

Metro | Agenda

2018 REGIONAL TRANSPORTATION PLAN UPDATE

Transportation Equity Work Group - Meeting # 3

Date: May 12, 2016
Time: 1 – 3 p.m.
Place: Metro Regional Center, Room 401
600 NE Grand Avenue, Portland, OR 97232

Getting there with a connected region



Agenda items

1:00	Welcome	Cliff Higgins, facilitator
1:05	Partner Updates <i>Who have you talked to about this work? What have you heard?</i>	Everyone
1:25	Spring Engagement Approach <i>Update and planned approach for engagement in May and June</i>	Cliff Higgins/ Everyone
1:45	Break	
1:55	Synthesis of Feedback and Proposed Evaluation Measures <i>Discuss the findings of community identified priorities and the relationship to the proposed draft evaluation measures.</i>	Grace Cho/ Everyone
2:35	Potential Products from the Transportation Equity Work <i>Where is all this work leading to? What are potential products?</i>	Grace Cho/ Everyone
2:55	Next Steps and Q & A	Grace Cho
3:00	Adjourn	

Meeting packet:

- Agenda
- Transportation Equity Working Group Meeting #3 Overview Memorandum
- Updated Schedule of Transportation Equity Work Group Meetings
- 2018 RTP Status Report
- Memorandum Synthesizing Feedback, Findings, and Draft Measures for Further Exploration
- Memorandum Outlining Potential Products from the Transportation Equity Analysis Work
- Federal, State, and Regional Policy Overview Memorandums (from April 6th correspondence)
- Transportation Equity Working Group Meeting #2 Summary

Next Meeting

Thursday, June 30, 2016

1 – 3 p.m.

Metro Regional Center, Room 401

Topics for Discussion: RTP updates, engagement update, evaluation measures, potential products.

Irving Street Garage visitor parking policy

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

 **Metro | Memo**

Date: May 5, 2016
To: Transportation Equity Work Group and interested parties
From: Grace Cho, Associate Transportation Planner
Subject: Transportation Equity Analysis for the 2018 RTP and 2018-2021 MTIP – Meeting #3 Overview

Purpose

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

Materials Overview

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

- Agenda
- Transportation Equity Working Group Meeting #3 Overview Memorandum
- Updated schedule of Transportation Equity Work Group meetings
- 2018 RTP Status Report
- Memorandum Synthesizing of Feedback, Community Priorities Findings and Draft 2018 RTP Transportation Equity Evaluation Measures for Further Exploration
- Memorandum Outlining Potential Products from the Transportation Equity Analysis Work
- Federal, State, and Regional Policy Overview Memorandums (from April 6th correspondence)
- Transportation Equity Working Group Meeting #2 Summary

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

Next Steps

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

1. What updates, if any, do you have to share for the working group? Who have you talked to in your networks and what information do they want to share back to this work group?
2. Are the findings of the community identified priorities a reflection of what you have heard from your community members? Is there a transportation need, concern, or priority missing and unaddressed?
3. Are the proposed draft 2018 RTP transportation equity measures on the right track? Are these measures which make sense for seeking further confirmation during the engagement in May and June?

4. Are there questions about where the transportation equity work is headed and sense of the potential products and outcomes?

Getting there



2018 REGIONAL TRANSPORTATION PLAN UPDATE
Transportation Equity Analysis Working Group Meetings
As of 4/5/16

2016

DATE	TIME	PLACE
Friday, January 8	9-11 am	401
Thursday, February 18	1-3 pm	401
Thursday, May 12	1-3 pm	401
Thursday, June 30	1-3 pm	401
Thursday, September 15	1-3 pm	401
<i>Thursday, November 17</i>	<i>1-3pm</i>	<i>401</i>

**Italics indicates the meeting is tentatively scheduled.*

Upcoming Other Working Group Meetings of Interest

2016

MEETING	DATE	TIME	PLACE
Regional Transit Strategy Working Group	Thursday June 9, 2016	1 – 3 pm	MRC 370 A & B
Transportation Safety Working Group	Friday May 20, 2016	9 am - noon	MRC 270
Performance Measures Working Group	Monday, June 27, 2016	2 – 4 pm	MRC 501
Regional Leadership Forum	Friday, September 23, 2016	8 am - noon	Oregon Convention Center

MRC = Metro Regional Center (600 NE Grand Avenue Portland 97232)

Getting there with a connected region



Safe • Reliable • Affordable

2018 REGIONAL TRANSPORTATION PLAN UPDATE

**STATUS REPORT FOR
MARCH – APRIL 2016**

April 28, 2016

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 working with communities of the Portland metropolitan region to update the region’s shared vision and strategy for investing in the transportation system for the next 25 years.

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

<p>Outreach and public engagement</p>	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> ✓ Convened Regional Leadership Forum #1 on April 22, 2016 to engage the Metro Council, MPAC, JPACT, state legislators, and community and business leaders in exploring possible Big Solutions to address trends and challenges affecting the region’s transportation future; the forum featured former Minneapolis mayor, R.T. Rybak ✓ Community interviews, speakers series and video production to support regional snapshot on transportation trends and challenges at oregonmetro.gov/regional-snapshots ✓ Ongoing updates to regional technical and policy committees ✓ Project website maintained at oregonmetro.gov/rtp <p><u>Underway</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> Preparing summary report of 30-day online survey results <input type="checkbox"/> Identification of future Regional Snapshots speaker series transportation topics and speakers (e.g., safety, technology, freight trends, seismic and disaster preparedness, congestion)
<p>Safety</p>	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> ✓ Published on-line Metro Crash Map at crashmap.oregonmetro.gov/file/index.html ✓ Received input from Transportation Equity work group ✓ Regional Transportation Snapshot support <p><u>Underway</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> Updating safety data and Regional High Injury Network <input type="checkbox"/> Status review of Regional Transportation Safety Plan <input type="checkbox"/> Conducting safety policy review <input type="checkbox"/> First work group meeting scheduled for May 20
<p>Transportation equity</p>	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> ✓ Synthesized comments from work group brainstorm and winter on-line public comment to inform transportation equity outcomes to measure in the 2018 RTP ✓ Completed two policy memos outlining federal, state, and regional policies pertaining to social equity and the connection to transportation planning ✓ Coordination between RTP work groups; provided feedback to Performance work group ✓ Regional Transportation Snapshot support <p><u>Underway</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> Development of draft transportation equity measures for the 2018 RTP <input type="checkbox"/> Planning spring engagement activities with historically underrepresented communities to

	validate draft transportation equity measures
Transit	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> ✓ Coordination between 2018 RTP work groups ✓ Regional Transportation Snapshot support <p><u>Underway</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> Continue preparing existing conditions report on transit
Freight	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> ✓ Prepared Draft of Key Freight Trends and Logistics Issues Report ✓ Identified individual freight modal needs, for trucks, rail, air, freight, marine and river, and constraints in the freight system ✓ Regional Transportation Snapshot support <p><u>Underway</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> Continue updating draft of Key Freight Trends and Logistics Issues Report <input type="checkbox"/> Review of existing 2010 freight action plan, freight vision and freight policies <input type="checkbox"/> Second work group meeting scheduled for May 23, 2016
Finance	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> ✓ Developed a methodology and template for documenting existing local revenue sources ✓ Meetings with local agency staff to identify local revenue sources <p><u>Underway</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> Participating in ODOT Long Range Funding Assumptions (LFRA) work group to develop statewide funding assumptions for RTP <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 <input type="checkbox"/> Local agencies review of draft local revenue sources for inclusion in the financial constraint portion of the RTP finance plan <input type="checkbox"/> Second work group meeting changed to May 12, 2016
Performance	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> ✓ Coordination between 2018 RTP work groups ✓ Convened second Performance work group meeting on April 25, 2016 ✓ Completed draft Performance Measures Scoping report, summarizing federal and state requirements, recent local, regional and national efforts and best practices, the scope of RTP performance work, and an assessment of current RTP measures ✓ Reviewed 2014 RTP and Climate Smart Strategy performance using adopted RTP performance targets <p><u>Underway</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> Finalizing Performance Measures Scoping report to respond to work group feedback <input type="checkbox"/> Continue reviewing modeling results and performance of 2014 RTP and Climate Smart Strategy Investments <input type="checkbox"/> Began review of draft Federal System Performance rule released on April 22, 2016 at fhwa.dot.gov/tpm/rule/pm3_nprm.cfm
Design	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> ✓ Stakeholder interviews, scoped cases studies, and engagement plan <p><u>Underway</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> Developing visual library <input type="checkbox"/> Developing calendar of forums, workshops and best practice tours <input type="checkbox"/> First work group meeting changed to Nov. 15, 2016
Policy actions	<i>This work will begin in 2017.</i>



Date: May 5, 2016
To: Transportation Equity Working Group and interested parties
From: Grace Cho, Associate Transportation Planner
Subject: Synthesis of Feedback, Community Priorities Findings and Draft 2018 RTP
Transportation Equity Evaluation Measures for Further Exploration

Purpose

Provide the Transportation Equity work group an overview of the input and findings (to date) leading to the proposed 2018 RTP draft transportation equity measures for further exploration. Outline the next steps in the process prior to work group action at the June 30th meeting.

Introduction

As the Portland region prepares to make its next set of investments in the transportation system, an equity analysis can help inform how transportation investments affect the communities where people have the fewest options for travel to meet everyday needs. Understanding these effects helps the region make more informed, equitable decisions about where transportation dollars go, especially as the region weighs many competing priorities for the transportation system.

The Transportation Equity Analysis (TEA) for the 2018 RTP and the 2018-2021 MTIP serves as the equity assessment to focus on better understanding how near and long-term transportation investments are effecting:

- Communities of color;
- Households with lower-income;
- Communities with limited English proficiency;
- Older communities; and
- Youth

As a first step in to begin the assessment is to define a set of measures to evaluate the transportation investments package against. To determine the measures, Metro staff is applying an approach to allow communities of color, households with lower-income, communities with limited English proficiency, older adults and younger persons to define their priorities and direct the measures. This approach is considered a best practice to social equity and transportation planning and more importantly, it is what Metro staff has heard through feedback.

Therefore, the work to define the draft transportation equity measures are intended to reflect community identified priorities to the degree the assessment of the regional investment package for 2018 RTP and the 2018-2021 MTIP can address them. An intention has been placed on sourcing and gathering community input for this process.

May 5, 2016

Memorandum to Transportation Equity Work Group and Interested Parties

Synthesis of Feedback, Community Priorities Findings and Draft 2018 RTP Transportation Equity Evaluation Measures for Further Exploration

Identifying Community Priorities

In taking the direction of the having the 2018 RTP transportation equity measures reflect community priorities, Metro staff has undertaken a multi-pronged approach to cull and identify the different transportation needs, issues, concerns, and priorities of historically underrepresented communities as well as older adults and youth. The multi-pronged approach consisted of: 1) conducting a retrospective of recent public comment reports on various planning efforts; 2) conducting an exercise with members of the 2018 RTP Transportation Equity work group; and 3) requesting public input through an online questionnaire.

Historically Underrepresented Communities refers to the following communities:

- Communities of Color
- Households with Lower-Incomes (\$50K and less)
- People with Limited English Proficiency

Using the three different approaches for collecting and identifying transportation concerns, needs, and priorities from communities of color, households with lower-income, communities with limited English proficiency, older adults and younger persons allowed staff to see the emerging themes of patterns. A brief overview of each approach is described below.

Public Comment Retrospectives

To support the 2018 Regional Transportation Plan (RTP) update and 2018-2021 Metropolitan Transportation Improvement Program (MTIP), Metro staff conducted a review of recent public input and comments related to the transportation needs of historically underrepresented communities as well as older adults and younger persons. The retrospective was conducted across six public comment documents:

- Southwest Corridor Public Engagement Summary (October 2014 – July 2015t)
- Metro Diversity, Equity, and Inclusion (DEI) Discussion Groups Groups Report (August 5, 2015)
- Public Comment Report for the 2014 Regional Transportation Plan (June 2014)
- 2014 Regional Active Transportation Plan Public Comment Report (June 2014)
- Climate Smart Strategy Public Comment Report (Dec. 9, 2014)
- Powell-Division Transit and Development Project Public Engagement Reports (March 16, 2015; September 29, 2014; June 23, 2014)
- Powell-Division Transit and Development Project – City of Gresham and Multicultural Engagement Report (February 2015)

In reviewing the public comment documents, staff looked to identify comments from members or representative community organizations for historically underrepresented communities, older adults, and youth. Additionally, any general comments made which addressed or considered one of the five communities was also included. The identified comments were synthesized into emerging themes and helped to establish a starting point of needs and priorities.

Transportation and Equity On-line Questionnaire

From January through February 2016 Metro hosted an online questionnaire to garner public feedback on several programs. The questionnaire included questions to inform the regional flexible funds allocation (RFFA), development of the 2018 Regional Transportation Plan, the DEI strategic plan to advance racial equity, diversity and inclusion, and the equitable housing program.

May 5, 2016

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Synthesis of Feedback, Community Priorities Findings and Draft 2018 RTP Transportation Equity Evaluation Measures for Further Exploration

The questionnaire was marketed as the “Transportation and Equity” survey because of its emphasis on social equity concerns and the transportation system. Throughout the month the questionnaire was open, more than 5800 completed the survey.

To organize and synthesize the input, Metro staff reviewed the overall summary of responses to gather a sense of what transportation and equity themes were emerging. From the overall responses, equitable access to different travel options, cost, and more transit service emerged as priorities for the transportation system when considering social equity. Following the identification of the overall theme, Metro staff drew a subset of the responses from those who self-identified as a person of color or coming from a household of lower income. The subset was looked at more closely to see how they diverged from the overall responses and to look at other potential themes, sub-themes, or other issues. These responses trended to show the overall themes of access, costs, and transit were important, but also community health emerged as another area of importance for historically underrepresented communities when considering the transportation system.

Transportation Equity Work Group Exercise

At the February 2016 meeting of the Transportation Equity work group, members were asked to participate in a table exercise to brainstorm comments around the following questions:

- What are the transportation priorities you hear from your community?
- What are the biggest transportation needs?
- Based on that, what should be the focus of the evaluation?

The work group members were asked to consider more specifically what they have heard from historically underrepresented communities as well as older adults and younger persons in undertaking the exercise. The brainstorming session resulted in a list of transportation concerns, needs, and priorities, ranging from physical safety for people biking and walking on the region’s streets to the availability of travel options to concerns over displacement. The exercise helped to reinforce themes heard through the retrospective, but the brainstorm exercise also added further depth, complexity, and nuance to the sub-themes emerging.

Findings of Community Identified Priorities

Utilizing the multi-prong approach to identify communities priorities led to synthesizing an enormous amount feedback and input gathered to date. From the significant amount of qualitative data collected and in respecting the time community members took to provide the feedback, Metro staff used the three main efforts to develop an initial set of findings of community identified priorities. These findings reflect, in aggregate, the major transportation-related needs, concerns, and priorities of the region’s communities of color, households with lower-incomes, limited English proficiency populations, older adults, and young people.

The method to identify these community priorities was to look at the major themes and sub-themes which continued to emerge from each approach, but tease out the transportation needs, concerns, and priorities identified by historically underrepresented communities as well as older adults and young persons. In identifying these themes, some engagement efforts were targeted specifically at gathering input from historically underrepresented communities, such as Metro’s Diversity, Equity, and Inclusion community discussions or emphasized social equity considerations such as the transportation and equity online questionnaire in early 2016. These targeted efforts made it easy to identify the themes coming from historically underrepresented communities. However other public comments efforts, such as the 2014 RTP, the 2014 Regional Active Transportation Plan or the Southwest Corridor Engagement Report, sought to gather feedback from anyone and everyone.

Therefore, the approach was to find those themes which illustrated particular significance or resonance with historically underrepresented communities and cross-reference to the public comment logs to help verify the themes.

The feedback and input varied, ranging from a need for transportation infrastructure in areas where historically underrepresented communities live to greater public engagement to broader policy issues that would help address social inequities and social cohesion. In developing the findings, it was decided the feedback would not be filtered for applicability to the transportation system or in aiding the development of the 2018 RTP transportation equity evaluation at this stage of the work. The community identified priorities were to represent those themes and sub-themes which continued to emerge throughout feedback and comments. The themes results of the draft findings of community identified priorities, identified in Table 1.

*Table 1. Draft Findings of Community Identified Priorities**

Transportation Theme	Sub-Theme	Description
Accessibility	Access to places	Historically underrepresented communities, older adults, and youth are able to get to jobs, every day services, and schools easily and by different forms of transportation and at different times of day.
	Infrastructure	A variety of modes should be physically accessible to historically underrepresented communities, older adults, and youth; multimodal investments should be designed for universal access and prioritized.
	Travel options	All places should have different travel options available to make a trip with a particular emphasis to invest in multimodal options in historically underrepresented communities.
		All places should have different travel options available to make a trip and ultimately that means features like crosswalks, sidewalks, bikeways, and lighting. These elements should not be an afterthought in planning.
	Travel time and reliability	The travel time and the reliability of using other modes of transportation outside of a personal vehicle should be reliable, dependable, practical, competitive and timely which makes these options viable for historically underrepresented communities, older adults, and youth.
Transit	It is more frequent and goes more places.	
Transportation Safety	Infrastructure	Invest in safer more frequent crossings, overcrossings for arterials and freeways, bike lanes that are designed with physical separation of different modes and lighting throughout the region, but with particular emphasis in areas with communities of color, households with lower-incomes, older adults, and younger person. Safe routes and the infrastructure to make it safe for walking, biking, and accessing transit should not be an afterthought in planning and street design. Street retrofits should be an option and considered. Address infrastructure disparities first when funding safety improvements; pair with crash data and an equity lens.

May 5, 2016

Memorandum to Transportation Equity Work Group and Interested Parties

Synthesis of Feedback, Community Priorities Findings and Draft 2018 RTP Transportation Equity Evaluation Measures for Further Exploration

Transportation Theme	Sub-Theme	Description
	Security	People should feel a sense of personal safety and free of being a target/victim of crime when using the transportation system, regardless of time of day, day of the week, location, or mode.
	Enforcement	Enforce traffic rules for users and infrastructure standards when building non-automobile infrastructure.
		Certain community members should not experience or feel a disproportionate burden of being targeted by enforcement officials when using the transportation system; particularly as it pertains to any form of fee or fare evasion or traffic enforcement.
Affordability	Housing and transportation costs	Housing and transportation costs are manageable for households of all incomes by making housing options, particularly affordable housing options, available in areas with good transportation infrastructure and transit service.
	Transportation costs	Reduce transportation costs for historically underrepresented communities, older adults, and younger persons with an emphasis on reducing the upfront cost of using any travel options and the expense of getting to employment centers for low income neighborhoods.
	Transit	Greater affordability in the use of the transit system.
		Certain community members should not experience or feel a disproportionate burden of being targeted by enforcement officials when using the transportation system; particularly as it pertains to any form of fee or fare evasion or traffic enforcement.
Public Health	Disproportionate environmental and health impacts	The environmental and health impacts and conditions established by transportation infrastructure, services, and use should not disproportionately impact historically underrepresented communities, older adults, and youth.
		The implementation of transportation projects should not create environmental or public health conditions which disproportionately impact historically underrepresented communities in negative ways.
		The implementation of transportation projects should aspire to more than preventing further harm, but rather or create conditions which strengthen social cohesion of communities, remedy historic injustices and existing health disparities.
	Community health and stability	Transportation should provide opportunities to contribute positively to community health and supporting communities.
Involuntary Displacement	Displacement	The transportation policies and/or investments which may create market conditions for the displacement of existing communities must be addressed at the forefront of planning and project development. The implementation of mitigation strategies is essential and support community stability and preventing the negative redesign of a community.
	Shared prosperity	The benefits of transportation investments should be experience and shared with the existing communities and in tandem with community mitigation measures to minimize fears of being priced

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Memorandum to Transportation Equity Work Group and Interested Parties

Synthesis of Feedback, Community Priorities Findings and Draft 2018 RTP Transportation Equity Evaluation Measures for Further Exploration

<i>Transportation Theme</i>	<i>Sub-Theme</i>	<i>Description</i>
		out and unable to share in the benefits.
Community Input/ Acknowledgement	Community input	Ask communities what and where their priorities are to understand where different transportation considerations (i.e. modes, investments) falls in community hierarchy of need and ask how they want those considerations implemented.
		Support efforts to have community conversations to gather input by funding CBOs to organize community conversations and improve planning process. Focus in areas rich for displacement to have the dialogue.
	Acknowledgement	Acknowledge community members are just as important as other traditional planning stakeholders and in turn make communities visible.
		Recognize the lived experience by communities and use the past experience to inform strategies which mitigate and prevent negative impacts of communities in conjunction with good data in decision making.
Community as an actor for transportation success	Plan for people and community stability over place and make space for lived experiences in conjunction with good data in implementing transportation projects.	
Major Social Policies	Major policies	Transportation is a significant part of the fabric of communities, but transportation and its associated policies and investments cannot resolve and address all deep social inequities. Other major policies are needed in tandem, including reducing the gap of wage disparities and even significant innovation in certain transportation policy areas.

** The themes are not in any form of ranking or prioritized order.*

Proposed Draft 2018 RTP Transportation Equity Measures for Further Exploration

Based on the findings of the community identified priorities, the next step was to focus in on the themes which lend best to an evaluation of future proposed transportation investments. In looking across the findings, the following themes continued to be reiterated and fit within the context of an investment package assessment. These community identified priorities are:

- Affordability
- Accessibility
- Transportation Safety
- Public Health
- Transit*

** Transit was not explicitly identified as a theme, however, the level of feedback and comments directed at the transit system and its intersection with affordability and access themes warranted identifying it explicitly.*

May 5, 2016

Memorandum to Transportation Equity Work Group and Interested Parties
Synthesis of Feedback, Community Priorities Findings and Draft 2018 RTP Transportation Equity Evaluation
Measures for Further Exploration

As noted, because of the widely varying feedback gathered and a conscious decision not to filter the findings, the community identified priorities represent a wide range of important subjects to members of historically underrepresented communities, older adults, and young people. For Metro staff, the task at hand was to understand the important subjects identified by communities and interpret how to utilize the information in a way that best supports the analytical work for the 2018 RTP and the 2018-2021 MTIP.

The interpretation of the community identified priorities began through a process of reviewing each theme and sub-theme. With each theme and sub-theme reviewed, two questions were applied:

1. Does this community priority make sense and be further informed through a transportation system evaluation?
2. How can this priority be measured across the transportation system?

Using these two questions as a form of screen to look at the community priorities, several themes were decided not to be explored further under the context of the 2018 RTP transportation equity evaluation. While these priorities may fall outside the scope of measuring the regional transportation investment package, they serve useful to inform other elements of transportation planning, such as communications and messaging and designing a public process. Therefore, all the community identified priorities were categorized under four groupings:

- potential measures for further exploration
- communications and messaging
- process
- other.

The groupings (as shown in Table 2) allow for Metro staff to determine the most appropriate place for these different concerns, needs, and community identified priorities to be addressed. The groupings are also being used a mechanism to recognize the feedback provided to Metro staff and also organize the best ways in which to address the comment. It is also important to note that those community identified priorities not selected for further exploration and consideration in the 2018 RTP transportation equity evaluation does not mean the feedback is rendered useless or ignored. In respect to the time and effort provided by communities, these priorities will continue to be seen to as part of 2018 RTP transportation equity analysis and will be re-examined and further discussed as part of developing

Short Descriptions of Categories for the Community

Potential Measures for Further Exploration – Priorities which address transportation concerns and needs in which the regional transportation investment package evaluation can potentially address and lead to information to inform and shape transportation system policies or projects or performance.

Communications and Messaging – Priorities which address how to effectively communicate or discuss the transportation system, modes, infrastructure and/or service inequities

Process – Priorities which address how to design the public involvement and/or community engagement process.

Other – Priorities which fall outside the scope of the other groups and/or touch upon greater social issues or of issues in which the regional transportation plan is not the best mechanism for addressing. Examples such as raising the minimum wage or racial profiling in enforcement are examples of this grouping.

recommendations on future public processes, RTP policy refinements as well as recommendations for a short list of actions to work towards as part of RTP implementation.

Table 2. Categorized Community Identified Priorities

Transportation Theme	Description	Category
Accessibility	Historically underrepresented communities, older adults, and youth are able to get to jobs, every day services, and schools easily and by different forms of transportation and at different times of day.	Potential Measure for Further Exploration
	A variety of modes should be physically accessible to historically underrepresented communities, older adults, and youth; multimodal investments should be designed for universal access and prioritized.	Potential Measure for Further Exploration
	All places should have different travel options available to make a trip with a particular emphasis to invest in multimodal options in historically underrepresented communities.	Potential Measure for Further Exploration
	All places should have different travel options available to make a trip and ultimately that means features like crosswalks, sidewalks, bikeways, and lighting. These elements should not be an afterthought in planning.	Communications and Messaging
	The travel time and the reliability of using other modes of transportation outside of a personal vehicle should be reliable, dependable, practical, competitive and timely which makes these options viable for historically underrepresented communities, older adults, and youth.	Potential Measure for Further Exploration
	It is more frequent and goes more places.	Potential Measure for Further Exploration
Transportation Safety	Invest in safer more frequent crossings, overcrossings for arterials and freeways, bike lanes that are designed with physical separation of different modes and lighting throughout the region, but with particular emphasis in areas with communities of color, households with lower-incomes, older adults, and younger person. Safe routes and the infrastructure to make it safe for walking, biking, and accessing transit should not be an afterthought in planning and street design. Street retrofits should be an option and considered. Address infrastructure disparities first when funding safety improvements; pair with crash data and an equity lens.	Potential Measure for Further Exploration
	People should feel a sense of personal safety and free of being a target/victim of crime when using the transportation system, regardless of time of day, day of the week, location, or mode.	Other
	Enforce traffic rules for users and infrastructure standards when building non-automobile infrastructure.	Other
	Certain community members should not experience or feel a disproportionate burden of being targeted by enforcement officials when using the transportation system; particularly as it pertains to any form of fee or fare evasion or traffic enforcement.	Other
Affordability	Housing and transportation costs are manageable for households of all incomes by making housing options, particularly affordable housing options, available in areas with	Potential Measure for Further Exploration

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Memorandum to Transportation Equity Work Group and Interested Parties
 Synthesis of Feedback, Community Priorities Findings and Draft 2018 RTP Transportation Equity Evaluation
 Measures for Further Exploration

Transportation Theme	Description	Category
	good transportation infrastructure and transit service.	
	Reduce transportation costs for historically underrepresented communities, older adults, and younger persons with an emphasis on reducing the upfront cost of using any travel options and the expense of getting to employment centers for low income neighborhoods.	Potential Measure for Further Exploration
	Greater affordability in the use of the transit system.	Potential Measure for Further Exploration
	Certain community members should not experience or feel a disproportionate burden of being targeted by enforcement officials when using the transportation system; particularly as it pertains to any form of fee or fare evasion or traffic enforcement.	Other
Public Health	The environmental and health impacts and conditions established by transportation infrastructure, services, and use should not disproportionately impact historically underrepresented communities, older adults, and youth.	Potential Measure for Further Exploration
	The implementation of transportation projects should not create environmental or public health conditions which disproportionately impact historically underrepresented communities in negative ways.	Potential Measure for Further Exploration
	The implementation of transportation projects should aspire to more than preventing further harm, but rather or create conditions which strengthen social cohesion of communities, remedy historic injustices and existing health disparities.	Communications and Messaging
	Transportation should provide opportunities to contribute positively to community health and supporting communities.	Communications and Messaging
Involuntary Displacement	The transportation policies and/or investments which may create market conditions for the displacement of existing communities must be addressed at the forefront of planning and project development. The implementation of mitigation strategies is essential and support community stability and preventing the negative redesign of a community.	Other
	The benefits of transportation investments should be experience and shared with the existing communities and in tandem with community mitigation measures to minimize fears of being priced out and unable to share in the benefits.	Communications and Messaging
Community Input/Acknowledgement	Ask communities what and where their priorities are to understand where different transportation considerations (i.e. modes, investments) falls in community hierarchy of need and ask how they want those considerations implemented.	Process
	Support efforts to have community conversations to gather input by funding CBOs to organize community conversations and improve planning process. Focus in areas rich for displacement to have the dialogue.	Process
	Acknowledge community members are just as important as other traditional planning stakeholders and in turn make communities visible.	Communications and Messaging/Process
	Recognize the lived experience by communities and use the past experience to inform strategies which mitigate and prevent negative impacts of communities in conjunction with	Communications and Messaging/Process

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 Measures for Further Exploration

Transportation Theme	Description	Category
	good data in decision making.	
	Plan for people and community stability over place and make space for lived experiences in conjunction with good data in implementing transportation projects.	Communications and Messaging
Major Social Policies	Transportation is a significant part of the fabric of communities, but transportation and its associated policies and investments cannot resolve and address all deep social inequities. Other major policies are needed in tandem, including reducing the gap of wage disparities and even significant innovation in certain transportation policy areas.	Other

Following the categorization, the resulting themes and sub-themes listed indicate which community identified priorities Metro staff would like to further explore as draft 2018 RTP transportation equity evaluation measures. These are identified in Table 3.

Table 3. Proposed Draft 2018 RTP Transportation Equity Measures for Further Exploration

Theme	Sub-Themes			
Affordability	Housing and transportation costs		Transportation costs	
Accessibility	Access to places	Infrastructure	Travel options	Travel time and reliability
Transportation Safety	Infrastructure		Infrastructure disparities	
Public Health	Disproportionate environmental and health impacts			
Transit*	Transit costs	Transit access	Transit reliability	

* Consolidates the transit-related community identified priorities, which were initially categorized under other themes.

Feedback from the Transportation Equity Work Group

Based on the findings of community identified priorities and the screening to further explore potential draft transportation equity measures, Metro staff seeks input from the work group members on the following questions:

1. Do the community identified priorities summarized in this memo reflect what you have heard from your community members? Is there a transportation need, concern, or priority missing and unaddressed?
2. Are the draft 2018 RTP transportation equity measures proposed for further exploration on the right track? Are these the right measures for which to seek further confirmation during the engagement planned for May and June?
3. Do work group members support Metro and NITC grant-funded staff moving forward into a research and method exploration phase with the draft 2018 RTP transportation equity measures? This exploratory work would begin prior to the June meeting to help inform further narrowing and recommendations by the work group.
4. Does the proposed approach of identifying what community priorities may be addressed as part of the 2018 RTP transportation equity analysis and what community priorities may be addressed as part of other 2018 RTP discussions or beyond seem reasonable?

May 5, 2016

Memorandum to Transportation Equity Work Group and Interested Parties

Synthesis of Feedback, Community Priorities Findings and Draft 2018 RTP Transportation Equity Evaluation Measures for Further Exploration

Next Steps

Prior to the June 30th work group meeting, Metro staff will undertake several activities to help inform the work group's recommendation on the measures to be used in the 2018 RTP transportation equity analysis. These activities include:

1. Conducting targeted engagement activities to validate the priorities and themes with particular emphasis on the draft measures.
2. Researching evaluation methods for the draft measures to understand what approaches and methods are established and understand the advantages and disadvantages of the methods.
3. Coordinating with the other 2018 RTP work groups to understand their approaches and recommendations on overlapping topics and developing a strategy to support analyses for both work groups. For example, work with the lead of the Transportation Safety work group and the Regional Transit Strategy to determine how to address the community priorities pertaining to transportation safety and transit.

Aside from the targeted spring engagement activities, it would be anticipated the research and coordination activities would likely extend beyond the June 30th work group meeting.



Metro | Memo

Date: May 5, 2016
To: Transportation Equity Working Group and interested parties
From: Grace Cho, Associate Transportation Planner
Subject: Outline of Potential Products from the Transportation Equity Analysis Work

Purpose

Provide the Transportation Equity work group an introduction to potential products that are anticipated from the Transportation Equity Analysis work to help focus future work group discussions.

Introduction

As part of the 2018 RTP and the 2018-2021 MTIP, Metro staff will develop a series of policy recommendations, refinements, and other potential products to provide recommendations to the region's policymakers on addressing the transportation needs, concerns, and priorities effecting:

- Communities of color;
- Households with lower-income;
- Communities with limited English proficiency;
- Older communities; and
- Youth

The policy recommendations, refinements, and potential other products will be informed by engagement activities and the evaluation of the 2018 RTP and the 2018-2021 MTIP investment packages. Looking at the evaluation results of the two investment packages will provide a sense of what refinements and actions are needed in the short- and long-term to address the community identified priorities for the transportation system and, therefore, better address equitable outcomes.

Additionally, Metro staff is aware there are a number of transportation needs, concerns, and priorities that are not as well addressed through the evaluation of the transportation investment package of the 2018 RTP and 2018-2021 MTIP. These needs, concerns, and priorities expressed by community members address less quantifiable aspects, such as the planning process, communications, and coordination across intersecting fields (e.g. transportation, public health, housing) or agencies. As part of the potential products, the priorities that cannot be addressed by the evaluation will also be included as part of the policy refinement discussion. By including the less quantifiable priorities in the policy discussion recognizes the importance and necessity for these priorities to be addressed concurrently in order for the transportation system to better address equitable outcomes.

May 5, 2016

Memorandum to Transportation Equity Work Group and Interested Parties
Outline of Potential Products from the Transportation Equity Analysis Work

Potential Products from the Transportation Equity Analysis

To date, the following potential products are anticipated from the Transportation Equity Analysis work and would be part adopted as part of the final 2018 RTP.

- Transportation Equity Analysis report as a component of the 2018 RTP
- Potential policy language refinements to the 2018 RTP
- Potential policy language refinements for the Regional Transportation Functional Plan (RTFP) and/or Urban Growth Management Functional Plan (UGMFP)
- Potential performance targets (new targets and/or refinements to existing targets)
- Potential performance monitoring measures (new measures and/or refinements to existing measures)
- Potential recommendations to be included in a short list of actions
- Title VI and Environmental Justice Compliance documentation (for federal partners)

The identified potential products will be developed with input from the Transportation Equity work group, as well as input from other 2018 RTP work groups, the Transportation Policy Advisory Committee (TPAC), the Metro Technical Advisory Committee (MTAC), and public involvement efforts for consideration by the Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. The input to the potential products from the different sources (e.g. work groups, TPAC, MTAC) would be coordinated through Metro staff.

As the 2018 RTP transitions from Phase 2 (Framing trends and challenges) into Phase 3 (Looking forward), staff has enough information to see which topics areas repeatedly emerging. Therefore, Metro staff is working to develop a coordination strategy between work groups to inform analyses and work products. For example, transportation safety is a topic being addressed in the Transportation Safety work group, the Performance Measures work group, and potentially the Policy Actions work group. Staff will produce these products collaboratively with the work groups and review them with TPAC and MTAC prior to asking policymakers to consider them.

As a means of providing greater clarity on the potential products, a sample draft outline of the *Transportation Equity Analysis Report* is provided to illustrate where the transportation equity analysis work may lead. Please see **Attachment A – Transportation Equity Analysis Report Outline** for detail. The draft outline is subject to change as work continues to progress.

Timeline for Development of Potential Products

The identified potential products are scheduled to be developed in Phase 4 of the Transportation Equity Analysis (Conduct Analysis and Prepare Findings and Recommendations). Phase 4 is intended to take the results of the system evaluation of the 2018 RTP to help inform potential policy refinements and actions. Phase 4 is scheduled to take place after February 2017.

May 5, 2016

Memorandum to Transportation Equity Work Group and Interested Parties

Outline of Potential Products from the Transportation Equity Analysis Work

2018 RTP | Transportation Equity Analysis Work Plan and Timeline



Feedback Requested from the Transportation Equity Work Group

Based on the introduction and outline of potential products from the Transportation Equity Analysis work, Metro staff seeks input from the work group members on the following questions:

1. Are the potential products from the Transportation Equity Analysis work proposed a reasonable approach? Do they provide enough of information to work group members to visualize or conceptualize the potential products?
2. Are there potential products missing (new or refinements to existing)?
3. Would it be helpful for work group members to see additional illustrative sample work products? For example, would it be helpful for the work group members to see what is envisioned for potential recommendations to comprise a short list of actions?

Next Steps

Metro staff is welcoming comments and suggestions about the potential work products. The work group may request further discussion of this agenda item at the June 30th work group meeting. As the Transportation Equity Analysis work continues, the Metro staff plans to undertake several activities to help further the discussion and help the work group make recommendations on the measures for the 2018 RTP transportation equity analysis.

Attachment A
Outline of Transportation Equity Analysis Report
Draft – May 5, 2016

Executive Summary

Introduction

- Overview and Why This Report
 - What is the Transportation Equity Analysis?
 - Why a Transportation Equity Analysis?
 - Inform the 2018 RTP
 - Help provide more insight to better connect equity outcomes to transportation policies, programs, and investments
- Best Practice and Philosophy – Community Driving the Direction of the Transportation Equity Analysis

What We Heard from Communities

- Public Processes Gathering Input To Date
 - Climate Smart Strategy
 - 2014 RTP
 - Powell-Division
 - Southwest Corridor
 - Active Transportation Plan
 - DEI Community Discussion Groups
 - Transportation and Equity Survey – 2016
 - Transportation Equity Work Group Exercise
- Future Public Processes on the Horizon
 - DEI Community Discussion Groups
 - Spring Engagement with Historically Underrepresented Communities
 - TriMet Title VI Outreach
- Process for Synthesizing Comment

Findings by Categories of Comments

- Findings of Community Priorities for Measurement
 - Community validated priorities
 - Staff recommendations
- Findings of Additional Community Priorities to Address
 - Addressed in the 2018 RTP process
 - Addressed in other Metro or future RTP processes
 - Matrix of where community identified needs, concerns, and priorities can be addressed

Evaluation Measures for the Transportation Equity Analysis

- What Is Being Evaluated
 - 2018 RTP and the Financially Constrained Plan
 - 2018-2021 MTIP – Testing the measures on a smaller playing field
 - System and sub-regional assessments
- Translating Findings to Evaluation Measures

- Base data inputs
- Key assumptions
- Methodology
 - Measure # 1
 - Geographies and units of measures
 - Measure #2
 - Geographies and units of measures

Transportation Equity Analysis Results and Findings

- Overarching results
- Key findings

Policy Recommendations and Refinements

- Alignment of results and findings to community identified priorities and outcomes
 - Proposed policy recommendations
 - Proposed policy language refinements
 - Proposed performance target and monitoring measures refinements
- Alignment of results found in other 2018 RTP work group products or policy areas
- Alignment of other/additional community identified priorities and outcomes
 - Proposed recommendations to comprise a short list of actions

Conclusion

- What we learned and where we go next

APPENDICES

MEMO

Date: April 5, 2016
To: Transportation Equity Work Group and Interested Parties
From: Aaron Golub, Associate Professor, Portland State University
Katherine Selin, Masters of Urban Planning Masters Candidate, Portland State University
Subject: Review of Federal and State Requirements for Incorporating Social Equity in Regional Transportation Planning¹

Introduction

This memorandum summarizes relevant regulations concerning social equity in metropolitan planning organizations' (MPO) efforts to develop long-range regional transportation plans and programming of transportation funding. The relevant regulations can be categorized under two efforts: 1) a concern for the fairness of the planning process; and 2) the fairness of the plan itself. This memo focuses solely on the regulations pertaining to the fairness of the plan.² Described is the regulatory landscape to help inform the Transportation Equity work group as they collaborate with Metro staff to develop comprehensive and practical equity metrics for the 2018 Regional Transportation Plan (RTP). Synthesized are relevant regulations and guidance as a broad planning overview to help frame future planning and policy discussions. Passages quoted directly from sources are found in italics and citations to sources are found in footnotes.

Background

Federal statutes and subsequent regulations from relevant transportation agencies addressing social equity in regional transportation planning rest on Title VI of the **Civil Rights Act of 1964**³, which states:

No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. (Sec 2000(d))

The regulation to apply and enforce the act in the transportation realm is found in the Department of Transportation (DOT) (1970) regulation **Nondiscrimination in Federally-Assisted Programs of the Department of Transportation -- Effectuation of Title VI of the Civil Rights Act of 1964**⁴. It interprets the core Title VI requirement for transportation as follows:

¹ This is a product of a National Institute for Transportation and Communities (NITC) grant-funded partnership between Metro and Portland State University. This product will assist Metro staff in the social equity analysis of the 2018 RTP.

² Regulations concerning open and fair process are found in several federal directives including: the **National Environmental Policy Act (NEPA)**, the **Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)**, the **Executive Order 13166: "Improving Access To Services For Persons With Limited English Proficiency."** Metro has a series of planning responsibilities under these regulations, including efforts to reach historically underrepresented communities.

³ (42 CFR 2000(d) et seq.) <http://www.justice.gov/crt/title-vi-1964-civil-rights-act>

⁴ (49 CFR part 21) <https://www.gpo.gov/fdsys/pkg/CFR-1999-title49-vol1/pdf/CFR-1999-title49-vol1-part21.pdf>

A recipient [of DOT assistance], in determining the types of services, financial aid, other benefits, or facilities which will be provided under any such program (...) may not (...) utilize criteria or methods of administration which have the effect of subjecting persons to discrimination... (Sec. 21.5(2)).

Since regional transportation planning affects the types and configurations of transportation services and facilities, it must meet the requirements of this regulation. Perhaps most relevant to regional transportation planning is this statement from the 1970 DOT regulation which encourages taking affirmative steps to remove or overcome the effects of past discrimination in planning:

This part [of the DOT Title VI regulation] does not prohibit the consideration of race, color, or national origin if the purpose and effect are to remove or overcome the consequences of practices or impediments which have restricted the availability of, or participation in, the program or activity receiving Federal financial assistance, on the grounds of race, color, or national origin. Where prior discriminatory practice or usage tends ... to deny them the benefits of ... any program or activity to which this part applies, the applicant or recipient must take affirmative action to remove or overcome the effects of the prior discriminatory practice or usage. Even in the absence of prior discriminatory practice or usage, a recipient in administering a program or activity to which this part applies, is expected to take affirmative action to assure that no person is excluded from participation in or denied the benefits of the program or activity on the grounds of race, color, or national origin. (Sec. 21.5(b)(7))

State regulations and guidance were developed by ODOT to implement these federal requirements in the state of Oregon; these in turn place further requirements on Metro as the federally-designated metropolitan planning organization (MPO) for the Portland region. This memo reviews all of these requirements from the federal and state level.⁵

Assessment of Social Equity in Regional Transportation Plans

U.S. Department of Transportation Regulations Directing Social Equity Assessments

Requirements pertaining to protecting civil rights in regional transportation plans are derived from the Civil Rights Act of 1964 (Title VI specifically). The requirement to meet Title VI is clearly noted in the Department of Transportation's **Planning Assistance and Standards – Subpart C: Metropolitan**

⁵ For completeness, requirements stemming from **Section 504 of the Rehabilitation Act of 1974**, and the **American Disabilities Act of 1990** (ADA) regulations mandate improving the physical accessibility of all aspects of the transportation system, but do not add requirements for regional transportation planning. These mandates are followed by Metro in those programs and investments where applicable and are typically included as part of codes and standards governing vehicle procurement, project planning, detailed design and construction processes. Finally, while NEPA concerns the impacts of specific projects and not regional plans, there are some clear relationships between the priorities set during regional transportation planning and how projects are later planned and implemented.

Transportation Planning and Programming⁶, the main regulations governing regional transportation plans and transportation fund programming. These regulations include the requirement that the “metropolitan transportation planning process is being carried out in accordance with... Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21.” (23 CFR 450.334 (a) (3))

Additionally, recent “**Planning Emphasis Areas**” memorandums⁷ from the U.S. DOT secretary Anthony Foxx to MPO and state departments of transportation have highlighted the importance of equity among the various competing demands for priorities in regional planning. For example, the 2016 memorandum includes, in a section titled “Ladders of Opportunity,” the following language:

We encourage State DOTs, MPOs, and providers of public transportation, as part of the transportation planning process, to identify transportation connectivity gaps in accessing essential services. Essential services include employment, health care, schools/education, and recreation. ...tasks include developing and implementing analytical methods to identify gaps in the connectivity of the transportation system and developing infrastructure and operational solutions that provide the public, especially the traditionally underserved populations, with adequate access to essential services. Other effective work tasks could include: evaluating the effectiveness of public participation plans for engaging transportation disadvantaged communities in the transportation decision making process; updating the Section 5310 Coordinated Human Service Public Transportation Plans; assessing the safety and condition of pedestrian and bicycle facilities; and evaluating compliance with Americans with Disabilities Act, particularly around schools, concentrations of disadvantaged populations, social services, medical, and transit facilities. (p. 2)

The next sections present a subset of federal guidance which directly addresses the regional transportation plan, organized by Title VI-related and other related federal guidance.

Title VI Guidance for Addressing Social Equity in Regional Transportation Plans

The most relevant federal guidance for MPOs implementing Title VI in regional plans is the **Memorandum on Implementing Title VI Requirements in Metropolitan and Statewide Planning**⁸ released jointly by the FHWA and the Federal Transit Administration (FTA) in 1999. The memorandum contains a short introduction with two attachments outlining standards for assessing the Title VI

⁶ (23 CFR 450) <https://www.law.cornell.edu/cfr/text/23/part-450/subpart-C>

⁷ 2015 Memo:

http://www.fhwa.dot.gov/planning/processes/metropolitan/mpo/fy_2015/emphasisaareaslletter20140423.pdf and 2016 Memo: https://www.fhwa.dot.gov/planning/processes/metropolitan/mpo/fy_2016/fy2016pea.pdf

⁸ FHWA and FTA (1999). Memorandum on Implementing Title VI Requirements in Metropolitan and Statewide Planning. http://www.fhwa.dot.gov/environment/environmental_justice/facts/ej-10-7.cfm . Note that this entire memo pertains to regional planning and we reproduce only a portion here. The interested reader is urged to review the entire guidance.

compliance. The standards are presented as a series of questions used to evaluate the quality of Title VI compliance in regards to regional transportation plan analysis. While some questions relate to public involvement, they also relate directly to the analysis and contents of the regional transportation plan. The evaluation questions in the first attachment include:

Attachment 1 - Assessing Title VI Capability - Review Questions

1. Overall Strategies and Goals:

- *What strategies and efforts has the planning process developed for ensuring, demonstrating, and substantiating compliance with Title VI? What measures have been used to verify that the multi-modal system access and mobility performance improvements included in the plan and Transportation Improvement Program (TIP) or STIP [Statewide Transportation Improvement Program], and the underlying planning process, comply with Title VI?*
- *Has the planning process developed a demographic profile of the metropolitan planning area or State that includes identification of the locations of socio-economic groups, including low-income and minority populations as covered by the Executive Order on Environmental Justice and Title VI provisions?*
- *Does the planning process seek to identify the needs of low-income and minority populations? Does the planning process seek to utilize demographic information to examine the distributions across these groups of the benefits and burdens of the transportation investments included in the plan and TIP (or STIP)? What methods are used to identify imbalances?*

2. Service Equity:

- *Does the planning process have an analytical process in place for assessing the regional benefits and burdens of transportation system investments for different socio-economic groups? Does it have a data collection process to support the analysis effort? Does this analytical process seek to assess the benefit and impact distributions of the investments included in the plan and TIP (or STIP)?*
- *How does the planning process respond to the analyses produced? Imbalances identified?*

3. Public Involvement:

- *Does the public involvement process have an identified strategy for engaging minority and low-income populations in transportation decision making? What strategies, if any, have been implemented to reduce participation barriers for such populations? Has their effectiveness been evaluated? Has public involvement in the planning process been routinely evaluated as required by regulation? Have efforts been undertaken to improve performance, especially with regard to low-income and minority populations? Have organizations representing low-income and minority populations been consulted as part of this evaluation? Have their concerns been considered? ...*
- *What mechanisms are in place to ensure that issues and concerns raised by low-income and minority populations are appropriately considered in the decision making process?*

Is there evidence that these concerns have been appropriately considered? Has the metropolitan planning organization (MPO) or State DOT made funds available to local organizations that represent low-income and minority populations to enable their participation in planning processes?

Though directed at public transportation (transit) planning, the **FTA Circular 4702.1B Title VI Requirements and Guidelines for Federal Transit Administration Recipients**⁹ gives further guidance to recipients of FTA funds on how to implement Title VI effectively. As Metro's planning responsibilities functions and the regional transportation plan affect how FTA funds are spent, these apply to Metro's regional transportation planning activities. The following passage from Chapter VI: Requirement for MPOs is clearly directed at the regional transportation planning process:

In its regional transportation planning capacity, the MPO shall submit to the State as the primary recipient, and also to FTA: (1) All general requirements set out in section 4 of Chapter III of this Circular; (2) A demographic profile of the metropolitan area that includes identification of the locations of minority populations in the aggregate; (3) A description of the procedures by which the mobility needs of minority populations are identified and considered within the planning process; (4) Demographic maps that overlay the percent minority and non-minority populations as identified by Census or ACS data, at Census tract or block group level, and charts that analyze the impacts of the distribution of State and Federal funds in the aggregate for public transportation purposes, including Federal funds managed by the MPO as a designated recipient; (5) An analysis of impacts identified in paragraph (4) that identifies any disparate impacts on the basis of race, color, or national origin, and, if so, determines whether there is a substantial legitimate justification for the policy that resulted in the disparate impacts, and if there are alternatives that could be employed that would have a less discriminatory impact. (FTA, 2012, Chapter VI, Page VI-1)

Executive Order 12898 and Application to Social Equity Assessments

To recognize and address environmental injustices often intertwined with civil rights, including Title VI infringements, President Clinton signed **Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations**¹⁰, (herein EO 12898) in 1994. The order added income as a dimension of protection from unequal treatment and has important implications for regional transportation planning.

As the EO 12898 tends to focus on understanding and addressing unequal burdens in communities near transportation facilities, it has less direct relevance to long-range regional transportation plans. Still, there is relevant language found throughout the implementing guidance from DOT modal agencies concerning

⁹ FTA (2012). Circular 4702.1B Title VI Requirements and Guidelines for Federal Transit Administration Recipients. http://www.fta.dot.gov/documents/FTA_Title_VI_FINAL.pdf

¹⁰ <http://www.archives.gov/federal-register/executive-orders/pdf/12899.pdf>

incorporating environmental justice concerns into regional transportation planning processes. Relevant language from this guidance is excerpted in Appendix 1.

State of Oregon Regulations

The Oregon Department of Transportation (ODOT) as a recipient of federal funds is required to meet the same federal civil rights regulations, such as Title VI. In doing so, ODOT also must oversee and certify that its sub-recipients, such as Metro, have met their Title VI requirements. In overseeing sub-recipients, ODOT may have additional requirements on Metro that affect the regional transportation planning process. ODOT's requirements are found in several documents.¹¹ The ODOT regulations invoke similar ideas to the federal regulations on which they are based. They include specific language concerning the development of transportation plans and response to social equity concerns in them. For example, ODOT's **Title VI Guidance for Transportation Planning**¹² includes the following evaluation questions:

- *Does the planning process seek to identify the needs of low-income and minority populations? Does the planning process seek to utilize demographic information to examine the distributions across these groups of the benefits and burdens of the transportation investments included in plans and the STIP? What methods are used to identify imbalances?*
- *Does the planning process have an analytical process in place for assessing the regional benefits and burdens of transportation system investments for different socio-economic groups? Does it have a data collection process to support the analysis effort? Does this analytical process seek to assess the benefit and impact distributions of the investments included in plans and the STIP? How does the planning process respond to the analyses produced when imbalances are identified? (p. 13)*

Analysis and Application for the 2018 Regional Transportation Plan

Based on the review of policies, clearly Title VI informs all aspects of the analysis and response to social equity concerns in the regional transportation planning process in the openness of the planning process and in the substance of the plans produced. Thus, for guidance, the development of the transportation equity analysis for the 2018 RTP should look to these statutes as well as the various directives to assist in meeting Title VI. These statutes and directives offer important insight into how agencies address social equity in a regional transportation plan. Several important issues repeated among the sources reviewed for consideration include:

- Both federal and ODOT regulations heavily state similar requirements to meet standards set in Title VI, though they do not specify an approach or prescribe how to meet and achieve the requirements and standards in regional transportation plans.

¹¹ See Appendix 2 for documents and excerpts most relevant to regional transportation plan development.)

¹² <http://www.oregon.gov/odot/td/tp/plans/titlevi.pdf>

- Various types of guidance, in the form of executive orders, handbooks, memorandums, circulars, etc., have been released by DOT's modal agencies to assist DOT recipients in satisfying the core regulations based on Title VI as well as the EO 12898¹³. While these guidances often contain specific recommendations as to how to meet the federal regulations, wide latitude is given to interpret the standards in each planning context.
- There is concern for social equity in measures of plan investments or performance both by demographics and by geography and an intersection of both. That is, there is concern for distribution of plan benefits across different demographic groups, but also in how those benefits vary by location of those groups.
- The input and participation of historically underrepresented communities should be responded to and considered in the plan creation and not just collected to meet outreach requirements. Thus, concerns and analysis relating to social equity should be performed during the planning process, and not used to analyze a final approved plan.
- The benefits of the transportation plan investments are not well defined and thus can be open to interpretation to mean benefits as identified by historically underrepresented communities. While FTA and FHWA guidance includes examples of service measures to consider, there is language giving flexibility for interpretation of the ideas of benefits and burdens.
- The original FTA 1970 directive implementing Title VI contains strong language concerning the need to affirmatively repair past inequities, and not just create equitable plans moving forward. This supports plan elements which may place resources disproportionately in communities in greater need for investments.

¹³ See Appendix 3 for a complete list

Appendix 1: Federal environmental justice directives

USDOT EO 12898 Guidance¹⁴

The excerpts related to regional transportation planning include:

Section 4

- a. It is the policy of DOT to promote the principles of environmental justice (as embodied in the Executive Order) through the incorporation of those principles in all DOT programs, policies, and activities. This will be done by fully considering environmental justice principles throughout planning and decision-making processes in the development of programs, policies, and activities, using the principles of the National Environmental Policy Act of 1969 (NEPA), Title VI of the Civil Rights Act of 1964 (Title VI), the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, (URA), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-59; SAFETEA-LU) and other DOT statutes, regulations and guidance that address or affect infrastructure planning and decision-making; social, economic, or environmental matters; public health; and public involvement.*
- b. In complying with this Order, DOT will rely upon existing authority to collect data and conduct research associated with environmental justice concerns. To the extent permitted by existing law, and whenever practical and appropriate to assure that disproportionately high and adverse effects on minority or low income populations are identified and addressed, DOT shall collect, maintain, and analyze information on the race, color, national origin, and income level of persons adversely affected by DOT programs, policies, and activities, and use such information in complying with this Order.*

Section 5 - Integration with existing operations

- b. In undertaking the integration with existing operations described in paragraph 5a, DOT shall observe the following principles:
 - (1) Environmental justice principles apply to planning and programming activities, and early planning activities are a critical means to avoid disproportionately high and adverse effects in future programs, policies, and activities. Planning and programming activities for policies, programs, and activities that have the potential to have a disproportionately high and adverse effect on human health or the environment shall include explicit consideration of the effects on minority populations and low-income populations. Procedures shall be established or expanded, as necessary, to provide meaningful opportunities for public involvement by members of minority populations and low-income populations during the planning and development of programs, policies, and activities (including the identification of potential effects, alternatives, and mitigation measures).**

¹⁴ DOT (2012). Order 5610.2(a) Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.

http://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/orders/order_56102a/index.cfm

Appendix: DOT EJ Definitions

- a. The following terms used in this Order shall have the following meanings:*
- b. Low-Income means a person whose median household income is at or below the Department of Health and Human Services poverty guidelines.*
- c. Minority means a person who is:*
 - (1) Black: a person having origins in any of the black racial groups of Africa;*
 - (2) Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;*
 - (3) Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent;*
 - (4) American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or*
 - (5) Native Hawaiian and Other Pacific Islander: people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.*
- d. Low-Income Population means any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity.*
- e. Minority Population means any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity.*
- f. Adverse effects means the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of DOT programs, policies, or activities.*

April 6, 2016

Memo to Transportation Equity Work Group and Interested Parties

Review of Federal and State Requirements for Incorporating Social Equity in Regional Transportation Planning

FTA EO 12898 Guidance¹⁵

The excerpts related to regional transportation planning include Chapter IV: Integrating Principles of EJ in Transportation Planning (p. 34). This chapter emphasizes “early and active” engagement of EJ populations in decision making so that concerns can be integrated into planning.

FHWA EO 12898 Guidance¹⁶

Language potentially related to regional planning identified in FHWA’s EO 12898 Guidance falls very much in line with language already noted from the other guidance, so we don’t include any additional excerpts here.

¹⁵ FTA (2012). Circular 4703.1 Environmental Justice Policy Guidance for Federal Transit Administration Recipients http://www.fta.dot.gov/documents/FTA_EJ_Circular_7.14-12_FINAL.pdf

¹⁶ FHWA (2012). Order 6640.23(a) FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. <http://www.fhwa.dot.gov/legregs/directives/orders/664023a.htm>

Appendix 2: State of Oregon policies

ODOT Handbook of Title VI - Public Transit Division¹⁷

Summary of requirements (p. 3)

Any agency receiving federal dollars either directly from FTA, indirectly through PTD, or both, must:

Ensure that the level and quality of public transportation service is provided in a nondiscriminatory manner; Promote full and fair participation in public transportation decision-making without regard to race, color or national origin; Ensure meaningful access to transit-related programs and activities by persons with limited English proficiency; Prepare and submit a Title VI Program.

Oregon Department of Transportation - Office of Civil Rights - Intermodal Title VI Program¹⁸

Core guiding principles (pp. 8-9):

- *Ensure that the level and quality of transportation services are provided equitably and without regard to race, color, or national origin. Ensure that the Environmental Justice (EJ), Executive Order 12898 is complied with. Avoid, minimize, or mitigate any disproportionately high and adverse human health and environmental effects, including social and economic effects of programs and activities on minority populations and low-income populations;*
- *Ensure the full and fair participation of all affected populations in transportation decision making;*
- *Prevent the denial, reduction, or delay in benefits related to programs and activities that benefit minority populations or low-income populations; and ensure that persons with Limited English Proficiency (LEP) have meaningful access to programs and activities that are administered by recipient and subrecipients. And, finally, ensure that recipients and subrecipients are providing services in a non-discriminatory fashion and are informing the public of their rights.*

ODOT Title VI Implementation Plan 2014¹⁹

Part 4- Monitoring of Subrecipients (p. 15+)

- *(p. 16) As previously discussed in the review section, these will be conducted under the direction of the Title VI Program Manager and will include reviews to monitor compliance with MPOs. Local governments that receive federal funding are considered ODOT sub-recipients. They are also charged with Title VI responsibilities such as submitting a Title VI Plan and an Annual Accomplishment Report for OCR approval and are subject to compliance reviews.*

¹⁷ <http://www.oregon.gov/ODOT/PT/resources/civil-rights/title6-handbook.pdf>

¹⁸ http://www.oregon.gov/ODOT/CS/CIVILRIGHTS/docs/intermodal/Intermodal_Title%20VI%20ODOT%20Program%202015-2017.pdf

¹⁹ http://www.oregon.gov/ODOT/CS/CIVILRIGHTS/docs/Title_VI/Title%20VI%20ODOT%20Implementation%20Plan%202014.pdf

- *(p. 17) Data is gathered from various resources including the U.S. Census bureau, school districts, religious and/or organizations, as well as data from state and local governments. Once the appropriate data has been collected, the agency is tasked with analyzing the data to identify any trends or patterns. Data analysis provides a link to the rationale behind selected policies and decisions and provides a measure of performance.*

Part 7 - EJ plan (P. 21+)

- *(p. 22) One way to ensure that EJ considerations are being conducted is through the performance of Internal Program Area Process Reviews. Accordingly, OCR's Title VI Manager is currently developing an internal review process. The following EJ considerations will be assessed throughout the program area reviews: • Whether EJ populations were identified and given a meaningful opportunity to participate in the planning processes*

ODOT Title VI Guidance for Transportation Planning²⁰

MPOs required to submit "Title VI Accomplishment Report" to ODOT annually (p. 4)

The Accomplishment Report is to include:

Assessing Title VI Capability for ODOT (TDD Planning Section): (p. 13) (Note: while these sections are under the section concerning Title VI capability for ODOT, the Title VI Guidance mentions regional transportation planning, and so are included here.)

1. Overall Strategies and Efforts:

- *What strategies and efforts are included in the planning process for ensuring, demonstrating, and substantiating compliance with Title VI? What measures have been used to verify that the multi-modal system access and mobility performance improvements included in plans and the Statewide Transportation Improvement Program (STIP), and the underlying planning process, comply with Title VI?*
- *Do ODOT planning processes involve developing a demographic profile of the metropolitan planning area or State that includes identification of the locations of socio-economic groups, including low-income and minority populations as covered by the Executive Order on Environmental Justice and Title VI provisions?*
- *Does the planning process seek to identify the needs of low-income and minority populations? Does the planning process seek to utilize demographic information to examine the distributions across these groups of the benefits and burdens of the transportation investments included in plans and the STIP? What methods are used to identify imbalances?*

2. Service Equity:

- *Does the planning process have an analytical process in place for assessing the regional benefits and burdens of transportation system investments for different socio-economic groups? Does it have a data collection process to support the analysis effort? Does this analytical process seek to assess the benefit and impact distributions of the investments included in plans and the STIP?*

²⁰ <http://www.oregon.gov/odot/td/tp/plans/titlevi.pdf>

April 6, 2016

Memo to Transportation Equity Work Group and Interested Parties

Review of Federal and State Requirements for Incorporating Social Equity in Regional Transportation Planning

How does the planning process respond to the analyses produced when imbalances are identified?

The MPO Accomplishment Report template is less specific, but includes: (p. 16)

B. Studies and Plans

- *Were any transportation studies conducted or transportation plans completed during the reporting period that provided data relative to minority persons, neighborhoods, income levels, physical environments, and/or travel habits?*
- *If so, what type of assistance was provided to ensure that Title VI considerations were included in the studies or plans?*

Appendix 3: Federal regulations and guidance concerning transportation equity in regional plans.

	Title VI Lineage	EJ Lineage
1960s	Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000(d) et seq. (July 2, 1964)	
1970s	Department of Transportation of the United States (DOT). (1970) Nondiscrimination in Federally-Assisted Programs of The Department of Transportation--Effectuation of Title VI of the Civil Rights Act of 1964. U.S. Code of Federal Regulations. 49 CFR Part 21. (June 18, 1970)	
1980s	Federal Transit Administration of the United States (FTA). (1988) Circular 4702.1 "Title VI and Title-VI Dependent Guidelines for Federal Transit Administration Recipients" (May 26, 1988)	
1990s	Federal Highway Administration and Federal Transit Administration of the United States (FHWA and FTA). (1999) Memorandum on Implementing Title VI Requirements in Metropolitan and Statewide Planning (Oct 7, 1999)	Executive Order 12898, entitled "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" (Feb 11, 1994).
		Department of Transportation of the United States (DOT). (1997) Order 5610.2 Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (April 15, 1997).
		Federal Highway Administration of the United States (FHWA). (1998) Order 6640.23 FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (Dec 2, 1998).
2000s	Federal Transit Administration of the United States (FTA). (2007) Circular 4702.1(a) "Title VI and Title-VI Dependent Guidelines for Federal Transit Administration Recipients" (May 13, 2007)	
2010s	Federal Transit Administration of the United States (FTA). (2012) Circular 4702.1 (b) "Title VI Program Guidelines for Federal Transit Administration Recipients" (Oct 1, 2012)	Department of Transportation of the United States (DOT). (2012) Order 5610.2(a) Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (May 2, 2012).
		Federal Highway Administration of the United States (FHWA). (2012) Order 6640.23(a) FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (June 14, 2012).
		Federal Transit Administration of the United States (FTA). (2012) Circular 4703.1 Environmental Justice Policy Guidance for Federal Transit Administration Recipients (Aug 15, 2012).



Metro | Memo

Date: April 5, 2016
To: Transportation Equity Working Group and interested parties
From: Grace Cho, Associate Transportation Planner
Subject: Regional Policy and Implementation Tools – Overview of Policies Related to Social Equity

Purpose

Provide the Transportation Equity work group an overview of existing regional policies and how the policies currently address social equity in context of transportation and, where relevant, land use. This information will help build a shared understanding of existing policies to establish a starting point for building policy recommendations for the 2018 Regional Transportation Plan (RTP).

Introduction

In developing the 2018 Regional Transportation Plan (RTP) and the 2018-2021 Metropolitan Transportation Improvement Program (MTIP), Metro staff, with community and stakeholder input and feedback, will draft a set of policy refinements and recommendations on numerous topic areas for consideration by the Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. For the topic of social equity, the policy refinements and recommendations are intended to better align and express community identified equity outcomes within regional transportation policies.

The transportation policies contained within the 2018 RTP guide planning and investment in the region's transportation system and provide direction to local jurisdictions for transportation system plans (TSPs). The RTP policies also establish long-term performance targets for the regional transportation system, as well as direction for coordinating transportation investments in the MTIP and the allocation of Regional Flexible Funds. Therefore, clearly defined equity outcomes articulated in the final adopted 2018 RTP will help advance the consideration of equity in local and regional transportation planning and investment decisions.

Inventory of Regional Policies and Implementation Tools

In order to prepare and better support the discussion of better aligning social equity outcomes with transportation policies, an inventory and overview of existing regional policies and implementation tools are necessary to understand what is currently in place. Federal and state policies are addressed in a separate memorandum.

Table 1 identifies the regional policies and implementation tools reviewed.

Table 1. Inventory of Regional Policies and Implementation Tools

Policy Type	Policy Document
Metro Agency Policy	Six Desired Outcomes (adopted in the Regional Framework Plan in 2010)/Equity + 5 ¹
	<i>Equity Baseline Framework Report (2015)*</i>
	<i>Strategic Plan to Advance Racial Equity, Diversity, and Inclusion (2016)*</i>
Regional Planning and Policy	Future Vision Report (1995)
	Regional Framework Plan (last amended 2014) <ul style="list-style-type: none"> Six Desired Outcomes (adopted in the Regional Framework Plan in 2010)
	2014 Regional Transportation Plan (2014)
	Climate Smart Strategy (2014)
	Equitable Housing Initiative (2015)
Implementation Tools – Metro Code	Regional Transportation Functional Plan (last amended in 2012)
	Urban Growth Management Functional Plan (last amended in 2016)

**Indicates the policy document has not been adopted by Metro Council*

A summary of the major social equity themes addressed within each planning and policy document can be found in **Attachment A – Regional Policy Expressions of Social Equity or Related Topics**. The review is not intended to be a comprehensive assessment of all regional policies employed by Metro, but rather look at the different applicable policies that influence and provide direction to the development of the 2018 RTP and subsequent policy refinement recommendations.

Expressions of Social Equity in Regional Policies – Common Themes

The expression of social equity issues and concerns were often embedded across different topics in the regional policy documents reviewed. A strong, consistent, or common social equity narrative did not emerge from review of the nine policy documents, with different social equity issue themes overlapping some policy documents, but not others. Nonetheless, social equity issues and concerns were discussed in different levels of detail in each policy document.

Common social equity themes touched upon include:

- Income diversity
- Public involvement, civic engagement, and participation in decision-making processes
- Housing affordability and options
- Transportation choices/travel options particularly for underserved communities
- Transportation affordability
- Accessibility to destinations or places, including different types of employment (e.g., different wage classes of employment), but also access to opportunities including school, grocery stores, healthcare and other services
- Job type and housing balance in communities
- Increased family and living wage jobs

¹ The Equity + 5 framework is one of the key recommendations from the Equity Baseline Framework Report developed in 2015. The Equity + 5 framework has not been formally approved by the Metro Council and does not replace Metro's Six Desired Outcomes. The Equity + 5 framework is likely to be considered as part of the recommendations for adoption consideration as part of the Strategic Plan to Advance Racial Equity, Diversity, and Inclusion.

Key Takeaways from the Regional Policy Review

The following key takeaways emerged from this review:

- 1) *Social equity concerns and issues are focused around income and affordability in existing regional policies.*

Concerns and issues of social equity in the policy documents tend to frame the discussion around income and affordability. As regional policies address goals of building vibrant communities or providing an interconnected and multimodal transportation system that provides safe and affordable travel choices for everyone, the social elements to these policies focus on populations with less income. For example, an objective of the 2014 RTP states:

“Provide affordable and equitable access to travel choices and serve the needs for of all people and businesses, including people with low-income, children, elders, people with disabilities.”

While the social equity issues in the regional policies tend to focus around those with less income, the implied policy intention is to ensure a protection to vulnerable populations as a means to allow all the region’s residents the ability to enjoy the positive outcomes the regional policies seek to achieve.

- 2) *The focus around income and affordability as a means of addressing social equity concerns avoids addressing equity concerns based on race and ethnicity.*

Aside from the recent equity strategy work Metro has undertaken, the existing regional policy documents make occasional reference to race and ethnicity when addressing the demographics of the region. This is usually addressed in the form of identifying the demographic profile of the region at the time. While understanding the racial and ethnic demographic composition of the region is critical, the deeper and broader consideration of race and ethnicity and its contribution to social inequities and disparities is absent from the policy documents.

The lack of broader racial and ethnic considerations ultimately misses addressing equitable access issues that emerge from racial barriers and broadly a systematic and institutional racism. While income inequality and affordability are closely linked issues, the income-focused approach misses certain barriers that limit an individual’s ability to fully achieve equitable outcomes.

- 3) *Social equity concerns and issues are addressed in regional policies, but the expression of social equity concerns and issues vary.*

An overall positive key takeaway in the regional policy document review is that each document, in some way, addresses social equity issues. In some documents, including the 2014 RTP, the expressions of social equity goals, objectives, and direction are clear. In other documents, the expression of social equity is more implied through the nature of the topic.

For example, in the Regional Framework Plan, which addresses many natural and built environment subjects, the words equity may not be used, but the equity is expressed in matters like housing and economy. The housing segment of the Regional Framework Plan, which by far takes the strongest positions around social equity, the policies imply the social equity issue of housing being less affordable or available to certain populations. However, in

other topics areas in the Regional Framework Plan, like water management, natural hazards or parks and open spaces, social equity is not expressed or present.

The expression of social equity in these policy documents means the region has a policy foundation on which to build in terms of its equity goals and desires to reduce inequities, but more can be done to express the social equity issues and concepts more explicitly.

- 4) *While regional policies do express social equity goals, there remains a lack of direction and inconsistent ability to implement and monitor progress towards these social equity goals.* The expression of social equity in regional policies tends to be more oriented toward the overarching vision, goals, and the objectives of the policy documents. While it is a positive sign the expression is present in regional policies, the goals lack clear direction for implementation. This becomes evident in reviewing two of the region's implementation tools: Regional Transportation Functional Plan (RTFP) and the Urban Growth Management Functional Plan (UGMFP).

Both of these important regulatory codes do not reference back well to the overarching policy document the tools implement. For example, the 2014 RTP has a number of goals, objectives, and modal strategies addressing social equity issues, but the RTFP mainly considers social equity in the context of how local jurisdiction planning processes have considered the needs of underserved communities. The lack of connection of the policy documents to the implementation tools demonstrate a challenge and a gap in the region's ability to measure progress to determine how well the region addresses social equity concerns.

- 5) *The direction from the agency-wide strategy to advance racial equity, diversity, and inclusion is clearly needed and necessary to support the implementation of adopted regional policies.* In the review of the regional policies, a key takeaway to emerge is that the regional policies would benefit from overarching strategic, defined, and consistent agency direction to help guide the translation of policy goals into implementation actions. While the strategic plan and approach for the agency is being developed concurrently as the process for developing the 2018 RTP, a recommendation is to embrace and integrate the actions to emerge from the strategic plan in a measured way.

Opportunities and Next Steps for the Transportation Equity Working Group

In review of the policies outlined in regional policy documents, some initial key opportunities and questions have been identified for the Transportation Equity work group to consider and provide input to Metro staff.

Transportation Equity Analysis – Phases II – Existing Conditions and Trends (February – May 2016)

- In light of understanding what existing policies address, what current conditions or trends are your communities experiencing that need to be reflected in those policies? What is missing and what needs to be updated or refined?
- Are the policies' goal statements still an accurate reflection of equitable outcomes for your community?

**Transportation Equity Analysis –Phase III and IV– Transportation Investment Evaluation
(May – November 2016)**

- Based on the existing policies as well as what emerges from research on existing conditions and trends, and community priorities discussions, what equity-related outcomes are recommended to be the focus of the evaluation?
- How can the evaluation better inform and link to the region’s existing policies?
- What information about the equity outcomes, existing policies and transportation investment evaluation is most important to communicate to decision-makers and jurisdictional partners in the lead up to the RTP project solicitation and identification of regional investment priorities during the 2018 RTP update? (e.g., greater definition and clarification around benefits and impacts, links to housing and transportation affordability)

**Transportation Equity Analysis – Phase V – Policy Refinements and Recommendations
(December 2016 – Spring 2018)**

- How can Metro strengthen cross policy referencing as a reminder of social equity goals and objectives and reinforce the necessity for addressing social equity across all programs beyond transportation?
- Based on the community-identified outcomes and the regional transportation priorities system analysis, what adjustments need to be made to the performance monitoring program to monitor and reflect these outcomes?
- What “short list of actions” are starting to emerge? Which require collaboration with other partners within Metro and outside of Metro?
- What input can be provided to provide more specificity to transportation actions identified in plans to direct implementation program (e.g. MTIP and RFFA)?

**Attachment A | Regional Policies Policy Expressions of Social Equity or and Related Topics
(March 31, 2016)**

ATTACHMENT A

Regional Policy Expressions of Social Equity and Related Topics

The following attachment summarizes the various policy documents which have either a regional land use or transportation planning connection and the way in which it addresses social equity.

[Six Desired Outcomes and Equity + 5 \(2010 and 2015\)](#)

In 2010, the Metro Council adopted six desired outcomes, at the recommendation of the Metro Policy Advisory Committee. The six desired outcomes address:

- People live, work and play in **vibrant communities** where their everyday needs are easily accessible.
- Current and future residents benefit from the region's **sustained economic competitiveness and prosperity**.
- People have **safe and reliable transportation choices** that enhance their quality of life
- The region is a **leader on climate change**, on minimizing contributions to global warming.
- Current and future generations enjoy **clean air, clean water and healthy ecosystems**.
- **Equity** exists relative to the benefits and burdens of growth and change to the region's communities

The desired outcome for equity, described as the “benefits and burdens of growth and change are distributed equitably,” serves as valuable direction to staff, especially around policymaking activities. The presence of an explicit equity outcome places the issue as a driver in regional policymaking. However, the broad scope of the equity desired outcome has led to difficulty in tracking and connecting how efforts led by different Metro departments are making progress.

In light of the equity desired outcome, the Metro Council has undertaken an agency wide effort to develop a strategy to better incorporate equity throughout its major lines of business. Through the equity strategy effort, a key recommendation to emerge from work commissioned and conducted by community organizations is to reframe the six desired regional outcomes as the “Equity +5” desired outcomes. The recommended reframing is in recognition that equity and the other five desired outcomes cannot be separated or discussed in isolation because equity is a component of the other five desired outcomes.

As the recommendation states:

“For Metro to meaningfully improve the other five outcomes at the regional level, it must improve equity. Likewise, in order to meaningfully improve equity, Metro must improve the other five outcomes. While the “Equity + 5” reframing has yet to be adopted, it remains up for consideration as the agency wide strategy continues in development.”

[Regional Working Definition of Equity \(2014\)](#)

In 2014, the Equity Strategy Advisory Committee, which is an oversight and policy advisory committee for the agency's Strategic Plan to Advance Racial Equity, Diversity, and Inclusion created a working definition of equity that continues to guide Metro in its strategic effort to advance equity throughout the region.

The working definition of equity reads:

“Our region is stronger when all individuals and communities benefit from quality jobs, living wages, a strong economy, stable and affordable housing, safe and reliable transportation, clean air and water, a healthy environment, and sustainable resources that enhance our quality of life.”

We share a responsibility as individuals within a community and communities within a region. Our future depends on the success of all, but avoidable inequities in the utilization of resources and opportunities prevent us from realizing our full potential.

Our region's population is growing and changing. Metro is committed with its programs, policies and services to create conditions which allow everyone to participate and enjoy the benefits of making this a great place today and for generations to come."

[Equity Baseline Framework Report \(2015\)](#)

The Equity Framework Report is a report developed by six community-based organizations which offers a framework and durable approach to assessing equity that is specific to Metro's roles and responsibilities. Commissioned by Metro, the Equity Framework Report identified the Equity + 5 overarching framework, which reiterates equity as an integral part of Metro's other five desired outcomes. The report also underscores the necessity to come to a shared understanding of equity by collaboratively developing the region's working definition of equity. In addition to providing an approach to understanding equity, the report also provides ten topical indicators to measure and track the agency's progress towards advancing equity.

More specifically for transportation, the Equity Framework Report defined transportation equity as:

"Transportation Equity: Transportation, housing, and other policies that increase car-dependency in our region by not providing adequate transportation alternatives promote cycles of poverty, segregation, and displacement. Decision makers should prioritize lowest-cost transportation options such as public transit, walking, and biking that safely and effectively connect people to jobs, housing, places of worship, education, services, and social activities."

The transportation equity indicator combines several different elements including transportation mode preference prioritization, expanded travel options, greater affordability, and access to different destinations important to communities.

The Equity Framework Report has been instrumental to the development of other policies addressed within this attachment.

[Strategic Plan to Advance Racial Equity, Diversity, and Inclusion \(2016\)](#)

The Strategic Plan to Advance Racial Equity, Diversity, and Inclusion emerged as a need to provide greater direction to Metro's different lines of business at better integrating and approaching social equity in planning, operations, and services. The key aspect of the Strategic Plan is its focus and emphasis on deliberately tackling inequities based on race and ethnicity. The Strategic Plan is organized under five main goal areas which thematically address: 1) meaningfully engaging with communities of color in decision-making processes; 2) workforce and economic opportunities for people of color; and 3) partnership with other stakeholders in the region to work towards a shared goal of advancing racial equity. Each goal area has specific objectives and implementation actions associated to each goal some of which are internally focused on Metro practices and some of which are externally focused to how Metro considers and serves the needs of communities of color.

At this time, a draft of the Strategic Plan to Advance Racial Equity, Diversity, and Inclusion is undergoing public comment and refinement. Once the Strategic Plan has undertaken public comments, the plan looks to undergo the approval process to ratify the plan into policies. Metro staff will then integrate the various recommendations and operational strategy into its work plan in conjunction and collaboration with other efforts, including the recommendations from the transportation equity analysis.

[Future Vision Report \(1995\)](#)

The Future Vision Report was created in 1995 as part of the charge initiated by the charter to form the regional government, now known as Metro. The Future Vision Report outlines a robust and broad set of regional values which encompass economic development, environmental stewardship, vibrant communities and places, as well as civic participation and participatory decision making. The broad values outlined in the report are organized under three categories: Individuals, Society, and Place.

In each category, the vision is expressed through the lens of:

- 1) What do we desire as individuals and what can we do?
- 2) What do we desire in our communities and civic life as a whole?
- 3) What do we desire of the physical places?

Implicit throughout the Future Vision Report are expressions of social equity whether it is the promotion of “an atmosphere of inclusiveness and tolerance” as an Individual or “all regional planning efforts include equitable economic progress for communities,” for the Society segment of the vision. But in Places category, the expression of equity is most clearly articulated as stating:

“Our commitment to managing growth with an eye on the future is matched by an equal commitment to social equity for the communities of today and tomorrow....To achieve this vision:

- Identify the presence of pockets of poverty as a metropolitan problem. Address the issues associated with chronic poverty in locations throughout the nine-county region through such mechanisms as tax-base sharing, pursuing changes to tax codes, overcoming physical and economic barriers to access, providing affordable housing through the area and targeting public investments.
- Ensure that the costs of growth and change are borne by those who receive the benefits.
- Develop fair and equitable funding mechanisms and investment strategies for all public infrastructure needed to support growth and to keep infrastructure and service levels from declining as growth occurs.
- Address issues associated with chronic poverty in locations through the region in all Regional Framework Plan elements.”

Additionally, the Future Vision Report heavily emphasizes civic participation and breaking down barriers to participation in order to have active dialogue in decision-making processes.

[Regional Framework Plan \(last amended 2011\)](#)

The Regional Framework Plan is the policy compendium to the Future Vision Report. The Regional Framework Plan translates the values and vision expressed in the Future Vision Report into Metro’s agency-wide policies to make progress towards implementing the vision. In the Regional Framework Plan, social equity is mostly expressed in Chapter 1 – Land Use. Sections in the Chapter 1 to address social equity, whether implicitly or explicitly, are Compact Urban Form, Housing Choice and Opportunities, and Economic Vitality. By far the policy direction set forth in the Housing Choice and Opportunities has the strongest language tied to equitable outcomes. Some key housing choice policies that implicate transportation include:

- 1.3.11 – Consider incentives such as priority for planning grants and transportation funding, to local governments that obtain agreements from landowners and others to devote a portion of new residential capacity to affordable housing;

- 1.3.13 – Consider investment in transit, pedestrian, and bicycle facilities and multi-modal streets as an affordable housing tool to reduce household transportation costs to leave more household income available for housing;
- 1.3.5 – Encourage local governments to consider the following tools and strategies to achieve the affordable housing production goals:
 - Policies to ensure that parking requirements do not discourage the provision of affordable housing;

Additionally, some other expressed policies in the Regional Framework Plan that address social equity include:

- 1.5.3 – Ensure that all neighborhoods and all people have access to opportunity and share the benefits, as well as the burdens, of economic and population growth;
- 1.4.2 – Balance the number and wage level of jobs within each subregion with housing cost and availability within that subregion. Strategies are to be coordinated with the planning and implementation of activities of this element with Policy 1.3 Housing Choices and Opportunities and Policy 1.8 Developed Urban Land.

In Chapter 2 – Transportation, the Regional Framework Plan mirrors and reflects the goals and objectives expressed in the 2014 Regional Transportation Plan.

[Urban Growth Management Functional Plan](#) (last amended 2016)

The Urban Growth Management Functional Plan (UGMFP) is similar to the Regional Transportation Functional Plan in that it contains requirements, direction, and guidelines to local jurisdiction in order to implement the Regional Framework Plan. A key aspect of the UGMFP is to allow for flexibility for local jurisdictions as to how they meeting the requirements, while respecting local land use authority. As the vehicle for implementing the Regional Framework Plan, social equity considerations, guidelines, and direction are predominately expressed through two sections:

- Title 6 – Centers, Corridors, Station Communities and Main Streets
- Title 7 – Housing Options

The expression of social equity consideration in Title 6, which outlines requirements and direction to the region’s growth centers, corridors, station communities and main streets, are implicit and indirectly. The elements of Title 6 which imply social equity considerations tend to look at planning for these designated places to have a mix of housing types and the infrastructure in place for travel options. However, the language is indirect in addressing social equity issues as there is not explicit mention of towards reducing barriers or addressing inequities.

In Title 7, Housing Options, the expression social equity comes through directly since the topic of housing inherently addresses a number of social equity concerns related to availability of affordable housing options and decentralization of poverty. The first code provision of Title 7 states:

“Each city and county within the Metro region should adopt the Affordable Housing Production Goal indicated in Table 3.07-7, as amended over time, as a guide to measure progress toward increasing housing choices and meeting the affordable housing needs of households with incomes between 0 percent and 50 percent of the regional median family income.”

However, the first code provision of Title 7 is voluntary for jurisdictions.

Nonetheless, Title 7 does identify a fairly prescriptive set of requirements pertaining to affordable housing which must be included in local comprehensive plans and local ordinances. A few key provisions of the UGMFP include:

- Comprehensive plans and implementing ordinances address:
 - strategies to ensure a diverse range of housing types
 - measures designed to maintain the existing supply of affordable housing as well as increase the opportunities for new dispersed affordable housing
 - increasing opportunities for households of all income levels to live within their individual jurisdictions in affordable housing
 - assisting Metro in the preparation of a biennial affordable housing inventory through process reports on affordable housing supply and adopted strategies.

There is a lack of expression of the housing affordability policy language that makes the connection to transportation, but the housing affordability topic, as a social equity issue, is clearly linked in the region's transportation planning and investment decisions.

[2014 Regional Transportation Plan \(2014\)](#)

The Regional Transportation Plan (RTP) is the guiding transportation policy document for the region. The most recently adopted RTP was in 2014. The 2014 RTP has two important functions: 1) to serve as the region's long-range guide for investment in the regional transportation system; and 2) identify a list of the region's investment priorities. As a policy document, the RTP expresses, the policy direction for achieving the region's adopted six desired outcomes. For equity, the plan explicitly states:

“Equity – The responsibility of the plan to the people of the region.

The plan identifies an interconnected and multimodal transportation system that provides safe and affordable travel choices for everyone and equal access to work, education, and nature for the region's residents. The implementation of the plan must ensure the benefits and impacts of transportation decisions are fairly distributed to all people, regardless of race, national origin, or income and that everyone has access to meaningful participation.”

The expression of equity in the Regional Transportation Plan integrates the region's responsibility to allow all communities access to meaningful participation in the transportation planning process and decision-making as well as identifying outcomes for the transportation system which would benefit vulnerable users. The 2014 RTP also recognizes its role of being the steward of the regional transportation system in accomplishing the goals.

Of the 10 goals and 36 objectives identified in the RTP, three goals and eight objectives clearly tackle equity aims for the transportation system. The RTP goals and objectives speak to a range of equity aspirations including:

- Improved and barrier free access to travel choices (biking, walking, transit) to better serve the needs for communities with less means, mobility challenges, or other barriers;
- Provisions to support preservation and production of affordable housing, diversity of housing, and location efficiency;
- Retaining and increasing family wage jobs;
- Improving multimodal transportation access to jobs, education, and everyday services;
- Reducing combined housing and transportation costs; and
- Ensuring the benefits and impacts of investments are equitably distributed.

Additionally there several additional objectives and goals, which tangentially address equity aims, by addressing increased travel choices, demand management of the transportation system, and minimized impacts to the natural environment.

The RTP goals and objectives are one place in which equity is expressed explicitly and implicitly, but the region has set forth a set of ten performance targets, as part of the outcome-based planning framework. While each target does not specifically address equity, there is an expression of equity or equity-related in five of the ten performance target outlined by the plan. The five targets that express some form of equity include safety, travel options, basic infrastructure, clean air, affordability, and access to daily needs. The RTP performance targets can be found in Table 1.

Table 1. 2014 Regional Transportation Plan Performance Targets

SAFETY – Reduce pedestrian, bicyclist, and motor vehicle fatalities and serious injuries by 50% compared to 2007-2011 average
CONGESTION – Reduce vehicle hours of delay per person by 10% compared to 2010
FREIGHT RELIABILITY – Reduce vehicle hours of delay per truck trip by 10% compared to 2010
TRAVEL – Reduce vehicle miles traveled per person by 10% compared to 2010
CLEAR AIR – Ensure zero percent exposure to at-risk levels of air pollution
CLIMATE CHANGE – Reduce per capita transportation-related greenhouse gas (CO ₂) emissions below 2010 levels
ACCESS TO DAILY NEEDS – Increase by 50% the number of essential destinations accessible within 30 minutes by bicycling and public transit for low-income, minority, senior and disabled populations compared to 2010
TRAVEL OPTIONS – Triple walking, biking and transit mode share compared to 2010
AFFORDABILITY – Reduce housing and transportation costs as a share of household budgets by 25% below 2010 levels
BASIC INFRASTRUCTURE – Increase by 50% the miles of sidewalk, bikeways, and trails compared to the regional networks in 2010

Further expression of equity is seen through the specific modal components of the RTP, particularly in the more recently updated and incorporated modal elements such as the 2014 Regional Active Transportation Plan, but also present in the High Capacity Transit Plan adopted in 2010. These articulations of social equity look to provide direction towards prioritization of transportation investments and the individual design considerations of transportation projects. For example, the active transportation modal component of the RTP identifies consideration in prioritizing of connectivity and complete streets, as well as ensuring different modal systems (e.g. bicycle, pedestrian) are equitably serving all people.

[Regional Transportation Functional Plan \(last amended in 2012\)](#)

The Regional Transportation Functional Plan (RTFP) is one of the tools that direct local implementation the RTP. The RTFP contains requirements and guidelines for local jurisdictions on implementing the policies in the Regional Transportation Plan and its modal plans, include those for active transportation, freight movement and high capacity transit. The RTFP is akin to local jurisdiction development codes, but at a region-wide scale.

The current RTFP looks at equity considerations through two main questions:

1. How were the transportation needs of historically underrepresented communities considered when developing the recommendations for the TSP?

2. How were historically underrepresented communities engaged in the process to inform and shape the TSP?

In addressing the transportation needs of historically underrepresented communities, certain modal designs, particularly transit and pedestrian system design, have additional questions to address. Jurisdictions through their TSP review process tend to use varied approaches in responding to these questions during TSP review. Jurisdictions often look to Metro for guidance on how to address these questions in periodic updates to their TSPs.

Climate Smart Strategy (2014)

The Climate Smart Strategy responds to a state mandate to develop and implement a strategy to reduce greenhouse gas emissions from cars and small trucks by 2035. Adopted in December 2014 with broad support across the region, the Climate Smart Strategy will reduce greenhouse gas emissions by 29% by 2035 if fully implemented. The strategy defines nine policy areas and associated actions to undertake in the next five years to move the region forward with reducing greenhouse gas emissions. Additionally, the Climate Smart Strategy identified a performance monitoring approach for the strategy and amendments to the Regional Framework Plan to better integrate the policies and actions in existing regional policies.

The four year collaborative effort to develop the Climate Smart Strategy resulted in a good expression of social equity, but similarly to other regional policy documents, the expression varies by policy area. While the descriptions of the policies may not have a social equity forward tone, the identified short list of actions and toolbox of possible actions to address implementation efforts can lead to equitable outcomes.

Table 2 summarizes the Climate Smart Strategy policy areas and associated actions that address social equity.

Table 2. Climate Smart Strategy Policy Areas and Actions Which Express Social Equity Goals and Outcomes

Policy Area	Short List of Actions*	Toolbox of Possible Actions
Implement adopted local and regional land use plans	Restore local control of housing policies and program to ensure communities have full range of tools available to meet the housing needs of all residents and income levels and expand opportunities for households of modest means to live closer to work, services and transit.	Leverage Metro's public investments to maintain and create affordable housing options in areas served with frequent transit service.
		Support increasing funding for affordable housing, particularly along corridors with frequent transit service. Locate new schools, services, shopping, and other health promoting resources and community destinations in activity centers.
Make transit convenient, frequent,	Work with elected officials and community and business leaders at local, regional, and state levels to:	Make funding for access to transit a priority

Policy Area	Short List of Actions*	Toolbox of Possible Actions
accessible and affordable	<ul style="list-style-type: none"> • Fund reduced fare programs and service improvements for transit dependent communities such as youth, older adults, people with disabilities, and low-income families. 	
	Research and develop best practices that support equitable growth and development near transit without displacement, including strategies that provide for the retention and creation of businesses and affordable housing near transit.	Support reduced fares and service improvements for low-income families and individuals, youth, older adults and people with disabilities.
	Expand transit payment options to increase affordability and convenience.	Complete gaps in the pedestrian and bicycle access to transit
	Complete development of TriMet Service Enhancement Plans: <ul style="list-style-type: none"> • Identify community-based public and private shuttles that link to regional transit service • Link service enhancements to areas with transit-supportive development, communities of concern, and other locations with high ridership potentials • Use ridership demographics in service planning. 	Partner with transit providers, local governments and school districts to seek resources to support youth pass program and expand reduced fare program to low-income families and individuals.
		Convert school bus and transit fleets to electric and/or natural gas buses.
		Expand transit service to serve communities of concern, transit supportive development and other potential high ridership locations.
		Expand youth pass program, including expanding routes and frequencies along school corridors.
		Support transit partners in seeking federal and state funding for electric and other low-carbon alternative fuel buses.
Make biking and walking safe and convenient	Maintain commitment to funding Safe Routes to School programs statewide	Adopt a Vision Zero strategy for eliminating traffic fatalities
	Fund Safe Routes to Transit	Update and fully implement the Regional Transportation Safety Plan
	Adopt a complete streets policy	Update best practices in street design

Policy Area	Short List of Actions*	Toolbox of Possible Actions
		and complete streets, including: <ul style="list-style-type: none"> • Provide design guidance to minimize air pollution exposure for bicyclists and pedestrians.
	Support local and regional health impact assessments	Invest to equitably complete active transportation network gaps for access to transit stops, schools, and other community destinations
	Fund construction of active transportation projects as called for in air quality transportation control measures	Expand Safe Routes to Schools programs to include high schools and Safe Routes to Transit
		Adopt complete streets policies and designs Conduct needs assessment for access to schools and transit during updates to TSPs and other plans Invest in trails that increase equitable access to transit services and community destinations
Make streets and highways safe, reliable and connected		Adopt a Vision Zero strategy for eliminating traffic fatalities Update best practices in street design and complete streets, including: <ul style="list-style-type: none"> • Provide design guidance to minimize air pollution exposure for bicyclists and pedestrians. • Use of green streets designs that include tree plantings to support carbon sequestration • Develop a complete streets checklist Invest in making new and existing streets complete and connected to support all users.
Use technology to actively manage the transportation system	Partner with cities, counties, TriMet, and ODOT to expand deployment of transit signal priority along corridors with 15-minute or better transit service.	
Provide information and incentives to expand the use of travel options	Seek Metro Council/JPACT commitment to invest more regional flexible funds to expand direct services and funding provided to local partners (e.g. local governments, transportation	Expand local travel options program delivery through new coordinator positions and partnerships with business associations, transportation management associations, and other

Policy Area	Short List of Actions*	Toolbox of Possible Actions
	management associations, and other community-based organizations) to implement expanded education, recognition and outreach efforts in coordination with other capital investments.	non-profit and community-based organizations.
	Provide funding and partner with community-based organizations to develop culturally relevant information materials.	
Make efficient use of vehicle parking and land dedicated to parking	Research and update regional parking policies and best practices to more comprehensively reflect the range of parking approaches available for different development types and to incorporate goals beyond customer access, such as: <ul style="list-style-type: none"> • Linking parking policies in mixed-use transit corridors and centers with maintaining and providing affordable housing. 	
Secure adequate funding for transportation investments	Seek and advocate for new, dedicated funding mechanism(s) or active transportation and transit	Work with local, regional and state partners, including elected officials and business and community leaders to develop a funding strategy to meet current and future transportation needs.
	Research and consider carbon pricing models to generate new funding for clean energy, transit, and active transportation, alleviating regressive impacts to businesses and communities of concern.	

The short list of actions and toolbox of possible actions identify a variety of policies that emphasize different social equity themes from affordability to working with community-based organization to implement elements of the strategy. Because the Climate Smart Strategy identified a five-year action plan and associated performance monitoring approach, it has the most delineated link between the policies and the implementation actions of all policy documents reviewed. Already, actions directed to Metro and actions directed towards partners and the wider region have been implemented or the process for implementation has begun. For example equity related policies in the Climate Smart Strategy were amended into the RTP and Regional Framework Plan.

[Equitable Housing Initiative \(2015\)](#)

In 2015, the Metro Council launched an initiative to look at ways in which the Portland metropolitan region can better address ensuring diverse, quality, physically accessible, affordable housing choices with access to opportunities, services and amenities for everyone in the region. Known as the Equitable Housing Initiative, the goal is to find opportunities to apply innovative approaches and policies that result in more people being able to find a home that meets their needs and at their income levels.

The Equitable Housing Initiative is built off a framework that emphasizes four key strategies:

1. Increase and diversify market-rate housing;
2. Leverage growth for affordability;
3. Mobilize and optimize resources; and
4. Mitigate displacement and stabilize communities.

Unlike the different policy documents that have been reviewed, the Equitable Housing Initiative is not a formal plan or policy, but rather a program of different collaborative efforts to make progress and implement the four key strategies. The Initiative also supports equitable housing stakeholders (e.g. local jurisdictions, developers, funders, advocates, and others) with technical assistance, identifying partnership opportunities to build capacity, policy and resource development, and research.

By the nature of the topic, the Equitable Housing Initiative takes a focused and forward approach of its consideration of social equity, as many of the background research and documents address social equity themes of affordability of housing for different income levels, but the greater emphasis can be placed and further can be brought forward in the consideration of the racial and ethnic barriers to access housing.

Elements of the Equitable Housing Initiative will continue to be coordinated and integrated into Metro's planning and implementation efforts, including the transportation equity analysis. Elements may be seen in various policy or program recommendations.



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

Committee Members	Affiliation	Attendance
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
Interested Parties		
Katie Selin	Portland State University	Present
Metro Staff		
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	02/18/16	Public Comment Retrospective Memo 1
5	Review	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



RTP Equity Work Group input to Regional Transportation Safety Plan Work Group February 2016

At the February RTP Equity Work Group meeting Metro staff provided an overview of the update of the Regional Transportation Safety Plan. Staff asked the Equity Work Group members to provide input on three questions related to safety to be shared with the RTP Safety Work Group and to help inform the update of the safety plan.

Overview points provided at Equity Work Group meeting

- Updating the Regional Transportation Safety Plan
- Current plan does not address equity in transportation safety
- We know that equity is an issue – for example, people with low-incomes, people of color, and older people bear a disproportionate share of pedestrian fatalities
- Our current safety target in the RTP is to reduce fatalities and serious injuries for all people, traveling in all ways, by 50% in 2035 from 2005 numbers
- Safety WG will provide input on whether the region should consider adopting “zero fatalities by 2040” target. Portland has adopted a Vision Zero Target and the state is considering one in TSAP
- Seeking input from Equity WG to Transportation Safety WG

Questions asked of Equity Work Group members and feedback provided

1. What are your concerns surrounding transportation safety?

- People of color are over-policed on transit; unequal application of fare policing.
- Jurisdictional transfer of 82nd and Powell.
- Lighting.
- Sidewalk infill.
- Education, re: clothing/visibility (but don't blame the victim).
- Existing disparities in traffic enforcement – see Portland Police Department report on traffic citations.
- Do not ignore “shared space” models of roadway improvements when implementing safety improvements; ensure that streets are places to be and share.
- Can the RTP include/recommend/enforce street standards in the all localities in the region?
- Security, feeling unsafe.
- Design and physical separation.
- Feeling secure AND physical safety.
- Turn narrow shoulders into usable and safe space for pedestrians and bicyclists.

- Invest in safer more frequent crossings and overcrossings for arterials and freeways.
- Ensure walking network is viewed as a regionally significant system; access to transit, especially for people with disabilities requires safe crossings, curb ramps, sidewalks.
- Crosswalks, sidewalks, bike lanes, lighting, shouldn't be an afterthought in planning. And should carry equal weight in every area.
- People of all abilities should have equal multimodal transportation options.
- Safe routes for seniors and people with disabilities to centers and medical facilities.

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

- Address pedestrian infrastructure disparities first when funding safety improvements, paired with crash data and equity lens.
- Two lenses: 1) "Traditional" transportation safety (fatalities, etc); 2) Personal safety and related disparities.
- Measure disability adjusted life years from crashes by race, ethnicity and age.
- Measure avoided treatment costs from increased physical activity, improved air quality, and fewer severe crashes.
- We should aspire to more than preventing further harm. Transportation investments should remedy historic injustices and existing health disparities.
- Ask the communities what they want and how they want it implemented.
- Ensure walking and transit investments are paired and both are ADA accessible.

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

- 2040 is too late.
- Zero should always be the goal.
- Include " Black Lives Matter Campaign zero principles " with Vision Zero
- Concerned that privileged communities will get to zero before we address disparities.

Getting there



equitably

Transportation Equity Work Group Meeting #3 – Findings & Draft Measures

Transportation Equity Work Group

May 12, 2016

Grace Cho, Transportation Equity Project Manager



Agenda Review

- Welcome
- Introductions and Partner Updates
- Spring Engagement Update
- Stretch Break
- Synthesis of Feedback, Findings and Draft Transportation Equity Measures
- Potential Products
- Q&A and Next Steps

Introductions and Partner Updates

- Urban growth boundary
- County boundary

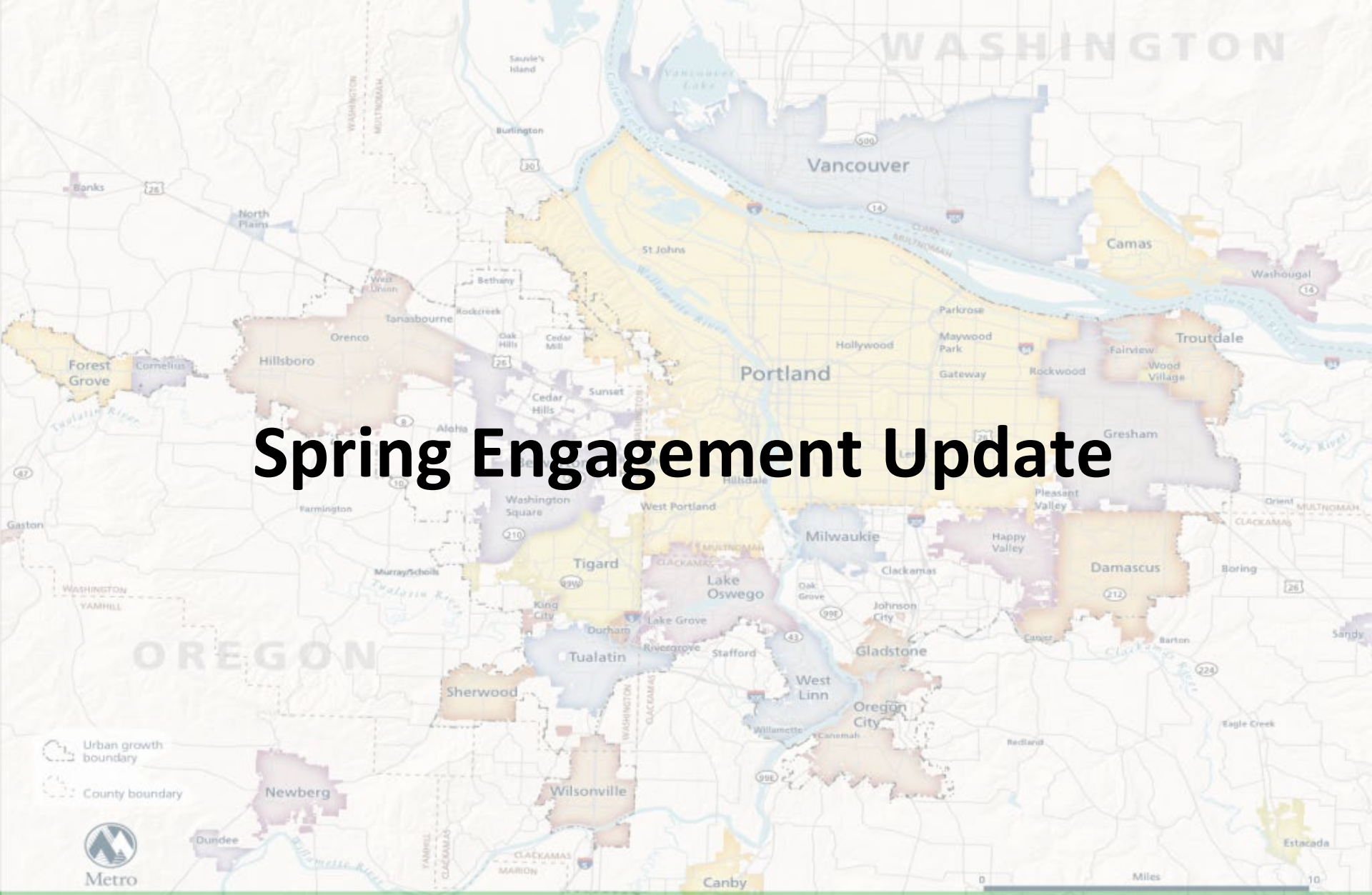


0 Miles 10

Tell us...

- Name and organization or community represented
- Who have you talked to about this work?
- What feedback have you received back about this work?

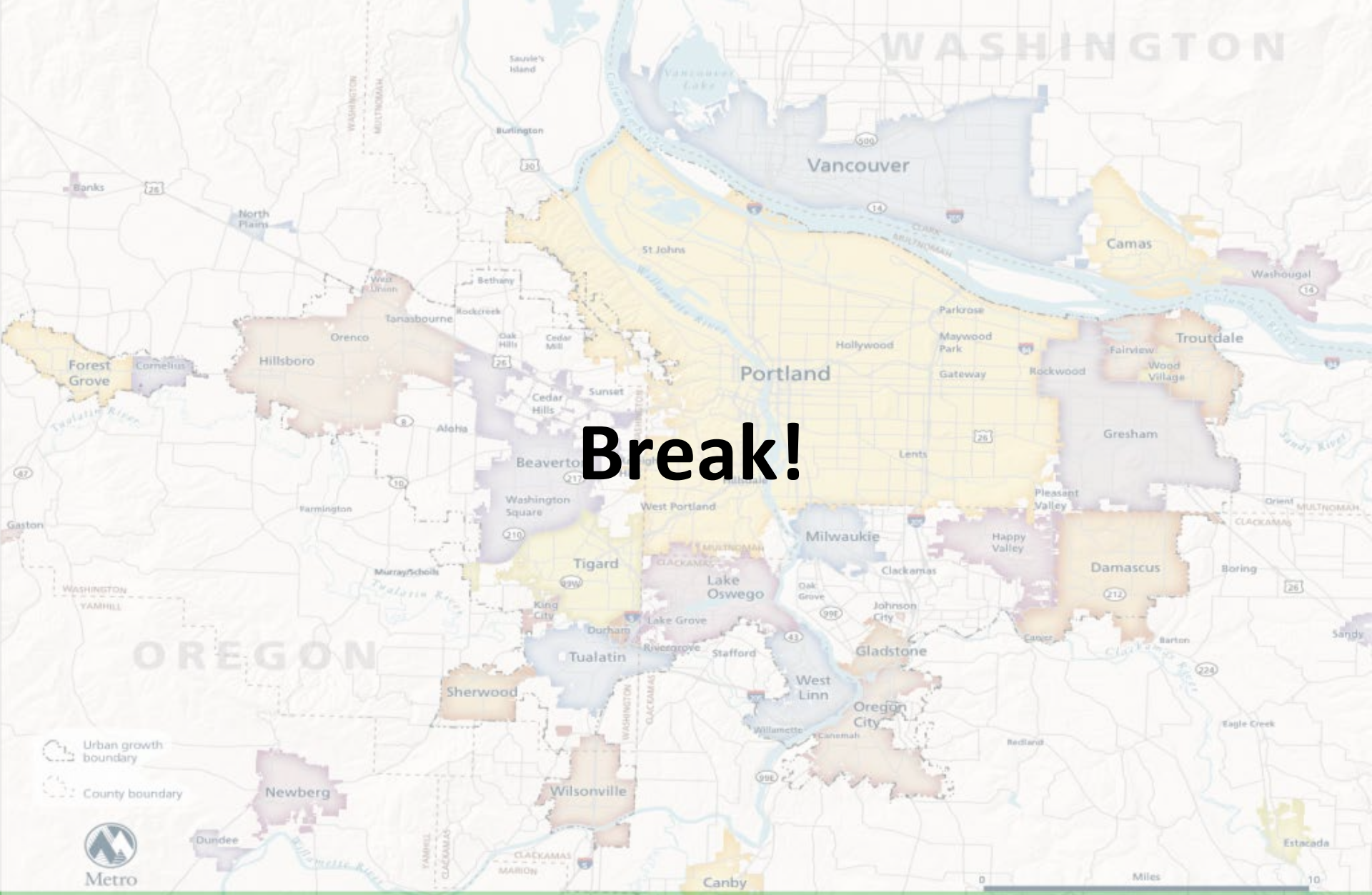
Spring Engagement Update



Spring Engagement Approach

- May-June timeframe
- 3-5 Focus groups w/historically underrepresented communities
- Online engagement opportunity







The map displays the Portland, Oregon metropolitan area, including parts of Washington and Multnomah counties. Urban growth boundaries are shown as solid lines, and county boundaries are shown as dashed lines. Major cities and towns labeled include Vancouver, Camas, Troutdale, Portland, Hillsboro, Forest Grove, Corvallis, Tualatin, Sherwood, Wilsonville, and Canby. The Willamette River is shown flowing through the area. The Metro logo is in the bottom left corner, and a scale bar in miles is in the bottom right corner.

Synthesis of Feedback and Findings of Community Priorities

Getting There... (that is getting to the findings of community priorities)

**Public Comment
Retrospectives**



**Transportation
and Equity
Questionnaire**



**Transportation
Equity Work
Group Exercise**

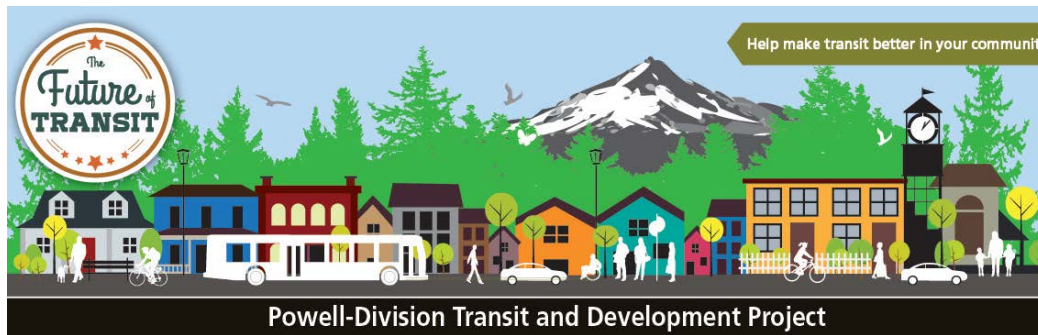
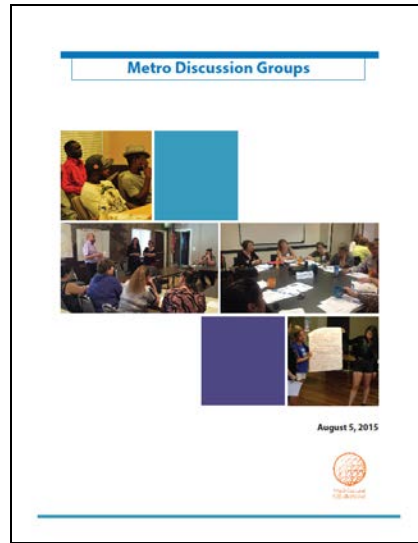
From 2014
through
2015

Early
2016

Early
2016



Public comment retrospective



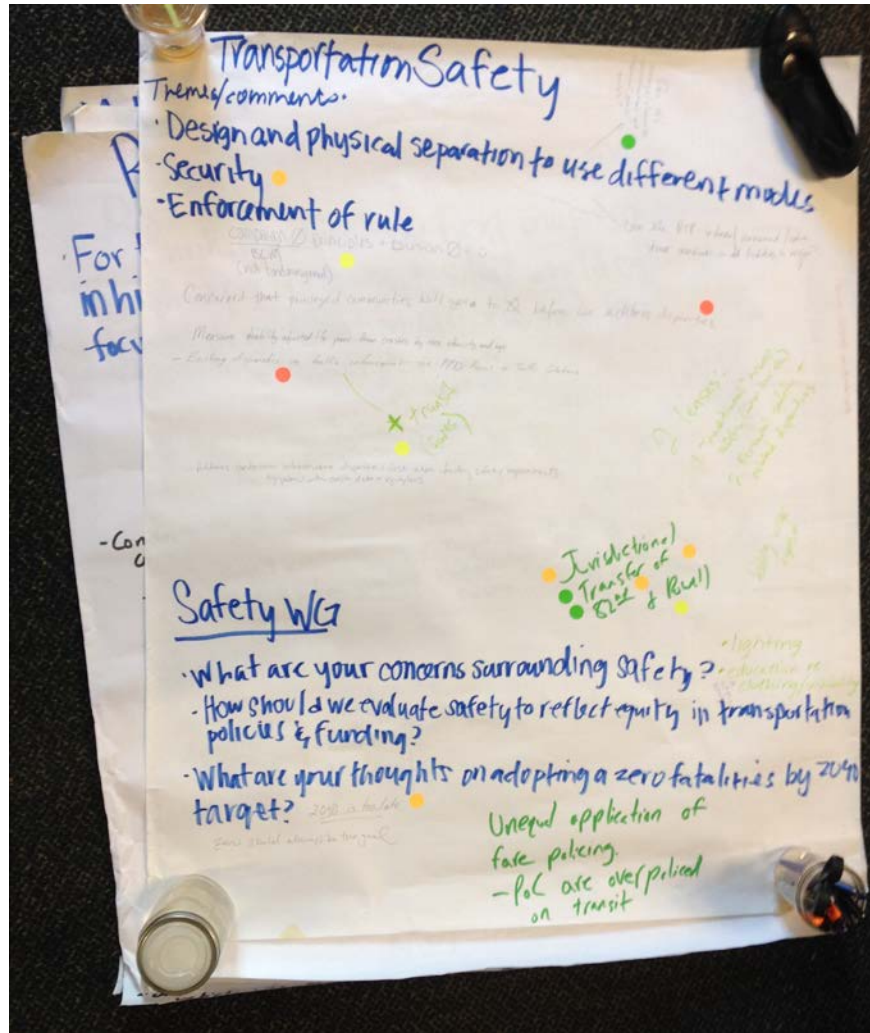
Transportation Equity Questionnaire

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

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



Work Group Exercise



Getting There... (that is getting to the findings of community priorities)

Public Comment
Retrospectives

Transportation and
Equity Questionnaire

Transportation Equity
Work Group Exercise



MAJOR THEMES

What Was Heard = Findings (by theme)





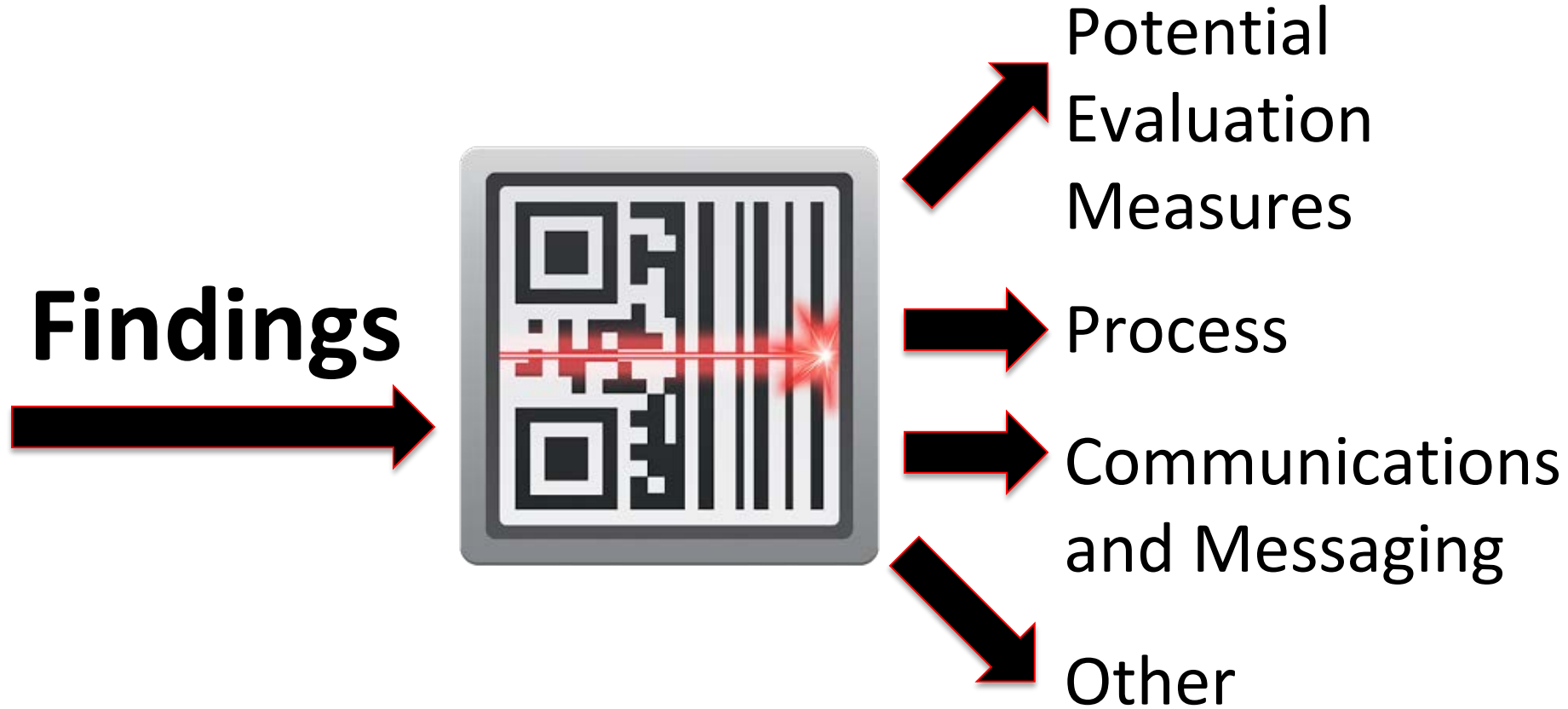
Draft 2018 RTP Transportation Equity Evaluation Measures

Transportation Equity Work Group Charge

Provide technical input and make clear recommendations to Metro staff on:

- Demographic changes, trends, transportation challenges, and equity implications;
- Trends and priorities of historically underrepresented communities, older adults, and younger persons;
- Evaluation methods of transportation investments;
- Analysis results and findings; and
- Policy and investment strategy refinements and implementation.

From Findings to Evaluation Measures



Draft Transportation Equity Evaluation Measures

<i>Theme</i>	<i>Sub-Themes</i>		
Affordability	Housing and transportation costs		Transportation costs
Accessibility	Access to places	Infrastructure	Travel options Travel time and reliability
Transportation Safety	Infrastructure		Infrastructure disparities
Public Health	Disproportionate environmental and health impacts		
Transit*	Transit costs	Transit access	Transit reliability

*Transit was not a specific theme called out, but it was a prevalent theme throughout each theme.

Findings to Address As Part of Other Work

Mitigation strategies for displacement

Profiling in enforcement

Transportation Safety

Public Health

Shared prosperity

Involuntary Displacement

Infrastructure

Traffic enforcement

Security

Community health and stability

Community as an actor for transportation success

Community Input & Acknowledgement

Major Social Policies

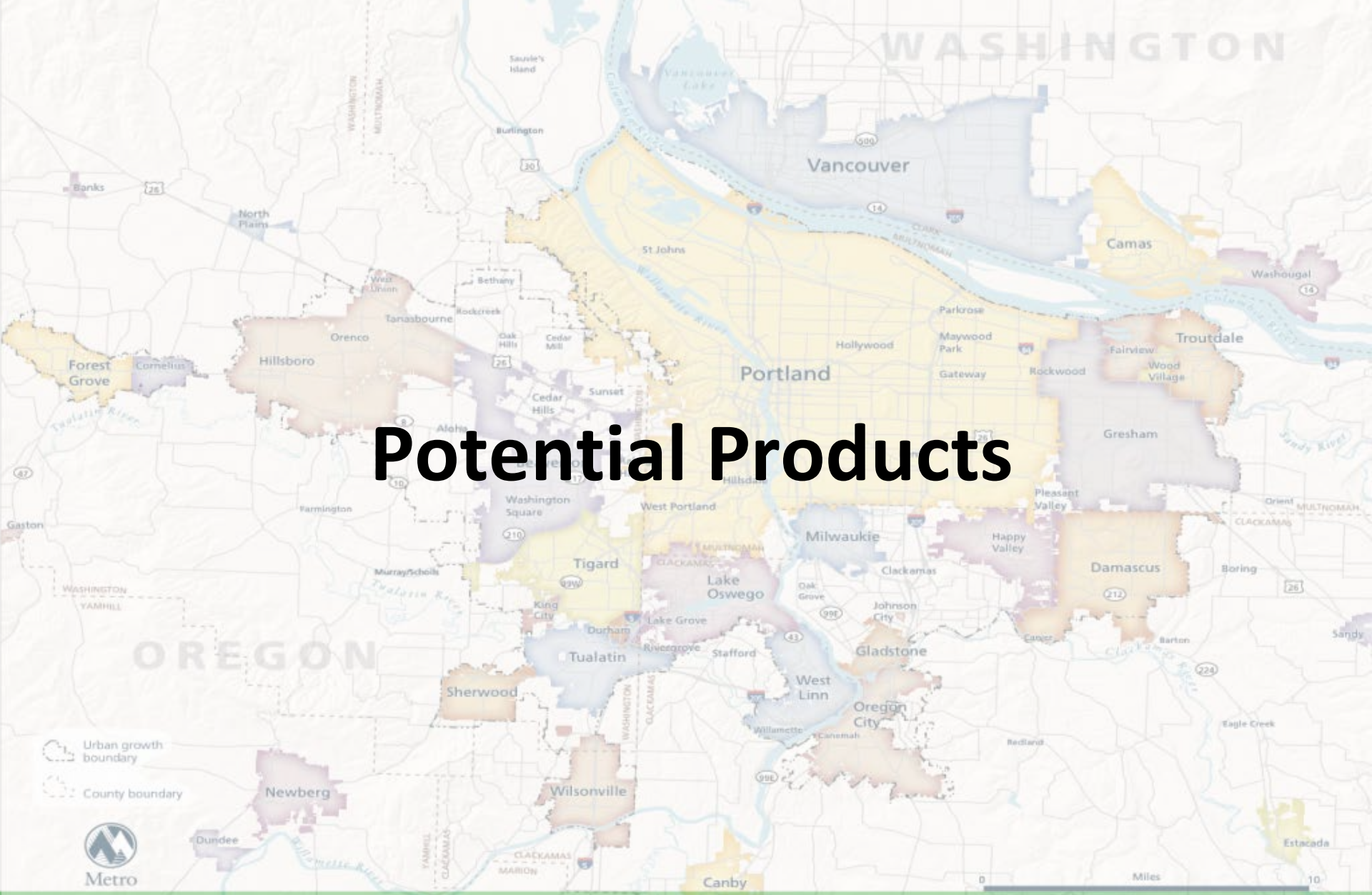
Fund engagement

Affordability



Discussion Questions

- Are the draft transportation equity measures on the right track?
- Are these the right measures to seek further community input in May and June?
- Do you support staff moving into a research and method exploration phase with the draft transportation equity measures?

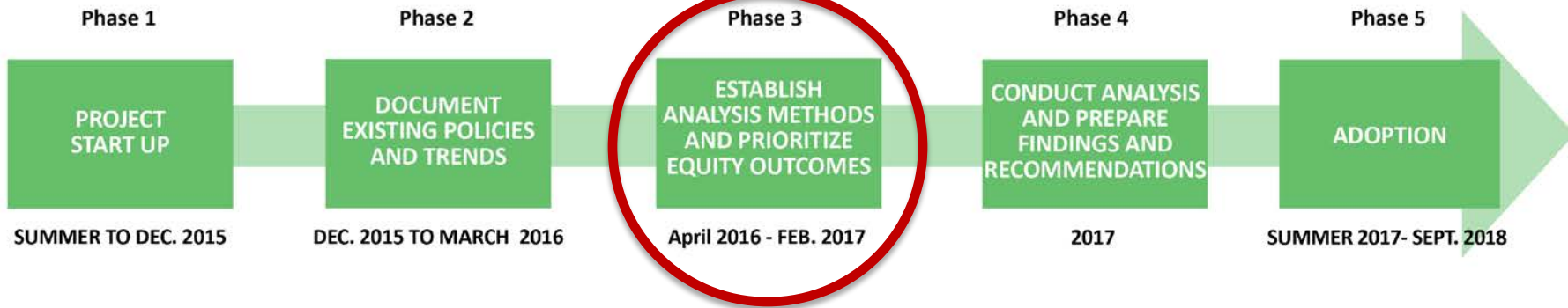


Transportation Equity Timeline



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

We are here

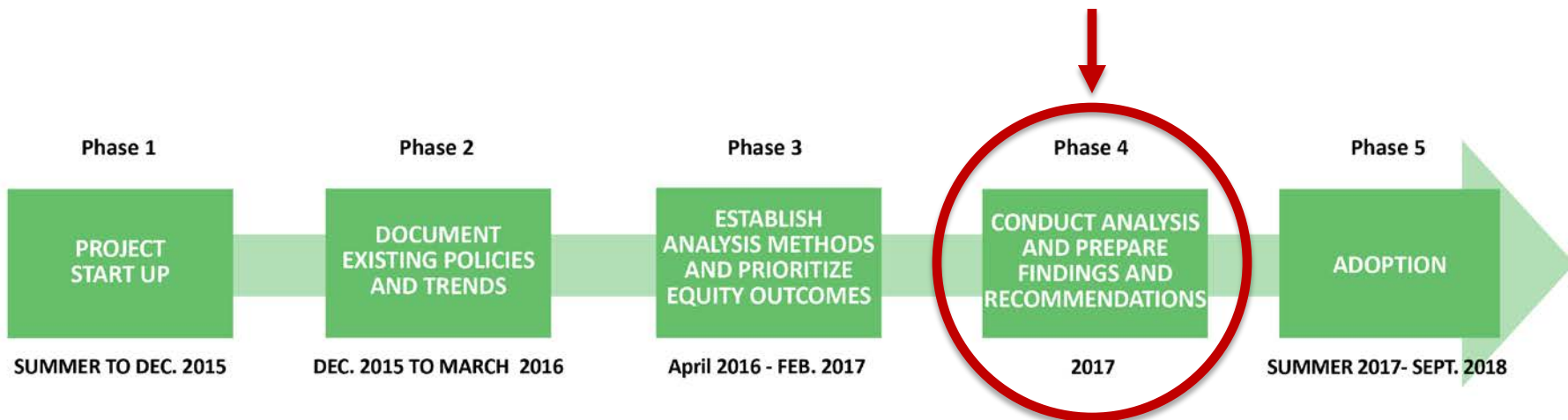


Transportation Equity Timeline



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

We are talking
about what we
will do here



Potential Products

- Transportation Equity Analysis Report
- 2018 RTP Performance Target and Measures Refinement Recommendations
- 2018 RTP Policy Language Refinement Recommendations

Attachment A
Outline of Transportation Equity Analysis Report
Draft - May 5, 2016

Executive Summary

Introduction

- Overview and Why This Report
 - What is the Transportation Equity Analysis?
 - Why a Transportation Equity Analysis?
 - Inform the 2018 RTP
 - Help provide more insight to better connect equity outcomes to transportation policies, programs, and investments
- Best Practice and Philosophy - Community Driving the Direction of the Transportation Equity Analysis

What We Heard from Communities

- Public Processes Gathering Input To Date
 - Climate Smart Strategy
 - 2014 RTP
 - Powell-Division
 - Southwest Corridor
 - Active Transportation Plan
 - DEI Community Discussion Groups
 - Transportation and Equity Survey - 2016
 - Transportation Equity Work Group Exercise
- Future Public Processes on the Horizon
 - DEI Community Discussion Groups
 - Spring Engagement with Historically Underrepresented Communities
 - TriMet Title VI Outreach
- Process for Synthesizing Comment

Findings by Categories of Comments

- Findings of Community Priorities for Measurement
 - Community validated priorities
 - Staff recommendations
- Findings of Additional Community Priorities to Address
 - Addressed in the 2018 RTP process
 - Addressed in other Metro or future RTP processes
 - Matrix of where community identified needs, concerns, and priorities can be addressed

Evaluation Measures for the Transportation Equity Analysis


- What Is Being Evaluated
 - 2018 RTP and the Financially Constrained Plan
 - 2018-2021 MTIP - Testing the measures on a smaller playing field
 - System and sub-regional assessments
- Translating Findings to Evaluation Measures

*See work group packet handout.

Potential Products

- Policy Language Refinements
- Recommendations for the RTFP and/or UGMFP
- Recommendations for a Short List of Actions
- Title VI and Environmental Justice Compliance Documentation

RECOMMENDED TOOLBOX OF POSSIBLE ACTIONS December 9, 2014



TOOLBOX OF POSSIBLE ACTIONS (2015-2020)

BACKGROUND | The Climate Smart Communities Scenarios Project responds to a state mandate to develop and implement a strategy to reduce greenhouse gas emissions from cars and small trucks by 2035. Working together, community, business and elected leaders developed a Climate Smart Strategy that exceeds the mandate and will contribute to creating healthy and equitable communities and a strong economy. The strategy relies on implementing the plans and visions that have already been adopted by communities and the region, along with anticipated advancements in cleaner, low carbon fuels and more fuel-efficient vehicles. The strategy does more than just meet the target. It supports many other local, regional and state goals, including clean air and water, more transportation choices, improved access to jobs and services, reduced delay on the transportation system, and reduced travel and healthcare costs for households and businesses.

Building on existing local, regional and statewide activities and priorities, the project partners have developed an advisory toolbox of actions with meaningful steps that can be taken to implement the Climate Smart Strategy. The actions support implementation of adopted local and regional plans and, if taken, will reduce greenhouse gas emissions and minimize the region's contribution to climate change in ways that support community and economic development goals. The toolbox builds on the research, analysis, community engagement and discussion completed during the past four years and was developed with the recognition that some tools and actions may work in some locations but not in others. It emphasizes the need for many diverse partners to work together to begin implementation of the Climate Smart Strategy and that each partner retains flexibility and discretion in pursuing the strategies most appropriate to local needs and conditions. Inclusion of an action was primarily driven by advisory committee and public feedback.

HOW TO USE THE TOOLBOX | The toolbox is focused on possible near-term (within the next 5 years) actions that the Oregon Legislature, state agencies and commissions, Metro, cities and counties and special districts are encouraged to take to begin implementing the broader policies and strategies identified in the Climate Smart Strategy. The near-term actions include a combination of existing actions and new ideas and approaches that will lay the foundation for longer term action. The toolbox does not require Metro, local governments, special districts, or state agencies to adopt any particular policy or action, and is intended to allow for flexibility so any action can be tailored to best support local, regional and state plans and visions. The toolbox is intended to be a living document, subject to further review and refinement by local governments, ODOT, TriMet and other stakeholders as part of regularly-scheduled updates to the Regional Transportation Plan to reflect new information and approaches to reducing greenhouse gas emissions from land use and transportation.

Local, state and regional partners are encouraged to review the toolbox and identify actions they have already taken and any new actions they are willing to consider or commit to in the future. Updates to local comprehensive plans and development regulations, transit agency plans, port district plans and regional growth management and transportation plans present ongoing opportunities to consider implementing the actions recommended in locally tailored ways. Medium and longer-term actions will be identified during the next update to the Regional Transportation Plan (scheduled for 2016-18).

POLICY	TOOLBOX OF POSSIBLE ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? <small>(e.g. transit providers, port districts, parks providers, etc.)</small>
1. Implement the 2040 Growth Concept and local adopted land use and transportation plans	Immediate (2015-16) <input type="checkbox"/> Reauthorize Oregon Brownfield Redevelopment Fund <input type="checkbox"/> Support brownfield redevelopment-related legislative proposals <input type="checkbox"/> Restore local control of housing policies and programs to ensure communities have a full range of tools available to meet the housing needs of all residents and income levels and expand opportunities for households of modest means to live closer to work, services and transit <input type="checkbox"/> Begin implementation of the Statewide Transportation Strategy Vision and short-term implementation plan to support regional and community visions Near-term (2017-20) <input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes <input type="checkbox"/> Provide increased funding and incentives to local	Immediate (2015-16) <input type="checkbox"/> Continue implementing 2040 growth Concept <input type="checkbox"/> Implement policies and investments that align with regional and community visions to focus growth in designated centers, corridors and employment areas <input type="checkbox"/> Support restoring local control of housing policies and programs to ensure communities have a full range of tools available to meet the housing needs of all residents and income levels and expand opportunities for households of modest means to live closer to work, services and transit <input type="checkbox"/> Support reauthorization of Oregon Brownfield Redevelopment Fund <input type="checkbox"/> Facilitate regional brownfield coalition to develop legislative proposals and increase resources available in the region for brownfield redevelopment <input type="checkbox"/> Maintain a compact urban growth boundary	Immediate (2015-16) <input type="checkbox"/> Continue implementing adopted land use plans <input type="checkbox"/> Implement policies and investments that align with community visions, focus growth in designated centers, corridors and employment areas <input type="checkbox"/> Support restoring local control of housing policies and programs to ensure communities have a full range of tools available to meet the housing needs of all residents and income levels and expand opportunities for households of modest means to live closer to work, services and transit <input type="checkbox"/> Support reauthorization of Oregon Brownfield Redevelopment Fund <input type="checkbox"/> Participate in regional brownfield coalition to develop legislative proposals and increase resources available in the region for brownfield redevelopment <input type="checkbox"/> Develop concept plans for new urban areas in	Immediate (2015-16) <input type="checkbox"/> Implement policies and investments that align with community visions, focus growth in designated centers, corridors and employment areas <input type="checkbox"/> Support restoring local control of housing policies and programs to ensure communities have a full range of tools available to meet the housing needs of all residents and income levels and expand opportunities for households of modest means to live closer to work, services and transit <input type="checkbox"/> Support reauthorization of Oregon Brownfield Redevelopment Fund Near-term (2017-20) <input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes <input type="checkbox"/> Share brownfield redevelopment expertise with local governments and expand leadership role in making brownfield sites development ready

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Discussion Questions

- Questions about the potential products?
- Anything missing (new or refinements to existing)?
- Would you like to see additional illustrative samples and discuss at the June 30th meeting?



Q & A

Next Steps

Questions and Answers

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



Next Steps

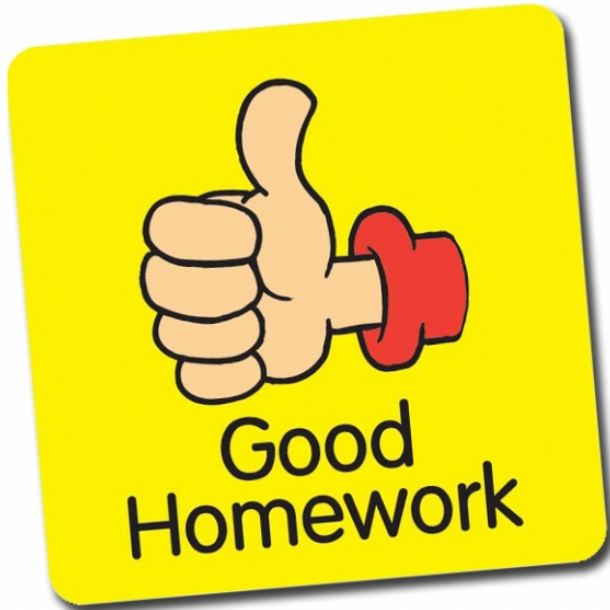
- **May** – Findings of community priorities, discussion of draft evaluation measures
- **June** – Recommend/confirm draft evaluation measures, start methods and performance target discussions.
- **September** – Defined evaluation methods, recommend performance targets, and inform partners.

Next Steps

June Agenda Preview

- Exploration of Draft Transportation Measures Report Back
- Staff Recommendation and Work Group Action
- Methods and Tools Overview
- 2018 RTP Performance Target Introduction and Discussion
- Continued Potential Products Discussion

Homework



1. Report back to your people!
2. Read short memorandum on RTP performance measures (forthcoming)
3. Come prepared to the June work group meeting to deliberate/recommend transportation equity evaluation measures for the 2018 RTP.



2018 Scoping - Identified central themes and issues

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

