

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Metro Technical Advisory Committee
 Date: Wednesday, September 7, 2016
 Time: 10:00 a.m. to Noon
 Place: Council Chamber

Time	Agenda Item	Action Requested	Presenter(s)	Materials
10:00 a.m.	CALL TO ORDER Updates from the Chair <ul style="list-style-type: none"> · 2018 RTP Work Groups · 2018 RTP: Background for Regional Leadership Forum #2 		John Williams, Chair	
	Citizen Communications to MTAC		All	
10:15	2018 RTP: Transportation Equity Priority Outcomes <i>Purpose: Provide MTAC with an overview of the community priorities identified for the Transportation Equity Analysis and discuss progress to date on system evaluation measures</i>	Informational	Grace Cho, Metro	
11:00	Urban Growth Management Readiness Task Force <i>Purpose: Update MTAC on the Urban Growth Management Readiness Task Force</i>	Informational	Ted Reid, Metro	
Noon	Adjourn			

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2016 MTAC Tentative Agendas

January 6 – Cancelled	January 20 <ul style="list-style-type: none"> · Housing Equity
February 3 – Cancelled	February 17 – Cancelled
March 2 <ul style="list-style-type: none"> · Urban Growth Management Update · 2018 RTP Update: 2016 Activities & Milestones · 2018 RTP Update: Background for Regional Leadership Forum #1 · Metro Equity Strategy · Title 13 Progress Report 	March 16 <ul style="list-style-type: none"> · Growth Distribution · Sherwood West Concept Planning work
April 6 - Cancelled	April 20 <ul style="list-style-type: none"> · Metro Equity Strategy Final Report
May 4 – Cancelled	May 18 – Cancelled
June 1 <ul style="list-style-type: none"> · 2018 RTP Update · Metro Equity Strategy · Urban Growth Management Update · Affordable Housing Grants Update 	June 15 - Cancelled
July 6 <ul style="list-style-type: none"> · Happy Valley CPDG Project Update · Revised Growth Forecast Distribution · Urban Growth Management Readiness Task Force update 	July 13 – Special Meeting <ul style="list-style-type: none"> · Recommendation on Urban Growth Management Readiness Task Force work plan to MPAC
July 20 – Cancelled	August 3 <ul style="list-style-type: none"> · Recommendations to the Urban Growth Management Readiness Task Force
August 17 – Cancelled	September 7 <ul style="list-style-type: none"> · 2018 RTP: Background for Regional Leadership Forum #2 · 2018 RTP: Transportation Equity Priority Outcomes · Urban Growth Management Readiness Task Force Update
September 21 <ul style="list-style-type: none"> · 2018 RTP: Draft RTP Performance Targets and Measures · 2018 RTP: Draft Regional Freight Needs · City of Vancouver Affordable Housing Initiative presentation · City of Vancouver Columbia River Waterfront presentation 	October 5 <ul style="list-style-type: none"> · 2018 RTP: Draft Transit Vision and Measures

October 19 <ul style="list-style-type: none"> · 2018 RTP: Background for Regional Leadership Forum #3 · 2018 RTP: Performance Targets and Measures · City of Vancouver Westside Mobility Strategy presentation · City of Vancouver Fourth Plain Forward & Business District presentation 	November 2 <ul style="list-style-type: none"> · 2018 RTP: Project Solicitation Approach · 2018 RTP: Safety Strategies and Actions
November 16	December 7
December 21	***

Parking Lot – Future Agenda Items

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

Parking Lot – Future Events

- Sept. 23, 2016 – RTP Regional Leadership Forum #2; Navigating our Transportation Funding Landscape
- Dec. 2, 2016 – RTP Regional Leadership Forum #3; Transforming our Vision into Regional Priorities



DATE: August 18, 2016
TO: TPAC, MTAC and Interested Parties
FROM: Kim Ellis, RTP Project Manager
SUBJECT: 2018 Regional Transportation Plan Update – Technical Work Group Meetings

PURPOSE

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

BACKGROUND

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

The current schedule of work group meetings and copies of recently completed meeting notes are attached.

FOR MORE INFORMATION

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

Attachments

- Schedule of technical work group meetings (*August 4, 2016*)
- Finance Technical Work Group Meeting #2 (*May 12, 2016*)
- Freight Technical Work Group Meeting #2 (*May 23, 2016*)
- Regional Transit Technical Work Group Meeting #4 (*July 19, 2016*)
- Regional Transit Technical Work Group Meeting #5 (*August 10, 2016*)

2018 RTP UPDATE | Technical Work Group Meetings

2016	Equity	Finance	Transit	Freight	Performance	Safety	Design
January	Jan. 8 9-11 a.m. Room 401, MRC		Jan. 7 10 a.m.-noon Room 401, MRC	Jan. 20 8-9:30 a.m. Room 370, MRC			
February	Feb. 18 1-3 p.m. Room 401, MRC	Feb. 29 2:30-4:30 p.m., Room 501, MRC	Feb. 24 1 - 3 p.m., Room 401, MRC		Feb. 22 2-4 p.m. Room 501, MRC		
March							
April					April 25 2-4 p.m. Room 501, MRC		
May	May 12 1-3 p.m. Room 401, MRC	May 12 9-11 a.m., Council Chamber, MRC		May 23 10 a.m.-noon, Council chamber		May 20 9 a.m.-noon Room 270, MRC	
June	June 30 1-3 p.m., Council chamber, MRC	June 14 9-11 a.m., Room 401, MRC	June 9 1-3 p.m., Room 370A/B, MRC		June 27 2-4 p.m. Room 401, MRC		
July			July 19 9-11 a.m., Room 370A/B, MRC			July 26 8:30-10:30 a.m., Room 401, MRC	
August			Aug. 10 1-3 p.m., Room 370A/B, MRC				
September	Sept. 15 1-3 p.m. Room 401, MRC	TBD	Sept. 13 2-4 p.m., Room 370A/B, MRC	Sept. 27 8-10 a.m., Council chamber, MRC	Sept. 12 2-4 p.m. Room 401, MRC		
October			Oct. 5 1-3 p.m., Room 370A/B, MRC		Oct. 14 10 a.m.-noon Room 401, MRC	Oct. 20 9-11 a.m. Room 501, MRC	
November	Nov. 17 1-3 p.m. Room 401, MRC		Nov. 2 1-3 p.m., Room 370A/B, MRC				Nov. 15 9 a.m.-noon Room 401, MRC
December			Dec. 7 1-3 p.m., Room 370A/B, MRC				

Meetings of the Policy Actions Work Group begin in 2017. Meeting materials will be posted at oregonmetro.gov/rtp and oregonmetro.gov/calendar



2018 RTP Finance Work Group - Meeting #2
May 12, 2016
9 - 11 AM
Metro Regional Center, Council Chamber

Work Group Members Present

Name	Affiliation
Karen Buehrig	Clackamas County
Richard Blackmun	Forest Grove
Talena Adams	ODOT
Tina Bailey	Hillsboro
Don Odermott	Hillsboro
Ken Lee	Portland
Steve Kelley	Washington County
Katherine Kelly	Gresham
Kate McQuillan	Multnomah County
Eric Hesse	TriMet

Metro Staff Present

Ted Leybold
Ken Lobeck
Kim Ellis
Jamie Snook
Peggy Morell
Jamie Snook

I. WELCOME AND INTRODUCTIONS

Ted Leybold welcomed members to the second meeting the RTP Finance Work Group. Work group members introduced themselves.

II. PARTNER UPDATES

- Eric Hesse, TriMet, stated that TriMet is working on federal grant applications for a low emissions bus fleet expansion that will provide longer-term operational cost savings. TriMet is also partnering with city of Portland on Smart City Challenge and working on other efforts to advance deployment of technology to support transit services.

- Ted Leybold commented that Federal discretionary funding programs and eligibility, plus the importance of required partnerships will be a topic of future discussions as part of developing the RTP revenue forecast.
- Ken Lee, city of Portland, notified group members that the City Council passed a \$10 million heavy vehicle use tax as a companion to the local gas tax measure that is included on the May 2016 Oregon Primary Election ballot. Both funding measures are limited to a four-year term to provide an opportunity to demonstrate value, plus deliver projects on time and within budget to make the case to the public that money is being spent wisely to help justify a later possible extension.
- Katherine Kelly, city of Gresham, stated that the City Council approved initiating discussions with the public about a transportation maintenance fee. The funding composition is undetermined at this time and could be a mix of gas tax, bonds, or utility fees.
- Kate McQuillan, Multnomah County, informed group members that the County will be seeking special funds to improve crosswalks and improve safety to supplement gas tax revenues. She indicated that Multnomah County also will be seeking federal funds for rural forest land roads. Kate mentioned that Burnside Bridge is top priority for the County as the region's major lifeline crossing of the Willamette River. A feasibility study will commence in coming year with a funding strategy to be developed for the project.
- Talena Adams, ODOT, updated members that ODOT is currently scoping the 2018-21 STIP projects and fine-tuning the project costs and risks to bring to the NWACT in June. Once the list is down to a 100% ARTS list, it will be posted on the website.
- Tina Bailey, city of Hillsboro, notified members that the City has approved an SDC for south Hillsboro. The City Council also continued to invest in maintenance needs and is working to fully fund their maintenance requirements over the next few years.
- Steve Kelley, Washington County, indicated that the County has developed a summary of funding programs in county that are being used for maintenance and capital. Work is needed to reconcile with state gas tax assumptions. He also stated that the summary is a work in progress with ongoing updates.
- Karen Buehrig, Clackamas County, stated that the County has an advisory vote next Tuesday regarding transportation maintenance utility fee that may be a combination of gas tax and vehicle registration fees. Also, the Sunrise Corridor expressway project is scheduled to open in July.

III. RTP FINANCE STEP 1 – IDENTIFICATION OF EXISTING REVENUES

Revenue templates update:

- Ken Lobeck, Metro, provided an update on the process for developing a template for presenting financial information, identifying local revenues, and working through methodology issues. As templates are completed and sent out, they are being reviewed by local jurisdictions. Part of the review will be to ensure no double counting is occurring with SDC or TDT program revenues at the County level.
- Ken added that initially he thought about including a revenue multiplier “across-the-board” to address inflationary or annual growth concerns. However, upon further consultation with the State Long Range Financial Assumptions (LRFA) Group, no across-the-board

revenue multiplier is being applied at this time. Agencies can incorporate one that is tailored to a specific revenue source if subject to inflation or economic growth. They must include the rationale for the multiplier and why it is needed as part of the forecast. The goal is to have all local revenues identified by the end of June and submitted to the agencies. The target to identify possible new revenues is the end of July if possible. Ken was hopeful that he could complete numerous templates and end them out over the next two weeks.

Maintenance discussion:

- Roadway maintenance, street lighting, and operations are not included in some TSPs but the information is needed to capture the significant investment just to maintain existing roads. Some TSPs only focus on revenue streams for capital improvements. A question was raised about the O&M revenues being captured on the templates. Don Odermott, city of Hillsboro, noted that without understanding the associated O&M costs, the O&M revenues have no real value. Discussion turned to the need to identify O&M costs as part of the revenue forecast as well.
- Members discussed potential issues in collecting O&M costs. Yes, the O&M costs need to be part of the overall finance discussions that could impact regional goals and strategies.
- However, the O&M costs need to demonstrate and explain if an agency has a maintenance gap, or utilize deferred maintenance practices cover the gap. What is meant by an O&M backlog, deferred maintenance, maintenance gaps, and how the agencies are defining their O&M programs? These areas need to be clarified. What will it take to get all roads in good or better condition and which roads – only those on the regional system or all local roads as well? Ted reassured members that the O&M revenue and costs goal was to address all roads both local and regional system roads. Ken and Ted will work with members to refine the O&M costs definitions to help local jurisdictions collect the requested O&M cost information.

IV. RTP FINANCE STEP 2 – IDENTIFICATION OF NEW REVENUES

Ken Lobeck explained that the revenue template also can be used to for identify new sources of revenue to be included in the RTP Constrained Revenue Forecast or Strategic Element. He noted that each agency can make their case for new revenues using the template. This is optional and not a mandatory requirement. He stated he understood the concerns members have expressed in identifying new revenue sources without formal council or commission action due to the perception and misinterpretation the public could have if new revenues source were added prematurely. He added that if an agency does wish to include a new revenue source to try and included submit them to Metro by the end of July.

V. QUICK UPDATES

- Ken provided an update on the state funding forecast, and explained that ODOT will provide a forecast methodology for our use by the end of June.
- Kim Ellis handed out a project status report that summarizes work completed and work underway for each RTP work group.

- Kim reported that a summary report of the April 22 Regional Leadership Forum is being prepared. Highlights of common themes and key takeaways will be reported to TPAC and MTAC at their upcoming meetings. The need for more funding and pursuing new revenue sources were raised across all the tables. Members expressed a desire to have staff to staff discussions at future forums, even if in a different room and suggested building in more large group report outs/discussions to allow sharing to occur during the forum. One member shared that their elected official had hoped to have an opportunity to talk about specific priority projects.
- Kim provided an update on upcoming technical and policy advisory committee discussions related to RTP finance and requested that work group members be prepared to participate and help share the RTP finance work:
 - 6/24/2016: RTP Finance Plan approach and progress update to TPAC
 - 7/21/2016: RTP Finance Plan approach to JPACT
 - 9/14 and 9/15: Draft RTP Finance Forecast to MPAC and JPACT
 - 9/23/2016: Navigating our Transportation Funding Landscape Leadership Forum

VI. NEXT STEPS

- Ken and Ted will develop an O&M worksheet to help capture O&M costs for agencies to complete to also include the identification of deferred maintenance, backlog, and/or maintenance gaps.
- Development and submission of the local revenue templates will continue.
- Continued work with the LRFA to narrow down the state pass through revenue methodologies will occur with Metro as a participant on the LRFA Work Group.

With no further business to discuss, the RTP Finance Work Group was adjourned at 10:50 am.

Approved as written,

Ken Lobeck
Funding Programs Lead
Metro



**Regional Freight Work Group Meeting #1
Monday, May 23, 2016, 10:00 a.m. to 12:00 p.m.
Metro Regional Center, Council Chamber**

Committee Members	Affiliation	Attendance
William Burgel	Burgel Rail Group	Present
Tony Coleman	Oregon Department of Transportation	Present
Lynda David	SW Washington RTC	Present
Nicholas Fortey	Federal Highway Administration	Present
Jerry Grossnickle	Bernert Barge Lines	Present
Jim Hagar	Port of Vancouver	Present
Brendon Haggerty	Multnomah County Health Dept	Present
Phil Healy	Port of Portland	Present
Robert Hillier	City of Portland	Present
Todd Juhasz	City of Beaverton	Present
Steve Kountz	City of Portland	Present
Zoe Monahan	City of Tualatin	Present
Don Odermott	City of Hillsboro	Present
Patrick Sweeney	City of Vancouver	Present
Erin Wardell	Washington County	Present
Steve Williams	Clackamas County	Present
Metro Staff		
Tim Collins	Metro	Present
Janet Toman	Metro	Present
Jeff Raker	Metro	Present

I. WELCOME AND INTRODUCTIONS

Tim Collins welcomed meeting attendees and introductions were made. He referred to inserts in the packet which will be discussed in the meeting.

II. EXISTING REGIONAL FREIGHT NETWORK, FREIGHT POLICIES AND VISION

Metro is using a systems approach in supporting the freight network. There is good communication amongst the business communities and governmental jurisdictions. Tim Collins does not see a lot of need for regional freight policy changes as he discussed investment priorities in the regional freight system. Policies and design guidelines around roads that have a high percentage of trucks should be addressed; particularly looking at a suggested design type

that separates bicyclist from large freight vehicles on roadway connectors to major intermodal freight facilities.

Steve Kountz noted that with regards to freight mobility in Regional Freight Policy Framework handout, language on equity and middle income job growth was not included. The work group will need to revisit this.

Group discussion involved the Key Freight Trends and Logistics Issues Report, and “The Cost to the Economy of the Portland Region (November 2015).” The study was sponsored by the Portland Business Alliance and does not include the Southwest region. Mr. Collins will look into if there are any plans to revisit this.

Policies in the Regional Freight Network Vision from the 2014 RTP were cover with the workgroup. The freight goals within the Regional Freight Policy Framework were also covered. The workgroup had some discussion about how to enlighten the region’s citizens and decision makers about the importance of freight movement on our economic well-being (last bullet on the Regional Freight Policy Framework handout).

III. FUNDING OPPORTUNITIES, CONSTRAINTS IN THE FREIGHT SYSTEM, AND FREIGHT MODAL NEEDS

FASTLANE Grant Overview handout in context of North Rivergate Grade Separation Project and the Abernathy Bridge Project:

- Tim Collins stated he would like the focus to be on these projects that have been submitted for FASTLANE Grants this year and what the work group wants to review.
- FASTLANE Grants are for the next five-years.
- Review summary on first page of grant program to see what is eligible:
 - Highway freight projects on the national highway freight network
 - Highway or bridge projects on the national highway system
 - Railway-highway grade crossing or grade separation projects
 - Freight projects that are intermodal or rail project, or within the boundary of a public or private freight rail, water or intermodal facility
- The region has an opportunity to look at prioritization of projects regarding FASTLANE and other funding sources.
- FASTLANE funding is coming from the federal government that is programmed for individual states.
- Detailed descriptions within the notice of funding opportunity. It shows a large project category and grant money is set aside for smaller freight projects.
- We will discuss further as a work group in a meeting in the fall as to what freight projects the work group members may desire to come out of prioritizing freight projects for future FASTLANE grant applications.

Objectives for freight projects:

- Not limited to only the financial subject; work group members will identify what goes beyond the financial element.
- Question addressed about the Metro Planning Organization (MPO) getting feedback.

- Tim Collins provided an example on how we can get the Rose Quarter project ready for a future FASTLANE Grant application. It will take several local jurisdictions and ODOT to come together.
- Some current projects have a lot of strengths such as a state funding source, or Connect Oregon freight dollars.
- Per Tony Coleman with ODOT – Immediate opportunity for FASTLANE funds to provide another funding source. ODOT is looking to get projects shovel-ready and looking at different funding sources like Connect Oregon and other funds ODOT can find.
- Freight modal needs:
 - Highway, rail and airfreight. Tim Collins will discuss air freight needs today with Pia Welch from FedEx.
 - Vancouver rail crossing bridge over the Columbia River was an identified need in 1990's; the crossing is narrow. Rail bridge needs identified in 1996 and 1997 during high water years; lifts made for every barge tow for nine months on the Columbia River during high water.
 - Jerry Grossnickle with Bernert Barge Lines asked for a change in the opening on the rail bridge to a swing span from a lift span and to enlarge it on the I-5 Bridge. Hearings officer asked for it to be approved. The cost benefit would need to show a positive effect on the I-5 Bridge. The project was denied.
 - A Truman-Hobbs mechanism requires the railroad to update bridges and they could not justify it on a cost basis. This is still a possibility but has not been pursued.
 - Regarding the new I-5 Bridge, the high point would be on the Vancouver side, which did not happen.
 - Future regional rail study – rail crossing bridge over the Columbia River will be a key item.
 - To utilize a new lift system for the Vancouver rail freight bridge, the train traffic would have to be stopped.
- Freight map reviewed.
- The completion date for repairs on the I-5 Bridge is scheduled for September of 2019. One to two weeks impact in 2017, repair will be on the northbound south tower bridge. During peak hours, traffic will be limited to two lanes southbound in morning and two lanes and northbound in the evening.
- Shipping during emergency:
 - Reopening the Oregon City locks
 - Comments on resiliency issues with the Oregon City locks and past studies about move freight on the Willamette River.
 - Freight coming from Washington County industries has the largest congestion issues due to Vista Ridge Tunnels being increasingly problematic.
 - Freight is moved by trucks on Cornelius Pass because of lack of reliability regarding the US26 corridor. Truck rollovers are occurring on Cornelius Pass Road due to speeding and the difficult roadway curvature.
- CBOS study: Work group member commented that it is a great study, but has lower-priced solutions and doesn't address the traffic volume trying to get through the Vista Ridge tunnel

which is a major problem. Tim Collins called attention to the CBOS study and the recommendations that came out of it, to learn what the operational solutions would be.

- Phil Healy (Port of Portland) expressed the need for rail grade separations, particularly along the Kenton rail line.
- Concerns expressed about current capacity needs on the highway system in the region.
- Columbia River Crossing – there is a need for it and it is in the regional and state plans.
- Marine Drive, Hayden Island and Columbia Blvd. interchanges: a member brought up the need to address these. Marine Drive interchange in particular is experiencing large delays due to congestion.

IV. DRAFT KEY FREIGHT TRENDS AND LOGISTICS ISSUES REPORT

Studies discussed:

- Corridor Bottleneck Operations Study.
- Commodity Movement and Key Freight Trends - Highlights freight trends and how commodities are moved throughout the region.
- Tim Collins requested members' input on above studies before next work group meeting this fall.
- Regional Over-Dimensional Truck Route Study is currently underway.
- Regional Over-Dimensional Truck Route Study's Existing Conditions Report was released in February 2016.
- Regional Over-Dimensional Truck Route Study's Needs and Gap Analysis on May 24, 2016: scheduled for completion in fall of 2016 – by the Stakeholder Advisory Group and the Project Management Team for the entire Portland region.
- In April of 2016, ODOT completed a study regarding the over-dimensional load pinch-points on the state highway systems. Bridge crossings and narrow lanes were addressed. The study summary still needs to be completed in our Key Freight Trends and Logistics Issues Report.
- Summaries of the City of Portland Freight Master Plan and St. John's Truck Strategy will be completed and reviewed by Tim Collins and Robert Hillier. Tim wants to list key projects completed from the St. John's Truck Strategy in the summary for inclusion in the Key Freight Trends and Logistics Issues Report.

Discussion comments included:

- Determining the status of major projects that have been identified will help decision-makers.
- Determine the status of major projects from the Port of Portland and ODOT's Congestion Bottleneck Operations Study (CBOS).
- Determine where we draw the line on listing status of major freight projects.
- Determine where we have and do not have data, and a way to roll up the data that needs to come together – know where those pieces are.
- Adopt what the City of Portland has in June or July 2016 that fits with the statewide Bottleneck Study this year. Tim Collins and Jeff Raker will take a look and see what kind of information we can get from the City of Portland.

Commodities Movement and Key Freight Trends (handout)

- Oregon's exports ranked 14th among U.S. states based on 2014 state Gross Domestic Product.
- The value of exported goods exported from Oregon in 2015 was \$20.1 billion. (Tim Collins will research reference source).
- The estimated value of Oregon's imports in 2015 was \$14.8 billion.

Governor's Task Force has had an impact on how we accommodate exports and identify the traffic impacts associated with the loss of container service.

Tim Collins asked members for applicable updates on the Commodities Movement and Key Freight Trends report.

- A more recent report was done in 2012, which is a federal survey and zones were changed and expanded since the 2007 report. Due to zonal geography differences between 2007 and 2012, the two reports cannot be compared. It was suggested we cite figures from the 2007 report since they were the most robust analysis.
- Updates will be reflected on the Metro website.

Action requested

- Tim Collins requested members to provide him with input on above listed summaries in the Draft Key Freight Trends and Logistics Issues Report by the end of June.
- Tim Collins requested members to examine two more sections that are pending, and will look for additional comments so he can complete this report.
- Tim Collins requested Steve Kountz to send him the income/equity regional study provided by the Portland Business Alliance in 2015, and the updated 2012 Portland Harbor Industrial Lane Supply Analysis.
- Request was made to include Metro's Climate Smart Strategy.

Other

- The record of the decision and when the CRC work was completed.

V. CORRIDOR BOTTLENECK OPERATIONS STUDY (CBOS) PROJECT ATLAS

- This study is Oregon Department of Transportation's priority.
- This study has an impact on freight.
- The study does not look at big major capacity projects; the best value are projects between \$1 million and \$20 million.
- Benefits achieved will be moderate and incremental.
- See Corridor Bottleneck Operations Study (CBOS), Figure 3-12 and table: Regional Recurring Bottleneck Locations.
 - Report shows congested speed and duration of time location is congested.
 - Operational details on freeway corridors.
 - Pending answer from ODOT as to projects completed and funding completed.
 - Last two pages of CBOS study are not up-to-date. Updates will be completed:
 - Map ID# G and H, K, L, M, O, P and U: Mr. Coleman will check into.
 - Map ID# I, N and J are okay.

- Map ID# Q will be checked on in 2017.
- TIGER Grant is in construction 2016-2017. Mr. Coleman will check into.
- The State of Oregon is looking into statewide bottleneck study to meet federal requirements. Study should be complete by December 31, 2016.

VI. NEXT STEPS

The Freight work group is one of eight different work groups. The Performance Measures work group is looking at all kinds of measures, including freight. Tim will bring back regional performance measures related to freight movement for review by the freight work group in September. In September, the Regional Freight Work Group will also look at potential projects and project criteria for future FASTLANE grant applications from this region.

VII. ADJOURN

There being no further business, Chair Tim Collins adjourned the meeting at 11:59 p.m.

MEETING SUMMARY RESPECTFULLY SUBMITTED BY:

JANET TOMAN

Attachments to the Record:

Item	Topic	Document Date	Description	Document Number
1	Agenda	5/23/16	Regional Freight Work Group – Meeting #2 Agenda	052316rtp-01
2	Report	5/17/16	Key Freight Trends & Logistics Issues Report	051716rtp-02
3	Document	5/01/16	Commodities Movement & Key Freight Trends	050116rtp-03
4	Study	4/01/16	Bottleneck Studies and Congestion Impacts	040116rtp-04
5	Document	1/01/14	2014 RTP Regional Freight Policy section	010114rtp-05
6	Overview	5/23/16	FASTLANE Grants Overview	052316rtp-06



Regional Transit Work Group Meeting #4
Tuesday, July 19, 2016
9:00 to 11:00 a.m.
Metro Regional Center, Room 370 A/B

Committee Members Present

Dan Bower	Portland Streetcar Inc
Karen Buehrig	Clackamas County
Brad Choi	City of Hillsboro
Teresa Christopherson	Clackamas County
Mike Coleman	Port of Portland
Chris Deffebach	Washington County
Steve Dickey	Salem-Keizer Transit
Roger Hanson	C-Tran
Eric Hesse	TriMet
Jon Holan	City of Forest Grove
Andi Howell	City of Sandy
Luke Pelz	City of Beaverton
Mauricio LeClerc	City of Portland
Alex Page	Ride Connection
Lidwien Rahman	Oregon Department of Transportation
Steve White	Oregon Public Health Institute
Julie Wehling	Canby Area Transit

Metro Staff Present

Grace Cho
Chris Meyers
Cindy Pederson
Jamie Snook

I. INTRODUCTIONS

Members of the work group introduced themselves, described who they were talking to about the transit Strategy and answered the ice breaker question.

II. REGIONAL TRANSIT STRATEGY VISION

Ms Snook provided an introduction to the regional transit vision. This is the beginning of the conversation that we will be having through the end of the year.

- So often we talk about transit in a heavy urban environment but diversity of transit and land uses is important. It's not just a Portland or Beaverton, transit is needed on the fringe.
- In a lot of cases, performance measures help to make funding decision. Rural services will never perform at urban levels and this creates a challenge. Rural is often time boxed in by political or financial constraints and therefore service is compromised and then people are discouraged from using transit.
- Comparing similar transit lines and services is important so we are measuring appropriately.
- Support for the wording regarding frequency.
- Didn't see the discussion of equity and it needs to be in there.
- We need to be clear when we talk about transit dependency and equitable.
- Need to understand how we measure demand and where the demand is.
- The vision should also look at where the transit demand is expected.
- Under the "Convenient" slide, the issue of seamless connections should be added.
- Convenience should also consider the convenience of using transit to perform daily needs like grocery shopping .
- Regional land use vision is part of the transit vision, every mode has a vision.

Ms. Snook wrapped up the transit vision introduction and asked the work group: **What outcomes do you want to see come out of this process?**

- MAX should be used as a regional system with fewer stops and buses should be used as a local system, similar to Bay Area Transit. Stops are too close together and it adds to the time or length of a trip.
- One reason commuters in Vancouver didn't want Yellow Line extension is that it would take too long on MAX to get downtown or wherever one is going. Express buses would work better.
- Would like to see us weave in the work that is being done in new urban areas, supporting the areas that we anticipate new growth over the next twenty years.
- Would like to consider express service to meet longer trip demands.
- How do we facilitate connections from providers outside the MPA. Those connections are very important. Fare collection, shelters and safe places to wait are also important.
- Mobility and placemaking role of transit. Land use role that Light Rail plays. How do we think differently about downtown. Express service is what we are hearing about but you need to really strong end points or you won't have ridership.
- Need a strong HCT component, create new capacity; make it so attractive that we can put it in a bond measure to fund. Similar to Seattle and Denver, what can we deliver that we can fund locally rather than rely on federal dollars to fund the larger projects.

- More investment in suburban areas to help alleviate some of the land use and parking issues. If you make smart decisions and investments the demand is there.
- Need diversity in transit options to meet the varying needs of the region. We need to look at different modes for different outcomes. Need to understand which tools need to be used for which job.
- Need to dive into the first mile and last mile connections.
- We shouldn't be afraid to have varying fares cause express costs more to run.
- Need to be able to purchase more rail cars to increase service on our existing lines.
- Need to stay up with the ITS advancements and investments and there should be an emphasis on technology.
- Balance the conversation about express service or eliminating stops between MAX. Need a density of coverage to ensure everyone can get to a stop.
- Would like to see transit investments align with affordable housing strategies both local and regional.
- There are different modes for different needs. Private shared ride service should also be integrated with the system. What mode serves what needs.
- Some of the conversations and visioning with the shared ride service companies is already happening.
- Need to consider mobility on demand and technology. How can we coordinate these technologies and how do we expand successful projects.

III. RTP PERFORMANCE MEASURES

- Affordability is a tough issue to tackle. It's a good measure but tends to be easier to do under existing conditions. This one hangs us up a lot.
- In regards to the affordability measure (housing + transportation costs), we do account for home ownership, not just renters, which was mentioned as a concern.
- Make transit affordable needs to be more focused on transit.
- We can't control the housing portion of this measure, but we can control the transit costs.
- Worried about the non-drive alone but limiting it to central cities and regional centers is too limited, especially for the regional transit vision. It has to work for rural and suburban areas too.
- We should match up the travel time between key origins and destinations with the Mobility Corridors, like we have done in the past. If we have used this measure in the past we should look at how it has worked in the past. If helpful keep it going, if not maybe time for a new measure to go into the future.
- Do we know the address of monthly pass purchasers? If we know who is buying monthly or annual we could add that to a base map, would be fundamental to help in making decisions. TriMet is hopeful that with FastPass we will be able to have more of that information and can use it in the future.
- Using the Mobility Corridors is an interesting point and we should coordinate with the Performance Work Group.
- How do we show that the transit is more affordable and should we consider time lost at work or with family as part of the transportation cost.

- We should verify or be looking at origins and destinations, when measuring travel times, are the right ones. Key origins and destinations have to be relevant in order to be useful. Need to make sure the key origins and destinations are equitable.
- Express service concept, how does that fold into the measure about travel times? Related to origins and destinations, express time should go down.
- Recommended a measure that looked at cut lines across congested corridors and measure the people through-put and how are we doing along the most congested corridors.
- Access to jobs is really important and taking the bus to remote areas is difficult.

VI. NEXT STEPS

Ms. Snook reviewed the next steps with the group:

- Recommend performance measures to consider regarding transit
- Continue to discuss the Regional Transit Vision
- Prepare for the Regional Leadership #2
- Begin discussing the Transit System Expansion Policy

VI. ADJOURN

The meeting at was adjourned at 11:00 a.m.

Attachments to the Record:

Item	Topic	Document Date	Description
1	Agenda	7/19/16	July 19, 2016 Meeting Agenda
2	Meeting summary	6/9/16	June Regional Transit Work Group meeting Summary
3	Memo	7/19/16	2018 RTP Performance Measures potential recommendation memorandum



Regional Transit Work Group Meeting #5

Wednesday August 10, 2016

1:00 to 3:00 p.m.

Metro Regional Center, Room 370 A/B

Committee Members Present

April Bertelsen	City of Portland
Brad Choi	City of Hillsboro
Mike Coleman	Port of Portland
Karyn Criswell	Oregon Department of Transportation
Steve Dickey	Salem-Keizer Transit
Brad Dillingham	City of Wilsonville
Eric Hesse	TriMet
Jon Holan	City of Forest Grove
Nicole Hendrix	City of Wilsonville
Nancy Kraushaar	City of Wilsonville
Stephan Lashbrook	City of Wilsonville
Riza Lui	Multnomah County
Tom Mills	TriMet
Alex Page	Ride Connection
Joanna Valencia	Multnomah County
Dyami Valentine	Washington County
Dayna Webb	City of Oregon City
Steve White	Oregon Health Authority

Metro Staff Present

Clint Chiavarini
John Mermin
Cindy Pederson

I. INTRODUCTIONS

Members of the work group introduced themselves and described who they were talking to about the transit strategy.

II. RTP PERFORMANCE MEASURE DRAFT RECOMMENDATION/WRAP UP

Ms Snook emphasized the goal of today to get consensus on the recommendations on performance measures for RTP system evaluation. Ms Snook summarized the memo with draft recommendations, explaining that they are concepts at this point. Precise methodology for some of the measures still needs to be refined. The recommendations were based on feedback from the two previous transit workgroup meetings.

The performance measures were categorized using the four goals of the transit vision statement: to make transit more frequency, convenience, accessible and affordable. The performance measures include the existing RTP measures and add in two more: system completeness for bike and pedestrian access to transit; and Housing + Transportation costs relative to cost burdened designation – in order to measure the affordability to ensure housing and transportation for everyone.

Ms Snook mentioned two additional ideas that have been raised are likely better suited for the RTS analysis rather than the RTP System evaluation – people throughput and mobility corridors.

Comments/Questions followed Ms Snook's presentation:

- The group emphasized the importance of 1st and last mile problem – how do we fill that gap, including bike share/car share?
 - To help bring that detailed nuance into regional models, Mr. Hesse encouraged work group members to attend a meeting in Seattle that APTA is organizing in September. More info will also be available on an FTA webinar tomorrow. An opportunity to comment to FTA to encourage funding model development for last-mile connectors
- Non Drive-alone mode share is an important measure
- Congested corridors are important (they matter to freight, transit and auto modes)
- Person-throughput is important. How do we measure it?
 - It was suggested that throughput may be easier to monitor rather than as a system evaluation/forecasted measure.
 - Person-throughput's importance should be acknowledged in the updated recommendations memo that is forwarded to the RTP performance work group
- The Mobility Corridor concept is important. If it will be included in this RTP update then it should be explained to new planners in the region since the work surrounding it was done several years ago.
- Accessibility measure is in flux as the equity workgroup is discussing it currently.
 - More specificity is needed regarding what destinations should be accessible.
 - Statewide vs regional scale? Include rural areas, recreational destinations, not just urban centers
- Reliability is an important concept to measure. At this point it seems like it's more possible to monitor it, rather than to forecast it. We'll likely need to rely on proxies for forecasting/system evaluation purposes.

The work group came to consensus to forward the memo to the performance work group with a few updates relating to flagging the significance of person throughput to ensure that is included in future monitoring discussions if it cannot yet be forecasted.

III. REGIONAL TRANSIT STRATEGY VISION

Ms Snook described that the work that transit providers have done in the region provides the base for the regional transit strategy vision. Jamie summarized the points discussed on this topic from last meeting.

IV. TriMet's Service Enhancement Vision

Tom Mills presented on TriMet's Service Enhancement Vision. It began in 2011 and included five subareas. Together they provide a 20 year vision for transit in the region. Focused planning was completed in each sub area, which included a lot of listening, review of data, demographic analysis.

V. SMART Master Plan

Stephan Lashbrook presented on the SMART Master Plan. Mr. Lashbrook noted that Wilsonville was unique in that it has nearly as many jobs (19,000) as residents (23,000), and that unfortunately very few of its residents work in Wilsonville (and very few of its workers live there). Some of the big ideas in the plan include:

- Connect to Beaverton, Hillsboro, Portland via Tigard (not Barbur)
- Use WES when WES is not running
- Work with County on a more frequent connection to Oregon City

VI. NEXT STEPS

Ms. Snook reviewed the next steps with the group:

- The group will hear presentations from C-Tran and Portland Streetcar at its September meeting.
- She will send out the revised performance measures memo within a week.
- She will type up and send out the Regional Transit vision (list of points) from the July meeting.
- The next meeting will be held on September 13.

VI. ADJOURN

The meeting at was adjourned at 2:55p.m.

Attachments to the Record:

Item	Topic	Document Date	Description
1	Agenda	8/10/16	August 10, 2016 Meeting Agenda
2	Meeting summary	7/19/16	June Regional Transit Work Group meeting Summary
3	Memo	8/10/16	2018 RTP Performance Measures Recommendations

Getting there with a connected region



Building the future we want

2018 REGIONAL TRANSPORTATION PLAN
Regional Leadership Forum 2

DRAFT PROGRAM

8 to 11:30 a.m. Friday, Sept. 23, 2016
Oregon Convention Center, F149-152
777 NE Martin Luther King Jr. Blvd., Portland

#RTP2018



7:30 a.m. Light breakfast and registration

8 a.m. Welcome

Metro Councilor Craig Dirksen, Chair, Joint Policy Advisory Committee on Transportation

The challenge: Are we ready to build the future we want?

Our region is growing and changing and so is the world around us. In Forum 1, you talked about the issues and trends impacting our region's transportation system. You told us:

- The region's transportation system is a shared experience and a shared responsibility.
- We need to define a bold vision for the future of transportation and the role it should play in our communities.
- Our transportation system must be inclusive and benefit all communities and our economy.
- Technology and data will be transformational and are key to a bold vision.
- We need partnerships and leadership to create a great future.

8:10 a.m. Title TBD

Cyreena Boston Ashby, Deputy Director, Oregon Public Health Institute (confirmed)

Panel 1

The future of transportation: How do we connect our values and vision with technology and our investments?

Case studies from local and national leaders tell the story of what a bold vision for the future of transportation might look like from the experience of leaders actively engaged in envisioning the future with their communities. They will speak to the opportunities and challenges posed by the intersection of technology, transportation, housing and community and what it means for investing in our shared transportation system.

8:20 a.m. What do these trends mean for our future?

Kris Carter, Co-Chair, Mayor's Office of New Urban Mechanics in Boston (confirmed)

TBD, Ride Connection (invited)

Leah Treat, Director, Portland Bureau of Transportation (confirmed)

Moderator: **Heidi Guenin**, Senior Associate, Gridworks

9:00 a.m. Questions and group discussion

- How can we leverage technology to create great places and grow our economy?
- How can we build a transportation system that is inclusive and benefits all families, communities, and our economy?

Moderator: **Heidi Guenin**, Senior Associate, Gridworks

9:25 a.m. Break

Panel 2

Funding our future: What will it take?

We've talked about the transportation trends and challenges facing our region and the needs we have today. We've seen a glimpse of what our shared transportation system could look like in the future. We know the transportation funding landscape is changing and that we don't have the resources needed to invest in all parts of our transportation system.

National leaders of successful transportation funding campaigns in Los Angeles, Alameda County in the Bay Area and Seattle share what it takes to secure new funding to build a 21st century transportation system designed to meet the needs and expectations of people and businesses in their communities.

9:45 a.m. What was their recipe for success?

Denny Zane, Executive Director, Move LA (confirmed)

Tess Lengyel, Deputy Executive Director of Planning and Policy, Alameda County Transportation Commission (confirmed)

Barbara Gray, Deputy Director, Seattle Department of Transportation (confirmed)

Moderator: Elissa Gertler, Metro Planning Director

10:45 a.m. Questions and group discussion

We heard what it took for other regions to fund their bold transportation visions:

- Bold vision:** A shared transportation system that provides every person and business access to safe, reliable, affordable and healthy ways to get around.
- Strategy:** A holistic approach that links land use and transportation and takes steps to keep the system safe and in good condition, ramp up our investment in transit, technology, biking, and walking, meet seismic needs, and address key freight and roadway bottlenecks.
- Resources:** Building a world-class transportation system requires steady, long-term investment but we don't have the resources we need to invest in all parts of our transportation system.
- Partners:** The Regional Leadership Forums are bringing together new voices and partners to inspire the leadership and innovation needed to build the future we want for our region.
 - Does our region have what it takes to be successful?
 - What's missing?
 - How should we move forward together?

Moderator: Elissa Gertler, Metro Planning Director

Preview of December 2 forum: Where do we go from here?

The closing session will set the stage for Forum 3 on December 2, providing an opportunity for participants to ask questions about next steps and identify information they need to answer the questions identified for Forum 3.

We know we have more transportation needs than funding. In Forum 3, we will answer these questions:

- What level of investment should we aspire to?
- What should be the region's top priorities for the next 10 years?
- What other priorities should the region pursue in the long-term?
- How should we work together to fund those priorities?

11:15 a.m. Questions and group discussion

Moderator: **Elissa Gertler**, Metro Planning Director

- What information do you need to answer the questions identified for Forum 3?

11:30 a.m. Adjourn

The Regional Leadership Forum Series

The Metro Council will convene MPAC, JPACT and invited community and business leaders in a series of five discussions to foster regional leadership and collaboration to address regional transportation challenges through the 2018 Regional Transportation Plan.

Working together across interests and communities can help ensure every person and business in the Portland metropolitan region has access to safe, reliable, affordable and healthy ways to get around. Find out more at oregonmetro.gov/rtp.



#RTP2018





Metro | Memo

Date: August 31, 2016
To: Metro Technical Advisory Committee and Interested Parties
From: Grace Cho, Associate Transportation Planner
Subject: 2018 RTP Transportation Equity Analysis – Community Priorities and System Evaluation Measures – Update

Purpose

Provide MTAC an overview of the community priorities identified for the Transportation Equity Analysis work, and discuss progress to date on system evaluation measures.

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 focuses to provide a better understanding of how near and long-term transportation investments affect:

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

Identifying Community Priorities

A central tenet to the Transportation Equity Analysis for the 2018 RTP and the 2018-2021 MTIP is to connect what matters most to historically underrepresented communities when it comes to the transportation system and evaluate how those concerns are being addressed in near and long-term investments. In looking to define what is evaluated from a transportation equity perspective, Metro staff utilized multiple approaches to identify the different transportation needs, issues, and concerns expressed by historically underrepresented communities as well as older adults and youth.

How are individuals with disabilities being accounted for in the Transportation Equity Analysis?

The transportation needs and priorities of individuals with disabilities (physical and cognitive) are also being considered in the TEA through TriMet's recently adopted Coordinated Transportation Plan for Seniors and People with Disabilities (CTP). The CTP held a robust stakeholder engagement process and in light of this recently adopted effort, Metro staff plans to incorporate the CTP findings into the TEA and the resulting products.

These approaches consisted of:

- Public comment retrospective
- Transportation and equity online questionnaire
- Transportation equity work group exercise

The work at the outset resulted in long list of community priorities, which varied across topics from public engagement, community stabilization, traffic enforcement, access to transportation options, and environmental impacts. These different community priorities were then taken through a screening process to identify initial transportation priorities for the TEA. The process focused on the following questions:

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

The community priorities which did not make it through the screening and will not be explored through the 2018 RTP transportation equity evaluation will be collected to inform a potential suite of recommendations from the transportation equity analysis and/or inform other elements of transportation planning, such as communications messaging and public process improvement.

The draft set of transportation equity measures proposed to the work group are shown in Table 1.

Table 1. 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	
Environmental and Social Impacts	Disproportionate environmental and health impacts			
Transit*	Transit costs	Transit access	Transit reliability	
Community Stabilization**	Involuntary displacement		Mitigation	

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

***Represents work group recommendation for further review.*

Following the identification of community priorities, as it pertains to transportation, Metro planning staff, working closely with Metro communications and public relations staff, conducted focused engagement over the course of the spring to reaffirm the topic areas identified are community priorities as it relates to transportation.

Further detail of the community findings can be found as part of the Transportation Equity work group materials on the work group webpage at: <http://www.oregonmetro.gov/public-projects/2018-regional-transportation-plan/equity>

Taking Community Priorities and Creating System Evaluation Measures

To determine the system evaluation measures (see callout box), Metro staff collaborated with a small team from PSU Nohad A. Toulan School of Urban Studies and Planning to define the measures associated with the proposed priority measures identified in Table 1. The emphasis on evaluation measures is driven by the task to define how to assess the 2018 RTP and the 2018-2021 MTIP transportation investment packages with an equity lens. Recognizing this emphasis, the PSU work focused on the identification of *system evaluation measures*. System monitoring measures will also be part of the recommendation package to emerge from the transportation equity analysis work after the evaluation of the 2018 RTP investment package (in 2017) and will identify what should be monitored to assess progress over time and capture those priority issues not addressed through a system evaluation.

The PSU team presented a research paper which outlines 20 potential system evaluation measures that address the community-identified priorities and fit within the context of the transportation equity analysis for the 2018 RTP and the 2018-2021 MTIP. Further information and detail about the research paper can be found on the work group webpage at:

<http://www.oregonmetro.gov/public-projects/2018-regional-transportation-plan/equity>

Metro staff then reviewed the potential 20 system evaluation measures using a set of factors to determine whether the measure should be included in a staff-recommended list of transportation equity system evaluation measures. These factors are:

- The strength of the system evaluation measure’s ability to inform the priority outcome from an equity perspective (e.g. ability to parse the measure to look at differences across communities);
- The potential alignment with and ability to inform the 2018 RTP performance targets;
- The potential alignment with other 2018 RTP focus areas (e.g. transportation safety, transit) and ability to inform those efforts; and
- Metro staff’s capacity to conduct analysis of the system evaluation measure in the timeframe of the 2018 RTP.

Metro staff also modified certain system evaluation measures which emerged from the research to tailor the measure more towards the community identified priorities. For example, the access to places measure was divided to separate jobs from other existing essential destinations because there was significant feedback from historically underrepresented communities about the importance of getting to work.

From the factors, Metro staff has narrowed the set of 20 potential measures to 11 recommended system evaluation measures to pursue as part of the transportation equity analysis for the 2018 RTP and 2018-2021 MTIP. The recommended system evaluation measures can be seen in Table 2. These recommended system evaluation measures are still in need of defining a number of methodology considerations and must undergo beta testing to determine how effectively the

System Evaluation vs. Monitoring Measures

System Evaluation Measure
Compares the base year conditions with an alternative, future scenario to document how well that future scenario performs to the base year conditions.

System Monitoring Measure
Relies on collected and observed data to compare past conditions with base year conditions to compare and assess progress.

measures align and capture community identified priorities. Nonetheless, through the research from PSU and initial discussions with technical staff, the 11 recommended system evaluation measures remain promising metrics to assess transportation equity in the proposed 2018 RTP investment package and the 2018-2021 MTIP.

Table 2. Recommended Transportation Equity System Evaluation Measures for the 2018 RTP and 2018-2021 MTIP

No.	Community Priority	System Evaluation Measure Description	Other Consideration
1.	Affordability	<u>Combined Housing and Transportation Expenditure:</u> The sum of the housing and transportation expenditures in a given geography and key communities. Determine a potential cost burden to assess which households are experiencing the greatest combined expenditure. Assess the change of the expenditures in the given geography and key communities with added transportation investments. Look at the change of combined housing and transportation expenditure.	Coordination with other Metro planning and development efforts including equitable housing and urban growth management process.
2.	Accessibility – Access to Places*	<u>Access to Jobs:</u> The sum of the total number of family wage jobs which are accessible to key community geographies by automobile, transit, and bicycle in a given commute time window. Assess the change in key community geographies with added transportation investments.	Must be coordinated in detail with the Regional Transit Strategy & Work Group
3.	Accessibility – Access to Places	<u>Access to Existing Essential Destinations OR Existing Daily Needs:</u> The sum of the total number of existing essential destinations or existing daily needs which are accessible to key community geographies by automobile, transit, and bicycle in a given travel time window. Depending on whether essential destinations or daily needs are selected, the travel times will change. Assess the change in key community geographies with added transportation investments.	
4.	Accessibility – Access to Places	<u>Transit Access Disadvantage:</u> The sum of the total number of existing essential destinations or existing daily needs which are accessible to key community geographies by automobile and transit. For each key community geography, look at the ratio of essential destinations accessible by transit compared to automobile. Attention is paid to lower transit/automobile access ratio community geographies to determine how the ratio changes with added future transportation investments.	

No.	Community Priority	System Evaluation Measure Description	Other Consideration
5.	Accessibility – Infrastructure	<u>Intersection of Transportation Investments, Timing, and Communities:</u> Transportation investments are mapped to illustrate which overlap with key community geographies. Transportation investments are also categorized by timeframe to assess whether investments are being made evenly over time in certain communities and addressing near-term transportation needs.	Must be coordinated with the broad 2018 RTP work program.
6.	Safety – Infrastructure Disparities	<u>Safety Investments on the High Injury Network:</u> Identified transportation safety investments are mapped to illustrate which overlap with the high injury network and key community geographies. Assess whether investments are being made evenly in certain communities with evident transportation safety issues (as indicated by the categorization as a high injury network facility).	Must be coordinated in detail with the Regional Transportation Safety Action Plan & Safety Work Group
7.	Safety – Exposure	<u>Non-Interstate Vehicles Miles Traveled Exposure:</u> The sum of all non-interstate vehicle miles traveled (VMT) would be totaled for key community geographies and based on the transportation investment program, look at how VMT changes in key community geographies and correlate traffic safety exposure.	
8.	Public Health – Environmental and Health Impacts	<u>Vehicles Miles Traveled Exposure:</u> The sum of all vehicle miles traveled (VMT) would be totaled for a key community geographies and based on the transportation investment program, look at how VMT changes in the key community geographies and correlate air pollution emissions concentration exposure.	These measures may or may not move forward as part of the transportation equity analysis if the partnership with Multnomah County Public Health happens.
9.	Public Health – Environmental and Health Impacts*	<u>Intersection of Transportation Investments, Resource Habitats, and Communities:</u> Transportation investments are mapped to illustrate which overlap with key community geographies and resource habitats to determine whether environmental quality degradation from transportation is overly represented in certain communities.	
10.	Public Health – Environmental and Health Impacts**	<u>Assessing Directional Change:</u> Use public health literature findings to assess the transportation investments package and its role in directional change in health outcomes. Based on mapping of investments relative to key community geographies and the directional relationship, determine whether health outcome disparities would widen or narrow as a result.	These would be conducted in partnership with Multnomah County Public Health and others.

No.	Community Priority	System Evaluation Measure Description	Other Consideration
11.	Public Health – Environmental and Health Impacts**	<u>Assessing the Magnitude of Transportation Impact to Public Health (Burden of Disease and Premature Death)</u> : Utilize the Integrated Transportation and Health Impacts Model (ITHIM) to look at the transportation investment effects to public health under the lens of disease burden and premature death in the context of air quality, physical activity, and traffic safety conditions.	

**Indicates staff adjusted modification*

***Indicates the system evaluation measure is pending based on potential partnerships and resources.*

Next Steps and Future Considerations for MTAC

Metro staff received support from the transportation equity work group to move forward with the 11 recommended transportation equity system evaluation measures. Throughout the remainder of the summer, Metro staff will be working through different methodological details for each of the system evaluation measures and will host an informal working session to shape the technical details on these different methodology considerations. Additionally, Metro staff will continue to coordinate with the other 2018 RTP work groups to understand their approaches and recommendations on overlapping topics and develop a strategy to support analyses across the work groups. For example, staff will work with the lead of the Transportation Safety work group to determine whether the proposed safety measures for the transportation equity work aligns with analysis work taking place as part of the update to the Transportation Safety Action Plan.

Staff will develop a recommended methodology for each measure for the September 15th transportation equity work group meeting. The draft methodology for the measures will be available when the 2018 RTP solicitation process begins in 2017.

A test run of the system evaluation measures will take place as part of the 2018-2021 MTIP to assess how these measures work in an applied setting and with a smaller batch of transportation projects. Some measures may be proposed for removal from the analysis of the 2018 RTP investment packages because the technical process may show the evaluation measure as duplicative, not able provide meaningful information, or not effectively addressing the community priority. Metro staff will report back what is learned through the methodology development and the test run process.

Intersection of Transportation Equity Work and Metro’s Equity Strategy

In June 2016, the Metro Council adopted the agency’s *Strategic Plan to Advance Racial Equity, Diversity and Inclusion*, (referred to as the Strategic Plan). The development of this plan, initiated through Council action in 2010, is the culmination of Metro’s efforts to articulate how the agency intends to advance equity in its work in the Portland metropolitan region.

A core tenet of the Strategic Plan is to eliminate the disparities that people of color experience, especially with regard to Metro’s policies, programs, services and destinations. While the work recognizes the disparities and inequities faced by other historically marginalized groups (e.g. people with low income, people with disabilities, LGBTQ communities, women, older adults and young people), the Strategic Plan concentrates more specifically on those disparities experienced by people of color because they are barriers that are shared with other historically marginalized

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groups. Additionally, the barriers faced by people of color are more deeply experienced due to the pervasive and systemic nature of racism. By addressing the barriers experienced by people of color, the plan will also effectively identify solutions and remove barriers for other disadvantaged groups. The result will be that all people in the 24 cities and three counties of the Portland region will experience better outcomes.

Within the Strategic Plan are five long-term goals. These goals are:

1. Metro convenes and supports regional partners to advance racial equity
2. Metro meaningfully engages communities of color
3. Metro hires, trains and promotes a racially diverse workforce
4. Metro creates safe and welcoming services, programs and destinations
5. Metro's resource allocation advances racial equity

Each goal has several related objectives and action items. The actions involve areas such as engagement, procurement, resource allocation, communications, hiring, retention and accessibility of facilities. Each Metro department and venue is expected to develop its own equity action plan to make progress in achieving the five long-term goals. The development of each department and venue's action plan will be a multistep process involving staff and community stakeholders, with support from Metro's Diversity, Equity and Inclusion Program (DEI) staff.

For Metro's Planning and Development department, the Strategic Plan provides a unified strategic direction and additional focus for the equity work the department has previously undertaken and continues to expand upon. Moving forward, the development of the Planning and Development department equity action plan will help identify concrete actions that the department will commit to implementing and evaluating over the next five years.

The Transportation Equity Analysis and the products that result are intended to serve as one component to inform the Planning and Development department equity action plan. As identified in the Transportation Equity work plan, Metro staff, work group members, and community will help to identify and shape a number of policy recommendations and/or refinements for the 2018 RTP. These recommendations and/or refinements will identify actions for Metro to take in addressing equitable outcomes as it pertains to the transportation system for historically underrepresented communities, particularly communities of color. Potential examples of these recommendations and/or refinements include, actions directed to Metro in monitoring and data collection, additional policy direction for the allocation of various grant funding programs, and updates to sections of the Regional Transportation Functional Plan and/or the Urban Growth Management Functional Plan. Because the work plan for the Planning and Development department equity action plan has yet to be initiated and the recommendation work for Transportation Equity Analysis will not begin until 2017, further details of how the two pieces of work will align and coordinate will be brought forward at future MTAC meetings.

MTAC Discussion Questions

Metro staff seeks input from the MTAC members on the following questions:

1. Is there agreement around the staff recommendation for the transportation equity system evaluation measures? Are there concerns pertaining to particular transportation equity system evaluation measures?

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2. Are there other methodological concerns for the system evaluation measures which need to be addressed that have not been identified or reflected?
3. Is there additional clarification or feedback needed regarding the Transportation Equity Analysis relationship to the Planning and Development department equity action plan?



Date: August 31, 2016
To: MTAC
Cc: Metro Council
From: Ted Reid, Principal Regional Planner
Re: Staff follow up on Urban Growth Readiness Task Force and Metro Council direction

The Metro Council wants to have more flexibility to respond to city requests for modest residential urban growth boundary (UGB) expansions into urban reserves. MTAC's meeting packet includes a two-page overview of draft concepts suggested by the Urban Growth Readiness Task Force as well as initial recommendations for how those concepts could be implemented to provide the Council with greater flexibility. MTAC's feedback at recent meetings has informed the development of these implementation recommendations. As noted in the summary document, some elements would require changes to Metro code and others would require changes to state law.

These draft concepts and implementation recommendations will be discussed by the Metro Council at their September 13 work session and at the September 21 meeting of the Task Force. If the Council and Task Force are supportive of these concepts, staff will work with MTAC to develop more specific proposals and code language. The agenda item at MTAC's September 7 meeting is intended as an update.

Urban Growth Readiness Task Force

Proposed concepts and implementation suggestions

Background

The Metro Council seeks more flexibility to respond to city requests for modest residential urban growth boundary (UGB) expansions into urban reserves. This document provides an overview of the concepts discussed by the Urban Growth Readiness Task Force as well as recommendations for how those concepts could be implemented to provide the Council with greater flexibility.

Overview of the proposed concept

- Acknowledged urban reserves represent the maximum anticipated urban footprint for the region through the year 2060.
- The Metro Council will consider cities' requests for modest residential UGB expansion into acknowledged urban reserves. Metro will maintain the existing six-year urban growth management decision cycle and also consider mid-cycle¹ city requests for modest residential UGB expansions. Mid-cycle UGB expansions would be done through UGB exchanges or through minor amendments to the most recent Urban Growth Report to recognize housing needs that were not anticipated.
- Cities requesting UGB expansions will demonstrate that they are taking actions that will advance regional and local desired outcomes and that the expansion area will produce housing in fewer than 20 years.
- Mid-cycle UGB expansions will be limited to a region-wide total of 900 gross acres.

Implementation suggestions

Four tracks of work could implement this concept. Each of these tracks could be pursued separately, but developing all four would create a system that provides the Metro Council with the flexibility to respond to city requests and better achieve regional and local desired outcomes.

1. Clarify expectations for cities requesting modest residential UGB expansions:

The Task Force and Metro Council have expressed their interest in having cities demonstrate that they are using best practices to encourage the development of needed housing. Amending Metro's code would implement this direction. The suggested amendments would focus on having a city demonstrate that it is taking a holistic approach to addressing housing needs in existing urban areas. No additional requirements for concept planning in urban reserves are suggested at this time.

2. Seek greater flexibility for determining regional housing needs:

The Task Force and Metro Council have stated that they want the region to have the ability to:

- Have a broader perspective when determining regional housing needs, including consideration of commute distances and greenhouse gas emissions.

¹ Three years after a legislative urban growth management decision.

- Have the ability to be more responsive to city proposals for UGB expansions.

Within its existing legal authority, the Metro Council can exercise greater discretion when determining regional housing needs. Decisions could give additional consideration to how the region might minimize spillover growth into neighboring cities outside the Metro UGB. Changes to Metro code and state law would provide more flexibility by allowing the Metro Council to make mid-cycle urban growth management decisions (between regular decisions made every six years) based on minor amendments to the most recent Urban Growth Report analysis.

3. Seek greater flexibility when choosing among urban reserves for UGB expansion:

The Task Force and Metro Council have indicated that they want urban growth management decisions to be more responsive to city requests. Amendments to Metro code as well as state law would grant the Metro Council additional flexibility when choosing among urban reserves for UGB expansion with greater emphasis on responding to city requests to develop areas when governance, finance and market conditions make desired future development likely.

4. Facilitate the UGB exchange process:

The Task Force and Metro Council indicated an interest in exploring UGB exchanges – taking non-performing areas out of the UGB in exchange for expansions into urban reserves. Though Metro has legal authority to conduct exchanges, amendments to Metro code and state law would more fully address Task Force interests. Suggested Metro code amendments would remove acreage limitations for an exchange. Suggested changes to state law would allow Metro to remove a larger non-performing area from the UGB and exchange it over time with expansions in order to avoid a piecemeal approach to UGB exchanges.

Suggested overall timeline for implementing these concepts

- Fall 2016: Task Force makes recommendations to the Metro Council
- Fall 2016: MPAC recommends Metro code amendments based on Task Force suggestions.²
- Fall 2016: Metro Council provides direction on its 2017 legislative agenda.
- Spring 2017: Metro region coalition pursues legislative agenda.
- Summer 2017: Metro Council considers changes to Metro code as recommended by MPAC.
- Summer 2018: Metro releases draft 2018 Urban Growth Report.
- Winter 2018: Metro Council, with MPAC's advice, makes 2018 urban growth management decision.
- Winter 2021: Metro Council, with MPAC's advice, considers mid-cycle city requests for UGB expansions.

² To ensure that the Metro code works with possible changes to state law, the Metro Council would not take action on its code amendments until after the 2017 state legislative session.