



# Metro | Agenda

Meeting: Metro Technical Advisory Committee  
Date: Wednesday, March 2, 2016  
Time: 10:00 a.m. to Noon  
Place: Council Chamber

Time	Agenda Item	Action Requested	Presenter(s)	Materials
10:00 a.m.	<b>CALL TO ORDER</b>		John Williams, Chair	In packet
10 min.	<b>Updates from the Chair</b> <ul style="list-style-type: none"> <li>Urban Growth Management Work Program Update</li> </ul>		Ted Reid, Metro	
	<b>Citizen Communications to MTAC</b>		All	
10:10 20 min.	<b>Nature in Neighborhoods (Title 13) Progress Report and Next Steps</b>  <i>Purpose: Report to MTAC on environmental indicators performance measures established in Title 13 and recommendations to Metro Council for next steps</i>	Feedback to staff on recommendations	Heather Kent, Metro Tim O'Brien, Metro	In packet
10:30 40 min.	<b>2018 RTP Update: 2016 Activities and Background for Regional Leadership Forum #1</b>  <i>Purpose: Provide an update on the activities planning for the coming year and the first Regional Leadership Forum</i>	Informational	Kim Ellis, Metro	In packet
11:10 50 min.	<b>Draft Strategic Plan to Advance Racial Equity, Diversity and Inclusion</b>  <i>Purpose: Describe Metro's racial equity approach present highlights of the draft strategic plan, and discuss how to best engage the members' organizations and constituents to solicit feedback on the draft</i>	Informational / Feedback	Juan Carlos Ocaña-Chíu, Metro	Links in e-mail; executive summary available at the meeting
Noon	<b>Adjourn</b>			

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## 2016 MTAC Tentative Agendas

<b>January 6</b> <ul style="list-style-type: none"><li>Cancelled</li></ul>	<b>January 20</b> <ul style="list-style-type: none"><li>Housing Equity</li></ul>
<b>February 3</b> <ul style="list-style-type: none"><li>Cancelled</li></ul>	<b>February 17</b> <ul style="list-style-type: none"><li>Cancelled</li></ul>
<b>March 2</b> <ul style="list-style-type: none"><li>Urban Growth Management Update</li><li>2018 RTP Update: 2016 Activities &amp; Milestones</li><li>2018 RTP Update: Background for Regional Leadership Forum #1</li><li>Metro Equity Strategy</li><li>Title 13 Progress Report</li></ul>	<b>March 16</b> <ul style="list-style-type: none"><li>Growth Distribution</li></ul>
<b>April 6</b>	<b>April 20</b>
<b>May 4</b>	<b>May 18</b> <ul style="list-style-type: none"><li>2018 RTP Update: Background for Regional Leadership Forum #2</li></ul>
<b>June 1</b>	<b>June 15</b>
<b>July 6</b>	<b>July 20</b>
<b>August 3</b>	<b>August 17</b> <ul style="list-style-type: none"><li>2018 RTP Update: Background for Regional Leadership Forum #3</li><li>Draft Performance Targets and Measures</li></ul>
<b>September 7</b>	<b>September 21</b>
<b>October 5</b>	<b>October 19</b>
<b>November 2</b>	<b>November 16</b>
<b>December 7</b>	<b>December 21</b>

Updated 1/14/16

### Parking Lot – Future Agenda Items

- Bonny Slope and North Bethany update
- ODOT Highway Performance Measures Project

### Parking Lot – Future Events

- April 2016 (tentative) – RTP Regional Leadership Forum #1 (Trends, Challenges and Vision for the Future)
- July 2016 (tentative) – RTP Regional Leadership Forum #2 (Finance)
- October 2016 (tentative) – RTP Regional Leadership Forum #3 (Designing for Safe, Healthy & Equitable Communities)

# Exploring possible improvements to the region's urban growth management process

## Draft framework for discussions in 2017

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### Proposed problem statement

Under the current growth management system, residential urban growth boundary (UGB) expansions must be justified by a quantified regional need for more land. Metro will seek to improve its technical modeling capabilities on an ongoing basis. Yet, technical analysis alone cannot fully resolve differing views on whether there is a need for UGB expansions, particularly for the relatively modest scale of expansions contemplated under regional and city plans. There may be other compelling reasons to consider modest expansions into urban reserves when there is a city that can govern and finance the area and that is also making progress on creating jobs and housing in target areas.

### Proposed concept for residential urban growth management process improvements

Acknowledgment of urban and rural reserves – when complete – will represent an important milestone for our region and can change the way the region manages growth going forward. Unlike the past, we will have already decided as a region where the region may grow for the next several decades. With the debate about the region's potential urban footprint settled, the region could refocus dialogue on the ingredients needed to get housing built (including city governance, infrastructure finance and market feasibility). The Metro Council has indicated its willingness to explore alternative paths for regional consideration of modest (to be defined) UGB expansion requests for housing<sup>1</sup>.

### Proposed guiding principles

The guiding principles listed below frame the Metro Council's interests in policy discussions:

- Consistent with Oregon's land use planning program, locally-adopted community plans and the public's core values, the region remains committed to focusing most housing growth in its existing downtowns, main streets, corridors and station communities.
- Acknowledged urban reserves represent the maximum residential urban footprint for the region through the year 2060. Consistent with existing law, urban reserves will be revisited in 2031.
- Rural reserves will remain off limits to urban development through at least the year 2060.
- Carefully made residential UGB expansions into acknowledged urban reserves are consistent with the 2040 Growth Concept and can support its implementation.
- As previous growth management discussions illustrate, identifying a regional need for residential UGB expansions, as required under existing state law, includes both policy and technical elements.

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<sup>1</sup> Under existing state law and Metro policies and code, Metro already has a fair amount of discretion regarding urban growth management decisions for employment uses, including a fast-track UGB expansion process for large industrial sites that the Council adopted in 2010.

- UGB expansion requests made by cities will be considered in a regional dialogue, with recommendations made by the Metro Policy Advisory Committee (MPAC) and decisions made by the Metro Council.
- UGB expansions into urban reserves will be considered based on the practical outcomes that they could produce for the region and requesting city. Policymakers will consider factors addressing topics such as governance, finance, market, housing choice, affordability, and how to best achieve development in centers, corridors, main streets and station communities.
- Metro will continue to improve data and forecasting tools used for mandated growth analysis, design ways for those tools to better inform the planning process as it evolves, and meaningfully engage stakeholders in those technical efforts.

### Proposed discussion topics

In its initial conversations about this concept, the Metro Council suggested consideration of the following topics, which can happen after agreement on the problem statement and guiding principles:

- Consider placing limits on:
  - The size of individual UGB expansion requests (to remain true to the purpose of this concept, providing an alternative path for “modest” UGB expansions).
  - The cumulative size of UGB expansions made over a to-be-defined planning period.
- Consider requiring that cities requesting UGB expansions demonstrate:
  - That governance, infrastructure finance, and market conditions will result in housing development in a requested UGB expansion area.
  - That the city has taken actions to increase housing choices and affordability in its jurisdiction.
  - That requested UGB expansions would support regional and local goals.

### Engagement framework

Beginning in spring 2016, Council President Hughes will convene a regional discussion with a taskforce that includes Metro councilors, MPAC members and key stakeholders. The Metro Council will have periodic work sessions to discuss concepts that are emerging in the taskforce with the intent of clarifying Metro’s position when needed. Likewise, MPAC would be given periodic updates on taskforce discussions. MTAC would serve as a technical resource when needed. Generally, the proposed sequence for discussions is as follows:

Time period	Topic or action
2 <sup>nd</sup> quarter 2016	Agreement on problem statement and guiding principles
2 <sup>nd</sup> – 3 <sup>rd</sup> quarter 2016	Discussion of possible mechanisms for addressing the problem statement
3 <sup>rd</sup> quarter 2016	Committee recommendation to MPAC on process improvements
4 <sup>th</sup> quarter 2016	MPAC recommendation to Council on next steps
4 <sup>th</sup> quarter 2016	Metro Council direction to staff on next steps



## Metro | Memo

Date: Jan. 25, 2016  
To: Metro Council President, Metro Council  
From: Heather Nelson Kent, Community Investments Program Manager  
Subject: Nature in Neighborhoods Progress Report –  
Update on 10-years of monitoring environmental indicators

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The roots of Metro's Nature in Neighborhoods program can be found in the Regional Framework Plan which unites all of Metro's adopted land use planning policies and requirements including the 2040 Growth Concept and is designed to create sustainable and prosperous communities for present and future generations. Included in these plans is Metro's commitment to protect farm and forest land outside the urban growth boundary, while also preserving the character of our neighborhoods.

Through Title 13, otherwise known as Nature in Neighborhoods, the framework plan includes requirements for conserving, protecting and restoring the region's fish and wildlife habitat (Ordinance 05-1077B). It identified habitat conservation areas (HCAs) including lands along our local rivers and streams, wetlands, floodplains and habitats of concern as the most important for protection (but does not outright prohibit development in these areas). In adopting Nature in Neighborhoods, the Metro Council chose to rely on a combination of land use protections designed to conserve the highest value habitats and voluntary measures to be implemented by public and private partners.

The Metro Council identified specific areas of focus for Nature in Neighborhood initiatives, including:

- Land acquisition
- Flexible development standards and habitat-friendly development practices
- Restoration and community stewardship
- Monitoring and reporting.

### **Current status**

Nature in Neighborhoods (Title 13) has been fulfilled and required activities continue to be implemented by Metro and local governments. All cities and counties within Metro's jurisdiction (except Damascus) are in compliance with Metro's requirements. Local governments have removed barriers to habitat-friendly development, conserved important habitat lands within their communities and support voluntary activities – often in partnership with non-profits or community groups – such as environmental education, tree planting, fish and wildlife habitat restoration and low impact development practices.

Additionally, the Metro Council asked voters in 2006 for funding for natural areas land acquisition and included incentives for local park providers and community groups to make investments in the ecological functions of urban areas and enrich people's experience of nature through the "Local Share" and Capital Grants program. Metro's funding leveraged additional private and public investments in achieving these outcomes.

### **How is it working?**

This 10-year review of Title 13 provides an opportunity to check in with local governments, conservation leaders, homebuilders and other stakeholders as to its efficacy, refresh the story of how natural resource protection fits into Metro's overall growth management strategy and Metro's Parks and Nature System Plan and determine whether any new actions, adjustments or commitments are needed.

The Metro Council's legislation included a set of program performance objectives and a 10-year timeline to determine the region's effectiveness meeting the Metro Council's goals. Staff has been reviewing the environmental indicators outlined in Title 13 and determined loss within habitat conservation areas to be around one percent within each indicator over the main implementation period, 2007-2014. While still significant at the local scale, this is well below targets established in the Metro legislation of less than 10 percent loss across the region.

### **Measuring the performance of Title 13: Nature in Neighborhoods**

Title 13 Section 6 describes the program performance objectives and how data will be collected and monitored to evaluate the program. These included Metro and local governments monitoring a set of regional environmental indicators, implementing habitat-friendly development practices, using non-regulatory tools for conservation purposes and restoring fish and wildlife habitat. Additionally, Metro tasked itself with serving as a regional coordinator for data related to habitat conservation and monitoring progress over time with the help of local governments. This is a report on the environmental indicators established by Title 13 10 years after its adoption.

### **Environmental Indicators**

During 2013-15 staff from Parks and Nature worked with the Research Center to evaluate the environmental indicators established in Title 13 and to measure the condition of floodplains, habitats of concern and riparian areas throughout the Metro region. The team developed a model to measure canopy coverage and loss overall during the time period 2007-2014, with a focus on protected areas. Additionally, staff looked at how much development has occurred in the Habitat Conservation Areas (HCAs) established by the Metro Council in 2005.

### **Development within Habitat Conservation Areas (HCAs)**

Research Center staff compared the total number, acreage and number of tax lots with new building permits over two relatively similar time periods; 2000 to 2006 and 2006 to 2014. The idea was to compare development impacts to HCAs prior to and after adoption of Title 13. The Research Center data show relatively few permits approved for development within HCAs. Those areas fully within HCAs are

the least likely to have a development permit recorded, partial HCAs are also less likely to have a development permit recorded than other areas with no HCAs.

Data: Between 1998 and 2014 only 1.4% of permits recorded were completely within a locally adopted Habitat Conservation Area (HCA). 89% of all permits were in areas without any HCAs, 9.6% of permits included some portion of a parcel with a HCA.

### **Floodplains**

Development in floodplains was assessed over two time periods; 1998 to 2006 and 2006 to 2014. “Development” was loosely defined for this study as an apparent change in land use, including construction of new structures, filling of lowlands, or clearing of vegetation. During the 16-year study period, the data show less than one percent development in floodplains per decade.

Data: Developed area within (roughly 14,000 acres designated as) floodplain areas in the UGB increased from ~3285 to ~3400 acres (23.6% to 24.4%) at a relatively constant rate of about 1% per decade.

### **Habitats of Concern**

Habitats of Concern (HOC’s) were qualitatively described and mapped between 2002 and 2005. The habitats identified at that time cover approximately 38,000 acres, with roughly 18,000 acres inside the Urban Growth Boundary (UGB), and 20,000 acres outside the UGB. Overall, less than one percent of land designated HOCs were found altered between 2007 and 2014.

Data: About 160 acres of land (0.4 percent of total HOC areas) were altered between 2007 and 2014. Overall, 92 percent of the land use change within HOCs occurred inside the UGB.

### **Tree Canopy Loss within HCAs**

Using LiDAR, aerial photography, and land cover data, the Research Center developed models for tree canopy in 2007 and 2014 and set out to compare the data sets as a way of measuring the performance objectives established in Title 13. The research shows that during the period 2007-14, less than one percent of canopy loss occurred – about 150 acres total – within the high and moderate value HCAs.

Data: Approximately 22,500 acres of tree canopy existed in 2007 in high to moderate value HCA’s. The current change detection methodology bases canopy loss calculations upon a minimum area threshold of 0.25 (one quarter) acres, and is likely a slight underestimate of actual aggregate canopy loss.

## Next Steps

The Metro Council should continue to invest in and support the policies, programs and initiatives established in Nature in Neighborhoods. Implementation of the ordinance and our study period coincides with the most significant economic contraction seen in the U.S. since the Great Depression. Development impacts should continue to be updated and monitored in order to understand how improved economic factors may be affecting natural resources over time.

## Timeline

January-February	Council briefings and stakeholder meetings
February/March	UERC presentation, MTAC presentation, release new Tree Canopy data
March	Council adoption, finalize reporting/wrap up 10-year review

## Recommendations for the Future

- Continue local and regional investments in land conservation, water quality, fish and wildlife habitat and connecting people to nature as described in Metro's Parks and Nature System Plan.
- Continue Metro's support for and investment in The Intertwine Alliance's Regional Conservation Strategy including activities such as The Intertwine Alliance Restoration working group, the annual Urban Ecology Research Consortium, support for the 4-County Weed Consortium, Oak Quest, etc.
- Continue to monitor local government compliance with Title 13, including encouraging local governments to promote nature-friendly and low-impact development practices and other non-regulatory activities such as investing in habitat conservation and restoration activities.
- Ensure that Title 13 policies for future UGB expansion areas are followed and implemented, including protections for Class A and B upland habitat in urban growth boundary expansion areas, and the implementation of concept plans that include parks and nature in new urban areas. Explore opportunities for providing protection to Class A and B upland habitat in urban reserve areas prior to addition the UGB.
- Commit Metro to a 2025 review of the Title 13 environmental indicators and continue to play an ongoing role as regional coordinator for data related to natural resources in the region including supporting acquisition of LiDAR data at approximately 5-year intervals.
- Review Metro's regional planning and other communications strategies to ensure that Metro's role in natural resource protection within urban developed areas is prominent part of the story similar to the Metro Council's commitment to protecting farm and forest land outside the UGB.





## 2018 REGIONAL TRANSPORTATION PLAN UPDATE STATUS REPORT FOR JANUARY – FEBRUARY 2016

February 24, 2016

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

Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business access to safe, reliable and affordable ways to get around. Through the 2018 Regional Transportation Plan update, the Metro Council is bringing together the communities of the Portland metropolitan region to plan the transportation system of the future by updating our shared vision and investment strategy for the next 25 years.

A list of accomplishments and activities that are underway for different elements of the update follows.

<b>Outreach and public engagement</b>	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> <li>✓ 30-day online survey on equity and transportation</li> <li>✓ Briefing to Regional Environmental Public Health Directors</li> <li>✓ Quarterly email update with RTP activity status and list of related events</li> <li>✓ Ongoing updates to regional technical and policy committees</li> <li>✓ Project website launched at <a href="http://oregonmetro.gov/rtp">oregonmetro.gov/rtp</a></li> </ul> <p><u>Underway</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Regional Leadership Forum #1 planning</li> <li><input type="checkbox"/> Distribution of online survey results</li> <li><input type="checkbox"/> Community interviews and video production to support regional snapshot on transportation trends and challenges</li> <li><input type="checkbox"/> Development of project factsheet</li> </ul>
<b>Safety</b>	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> <li>✓ Published on-line Metro Crash Map at <a href="http://crashmap.oregonmetro.gov/file/index.html">crashmap.oregonmetro.gov/file/index.html</a></li> <li>✓ Received input from Transportation Equity work group</li> </ul> <p><u>Underway</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Updating safety data and Regional High Injury Network</li> <li><input type="checkbox"/> Status review of Regional Transportation Safety Plan</li> <li><input type="checkbox"/> Conducting safety policy review</li> <li><input type="checkbox"/> First work group meeting scheduled for May 20</li> </ul>
<b>Transportation equity</b>	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> <li>✓ Convened two work group meetings on Jan. 8 and Feb. 18, 2016</li> <li>✓ Discussed communities being focused on for the transportation equity work</li> <li>✓ Began discussion of transportation equity outcomes to measure in the 2018 RTP</li> <li>✓ Provided initial input to RTP transit and safety work groups</li> </ul> <p><u>Underway</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Continue discussion of transportation equity outcomes to measure in the 2018 RTP</li> <li><input type="checkbox"/> Documenting trends and existing transportation conditions in context of historically underrepresented communities as well as older adults and younger persons</li> <li><input type="checkbox"/> Begin discussion of existing policies pertaining to transportation equity and existing measurement practices</li> </ul>

<b>Transit</b>	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> <li>✓ Convened first work group meeting on Jan. 7, 2016</li> </ul> <p><u>Underway</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Regional Transportation Snapshot support</li> <li><input type="checkbox"/> Preparing existing conditions report on transit</li> </ul>
<b>Freight</b>	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> <li>✓ First Freight Work Group meeting on Jan. 20, 2016</li> <li>✓ Prepared Draft of Key Freight Trends and Logistics Issues Report</li> <li>✓ Identified individual freight modal needs, for trucks, rail, air, freight, marine and river, and constraints in the freight system</li> </ul> <p><u>Underway</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Updating draft of Key Freight Trends and Logistics Issues Report</li> <li><input type="checkbox"/> Review of existing 2010 freight action plan, freight vision and freight policies</li> </ul>
<b>Finance</b>	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> <li>✓ Outreach to local jurisdictions and staff-level county coordinating committees on work plan and data needs to identify local fund revenue sources</li> </ul> <p><u>Underway</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> First work group meeting scheduled for Feb. 29, 2016</li> <li><input type="checkbox"/> Development of a methodology and template for identifying new revenue sources</li> <li><input type="checkbox"/> Participating in ODOT Long Range Funding Assumptions (LFRA) work group to develop statewide funding assumptions for RTP</li> <li><input type="checkbox"/> Development of future federal and state revenue forecasts using historical funding allocations for comparison with the State forecast once it is released</li> <li><input type="checkbox"/> Initiated meetings with local agencies to identify local revenue sources</li> <li><input type="checkbox"/> Local agencies beginning to submit local revenue sources for inclusion in the financial constraint portion of the RTP finance plan</li> </ul>
<b>Performance</b>	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> <li>✓ Convened Measuring Success workshop (Jan. 25, 2016) – with presentations from local jurisdictions on their experience with performance-based planning</li> <li>✓ Convened first Performance work group meeting on Feb. 22, 2016</li> <li>✓ Discussed interests, concerns and aspirations of work group members</li> <li>✓ Discussed 2018 RTP, relationship to other work groups, and highlights from background research on performance based planning</li> </ul> <p><u>Underway</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Draft Performance Measures Scoping report – requirements, best practices, challenges &amp; issues, scope of 2018 RTP performance work, and assessment of current measures</li> <li><input type="checkbox"/> Modeling and analysis of 2014 RTP and Climate Smart Strategy Investments</li> </ul>
<b>Design</b>	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> <li>✓ Stakeholder interviews, scoped cases studies, and engagement plan</li> <li>✓ Mark Fenton walking event in Beaverton and the Jade District</li> </ul> <p><u>Underway</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Developing visual library</li> <li><input type="checkbox"/> Developing calendar of forums, workshops and best practice tours</li> <li><input type="checkbox"/> First work group meeting scheduled for Aug. 19, 2016</li> </ul>
<b>Policy actions</b>	<p><i>This work will begin in 2017.</i></p>

# Metro | Memo

DATE: February 9, 2016

TO: MTAC and Interested Parties

FROM: Kim Ellis, RTP Project Manager

SUBJECT: 2018 Regional Transportation Plan Update – 2016 Activities

**UPDATED ATTACHMENTS 2/24/16**

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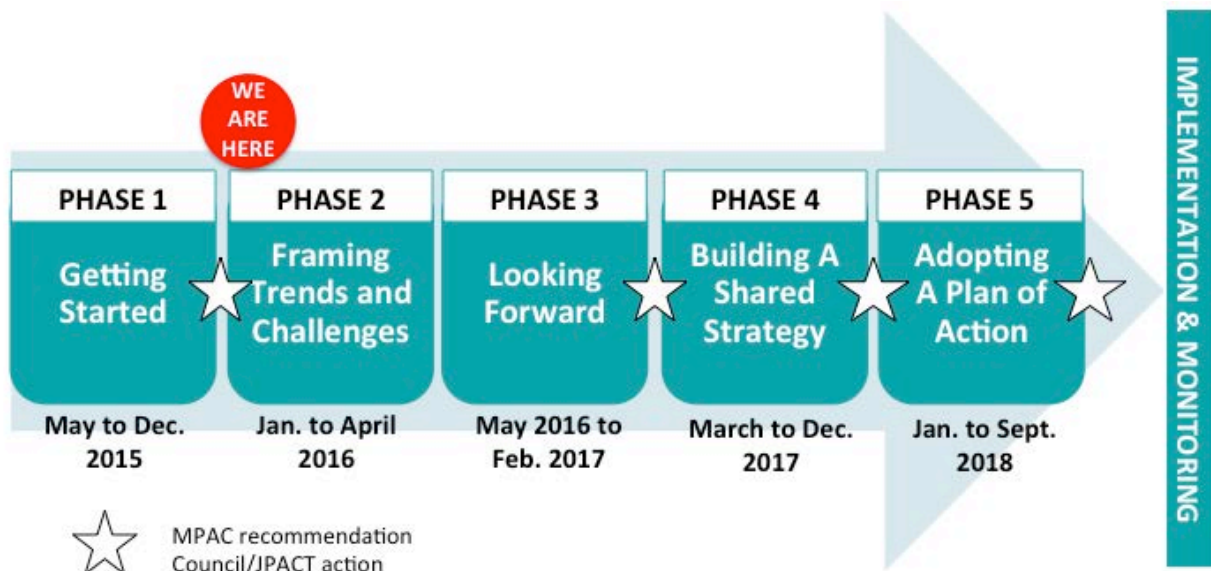
## PURPOSE

Provide informational update on 2016 activities. No action requested.

## BACKGROUND

Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business access to safe, reliable and affordable ways to get around. Through the 2018 Regional Transportation Plan (RTP) update, the Metro Council is working with local, regional and state partners and the public to renew the region's shared vision and strategy for investing in the transportation system for the next 25 years.

## Timeline for 2018 Regional Transportation Plan Update



## 2016 ACTIVITIES OVERVIEW

A summary of the activities planned for the coming year, consistent with the adopted work plan and public engagement plan follows.

2016 Activity	Participants	Time frame(s)
Online engagement through surveys and quick polls	Interested public	Jan. 14-Feb. 15, Spring and Fall

2016 Activity	Participants	Time frame(s)
<b>Regional Leadership Forums</b> 1. Trends, Challenges and Vision for Future 2. Funding 3. Designing for safety, health and equity	Metro Council, MPAC, JPACT, invited community and business leaders	April 22 July 15 (tentative) Nov. 10 (tentative)
<b>Community discussion group</b> on trends, challenges and potential solutions	Organizations representing historically underrepresented communities	May/June
<b>Regional speakers series, video clips and news stories</b> on transportation trends, challenges and other topics of interest	Elected officials, city and county partners, invited community and business leaders	Feb.-June
<b>Equity panel</b> on challenges and performance measures for transportation equity analysis	Community partners, equity experts, academia	Spring
<b>Livable Streets Safety and Design Discussion Panels and Best Practices Tours</b>	Elected officials, city and county partners, community partners	August, October, December
<b>E-Blasts, social media and newsfeeds</b> with project updates, public comment opportunities and notice of related events	Interested public	Quarterly
<b>Topical workshops and events</b> in partnership with other agencies and organizations	Elected officials, city and county partners, community and business partners, interested public	Periodic
<b>Project briefings and presentations</b> to increase awareness about the project and provide an opportunity for feedback	Metro Council, regional technical and policy advisory committees, county coordinating committees	Periodic
<b>Technical work group meetings</b> to review draft materials and provide input to the project team on eight policy areas that are the focus of the RTP update	Topical experts and representatives from regional technical advisory committees, city and county partners	Dates, times and locations can be found at: <a href="http://oregonmetro.gov/calendar">oregonmetro.gov/calendar</a> or <a href="http://oregonmetro.gov/rtp">oregonmetro.gov/rtp</a>

In addition to preparing for the above activities, staff are conducting research to support the Regional Snapshot on transportation, a collection of data, expert commentary, personal profiles and events that tell the story of transportation trends and challenges in the region. Staff also began compiling local, state and federal transportation funding data and initiated modeling the performance of the 2014 RTP and Climate Smart Strategy investments.

## NEXT STEPS

Staff will provide additional information on the recent on-line survey, the Regional Snapshot on transportation and the April 22 Regional Leadership Forum at the March 2 MTAC meeting.

## Attachments

- 2018 RTP Update | Council and Regional Advisory Committees Briefings (*Feb. 18, 2016*)
- 2018 RTP Update | Technical Work Group Meetings (*Feb. 18, 2016*)
- 2018 RTP Update | Rosters for Technical Work Groups (*Feb. 24, 2016*)

## 2018 RTP UPDATE | Council and Regional Advisory Committees Briefings *(dates are tentative)*

2016	Council	TPAC	JPACT	MTAC	MPAC	Regional Leadership Forum
January		Jan. 29 <i>Project update</i>				
February		Feb. 26 <i>Background for RLF 1</i>				
March	March 1 <i>Project update; Background for RLF 1</i>		March 17 <i>Project update; Background for RLF 1</i>	March 2 <i>Project update; Background for RLF 1</i>	March 9 <i>Project update; Background for RLF 1</i>	
April						April 22 8-noon, OCC <i>Trends, Challenges, and Vision for Future</i>
May		May 27 <i>Background for RLF 2</i>		May 18 <i>Background for RLF 2</i>		
June	June TBD <i>Background for RLF 2</i>	June 24 <i>Transportation equity priority outcomes</i>	June 16 <i>Project update; Background for RLF 2</i>		June 22 <i>Project update; Background for RLF 2</i>	
July				July 6 <i>Transportation equity priority outcomes</i>		July 15 (tentative) <i>Funding</i>
August						
September	Sept. TBD <i>Background for RLF 3</i>	Sept. 30 <i>Background for RLF3; Draft RTP performance targets</i>		Sept. 21 <i>Background for RLF3; Draft RTP performance targets</i>		
October			Oct. 20 <i>Project update; Background for RLF 3</i>		Oct. 12 <i>Project update; Background for RLF 3</i>	
November		Nov. 18 <i>Project update; transportation equity measures</i>		Nov. 16 <i>Project update; transportation equity measures</i>		Nov. 10 (tentative) <i>Designing A Safe, Reliable and Affordable System</i>

*No briefings are planned for December 2016. Meeting materials will be posted at [oregonmetro.gov/calendar](http://oregonmetro.gov/calendar)*

## 2018 RTP UPDATE | Technical Work Group Meetings

2016	Equity	Finance	Transit	Freight	Performance	Safety	Design
January	<b>Jan. 8</b> 9-11 a.m. Room 401, MRC		<b>Jan. 7</b> 10 a.m.-noon Room 401, MRC	<b>Jan. 20</b> 8-9:30 a.m. Room 370, MRC			
February	<b>Feb. 18</b> 1-3 p.m. Room 401, MRC	<b>Feb. 29</b> 2:30-4:30 p.m., Room 501, MRC	<b>Feb. 24</b> 1 - 3 p.m., Room 401, MRC		<b>Feb. 22</b> 2-4 p.m. Room 501, MRC		
March			<i>TBD thru work group doodle poll</i>				
April		<i>TBD thru work group doodle poll</i>			<b>April 25</b> 2-4 p.m. Room 501, MRC		
May	<b>May 12</b> 1-3 p.m. Room 401, MRC	<i>TBD thru work group doodle poll</i>		<i>TBD thru work group doodle poll</i>		<b>May 20</b> 9 a.m.-noon TBD	
June	<b>June 16</b> 1-3 p.m. Room 401, MRC		<i>TBD thru work group doodle poll</i>		<b>June 27</b> 2-4 p.m. Room 501, MRC		
July			<i>TBD thru work group doodle poll</i>				
August			<i>TBD thru work group doodle poll</i>				<b>Aug. 19</b> 9 a.m.-noon Room 270, MRC
September	<b>Sept. 15</b> 1-3 p.m. Room 401, MRC	<i>TBD thru work group doodle poll</i>		<i>TBD thru work group doodle poll</i>	<b>Sept. 12</b> 2:30-4:30 p.m. Room 501, MRC	<b>Sept. 23</b> 9 a.m.-noon Room 270, MRC	
October							<b>Oct. 21</b> 9 a.m.-noon Room 270, MRC
November	<b>Nov. 17</b> 1-3 p.m. (if needed)						
December						<b>Dec. 2</b> 9 a.m.-noon Room 270, MRC	<b>Jan. 6, 2017</b> 9 a.m.-noon Room TBD

Meetings of the Policy Actions Work Group begin in 2017. Meeting materials will be posted at [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp) and [oregonmetro.gov/calendar](http://oregonmetro.gov/calendar)

Getting there with a connected region



## 2018 REGIONAL TRANSPORTATION PLAN UPDATE

# Rosters for Technical Work Groups

Metro is working with local, regional and state partners and the public to renew the region's shared vision and strategy for investing in the transportation system for decades to come.

To support the 2018 Regional Transportation Plan update, Metro staff are convening eight technical work groups to provide input to the project team on implementing policy direction from the Metro Council and regional policy advisory committees. In this role, the work group members will review draft materials and analysis, keep their respective elected officials and agency/organization's leadership informed, and integrate input from partners and the public. The work groups will also help identify areas for further discussion by the Metro Council and regional technical and policy advisory committees.

Work group members include topical experts and representatives from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) or their designees, and other city and county partners. Meetings of the technical work groups will be posted on Metro's calendar at [www.oregonmetro.gov/calendar](http://www.oregonmetro.gov/calendar) and [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp).

### Transit Work Group | as of 2/24/16

	Name	Affiliation
1.	Jamie Snook	Metro lead
2.	Eric Hesse	TriMet
3.	Stephan Lashbrook	City of Wilsonville's SMART
4.	Roger Hanson	C-TRAN
5.	Dan Bower	Portland Streetcar Inc.
6.	Karyn Criswell	Oregon Department of Transportation
7.	Dyami Valentine Chris Deffebach (alternate)	Washington County
8.	Karen Buehrig	Clackamas County
9.	Kate McQuillan	Multnomah County
10.	Denny Egner	City of Milwaukie
11.	Mauricio LeClerc April Bertelsen (alternate)	City of Portland
12.	Brad Choi Gregg Snyder (alternate)	City of Hillsboro
13.	Katherine Kelly	City of Gresham
14.	Jon Holan	City of Forest Grove
15.	Ken Rencher	City of Beaverton
16.	Nancy Kraushaar	City of Wilsonville/Cities of Clackamas County
17.		<i>Transit user/advocate</i>
18.	Steve Hoyt-McBeth	City of Portland Bike Share program
19.	Steve White	Oregon Public Health Institute
20.	Alex Page	Ride Connection
21.	Dayna Webb	City of Oregon City
22.	Mike Coleman	Port of Portland
23.+	Regional Transit Providers Group	Varying transit providers in/around the region

*\* Italics means the member is unconfirmed or tentative to date.*

**Freight Work Group | as of 2/24/16**

	<b>Name</b>	<b>Affiliation</b>
1.	Tim Collins	Metro lead
2.	Robert Hillier (PBOT)	City of Portland
3.	Phil Healy	Port of Portland
4.	Tony Coleman	Oregon Department of Transportation
5.	Steve Williams	Clackamas County
6.	Kate McQuillan	Multnomah County - Planning
7.	Erin Wardell Karen Savage (alternate)	Washington County
8.	Kelly Clark	City of Gresham
9.	Zoe Monahan	City of Tualatin
10.	Sandra Towne Patrick Sweeney (alternate)	City of Vancouver
11.	Steve Kountz (PBPS)	City of Portland
12.	Don Odermott Gregg Snyder (alternate)	City of Hillsboro
13.	Nick Fortey	Federal Highway Administration
14.	Jana Jarvis	Oregon Trucking Association; Portland Freight Committee (Trucking)
15.	William Burgel	Burgel Rail Group; Portland Freight Committee (Railroads)
16.	Pia Welch	FedEx Express; Portland Freight Committee (Air)
17.	Jerry Grossnickle	Bernert Barge Lines; Portland Freight Committee (Marine/River)
18.	Lynda David	Regional Transportation Council
19.	Jim Hagar Katy Brooks (alternate)	Port of Vancouver
20.	Raihana Ansary	Portland Business Alliance
21.	Brendon Haggerty	Multnomah County - Public Health
22.	Derrick Olsen	Greater Portland Inc., VP Regional Strategy
23.	Jill Eiland	Intel, NW Region Corporate Affairs Director
24.	Gary Cardwell	NW Container Service, Divisional Vice President

*\* Italics means the member is unconfirmed or tentative to date.*



**Transportation Equity Work Group | as of 2/24/16**

	<b>Name</b>	<b>Affiliation</b>
1.	Grace Cho	Metro lead
2.	Scotty Ellis	Metro Diversity Equity Inclusion Program
3.	Jake Warr	TriMet
4.	Zan Gibbs April Bertelsen (alternate)	City of Portland
5.	Karen Savage Erin Wardell (alternate)	Washington County
6.	Jon Holan	City of Forest Grove
7.	Brad Choi Gregg Snyder (alternate)	City of Hillsboro
8.	Kelly Clarke	City of Gresham
9.	Jessica Berry	Multnomah County - Planning
10.	Steve Williams	Clackamas County
11.	Nancy Kraushaar	City of Wilsonville/Cities of Clackamas County
12.	Heidi Guenin	Sustainable Transportation Council/Community Member
13.	Aaron Golub	Portland State University
14.	Kay Durtschi	Community Member
15.	Corky Collier	Columbia Corridor Business Association
16.	Duncan Hwang	Asian Pacific American Network of Oregon (APANO)
17.	Jared Franz	Community member
18.	Andrea Hamberg	Oregon Health Authority
19.	Terra Lingley	Oregon Department of Transportation
20.	Cora Potter	Ride Connection - Paratransit transit provider
21.	Noel Mickelberry	Oregon Walks
22.	Kari Schlosshauer	National Safe Routes to School Partnership
23.	Sarah Armitage/Stephanie Caldera	Oregon Department of Environmental Quality
24.	Eddie Hill	Ground Work
25.	Nicole Phillips	OPAL/Bus Riders Unite
26.	<i>Bandana Shrestha</i>	<i>AARP</i>
27.	Brendon Haggerty	Multnomah County - Public Health

*\* Italics means the member is unconfirmed or tentative to date.*

**Finance Work Group | as of 2/24/16**

	<b>Name</b>	<b>Affiliation</b>
1.	Ken Lobeck	Metro lead
2.	Jamie Snook	Metro
3.	Katherine Kelly	City of Gresham
4.	Richard Blackmun	City Of Forest Grove
5.	Nancy Young Eric Hesse (alternate)	TriMet
6.	Don Odermott Tina Bailey (alternate)	City of Hillsboro
7	Chris Deffebach Steve Kelley (alternate)	Washington County
8.	Nancy Kraushaar	City of Wilsonville
9.	Mark Lear Ken Lee (alternate)	City of Portland
10.	Karen Buehrig	Clackamas County
11.	Kelly Brooks	Oregon Department of Transportation
12.	Joanna Valencia	Multnomah County
13.	John Lewis	City of Oregon City
14.	Jaimie Lorenzini	City of Happy Valley

**Performance Work Group | as of 2/24/16**

	<b>Name</b>	<b>Affiliation</b>
1.	John Mermin	Metro lead
2.	Ken Lobeck	Metro
3.	Abbott Flatt	Clackamas County
4.	Bill Holstrom	Department of Land Conservation and Development
5.	Jessica Berry	Multnomah County
6.	Dan Riordan	City of Forest Grove
7.	Kelly Clarke	City of Gresham
8.	Don Odermott Christina Fera-Thomas (alternate)	City of Hillsboro
9.	Denny Egner	City of Milwaukie
10.	Lidwien Rahman	Oregon Department of Transportation
11.	Phil Healy	Port of Portland
12.	Judith Gray Peter Hurley (Alternate)	City of Portland
13.	Lynda David	Southwest Washington RTC
14.	Eric Hesse	TriMet
15.	Steve Kelley Erin Wardell (Alternate)	Washington County
16.	Steve Adams	City of Wilsonville
17.	Karla Kingsley	Kittelsohn & Associates Inc.
18.	Chris Rall	Transportation 4 America
19.	Kelly Rodgers	Confluence Planning

*\* Italics means the member is unconfirmed or tentative to date.*

**Safety Work Group | as of 2/24/16**

	<b>Name</b>	<b>Affiliation</b>
1.	Lake McTighe	Metro lead
2.	Anthony Buczek	Metro
3.	Chris Strong	City of Gresham
4.	Kelly Clarke	City of Gresham
5.	Gabe Graff Zef Wagner (alternate)	City of Portland
6.	Jeff Owen	TriMet
7.	Dyami Valentine Stacy Shetler (alternate)	Washington County
8.	Mike Ward	City of Wilsonville
9.	Kari Schlosshauer	National Safe Routes to School
10.	Joe Marek	Clackamas County
11.	Joanna Valencia	Multnomah County - Planning
12.	Becky Bodonyi	Multnomah County – Public Health
13.	Katherine Burns	Oregon Department of Transportation
14.	Tegan Enloe	City of Hillsboro

**Policy Actions Work Group | as of 2/24/16**

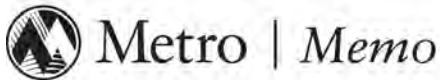
	<b>Name</b>	<b>Affiliation</b>
1.	Tim O'Brien	Metro lead
2.	Eric Hesse	TriMet
3.	Denny Egner	City of Milwaukie
4.	Jeannine Rustad	Tualatin Hills Parks and Recreation District
5.	Judith Gray Peter Hurley (alternate)	City of Portland
6.	Chris Deffebach TBD (alternate)	Washington County
7.	Jon Holan	City of Forest Grove
8.	Laura Weigel	City of Hillsboro
9.	Katherine Kelly	City of Gresham/Cities of E. Multnomah County
10.	Miranda Bateschell	City of Wilsonville
11.	Karen Buehrig Steve Williams (alternate)	Clackamas County
12.	Lidwien Rahman	Oregon Department of Transportation
13.	Joanna Valencia	Multnomah County – Planning
14.	Jae Douglas	Multnomah County – Public Health
15.	Zoe Monahan	City of Tualatin
16.	Jaimie Lorenzini	City of Happy Valley
17.	Julia Hajduk	City of Sherwood
18.	Luke Pelz	City of Beaverton

*\* Italics means the member is unconfirmed or tentative to date.*

**Design Work Group | as of 2/24/16**

	<b>Name</b>	<b>Affiliation</b>
1.	Lake McTighe	Metro lead
2.	Anthony Buczek	Metro
3.	Robert Spurlock	Metro
4.	Chris Strong	City of Gresham
5.	Kelly Clarke	City of Gresham
6.	Denver Igarta (planning) Scott Baston (engineering) Zef Wagner (alternate)	City of Portland
7.	Jeff Owen	TriMet
8.	Dyami Valentine Rob Saxton (alternate)	Washington County
9.	James Reitz Richard Blackmun	City of Forest Grove
10.	Jeannine Rustad	Tualatin Hills Parks and Recreation District
11.	Lori Mastrantonio Meuser (planning) Rick Nys (engineering)	Clackamas County
12.	Carol Chesarek	Community member
13.	Stephanie Noll	Bicycle Transportation Alliance
14.	Zach Weigel	City of Wilsonville
15.	Andy Jeffrey	Oregon Department of Transportation
16.	Ryan Guy Hashagen	Better Blocks PDX
17.	Brendon Haggerty	Multnomah County – Public Health
18.	Bob Galati Julia Hajduk (alternate)	City of Sherwood
19.	John Boren	City of Hillsboro
20.	Allan Schmidt	Portland Parks and Recreation
21.		<i>Clean Water Services</i>
22.		<i>Portland Bureau of Environmental Services</i>
23.		<i>Oregon Walks</i>

*\* Italics means the member is unconfirmed or tentative to date.*



DATE: February 24, 2016  
TO: TPAC, MTAC and Interested Parties  
FROM: Kim Ellis, RTP Project Manager  
SUBJECT: 2018 Regional Transportation Plan Update – Technical Work Group Meetings

\*\*\*\*\*

#### **PURPOSE**

Provide meeting notes from technical work group meetings. No action requested.

#### **BACKGROUND**

At the January meeting, members of the Transportation Policy Alternatives Committee (TPAC) requested meeting notes from work group meetings be provided to TPAC and the Metro Technical Advisory Committee (MTAC) to help TPAC and MTAC members stay informed of the work group discussions and progress.

All work group meeting materials and other project related information are posted online at: [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)

#### **NEXT STEPS**

Copies of completed meeting notes are attached to this memo. In addition to providing work group meeting notes, staff will provide a project status report to TPAC and MTAC at least every two months in addition to other scheduled project briefings.

#### Attachments

- Regional Transit Providers Workshop #1 (*Sept. 25, 2015*)
- Regional Transit Technical Work Group Meeting #1 (*Jan. 7, 2016*)
- Transportation Equity Technical Work Group Meeting #1 (*Jan. 8, 2016*)
- Freight Technical Work Group Meeting #1 (*Jan. 20, 2016*)
- Transportation Equity Technical Work Group Meeting #2 (*Feb. 18, 2016*)
- Performance Technical Work Group Meeting #1 (*Feb. 22, 2016*)





**REGIONAL TRANSIT PROVIDERS WORKSHOP #1**  
**September 25, 2015, 1:00 to 3:00 PM**  
**Metro Regional Center, Room 501**

**ATTENDED:**

- Dan Bower, PSI
- Eric Hesse, TriMet
- Stephan Lashbrook, SMART
- Roger Hanson, C-TRAN
- Steve Dickey, Salem-Keizer Cherriots
- Andi Howell, Sandy
- Jacques Livingston, Mt Hood Express
- Cynthia Thompson, Yamhill County
- Karyn Criswell, ODOT
- Kathy, Woodburn

**INVITED:**

- Julie Wehling, Canby Area Transit
- Cora Potter, Ride Connection
- Shirley Lyons, South Clackamas Transportation District

**DISCUSSION**

- Each of the different agencies has a lot going on: Increases in service, expansion in service, new transit center, funding opportunities and developing short/long term plans
- Transit riders don't care about funding, just getting from point A to point B.
- We should be looking at opportunities to connect
  - We need a coordinated system.
  - There is a need to smooth out connections.
  - E-fare/shared fare system
  - Bus procurement
- This is an opportunity to share ideas and plans
- There should be fairness in the way that transit is funded. There needs to be an increased statewide conversation (beyond Portland) – intercity connections, statewide and how do we fund transit. This should include Washington.
- Define roles and responsibilities
  - What can the state do:
    - Assure permanency in routes
    - Funding
    - Common approaches
    - Commuter rail planning/intercity connections
  - What can Metro do:
    - Coordinate efforts in planning, policy and funding
    - Develop common policy for all transit providers
    - Focus on the land use and transportation connection
    - Define corridors by need

**KEY TAKE AWAY:**

- There are tangible products resulting in the Regional Transit Strategy and non-tangible products resulting in partnerships and future opportunities:
  - Build partnerships
  - Develop shared vision
  - Define roles and responsibilities

**ADJOURN:**

There being no further business, Chair Jamie Snook, adjourned the meeting at 12:00 p.m.

*Meeting summary prepared by Jamie Snook.*





**Regional Transit Work Group Meeting #1**  
**Thursday, January 7, 2016, 10:00 a.m. to 12:00 p.m.**  
**Metro Regional Center, Room 401**

**Committee Members**

	<b>Affiliation</b>
Dan Bower	Portland Streetcar
Lidwien Rahman	ODOT
Karyn Criswell	ODOT
Steve Dickey	Salem-Keizer Transit
Roger Hanson	C-Tran
Eric Hesse	TriMet
Andi Howell	City of Sandy / Sandy Transit
Stephan Lashbrook	City of Wilsonville/SMART
Nancy Kraushaar	City of Wilsonville
Jacques Livingston	Clackamas County
Karen Buehrig	Clackamas County
Shirley Lyons	S. Clackamas Transportation District
Steve Szigethy	Washington County
Cynthia Thompson	Yamhill County and BCB Consulting
Andrea Hamberg	Oregon Health Authority
Nancy Kraushaar	City of Wilsonville
Ken Recker	ATP for Beaverton
Denny Egner	City of Milwaukie
Mike Coleman	Port of Portland
Mauricio LeClerc	City of Portland
Alex Page	Ride Connection
Kelly Clark	City of Gresham
Kate McQuillan	Multnomah County
Steve White	Oregon Public Health Institute

**Metro Staff**

Tom Kloster	Metro
Jamie Snook	Metro
Grace Cho	Metro
Janet Toman	Metro

## **I. WELCOME**

Mr. Tom Kloster welcomed meeting attendees. Everyone provided introductions. Mr. Kloster introduced Ms. Jamie Snook who talked about the regional transit strategy, which is part of the 2018 RTP update. This is updated every four years. It was announced this will be the first of additional periodic meetings.

## **II. WHAT ARE OTHER PLANNING EFFORTS OR PROJECTS**

Other planning projects and efforts discussed by the committee included:

- Oregon State transportation plan
- Oregon Rail Plan
- TriMet service enhancement plan

## **III. OVERVIEW OF THE REGIONAL TRANSIT STRATEGY (RTS)**

Ms. Snook provided an overview of the Regional Transit Strategy. Highlights included:

- My Place in the Region
- High capacity transit as a whole
- Transit supportive elements
- Regional Transit Plan History
- Proposed approach
- Key phases
- Schedule and milestones

## **IV. HOW TO GET INVOLVED (PROPOSED WORKING GROUPS/WORKSHOPS)**

- Public engagement opportunities
- Special events
- Regional Transit Providers workshops (this group)
- Transit working group
- TPAC/JPACT
- MTAC/MPAC
- Metro Council

## **V. WHO SHOULD BE ENGAGED**

The work group suggested engaging the state in a statewide conversation including Washington, around coordination and funding.

The attendees discussed who should be engaged in this process. Comments included looking at partnerships, ensuring coordinated vision, building off previous work (Climate Smart) and regional leadership forums.

Other opportunities discussed: We should be looking at opportunities to connect around the need for a coordinated system, smoothing out connections and a coordinated fare system.

#### **VI. WHAT IS IMPORTANT FOR THE RTS TO ADDRESS (OPPORTUNITIES & CHALLENGES)**

Issues attendees recommended or were important to address include the following:

- Clarifying roles and responsibilities
- Funding / Clarifying capital and operating improvements
- Demand on infrastructure
- Transit connections
- Flexible transit community services

There are tangible products resulting in the Regional Transit Strategy and non-tangible products resulting in partnerships and future opportunities:

- Build partnerships
- Develop shared vision
- Define roles and responsibilities

#### **VII. ADJOURN**

Ms. Snook provided a quick overview of the meeting. She announced that this work group would meet about 15 times over the next two years. Attendees discussed future meeting formats and preferred to have future meetings with periodic workshops. Ms. Snook said that the next meeting would be in February 2016 and would be focused on the existing conditions and preparing for the first leadership forum. She agreed to send out meeting notes and links to the current HCT Plan and System Expansion Policy.

There being no further business, the meeting was adjourned at 3:00 p.m.

*Meeting summary prepared by: Janet Toman, Planning and Development.*

Meeting materials:

Item	Topic	Document Date	Description
1	Agenda	01/07/16	Regional Transit Work Group Agenda
2	PDF	01/07/16	Regional Transit Strategy PowerPoint presentation
3	PDF	8/2015	RTS Approach overview and timeline
4	PDF	9/17/15	RTS_factsheet_FINAL-091715





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

<b>Committee Members</b>	<b>Affiliation</b>	<b>Attendance</b>
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
<b>Interested Parties</b>		
Sarah Armitage	State of Oregon DEQ	Present
Noel Mickelberry	Oregon Walks	Present
Nichole Phillips	Community member	Present
Katie Selin	Portland State University	Present
<b>Metro Staff</b>		
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:*

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*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





**Regional Freight Work Group Meeting #1**  
**Wednesday, January 20, 2016, 8:00 a.m. to 9:30 a.m.**  
**Metro Regional Center, Room 370 A&B**

<b>Committee Members</b>	<b>Affiliation</b>	<b>Attendance</b>
William Burgel	Burgel Rail Group	Present
Gary Cardwell	NW Container Services, Inc.	Present
Kelly Clarke	City of Gresham	Present
Tony Coleman	Oregon Department of Transportation (ODOT)	Present
Lynda David	SW WA Regional Transportation Council (RTC)	Present
Jill Eiland	Intel Corporation	Present
Jerry Grossnickle	Bernert Barge Lines	Present
Brendon Haggerty	Multnomah County Health Department	Present
Phil Healy	Port of Portland	Present
Robert Hillier	City of Portland, Office of Transportation Planning	Present
Jana Jarvis	Oregon Trucking Association	Present
Steve Kountz	City of Portland, Bureau of Planning & Sustainability	Present
Kate McQuillan	Multnomah County, Land Use and Transportation	Present
Zoe Monahan	City of Tualatin, Community Development	Present
Don Odermott	City of Hillsboro, Transportation Planning	Present
Derrick Olsen	Greater Portland, Inc.	Present
Patrick Sweeney	City of Vancouver	Present
Erin Wardell	Washington County	Present
Steve Williams	Clackamas County	Present
<b>Metro Staff</b>		
Tim Collins	Metro	Present
Janet Toman	Metro	Present

**I. WELCOME AND INTRODUCTIONS**

Mr. Collins welcomed meeting attendees and introductions were made.

**II. OVERVIEW AND WORK GROUP PURPOSE AND SCHEDULE**

Mr. Collins reviewed the purpose of the meeting, which was to get to know each other, provide an overview of the Regional Freight Strategy, and discuss work group purpose and individual freight modal needs and constraints.

It was stated there was movement of 60,000 to 90,000 containers across the region in the last year. Mr. Collins discussed other aspects of the Regional Transportation Plan, including the region's long-range transportation blueprint and identifying the capital transportation investments to make in the next 20-plus years.

2018 RTP Timeline reviewed:

- Phase 1: Getting Started, May to December 2015
- Phase 2: Framing Trends and Challenges, January to April 2016 (Current)
- Phase 3: Looking Forward, May 2016 to February 2017
- Phase 4: Building a Shared Strategy, March to December 2017
- Phase 5: Adopting a Plan of Action, 2018

Metro staff will convene the following technical work groups to provide input to staff on draft materials and implementing policy direction from Regional Leadership Forums:

- Transit
- Equity
- Finance
- Performance
- Freight
- Design
- Safety
- Policy Actions

### **III. DRAFT KEY FREIGHT TRENDS AND LOGISTICS ISSUES REPORT**

Regional Freight Strategy presented:

- Regional Freight Trends and Logistics Issues
- Regional Freight Vision and Supporting Policies
- Freight Investment Priorities
- Priority Freight Projects for Implementation

Westside Logistics study addressed computer and electronics commodities being transferred to other freight modes then moving to other airports; there is not a lot going directly out of Portland International Airport.

The goal to look at prioritizing projects and implementing freight projects was discussed, including updating the Regional Freight Plan from 2010.

Freight Work Group charge:

- Review 2010 Regional Freight Plan recommendations
- Review Key Freight Trends and Logistics Issues Report
- Review shared freight investment strategy
- Review draft freight policy refinements and actions
- Assist in building awareness
- Consider input from partners and the public
- Participate!

The Regional Transportation Plan was discussed:

- Region's long-range transportation blueprint
- Identifies the capital transportation investments we want to make in the next 20+ years

The Freight Analysis Framework (2007 survey) was discussed regarding the base year data on modes and commodities. Talk points included:

- Freight Flows by Mode of Travel
- Top Domestic Commodities
- Top Import Commodities
- Top Export Commodities

A question was asked about the availability of getting the quantity of exports out of the region by mode of travel. Mr. Collins will check on the availability of that data, which would be useful.

#### **IV. DISCUSS FIRST REGIONAL FREIGHT TARGET OUTCOME**

The Key Freight Trends and Logistics Issues Report was presented to the workgroup. Mr. Collins asked the work group to review the Table of Contents, to ensure it included all necessary topics as of July, 2010.

The Global Trade Investment Plan would be forwarded to Mr. Collins, since it was stated that findings related to exports and strategy are updated on the Metro Export Initiative.

The committee discussed a freight forecast conducted by Eco Northwest Forecast in 2012, which addressed surrounding land needs for marine terminals. The forecast showed the ability to compensate for land supply freight area expansion is an important equity and public health concern.

The committee discussed several concerns including:

- That the Metro area does not have enough of a local market, and that is why product goes elsewhere.
- The increase of trucks on Interstate-5 from 1,000 to 1,200
- The vehicle capacity over the Columbia River (I-5) bridge to Portland has not increased, but the daily volume over bridge has increased.

ODOT's Corridor Bottleneck Study was discussed.

Mr. Collins stated that it is hard to quantify all truck traffic that moves through our region. Regarding movement south and north, we need to look at boundaries and try to quantify it. Mr. Collins stressed to the importance of addressing this as thoroughly as possible.

Mr. Collins overviewed the freight modal needs and constraints including:

- Truck travel constraints
- Rail needs and constraints
- Air freight needs and constraints
- River and Marine freight needs and constraints

It was brought to the group's attention that they would need to analyze where truck congestion occurs.

The group discussed the impacts of high water levels on the Columbia River/I-5 Bridge and the adjacent railroad bridge. Years in which water levels rise by 6 feet or more, call for many more lifts of the I-5 Bridge. Mr. Grossnickle proposed that a lift span on the railroad bridge would make it faster. Currently, the railroad bridge has a swing span and a very narrow opening. The old railroad bridge was built in 1908 and the swing span is slow. A member stated that freight traffic is majorly affected when the I-5 Bridge lift is up. The use of lifts are limited during the peak travel periods on I-5.

Rail traffic topics discussed:

- Rail velocity: industrial mile-long trains and railroad crossings. These block a lot of traffic and are a major impact to our system.
- Rail lines
- Avoid blocking crossings.
- Freight rail impacts on passenger rail
- Passenger trains delayed by freight trains
- Increase of rail traffic in region
- Double-track some of the tracks adjacent to Sandy Boulevard. There are 30-40 trains per day along this track.

Airfreight traffic topics discussed:

- Need for more marine terminal space
- Cost of redevelopment
- Kenton Rail Line Study continuation
- Access to airport and consolidation. Airfreight will grow as area population will grow.
- USPS will be at Air Trans way. It is predicted there will be a huge increase of traffic and employees at that airport area.
- Port of Portland will conduct a study on the Hillsboro Airport needs.
- Westside Logistics Study regarding electronics commodities found that there is not a lot going out of PDX, but transferred to other modes than to other airports.

Metro freight traffic topics discussed:

- How to get freight from (smaller areas/cities) to systems such as I-5
- Increased congestion on Interstate-5 congestion
- Increased amount of trucks on all freeway systems
- Need to address intra-county freight movements
- Capacity restraints at Columbia River Bridge. Artificial speeds are reported. It is important that we look at the tools being used; leadership is needed to move forward.
- Fast Act identifies the Rose Quarter and Interstate-5 as having major bottlenecks.

Barge freight traffic topics discussed include:

- The need is to use the lift on the I-5 Bridge when the river rises over six feet. There have been some years of nine months of high water.
- The location of the narrow opening of the railroad bridge makes for a difficult s-curve maneuver of barge traffic on the Columbia River that comes under these two bridges.

Other concerns:

- Ensure Metro takes this project seriously
- The ramp meter bypass which is a solution, but not for trucks; the sign is on wrong side of interchange
- Costs
- Build priorities and tie to the economic value of the freight being moved

## **V. NEXT STEPS**

Mr. Collins overviewed the next steps:

- Finalize Key Trends and Logistics Issues Report
- Review existing freight action plan, freight vision and supporting freight policies
- Identify tools and evaluation measures
- Regional Transportation Snapshot (April)
- Regional Leadership Forum (April)

A consensus was reached on scheduling two-hour meetings in the future. The PowerPoint presentation used in this meeting would be made available to members and interested parties.

## **VI. ADJOURN**

There being no further business, Chair Tim Collins, adjourned the meeting at 9:30 a.m.

*Meeting summary respectfully submitted by:*

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*Janet Toman*

Attachments to the Record:

Item	Topic	Document Date	Description	Document Number
1	Agenda	1/20/16	Regional Freight Work Group – Meeting #1 Agenda	012016rtp-01
2	Fact Sheet	9/01/15	Getting there by moving freight	012016rtp-02
3	Work Plan	9/01/15	2018 RTP   Regional Freight Strategy Work Plan	012016rtp-03
4	Document	1/14/16	Regional Freight Work Group – Draft Charge and meeting protocols	012016rtp-04
5	Report	1/01/16	Key Freight Trends and Logistics Issues Report	012016rtp-05
6	Presentation	1/20/16	Regional Freight Strategy - PowerPoint show	012016rtp-06





**2018 RTP Transportation Equity Work Group – Meeting #2**  
**Thursday, February 18, 2016**  
**1:00 – 3:00 p.m.**  
**Metro Regional Center, Room 401**

<b>Committee Members</b>	<b>Affiliation</b>	<b>Attendance</b>
Duncan Hwang	APANO	Present
Jessica Berry	Multnomah County	Present
Stephanie Caldera	Oregon Department of Environmental Quality	Present
Brad Choi	City of Hillsboro	Present
Corky Collier	Columbia Corridor Association	Present
Nicole Phillips	OPAL/Bus Riders Unite	Present
Jared Franz	Amalgamated Transit Union	Present
Aaron Golub	Portland State University	Present
Heidi Guenin	Transportation Council	Present
Scotty Ellis	Metro	Present
Jon Holan	City of Forest Grove	Present
Jake Warr	TriMet	Present
Noel Mickelberry	Oregon Walks	Present
Cora Potter	Ride Connection	Present
Karen Buehrig	Clackamas County	Present
Kari Schlosshauer	National Safe Routes to School Partnership	Present
Karen Savage	Washington County	Present
Nancy Kraushaar	City of Wilsonville	Present
Kelly Clarke	City of Gresham	Present
Brendon Haggerty	Multnomah County Health Department	Present
<b>Interested Parties</b>		
Katie Selin	Portland State University	Present
<b>Metro Staff</b>		
Grace Cho	Metro	Present
Lake McTighe	Metro	Present
Cliff Higgins	Metro	Present
Ted Leybold	Metro	Present
Jamie Snook	Metro	Present
Janet Toman	Metro	Present
Joyce Felton	Metro	Present

## **I. WELCOME**

Cliff Higgins welcomed meeting attendees and walked through the agenda for the work group meeting.

## **II. WORK GROUP MEMBERS INTRODUCTIONS AND PARTNER UPDATES**

All those present introduced themselves and provided a brief update on who they've discussed the transportation equity work plan with and what they heard in response.

## **III. TRANSPORTATION EQUITY POLICY FRAMEWORK**

Ms. Cho provided an overview of the policy framework in which the Regional Transportation Plan (RTP) operates under as the first item of business for the meeting. She noted the desire to walk through the policy framework as a means of ensuring members of the work group have the same shared understanding of the RTP as a policy document. She mentioned her ultimate goal was to have all work group members feel better equipped when the time comes to start discussing policy refinement and recommendations for the 2018 RTP. As part of her presentation, Ms. Cho discussed the different entities which shape and influence the content of the RTP. She also discussed what local, state, and regional plans and programs the RTP has the ability to influence. She noted at the end of the policy framework discussion, this first pass at the policy framework is the beginning to a number of discussions and as a follow up the work group will receive federal, state, and regional policy scoping document to review prior to the May work group meeting. The scoping document outlines the applicable policies to regional transportation planning which address social equity issues and concerns.

At the end of the presentation, Ms. Cho paused to take any questions.

A work group member made a comment that the policy framework did not emphasize the entity of local jurisdictions as an influence on the RTP as local jurisdictions see through and carry out the RTP policies.

Ms. Cho responded that was an oversight on her part in not making that come across clearly in the framework presentation.

Another work group member noted that community voices are not well represented in the policy framework.

Ms. Cho responded that is the representation of community voices, particularly hard to reach communities, continues to be an area in which the RTP works better to reflect and respond. She said that previous processes in the past may not have emphasized grassroots engagement of communities, but rather utilized the traditional civic process.

Other work group members noted that this process is working to change the process to engage communities and reflect community voices.

#### **IV. TRANSPORTATION TRENDS AND EXISTING CONDITIONS**

For the second item of business, Ms. Cho presented the overarching timeline for the 2018 RTP. She explained the process is in the existing conditions and trends and challenges phase of the work plan. As part of this phase Metro staff has been collecting data and information to help update the existing conditions chapter of the 2018 RTP and shape the Regional Snapshot series. Following the introduction, the work group was presented some select very early draft information about the transportation trends and existing conditions of the region, with a particular focus on how these trends break out by different race and ethnic communities or income levels. She covered basic information about the demographics of the region, but also addressed travel trends, access to jobs, and housing trends. Ms. Cho noted Metro staff is still in the process of gathering, refining, and sorting the data and more information and takeaways are still yet to come.

At the end of the transportation trends and existing conditions presentation, she posed the following question to the work group for a brief discussion:

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

Work group responses to the question included:

- Recognizing that transportation inequities are a symptom of a number of broader societal and systematic inequities and that in many ways what is being asked of the transportation system is to solve the broader issue.
- There remains a need to have a meaningful conversation about the jobs-housing balance. Reinforce to other work groups, technical advisory committees, and elected officials the interconnectivity of transportation and land use in widening disparities. That to address the disparities a holistic approach must be taken.
- A recognition that changes to federal programs, particularly in the transit realm, are moving away from holistic considerations. As a region, seeing the disparities by race and ethnicity as well as income, there is a need to communicate back to the federal government the importance of taking a holistic approach when considering improvements or enhancements to the transportation system.
- In seeing some draft trends and statistics around the disparities experienced by communities of color and the white population, a message to push forward is that race should be the central focus of the transportation equity work.

Additionally a work group member noted that there is a danger when sorting and refining data which might not fully articulate the nuance of what is happening. The work group member expressed that not articulating the nuance may lead the region down a path of wrong solutions. An example was raised by the work group member that there is a growing income disparity in the region, but when looking at per capita income or median income, a solution may be to increase or attract the number of high wage jobs and skilled workers to the region. This solution does not address bringing economic opportunity to those who are already in the region and not receiving a share of the economic prosperity.

#### **V. BREAK**

Mr. Higgins excused everyone for a short stretch break and Ms. Cho and Metro staff reset the room for a breakout exercise.

## **VI. TRANSPORTATION EQUITY PRIORITY OUTCOMES EXERCISE**

Following the break, the meeting room was reset with markers and butcher paper set at each table. Ms. Cho reminded the work group members at the end of the first work group meeting, members were asked to complete a “homework” assignment. The homework was to bring to the second meeting a list of the transportation priorities, needs, and desires their communities want to see from the region’s transportation system. For the remainder of the meeting, the work group had the opportunity to write those community priorities and values on butcher paper and had an opportunity to discuss shared priorities. But before launching into the exercise, Ms. Cho and Mr. Higgins walked through what was heard and major themes to emerge from past public comment periods. Additionally, Ms. Cho provided time for Lake McTighe and Jamie Snook, the leads for the Safety and Transit work groups, to provide an overview of their work and make a request to the work group members on areas in which their work groups need feedback. Ms. Cho notes as a result there are additional butcher paper sheets with the specific questions from the Safety and Transit work groups that members are free to discuss. At the end of the discussion of the public comment themes, she provided the work group instructions for the exercise and allowed work group members to break out into the exercise.

## **VII. QUESTIONS AND ANSWERS AND NEXT STEPS**

At the end of the exercise Ms. Cho walked through the next steps for herself and the homework assignments for the work group. She mentioned she will follow up with communication with the presentation slides, since they were a challenge to see, as well as the policy scoping memos, and a memo or summary which outlines the feedback from the exercise.

Between the second and third work group meeting, she asked members to complete the following “homework” assignments:

- Report back to your people what was discussed at the work group meeting and bring any feedback.
- Review the forthcoming federal, state, and regional policy scoping papers.
- Based on what was seen through the exercise, come prepared at the next work group meeting to vote on three transportation priority areas in which the transportation equity evaluation of the 2018 RTP investment scenarios should focus on.

She also mentioned during the interim period there will likely be communication to the work group regarding updates and other opportunities to engage in the broader RTP process.

## **VIII. ADJOURN**

There being no further business, Ms. Cho and Mr. Higgins adjourned the meeting at 3:00 p.m.

*Meeting summary prepared by: Grace Cho, Transportation Equity Project Manager*

Meeting materials:

Item	Topic	Document Date	Description
1	Agenda	02/18/16	Meeting Agenda
2	Meeting Overview Memorandum	02/18/16	Overview of what is covered in the packet of materials and anticipated for the meeting
3	Work Group Meeting 1 Summary	02/18/16	Summary of transportation equity work group meeting #1
4	Public Comment Review	02/18/16	Public Comment Retrospective Memo 1
5		02/18/16	Public Comment Retrospective Memo 2
6	Presentation	01/08/16	TE Work Group Presentation
7	Mtg. Evaluation	01/08/16	TE Meeting #2 Meeting Evaluation





**2018 RTP Performance Work Group - Meeting #1**  
**February 22, 2016**  
**2 - 3:30pm**  
**Metro Regional Center, Room 501**

**Committee Members Present**

**Name**

Abbot Flatt  
Kelly Rodgers  
Dan Riordan  
Kelly Clarke  
Christina Fera-Thomas (Alternate)  
Karla Kingsley  
Ken Lobeck  
Jessica Berry  
Bill Holstrom  
  
Lidwien Rahman  
Phil Healy  
Peter Hurley  
Lynda David  
Chris Rall  
Eric Hesse  
Steve Kelley  
Steve Adams

**Affiliation**

Clackamas County  
Confluence Planning  
Forest Grove  
Gresham  
Hillsboro  
Kittelson & Associates Inc.  
Metro – MTIP staff  
Multnomah County  
Oregon Department of Land Conservation &  
Development  
Oregon Department of Transportation, MTAC  
alternate  
Port of Portland, TPAC  
Portland, TPAC  
Southwest Washington RTC, TPAC  
Transportation-4-America  
TriMet, TPAC & MTAC  
Washington County  
Wilsonville

**Metro Staff Present**

John Mermin  
Kim Ellis  
Grace Cho  
Jamie Snook  
Cindy Pederson

**Others Present**

Nick Kobel  
Portland Bureau of Planning & Sustainability

## **I. WORK GROUP MEMBER INTRODUCTIONS**

Work group members introduced themselves and described why they are interested in this work and if they have any specific concerns or desires for what they'd like to see come out of it. Highlights included:

- Be clear about the scope of our work – planning level measures vs project prioritization vs development review. Performance based planning takes a great deal of time so we need to be clear about what we are going to tackle and ensure our schedule is realistic.
- Measures to help tell a story
- Link investments to performance
- Be aspirational
- Visionary and achievable targets
- Performance measures – meaningful, manageable, measurable
- Sensitive to local geographic context
- Establishing a clear connection as to how performance measures will be used
  - Example: prioritization in Regional Flexible Fund process
  - What is the relationship between this workgroup and criteria used in project selection for the Regional Flexible fund process?
- Performance measure should reflect and provide clarity on what the region wants to accomplish with the transportation system
  - The performance measures should connect the nebulous goals of the RTP to actions and investments
- The region should also think of its performance measures in the context of the region's role in the state
- Set performance measures for the appropriate scale and context
  - Measures for decision-making
  - Measures for monitoring
  - Long-range and system planning measures
  - Prioritization of investments
  - Development review
- Improve transparency in decision-making, build public confidence in government and support for more investment
- Measures that look forward (not just looking back)
- Measures that locals could use in TSP and possible plan amendments

## **II. PERFORMANCE WORKGROUP PURPOSE, CHARGE AND SCHEDULE**

Metro staff provided a brief overview of the schedule, role and the expectations of workgroup members, highlighting its major purposes to provide technical input to help simplify RTP measures, and to keep leadership at their agencies informed of our work (and bring forward concerns (sooner rather than later).

## **III. RECAP OF 1/25 MEASURING SUCCESS WORKSHOP**

Metro staff shared a recap of the workshop. The two main purposes for the workshop: 1) Gear up for regional conversations about performance measurement; 2 )Provide a forum for information sharing amongst local jurisdictions to help them do performance based planning in



their local transportation plans. The workshop included presentations by staff from Wilsonville, Washington County, Portland and Transportation For America. About 60 people attended.

A few workgroup members shared their takeaways from the workshop. Highlights included:

- Impressed by turnout / interest in a wonky topic
- Helpful to hear how other local jurisdictions are using and applying performance measures. It was interesting to hear how applications varied, but all cases were working towards a common goal.
- Interest in application of measures at different scales.
- Interest in hearing about investment level measures from Bay Area MTC (in Transportation For America presentation)

#### **IV. BRIEF OVERVIEW OF 2018 RTP, OTHER WORKGROUPS, PERFORMANCE BASED PLANNING**

Metro staff provided an overview of why the RTP is important, describing that it's a regional blueprint that shapes what communities will look like, how people will be able to get around and it establishes eligibility for federal and state funding.

Metro staff provided an overview of the timeline for the RTP update (to be adopted in 2018).

Metro staff described the interface with the other 7 technical workgroups. At the June and September meetings, other Metro workgroup leads, e.g. Safety, Transit, Equity, Freight will provide direction on performance measures in those topic areas.

Metro staff described how performance based planning is defined in the RTP and a comment was made by a workgroup member that we need to get on the same page on the meaning of other related words: performance measures, standards, and targets – which mean different things but get used interchangeably.

Metro staff provided highlights from research on performance based planning that will be part of a performance scoping report (that will be sent to the workgroup for review before the next meeting). The report includes requirements (and gaps in current policies), best practices, challenges & issues.

The RTP currently includes 5 of 7 Federally (MAP-21) required goal areas. Two that are missing include "Infrastructure condition" and "Reduce project delivery delays".

A workgroup member commented that the report should also cover State requirements as well as Federal requirements.

Best practices highlighted by Metro staff include: Congested Vehicle Miles traveled per capita (a new way of measuring congestion used by Sacramento MPO), Vital Signs ([www.vitalsigns.mtc.ca.gov](http://www.vitalsigns.mtc.ca.gov)) a website that monitors transportation related outcomes in SF Bay area) and project screening done for the SF Bay area's RTP (cost-benefit analysis for expensive projects and qualitative screening for others)

A workgroup member commented that the Virginia DOT has done some performance measure-related work that has been recognized as a best practice as well.

Challenges & Issues highlighted by Metro staff include: right-sizing measures – relevance, simplicity, coverage, expense of data collection, need to define how data is used in decision-making and that it must be communicated effectively.

Metro staff recapped the existing 10 policy-level RTP Performance Targets (first adopted in 2010). A workgroup member asked if the workgroup would also be addressing the two additional, long standing policy measures required by the State – Auto Volume/Capacity (“Interim mobility target”) and Non-SOV mode share by 2040 design type, as well as the technical measures in chapter 4 of the plan: system evaluation measures and system monitoring measures. Staff responded that all of those things were on the table and the intent was to look to streamline and update them.

Staff added that ODOT Region 1 had a project to look at updating the V/C target “Portland Metro Area Highway Performance Project” and that ODOT’s workgroup representative would keep us informed of the progress of that project, which aims to make recommendations for mobility and safety applicable to the Portland metro area.

A work group member asked whether an analysis has been completed to see and understand which performance measures in the RTP are “working” and which ones are not. She hoped this could provide a starting place to help focus efforts. Metro staff responded that the scoping report will help to highlight some of the issues.

Metro staff described the “Work Plan at a glance” handout. It summarizes all of the performance-related work that is part of the 2018 RTP update. It follows a similar flow as the overall RTP update schedule. Metro staff called attention to an item in Phase 4 (March to Dec 2017): “Inform project solicitation process.” Staff emphasized that this would be driven by our elected policy makers. They would give us direction regarding whether performance measurement will influence the project solicitation process.

A workgroup member asked about the schedule/topics for the Regional Leadership Forums. Metro staff replied that the first forum is April 22, 2016, and that the following three forums are tentatively scheduled for July 2016, November 2016 and February 2017. The February forum is when we would receive direction on how we update the project list.

## **V. NEXT STEPS**

Metro staff described the next steps including: 1) reporting back to your leadership. 2) Gathering any concerns about this work. 3) Reading the scoping report and sending Metro staff feedback by April 4. Metro staff will send out the draft scoping report for review by the workgroup by March 21

## **VI. ADJOURN**

Chair Ellis and John Mermin adjourned the meeting at 3:15pm

*Meeting summary prepared by: John Mermin, RTP Performance Work group lead*

Meeting materials:

Item	Topic	Document Date	Description
1	Agenda	02/22/16	Meeting Agenda
2	Performance Measures Work Group Charge, meeting protocols and roster	02/22/16	Description of Performance workgroup Purpose, protocols and roster
3	Performance work group meeting schedule	02/22/16	Summary of meetings for Performance work group
4	Performance measures work plan at a glance	02/22/16	Summary of performance-related work that is part of the 2018 RTP update

Getting there with a connected region



## 2018 REGIONAL TRANSPORTATION PLAN UPDATE Regional Leadership Forum Trends, challenges and a vision for the future

# SAVE THE DATE

## Regional Leadership Forum 1

8 a.m. to 12 p.m., Friday, April 22, 2016

Oregon Convention Center

Metro Council, MPAC and JPACT members and alternates,

The region is looking ahead to how our transportation system will accommodate future growth and change – and what investments we should make over the next 25 years to keep our economy moving with a transportation system that is safe, reliable and affordable for all users.

Join the **Metro Council** and regional leaders from the **Metro Policy Advisory Committee** and **Joint Policy Advisory Committee on Transportation** along with invited business and community leaders for the first of three Regional Leadership Forums this year to discuss the big issues impacting future travel in the Portland metropolitan region.



### Trends, challenges and a vision for the future

**R.T. Rybak**, former three-term mayor of Minneapolis, will set the stage for **the first Regional Leadership Forum on April 22**. Rybak will share his experiences leading a diverse metropolitan area and responding to the collapse of the I-35W Mississippi River Bridge that was rebuilt to expand travel options in his community. He is currently head of Generation Next, a partnership of education, community, government and business leaders working to close the achievement gap between white students and students of color.

Additional information and a link for RSVP to follow. For more information on the 2018 Regional Transportation Plan update, visit [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp).