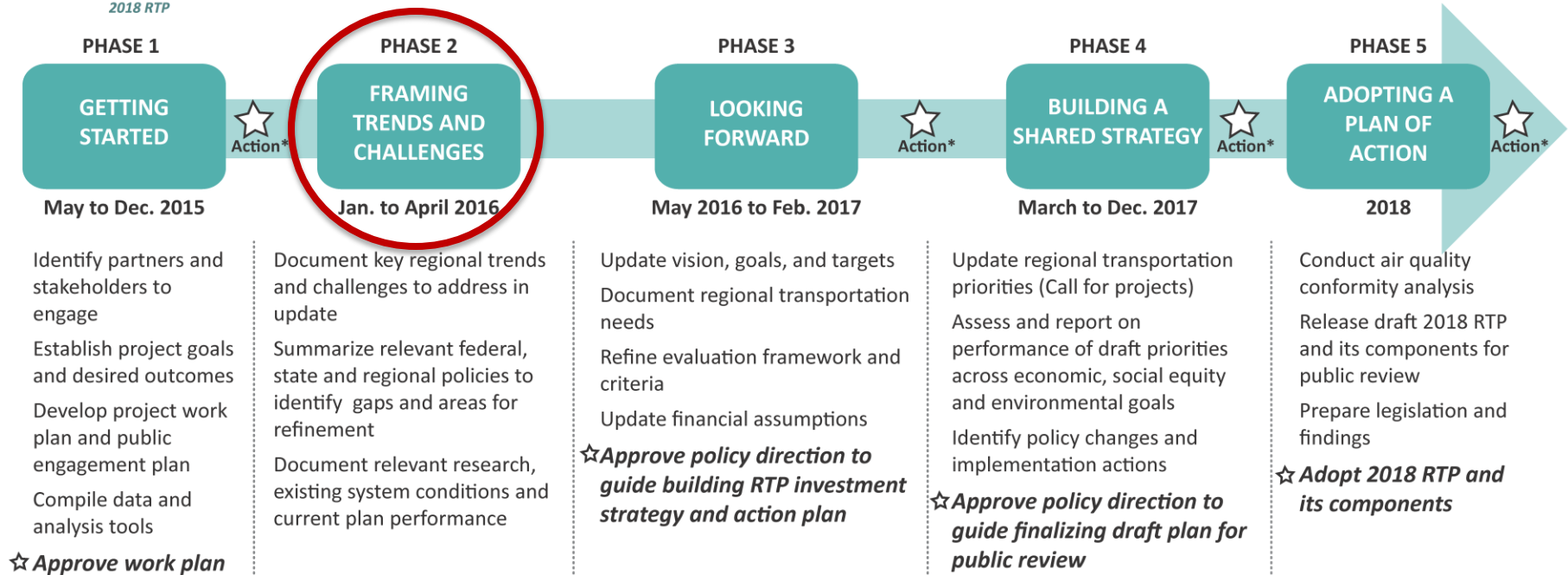


2018 RTP Timeline



2018 REGIONAL TRANSPORTATION PLAN WORK PLAN

Getting there with a connected region

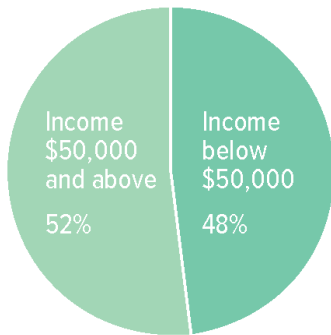


Who are we?

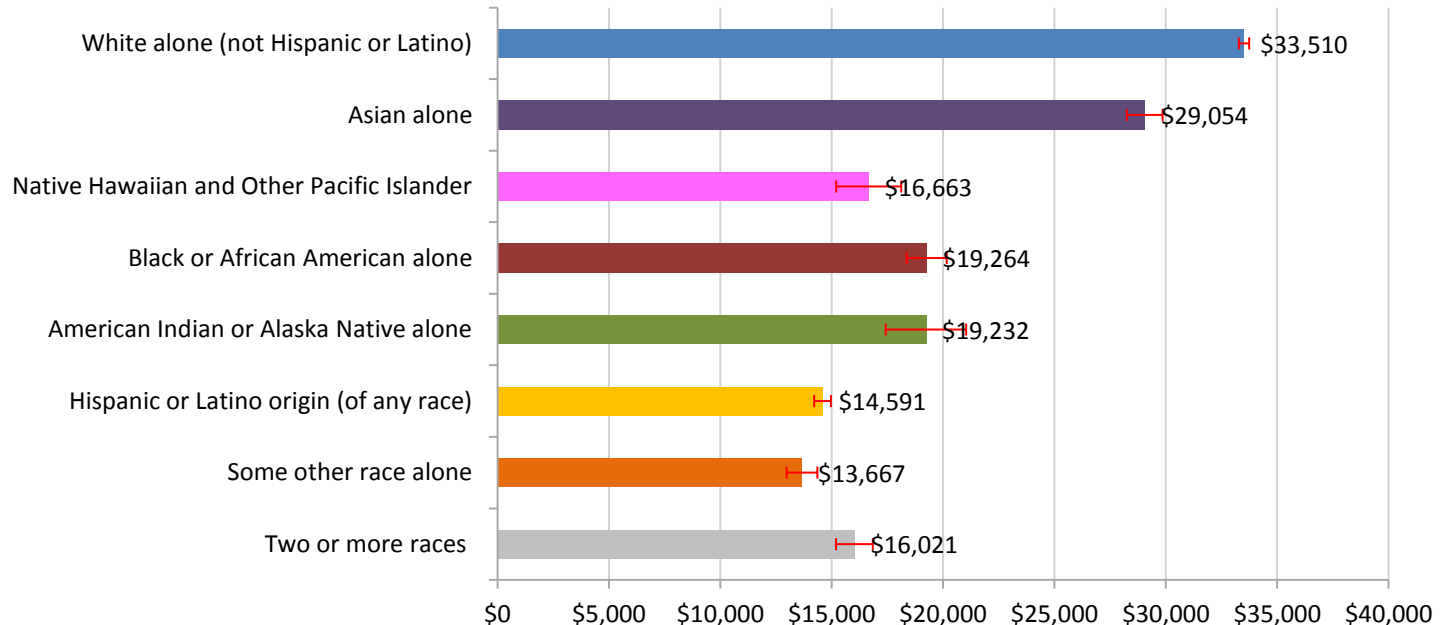


**Regional
per capita
income:
\$30,098**

INCOME COMPOSITION



Per Capita Income, by Race & Ethnicity Portland-Vancouver MSA



**Median household
income: \$58,710**

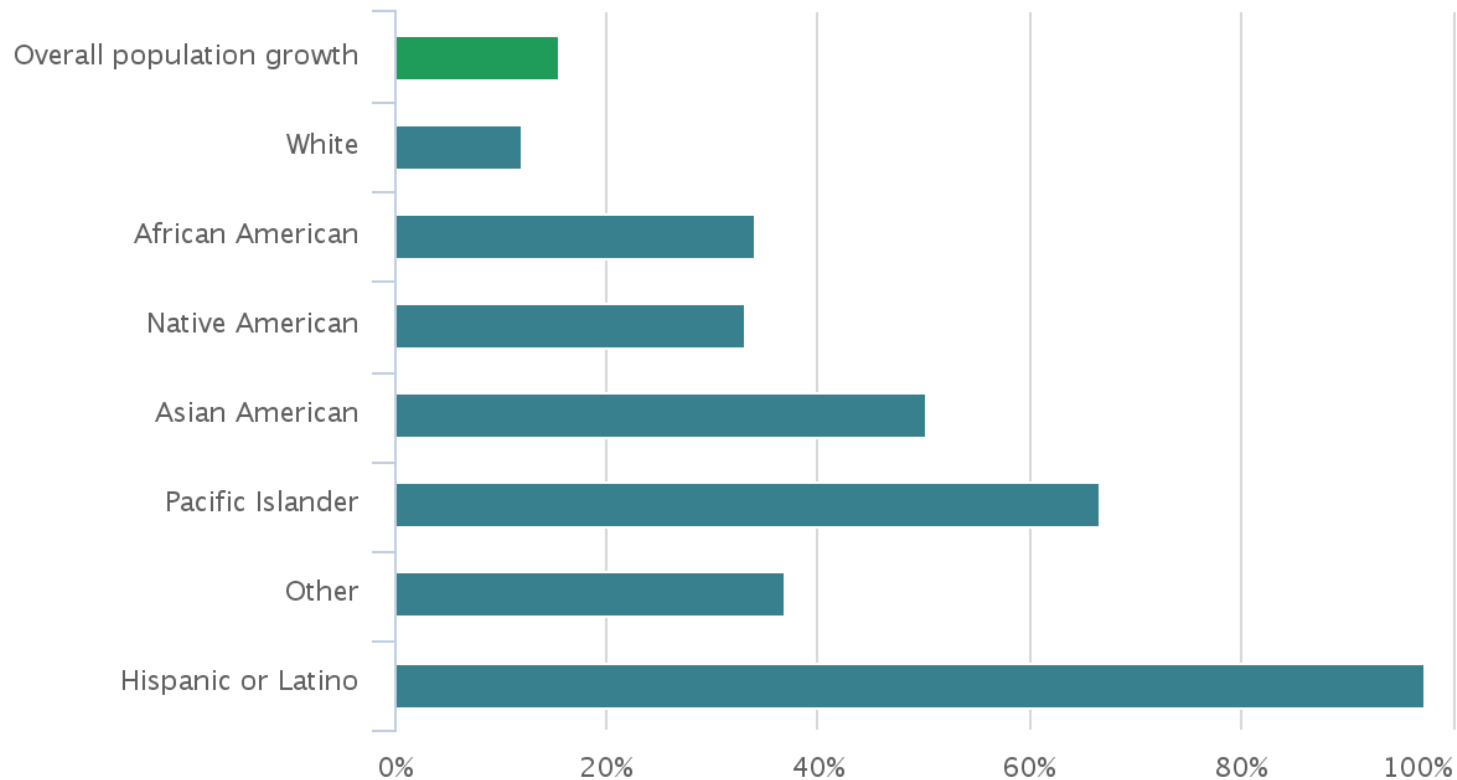
U.S. Census Bureau, 2009-2013 5-year ACS
& 2014 1-year American Community Survey

Who are we now compared to yesterday?

Clearly we are growing more racially and ethnically diverse

Percent population growth by race/ethnicity

Alone or in combination with other races, Portland 7-county region, 2000-2010



Source: US Census, via Portland Pulse

How do we get around?



43% driving alone



38% carpooling



6% transit



3% bicycle

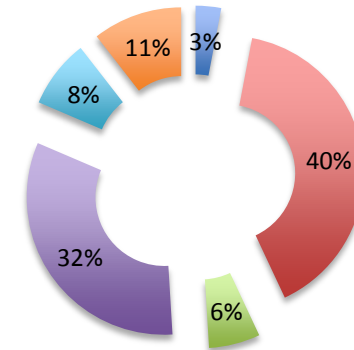


11 % walking

Communities of color travel more using other modes aside from driving alone.

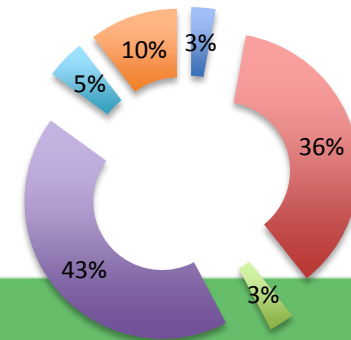
How We Travel - People of Color

■ Bike ■ Carpool ■ School Bus ■ Drive Alone ■ Transit ■ Walk



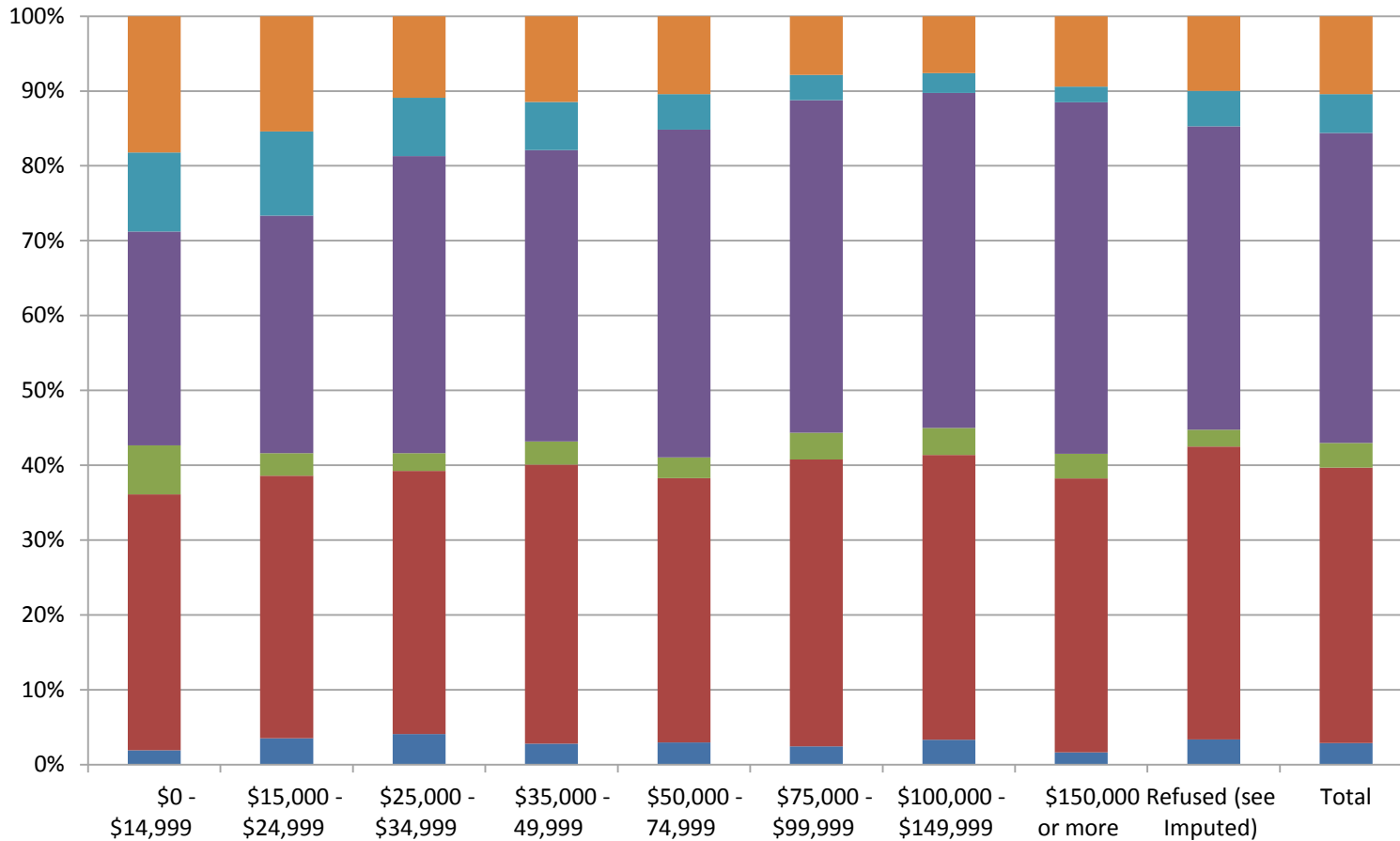
How We Travel - White

■ Bike ■ Carpool ■ School Bus ■ Drive Alone ■ Transit ■ Walk



How do we get around?

Mode Share By Income



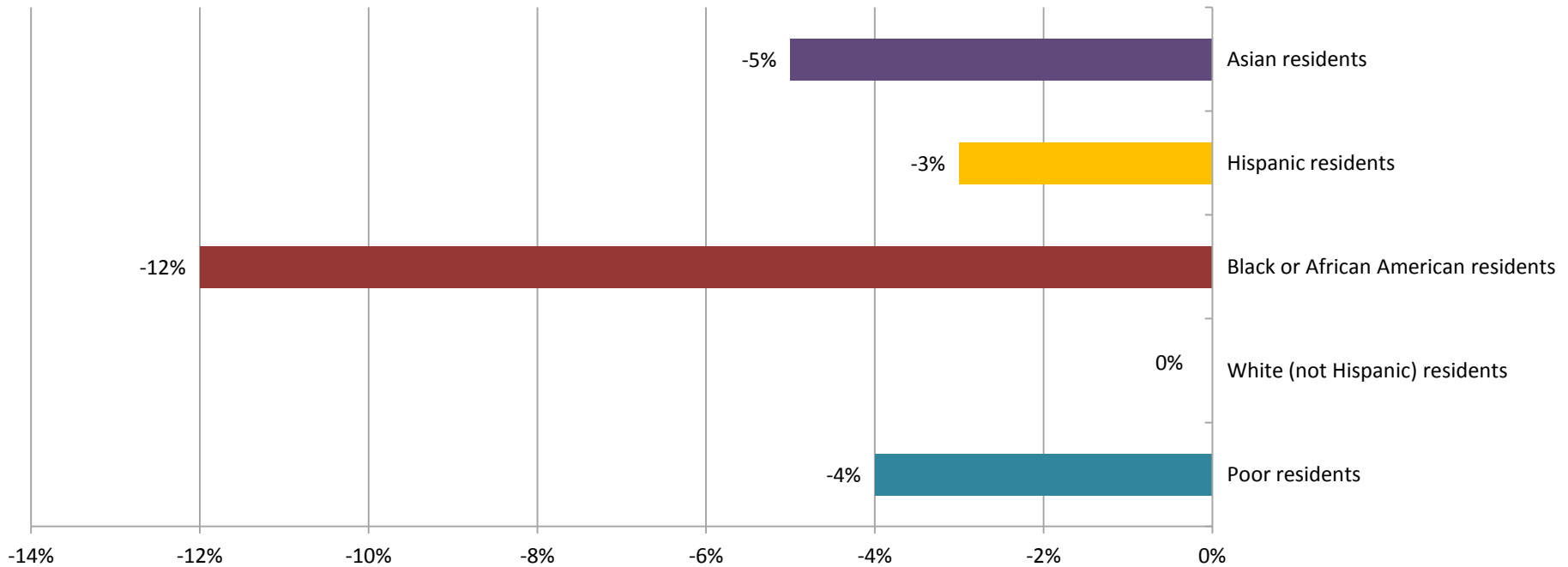
Lower income households use other modes a lot more than driving alone

Or higher income households can afford to take more drive alone trips

How far do we go?

Over time, people of color are having to commute farther to job centers, where as white residents have seen little change in commuting distance to job centers.

**Change in Proximity to Jobs within Typical Commute Distance,
2000-2012, Portland-Vancouver MSA**

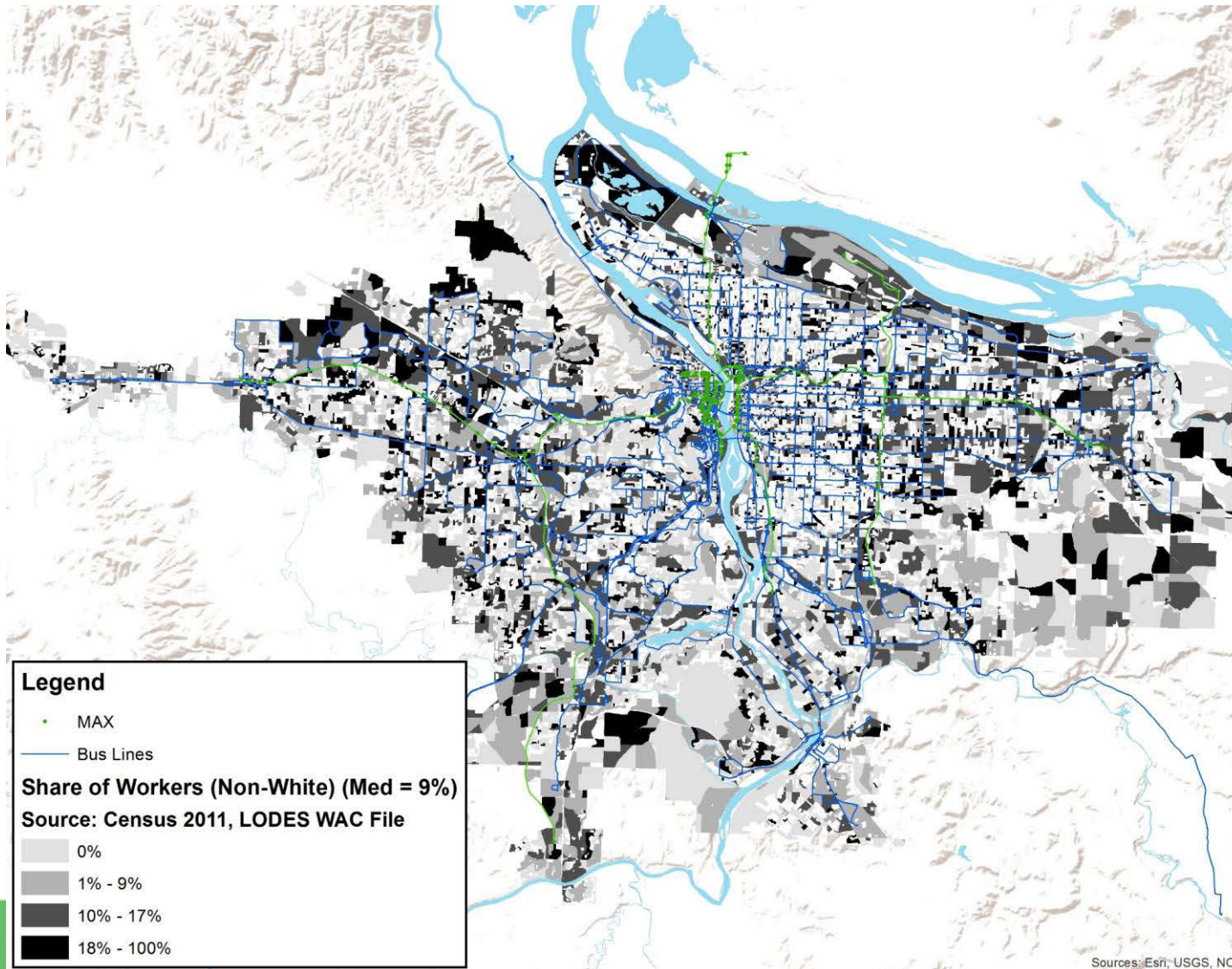


Brookings Institute, *Growing Distance Between People and Jobs in America*, 2015.

Where do we go...

...for
work?

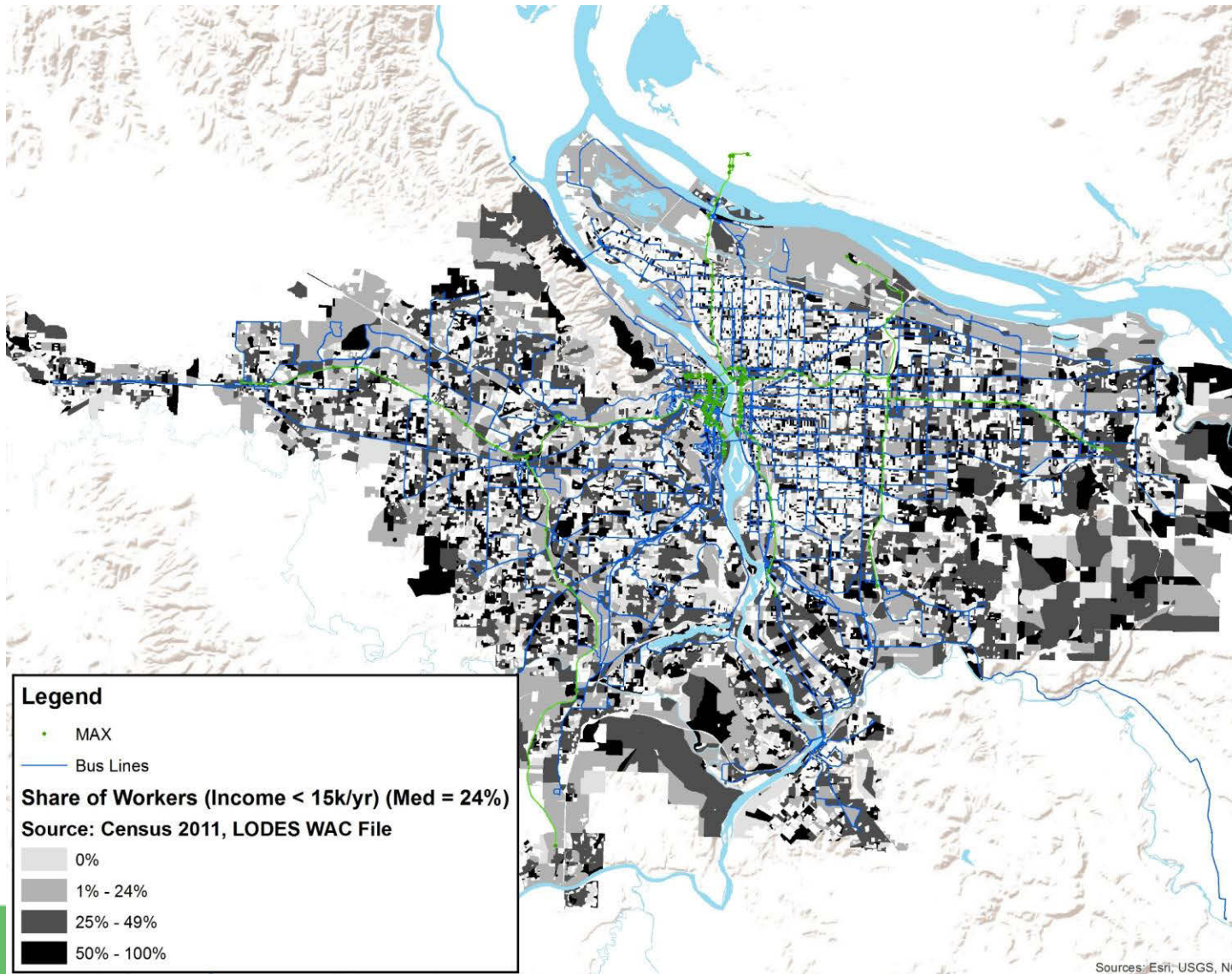
Workers of color are scattered throughout the region, especially to the outskirts of the far west, south-west and east.



Where do we go...

...for
work?

Low-Income workers are scattered, but are well-represented in both inner and outer areas



Where do we go...



...on transit?

Usual TriMet Trip Purpose	People of Color	White
Recreation	28%	38%
Work	22%	20%
School	14%	5%
Shopping	12%	8%
Personal Business	11%	14%
Visit Friends/Family	4%	2%
Medical	1%	5%

Yellow = Statistically significant difference at 95% confidence level

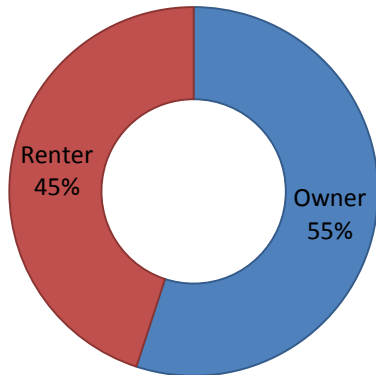
Usual TriMet Trip Purpose	Low-income	Higher income
Work	28%	19%
Recreation	20%	39%
Personal Business	15%	13%
Shopping	11%	8%
School	11%	6%
Medical	8%	3%
Visit Friends/Family	4%	3%

Yellow = Statistically significant difference at 95% confidence level

TriMet, Attitudes and Awareness Survey, 2014.

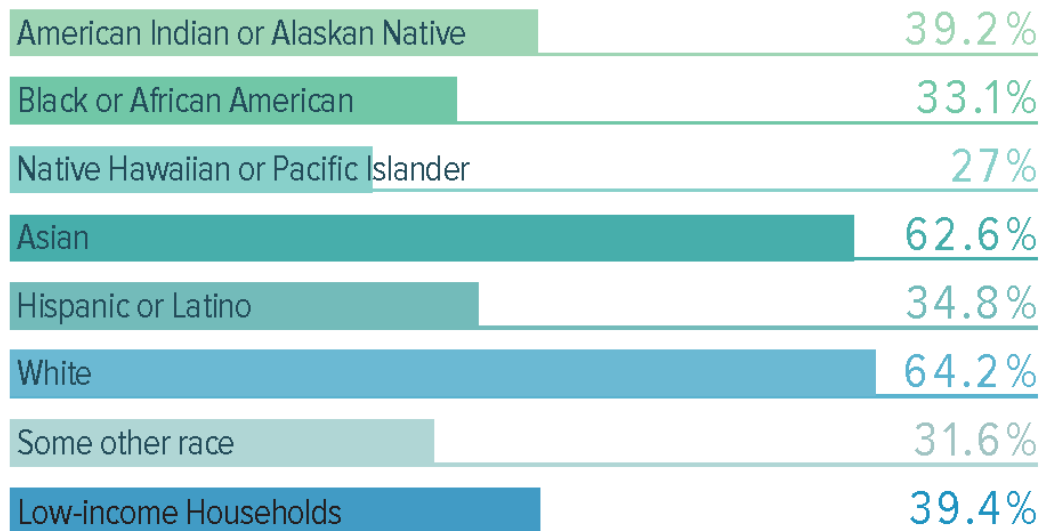
What does our housing situation look like?

Household Occupancy Profile 4-County Region



3-County Region

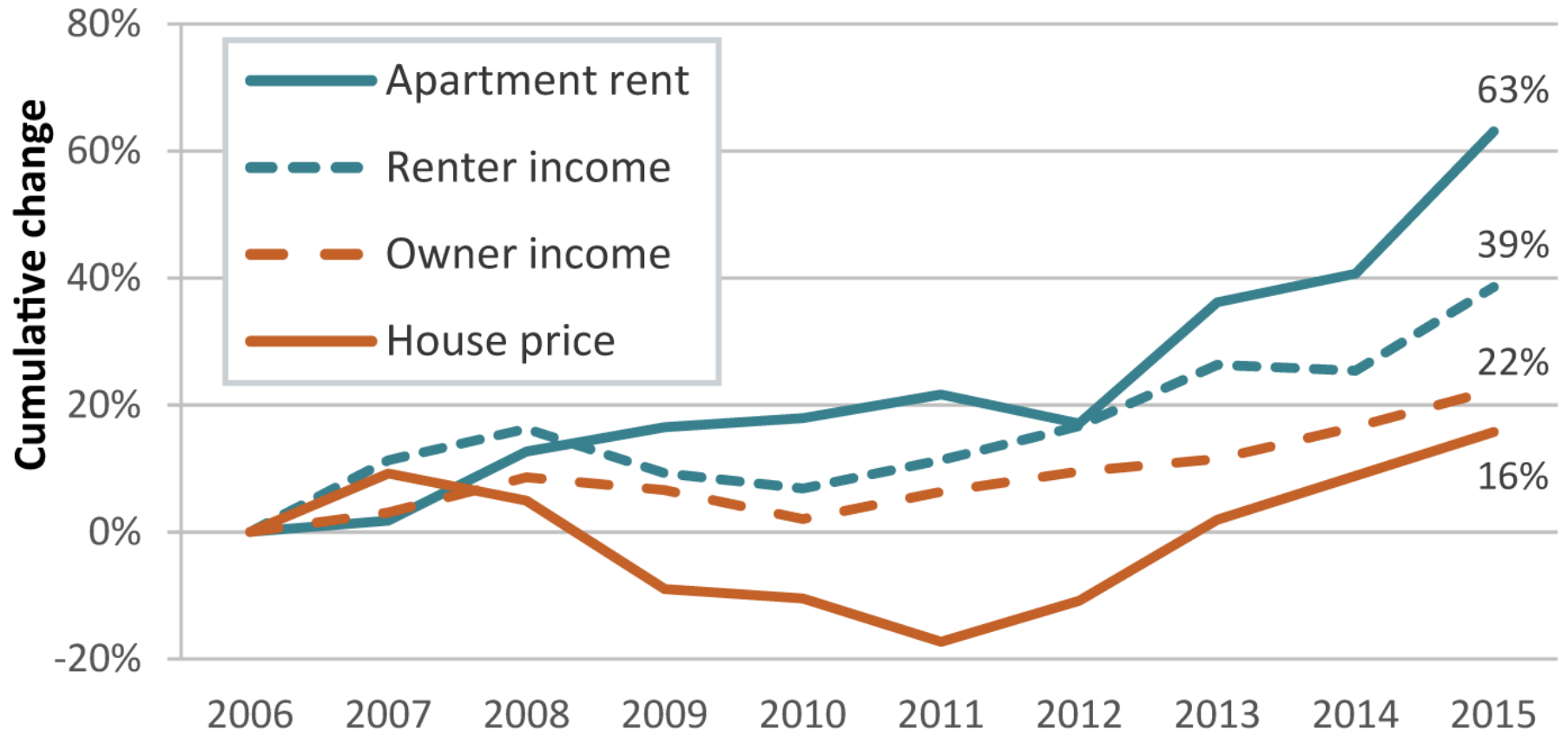
HOMEOWNERSHIP BY RACE AND INCOME



Homeownership rates greatly differ by race and income.

What does our housing situation look like?

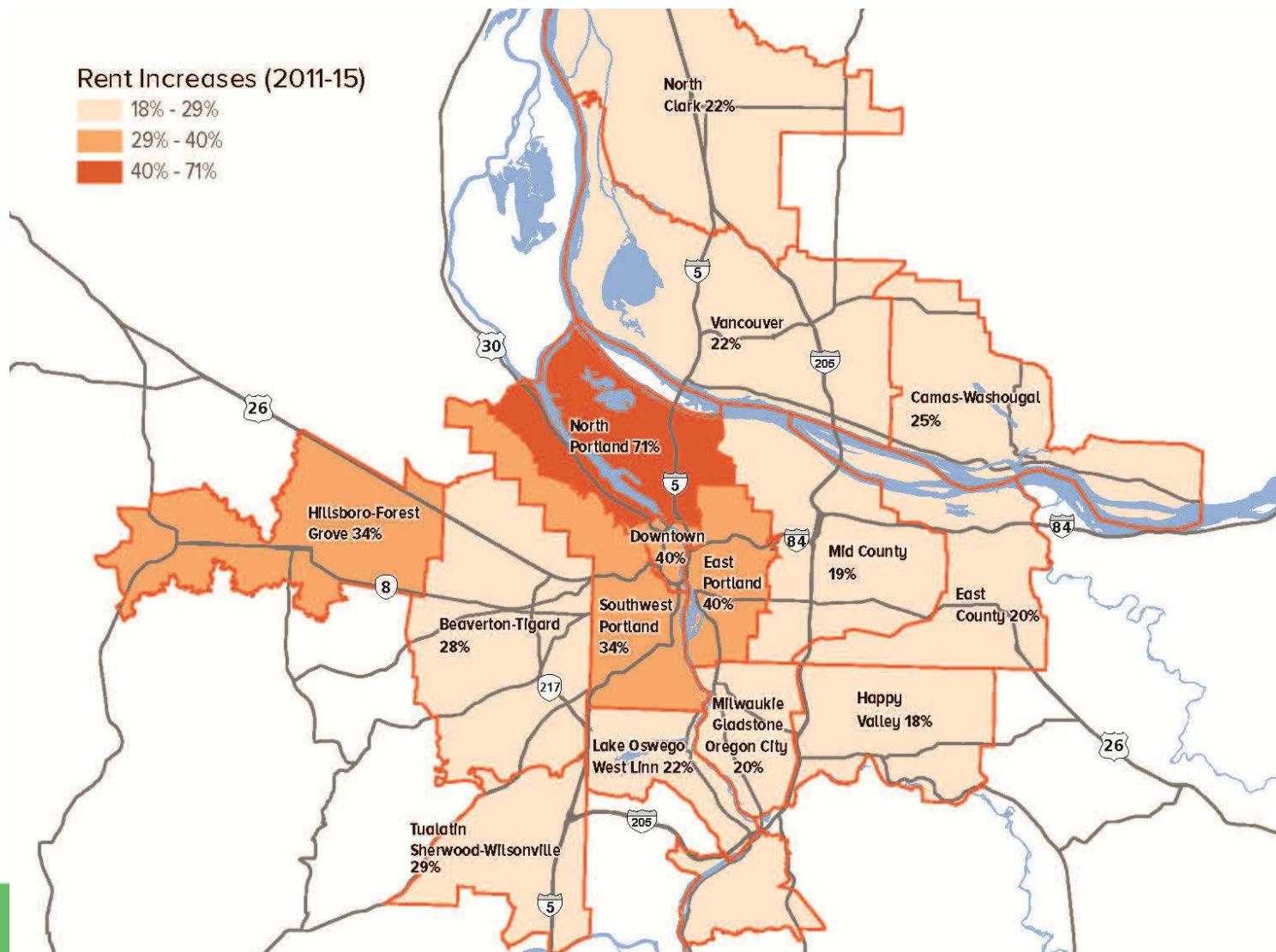
Rental prices are increasing much faster than income



Market Study, Johnson Economics, 2015

Where is rent going up the fastest?

Change in average rental cost from 2011-2015



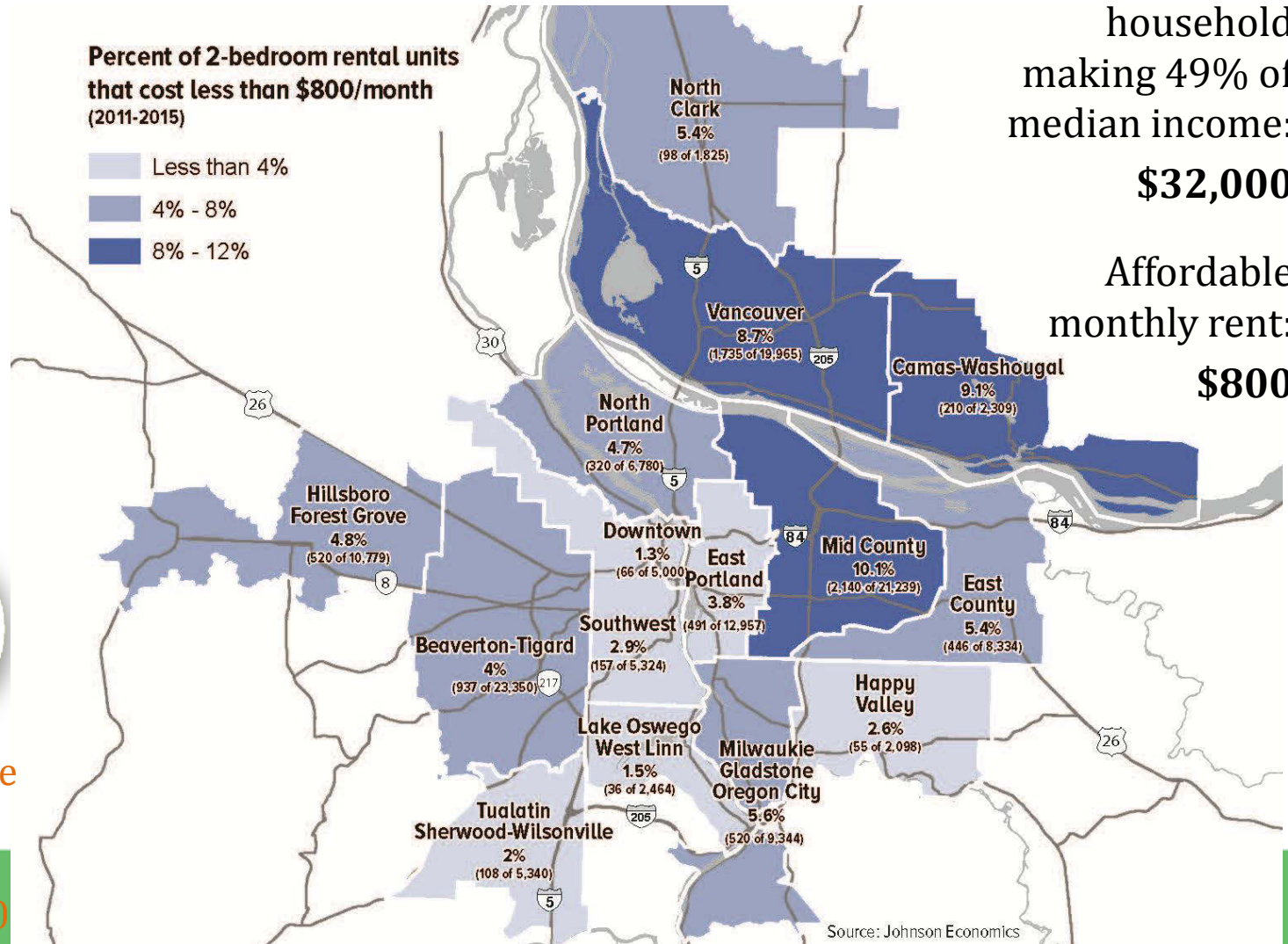
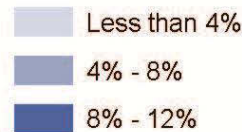
Includes 2-3 bedroom homes that sold between 2010-2015. Source: RMLS.

Where can a household making less than half of median income afford to rent?

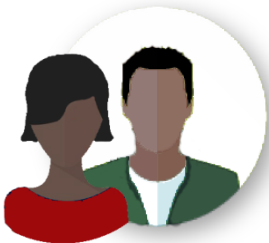
Three-person household making 49% of median income: **\$32,000**

Affordable monthly rent: **\$800**

Percent of 2-bedroom rental units that cost less than \$800/month (2011-2015)



Average salary of a pre-school teacher: **\$32,090**



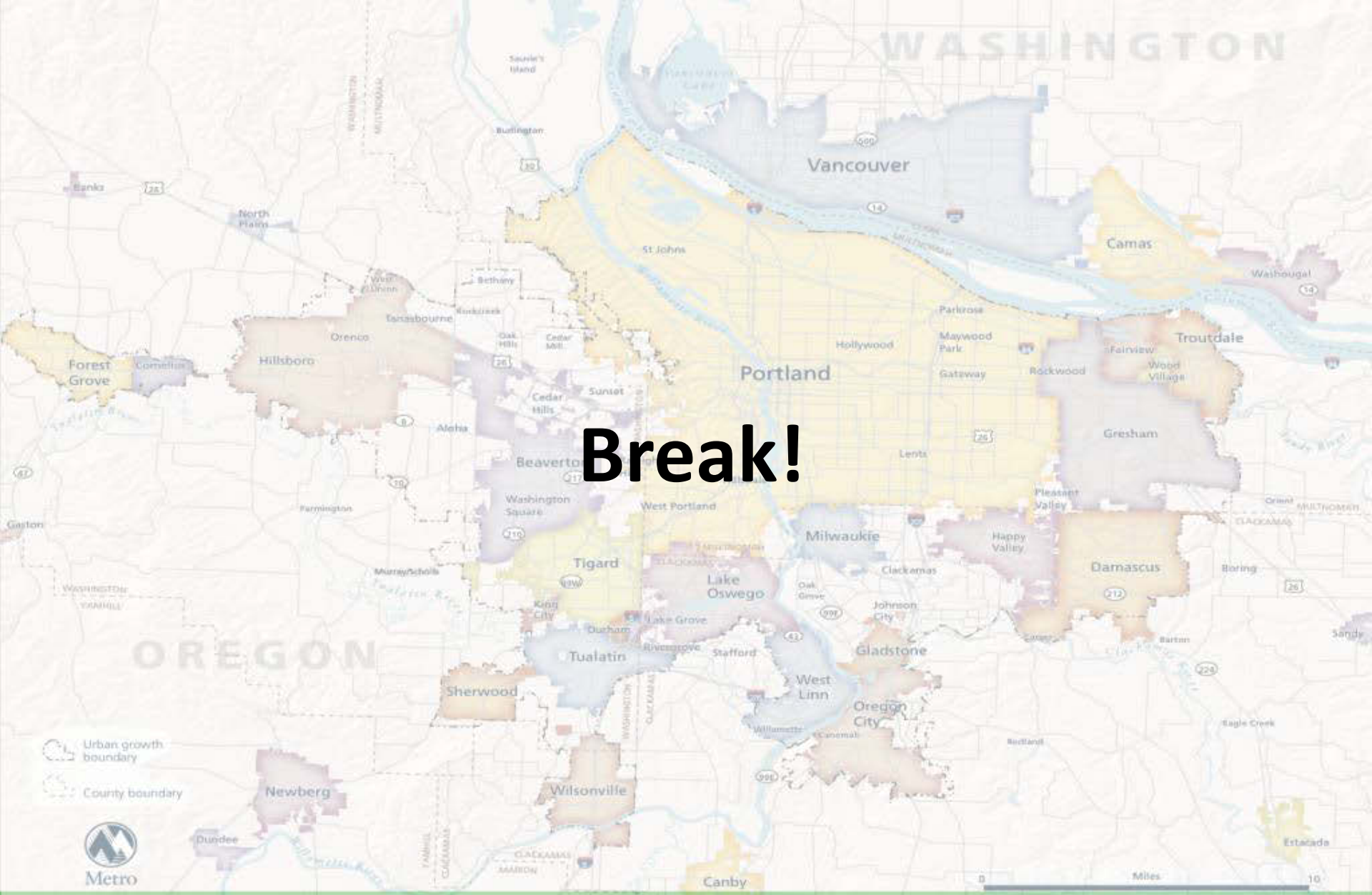
Combined income of two full-time minimum wage workers: **\$38,000**

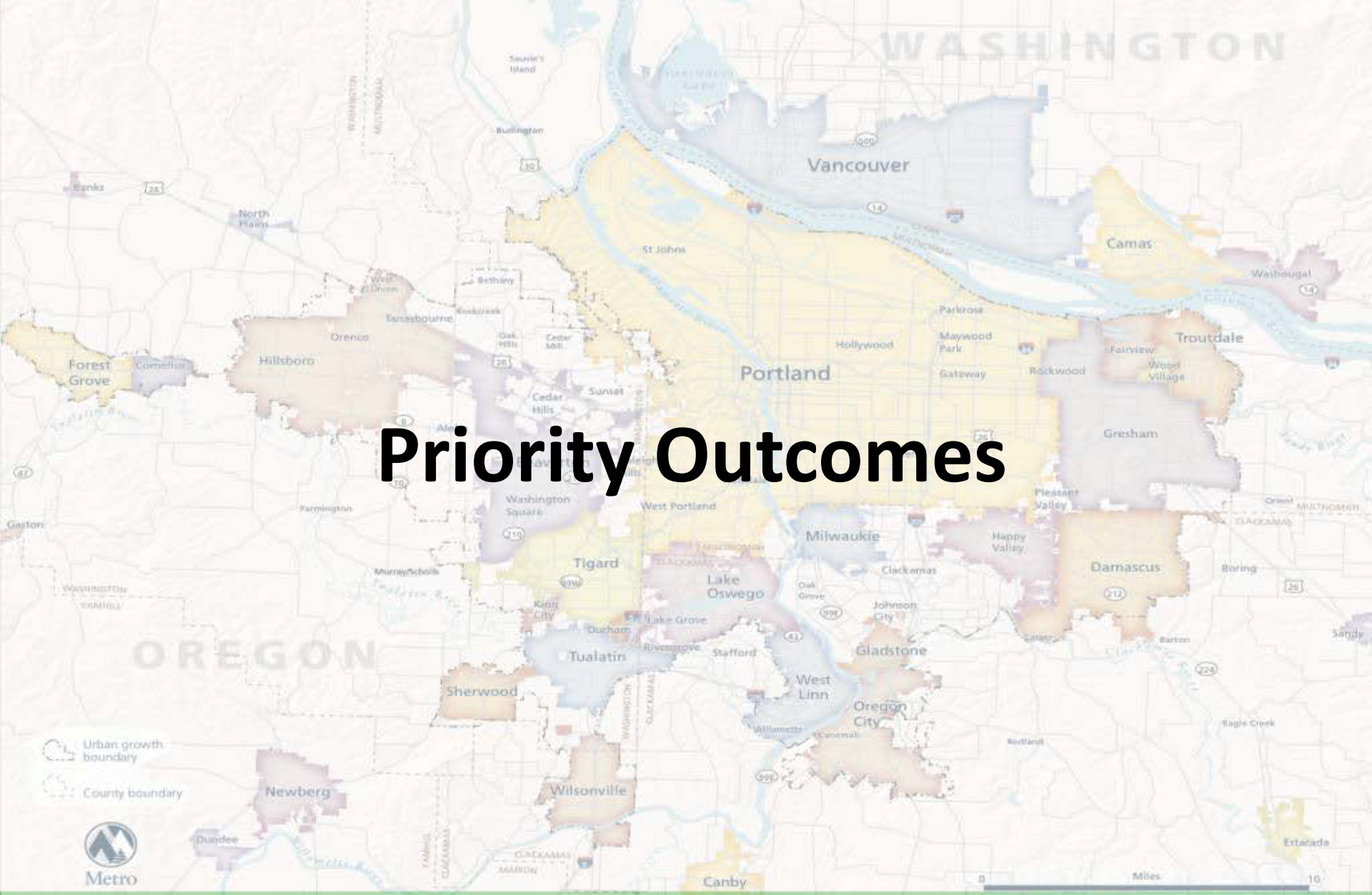
Source: Johnson Economics

Knowing this....

- What do we want to communicate to other working groups, technical advisory committees (TPAC and MTAC), and to our elected officials?

...and there is still more to come





Priority Equity Outcomes

Purpose:

- Identify the desired outcomes of the region's
 - Communities of color
 - Lower-income communities
 - Older/aging communities
 - Younger communities
 - Communities with limited English proficiency
- Reflect desired outcomes in **policies and actions** of the 2018 RTP

2018 Scoping - Identified central themes and issues

- Traffic
- Safety
- Funding
- Maintenance
- Reliability
- Travel options
- Access to opportunity (jobs, education and services)
- Health
- Affordability
- Set clear priorities
- Advance consideration of equity and economic impacts



Public comment retrospective themes



Affordability



**Transportation
Safety**



Accessibility



**Multimodal
Choices**



**Public Health &
Air Quality**

**Involuntary
Displacement**

What we heard through recent public comment

Earlier there was a question on how we would know when we have created the best transportation system possible for our region. When considering issues of social equity, what should be the priorities for our system? (pick three or add your own)

- **(71%)** Housing and transportation costs are manageable for households of all incomes.
- **(64%)** Transit is more frequent and goes to more places.
- **(62%)** It's easier for older people and people of color, with low incomes or living with disabilities to access stores and services.



Input wanted...

For thinking about the next major capital investment in high capacity transit, what would equity-focused criteria for prioritization look like?



Transit

Transportation Safety



What are your concerns surrounding transportation safety?

How should we evaluate safety to reflect equity in transportation policies and funding decisions?

What are your thoughts on the region adopting a zero fatalities by 2040 target? Are there other targets we should explore?

Your turn

What are the transportation priorities you hear from your community?

What are the biggest transportation needs?

Based on that, what should be the focus of the evaluation?

- Tables organized by theme and/or question from other work group
- Table hop and add what you've heard are priority issues for your community
- Add a dot to any ideas already written down
- Consider all the stuff you heard today and start thinking about what we want to move forward in measuring for the May meeting



Q & A

Next Steps

Questions and Answers

1. Are there any additional questions, comments, or clarifications around the materials discussed today?



Next Steps

- February – Table setting (continued) and start transportation priorities discussion
- **May** – Select/confirm transportation priorities and start evaluation methods discussion
- June – Overview of evaluation methods and measurements
- **September** – Select evaluation methods and inform partners

Next Steps

For Metro Staff:

- Synthesize identified equity outcomes exercise and report back to the work group
- Communicate work group messages to other 2018 RTP work groups, technical advisory groups, and elected officials
- Follow up with reading materials to prepare for May meeting

Homework



1. Report back to your people!
2. May – Meeting #3 – Review the follow up materials.
3. May – Meeting #3 – Think about what our work group mission is; use that and information shared today to discuss what are the **three** most important priorities to measure the RTP investment scenarios.



Metro | Memo

Date: February 11, 2016
To: Transportation Equity Work Group and interested parties
From: Grace Cho, Associate Transportation Planner
Subject: Transportation Equity Analysis for the 2018 RTP and 2018-2021 MTIP – Meeting #2 Overview

Purpose

Provide the Transportation Equity working group an overview and of the materials and agenda items to be discussed at the second working group meeting.

Materials Overview

To prepare for the second working group meeting the following materials are attached to help provide background and information for discussion:

- Agenda
- Memorandums of Public Comment Retrospective and Emerging Themes
- Meeting Notes from Working Group Meeting #1

Work group members are asked review these materials prior to the first working group meeting and come with any questions.

The memorandums of public comment retrospectives and emerging themes are informational and intended to help inform the discussions at the second work group meeting.

Next Steps

In addition to asking work group members review the materials, working group members are asked to come prepared to participate in group discussions for the following questions:

1. From the lens of the communities you serve, what transportation priorities should the analysis look to evaluate?
2. Are there activities your jurisdiction or organization is working on Metro can coordinate with to better address equity?
3. What updates, if any, do you have to share for the working group? Who have you talked to in your networks and what information do they want to share back to this work group?