



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Agenda

Meeting: Transportation Equity Work Group Meeting #8
 Date: Wednesday, June 28, 2017
 Time: 9:00 a.m. to 12:00 p.m.
 Place: Room 401

- 9 a.m. Welcome, Introductions, and Staff Updates
- 9:05 a.m. Partner Updates
Who have you talked to about this work? What feedback have you heard?
- 9:25 a.m. 2018 RTP – Policy Framework Overview and Discussion of Equity
Provide a brief overview the RTP vision, goals, and objectives and discuss refinements and edits to existing policies to better address equity for consideration by policy makers.
- 10:30 a.m. Break
- 10:40 a.m. Regional Transit Strategy (RTS) and System Expansion Policy
Provide an overview of the RTS vision, goals, and objectives. Also provide an overview and discuss the initial proposal for the transit system expansion policy.
- 11:45 a.m. Next Steps
- 12:00 p.m. Adjourn

Meeting Packet	Next Meeting
• Agenda	Thursday, September 15, 2017 2018 RTP Transportation Equity Work Group Meeting # 9 9:00 a.m. – 12:00 p.m., Room 401, Metro
• Memorandum – RTP Policy Framework	
• Attachment 1 - 2018 RTP Vision and Goals	
• Attachment 2 – Summary of 2014 RTP Policy Framework	
• Attachment 3 - 2014 RTP Goals and Objectives	
• Attachment 4 – Other Relevant 2014 RTP Goals and Objectives	
• Regional Transit Strategy - Factsheet	
• Regional Transit Strategy – Visions and Goals	
• Meeting Summary – Transportation Equity Work Group #7	



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Memo

Date: Wednesday, June 28, 2017
To: 2018 RTP Transportation Equity Work Group and Interested Parties
From: Grace Cho, Associate Transportation Planner
Subject: 2014 Regional Transportation Plan Policy Framework – Equity

Introduction

In late May 2017, the Metro Council directed staff to initiate the 2018 Regional Transportation Plan (RTP) call-for-projects as recommended by the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT). As part of this direction, the region's policymakers also:

- approved an updated vision for the region's transportation system that along with current adopted goals for the region's transportation system will guide jurisdiction partners in updating to the region's near- and long-term investment priorities;¹ and
- directed staff to review and update the adopted 2014 RTP policy framework to more fully address transportation safety, equity, climate change and other issues of concern identified through the process (e.g., congestion, maintenance, emerging technologies and funding).

As a result, Metro staff seeks to reconvene the Transportation Equity work group to hold a set of discussions through summer and autumn 2017 to make recommendations as to how the 2014 RTP policies can be address inequities experienced by historically marginalized communities with the region's transportation system. The policy discussion will be held in parallel with the Transportation Equity Analysis (TEA) for the 2018 RTP. As Metro staff undertakes the first phase to evaluate the draft transportation investment strategy and pilot project evaluation submitted as part of the 2018 RTP call-for-projects, the information gathered through the assessment will inform recommendations for refinements to the RTP policy framework throughout late 2017/early 2018. The recommended refinements may result in adjustments the draft investment strategy, if necessary, to ensure equity and other identified policy areas are addressed adequately.

2018 Regional Transportation Plan – Approved Vision

In May 2017, the policy advisory committees, JPACT and MPAC, as well as the Metro Council approved the following updated vision statement for the 2018 RTP.

"In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options."

The updated vision statement represents the region's shared vision for the transportation system and is a reflection of the values and desired outcomes expressed by the public, policymakers and community and business leaders engaged in the development of the 2018 RTP. With this updated vision for the region's transportation system, the jurisdictions submitting transportation investment priorities through the 2018 RTP call-for-projects are expected to consider and nominate projects which will further progress towards this aspirational vision.

RTP Outcomes-Based Framework

¹ See Attachment 1 "Regional Transportation Plan Vision and Goals for Agencies and Jurisdictions for Metro's Call for Projects."

The 2010 RTP first established the region’s outcomes-based framework to inform transportation planning and investment decisions, which has continued with each cycle of the RTP. The outcomes-based framework uses the triple bottom line (economy, environment, and equity) to create a balanced approach that looks at the system outcomes more comprehensively and embraces a concept which focuses on people, place, and prosperity. The framework establishes how equity is applied in the RTP and creates a lens through which each and all of the region’s transportation investments must consider and account for in order to meet the RTP goals comprehensively. For the purposes of the outcomes-based framework, equity is defined as:

***Equity** – Responsibility of the plan to the people of the region. The plan identified 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 that 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.*

Regional Transportation Plan Policy Framework

With an established vision for the regional transportation system, the goals and objectives outlined as part of the adopted RTP express more specific outcomes to work towards in order to achieve the vision. When the policymakers approved the opening of the 2018 RTP call-for-projects, the region agreed to use the adopted 2014 RTP goals and objectives as the policy framework in building the 2018 RTP investment strategy, recognizing additional work is needed to more fully address transportation safety, equity, and climate change.²

The 2014 RTP policy framework continues an outcomes-based planning framework to guide the region’s investments to achieve the RTP vision by identifying overarching goals the region seeks to achieve for the transportation system.³ The goals are broad statements that describe a policy outcome or end results which efforts are focused with subsequent objectives that provide further direction as to how to achieve the goal. These goals inform project priorities and provide a basis for evaluating and tracking progress of transportation investments.

The 2014 RTP goals are:

1. Foster vibrant communities and efficient urban form
2. Sustain economic competitiveness and prosperity
3. Expand transportation choices
4. Emphasize efficient management of the transportation system
5. Enhance safety and security
6. Promote environmental stewardship
7. Enhance public health
8. Demonstrate leadership on reducing greenhouse gas emissions
9. Ensure equity
10. Ensure fiscal stewardship
11. Deliver accountability

² See Attachment 2 “Summary of the 2014 RTP Policy Framework”. Within the summary, footnoted are specific comments provided by different members of MPAC, JPACT, and Metro Council in directing Metro staff to further focus on transportation safety, equity, and climate change. Relevant footnotes include: 3, 5, 6, and 7.

³ See Attachment 3 “2014 RTP Goals and Objectives”.

The equity goal of the RTP describes the outcomes sought and four objectives to achieve the equity goal. Additionally objectives across other goals also support the outcome of the equity goal.⁴

Goal 9: Ensure Equity states:

“The benefits and adverse impacts of regional transportation planning, programs, and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races, and ethnicities.”

The objectives of goal 9 are the following:

- *Objective 9.1 Environmental Justice* – Ensure benefits and impacts of investments are equitably distributed by population demographics and geography.
- *Objective 9.2 Coordinated Human Services Transportation Needs* – Ensure investments in the transportation system provide a full range of affordable options for people with low income, elders and people with disabilities consistent with the Coordinated Transportation Plan.
- *Objective 9.3 Housing Diversity* – Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.
- *Objective 9.4 Transportation and Housing Costs*– Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined.

The goal statements and the associated objectives to each goal were developed and refined through input from stakeholder throughout the region through the 2010 RTP and 2014 RTP processes.

Modal and Topical Components of the 2018 RTP

The RTP has a number of modal (e.g. transit, active transportation) and topical (e.g. safety, freight) components which further define policies, priorities, and long-term investment and implementation actions for the specific mode or to advance certain key outcomes with the transportation system (i.e. make travel safer for all modes). For the 2018 RTP, a number of modal and topical components of the RTP are being updated. A brief summary of the relevant 2018 RTP modal or topical updates are provided to assist with the discussion as to how the RTP policies can be updated to better address disparities experienced by historically marginalized communities with the transportation system.

Regional Transit Strategy (RTS)

The Regional Transit Strategy (RTS) is a modal component of the 2018 RTP. The RTS provides further direction to the 2018 RTP as it pertains to the vision, goals, outcomes, and investment priorities for the region’s transit network. The RTS also guides and directs the region’s transit system expansion by identifying the evaluation and prioritization criteria as to which next major transit investment in the region will take place. Additionally, the RTS incorporates the transit service visions developed by service providers (e.g. TriMet, SMART) as well as the transit supportive elements, such as stop enhancements, first/last mile access connections, multimodal trip planning, transit signal priority, and real-time transit information.

Regional Transportation Safety Action Plan

⁴ See Attachment 4 “Other Relevant 2014 RTP Goals and Objectives”

The Regional Transportation Safety Action Plan is a topical component of the 2018 RTP. The Action Plan identifies a vision, strategies and actions jurisdictions can take to reduce the number of deaths and serious injuries for people walking, bicycling and driving in the Portland region. Updates to the action plan will include analysis of more recent safety data and trends, including draft high injury corridors, description of key challenges, transportation safety policies and strategies, and revised and new safety performance measures and targets.

Transportation Equity Analysis

While not a formal topical plan, the Transportation Equity Analysis evaluates how the region's transportation investment program performs relative to transportation priorities identified by historically marginalized communities. The Transportation Equity Analysis is a tool to understand whether the region's transportation investment program is investing in the transportation needs of historically marginalized communities as well as making progress towards the desired outcomes historically marginalized communities wish to see from the transportation system. The Transportation Equity Analysis helps to inform refinements to the transportation investment program and identifies recommendations for implementation of investments. For the 2018 RTP Transportation Equity Analysis, transportation safety, accessibility, and affordability were identified by historically marginalized communities as the priority areas for the plan.

2018 RTP Policy Framework – Questions for Discussion

1. Through the development of the transportation equity analysis system evaluation measures, transportation safety, affordability, and access were identified as priorities for the transportation system by historically marginalized communities and the work group.⁵ Does the work group continue to support focusing on transportation safety, affordability, and accessibility as a first tier of priority to addressing equity within the RTP?⁶
2. What elements of the outcomes-based plan's definition of *Equity* resonate? What is missing from the *Equity* definition? Are the priorities of safety, access, and affordability characterized in this definition?
3. How can the current RTP equity goal reflect and express what the region desires to see in an equitable transportation system? Are there elements of the *Ensure Equity* goal which reflects that? What is missing from the goal? Are the priorities of safety, access, and affordability reflected in the goal well?
 - a. Recognizing the recent adoption of the Metro's *Strategic Plan to Advance Racial Equity, Diversity, and Inclusion* which focuses on racial equity, are there refinements to the equity definition, goal, and objectives which can align with the agency's strategic plan?
4. What elements of the equity objectives resonate with you? Are the priorities of safety, access, and affordability reflected in these objectives well? Are there elements missing in the objectives?

Next Steps

Metro staff will compile the input provided by the work group discussion to bring back revised equity goal, objectives, and definition to the work group for discussion at the September work group meeting. Metro staff anticipates bringing forward the revised equity goal, objectives, and definition to the technical committees (TPAC and MTAC) in autumn/winter 2017 for discussion as

⁵ The listing of priorities does not reflect any hierarchy or order.

⁶ These topic areas are consistent with the overarching themes for the Transportation Equity Analysis.

part of a broader discussion of the 2018 RTP policy framework, particularly those areas requested by JPACT, MPAC, and Metro Council for further focus.

Attachment 4 – Other Relevant 2014 RTP Goals and Objectives

Goal 1: Foster Vibrant Communities and Efficient Urban Form

Land use and transportation decisions are linked to optimize public investments and support active transportation options and jobs, schools, shopping, services, recreational opportunities and housing proximity.

- *Objective 1.3 Affordable Housing* – Support the preservation and production of affordable housing in the region.

Goal 2: Sustain Economic Competitiveness and Prosperity

Multi-modal transportation infrastructure and services support the region's well-being and a diverse, innovative, sustainable and growing regional and state economy.

- *Objective 2.5 Job Retention and Creation* – Attract new businesses and family-wage jobs and retain those that are already located in the region.

Goal 3: Expand Transportation Choices

Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.

- *Objective 3.3 Equitable Access and Barrier Free Transportation* – Provide affordable and equitable access to travel choices and serve the needs of all people and business, including people with low income, children, elders and people with disabilities, to connect with jobs, education, services, recreation, social and cultural activities.

Goal 6: Promote Environmental Stewardship

Promote responsible stewardship of the region's natural, community, and cultural resources.

- *Objective 6.2 Clean Air* – Reduce transportation-related vehicle emissions to improve air quality so that as growth occurs, the view of the Cascades and the Coast Range from within the region are maintained.
- *Objective 6.4. Climate Change* – Reduce transportation-related greenhouse gas emissions.

Goal 7: Enhance Human Health

Multi-modal transportation infrastructure and services provide safe, comfortable and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.

- *Objective 7.1 Active Living* – Provide safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.
- *Objective 7.2 Pollution Impacts* – Minimize noise, impervious surface and other transportation-related pollution impacts on residents in the region to reduce negative health effects.

Goal 10: Deliver Accountability

The region's government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input on transportation

decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.

- *Objective 10.1 Meaningful Input Opportunities* – Provide meaningful input opportunities for interested and affected stakeholders, including people who have traditionally been underrepresented, resource agencies, business, institutional and community stakeholders, and local, regional and state jurisdictions that own and operate the region’s transportation system in plan development and review.



Metro

2018 Regional Transportation Plan

Regional Transportation Plan Vision and Goals for agencies and jurisdictions for Metro's call for projects

The Regional Transportation Plan brings city, county, regional and state priority transportation projects together to create a coordinated 23-year regional transportation priority list for the period from 2018 to 2040. It is a key step for these projects to qualify for potential regional, state, and federal funding.

All types of projects are included in the Regional Transportation Plan list – highways, key roads, transit, freight, biking and walking as well as planning and special studies. The current list includes more than 1,200 projects region-wide. An updated revenue forecast shows the region will have less funding available than in 2014.

On June 1, Metro issued a call for projects for agencies to begin updating the region's transportation investment priorities.

The call for projects asks regional partners to submit priority lists for the 2018 RTP that:

- update the current *constrained* priority projects that address the highest public priorities and most immediate regional transportation challenges.
This list of projects will include projects for which funding has been committed and projects that can be implemented with funding the region currently expects to have available.
- identify additional *strategic* priority projects that the region should work together to develop funding for and construct.
This list of projects includes priorities for which funding is not currently anticipated.

The projects must help achieve the region's vision and adopted goals for the transportation system. This document summarizes the vision and goals for the transportation system to assist agencies as they respond to the call for projects. The goals will be reviewed and updated in 2017-18.

Call for projects through July 21

During the past year, RTP work focused on understanding the region's transportation challenges and public priorities for investment, documenting in the amount of funding expected to be available to pay for the region's transportation needs and updating the region's vision for the transportation system.

Now it is time to pull the pieces together as we work together to address regional challenges, reflect public priorities, and maximize progress toward the region's shared vision and goals for the future transportation system.

Find more information and online resources at: oregonmetro.gov/2018projects



Vision | A Shared Vision for the Region's Transportation System

The vision statement represents an aspirational view of the future of the region's transportation system and reflects the values and desired outcomes expressed by the public, policymakers and community and business leaders engaged in development of the 2018 Regional Transportation Plan.

In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.

Approved by the Metro Policy Advisory Committee, Joint Policy Advisory Committee on Transportation, and the Metro Council in May 2017.

Goals | Outcomes the Region is Trying to Achieve

Eleven goals have been previously adopted that reflect more specific outcomes we are trying to achieve with investments in the region's transportation system. The goals are broad statements that describe a desired policy outcome or end result toward which efforts are focused. The goals inform project priorities and provide a basis for evaluating recommended investments and tracking progress.

Adopted RTP Goals

WHAT WE WANT TO ACHIEVE
1. Foster vibrant communities and efficient urban form
2. Sustain economic competitiveness and prosperity
3. Expand transportation choices
4. Emphasize efficient management of the transportation system
5. Enhance safety and security
6. Promote environmental stewardship
7. Enhance public health
8. Demonstrate leadership on reducing greenhouse gas emissions
HOW WE GET THERE
9. Ensure equity
10. Ensure fiscal stewardship
11. Deliver accountability

Source: 2014 Regional Transportation Plan (first adopted in 2010 and amended in 2014 to reflect the Climate Smart Strategy)



Summary of 2014 Regional Transportation Plan Policy Framework

Overview and purpose

The Regional Transportation Plan establishes a policy framework that guides transportation planning and investment decisions in the region, including identifying, evaluating and prioritizing project and program investments to be included in the plan.

This document summarizes the adopted Regional Transportation Plan policy framework (last amended in December 2014). Key elements of the policy framework are:

- a vision and mission for the region's transportation system that reflects community values and desired land use, economic, equity and environmental outcomes;
- eleven supporting goals and objectives and related performance targets; and
- a network vision and supporting policies that along with the regional mobility corridor framework guide planning and investment in each part of the regional transportation system to provide a seamless and fully interconnected system.¹

Together these key elements define the outcomes the plan is trying to achieve by 2040 and will guide development of the 2018 RTP Investment Strategy.

The 2018 RTP Call for Projects will use the adopted 2014 RTP Policy Framework as a starting point, recognizing this RTP update has an increased focus on addressing safety, equity and climate change and that the current policy framework will be subject to further review and refinement to more fully address these and other issues of concern through the 2018 RTP update (e.g., congestion, emerging technologies and funding).

Our shared vision for the future of transportation

The following statement reflects an updated vision for the region's transportation system:

In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.

The vision reflects the values and desired outcomes expressed by the public, policymakers and community and business leaders engaged in development of the 2018 Regional Transportation Plan.

¹ Reflecting the network vision for each part of the system, the RTP System Maps designates facilities that are part of the regional transportation system based on the function they serve and where they are located. The 2014 RTP regional system maps are included in Attachment 2 for reference and can be viewed on-line at: gis.oregonmetro.gov/rtp/.

Regional goals and objectives for transportation²

Our shared vision for the future of transportation is further described through eleven goals and related objectives. The goals are broad statements that describe a desired outcome or end result toward which efforts are focused. The goals and supporting objectives provide a basis for evaluating investments to inform priorities and track progress toward achieving the outcomes expressed in the RTP vision. Note: These will be subject to further review and refinement through the 2018 RTP update.

GOAL 1: Foster Vibrant Communities and Efficient Urban Form

Land use and transportation decisions are linked to optimize public investments, reduce greenhouse gas emissions and support active transportation options and jobs, schools, shopping, services, recreational opportunities and housing proximity.

- **Objective 1.1 Compact Urban Form and Design** - Use transportation investments to focus growth in and provide multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas is consistent with and supports the transportation investments.
- **Objective 1.2 Parking Management** – Minimize the amount and promote the efficient use of land dedicated to vehicle parking.
- **Objective 1.3 Affordable Housing** – Support the preservation and production of affordable housing in the region.

GOAL 2: Sustain Economic Competitiveness and Prosperity

Multi-modal transportation infrastructure and services support the region’s well-being and a diverse, innovative, sustainable and growing regional and state economy.

- **Objective 2.1 Reliable and Efficient Travel and Market Area Access** - Provide for reliable and efficient multi-modal local, regional, interstate and intrastate travel and market area access through a seamless and well-connected system of throughways, arterial streets, freight services, transit services and bicycle and pedestrian facilities.
- **Objective 2.2 Regional Passenger Connectivity** – Ensure reliable and efficient connections between passenger intermodal facilities and destinations in and beyond the region to improve non-auto access to and from the region and promote the region’s function as a gateway for tourism.
- **Objective 2.3 Metropolitan Mobility** - Maintain sufficient total person-trip and freight capacity among the various modes operating in the Regional Mobility Corridors to allow reasonable and reliable travel times through those corridors.
- **Objective 2.4 Freight Reliability** – Maintain reasonable and reliable travel times and access through the region, as well as between freight intermodal facilities and destinations within and beyond the region, to promote the region’s function as a gateway for commerce.
- **Objective 2.5 Job Retention and Creation** – Attract new businesses and family-wage jobs and retain those that are already located in the region.

GOAL 3: Expand Transportation Choices

Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.

- **Objective 3.1 Travel Choices** - Achieve modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips.
- **Objective 3.2 Vehicle Miles of Travel** - Reduce vehicle miles traveled per capita.
- **Objective 3.3 Equitable Access and Barrier Free Transportation** - Provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low income, youth, older adults and people with disabilities, to connect with jobs, education, services, recreation, social and cultural activities.

² First adopted in 2010 and amended in 2014 to reflect the Regional Active Transportation Plan and Climate Smart Strategy.

Summary of 2014 Regional Transportation Plan Policy Framework – Subject to Further Review and Refinement

- **Objective 3.4 Shipping Choices** – Support multi-modal freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate competitive choices for goods movement for businesses in the region.

GOAL 4: Emphasize Effective and Efficient Management of the Transportation System

Existing and future multi-modal transportation infrastructure and services are well-managed to optimize capacity, improve travel conditions for all users and address air quality and greenhouse gas emissions reduction goals.

- **Objective 4.1 Traffic Management** – Apply technology solutions to actively manage the transportation system.
- **Objective 4.2 Traveler Information** – Provide comprehensive real-time traveler information to people and businesses in the region.
- **Objective 4.3 Incident Management** – Improve traffic incident detection and clearance times on the region’s transit, arterial and throughways networks.
- **Objective 4.4 Demand Management** – Implement services, incentives and supportive infrastructure to increase telecommuting, walking, biking, taking transit, and carpooling, and shift travel to off-peak periods.
- **Objective 4.5 Value Pricing** – Consider a wide range of value pricing strategies and techniques as a management tool, including but not limited to parking management to encourage walking, biking and transit ridership and selectively promote short-term and long-term strategies as appropriate.

GOAL 5: Enhance Safety and Security

Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.

- **Objective 5.1 Operational and Public Safety** - Reduce fatal and severe injuries and crashes for all modes of travel.
- **Objective 5.2 Crime** - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to crime.
- **Objective 5.3 Terrorism, Natural Disasters and Hazardous Material Incidents** - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to acts of terrorism, natural disasters, climate change, hazardous material spills or other hazardous incidents.

GOAL 6: Promote Environmental Stewardship

Promote responsible stewardship of the region’s natural, community, and cultural resources.

- **Objective 6.1 Natural Environment** – Avoid or minimize undesirable impacts on fish and wildlife habitat conservation areas, wildlife corridors, significant flora and open spaces.
- **Objective 6.2 Clean Air** – Reduce transportation-related vehicle emissions to improve air quality so that as growth occurs, the view of the Cascades and the Coast Range from within the region are maintained.
- **Objective 6.3 Water Quality and Quantity** – Protect the region’s water quality and natural stream flows.
- **Objective 6.4 Energy and Land Consumption** - Reduce transportation-related energy and land consumption and the region’s dependence on unstable energy sources.
- **Objective 6.5 Climate Change** – Reduce transportation-related greenhouse gas emissions and meet adopted targets for reducing greenhouse gas emissions from light vehicle travel.

GOAL 7: Enhance Human Health

Multi-modal transportation infrastructure and services provide safe, comfortable and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.

- **Objective 7.1 Active Living** – Provide safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.

Summary of 2014 Regional Transportation Plan Policy Framework – Subject to Further Review and Refinement

- **Objective 7.2 Pollution Impacts** – *Minimize noise, impervious surface and other transportation-related pollution impacts on residents in the region to reduce negative health effects.*

Goal 8: Demonstrate Leadership on Reducing Greenhouse Gas Emissions

It is the policy of the Metro Council to implement the regional strategy to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel while creating healthy and equitable communities and a strong economy.

- **Objective 8.1 Land Use and Transportation Integration** - *Continue to implement the 2040 Growth Concept to support a compact urban form to reduce vehicle miles traveled and increase the use of transit and zero or low carbon emission travel options, such as bicycling, walking, and electric vehicles.*
- **Objective 8.2 Clean Fuels and Clean Vehicles** - *Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the use of more fuel-efficient vehicles, including electric and alternative fuel vehicles.*
- **Objective 8.3 Regional and Community Transit Network and Access** - *Make transit convenient, frequent, accessible and affordable by investing in new community and regional transit connections, expanding and improving existing transit services, improving bicycle and pedestrian access to transit, and implementing reduced fare programs for transit-dependent communities, such as youth, older adults, people with disabilities and people with low income.*
- **Objective 8.4 Active Transportation Network** - *Make biking and walking the safest, most convenient and enjoyable transportation choices for short trips for all ages and abilities by completing gaps and addressing deficiencies in the region's bicycle and pedestrian networks.*
- **Objective 8.5 Transportation Systems Management and Operations** - *Enhance fuel efficiency and system investments and reduce emissions by using technology to actively manage and fully optimize the transportation system.*
- **Objective 8.6 Transportation Demand Management** - *Implement programs, services and other tools that provide commuters and households with information and incentives to expand the use of travel options, including carsharing, and reduce drive alone trips.*
- **Objective 8.7 Parking Management** - *Implement locally-defined approaches to parking management in Centers, Corridors, Station Communities and Main Streets served by frequent transit service and active transportation options to make efficient use of vehicle parking and land dedicated to parking.*
- **Objective 8.8 Streets and Highways Network** - *Invest strategically in streets and highways to make them safe, reliable and connected to support the movement of people and goods.*
- **Objective 8.9 Metro Actions** - *Take actions to implement the regional strategy to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel.*
- **Objective 8.10 Partner Actions** - *Encourage local, state and federal governments and special districts to consider implementing actions in the Toolbox of Possible Actions in locally tailored ways to help the region meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel*

GOAL 9: Ensure Equity³

The benefits and adverse impacts of regional transportation planning, programs and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.

- **Objective 9.1 Environmental Justice** – *Ensure benefits and impacts of investments are equitably distributed by population demographics and geography.*

³ This goal and related RTP policies will be subject to further review and refinement by the RTP Transportation Equity Work Group through the 2018 RTP update.

Summary of 2014 Regional Transportation Plan Policy Framework – Subject to Further Review and Refinement

- **Objective 9.2 Coordinated Human Services Transportation Needs** - Ensure investments in the transportation system provide a full range of affordable options for people with low income, elders and people with disabilities consistent with the Tri-County Coordinated Human Services Transportation Plan (CHSTP).
- **Objective 9.3 Housing Diversity** - Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.
- **Objective 9.4 Transportation and Housing Costs**– Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined.

GOAL 10: Ensure Fiscal Stewardship⁴

Regional transportation planning and investment decisions ensure the best return on public investments in infrastructure and programs and are guided by data and analyses.

- **Objective 10.1 Asset Management**– Adequately update, repair and maintain transportation facilities and services to preserve their function, maintain their useful life and eliminate maintenance backlogs.
- **Objective 10.2 Maximize Return on Public Investment** - Make transportation investment decisions that use public resources effectively and efficiently, using a performance-based planning approach supported by data and analyses that include all transportation modes.
- **Objective 10.3 Stable and Innovative Funding** – Stabilize existing transportation revenue while securing new and innovative long-term sources of funding adequate to build, operate and maintain the regional transportation system for all modes of travel at the federal, state, regional and local level.

GOAL 11: Deliver Accountability and Transparency⁵

The region’s government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input on transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.

- **Objective 11.1 Meaningful Input Opportunities** - Provide meaningful input opportunities for interested and affected stakeholders, including people who have traditionally been underrepresented, resource agencies, business, institutional and community stakeholders, and local, regional and state jurisdictions that own and operate the region’s transportation system in plan development and review.
- **Objective 11.2 Coordination and Cooperation** - Ensure representation in regional transportation decision-making is equitable from among all affected jurisdictions and stakeholders and improve coordination and cooperation among the public and private owners and operators of the region’s transportation system so the system can function in a coordinated manner and better provide for state and regional transportation needs.

RTP Performance Targets

Table 1 summarizes the current adopted RTP performance targets. The performance targets are numerical benchmarks to assess the region’s progress in carrying out the RTP vision and goals. The targets draw from federal and state legislation. They are aspirational and begin moving the region towards outcome-based decision-making. As in past RTP updates, the performance targets provide policy direction for developing the RTP investment strategy.

⁴ This goal and related objectives will be subject to further review to ensure the policy concept of a well-maintained system is reflected.

⁵ The language identified in underscore was recommended by MPAC on April 26, 2017, and will be subject to further review and refinement to ensure transparency of the decision-making process is more explicit.

Table 1. 2014 RTP Performance Targets⁶

ECONOMY
Safety – By 2040 <u>2035</u> , eliminate transportation related fatalities and serious injuries for all users of the region’s transportation system, with a 16% reduction by 2020 (as compared to the 2015 five year rolling average) < and a 50% reduction by 2025. <u>reduce the number of fatal and severe injury crashes for pedestrians, bicyclists, and motor vehicle occupants each by 50% compared to 2007 – 2011 average.</u> ⁷
Congestion – By 2040, reduce vehicle hours of delay (VHD) per person by 10% compared to 2010.
Freight reliability – By 2040, reduce vehicle hours of delay per truck trip by 10% compared to 2010.
ENVIRONMENT
Climate change – By 2040, reduce transportation-related greenhouse gas emissions per capita below 2010 levels.
Active transportation – By 2040, triple walking, biking and transit mode shares compared to 2010.
Basic infrastructure – By 2040, increase by 50% the miles of sidewalk, bikeways, and trails compared to the regional networks in 2010.
Clean air – By 2040, ensure zero % population exposure to at-risk levels of air pollution.
Travel – By 2040, reduce vehicle miles traveled per person by 10 percent compared to 2010.
EQUITY
Affordability – By 2040, reduce the average household combined cost of housing and transportation by 25 percent compared to 2010.
Access to daily needs – By 2040, increase by 50% the number of essential destinations accessible within 30 minutes by bicycling & public transit for low-income, minority, senior and disabled populations compared to 2005.

Other RTP Performance Standards (from adopted 2014 RTP)

The RTP must demonstrate that it defines an adequate transportation system to serve planned land uses to meet state planning requirements. The targets in the previous section, the interim standards in this section and performance measures described in Chapter 4 of the 2014 RTP serve as the basis for determining whether the proposed transportation system adequately addresses the RTP goals and planned land uses during the plan period.⁸

Interim Regional Mobility Policy (first adopted in 2000 RTP)

The interim mobility policy shown in **Table 2** describes operational conditions that are used to evaluate the quality of service of the auto network, using the ratio of traffic volume to planned capacity (referred to as the volume/capacity ratio) of a given roadway. The measures are used to diagnose the extent of auto congestion during different times of the day in order to identify deficient roadway facilities and services in the plan. The interim regional mobility policy in **Table 2** shows the minimum performance level desired for auto transportation facilities and services within the region. Originally adopted in 2000 and amended into the Oregon Highway Plan in 2002, the interim regional mobility policy reflects a level of performance in the region that the Oregon Transportation Commission (OTC) deemed tolerable at the time of its adoption, but is also recognized as an incremental step toward a more comprehensive set of measures that consider system

⁶ The 2014 RTP performance targets will be reviewed and updated in Fall 2017. Updates will be informed by federal performance-based planning requirements identified in by MAP-21 and the FAST Act and the 2018 RTP system performance and transportation equity analysis.

⁷ The strikethrough/underscore reflects the revised target recommended by the RTP Safety Work Group and supported by the Metro Council, the Metro Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation in Spring 2017.

⁸ The Oregon Transportation Planning Rule, subsection 0060, requires the RTP to include performance measures that ensure the transportation system is adequate to serve planned land uses.

Summary of 2014 Regional Transportation Plan Policy Framework – Subject to Further Review and Refinement

performance, as well as financial, environmental and community impacts. The OTC has indicated a desire for Metro to advance beyond the traditional mobility performance measure used to guide investment decisions. Metro, ODOT and other regional partners will continue to work together to update the current regional mobility policy to better align with RTP outcomes.

This evaluation helps the region develop strategies to address roadway congestion in a more strategic manner, given limited transportation funding and potential environmental and community impacts. Past system analysis described in Chapter 4 of the 2014 RTP finds that the region cannot achieve the mobility policy listed in **Table 2** within current funding levels or with the mix of investments included in the analysis.

Table 2. Interim Regional Mobility Policy | Deficiency Thresholds and Operating Standards (from adopted 2014 RTP)

Location	Standard Mid-Day One-Hour Peak ^A	Standard PM 2-Hour Peak ^A	
		1st Hour	2nd Hour
Central City Regional Centers Town Centers Main Streets Station Communities	.99	1.1	.99
Corridors Industrial Areas Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods	.90	.99	.99
I-84 (from I-5 to I-205)	.99	1.1	.99
I-5 North (from Marquam Bridge to Interstate Bridge)	.99	1.1	.99
OR 99E (from Lincoln Street to OR 224 interchange)	.99	1.1	.99
US 26 (from I-405 to Sylvan interchange)	.99	1.1	.99
I-405 ^B (I-5 South to I-5 North)	.99	1.1	.99
<u>Other Principal Arterial Routes</u> I-205 ^B I-84 (east of I-205) I-5 (Marquam Bridge to Wilsonville) ^B OR 217 US 26 (west of Sylvan) US 30 OR 8 (Murray Boulevard to Brookwood Avenue) ^B OR 212 OR 224 OR 47 OR 213	.90	.99	.99

A. The demand-to-capacity ratios in the table are for the highest two consecutive hours of weekday traffic volumes. The mid-day peak hour is the highest 60-minute period between the hours of 9 a.m. and 3 p.m. The 2nd hour is defined as the single 60-minute period, either before or after the peak 60-minute period, whichever is highest.

Summary of 2014 Regional Transportation Plan Policy Framework – Subject to Further Review and Refinement

B. A corridor refinement plan is required in Chapter 5 of the RTP, and will include a recommended mobility policy for each corridor.

Regional Modal Targets

Non-drive alone modal targets are established the 2014 RTP as shown in **Table 3**. The targets are intended to be goals for cities and counties to work toward as they implement the 2040 Growth Concept at the local level. Increases in walking, bicycling, ridesharing and transit mode shares will be used to demonstrate compliance with per capita travel reductions required by the state Transportation Planning Rule. The most urbanized areas of the region will achieve higher non-drive alone modal shares than less developed areas closer to the urban growth boundary.

Table 3 Regional Modal Targets (from adopted 2014 RTP)

2040 Design Type	Non-drive alone modal target
Portland central city	60-70%
Regional centers	45-55%
Town centers	
Main streets	
Station communities	
Corridors	
Passenger intermodal facilities	
Industrial areas	40-45%
Freight intermodal facilities	
Employment areas	
Inner neighborhoods	
Outer neighborhoods	

Note: The targets apply to trips to and within each 2040 design type. The targets reflect conditions needed in the year 2040 to comply with Oregon Transportation Planning Rule objectives to reduce reliance on single-occupancy vehicles.

State greenhouse gas emissions reduction target for the Portland metropolitan region

In December 2014, JPACT and the Metro Council adopted the Climate Smart Strategy that achieves a 29 percent reduction in per capita greenhouse gas emissions from light-duty vehicles by 2035, exceeding the 20 percent mandated target set by the Land Conservation and Development Commission in May 2011. In 2016, the Commission reviewed targets for Oregon’s metropolitan areas. On January 27, 2017, the Commission adopted targets for the years 2040 through 2050 for each metropolitan area.⁹ The Portland area greenhouse gas emissions reduction targets for the years 2040, 2045 and 2050 are:

- By 2040, a 25 percent reduction
- By 2045, a 30 percent reduction
- By 2050, a 35 percent reduction

The RTP must include the final targets and report on whether satisfactory progress is being made toward implementing the Climate Smart Strategy, identify reasons for a lack of progress, and identify possible corrective actions to make satisfactory progress to ensure the targets are being met.

⁹ More information can be found at: www.oregon.gov/LCD/Pages/GHGTargetReview.aspx

Vision for each part of the regional transportation system

The RTP also defines a vision (as reflected in the network map) and supporting policies to guide investments in each part of the regional transportation system (shown in Attachment 2):

<p>Arterial and Throughway Network Map Vision¹⁰</p>	<ul style="list-style-type: none"> • Build a well-connected network of complete streets that prioritize safe and convenient pedestrian and bicycle access. • Improve local and collector street connectivity. • Maximize system operations by implementing management strategies prior to building new motor vehicle capacity, where appropriate.
<p>Regional Transit Network Map Vision¹¹</p>	<ul style="list-style-type: none"> • Build the total network and transit-supportive land uses to leverage investments. • Expand high capacity transit. • Expand regional and local frequent service transit. • Improve local service transit. • Support expanded commuter rail and intercity transit service to neighboring communities • Improve pedestrian and bicycle access to transit.
<p>Regional Freight Network Map Vision¹²</p>	<ul style="list-style-type: none"> • Use a systems approach to plan for and manage the freight network. • Reduce delay and increase reliability. • Protect industrial lands and freight transportation investments. • Look beyond the roadway network to address critical marine and rail needs. • Pursue clean, green and smart technologies and practices.
<p>Regional Bicycle Network Map Vision</p>	<ul style="list-style-type: none"> • Make walking and bicycling the most convenient, safe and enjoyable transportation choices for short trips less than three miles. • Build an interconnected regional network of bicycle routes and districts integrated with transit and nature that prioritizes seamless, safe, convenient and comfortable access to urban centers and essential daily needs, including schools and jobs, for all ages and abilities. • Build a green ribbon of bicycle parkways as part of the region’s integrated mobility strategy. • Improve bike-transit connections. • Ensure that the regional bicycle and pedestrian network equitably serves all people.
<p>Regional Pedestrian Network Map Vision</p>	<ul style="list-style-type: none"> • Make walking and bicycling the most convenient, safe and enjoyable transportation choices for short trips less than three miles. • Build a well-connected network of pedestrian routes, including safe street crossings, integrated with transit and nature that prioritize seamless, safe, convenient and comfortable access to urban centers and essential daily needs, including schools and jobs, for all ages and abilities. • Create walkable downtowns, centers, main streets and station communities that prioritize safe, convenient and comfortable pedestrian access for all ages and abilities. • Improve pedestrian access to transit. • Ensure that the regional pedestrian network equitably serves all people.
<p>Transportation System Management and Operations Map Vision¹⁰</p>	<ul style="list-style-type: none"> • Use advanced technologies, pricing strategies and other tools to actively manage the transportation system. • Provide comprehensive real-time traveler information to people and businesses. • Improve incident detection and clearance times on the region’s transit, arterial and throughway networks. • Implement incentives and programs to increase awareness of travel options and incent change.

¹⁰ The Throughway and arterial network vision and policies and TSMO vision and policies will be subject to further review and refinement as part of the 2018 RTP update.

¹¹ The Regional Transit Network Vision and policies are in the process of being updated as part of development of Regional Transit Strategy. This table reflects policies in the 2014 RTP.

¹² The Regional Freight Network Vision is in the process of being updated as part of updating the Regional Freight Strategy.

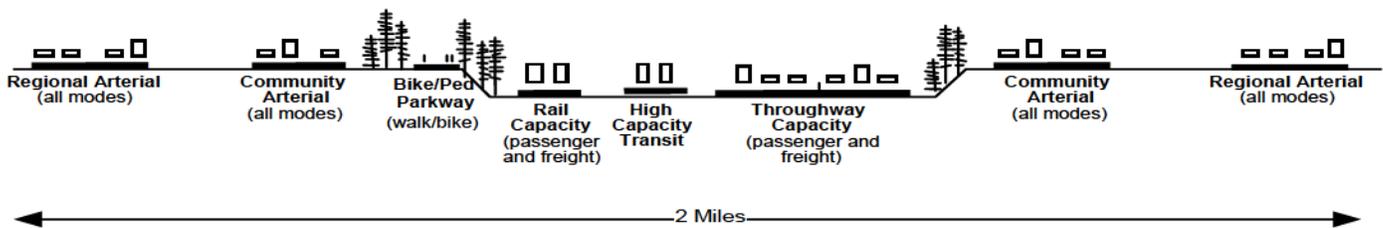
Regional Mobility Corridor Framework

The regional mobility corridor policy concept in Chapter 2 of the 2014 RTP calls for consideration of multiple facilities, modes and land use when identifying needs and most effective mix of land use and transportation solutions to improve mobility within a specific corridor area. More information from the 2014 RTP is provided below. Note: These will be subject to further review and refinement through the 2018 RTP update.

Regional Mobility Corridor Concept

Mobility corridors represent sub-areas of the region and include all regional transportation facilities within the subarea as well as the land uses served by the regional transportation system. This includes freeways and highways and parallel networks of arterial streets, regional bicycle and pedestrian parkways, high capacity transit, and frequent bus routes. The function of this network of integrated transportation corridors is metropolitan mobility – moving people and goods between different parts of the region and, in some corridors, connecting the region with the rest of the state and beyond. This framework emphasizes the integration of land use and transportation in determining regional system needs, functions, desired outcomes, performance measures, and investment strategies. The concept of a regional mobility corridor is illustrated in Figure 1.

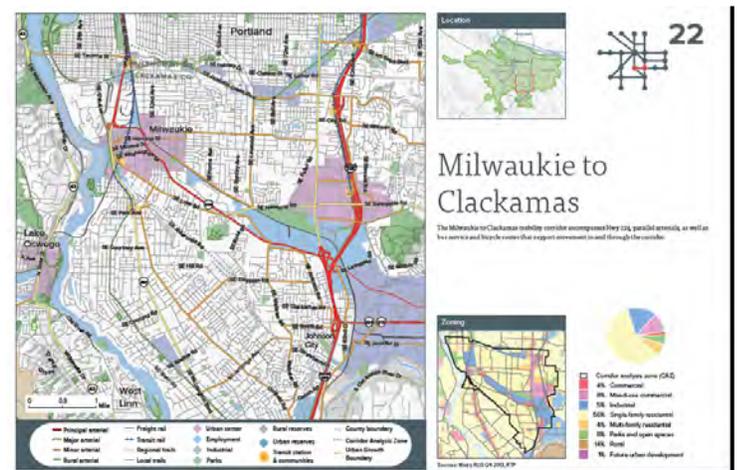
Figure 1. Regional Mobility Corridor Concept (transportation element)



Note: Idealized concept for illustrative purposes showing recommended range of system analysis for the evaluation, monitoring, management and phasing of investments to throughways, arterial streets and transit service in the broader corridor. The illustration is modeled after I-84 between 12th and 60th avenues in Northeast Portland.

Since the 1980s, regional mobility corridors have had throughway travel supplemented by high capacity transit service that provides an important passenger alternative. Parallel arterial streets, heavy rail, bus service, bicycle parkways and pedestrian/bicycle connections to transit also provide additional capacity in the regional mobility corridors.

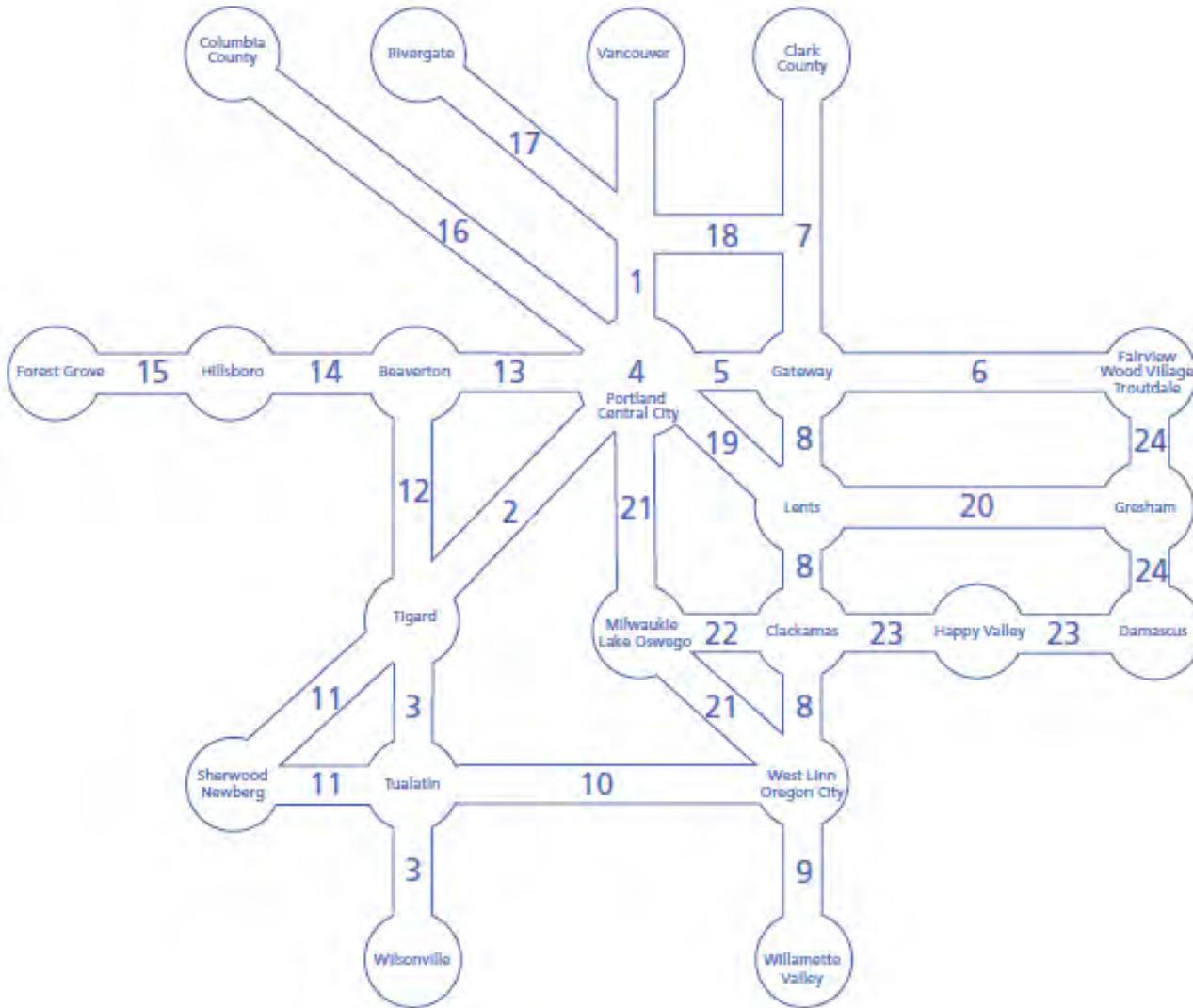
The full array of regional mobility corridor facilities should be considered in conjunction with the parallel throughways for system evaluation and monitoring, system and demand management and phasing of physical investments in the individual facilities. Bicycle and pedestrian travel and access to transit are also important as we plan and invest in regional throughways and arterial streets. New throughway and arterial facilities, such as freeway interchanges or widened arterial streets, should be designed and constructed in such a



manner as to support bicycling, walking and access to transit.

Figure 2 shows the general location of mobility corridors in the region.

Figure 2. General Location of Mobility Corridors in the Portland Metropolitan Region



The Mobility Corridor Strategies provided in Section 3.1 of the 2014 RTP Technical Appendix serve as a scoping tool to document land use and transportation needs, function and potential solutions for each of the region’s 24 mobility corridors. A strategy has been identified in the 2014 RTP Technical Appendix for each corridor that includes:

- Integrated statement of mobility corridor function and purpose defined at a corridor-area level
- Proposed land use and transportation solutions after consideration of land use, local aspirations, pedestrian, bike, management and operations, freight, highway, road and transit solutions.

The 2014 RTP Technical Appendix and can be downloaded at: www.oregonmetro.gov/regional-transportation-plan. The document is located at the bottom of the web page.

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Regional goals and objectives for transportation¹

Our shared vision for the future of transportation is further described through eleven goals and related objectives. The goals are broad statements that describe a desired outcome or end result toward which efforts are focused. The goals and supporting objectives provide a basis for evaluating investments to inform priorities and track progress.

GOAL 1: Foster Vibrant Communities and Efficient Urban Form

Land use and transportation decisions are linked to optimize public investments, reduce greenhouse gas emissions and support active transportation options and jobs, schools, shopping, services, recreational opportunities and housing proximity.

- **Objective 1.1 Compact Urban Form and Design** - Use transportation investments to focus growth in and provide multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas is consistent with and supports the transportation investments.
- **Objective 1.2 Parking Management** – Minimize the amount and promote the efficient use of land dedicated to vehicle parking.
- **Objective 1.3 Affordable Housing** – Support the preservation and production of affordable housing in the region.

GOAL 2: Sustain Economic Competitiveness and Prosperity

Multi-modal transportation infrastructure and services support the region’s well-being and a diverse, innovative, sustainable and growing regional and state economy.

- **Objective 2.1 Reliable and Efficient Travel and Market Area Access** - Provide for reliable and efficient multi-modal local, regional, interstate and intrastate travel and market area access through a seamless and well-connected system of throughways, arterial streets, freight services, transit services and bicycle and pedestrian facilities.
- **Objective 2.2 Regional Passenger Connectivity** – Ensure reliable and efficient connections between passenger intermodal facilities and destinations in and beyond the region to improve non-auto access to and from the region and promote the region’s function as a gateway for tourism.
- **Objective 2.3 Metropolitan Mobility** - Maintain sufficient total person-trip and freight capacity among the various modes operating in the Regional Mobility Corridors to allow reasonable and reliable travel times through those corridors.
- **Objective 2.4 Freight Reliability** – Maintain reasonable and reliable travel times and access through the region, as well as between freight intermodal facilities and destinations within and beyond the region, to promote the region’s function as a gateway for commerce.
- **Objective 2.5 Job Retention and Creation** – Attract new businesses and family-wage jobs and retain those that are already located in the region.

GOAL 3: Expand Transportation Choices

Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.

- **Objective 3.1 Travel Choices** - Achieve modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips.
- **Objective 3.2 Vehicle Miles of Travel** - Reduce vehicle miles traveled per capita.
- **Objective 3.3 Equitable Access and Barrier Free Transportation** - Provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low income, youth, older adults and people with disabilities, to connect with jobs, education, services, recreation, social and cultural activities.
- **Objective 3.4 Shipping Choices** – Support multi-modal freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate competitive choices for goods movement for businesses in the region.

GOAL 4: Emphasize Effective and Efficient Management of the Transportation System

Existing and future multi-modal transportation infrastructure and services are well-managed to optimize capacity, improve travel conditions for all users and address air quality and greenhouse gas emissions reduction goals.

- **Objective 4.1 Traffic Management** – Apply technology solutions to actively manage the transportation system.
- **Objective 4.2 Traveler Information** – Provide comprehensive real-time traveler information to people and businesses in the region.
- **Objective 4.3 Incident Management** – Improve traffic incident detection and clearance times on the region’s transit, arterial and throughways networks.
- **Objective 4.4 Demand Management** – Implement services, incentives and supportive infrastructure to increase telecommuting, walking, biking, taking transit, and carpooling, and shift travel to off-peak periods.
- **Objective 4.5 Value Pricing** – Consider a wide range of value pricing strategies and techniques as a management tool, including but not limited to parking management to encourage walking, biking and transit ridership and selectively promote short-term and long-term strategies as appropriate.

GOAL 5: Enhance Safety and Security

Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.

- **Objective 5.1 Operational and Public Safety** - Reduce fatal and severe injuries and crashes for all modes of travel.
- **Objective 5.2 Crime** - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to crime.
- **Objective 5.3 Terrorism, Natural Disasters and Hazardous Material Incidents** - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to acts of terrorism, natural disasters, climate change, hazardous material spills or other hazardous incidents.

GOAL 6: Promote Environmental Stewardship

Promote responsible stewardship of the region’s natural, community, and cultural resources.

- **Objective 6.1 Natural Environment** – Avoid or minimize undesirable impacts on fish and wildlife habitat conservation areas, wildlife corridors, significant flora and open spaces.
- **Objective 6.2 Clean Air** – Reduce transportation-related vehicle emissions to improve air quality so that as growth occurs, the view of the Cascades and the Coast Range from within the region are maintained.
- **Objective 6.3 Water Quality and Quantity** – Protect the region’s water quality and natural stream flows.
- **Objective 6.4 Energy and Land Consumption** - Reduce transportation-related energy and land consumption and the region’s dependence on unstable energy sources.
- **Objective 6.5 Climate Change** – Reduce transportation-related greenhouse gas emissions and meet adopted targets for reducing greenhouse gas emissions from light vehicle travel.

¹ First adopted in 2010 and amended in 2014 to reflect the Regional Active Transportation Plan and Climate Smart Strategy.

GOAL 7: Enhance Human Health

Multi-modal transportation infrastructure and services provide safe, comfortable and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.

- **Objective 7.1 Active Living** – Provide safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.
- **Objective 7.2 Pollution Impacts** – Minimize noise, impervious surface and other transportation-related pollution impacts on residents in the region to reduce negative health effects.

Goal 8: Demonstrate Leadership on Reducing Greenhouse Gas Emissions

It is the policy of the Metro Council to implement the regional strategy to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel while creating healthy and equitable communities and a strong economy.

- **Objective 8.1 Land Use and Transportation Integration** - Continue to implement the 2040 Growth Concept to support a compact urban form to reduce vehicle miles traveled and increase the use of transit and zero or low carbon emission travel options, such as bicycling, walking, and electric vehicles.
- **Objective 8.2 Clean Fuels and Clean Vehicles** - Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the use of more fuel-efficient vehicles, including electric and alternative fuel vehicles.
- **Objective 8.3 Regional and Community Transit Network and Access** - Make transit convenient, frequent, accessible and affordable by investing in new community and regional transit connections, expanding and improving existing transit services, improving bicycle and pedestrian access to transit, and implementing reduced fare programs for transit-dependent communities, such as youth, older adults, people with disabilities and people with low income.
- **Objective 8.4 Active Transportation Network** - Make biking and walking the safest, most convenient and enjoyable transportation choices for short trips for all ages and abilities by completing gaps and addressing deficiencies in the region's bicycle and pedestrian networks.
- **Objective 8.5 Transportation Systems Management and Operations** - Enhance fuel efficiency and system investments and reduce emissions by using technology to actively manage and fully optimize the transportation system.
- **Objective 8.6 Transportation Demand Management** - Implement programs, services and other tools that provide commuters and households with information and incentives to expand the use of travel options, including carsharing, and reduce drive alone trips.
- **Objective 8.7 Parking Management** - Implement locally-defined approaches to parking management in Centers, Corridors, Station Communities and Main Streets served by frequent transit service and active transportation options to make efficient use of vehicle parking and land dedicated to parking.
- **Objective 8.8 Streets and Highways Network** - Invest strategically in streets and highways to make them safe, reliable and connected to support the movement of people and goods.
- **Objective 8.9 Metro Actions** - Take actions to implement the regional strategy to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel.
- **Objective 8.10 Partner Actions** - Encourage local, state and federal governments and special districts to consider implementing actions in the *Toolbox of Possible Actions* in locally tailored ways to help the region meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel

GOAL 9: Ensure Equity

The benefits and adverse impacts of regional transportation planning, programs and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.

- **Objective 9.1 Environmental Justice** – Ensure benefits and impacts of investments are equitably distributed by population demographics and geography.
- **Objective 9.2 Coordinated Human Services Transportation Needs** - Ensure investments in the transportation system provide a full range of affordable options for people with low income, elders and people with disabilities consistent with the Tri-County Coordinated Human Services Transportation Plan (CHSTP).
- **Objective 9.3 Housing Diversity** - Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.
- **Objective 9.4 Transportation and Housing Costs**– Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined.

GOAL 10: Ensure Fiscal Stewardship

Regional transportation planning and investment decisions ensure the best return on public investments in infrastructure and programs and are guided by data and analyses.

- **Objective 10.1 Asset Management**– Adequately update, repair and maintain transportation facilities and services to preserve their function, maintain their useful life and eliminate maintenance backlogs.
- **Objective 10.2 Maximize Return on Public Investment** - Make transportation investment decisions that use public resources effectively and efficiently, using a performance-based planning approach supported by data and analyses that include all transportation modes.
- **Objective 10.3 Stable and Innovative Funding** – Stabilize existing transportation revenue while securing new and innovative long-term sources of funding adequate to build, operate and maintain the regional transportation system for all modes of travel at the federal, state, regional and local level.

GOAL 11: Deliver Accountability

The region's government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input on transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.

- **Objective 11.1 Meaningful Input Opportunities** - Provide meaningful input opportunities for interested and affected stakeholders, including people who have traditionally been underrepresented, resource agencies, business, institutional and community stakeholders, and local, regional and state jurisdictions that own and operate the region's transportation system in plan development and review.
- **Objective 11.2 Coordination and Cooperation** - Ensure representation in regional transportation decision-making is equitable from among all affected jurisdictions and stakeholders and improve coordination and cooperation among the public and private owners and operators of the region's transportation system so the system can function in a coordinated manner and better provide for state and regional transportation needs.



2018 Regional Transit Strategy

Working together, we can create a shared vision and investment strategy that helps partners prioritize transit and transit-supportive investments over the next 25 years.

The Portland region is growing as more people are attracted to our quality of life. Transit is a key component of that quality of life and a crucial piece of our transportation system.

A collaborative approach builds on good transit planning around the region to create a single coordinated vision: to make transit more frequent, convenient, accessible and affordable.



“The greatest barriers to the use of public transportation are time and reliability. If people can’t count on transit to get them there at a specific time, they’re not going to use it.”

–Adria Decker Dismuke, Milwaukie resident

Partnerships and leadership will create a great future

The Regional Transit Strategy engages community leaders and all transit providers serving the region to define a shared vision and investment strategy for transit in the region. Together we can develop a clear path towards implementation that can be embraced by a wide coalition of users and stakeholders.

Transit providers involved

- Canby Area Transit
- South Clackamas Transportation District
- Clackamas Community College Shuttle
- C-TRAN
- Portland Streetcar Inc
- Ride Connection
- Salem-Keizer Transit
- Sandy Area Metro
- SMART
- TriMet
- Yamhill County Transit Area



Whether your roots in the region run generations deep or you moved to Oregon last week, you have your own reasons for loving this place – and Metro wants to keep it that way. Help shape the future of the greater Portland region and discover tools, services and places that make life better today.

Metro Council President

Tom Hughes

Metro Council

Shirley Craddick, District 1
Carlotta Collette, District 2
Craig Dirksen, District 3
Kathryn Harrington, District 4
Sam Chase, District 5
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Contact

Contact Metro regional transportation planning to receive periodic email updates and notices of public comment opportunities:

503-797-1750
trans@oregonmetro.gov
oregonmetro.gov/rtp.

Why this, why now?

The region's Climate Smart Strategy demonstrated a clear consensus to invest more in our transit system, and now is the time to build on that momentum. This transit strategy will be a key component of the 2018 Regional Transportation Plan, which will update the region's shared vision and investment strategy for all of the ways people and businesses get around.

Solutions to meet growing challenges

Transit service must expand to keep pace with growth, and an integrated system will help our communities grow the way they want to. Providing frequent and convenient transit gets employees to work and customers to businesses, supporting economic growth while reducing impacts to our natural environment.

Transit investments reduce peak hour congestion, creating less delay for people driving and freight movement. Transit is crucial for seniors, people with disabilities and youth, getting them to work, school or other places they need to go.

Building on the direction from the region's Climate Smart Strategy, the Regional Transit Strategy will define a shared vision that includes:

- local and regional transit service improvements
- new transit enhancement strategies, such as transit signal priority, queue jumps, etc.
- high capacity transit investments, such as light rail and bus rapid transit
- additional capacity and reliability improvements on our existing transit system
- transit supportive elements such as sidewalks, crossings and complementary land uses.

Funding is limited, and we have multiple transportation priorities. But if not addressed, the challenges of growth will compromise our region's economic prosperity and quality of life. Acting together, the region will build a clear vision for the Portland region's transit service and a policy foundation for getting there.

“ Better reliability in transit time is also a key factor. Without it folks get anxious, trains get crowded and people have an additional concern when making the decision on how to get somewhere. ” –Survey response, February 2016

What's next?

- fall/winter 2016: regional transit vision
- spring 2017: shared transit investment strategy

Find out how to be involved – and more – at oregonmetro.gov/rtp.

The MAX carries nearly **1 in 3** Sunset/Banfield commuters during rush hour.

Residents of the region take over **100 million** rides on transit every year.



Regional transit strategy vision and strategies for achieving vision

To make transit more frequent, convenient, accessible and affordable for everyone

FREQUENT	CONVENIENT	ACCESSIBLE	AFFORDABLE
<p>GOAL:</p> <ol style="list-style-type: none"> Align frequency and type of transit service to meet existing and projected demand in support of adopted local and regional land use and transportation plans. 	<p>GOALS:</p> <ol style="list-style-type: none"> Make transit more convenient and competitive with driving by improving transit speed and reliability through priority treatments (e.g., signal priority, bus lanes, queue jumps, etc.) and other strategies. Improve customer experience by ensuring seamless connections between various transit providers, including transfers, route and schedule information and payment options. 	<p>GOALS:</p> <ol style="list-style-type: none"> Provide safe and direct biking and walking routes and crossings that connect to transit stops to ensure transit services are fully accessible to people of all ages and abilities. Expand community and regional transit service across the region to improve access to jobs and Community places. 	<p>GOAL:</p> <ol style="list-style-type: none"> Ensure transit remains affordable, especially for those dependent upon it.
<p>STRATEGIES:</p> <ul style="list-style-type: none"> Implement TriMet’s Future of Transit Service Enhancement Plans. Implement the SMART Master Plan. Implement the Portland Streetcar Strategic Plan and expansion. Implement and coordinate with C-TRAN’s Transit Development Plan. Implement and coordinate with state, regional, neighboring cities and rural transit providers future service plans. Invest in Enhanced Transit Corridor improvements. Invest in High Capacity Transit corridors. Implement TriMet’s Coordinated Transportation Plan for Seniors and Persons with Disabilities, in conjunction with Special Transportation Fund Advisory Committee (STFAC) and service providers. Coordinate transit investments with local and regional land use and transportation visions as service improvements are prioritized 	<p>STRATEGIES:</p> <ul style="list-style-type: none"> Implement TriMet’s Future of Transit Service Enhancement Plans. Implement the SMART Master Plan. Implement the Portland Streetcar Strategic Plan and expansion. Implement and coordinate with C-TRAN’s Transit Development Plan. Implement and coordinate with state, regional, neighboring cities and rural transit providers future service plans. Invest in Enhanced Transit Corridor improvements. Invest in High Capacity Transit corridors. Invest in repair and maintenance and critical transit bottleneck improvements to ensure the existing system functions effectively and efficiently. Facilitate service connections between transit modes and transit providers at transit hubs. Implement and coordinate the HOP Fastpass program across multiple service providers. Implement the TriMet Regional Transit Sign Priority Study recommendations, especially in 	<p>STRATEGIES:</p> <ul style="list-style-type: none"> Coordinate transit investments with improvements to pedestrian and bicycling infrastructure that provide access to transit as service improvements are prioritized, in line with Regional Active Transportation Plan and TriMet’s Coordinated Transportation Plan for Seniors and Persons with Disabilities. Provide new community and regional transit connections to improve access to jobs and community services and make it easier to complete some trips without multiple transfers. Enhance transit access to jobs and other daily needs, especially for historically marginalized communities¹, youth, older adults and persons living with disabilities. Provide biking, walking, shared ride and park-and-ride facilities that help people access the transit system. Coordinate efforts with shared mobility and ride-sourcing providers to support better first and last mile connections. Coordinate and link transit-oriented development strategies with transit investments. 	<p>STRATEGIES:</p> <ul style="list-style-type: none"> Expand existing reduced fare program to low-income families and individuals in line with Metro/TriMet Low Income Fare Task Force recommendations. Expand transit payment options (e.g., electronic e-fare cards) to increase affordability and convenience. Expand student pass program

¹ Historically marginalized communities areas with high concentrations (compared to regional average) of people of color, people with low-incomes, people with limited English proficiency, older adults and/or young people.

FREQUENT	CONVENIENT	ACCESSIBLE	AFFORDABLE
	<p>congested corridors to improve on-time performance and reliability.</p> <ul style="list-style-type: none"> • Provide programs and adopt policies that help increase transit usage and reduce drive alone trips, such as travel options information and support tools (e.g., trip planning services, wayfinding signage, bike racks at transit stops), individualized marketing, commuter programs (e.g., transit pass programs), and actively managing in downtowns and other mixed-use areas. • Improve the availability of transit route and schedule information. • Coordinate efforts between transportation providers to increase information sharing and ease of use (e.g., transfers and payment integration). 	<ul style="list-style-type: none"> • Coordinate transit investments with the regional Equitable Housing Initiative. • Coordinate and link transit investments with local and regional land use and transportation visions as service improvements are prioritized. 	

DRAFT



Meeting minutes

Meeting: **2018 RTP Transportation Equity work group meeting**
 Date/time: Thursday, April 6, 2017
 Place: Metro Regional Center, Room 401
 Purpose: Recap RTP Transportation Equity Assessment Results and Draft Proposed Recommendations and Refinements

Work Group Attendees

Jessica Berry
 Emma Brennan
 Stephanie Caldera
 Grace Cho, work group lead
 Scotty Ellis
 Scott France
 Zan Gibbs
 Aaron Golub
 Brendon Haggerty
 Jay Higgins
 Jon Holan
 Terra Lingley
 Noel Mickelberry
 Dan Rutzick
 Kari Schlosshauer
 Jake Warr
 Steve Williams

Affiliate

Multnomah County
 Oregon Tradeswomen, Inc.
 Oregon Department of Environmental Quality
 Metro
 Metro
 Clackamas County Public Health
 City of Portland
 Portland State University
 Multnomah County
 City of Gresham
 City of Forest Grove
 Oregon Department of Transportation
 Oregon Walks
 City of Hillsboro
 Safe Routes to School Partnership
 TriMet
 Clackamas County

Work Group Interested Parties Attendees

Steve Kountz
 Jessica Pelz
 Eliot Rose

Affiliate

City of Portland
 Washington County
 ICF, International

Staff Attendees

Clifford Higgins
 Lake McTighe
 Marie Miller
 Cindy Pederson
 Jamie Snook

Metro
 Metro
 Metro
 Metro
 Metro

Welcome, Introductions, and Staff Updates

Clifford Higgins called the meeting to order at 1 p.m. Higgins welcomed everyone and invited everyone to introduce themselves.

Partner Updates

Dan Rutzick, City of Hillsboro, reported on a new person working for SRTS. As part of the City's SRTS, they are working on the equity perspective with plans, and looking to clarify this message in funding and/or other areas.

Stephanie Caldera, ODEQ, reported on the Volkswagon settlement where \$60 million will be coming to Oregon to address diesel emissions reductions. DEQ is working with partners as a condition of the settlement agreement is to work with underserved communities and keeping equity as a key element in the plan. Clean Air Oregon is also partnering with projects with ongoing equity emphasis.

Brendon Haggerty, Multnomah County, mentioned questions he had on assessment methods used for funding, which this meeting can address. He reported on higher carbon pricing omissions and mobile sources becoming much larger.

2018 RTP Transportation Equity Assessment Recap

Grace Cho began discussion on the assessment recap by reminding the committee of their approved evaluation measures from the November 2016 meeting:

- Access to jobs
- Assess to community places
- Access to travel options – system completeness and connectivity
- Transportation safety investments
- Exposure to non-freeway vehicle miles traveled
- Resource habitats and transportation investments
- Combined housing and transportation expenditure and cost burden (under development). (She mentioned the combined housing and transportation expenditure measure, the work is still being developed with different expenditures and other factors. The measure is a legacy measure from the 2010 RTP, but since then the tool needs a number of updates to adequately measure this assessment.)

Ms. Cho reviewed the key assumptions with 2018-21 MTIP future projects that met this criteria; system evaluation, analysis years, land use, projects, community geography, and region-wide. Ms. Cho showed two maps of historically marginalized communities in the region and explained the differences, namely that pockets of language isolation (safe harbor communities) are included in one map, but not the other.

A review of each evaluation measure was made, specific to equity:

Measure 1: Access to Jobs

How well can the region, historically marginalized communities, and focused historically marginalized communities, reach low and middle-wage jobs with transportation investments.

- Inputs: employment/wage information from adopted land use forecast, transportation projects
- Tools: travel demand model
- Results: report out of weighted average jobs reached by mode

Measure 2: Access to Community Places

How well can the region, historically marginalized communities, and focused historically marginalized communities reach community places with transportation investments.

- Inputs: QCEW data, transportation projects
- Tools: travel demand model
- Results: report out of change in places reached by mode

Measure 3: Access to Travel Options – Complete and Connected

How much more of the region's active transportation network is completed and connected region-wide, in historically marginalized communities, and in focused historically marginalized communities with transportation investments.

- Four parts: gap completeness, transit station access, new miles and density, and timing of investments
- Inputs: regional AT network, transportation projects
- Tools: GIS

Measure 4: Transportation Safety Investments

What is the region's level of investment (total and per capita) in transportation safety region-wide, in historically marginalized communities, and in focused historically marginalized communities.

- Inputs: Identified transportation safety projects, total of 2018-2021 MTIP
- Tools: GIS

Questions were asked on safety components listed in Appendix 1.1, *MTIP Projects as of end of January 2017*. She was asked whether this type of information be provided for the RTP projects? Ms. Cho said they would. Subsequently, she was asked how will Vision Zero impact the investments? Cho mentioned that transportation equity emphasis was on these measures, but they can be evaluated forward to future projects, including those listed Vision Zero also.

Measure 5: Exposure to Non-Freeway Vehicle Miles Traveled

How much non-freeway vehicle miles traveled is the region exposed (total & per square mile) region-wide, in historically marginalized communities, and in focused historically marginalized communities with transportation investments.

- Inputs: transportation projects (modelable)
- Tools: travel demand model

Measure 6: Resource Habitats and Transportation Investments

How many and what is the proportion of transportation investments have a potential impact to high value habitats which are within historically marginalized communities, and in focused historically marginalized communities.

- Inputs: roadway-related transportation projects, high value habitats data
- Tools: GIS

Ms. Cho stated that the 2018-21 MTIP Transportation Equity Assessments provides the chance to test system evaluation measures, identify refinements, limitations, etc., and make findings determination for federal compliance purposes.

Discussion Items:

Steve Williams, Clackamas County asked how resource habitat measure demonstrates potential impacts with transportation. He feels GIS based data provides limited information and an arbitrary measure that the public and legislative officials will not understand, and we hurt our credibility using it.

It was suggested that a definition was needed with a correlation to “resource habitat”. Karri Schlosshauer, SRSP, asked if this was a good or bad thing; potential impacts evaluated for new projects.

Brendon Haggerty, Multnomah County, asked what the timing on these meant in regard to the RTP Call for Projects. It was pointed out the 10-year plan extended to 2027. Ms. Cho notes the 2018-2021 MTIP are a part of the first four-years of the 10-year investment program. Mr. Haggerty said he would like a result to show the first 10 years investment prioritizes marginalized communities.

The access to habitat issue was discussed. Some wondered if these measures would discourage the public to having access to these areas. It would be desired to balance the total projects with investments and with marginalized communities. It should also be noted in the next steps moving forward that progress has been made over what’s been produced in the past.

Jessica Berry asked if the maps with the dots on them showing geography analysis with historically marginalized communities could show an overlay focused on safety issues. How do all the RTP technical work groups work together using these evaluations? Ms. Cho responded that the evaluations are system-wide and all the groups contribute into the system evaluation. The Call for Projects with evaluations provides the policy framework for projects.

Steve Kountz, City of Portland, commented that he wasn’t seeing the job access with the equity analysis. The income distribution in the region is high/low, but little in between. There is a widening income inequity where transportation impacts the public. The income is measured as opposed to poverty measures, and education levels. Kountz is not seeing measures that look at increasing income equity. It was agreed that Scotty Ellis, Steve Kountz, Cliff Higgins and Grace Cho would meet and discuss further.

Dan Rutzick noted that both maps showing variations of marginalized populations give good results for both for the 2018-2021 MTIP transportation equity assessment; would there be a follow up map when project are completed? Ms. Cho said that it would be pulled together as part of the monitoring program. Rutzick would like to see more seniors and youth evaluated with these assessments. Rutzick stressed that strong data is needed for persuasive message for federal legislature. He has questions whether for the assessment purpose if this data been culled down enough; made specific enough. Census tracks have been used for measures in the past. Rutzick felt the two maps were useful and provide good detail. The assessments can be used in comparisons for MTIP and RTP projects.

The meeting took a break, and resumed at 2:20 p.m.

2018-2021 MTIP Transportation Equity Assessment – Draft Results

Grace Cho drew attention to the memo with details on 2018-2021 MTIP Draft Results, where 163 projects had been assessed as part of the transportation equity analysis. The committee reviewed each of the six evaluation measures as follows.

Access to jobs: the results show the region is holding steady or seeing (very) small increases, noting that 2018-2021 MTIP only represents four year of federal transportation investment. Increased access to jobs tends to be gained in transit. These were measured in weighted average, by mode, and looking at peak and off-peak travel. Steve Williams commented these results are not showing much impact for the

investment. The \$1.7 billion investment shared with public and policy makers does not get the true story told.

Access to community places: results show the region is holding steady or have seen small incremental increase/decreases. As an example, an increase within transit was observed, but decrease within bike. The access to food increases with the MTIP investments.

Access to Travel Options: This measure contained three parts. Part 1 was deferred for now due to methodological rework. Ms. Cho directed attention to the tables listed on the handout Access to Travel Options – System Completeness and Connectivity. The 2018-2021 MTIP investments appear to be increasing the miles of sidewalk and bicycle facilities within a ½ mile of transit stops region-wide as well as in historically marginalized and focused historically marginalized communities. Part 3 access to travel options covered miles and density. The results show incremental increases in sidewalk, bike, and trail mileage and density in HMC and FHMC.

Transportation Safety Investments: The results show only 13% of 2018-21 MTIP projects are transportation safety investments. Of the 13%, 76% are in historically marginalized communities. 60% are in focused historically marginalized communities. The per capita spending is higher in focused and historically marginalized communities.

Exposure to Vehicle Miles Traveled: Results show absolute VMT is increasing region-wide with 2018-21 MTIP investments. Projected VMT is decreasing in historically marginalized and focused historically marginalized communities, which is a positive trajectory. We still need to complete and assess VMT exposure per square miles to look into changes at TAZ level.

Resource Habitats and Transportation Investments: Of the 163 transportation projects within the 2018-21 MTIP, 51 have potential high value habitat impacts. There are 38 and 28 of the 51 projects with potential high value habitat impacts that are in historically marginalized or focused historically marginalized communities, respectfully. The result shows a potential disproportionate impact.

The summary of the findings show for five of the six transportation equity system evaluation measures, 2018-2021 MTIP performs in the desired direction in historically marginalized or focused historically marginalized communities. A potential disproportionate impact is present with transportation investments impacting high value habitats and historically marginalized or focused historically marginalized communities. Recommendations are needed to address these issues.

Following the compilations of results, Ms. Cho provided a list of lessons learned noting that more time is needed to work through the methodological challenges and also recognizing the comments that additional contextual and comparison information is needed, and the use of visualizations.

A list of recommendations from Ms. Cho is as follows:

- Adopt and follow through on resource habitat recommendations
- Keep testing
- Conduct additional contextual and comparison assessment work
- Monitor MTIP implementation

- Finish affordability system evaluation measure
- Different evaluation strategy for maintenance projects vs. capital projects (future work program)
- Specific recommendations to address habitat impact:
 - Investigate and categorize transportation investments into tiers based on potential impacts
 - Inform sponsors and ODOT local liaisons for monitoring as projects go through environmental and project development – track mitigation strategies and engagement with HMC
 - Metro staff follow up

Discussion Items:

Steve Williams mentioned that the tables with percentages given showing no or little changes were not well presented. His suggestion was use the same data, but show what the extra miles do for the marginalized communities. He said it was needed to show the benefit from investments. Regarding environmental resource habitat issues, he suggested the measure be dropped unless the measure can back this up legally. He would like to see less technical data presented, and be replaced with more straight forward data.

Kari Schlosshauer asked if all of the MTIP projects were included in the RTP. Ms. Cho noted this needed further discussion.

Jon Holan, City of Forest Grove, was not surprised with only slight changes in the data. He's concerned the evaluations with MTIP methodologies are not addressing what needs to be explained better, especially with legislative policy decision makers, who may have trouble with the interpretations. Holan believes the criteria used in the evaluations regarding resource habitats with transportation investments are questionable with these assumptions.

Stephanie Caldera, DEQ, thought habitat resources were disproportionately located in the same zones as other community evaluations. Caldera was concerned with the small percentage gains in evaluation results. It was asked if these might change in the future. An expected higher percentage would be expected after 2021 for marginalized communities. Lake McTighe added that we use imperfect tools to address complex issues, especially to evaluate or investment at a regional scale, but the results are fairly good.

Jessica Berry asked if measurements for each project would be made, and this was confirmed. It was suggested that other evaluation measurements be used to balance out the full picture, especially concerning more qualitative measurements for habitat resources.

Brendon Haggerty asked if these investments were the status quo. He felt they were not working for many people. It was suggested that measuring benefits vs. the potential harm in neighborhood communities where marginalized areas of population resided and worked should be shown. Cliff Higgins mentioned that federal guidelines were not addressing equity, but that Metro was trying to, and these were first steps in attempting to do that.

Jake Warr, TriMet, asked what the significance was with 75% of investment for projects with potential impact to high value habitat and intersect with historically marginalized communities. The potential disproportionate impact present with transportation impacting high value habitats and marginalized communities is compared to what? It was suggested that a tiered process might be helpful. Aaron Golub, PSU, added that the slight change in these evaluations was not perfect, and we had some work ahead to reach that.

Steve Kountz thought that the methodology with access to jobs was not clear. Areas where businesses were located, such as industrial, hospitals and large business areas were not easily seen in relation to transit access for jobs with the marginalized communities. Some of MTIP projects may improve this, but Kountz thought most would not regarding the investment for these projects.

Terra Lingley, ODOT, questioned as to whether it was necessary to conduct equity evaluations at the regional scale recognizing that TSPs and other local processes have to consider equity. Ms. Cho reported that this is a continual process to ensure the needs of marginalized communities are being addressed throughout the different phases of a planning process. She mentioned measuring outcomes from projects yet to be implemented was not easy. The implementation period will bring more information as to how well the project is addressing equity.

Steve Williams referred to the time windows for transit for certain evaluation measures (bus service, specifically) are too short a time for employees to take to work. There was discussion on the average 45 minutes travel time accepted by employees from their residence to work each day. Aaron Golub felt the 45 minute threshold does work for most. Golub thought a good comparison between transit distance and auto access would be helpful. Steve Kountz mentioned the factor of middle wage jobs, specifically to industrial sites, that are hard for transit locations to reach. Emma Brennan, Oregon Tradeswomen, conferred that the manufacturing workplace locations were a continual challenge for transit access. She stressed that low income communities do not have large numbers of travel options.

Dan Rutzick asked if the two maps shown, with historically marginalized communities and focused historically marginalized communities had a big difference. Grace Cho reported the differences in outcomes with both, and restated that gains in marginalized communities started from a lower threshold. Steve Williams added that these were aspirational goals, but warned that we should be clear of what they are, and how we are presenting them.

Next Steps

Grace Cho reported on the next steps with the 2018 RTP

- Technical and policy committees take action to release the 2018 RTP call for projects (Spring 2017)
- Jurisdictions to work through coordinating committees to nominate call for projects submissions (June-July 2017)
- 2018 RTP transportation equity assessment (Fall 2017)
- Results and refinement period (Winter 2017/2018)

This committee would not be meeting again until September 2017, when early results of the 2018 RTP transportation equity system evaluations are known. Encouragement was given to stay engaged with

partners and agencies through the RTP process. There will be a monitoring process with further comparisons in next cycles. And information will be available online. Ms. Cho thanked the members for their efforts and time with this work.

Adjourn

There being no further business, meeting was adjourned at 3:55 p.m. by Cliff Higgins.

Meeting summary respectfully submitted by
Marie Miller, Administrative Specialist

Attachments to the Record:

Item	Topic	Document Date	Description
1	Agenda	4/6/2017	April 6, 2017 meeting agenda
2	Handout	4/6/2017	2018 RTP System Evaluation Measures Methodologies
3	Handout	4/6/2017	Appendix 1.1 2018-2021 MTIP Projects, as of 1/2017
4	Memo	4/6/2017	Transportation Equity Assessment – 2018-2021 MTIP Draft Results
5	Memo	3/24/2017	Update on 2018 Regional Transportation Plan Call for Projects and draft Vision Statement
6	Meeting Summary	11/17/2016	2018 RTP Transportation Equity work group meeting summary of Nov. 17, 2016 meeting
7	Presentation	4/6/2017	PowerPoint Presentation of Meeting, April 6, 2017

Getting there



equitably

Transportation Equity Work Group Meeting #8 – 2018 RTP Goals, Objectives & Equity

Transportation Equity Work Group
June 28, 2017

Grace Cho, Transportation Equity Project Manager



Agenda Review

- Welcome, Introductions, Staff Updates
- Partner Updates
- Discussion of 2018 RTP Goals and Objectives
- Regional Transit Strategy
- Next Steps and Q&A

Introductions, Partner Updates, and Staff Updates



Tell us...

- Name and organization or community represented
- Who have you talked to and what feedback have you received?
- Interesting transportation equity related activity to note?

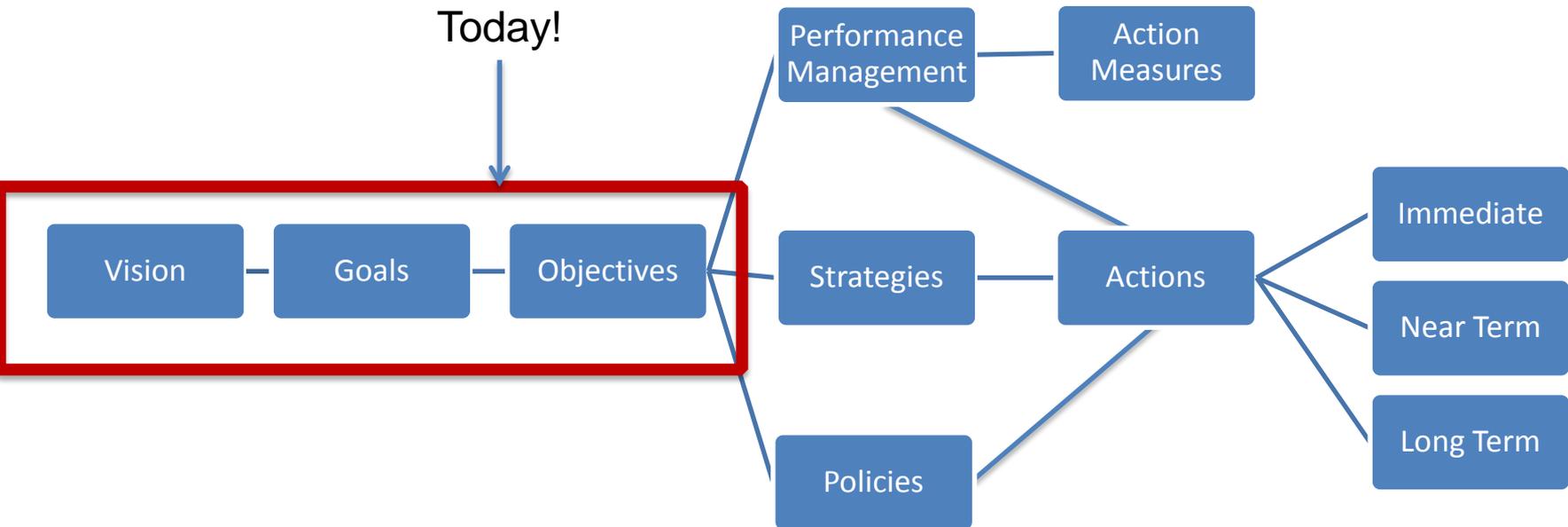
2018 RTP Outcomes-Based Framework

- Urban growth boundary
- County boundary



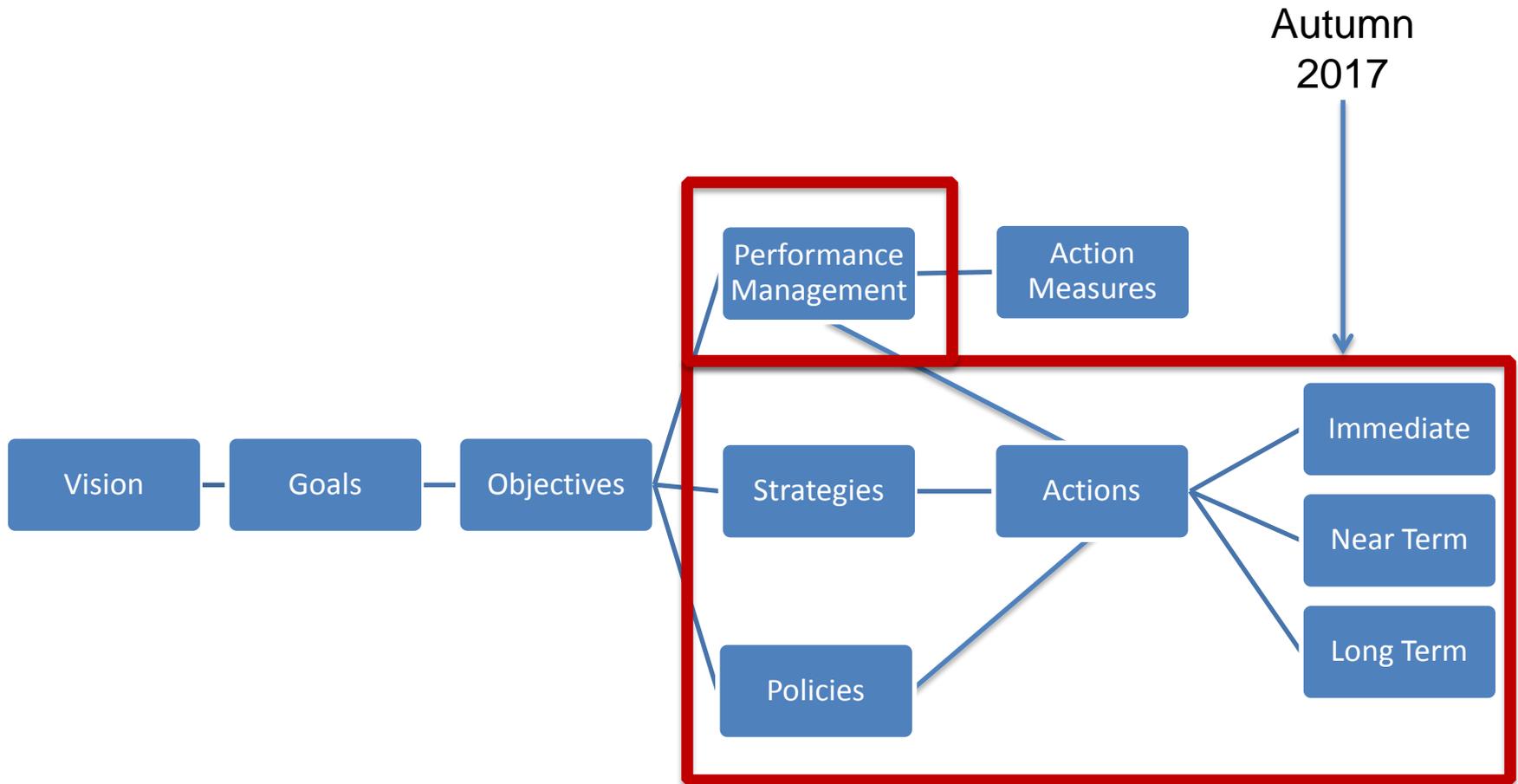
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Where we are...



See handout

Where we are headed...



See handout

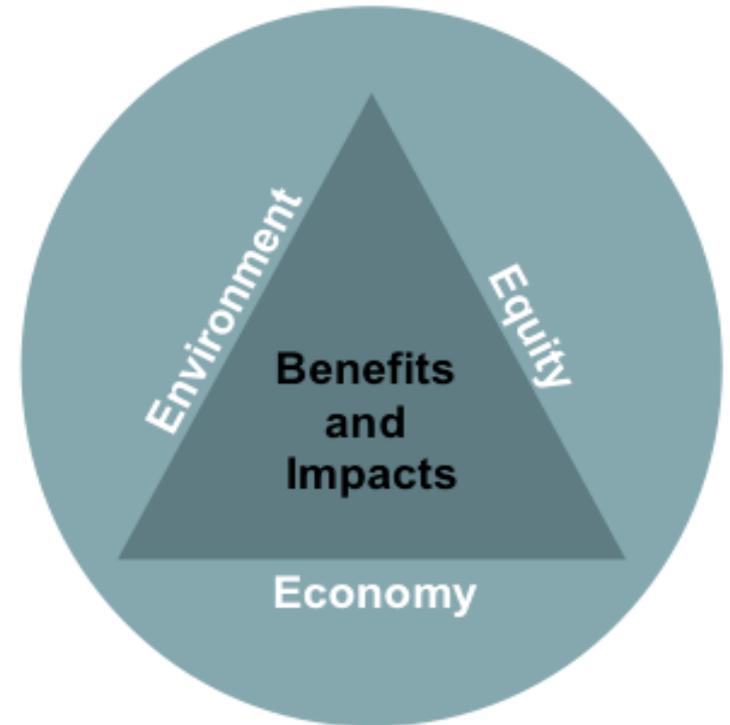
2018 RTP Vision

“In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.”

RTP Outcomes-Based Framework

- Established in 2010 RTP
- Three Legs of Sustainability: economy, environment, equity
- Balanced and Comprehensive

Outcomes-Based Framework



Framework Definition - Equity

Equity – Responsibility of the plan to the people of the region. The plan identified 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 that 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.

2018 RTP Goals

1. Foster vibrant communities and efficient urban form
2. Sustain economic competitiveness and prosperity
3. Expand transportation choices
4. Emphasize efficient management of the transportation system
5. Enhance safety and security
6. Promote environmental stewardship
7. Enhance public health
8. Demonstrate leadership on reducing greenhouse gas emissions
9. **Ensure equity**
10. Ensure fiscal stewardship
11. Deliver accountability

2018 RTP Goal – Equity

The benefits and adverse impacts of regional transportation planning, programs and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.

2018 RTP Objectives – Equity

- **Objective 9.1 Environmental Justice** – Ensure benefits and impacts of investments are equitably distributed by population demographics and geography.
- **Objective 9.2 Coordinated Human Services Transportation Needs** – Ensure investments in the transportation system provide a full range of affordable options for people with low income, elders and people with disabilities consistent with the Coordinated Transportation Plan.

2018 RTP Objectives – Equity

- **Objective 9.3 Housing Diversity** – Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.
- **Objective 9.4 Transportation and Housing Costs**– Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined.

Transportation Equity Priorities

Prioritization

Accessibility

Health
Disparities

Meaningful
Engagement

Racial
Equity

Transportation
Safety

Affordability

Involuntary
Displacement

Enforcement

Discussion Questions

1. Does focusing on transportation safety, affordability, and accessibility remain as top priorities to address equitable outcomes?
2. *Equity* definition: What works? What is missing? Are safety, access, and affordability characterized well enough?
3. RTP equity goal and objectives: What works? What is missing? Do they talk to each other? Are safety, access, and affordability characterized well enough?

Regional Transit Strategy

- Urban growth boundary
- County boundary



0 Miles 10

2018 RTP Components & Equity



Finance

Updates
TBD



Design



Freight

THIS
Month!



Transit

September



Safety

Sept. & Oct.



Performance

Fall/Winter
2017 & 2018



Policy actions

Next Steps

- **September –**
 - Continue discussion of RTP goals & objectives
 - Layer in performance management
 - Update on Regional Transportation Safety Action Plan
 - TENTATIVE: Roll out early results of the 2018 RTP transportation equity system evaluation
 - Discussion of preliminary findings and recommendations

Next Steps

- **October –**
 - Continue discussion of RTP performance management
 - Layer in strategies and actions
 - Roll out results of the 2018 RTP transportation equity system evaluation
 - Discussion of preliminary findings and recommendations for the refinement period

Questions and Answers

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



Homework



1. Report back to your people!
 - How can I help?
2. Send feedback/additional thoughts on goals & objectives
3. Stay connected to the 2018 RTP update
 - Participate in the call-for-projects from June 1 – July 21.
4. Next Meeting is September 15th!

RTP Outcomes-Based Planning Framework

Key terms and definitions

Vision – *What are we trying to achieve?*

- Provides strategic direction for investment and policy decisions.
- The RTP vision statement is an aspirational description of what we would like to achieve in the long-term.
- RTP network maps express the vision for that part of the transportation system and directs where investments are made to address needs and complete that part of the system.

Goals – *What outcomes are we trying to achieve?*

- Provide strategic direction for investment and policy decisions.
- A goal is a broad statement that describes a desired end state that will help achieve our vision.
For example: A safe transportation system.

Objectives – *How do we achieve our goals?*

- Describe how a goal can be accomplished.
For example: Reduce fatalities and serious injuries for all modes.
- An ideal objective is often described as SMART (specific, measurable, agreed-upon, realistic, time-bound)
 - **Specific** – The objective provides sufficient specificity to guide formulation of viable approaches (e.g., strategies and/or actions) to achieve the objective without dictating the approach.
 - **Measurable** – The objective facilitates quantitative evaluation, saying how many or how much should be accomplished. Tracking progress toward meeting an objective enables an assessment of effectiveness of strategies/actions and investments.
 - **Agreed** – Planners, operators, and relevant planning participants come to a consensus on a common objective.
 - **Realistic** – The objective can reasonably be accomplished within the limitations of resources and other demands. The objective may require substantial coordination, collaboration, and investment to achieve.
 - **Time-Bound** – The objective identifies a timeframe within which it will be achieved (e.g., "by 2040").

Are the RTP objectives SMART?

- **Specific** – is the desired outcome clearly written?
- **Measurable** – can it be measured quantitatively and evaluated?
- **Agreed** – was there consensus among partners?
- **Realistic** – can it reasonably be accomplished?
- **Time-Bound** – was a timeframe identified to achieve goal?

Performance Measures and Targets – *How we know if we are meeting our objectives*

- A **performance measure** is a metric used to assess progress toward meeting an objective.
- Performance measures can be used to compare different investment or policy alternatives and can be used to track actual performance over time.
Examples: Number of fatalities by mode, fatality rate per vehicle mile traveled

June 27, 2017

- A **target** is a specific level of performance that is desired to be achieved within a certain timeframe. A target can be used as a basis for comparing progress over time to a desired outcome or for making decisions on investments.
- *Example: By 2035, eliminate transportation related fatalities and serious injuries for all users of the region's transportation system, with a 16% reduction by 2020 (as compared to the 2015 five year rolling average) and a 50% reduction by 2025.*
- Performance targets can describe the intended direction (e.g., reduce, increase, maintain) for each measure, and/or identify specific targets (numerical levels) to attain.
- Used as feedback in the decision-making process.

DRAFT

RTP Goal: Ensure Equity

The benefits and adverse impacts of regional transportation planning, programs and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.

What agrees with you?

What is missing?

Objective 9.1 Environmental Justice

– Ensure benefits and impacts of investments are equitably distributed by population demographics and geography.

Objective 9.2 Coordinated Human Services Transportation Needs – Ensure investments in the transportation system provide a full range of affordable options for people with low income, elders and people with disabilities consistent with the Coordinated Transportation Plan.

Objective 9.3 Housing Diversity – Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.

Objective 9.4 Transportation and Housing Costs – Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined.

What agrees with you?

What is missing?

RTP Framework Definition: Equity

Responsibility of the plan to the people of the region. The plan identified 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 that 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.

What agrees with you?

What is missing?

The Bus Layover/Bike Parking Lot

Brainstormed ideas of implementation strategies and actions



Metro

Getting there



by transit

Regional Transit Strategy

a component of the 2018 RTP

Transportation Policy Alternatives Committee
April 28, 2017

Today's presentation...

Background on the Regional Transit Strategy

Regional Transit policy framework and vision

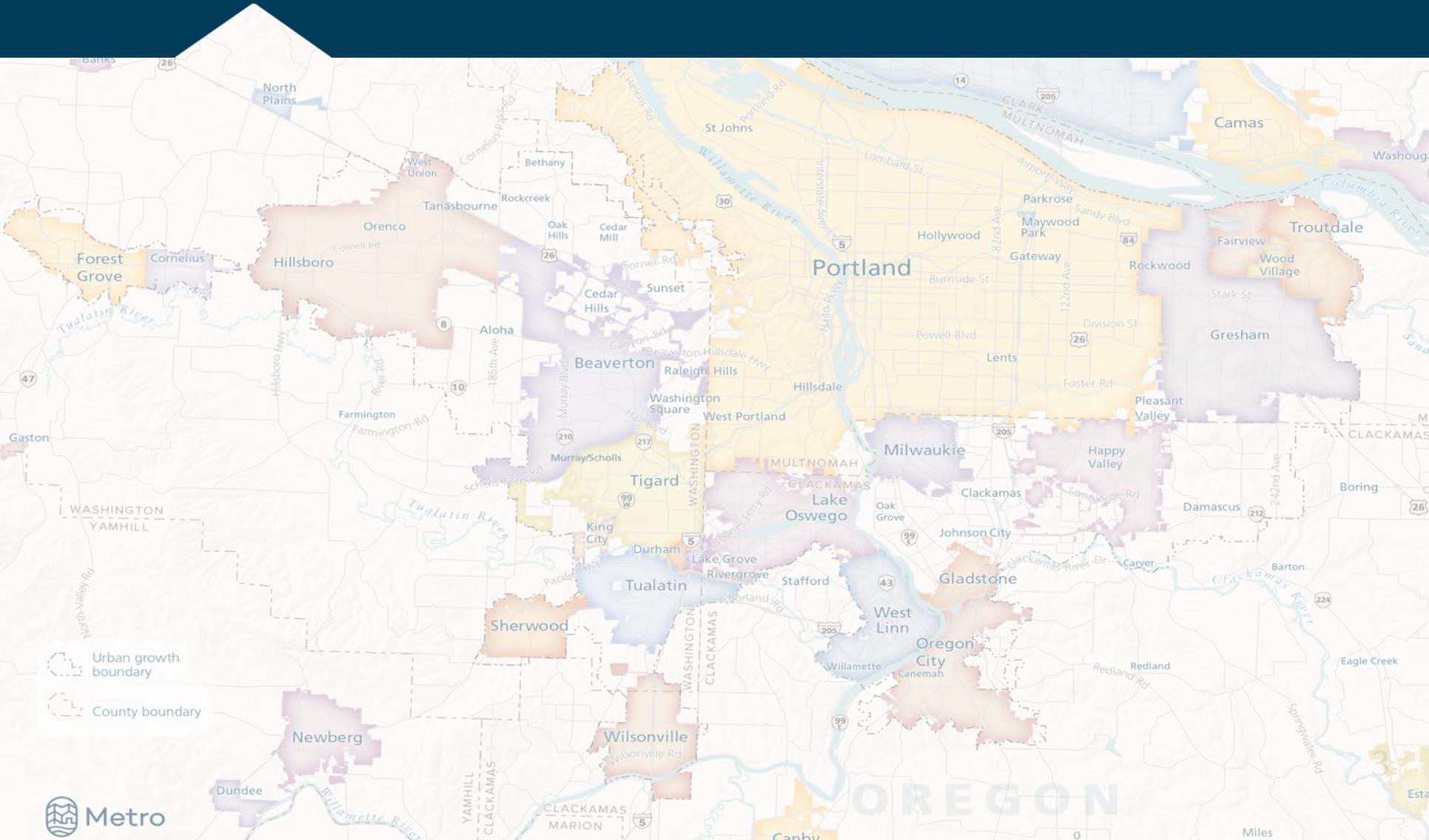
Building the Regional Transit Strategy

Transit supportive elements

Transit system expansion policy (discussion item)



Background...



Regional Transit Strategy objectives

- Implement the 2040 Growth Concept and Climate Smart Strategy
- Update RTP transit-related policies and performance measures
- Update and consolidate the current Regional Transit Network Map and High Capacity Transit Map
- Update the Transit System Expansion Policy
- Recommend a coordinated strategy for future transit investments and identify potential partnerships, strategies and funding sources for implementation.

Regional Transit Strategy

Collaborative effort

Building off past efforts

Path towards implementation

Transit component of the RTP



General Transit Work Group Members	Regional Transit Providers
<p>April Bertelsen, City of Portland</p> <p>Dan Bower, Portland Streetcar Inc</p> <p>Dwight Brashear, SMART</p> <p>Karen Buehrig, Clackamas County</p> <p>Mike Coleman, Port of Portland</p> <p>Karyn Criswell, ODOT</p> <p>Chris Deffebach, Washington County</p> <p>Dawn Emerick, Clackamas County</p> <p>Scott France, Clackamas County</p> <p>Roger Hanson, CTRAN</p> <p>Eric Hesse, TriMet</p> <p>Jay Higgins, City of Gresham</p> <p>Jon Holan, City of Forest Grove</p> <p>Nancy Kraushaar, City of Wilsonville</p> <p>Mauricio LeClerc, City of Portland</p> <p>Kate McQuillan, Multnomah County</p> <p>Alex Page, Ride Connection</p> <p>Luke Pelz, City of Beaverton</p> <p>Gregg Snyder, City of Hillsboro</p> <p>Charlie Tso, City of Wilsonville</p> <p>Dyami Valentine, Washington County</p> <p>Dayna Webb, City of Oregon City</p>	<p>Dan Bower, Portland Streetcar Inc</p> <p>Dwight Brashear, SMART</p> <p>Teresa Christopherson, Clackamas County</p> <p>Karyn Criswell, ODOT</p> <p>Roger Hanson, CTRAN</p> <p>Eric Hesse, TriMet</p> <p>Andi Howell, City of Sandy, Sandy Area Metro</p> <p>Shirley Lyons, South Clackamas Transportation District</p> <p>Luke Norman, Clackamas Community College</p> <p>Alex Page, Ride Connection</p> <p>Cynthia Thompson, Yamhill County</p> <p>Julie Wehling, Canby Area Transit</p>

Regional Transit Vision



“The greatest barriers to the use of public transportation are time and reliability. If people can’t count on transit to get them there at a specific time, they’re not going to use it.”

–Adria Decker Dismuke, Milwaukee resident

oregonmetro.gov

MAKING A GREAT PLACE
Metro

Climate Smart Strategy
for the Portland metropolitan region

oregonmetro.gov/climatestrategy **2014**



2040 Growth Concept Map

September 2014

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors are appreciated.

The Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in December 1995 through the Region 2040 planning and public involvement process. This concept is intended to provide long-term growth management of the region.

The map highlights elements of parallel planning efforts including: the 2035 Regional Transportation Plan that outlines investments in multiple modes of transportation, and a commitment to local policies and investments that will help the region better accommodate growth within its centers, corridors and employment areas.

For more information on these initiatives, visit <http://www.oregonmetro.gov/2040>

- Central city
- Employment land
- Existing high capacity transit
- Neighboring cities
- Regional center
- Parks and natural areas
- Planned high capacity transit
- Airports
- Town center
- Neighborhood
- Proposed high capacity transit tier 1
- Intercity rail terminal
- Station communities
- Rural reserve
- Mainline freight
- Main streets
- Urban reserve
- High speed rail
- Corridors
- Urban growth boundaries
- County boundaries

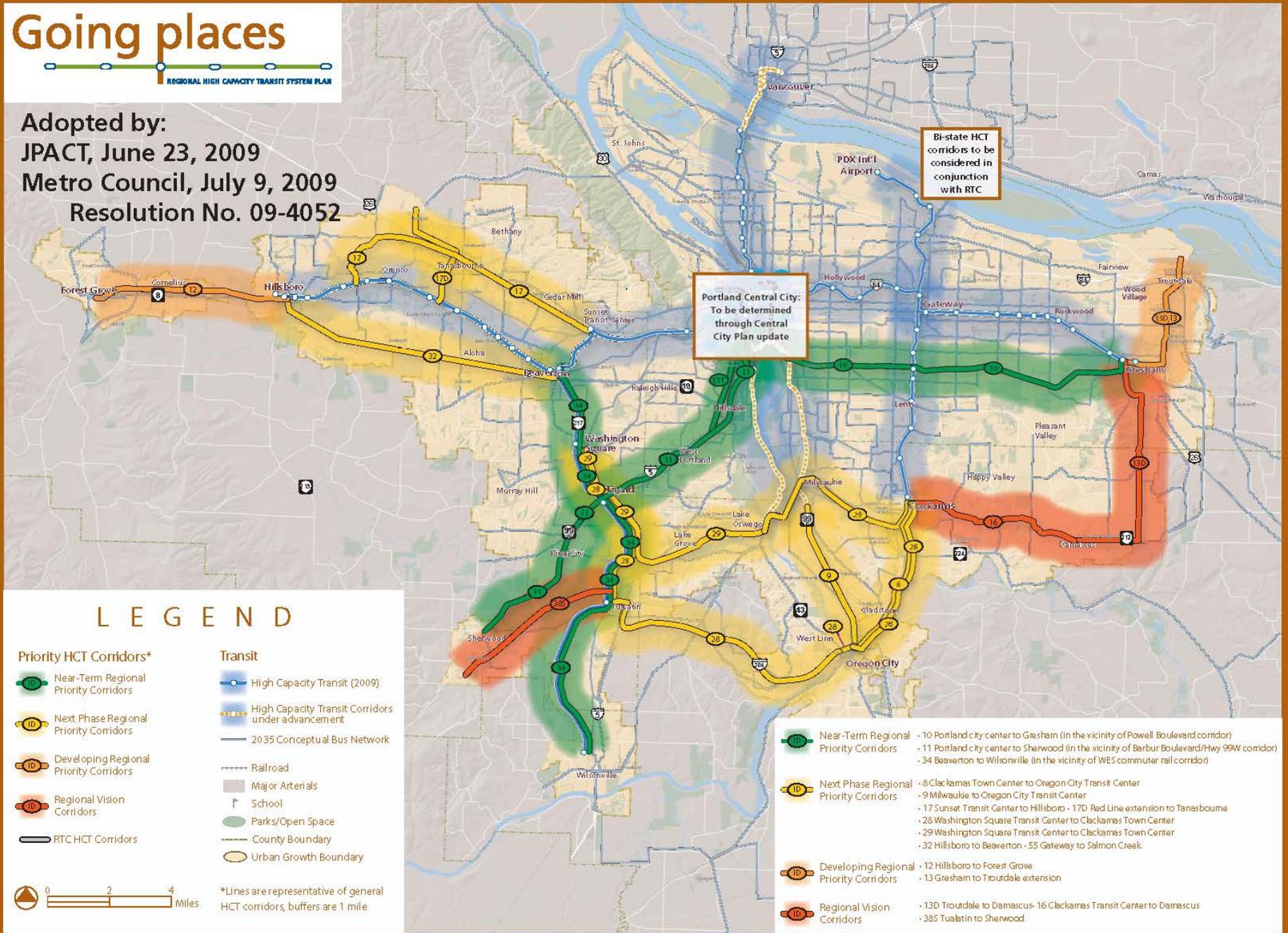


Going places



REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

Adopted by:
JPACT, June 23, 2009
Metro Council, July 9, 2009
Resolution No. 09-4052



Bi-state HCT corridors to be considered in conjunction with RTC

Portland Central City: To be determined through Central City Plan update

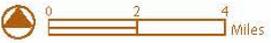
LEGEND

Priority HCT Corridors*

- Near-Term Regional Priority Corridors
- Next Phase Regional Priority Corridors
- Developing Regional Priority Corridors
- Regional Vision Corridors
- RTC HCT Corridors

Transit

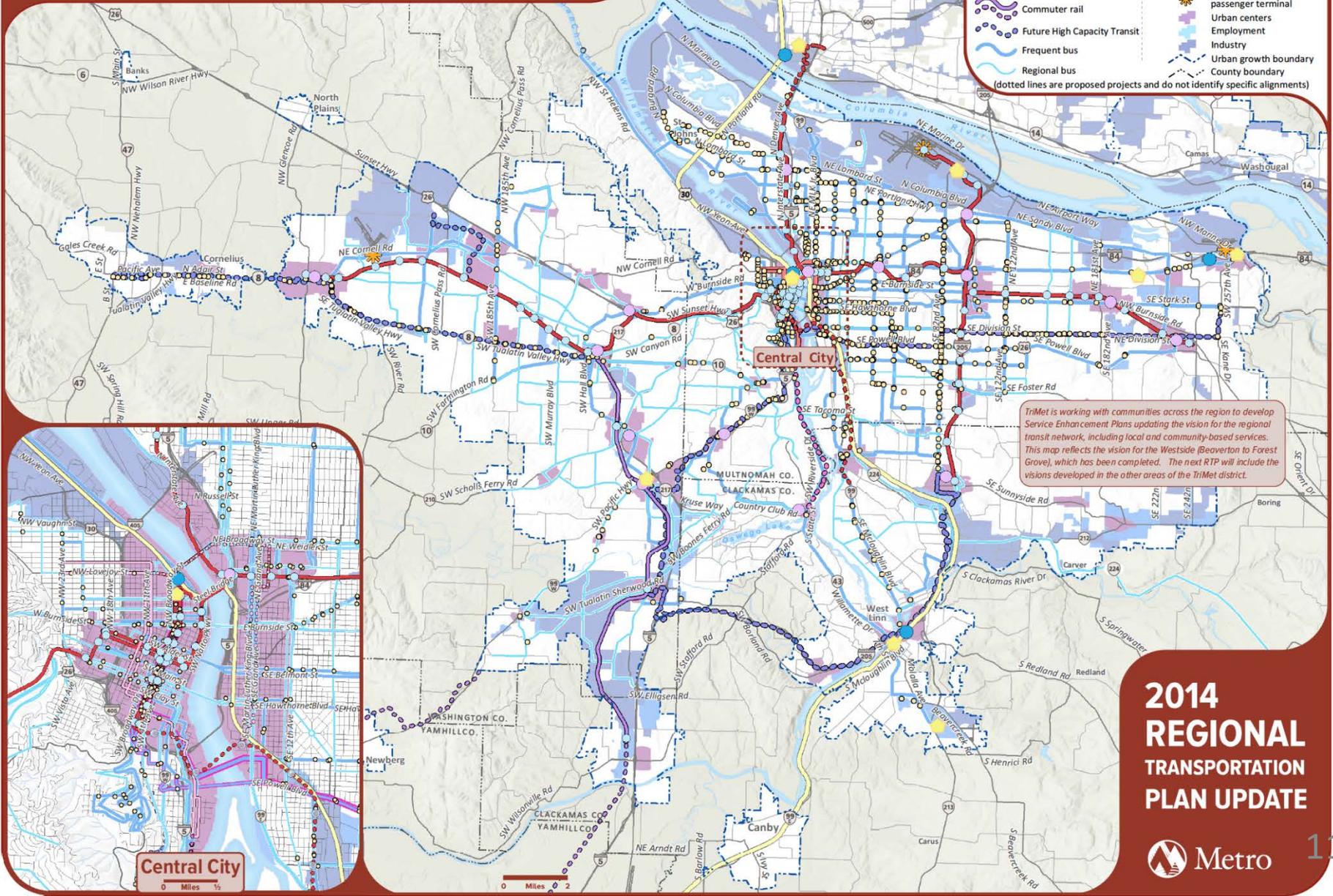
- High Capacity Transit (2009)
- High Capacity Transit Corridors under advancement
- 2035 Conceptual Bus Network
- Railroad
- Major Arterials
- School
- Parks/Open Space
- County Boundary
- Urban Growth Boundary



*Lines are representative of general HCT corridors, buffers are 1 mile

- Near-Term Regional Priority Corridors
 - 10 Portland city center to Gresham (in the vicinity of Powell Boulevard corridor)
 - 11 Portland city center to Sherwood (in the vicinity of Barbur Boulevard/Hwy 99W corridor)
 - 34 Beaverton to Wilsonville (in the vicinity of WES commuter rail corridor)
- Next Phase Regional Priority Corridors
 - 8 Clackamas Town Center to Oregon City Transit Center
 - 9 Milwaukie to Oregon City Transit Center
 - 17 Sunset Transit Center to Hillsboro
 - 17D Red Line extension to Tanasbourne
 - 28 Washington Square Transit Center to Clackamas Town Center
 - 29 Washington Square Transit Center to Clackamas Town Center
 - 32 Hillsboro to Beaverton
 - 55 Gateway to Salmon Creek
- Developing Regional Priority Corridors
 - 12 Hillsboro to Forest Grove
 - 13 Gresham to Troutdale extension
- Regional Vision Corridors
 - 13D Troutdale to Damascus
 - 16 Clackamas Transit Center to Damascus
 - 385 Tualatin to Sherwood

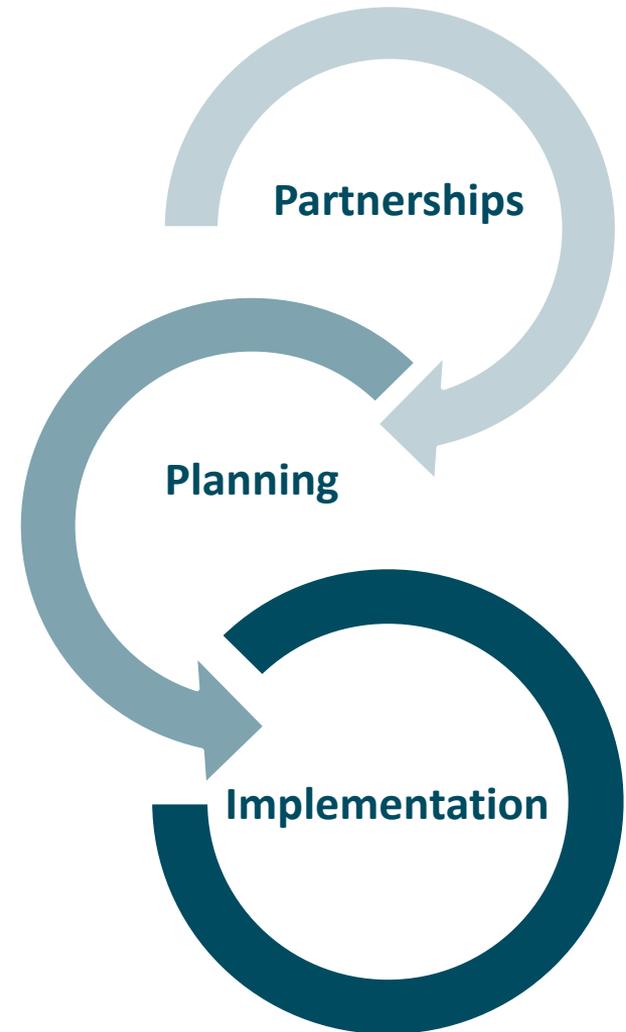
Regional Transit Network



TriMet is working with communities across the region to develop Service Enhancement Plans updating the vision for the regional transit network, including local and community-based services. This map reflects the vision for the Westside (Beaverton to Forest Grove), which has been completed. The next RTP will include the visions developed in the other areas of the TriMet district.

Regional Transit Vision

To make transit more frequent, convenient, accessible and affordable for everyone



Make transit more frequent ...

Implement transit providers service plans

Invest in capital improvements

Implement TriMet's Coordinated Transportation Plan

Coordinate with local and regional land use and transportation visions



Make transit more convenient ...

Implement transit providers service plans

Invest in capital improvements

Invest in maintenance and bottlenecks

Improve connections

Implement/coordinate the HOP Fastpass

Invest in transit technology

Expand policies to increase transit usage

Improve route and schedule information



Make transit more accessible ...

Provide/coordinate safe walking and biking to transit

Provide new transit connections

Enhance access to jobs and other daily needs

Coordinate shared mobility and ride-sourcing

Coordinate transit-oriented development and Equitable Housing strategies

Coordinate local and regional land use and transportation visions

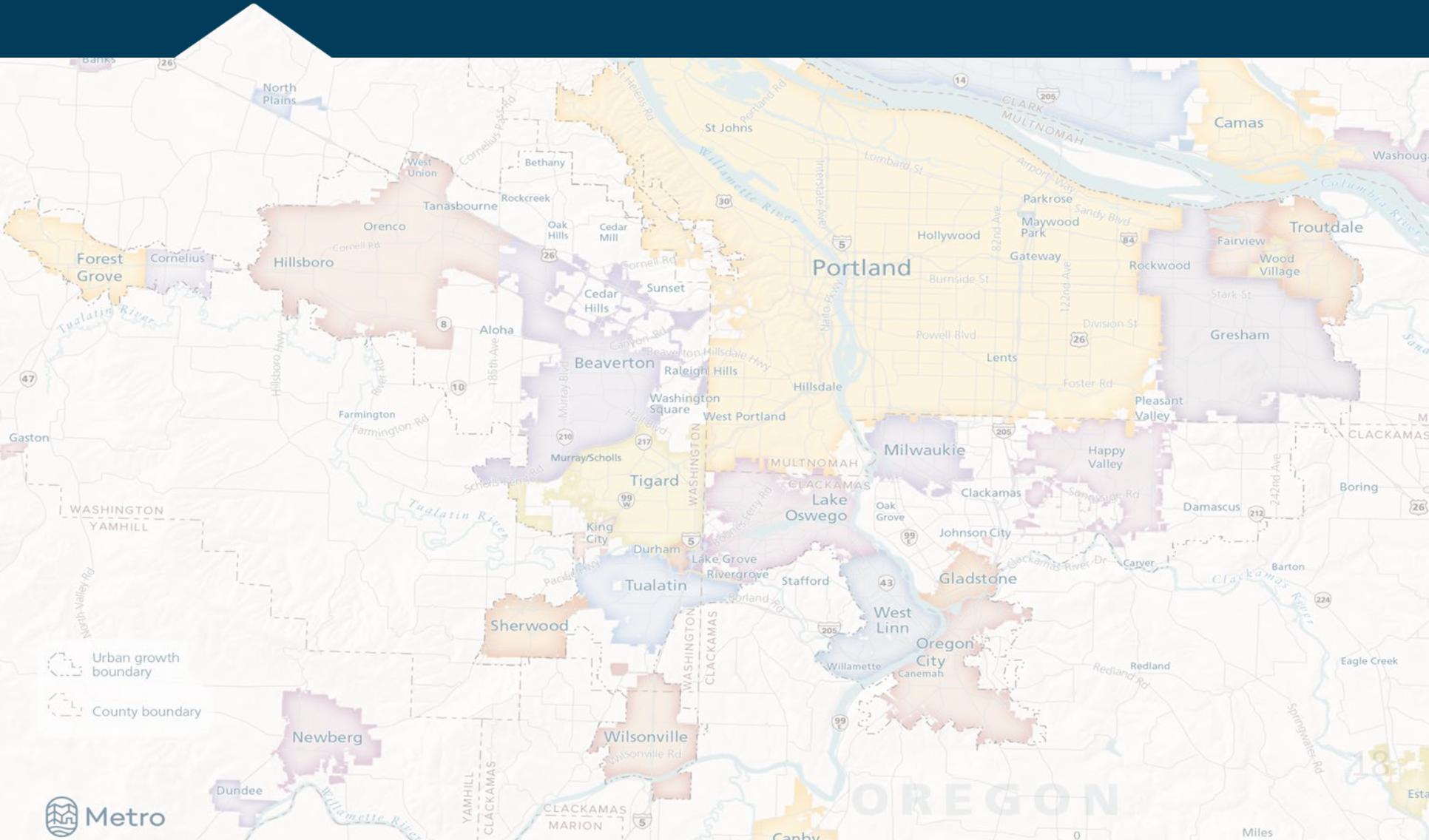


Make transit more affordable ...

- Implement the low-income fare TriMet/Metro Task Force recommendation
- Expand transit payment options
- Expand student pass program



Building the 2018 transit strategy



New Concept emerging: Enhanced Transit corridors

Transit capital and operating partnerships:

- Increase capacity and reliability where needed
- Relatively low-cost to construct, context-sensitive, and able to be deployed more quickly

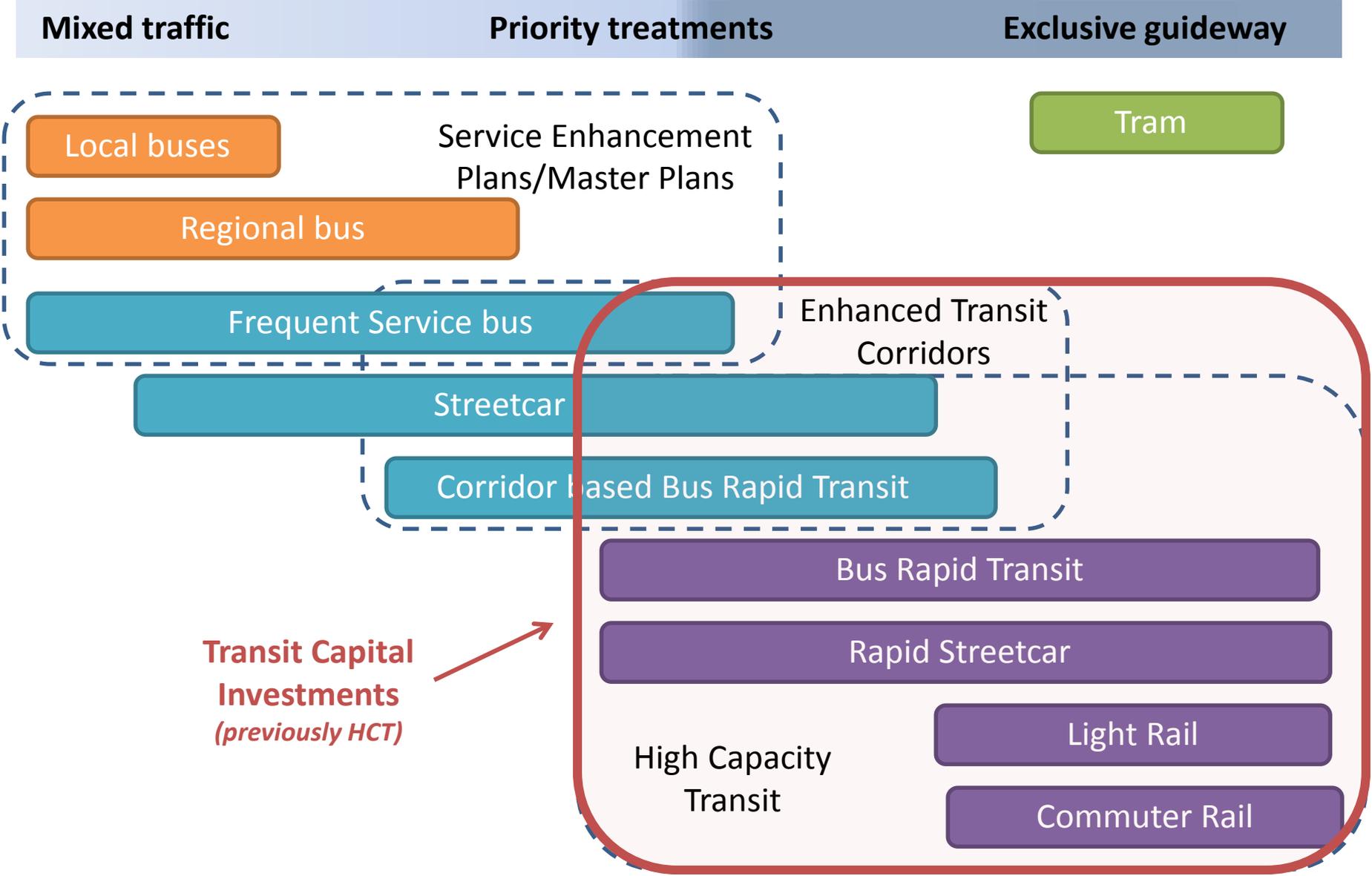


High Capacity Transit

*“To carry high volumes of passengers quickly and efficiently from one place to another. Other defining characteristics of HCT service include the ability to **bypass traffic and avoid delay** by operating in exclusive or semi-exclusive rights of way, **faster** overall travel speeds due to wide station spacing, **frequent** service, **transit priority** street and signal treatments, and **premium station and passenger amenities.**”*

Metro, 2035 Regional High Capacity Transit System Plan, 2009.

REGIONAL TRANSIT SPECTRUM

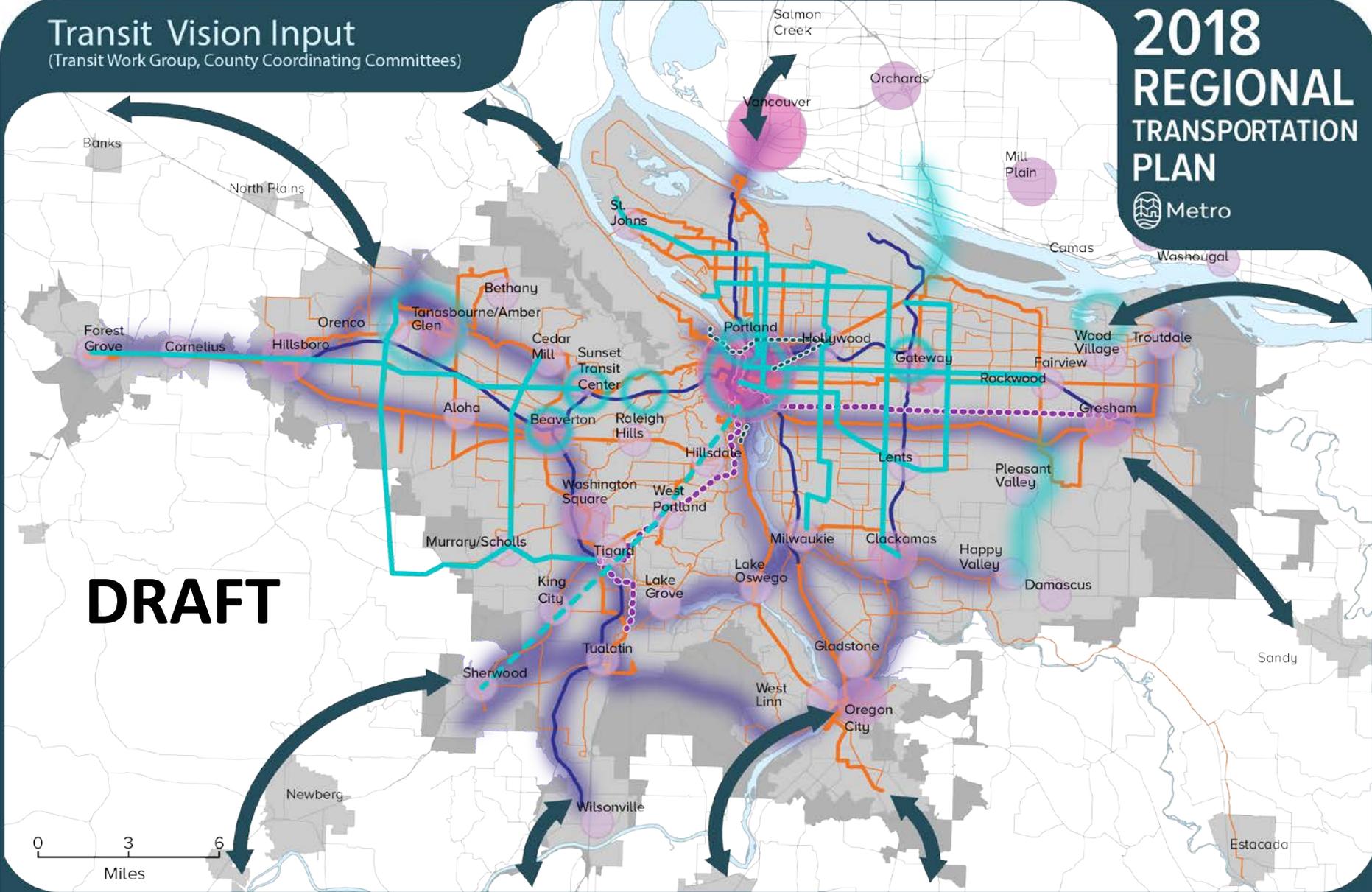


Transit Capital Investments
(previously HCT)

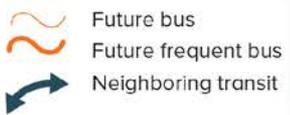
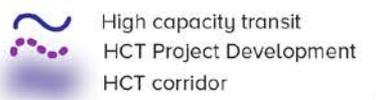
Transit Vision Input

(Transit Work Group, County Coordinating Committees)

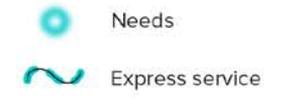
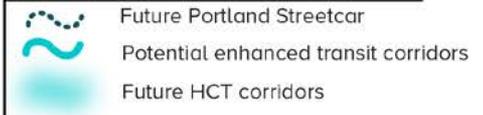
2018 REGIONAL TRANSPORTATION PLAN



DRAFT



Transit Workgroup suggestions 2/23/17



Transit supportive elements

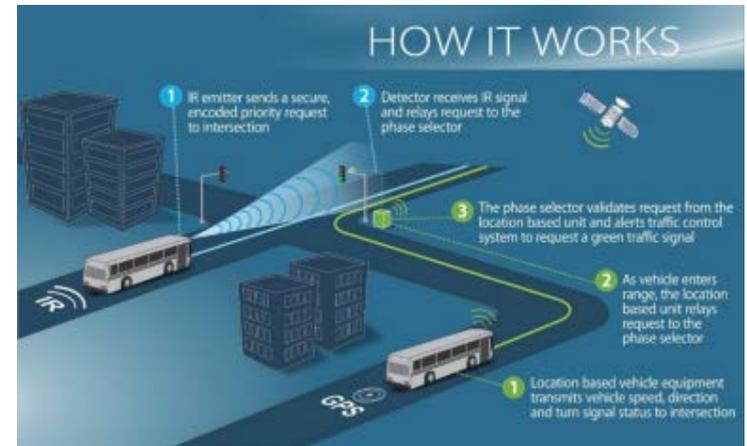
Shared Mobility



Programs, policies and plans



Technology



Access to transit



Transit System Expansion Policy

Updating the Transit System Expansion Policy:

Apply to projects seeking federal FTA Capital Investment Grant (CIG) funding (commuter rail, light rail, BRT, corridor-based BRT, streetcar...)

Simplify existing criteria

Guide the decision-making process for transit capital project prioritization



Transit System Expansion Policy

Assessment:

Mobility and ridership

Land use supportive and market potential

Cost effectiveness

Equity benefit

Environmental benefit

Readiness:

Commitment/partnerships

FTA competitiveness



Transit assessment

Transit evaluation criteria	Project readiness criteria
<p>Mobility and ridership</p> <ul style="list-style-type: none">• Current and/or future ridership• Transit rider travel time benefit <p>Land use supportiveness and market potential</p> <ul style="list-style-type: none">• Land use supportiveness• Supportiveness of urban form• Enhances connection to and between 2040 Growth Areas• Rebuilding/redevelopment opportunity <p>Cost effectiveness</p> <ul style="list-style-type: none">• Operating costs (per rider)• Capital costs (per rider) <p>Equity benefit</p> <ul style="list-style-type: none">• Low income access to jobs and services <p>Environmental benefit</p> <ul style="list-style-type: none">• Reduction in emissions	<p>Funding potential</p> <ul style="list-style-type: none">• FTA scoring assessment <p>Local commitment and partnership</p> <ul style="list-style-type: none">• Document local and community support• Adopted transit supportive population and employment growth aspirations• Partnerships with agencies and municipalities• Displacement analysis and partnership, policies and tools• Feasibility assessment to evaluate level of agreement with roadway owners and right of way assumptions

Equity benefit methodology

Align with RTP System Performance Measure: Utilize the same methodology as the Job Access measure.

- Does project serve areas with large concentrations of historically marginalized communities?
- Does the project link people to Community Places and Jobs ?

During testing phase, consider if this measure is sufficient to indicate if there are populations on the corridor we want to serve

Local commitments/partnerships

Displacement analysis and partnership, policies and tools:

- Has the local jurisdiction reached out to the communities most impacted/benefit?
- Has the local jurisdiction developed partnerships with the community based organizations?
- Is there a policy or tools in place?

Discussion/feedback

Assessment/readiness	Planning/project development
<i>To be considered early on in the process before planning starts on the project?</i>	<i>To be considered during the planning and project development phases of a project?</i>

Next steps

Testing the assessment and readiness criteria **this summer** with the RTP Call for Projects.

Updating the transit network/vision map **this summer/fall**

Updating the transit related policies **this fall**

Updating the system expansion policy **this summer/fall**



CIRCA
1978

Riders boarding bus
at 5th & Morrison

Thank you



2018 RTP UPDATE | Council and Regional Advisory Committees Briefings (dates are subject to change)



www.oregonmetro.gov/rtp

2017	January	February	March	April	May
Council		Feb. 14 <ul style="list-style-type: none"> Building the RTP Investment Strategy* Feb. 28 <ul style="list-style-type: none"> Vision Zero and Regional Safety Plan 		April 11 <ul style="list-style-type: none"> Regional Transit Strategy 	May 2 <ul style="list-style-type: none"> Building the RTP Investment Strategy* May 9 <ul style="list-style-type: none"> Regional Freight Strategy May 30 <ul style="list-style-type: none"> Direction on building the RTP Investment Strategy*
JPACT	Jan. 19 <ul style="list-style-type: none"> Report back on RLF 3 			April 20 <ul style="list-style-type: none"> Building the RTP Investment Strategy* First discussion Vision Zero and Regional Safety Plan 	May 18 <ul style="list-style-type: none"> Building the RTP Investment Strategy* Rec'd to Council
MPAC	Jan. 25 <ul style="list-style-type: none"> Report back on RLF 3 	Feb. 22 <ul style="list-style-type: none"> Building the RTP Investment Strategy* First discussion 		April 12 <ul style="list-style-type: none"> Vision Zero and Regional Safety Plan April 26 <ul style="list-style-type: none"> Building the RTP Investment Strategy* 	May 10 <ul style="list-style-type: none"> Regional Freight Strategy Building the RTP Investment Strategy* Rec'd to Council
TPAC	Jan. 27 <ul style="list-style-type: none"> Call for Projects Update Evaluation Framework <ul style="list-style-type: none"> System measures Transportation equity analysis Vision Zero and Safety Plan 	Feb. 24 <ul style="list-style-type: none"> Building the RTP Investment Strategy* 	March 31 <ul style="list-style-type: none"> Project evaluation Call for Projects Funding Targets 	April 28 <ul style="list-style-type: none"> Building the RTP Investment Strategy* Rec'd to JPACT 	May 26 <ul style="list-style-type: none"> RTP Revenue Forecast update Call for Projects update Regional Freight Strategy
MTAC		Feb. 1 <ul style="list-style-type: none"> Vision Zero and Regional Safety Plan Feb. 15 <ul style="list-style-type: none"> Evaluation Framework <ul style="list-style-type: none"> System measures Transportation equity 	March 15 <ul style="list-style-type: none"> Building the RTP Investment Strategy* Regional Transit Strategy Regional Freight Strategy 	April 19 <ul style="list-style-type: none"> Project evaluation Building the RTP Investment Strategy* 	May 3 <ul style="list-style-type: none"> Building the RTP Investment Strategy* Rec'd to MPAC

* RTP Investment Strategy Policy and Evaluation Framework and Funding Level

2018 RTP UPDATE | Council and Regional Advisory Committees Briefings (dates are subject to change)



www.oregonmetro.gov/rtp

2017	June	July-August	September-October	November	December
Council		August 8 (requested) <ul style="list-style-type: none"> Work plan for digital mobility policy 	Sept. 26 (requested) <ul style="list-style-type: none"> Project update Transportation resiliency 		Dec. 12 (requested) <ul style="list-style-type: none"> Draft RTP Investment Strategy findings update Policy review update RLF #4 background
JPACT		July 20 <ul style="list-style-type: none"> Regional Transit Strategy Regional Freight Strategy 	Sept. 21 <ul style="list-style-type: none"> Digital mobility policy Oct. 19 <ul style="list-style-type: none"> Project update Transportation resiliency 		
MPAC		July 12 <ul style="list-style-type: none"> Regional Transit Strategy 	Sept. 13 <ul style="list-style-type: none"> Digital mobility policy Oct. 11 <ul style="list-style-type: none"> Project update Transportation resiliency 		
TPAC	June 30 <ul style="list-style-type: none"> RTP work plan next steps Regional Transit Strategy Designing Livable Streets 	July 28 <ul style="list-style-type: none"> Call for Projects update Aug. 25 <ul style="list-style-type: none"> Regional Transit Strategy System Expansion Policy Digital mobility policy Draft RTP Constrained Revenue Forecast Report 	Sept. 29 <ul style="list-style-type: none"> Transportation resiliency Update on RTP Investment Strategy Regional mobility corridors Oct. 27 <ul style="list-style-type: none"> Policy review update Technical review drafts of modal/topical plans** 	Nov. 17 <ul style="list-style-type: none"> Draft RTP Investment Strategy findings Designing Livable Streets Technical review drafts of modal/topical plans** 	Dec. 15 <ul style="list-style-type: none"> Draft RTP Investment Strategy findings RLF #4 background Technical review drafts of modal/topical plans**
MTAC	June 21 <ul style="list-style-type: none"> 2018 RTP Call for Projects update Designing Livable Streets 	July 19 <ul style="list-style-type: none"> RTP work plan next steps Aug. 16 <ul style="list-style-type: none"> Regional Transit Strategy System Expansion Policy Digital mobility policy 	Sept. 20 <ul style="list-style-type: none"> Transportation resiliency Oct. 18 <ul style="list-style-type: none"> Update on RTP Investment Strategy Policy review update 	Nov. 1 <ul style="list-style-type: none"> Technical drafts of modal/topical plans** Nov. 15 <ul style="list-style-type: none"> Draft RTP Investment Strategy findings Technical drafts of modal/topical plans** Designing Livable Streets 	Dec. 6 <ul style="list-style-type: none"> Draft RTP Investment Strategy findings RLF #4 background

* RTP Investment Strategy Policy and Evaluation Framework and Funding Level

Updated 6/7/17

** This includes Regional Transit Strategy, Regional Freight Plan, Regional Safety Plan, Finance Plan, and updates to Active Transportation Plan, if needed

2018 RTP UPDATE | Technical Work Group Meetings

2017	Equity	Finance	Transit	Freight	Performance	Safety	Design	Policy
January			Jan. 25 1-3 p.m., Room 501, MRC			Jan. 24 9-11 a.m., Room 370A/B, MRC		
February			Feb. 23 1-3 p.m., Room 401, MRC	Feb. 6 3-5 p.m., Council chamber, MRC				
March		March 23 1-3 p.m., Room 401, MRC						
April	April 6 1-4 p.m. Room 401, MRC		April 26 1-3 p.m., Room 401, MRC			April 4 9-11 a.m. Room 270, MRC		
May			May 24 1-3 p.m., Room 401, MRC	May 17 1-3 p.m., Council chamber, MRC				
June	June 28 9 a.m.-noon, Room 401, MRC		June 27 1-3 p.m., Room 401, MRC				June 29 10 a.m.-noon Room 401, MRC	
July						July 27 9-11 a.m., Room 401, MRC		
August								
September	Sept. 15 9 a.m.-noon Room 401, MRC			TBD	Sept. 7 9-11 a.m., council chamber, MRC	Sept. 14 9-11 a.m., Room 401, MRC	Sept. 28 9-11 a.m. Room 401, MRC	
October	Oct. 20 9 a.m.-noon Room 401, MRC	Oct. 19 (tentative) 9-11 a.m., Room 401, MRC	TBD		Oct. 12 9-11 a.m., council chamber, MRC			Oct. 30 2-4 p.m. Room 501, MRC
November					Nov. 8 2-4 p.m., Room 401, MRC		Nov. 9 9-11 a.m. Room 401, MRC	
December								Dec. 4 2-4 p.m. Room 501, MRC

Meeting materials will be posted at oregonmetro.gov/rtp and oregonmetro.gov/calendar