

# Metro Policy Advisory Committee (MPAC) agenda

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Wednesday, July 12, 2017

5:00 PM

Metro Regional Center, Council chamber

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1. **Call To Order, Introductions, Chair Communications (5:00 PM)**
2. **Citizen Communications (5:10 PM)**
3. **Council Update (5:15 PM)**
4. **MPAC Member Communcation (5:20 PM)**
5. **Consent Agenda (5:25 PM)**
  - 5.1 Consideration of June 28, 2017 Minutes [17-4839](#)  
Attachments: [June 28, 2017 MPAC Minutes](#)
6. **Information/Discussion Items**
  - 6.1 Update on Equitable Housing Planning and Development Grants (5:30 PM) [COM 17-0036](#)  
Presenter(s): Emily Lieb, Metro  
Attachments: [MPAC Worksheet: Update on Equitable Housing Planning and Development Grants](#)  
[Summary of 2017-2018 Equitable Housing Grant Projects](#)
  - 6.2 Legislative Update (5:45 PM) [COM 17-0038](#)  
Presenter(s): Randy Tucker, Metro  
Attachments: [MPAC Worksheet: Legislative Update](#)
  - 6.3 2030 Regional Waste Plan Phase Values (6:00 PM) [COM 17-0035](#)  
Presenter(s): Marta McGuire, Metro  
Matt Korot, Metro  
Attachments: [MPAC Worksheet: 2030 Regional Waste Plan Phase Values](#)  
[2030 Regional Waste Plan Update](#)  
[2030 Regional Waste Plan Values](#)

- 6.4 2018 RTP: Introduction to the Regional Transit Strategy  
Vision (6:30 PM)

[COM 17-0037](#)

Presenter(s): Jamie Snook, Metro

Attachments: [MPAC Worksheet: 2018 RTP: Introduction to the Regional Transit Strategy](#)  
[Memo: Regional Transit Strategy Draft Policy Framework and Vision](#)

**8. Adjourn (7:00 PM)**

**Upcoming MPAC Meetings:**

- *Wednesday July 26, 2017*
- *Wednesday August 9, 2017*
- *Wednesday September 13, 2017*

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកម្មបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលកាមសំណើរបស់លោកអ្នក ។

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## 2017/2018 MPAC Work Program

*As of 7/3/17*

*Items in italics are tentative; **bold** denotes required items*

<p><b><u>Wednesday, July 12, 2017</u></b></p> <ul style="list-style-type: none"> <li>• Update on Equitable Housing Grant Project Scopes – Information/Discussion (Emily Lieb, Metro; 15 min)</li> <li>• Legislative Update – Information/Discussion (Randy Tucker, Metro; 15 min)</li> <li>• 2030 Regional Waste Plan Phase Values – Information/Discussion (Matt Korot and Marta McGuire, Metro; 30 min)</li> <li>• 2018 RTP: Regional Transit Strategy – Information/Discussion (Jamie Snook, Metro; 30 min)</li> </ul>	<p><b><u>Wednesday, July 26, 2017</u></b></p>
<p><b><u>Wednesday, August 9, 2017</u></b></p> <ul style="list-style-type: none"> <li>• Regional Business Food Scraps Policy Update – Information/Discussion (Jennifer Erickson/Pam Peck, Metro; 30 min)</li> <li>• Construction Career Pathways Project – Information/Discussion (Patty Unfred/Stephanie Soden, Metro; 30 min)</li> <li>• <i>HOLD: Continued ADU Discussion – Information/Discussion (Robert Liberty, PSU and Emily Lieb, Metro; 45 min)</i></li> </ul>	<p><b><u>Wednesday, August 23, 2017</u> – cancelled</b></p>
<p><b><u>Wednesday, September 13, 2017</u></b></p> <ul style="list-style-type: none"> <li>• 2018 RTP: Digital Mobility (Tyler Frisbee, Metro; 45 min)</li> <li>• <i>HOLD: City of Portland/PCRI Pathway 1000 Initiative Project Update – Information/Discussion (TBD; 45 min)</i></li> </ul>	<p><b><u>Wednesday, September 27, 2017</u></b></p> <ul style="list-style-type: none"> <li>• <i>What’s new in housing development around the region? (1/2) – Information/Discussion (2 city reps TBD; 60 min)</i></li> <li>• <i>Expectations for Cities Proposing Residential Urban Growth Boundary Expansions – Information/Discussion (Ted Reid, Metro; 30 min)</i></li> </ul>

<p><b><u>Wednesday, October 11, 2017</u></b></p> <ul style="list-style-type: none"> <li>• <i>Broker perspectives on residential market dynamics – Information/Discussion (TBD; 45 min)</i></li> <li>• <i>Expectations for cities proposing residential urban growth boundary expansions – Recommendation (Ted Reid, Metro; 30 min)</i></li> <li>• <i>2018 RTP: Project Update and Transportation Resiliency – Information/Discussion (Kim Ellis, Metro; 45 min)</i></li> </ul>	<p><b><u>Wednesday, October 25, 2017</u></b></p> <ul style="list-style-type: none"> <li>• <i>What's new in housing development around the region? (2/2) – Information/Discussion (3 city reps TBD; 45 min)</i></li> <li>• <i>Regional Funding/Investment Opportunities for Equitable Housing – Information/Discussion (Emily Lieb, Metro; 60 min)</i></li> </ul>
<p><b><u>Wednesday, November 8, 2017</u></b></p> <ul style="list-style-type: none"> <li>• Greater Portland Pulse Housing Data Hub (Liza Morehead and Sheila Martin, PSU Institute of Portland Metropolitan Studies; 45 min)</li> </ul>	<p><b><u>Wednesday, November 22, 2017 – cancelled</u></b></p>
<p><b><u>Wednesday, December 13, 2017</u></b></p> <ul style="list-style-type: none"> <li>• <i>Anti-Displacement Strategies: Panel Discussion (multiple; 90 min)</i></li> </ul>	<p><b><u>Wednesday, December 27, 2017 – cancelled</u></b></p>
<p><b><u>Wednesday, January 10, 2018</u></b></p>	<p><b><u>Wednesday, January 24, 2018</u></b></p>
<p><b><u>Wednesday, February 14, 2018</u></b></p>	<p><b><u>Wednesday, February 28, 2018</u></b></p>

**Upcoming events:**

- February 2018: RTP Regional Leadership Forum #4 (Finalizing Our Shared Plan for the Region)
- June 5 Equitable Housing Lunch and Learn- Transit-Oriented Development: Challenges and Opportunities for Affordable Housing

**Parking Lot:**

- Presentation on health & land use featuring local projects from around the region
- Greater Portland, Inc. update
- “Unsettling Profiles” presentation by Coalition of Communities of Color
- System development charges (SDCs)
- City of Portland inclusionary housing
- Economic Value Atlas



**METRO POLICY ADVISORY COMMITTEE (MPAC)**

Meeting Minutes

June 28, 2017

Metro Regional Center, Council Chamber

**MEMBERS PRESENT**

Sam Chase

Carlotta Collette

Denny Doyle (*1<sup>st</sup> Vice Chair*)

Jeff Gudman

Kathryn Harrington

Jerry Hinton

Gordon Hovies

Craig Prosser

Ty Stober

**ALTERNATES PRESENT**

Jennifer Donnelly

John Griffiths

Anthony Martin

**MEMBERS EXCUSED**

Betty Dominguez

Amanda Fritz

Mark Gamba (*Chair*)

Craig Prosser

**AFFILIATION**

Metro Council

Metro Council

City of Beaverton, Second Largest City in Washington County

City of Lake Oswego, Largest City in Clackamas County

Metro Council

City of Gresham

Tualatin Valley Fire and Rescue, Special Districts in Washington County

TriMet

City of Vancouver

**AFFILIATION**

Tualatin Valley Fire and Rescue, Special Districts in Washington County

City of Hillsboro, Largest City in Washington County

**AFFILIATION**

Citizen of Clackamas County

City of Portland

City of Milwaukie, Other Cities in Clackamas County

TriMet

**OTHERS PRESENT:** Adam Barber, Gretchen Buehner, Eric Hesse

**STAFF:** Elissa Gertler, Ernest Hayes, Miranda Mishan, Nellie Papsdorf, Megan Gibb, Lisa Miles, Rebecca Hamilton, Roger Alfred

**1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS**

MPAC 1<sup>st</sup> Vice Chair Denny Doyle called the meeting to order at 5:07 p.m.

**2. CITIZEN COMMUNICATIONS**

- *There was none.*

**3. COUNCIL UPDATE**

- Councilor Sam Chase discussed the expanded bond oversight committee which provides accountability for Metro. He explained that the committee had been expanded to include capital projects.
- Councilor Chase provided an update on the groundbreaking for the new Hyatt Regency Hotel, taking place on July 14<sup>th</sup>, 2017 at 10 a.m., north for the convention center MAX station.
- Councilor Jeff Gudman asked about the Status of the transportation package, Councilor Chase deferred to Ms. Elissa Gertler.
- Councilor Kathryn Harrington mentioned that Governor Brown made a statement saying she thought that it would b done soon. Councilor Gudman asked about the status of the three big projects in the package, including the Rose Quarter, 205, and 217. Councilor Colette responded, saying 217 was in, and the other two were in for possible design and engineering.

#### **4. MPAC MEMBER COMMUNICATION**

- Councilor Carlotta Collette updated the committee on the Stafford Urban Reserves five party agreement which was signed that day. Councilor Harrington emphasized the significance of the resolution of this issue.

#### **5. CONSENT AGENDA**

- **Consideration of May 10, 2017 Minutes**
- **Consideration of June 14, 2017 Minutes**
- *No quorum, consent agenda was not adopted*

#### **6. INFORMATION/DISCUSSION ITEMS**

##### **6.1 Delivering High Road Transportation Infrastructure**

1<sup>st</sup> Vice Chair Doyle discussed the purpose of the Regional Snapshot Speaker Series. He discussed some of the issues the region will face as the next round of RTP planning approaches. 1<sup>st</sup> Vice Chair Doyle explained that the RTP planning process was starting within the context of rising congestion and increasing market pressure on housing, and that MPAC wanted to explore how “taking the high road” would lead to a better quality of life. He introduced Ms. Dena Belzer from Strategic Economics.

*Key elements of the presentation included:*

Ms. Belzer discussed the definition of infrastructure, and it’s relevance with regard to an RTP. She explained the importance of looking at infrastructure as a whole system rather than in smaller parts. Ms. Belzer described the big picture approach to infrastructure as the “high road” approach, and explained the drawbacks of the typical “low road” approach. She explained that the high road approach is intended to add more community and environmental benefits based on a set of values.

Ms. Belzer explained specific differences between the two approaches to infrastructure, and noted that high road infrastructure expects each project to deliver benefits in four important areas, including environmental impacts, resiliency, socioeconomic factors, and governance and community accountability.

Ms. Belzer elaborated on the process of high road infrastructure, saying that when it comes to high road infrastructure, it is about the process rather than the tools or money. She added that it requires setting standards, defining the project, and finding funding. Ms. Belzer emphasized that the process of high road infrastructure is not linear, and there are not definite steps.

Ms. Belzer highlighted ways to find funding for high road infrastructure, noting that there no magic source of funding exists, and it is necessary to redefine the project to find different sources of funding. She added that there were ways to use overlapping goals and objectives of different projects in order to get funding. Ms. Belzer recommended using the movement of socially responsible investment to attract investors, because of the amplified impact of high road infrastructure.

Ms. Belzer described the multiple, iterative steps to “taking the high road” with regard to infrastructure. She highlighted the importance of these steps as non-linear. She discussed the importance of focusing on establishing a community framework, identifying HR project pipelines, and indentifying and screening funding sources. Ms. Belzer expressed the importance of setting performance standards and community driven outcomes, and cautioned against getting caught up in the long term planning aspects, and encouraged focusing on planning for who is on the ground today as opposed to in the future. She emphasized the importance of this step in terms of equity, recommending focusing on the project definition in order to avoid disconnect between who is being planned for and who is living in spaces today.

Ms. Belzer explained why standards are critical to the conversation about infrastructure. She highlighted the need for investors to be able to evaluate the project, and that standards were helpful with providing a benchmark against which the project was evaluated. Ms. Belzer expressed the importance of clarity on performance goals, because it is easy to mix-up language. She showed this with the example of “equity” and how it meant something different to different participants in the planning process.

Ms. Belzer spoke to the way that taking the high road gets us to take on the whole framework. She noted that persevering to make the numbers work is neither cheap nor easy, but redefining the project makes it easier. Ms. Belzer added that it was important to keep all partners at the table, and that it was not a one-party solution. She emphasized the need to keep the community in the loop and avoid the distance between planning and communities, and the need to plan for today rather than the future.

*Member discussion included:*

- Councilor Kathryn Harrington referred to the Southwest Corridor project in the region and asked Ms. Elissa Gertler how the ‘high-road’ is a part of Metro’s strategy for planning infrastructure. Ms. Gertler responded, saying that a lot of the planning process is being informed by the kind of work that Ms. Belzer does and the strategies she proposed. She added that a pilot effort was made on some of the projects in the RTP. Ms. Belzer expressed the importance of thinking about of thinking ahead then working backwards.



- Ms. Carrie MacLaren mentioned that the regional solutions center in the governor's office was looking at a new platform which allowed projects to be put in to a platform that investors and providers could see so they looked for project opportunities next to other projects being done in the locality, so that the process became more collaborative. She added that if it fit in to what Metro is doing she would work to bring it back and bring these ideas to MPAC. Ms. Belzer responded, and said that the high-road approach has implemented processes like these and that they have worked well.
- Mr. Ty Stober discussed a high-road project in Minneapolis and the foundation led efforts toward infrastructure in the twin cities. He added that he was looking forward to using the tools presented by Ms. Belzer to integrate more voices into the planning process. Ms. Belzer elaborated on the Minneapolis example, and explained that decisions were made in a coordinated way with regard to investments, and that people in the cities were satisfied.
- Councilor Carlotta Collette asked how the business community played into the 'high road' model. Ms. Belzer acknowledged the difficulty of this issue, and discussed the importance of setting standards that show specific outcomes so that investors know what they're getting out of their investment. She added that thinking about projects that are worth investing in is something that she had been working on, and thinking about investment was still in progress.
- Councilor Gudman suggested that the impact on private investors was being overemphasized because private investors would not be interested unless they would receive a return on the investment and their money back through user fees like tolling. Ms. Belzer noted the importance of differentiating between funding and financing.

## 7. CONSENT AGENDA

- **Consideration of May 10, 2017 Minutes**
- **Consideration of June 14, 2017 Minutes**

MOTION: Councilor Jeff Gudman moved and Mr. Jerry Hinton seconded to adopt the consent agenda.

*Member discussion included:*

- Mr. Gordon Hovies asked if the changes to the 5/10/2017 MPAC minutes had been made. Ms. Miranda Mishan confirmed that the changes had been made.

ACTION: With all in favor, the motion passed.

## ADJOURN

MPAC 1st Vice Chair Denny Doyle adjourned the meeting at 6:01PM.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "Miranda Mishan", is centered below the text. The signature is written in a cursive style with a horizontal line extending to the right.

Miranda Mishan  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JUNE 14, 2017**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
<b>6.1</b>	Presentation	6/28/2017	PowerPoint presentation on high road infrastructure	062817m-01

# MPAC Worksheet

**Agenda Item Title:** Update on Equitable Housing Planning and Development Grants

**Presenter:** Emily Lieb, Metro Planning and Development

**Contact for this worksheet/presentation:** Emily Lieb, [Emily.Lieb@oregonmetro.gov](mailto:Emily.Lieb@oregonmetro.gov), 503-797-1921

## **Purpose/Objective**

Provide information about project scopes for Equitable Housing Grants awarded by Metro Council in 2016 and request feedback from MPAC members about how best to share lessons learned and best practices generated through the projects.

## **Action Requested/Outcome**

Provide feedback on how to ensure that best practices and lessons learned from grant projects are shared, and how MPAC would like to be involved in that process.

## **What has changed since MPAC last considered this issue/item?**

In November 2016, Metro Council approved \$575,000 in funding from the Community Planning and Development Grant program to support seven projects focused on eliminating barriers to equitable housing development. This spring, Metro completed intergovernmental agreements (IGAs) for all seven local planning projects, which are now kicking off the consultant selection and advisory committee formation process.

## **What packet material do you plan to include?**

Summary of grant amounts/recipients, key activities, and anticipated outcomes for funded projects

## Summary of 2017-2018 Equitable Housing Grant Projects

Summary compiled based on project IGAs. Anticipated outcomes will be refined through identification of grant project performance measures, which will be submitted with mid-term progress reports. All projects include stakeholder engagement with a focus on traditionally underrepresented/underserved groups.

Grant / Jurisdiction	Project Name	Key Activities	Anticipated Outcomes	Anticipated Completion
\$100,000 Beaverton	Anti-Displacement Housing Strategy	<ul style="list-style-type: none"> <li>• Best practice research</li> <li>• Inventory of at-risk naturally occurring affordable housing and opportunity sites for new affordable housing</li> <li>• Identification/prioritization of funding mechanisms and program metrics/criteria</li> </ul>	<ul style="list-style-type: none"> <li>• Incentives for development and rehabilitation of affordable housing</li> <li>• Agreements to convert at least two at-risk properties to regulated affordable housing</li> <li>• Adoption of five year housing action plan, including new program resources</li> </ul>	July 2018
\$65,000 Milwaukie	Cottage Cluster Feasibility Analysis	<ul style="list-style-type: none"> <li>• Analysis of potential for cottage clusters to meet needs for affordable, workforce, senior, and special needs housing</li> <li>• Code audit to identify barriers to cottage clusters</li> <li>• Site specific feasibility analysis and conceptual design</li> </ul>	<ul style="list-style-type: none"> <li>• Property owner commitments, financial feasibility, and conceptual designs for at least one (and up to four) site(s)</li> <li>• Code changes to eliminate barriers to cottage cluster housing development</li> </ul>	June 2019
\$100,000 Oregon City	Code/Permitting Analysis and Educational Materials	<ul style="list-style-type: none"> <li>• Housing code/policy audit</li> <li>• Opportunity site identification for multifamily housing, duplex/triplex, and ADUs</li> <li>• Educational material development to support a range of housing types</li> </ul>	<ul style="list-style-type: none"> <li>• Code, policy, and permitting procedure updates to eliminate barriers to single-family, multifamily, and missing middle housing</li> <li>• Creation of educational materials, including opportunity site maps, developer checklists, and model ADU plans</li> </ul>	July 2018
\$100,000 Portland (partnership w/Tigard)	Southwest Corridor Equitable Housing Strategy	<ul style="list-style-type: none"> <li>• Affordable housing needs analysis</li> <li>• Inclusive community engagement of low-income tenants and communities of color</li> <li>• Research on best practices for implementation</li> <li>• Opportunity site identification</li> </ul>	<ul style="list-style-type: none"> <li>• Affordable housing preservation and production targets</li> <li>• New funding sources and investment tools</li> <li>• Land use policy changes</li> <li>• Increased community capacity</li> <li>• Prioritized early opportunity sites</li> </ul>	July 2018

<b>Grant / Jurisdiction</b>	<b>Project Name</b>	<b>Key Activities</b>	<b>Anticipated Outcomes</b>	<b>Anticipated Completion</b>
\$50,000 Tigard	SW Corridor Affordable Housing Predevelopment Project	<ul style="list-style-type: none"> <li>• Engagement with affordable housing residents</li> <li>• Market study and opportunity site analysis</li> <li>• Site funding and development plan</li> </ul>	<ul style="list-style-type: none"> <li>• Site development plan(s) to ensure no net loss of affordable housing as a result of the SW Corridor light rail project</li> </ul>	May 2018
\$97,500 Washington County	Equitable Housing Site Barriers and Solutions	<ul style="list-style-type: none"> <li>• Site identification focused in the Cedar Mill Town and Aloha town center areas</li> <li>• Financial/code barrier audit on 3-5 sites</li> <li>• Predevelopment work on at least one site</li> </ul>	<ul style="list-style-type: none"> <li>• Community plan and code amendments</li> <li>• Consideration of new financial tools</li> <li>• Affordable/equitable housing site development plans for 3-5 sites</li> </ul>	April 2018
\$62,500 Wilsonville	Equitable Housing Strategic Plan	<ul style="list-style-type: none"> <li>• Task force of residents and housing experts</li> <li>• Housing summit and resource fair</li> <li>• Market analysis to assess housing affordability gaps relative to incomes of existing residents and workers</li> </ul>	<ul style="list-style-type: none"> <li>• Adoption of a minimum of six specific policy/funding strategies to promote equitable housing based on identified market gaps (affordable, multifamily, missing middle and first-time homeowners)</li> </ul>	December 2018

# MPAC Worksheet

**Agenda Item Title:** Legislative Update

**Presenter:** Randy Tucker, Legislative Affairs Manager, x1512

**Contact for this worksheet/presentation:** Frankie Lewington, Policy Coordinator, x7529

## **Purpose/Objective**

Provide an overview of relevant legislation that passed/did not pass in the 2017 legislative session.

## **Action Requested/Outcome**

This update is strictly informative. No action requested.

## **What has changed since MPAC last considered this issue/item?**

At the last state legislative update on January 25<sup>th</sup>, 2017, MPAC received an update on Metro's legislative priorities. The legislative session had not started yet so no status update on any legislation was given. As noted, this update will provide a high-level overview of the status of several bills heard in the 2017 session.

## **What packet material do you plan to include?**

No materials included.

# MPAC Worksheet

**Agenda Item Title:** 2030 Regional Waste Plan Phase Values

**Presenter:** Marta McGuire, Principal Planner and Matt Korot, Program Director, Property and Environmental Services

**Contact for this worksheet/presentation:** Marta McGuire, Principal Planner,  
[marta.mcguire@oregonmetro.gov](mailto:marta.mcguire@oregonmetro.gov) x1806

## **Purpose/Objective**

To review the draft values and guiding principles for the 2030 Regional Waste Plan.

## **Action Requested/Outcome**

Input on the draft values and guiding principles prior to taking them to Metro Council on July 25, 2017.

## **What has changed since MPAC last considered this issue/item?**

MPAC reviewed the project work plan for developing the 2030 Regional Waste Plan in February 2017. Since then, work commenced on Phase 1 Values development. The values development includes a review of existing guidance and public opinion surveys, community discussion groups, application of an equity lens by the Regional Waste Plan Equity Work Group, and input from MPAC and the Metro Solid Waste Alternatives Advisory Committee.

## **What packet material do you plan to include?**

- **Project Update:** A summary of work to date on the project.
- **Draft Values and Guiding Principles:** This outlines the preliminary draft values and principles.





# 2030 Regional Waste Plan Project Update

*The Regional Waste Plan will be the greater Portland area’s blueprint for managing and reducing the environmental impacts of goods consumed in the region, from production to disposal. From spring 2017 to fall 2018, Metro will work with communities around the region to develop this plan.*



## Project Status Summary

Work on the 2030 Regional Waste Plan is in Phase 1, Values development, and work is proceeding on schedule. Highlights of the project kickoff and first phase of work are detailed below.

### Equity Work Group Formation | March to May 2017

In April 2017, Metro recruited for members of the Equity Work Group that will help ensure the plan fully incorporates equity into the planning process and outcomes. Priorities for recruitment included representation from communities of color and those historically marginalized from solid waste system planning. Metro received 26 letters of interest for seven positions on the group and staff selected the following individuals:

Name	Affiliation
Rob Nathan	Individual; Referred by Coalition of Communities of Color
Emma Brennan	Oregon Tradeswomen, Inc.
Pa Vue	Individual; Referred by Asian Pacific American Network of Oregon
Marilou Carrera	Individual; Referred by Oregon Health Equity Alliance
Juan Carlos Gonzalez	Individual; Referred by Centro Cultural
Andre Bealer	National Association of Minority Contractors of Oregon
Tommy Jay Larracas	Individual; Referred by OPAL Environmental Justice Oregon



## Phase 1: Values Development | March to July 2017

The purpose of the first phase is to develop a set of values that lay out the essential concepts that serve as a basis for the plan's strategies and actions and will guide plan implementation.

As a first step, staff reviewed existing guidance including Metro's Regional Framework Plan, Six Desired Outcomes for the region, prior regional waste plans, and state and federal plans to identify a draft set of value concepts as a starting point for discussion.

Equity was identified as a value that intersects with all values, but needed to be defined with respect to the regional solid waste system.

Next, staff reviewed past public opinion research conducted by Metro and local government partners over the last ten years on values, attitudes and motivations related to garbage, recycling, waste prevention and toxics. The review provided input on attitudes toward the draft value concepts and identified gaps in audiences from which additional input is needed, including communities of color, low-income populations, immigrant/refugee communities, limited English proficiency populations, youth and communities historically impacted by the placement of solid waste facilities. To address these gaps, work on the values includes:

1. **Co-hosted Community Discussion Groups:** Metro is contracting with eight community-based organizations to co-organize, recruit for and facilitate discussions with community members on the garbage and recycling system to inform the development of the new plan. These groups include:

- North by Northeast Community Health Center
- Trash for Peace
- Momentum Alliance
- Constructing Hope
- Rosewood Imitative
- Centro Cultural
- Northwest Family Services
- Bridges

The community discussions kicked off in June and include two group facilitated conversations. The first discussion focused on building awareness and understanding of the garbage and recycling system and gathering input on the values. The second conversation includes gathering community concerns and vision for the future.

2. **Equity Lens Application:** The Equity Work Group reviewed the draft value concepts from an equity perspective. The work group met four times between May and June 2017. As a result of this work, the group developed a set of guiding principles in addition to input on the language of the values.

Following this work, Metro staff revised the draft value concepts and will discuss them with the Solid Waste Alternatives Advisory Committee and the Metro Policy Advisory Committee on July 12, 2017. Following advisory committee input, staff will present a final proposed statement of values to Metro Council for consideration on July 25, 2017.



## 2030 Regional Waste Plan

### Phase 1: Values

#### Draft Values and Guiding Principles

The draft concepts for the Regional Waste Plan values are drawn from existing guidance including regional, state and federal policies and plans regarding waste management, recycling, toxics and other related environmental programs. The values were further shaped through public surveys on values, attitudes and motivations related to garbage, recycling, waste prevention and toxics and through the application of an equity lens by the Equity Work Group. As a result of this work, two sets of overarching guidance are proposed for the 2030 Regional Waste Plan.

#### Values

The values lay out the essential concepts that serve as a basis for the plan's strategies and actions and will guide plan implementation.

1. **Protect and restore the environment and promote health for all**
  - Ensure that current and future generations enjoy clean air, water and land
  - Lead efforts to reduce impacts of climate change and minimize release of toxins in the environment
2. **Conserve natural resources**
  - Reduce the amount of energy, water and raw materials needed to make products
  - Manage materials to their highest and best use (Reduce, Reuse, Recycle)
3. **Advance environmental literacy**
  - Facilitate life-long learning for youth and adults
  - Increase knowledge of natural systems and human impacts on them in order to foster civic responsibility and community empowerment
4. **Foster economic well-being**
  - Promote inclusive prosperity and living well for all residents of the region
  - Increase access to economic opportunities for all communities
5. **Ensure operational resilience and adaptability**
  - Maintain a regional system that is safe and responsive to changing conditions over time
  - Prepare for recovery after natural disaster
6. **Provide excellent service**
  - Ensure that high quality, good value and equitable programs and services are accessible to all

## Guiding Principles

Metro's *Strategic plan to advance racial equity, diversity and inclusion* acknowledges racism as a root cause of inequity and as a complex system that exists within individual behavior and policies and processes in and across institutions.

Through this Regional Waste Plan, Metro and local governments have an opportunity to eliminate barriers and generate positive benefits that advance racial equity, diversity, and inclusion through their roles in waste reduction, regulation, management, planning and policy. To advance racial equity, the plan will be guided by three essential principles.

**Community Restoration-** Take action to repair past harm and disproportionate impacts caused by the regional solid waste system. In practice, this means:

- Acknowledging historical impacts on communities passed from generation to generation
- Actively including communities that have been historically marginalized from decision-making processes
- Equitably distributing cost and benefits, taking into account historical system impacts
- Valuing indigenous and cultural knowledge about using resources sustainably
- Committing to ongoing equity competence among providers of garbage and recycling services

**Community Partnerships-** Develop authentic partnerships and community trust to advance the plan vision. In practice, this means:

- Prioritizing historically marginalized communities within the delivery of programs and services
- Expanding voice and decision-making opportunities for communities of color
- Creating ongoing opportunities for leadership development to support resilient community relationships

**Community Investment-** Emphasize resource allocation to communities of color and historically marginalized communities within the regional solid waste system. In practice, this means:

- Making investment decisions in partnership with community
- Investing in impacted communities and youth through education and financial resources
- Eliminating barriers to services and employment

# MPAC Worksheet

**Agenda Item Title:** 2018 RTP: Introduction to the Regional Transit Strategy Vision

**Presenter:** Jamie Snook, Metro

**Contact for this worksheet/presentation:** Jamie Snook, Metro staff (Jamie.snook@oregonmetro.gov)

## **Purpose/Objective**

The purpose of this presentation is to provide an status on the regional transit vision and the emerging transit concepts for the regional transit vision.

The Regional Transit Strategy will serve as the transit component of the 2018 Regional Transportation Plan update and will provide a coordinated vision and strategy for transit in the Portland metropolitan region. The plan will be developed building off the Climate Smart Strategy and in coordination with the Future of Transit vision being developed by TriMet through its Service Enhancement Plans, the South Metro Area Regional Transit (SMART) Master Plan, Portland Streetcar expansion and other transit planning efforts around the region.

## **Action Requested/Outcome**

There is no formal action requested. Staff is seeking feedback regarding the following issues:

- Updating the transit policy framework with the goals developed through this process
- Updating the 2009 High Capacity Transit (HCT) System Map (I-5 bridge crossing, Lake Oswego to Portland, Gresham to Damascus, Southwest Corridor and Powell Division lines)
- Updating the policy framework to include Enhanced Transit Corridors as a way of grouping a suite of potential transit improvements underneath an overall policy framework quickly in a context sensitive manner
- What criteria should be considered while we update the Transit System Expansion Policy

## **What has changed since MPAC last considered this issue/item?**

Metro staff presented in November 2016, as we were beginning to develop the regional transit vision. Since that time, Metro and regional partners have been coordinating transit planning efforts to inform the regional transit vision and identifying potential changes to the transit system expansion policy.

## **What packet material do you plan to include?**

- Regional Transit Vision Memorandum (July 5, 2016)
- 2009 Adopted High Capacity Transit System Map
- Regional Transit vision and strategies
- 2014 Regional Transportation Plan Transit Network Map
- Draft Enhanced Transit Corridors Concept Paper (October 4, 2016)
- Draft Enhanced Transit Corridors Typologies (October 4, 2016)
- Regional Transit Strategy Factsheet (Winter 2016)



# Memo

Date: Wednesday, July 5, 2017  
To: Metro Policy Alternatives Committee (MPAC) and interested parties  
From: Jamie Snook, Principal Planner  
Subject: Regional Transit Strategy draft policy framework and vision

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## **Purpose**

The purpose of this memorandum is to provide an update to the Metro Policy Alternatives Committee (MPAC) on the development of the Regional Transit Strategy (RTS) policy framework, vision and emerging transit strategies. The Regional Transit Strategy is a collaborative effort to create a single coordinated transit vision and implementation strategy. The objectives of the RTS are to:

- Implement the 2040 Growth Concept and Climate Smart Strategy
- Update RTP transit-related policies and performance measures
- Update 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.

## **Action Requested**

There is no formal action requested. Staff is seeking feedback regarding the following issues:

- Updating the transit policy framework with the goals developed through this process
- Updating the 2009 High Capacity Transit (HCT) System Map (I-5 bridge crossing, Lake Oswego to Portland, Gresham to Damascus, Southwest Corridor and Powell Division lines)
- Updating the policy framework to include Enhanced Transit Corridors as a way of grouping a suite of potential transit improvements underneath an overall policy framework quickly in a context sensitive manner
- What criteria should be considered while we update the Transit System Expansion Policy

## **Background**

This is a critical time to consider how transit fits into our larger regional goals. The Climate Smart Strategy, adopted in 2014, provided clear direction to invest more in our transit system in order to meet regional goals and objectives related to sustainability and carbon emissions. Current growth rates will require us to expand transit service in order to provide people with transportation options and minimize congestion. Significant and coordinated investment is needed to continue to provide equivalent service as our region grows; increasing service and access will require dedicated funding, policies, and coordination from all jurisdictions. Transit also helps the region meet its equity and access goals as it is a primary mode of transportation for people with disabilities and youth, providing them with a way to get to work, school, and attain access to daily needs. Investments in transit should increase access, provide more transportation options for residents and workers, and improve air quality, reduce peak hour congestion.

In 2009, the region concluded a process to create the first high capacity transit system plan since the 1980s. This plan defined a tiered list of HCT corridors for prioritization, which was adopted into the RTP in 2010. Since the HCT plan adoption, the region has moved forward with the top two priorities: Southwest Corridor and Powell-Division Corridor. *See Attachment 1, 2009 HCT System map.*

However, since 2009, a number of changes have occurred that necessitate updating the HCT plan. For example:

- The Lake Oswego Transit and I-5 Bridge Replacement projects were identified as moving forward toward project development at the time of approval. However, these projects are currently on hold;
- An HCT line was identified that connected the town center of Damascus, which recently voted to disincorporate; and
- The Division bus rapid transit project is moving forward and will meet some critical near term needs in one part of the Powell-Division corridor; the Powell corridor transit needs remain unmet.

These changes, as well as other regional developments, should be reflected in the Regional Transit Strategy. However, we are focusing the Regional Transit Strategy more broadly so that it serves as policy guidance for how new transit lines and service are developed, rather than simply a set of lines on the map.

The RTS will inform as the transit component of the 2018 Regional Transportation Plan (RTP) update and will provide a coordinated vision and strategy for transit in the Portland metropolitan area. This is an important time to update the Regional Transit Vision. With continued regional growth come challenges such as more congestion, higher housing prices, and strained access to employment. Residents, elected officials, and community organizations view increased transit service as a critical part of the overall solution to these challenges. If we want to become the region we envisioned in our 2040 Growth Concept and in the 2014 Climate Smart Strategy, we must continue improving transit's accessibility, service, reliability, and reach.

### Updating the Policy Framework

The 2010 RTP and the 2009 HCT System Plan focused mainly on capital investments to improve the transit system. The RTS will coordinate the operational, capital and transit supportive elements to make transit work more efficiently and effectively for everyone. The RTS vision is in response to the community needs as a whole, and is as much about improving operations as it is building high capacity transit.

We are building a strong Regional Transit Vision that coordinates plans and priorities of our regional partners. Building off of the Climate Smart Strategy, the regional transit vision is to make transit more frequent, convenient, accessible and affordable for everyone.

“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*

Below are the goals identified to support our overall regional transit vision:

***To make transit more frequent:***

- Align frequency and type of transit service to meet existing and projected demand and transit needs.
- Support the implementation of adopted local and regional land use and transportation visions

***To make transit more convenient:***

- Make transit more convenient for everyone 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.

***To make transit more accessible:***

- 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.

***To make transit more affordable:***

- Ensure that transit remains affordable, particularly for those who rely on it the most





Updating our existing transit policies with our regional transit vision and goals provides a framework for what we are trying to achieve as we implement our transit vision. The transit work group is working towards developing updated policies that marry our existing policies with these goals and strategies. These goals do not include the existing policy: **Support expanded commuter rail and intercity transit service to neighboring communities**. This is still an important part of our transit system but since it is outside of Metro's jurisdiction it is a better fit as a policy, rather than a goal.

Additionally, the work group discussed at its last meeting the need to maintain our existing aging system and address existing transit bottlenecks. While our current policies do identify this as a need, it is not specifically called out as a policy. A recommendation could be to add a new policy such as: **Maintain, replace and improve critical elements to the system to maintain safe and reliable operations**.

Attachment 2 describes the potential strategies to support the overall vision that we want to achieve. The following table compares the existing 2014 RTP policies with the goals developed by the Transit Work Group. Staff will be updating the existing 2014 RTP policies to include the goals developed as part of this process.



**Table 1: Existing and Potential Transit Policies**

Existing policies		Regional Transit Strategy Goals
Build the total transit network and transit –supportive land uses to leverage investments		<ul style="list-style-type: none"> <li>• Align frequency and type of transit service to meet existing and projected demand and transit needs.</li> </ul>
Improve local transit service		<ul style="list-style-type: none"> <li>• Support the implementation of local and regional land use and transportation visions.</li> </ul>
Expand high capacity transit		<ul style="list-style-type: none"> <li>• Make transit more convenient for everyone 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.</li> </ul>
Expand regional and local frequent transit service		<ul style="list-style-type: none"> <li>• Improve customer experience by ensuring seamless connections between various transit providers, including transfers, information and payment.</li> </ul>
Improve pedestrian and bicycle access to transit		<ul style="list-style-type: none"> <li>• Provide safe and direct biking and walking routes and crossings and other visibility amenities that connect to stops to make transit more accessible.</li> <li>• Expand the system to improve access to jobs and essential destinations/daily needs for everyone.</li> </ul>
Support expanded commuter rail and intercity transit service to neighboring communities		<ul style="list-style-type: none"> <li>• Support expanded commuter rail and intercity transit service to neighboring communities</li> </ul>
		<ul style="list-style-type: none"> <li>• Maintain, replace and improve critical elements to the system to maintain safe and reliable operations</li> </ul>
		<ul style="list-style-type: none"> <li>• Ensure that transit remains affordable, particularly for those who rely on it the most</li> </ul>

The Transit Work Group and Transit Providers will be working towards updating the existing transit policies to reflect the Regional Transit vision, goals and strategies.

**Draft transit network vision**

As part of the 2018 RTP update, the Transit Work Group and Transit Providers are charged with updating the Regional Transit Vision and Regional Transit Network Map from the 2014 RTP (*see Attachment 3*). The Regional Transit Network Map presents the long term vision for transit in the region. This includes future transit service improvements and major capital investments. The RTS will identify the transit needs and solutions based on the planning efforts conducted by regional partners.

Together we can coordinate all of these efforts into one unified transit vision and network map. We are working with the Transit Work Group and Transit Provider to identify changes and additions to make transit more frequent, convenient, accessible and affordable. We are working with our partners around the region to help identify where there are needs not being met and where there should be changes to the vision and support the 2018 RTP update.

The Regional Transit Vision will be comprised of three components:

1. **Transit service improvements:** local and regional transit service improvements designed to meet current and projected demand in line with local and regional visions.
2. **Capital investments:** new enhanced transit strategies such as signal priority, queue jumps, etc or high capacity transit options such as bus rapid transit or light rail.
3. **Transit supportive elements:** including policies such as Travel Demand Management and physical improvements such as sidewalks, crossings and complementary land uses.

### **Regional Transit Vision – Transit service improvements**

These include the planned local and regional transit service improvements being developed by transit providers throughout the region. Examples include: TriMet's Service Enhancement Plans, SMART Master Plan, and future Portland Streetcar service lines. These service improvements will be incorporated into a regional transit service typology that reflects the varying needs for different types of transit service throughout the region based on demand and geography, and aligns them with existing and proposed local and regional land use and transportation visions.

### **Regional Transit Vision – Capital investments**

The capital investment component of the regional transit vision includes two types of investments: High Capacity Transit (HCT) and Enhanced Transit Corridors (ETC). These investments are intended to connect regional centers, town centers, and to improve the speed and reliability of major transit lines. Transit providers throughout the region are collaborating on a coordinated transit vision which includes transit service improvements and capital investments

#### *High Capacity Transit (HCT)*

In 2009, the region concluded a process to create the first high capacity transit system plan since the 1980s. This plan defined a tiered list of HCT corridors for prioritization, which was adopted into the RTP in 2010. Since the HCT plan adoption, the region has moved forward with the top two priorities: Southwest Corridor and Powell-Division Corridor.

#### *Enhanced Transit Corridors*

The Enhanced Transit Corridors (ETC) concept has been developed as a way to quickly implement transit projects that increase speed, capacity and reliability in congested and heavily used transit corridors. As the region grows, these transit corridors often bear the brunt of congestion concerns, which has significant negative impacts on transit's speed and reliability. These improvements tend to be relatively low cost, context sensitive, and quickly deployed when compared to HCT projects. This concept is not necessarily new, but helps provide a framework for advancing an array of improvements to transit corridors where they would provide the greatest benefit. These improvements can include technological improvements, such as next-generation, connected vehicle-based Transit Signal Improvement, and off-board payments to infrastructural improvements, such as queue jumps and transit-only rights of way.

While there are numerous possible packages of improvements that could be implemented, Enhanced Transit Corridors could be grouped into two major categories (Levels 1 & 2), based on the type, intensity, and extent of the investments deployed and requested by the partner jurisdiction. The key distinctions between the two typologies are the intensity of improvements and potential funding mechanisms.

The ETC concept builds off of the Service Enhancement Plan (SEP) to restore and expand transit service or could be prioritized through the updated System Expansion Policy. The ETC is an opportunity to provide speed and reliability to corridors that need it most.

**ETC Level 1** consists of smaller scale enhanced transit improvements, most likely ranging from \$10-\$50 million. These are lower intensity investments that could include spot improvements on more than one line, modest improvements throughout a corridor or focused investments on key segments of a corridor. Typical ETC Level 1 improvements could include:

- More frequent service
- Wide stop spacing
- Improved stops with shelter amenities, bike racks, real-time arrival information, and improved lighting
- Next-generation transit signal priority
- Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes where feasible/needed

**ETC Level 2** consists of medium to large scale enhanced transit improvements, likely to include FTA as a funding partner and range from \$50 - \$300 million (FTA Capital Investment Grant, Small Starts maximum funding levels). These are higher intensity levels of investments in infrastructure treatments to meet corridor-wide transit needs. Projects identified here would need to meet the System Expansion Policy criteria and FTA Capital Investment Grant Small Starts requirements. Typical ETC Level 2 are inclusive of the Level 1 improvements, but also may include:

- Longer articulated buses and in some cases streetcar
- Level or near-level boarding platforms
- Exclusive transit lanes / grade separation crossings where feasible/needed

*(See attachment 4 description of Enhanced Transit Corridors for more detailed information.)*

### **Transit vision – transit supportive elements**

The regional transit vision also includes policy advancing and defining transit supportive elements. These are infrastructure improvements, programs, policies, and strategies that bolster demand for and improve access to transit in the region. These supportive elements include efforts such as Travel Demand Management (TDM) strategies such as individualized and employer-based travel training, mixed use and higher intensity development with managed parking, improved pedestrian and bicycle safety and connections, integrated trip planning and payment systems, and transit signal priority.

### **Changes to the Regional Transit Network/Vision**

At our Transit Work Group Meetings, we looked at potential changes to the regional transit network. The regional transit network map will continue to evolve as we continue to have more conversations about the transit needs and potential solutions. Some changes discussed at transit work group include:

- Removal of an HCT line to Damascus and replaced with a future HCT connection from Gresham to Happy Valley and connecting Pleasant Valley.
- Added new potential “Enhanced Transit Corridors”
- Updated the Portland Streetcar projects
- Changed the Lake Oswego to Portland Transit Project and HCT connection to Vancouver, Washington as future projects and not planned projects
- Identified bottleneck areas for improvement
- Identified areas for first/last mile connections
- Identified potential express bus locations
- Ensure connections to regional transit providers around the region

### **Transit System Expansion Policy framework**

The System Expansion Policy was adopted as part of the High Capacity Transit (HCT) System Plan in 2009 and was designed to help jurisdictions move projects towards implementation. The purpose of the System Expansion Policy is to:

1. Clearly articulate the decision-making process by which future HCT corridors will be advanced for regional investment
2. Establish minimum requirements for HCT corridor working groups to inform local jurisdictions as they work to advance their priorities for future HCT
3. Define quantitative and qualitative performance measures to guide local land use and transportation planning and investment decisions
4. Outlines the process for updating the 2035 RTP, including Potential future RTP amendments, for future HCT investment decisions

The HCT System Plan and System Expansion Policy support the region's vision defined by the 2040 Growth Concept. Since the adoption of the HCT Plan and the System Expansion Policy, the region adopted the Six Desired Outcomes and completed the Climate Smart Strategy, while TriMet completed their Service Enhancement Plans and SMART embarked upon their Transit Master Plan. Other jurisdictions have continued to develop localized plans and policies that support transit improvements and investments in the region. The System Expansion Policy is intended to integrate all of these strategies together and help the region identify a process for focusing on transit projects that will yield the highest outcomes and enhance local goals.

The Transit Work Group has been working towards updating and simplifying the evaluation framework identified in the HCT System Plan and System Expansion Policy to provide a clear and transparent process for moving capital transit investments forward towards implementation.

Since the introduction of the enhanced transit corridor concept, the conversation has changed from HCT to transit investments. Regional partners are looking for more types of transit investments that could be deployed quickly, context sensitive and lower cost. It's really about where are we going to make transit investments that support our vision to make transit more frequent, convenient, accessible and affordable for everyone.

As there is flexibility in what types of transit investments we make, there should be flexibility in how we invest in our transit system. Local jurisdictions or agencies could choose to fund projects on their own because the investments are for a localized need. Alternatively, local jurisdictions or agencies may pursue regional, state or federal funds to support a larger regionally significant investment or set of investments. The transit system expansion policy would only apply to those investments seeking FTA Capital Investment Grant (CIG) program funding (e.g. New Starts, Small Starts or Core Capacity). Examples of investments that could be considered as part of this program could be projects like the Division Transit Project, a corridor based bus rapid transit (BRT), or the Southwest Corridor Transit Project, or the Eastside Streetcar Loop.

Through work with our Transit Work Group, we have developed a set of core criteria to assess the performance of the transit investment and set of readiness criteria to determine how ready the transit investment is in regards to moving forward towards implementation. We have been able to reduce the number of transit measure from 26 in the HCT System Plan to 10 core criteria assessment measures in our Regional Transit Strategy.

The core criteria assessment would apply to all projects that would likely seek federal funding from the FTA CIG program. This assessment focuses on:

- Mobility and ridership
- Land use supportive and market potential
- Cost effectiveness
- Equity benefit
- Environmental benefit

This assessment can help highlight which investment or set of investments perform best and their alignment with the transit vision. Local jurisdictions or agencies that want to move a project forward towards implementation would then be evaluated through the readiness assessment.

### **Next Steps**

We are continuing to work with regional partners through the Transit Work Group to help define the Regional Transit Vision in more detail as well as develop a clear and transparent Regional Transit Strategy. Below is a short list of next steps:

- Continue to build a compelling transit vision
- Continue to work on updating the Transit System Expansion Policy
- Update the transit related policies in the Regional Transportation Plan to reflect our shared transit vision

Materials following this page were distributed at the meeting.

# 2030 Regional Waste Plan Development *Phase 1 Values*

July 2017



# Presentation Overview

- Regional Waste Plan Background
- Draft Values and Guiding Principles
- Questions and Discussion
- Next Steps

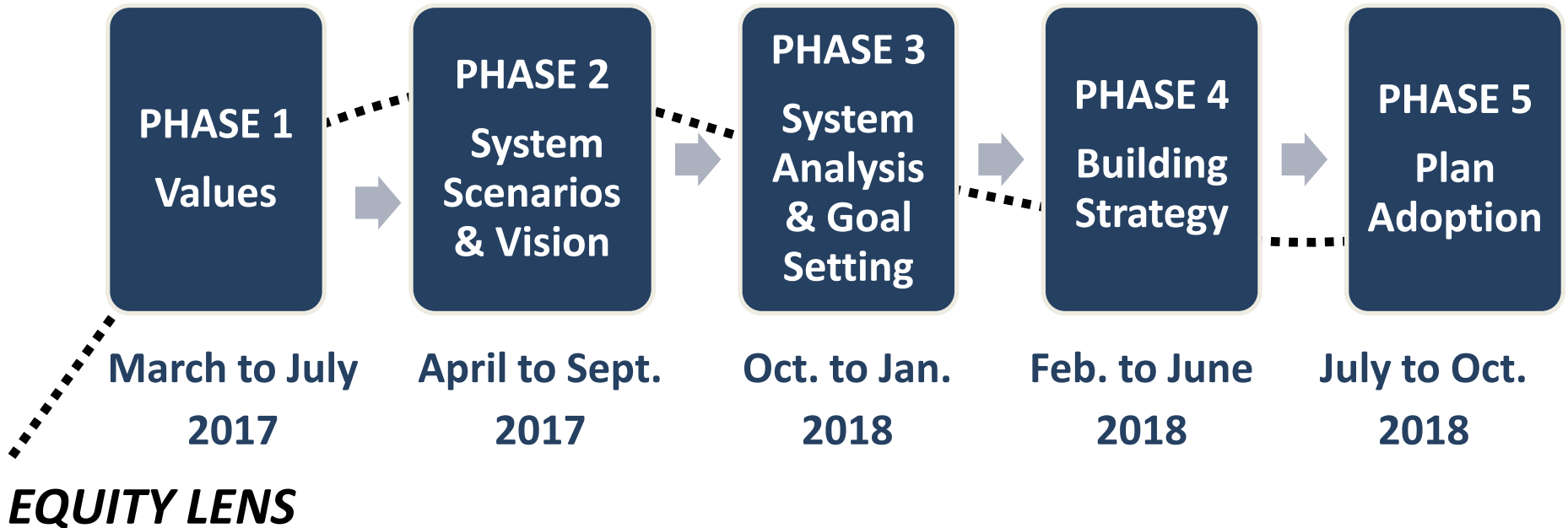


# What is the 2030 Regional Waste Plan?



- Establishes direction including policies and goals for the system
- Outlines roles and responsibilities
- Fulfills state requirements for regional waste reduction plan

# 2030 Regional Waste Plan Development



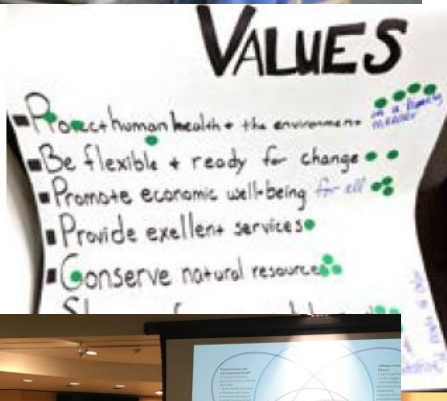
# Phase 1 Values

## Existing Guidance



- » Environmental Protection Agency Materials Management Plan
- » Oregon State 2050 Vision and Action Framework for Materials Management
- » Oregon Toxics Reduction Strategy
- » Oregon Environmental Literacy Framework
- » Metro Council's Six Desired Outcomes
- » Regional Solid Waste System Public Benefits
- » Metro Equity Strategy

# Phase 1 Values Development



**Address Gaps in Public Opinion Research**

Conduct series of community discussion groups



**Apply Equity Lens**

Equity work group applies equity lens to values



**Engage Advisory Committees**

Revise value statements and present for discussion

**WE  
ARE  
HERE**



**Metro Council Review**

Metro Council endorses values

# Draft Values



1. Protect and restore the environment and promote health for all
2. Conserve natural resources
3. Advance environmental literacy
4. Foster economic well-being
5. Ensure operational resilience and adaptability
6. Provide excellent service

# Draft Values

## 1. Protect and restore the environment and promote health for all

- Ensure that current and future generations enjoy clean air, water and land
- Lead efforts to reduce impacts of climate change and minimize release of toxins in the environment

## 2. Conserve natural resources

- Reduce the amount of energy, water and raw materials needed to make products
- Manage materials to their highest and best use(Reduce, Reuse, Recycle)

## 3. Advance environmental literacy

- Facilitate life-long learning for youth and adults
- Increase knowledge of natural systems and human impacts on them in order to foster civic responsibility and community empowerment

## 4. Foster economic well-being

- Promote inclusive prosperity and living well for all residents of the region
- Increase access to economic opportunities for all communities

## 5. Ensure operational resilience and adaptability

- Maintain a regional system that is safe and responsive to changing conditions over time
- Prepare for recovery after natural disaster

## 6. Provide excellent service

- Ensure that high quality, good value and equitable programs and services are accessible to all

---

# Draft Guiding Principles

## **Community Restoration**

Take action to repair past harm and disproportionate impacts caused by the regional solid waste system.

## **Community Partnerships**

Develop authentic partnerships and community trust to advance the plan vision.

## **Community Investment**

Emphasize resource allocation to communities of color and historically marginalized communities within the regional solid waste system.

---

# Next Steps

Group	Date
Solid Waste Alternatives Advisory Committee	July 12, 2017
Metro Council work session	August 1, 2017



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# Questions & Input

# Developing the Regional Waste Plan

## Public input

Communities learn about the current system through tours of garbage and recycling facilities.

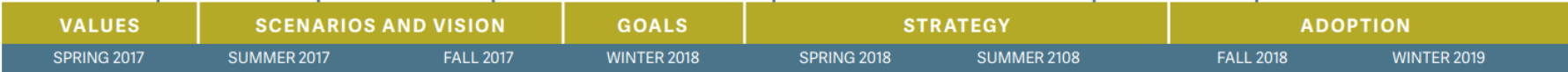
Communities take surveys and attend events to provide input on possible strategies.

Communities provide final comments on the plan during Council's public hearing.

Communities weigh in on the future of the garbage and recycling system in discussions and surveys.

Communities weigh in on system scenarios in discussions and surveys.

Communities provide input on the draft 2030 Regional Waste Plan.



## Metro output

Based on public input, Metro builds possible scenarios for a future garbage and recycling system.

Based on public input, Metro refines a scenario that best represents a shared vision of a future system.

Metro develops goals and strategies to achieve the future vision.

Based on public input, Metro develops a draft of the 2030 Regional Waste Plan.

Metro presents revised plan to Council for adoption.

Pending Council adoption, implementation of the 2030 Regional Waste Plan begins.

# Draft Guiding Principles

## Community Restoration

Take action to repair past harm and disproportionate impacts caused by the regional solid waste system.

- Acknowledging historical impacts on communities passed from generation to generation
- Actively including communities that have been historically marginalized from decision-making processes
- Equitably distributing cost and benefits, taking into account historical system impacts
- Valuing indigenous and cultural knowledge about using resources sustainably
- Committing to ongoing equity competence among providers of garbage and recycling services

## Community Partnerships

Develop authentic partnerships and community trust to advance the plan vision.

- Prioritizing historically marginalized communities within the delivery of programs and services
- Expanding voice and decision-making opportunities for communities of color
- Creating ongoing opportunities for leadership development to support resilient community relationships

## Community Investment

Emphasize resource allocation to communities of color and historically marginalized communities within the regional solid waste system.

- Making investment decisions in partnership with community
- Investing in impacted communities and youth through education and financial resources
- Eliminating barriers to services and employment



Arts and conference centers

Garbage and recycling

Land and transportation

Oregon Zoo

Parks and nature

**[oregonmetro.gov](https://oregonmetro.gov)**



Metro

*Getting there*



*by transit*

# Regional Transit Strategy

*a component of the 2018 RTP*

Metro Policy Alternatives Committee

July 12, 2017

# Today...

We are looking for feedback from MPAC regarding:

- Updating the transit policy framework
- Updating the 2009 High Capacity Transit (HCT) System Map
- Updating the policy framework to include Enhanced Transit Corridors
- What criteria should be considered while we update the Transit System Expansion Policy?

# 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





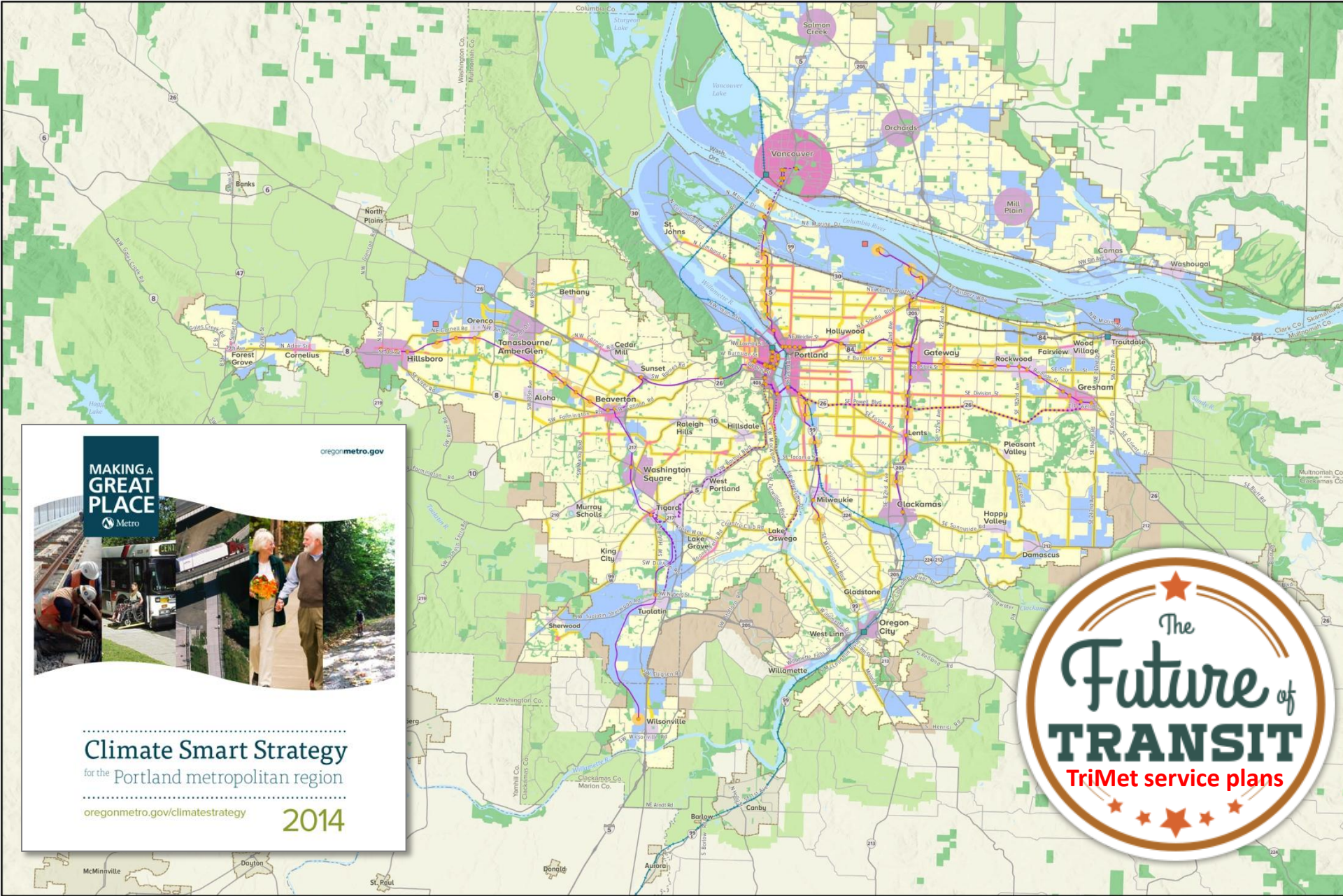
General Transit Work Group Members	Regional Transit Providers
April Bertelsen, City of Portland	Dan Bower, Portland Streetcar Inc
Dan Bower, Portland Streetcar Inc	Dwight Brashear, SMART
Dwight Brashear, SMART	Teresa Christopherson, Clackamas County
Karen Buehrig, Clackamas County	Karyn Criswell, ODOT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

# 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, Milwaukie resident*



oregonmetro.gov

**MAKING A GREAT PLACE**  
Metro

**Climate Smart Strategy**  
for the Portland metropolitan region

oregonmetro.gov/climatestrategy **2014**

The  
**Future of**  
**TRANSIT**  
TriMet service plans

**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>

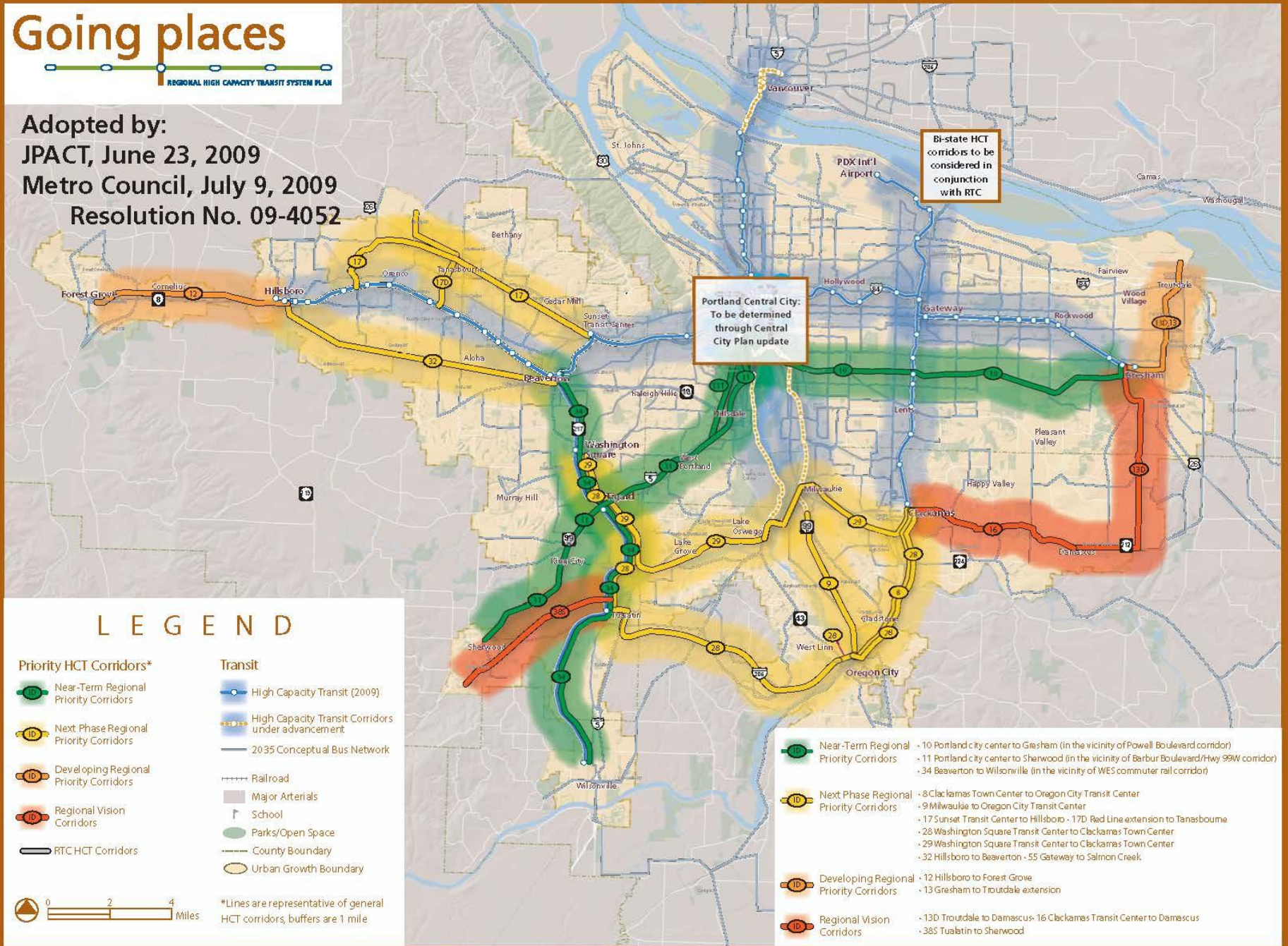
- Central city
- Regional center
- Town center
- Station communities
- Main streets
- Corridors
- Employment land
- Parks and natural areas
- Neighborhood
- Rural reserve
- Urban reserve
- Urban growth boundaries
- Neighboring cities
- Airports
- Intercity rail terminal
- Existing high capacity transit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

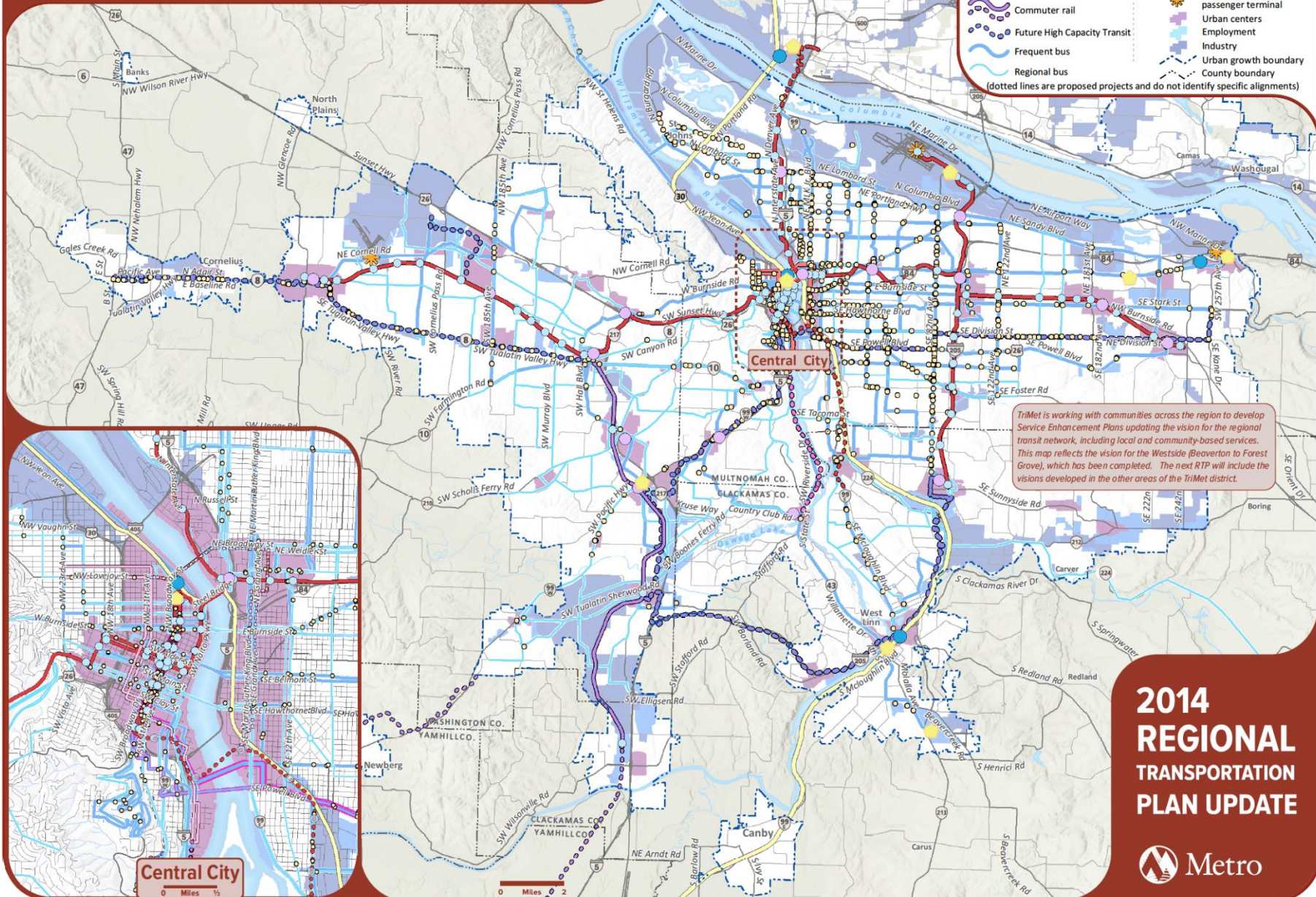
### Transit

- 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
  - 38S Tualatin to Sherwood

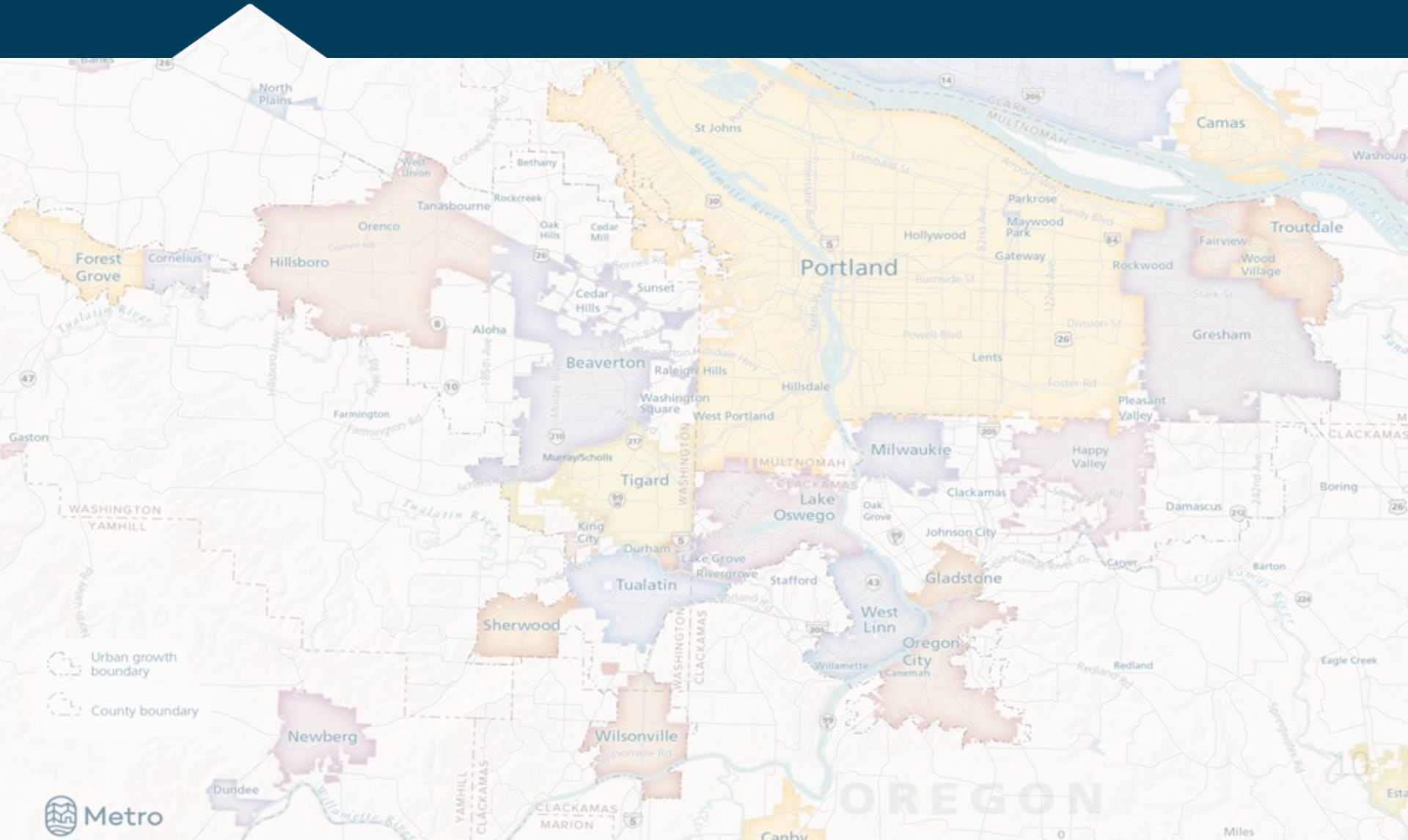
# Regional Transit Network



**2014  
REGIONAL  
TRANSPORTATION  
PLAN UPDATE**

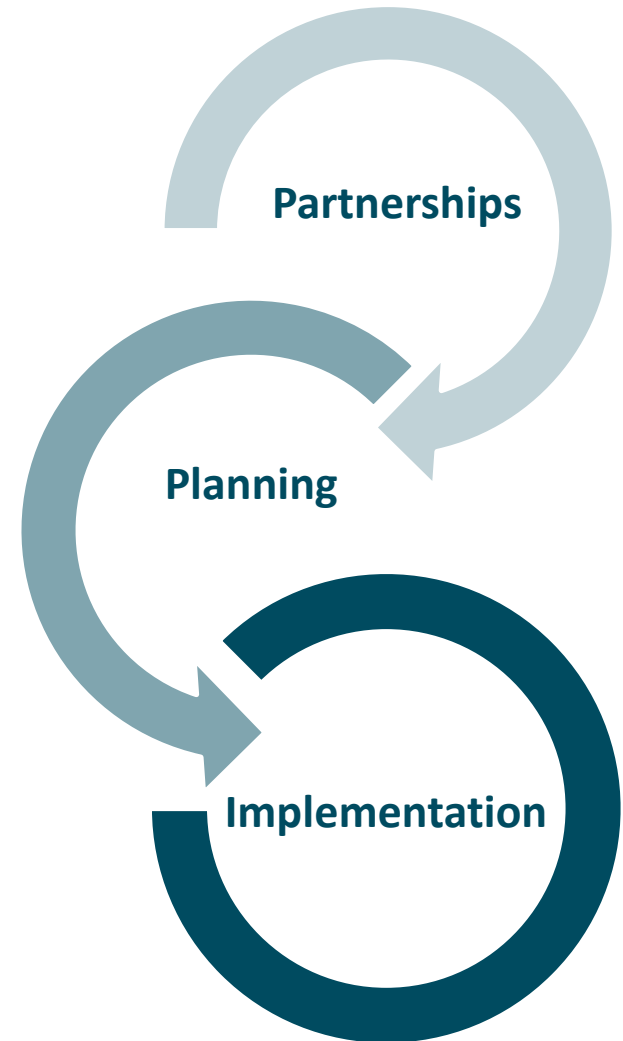


# Policy Framework and vision



# Regional Transit Vision

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



# Make transit more frequent by...

Implementing transit providers service plans

Investing in capital improvements

Implementing TriMet's Coordinated Transportation Plan

Coordinating with local and regional land use and transportation visions





# Make transit more convenient by...

Implementing transit providers service plans

Investing in capital improvements

Investing in maintenance and bottlenecks

Improving connections

Implementing/coordinating the HOP

Fastpass

Investing in transit technology

Expanding policies to increase transit usage

Improving route and schedule information



# Make transit more accessible by...

Providing/coordinating safe walking and biking to transit

Providing new transit connections

Enhancing access to jobs and other daily needs

Coordinating shared mobility and ride-sourcing

Coordinating transit-oriented development and Equitable Housing strategies

Coordinating local and regional land use and transportation visions



# Make transit more affordable by...

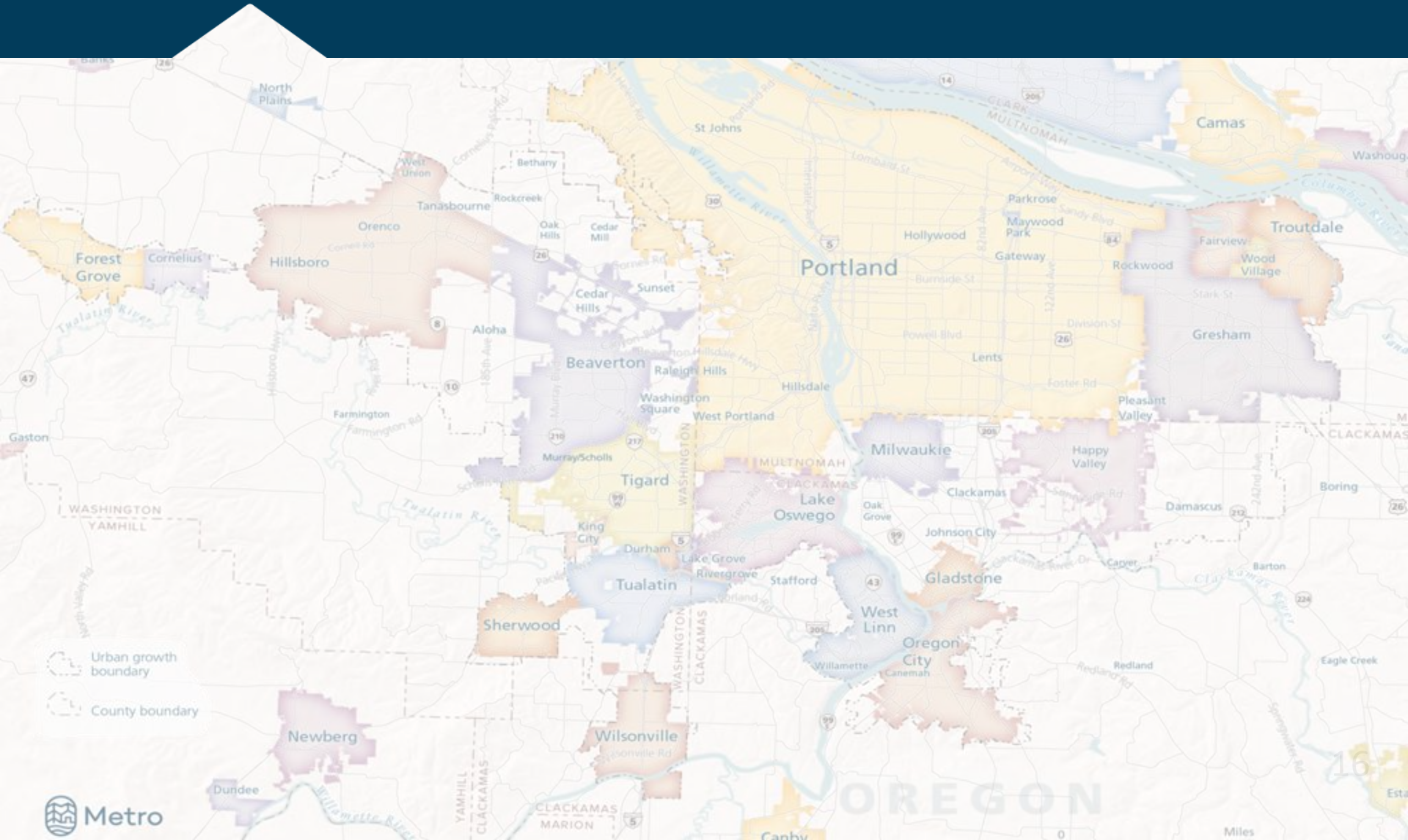
Implementing the low-income fare TriMet/Metro Task Force recommendation

Expanding transit payment options

Expanding 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

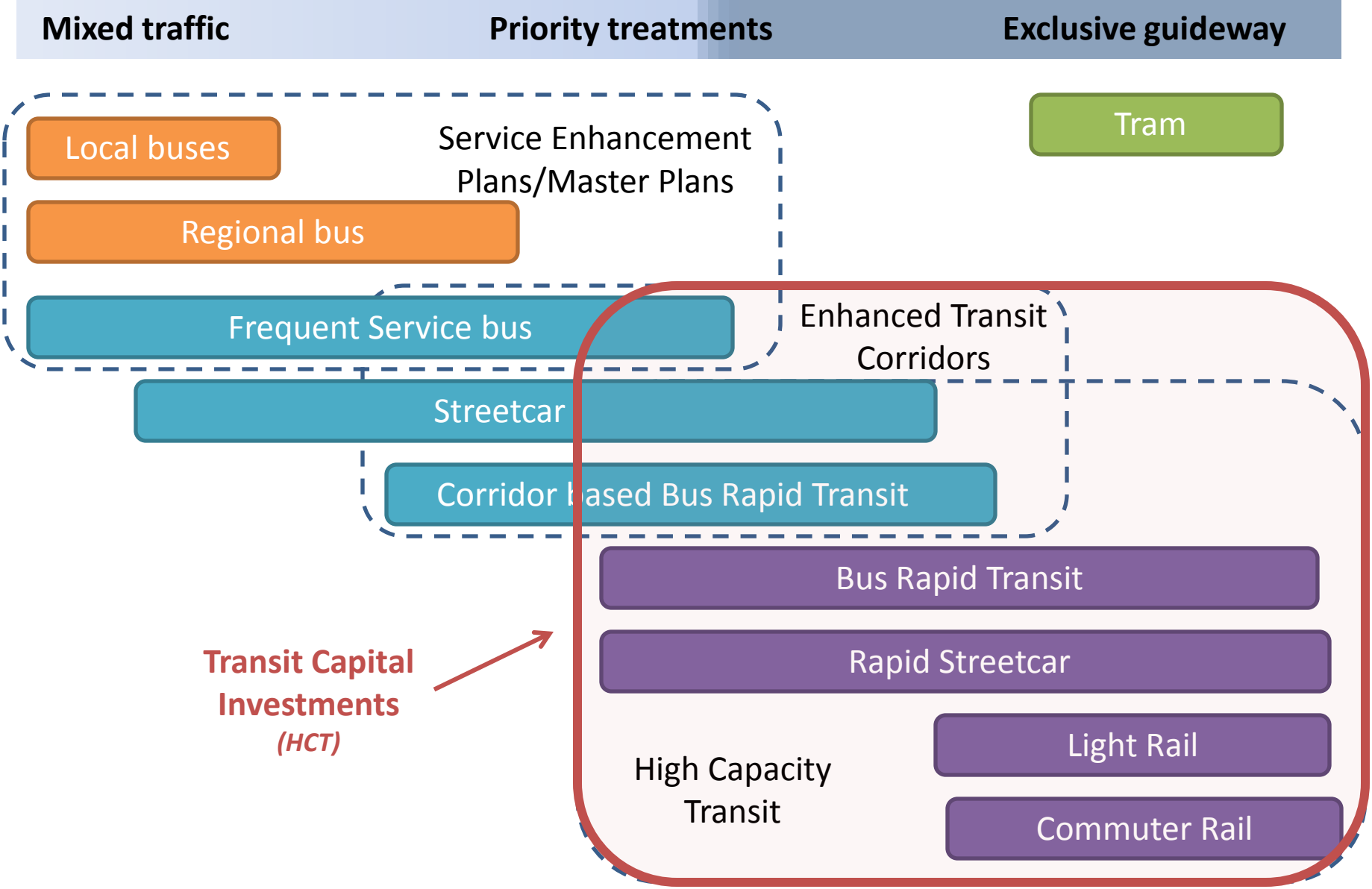


# High Capacity Transit

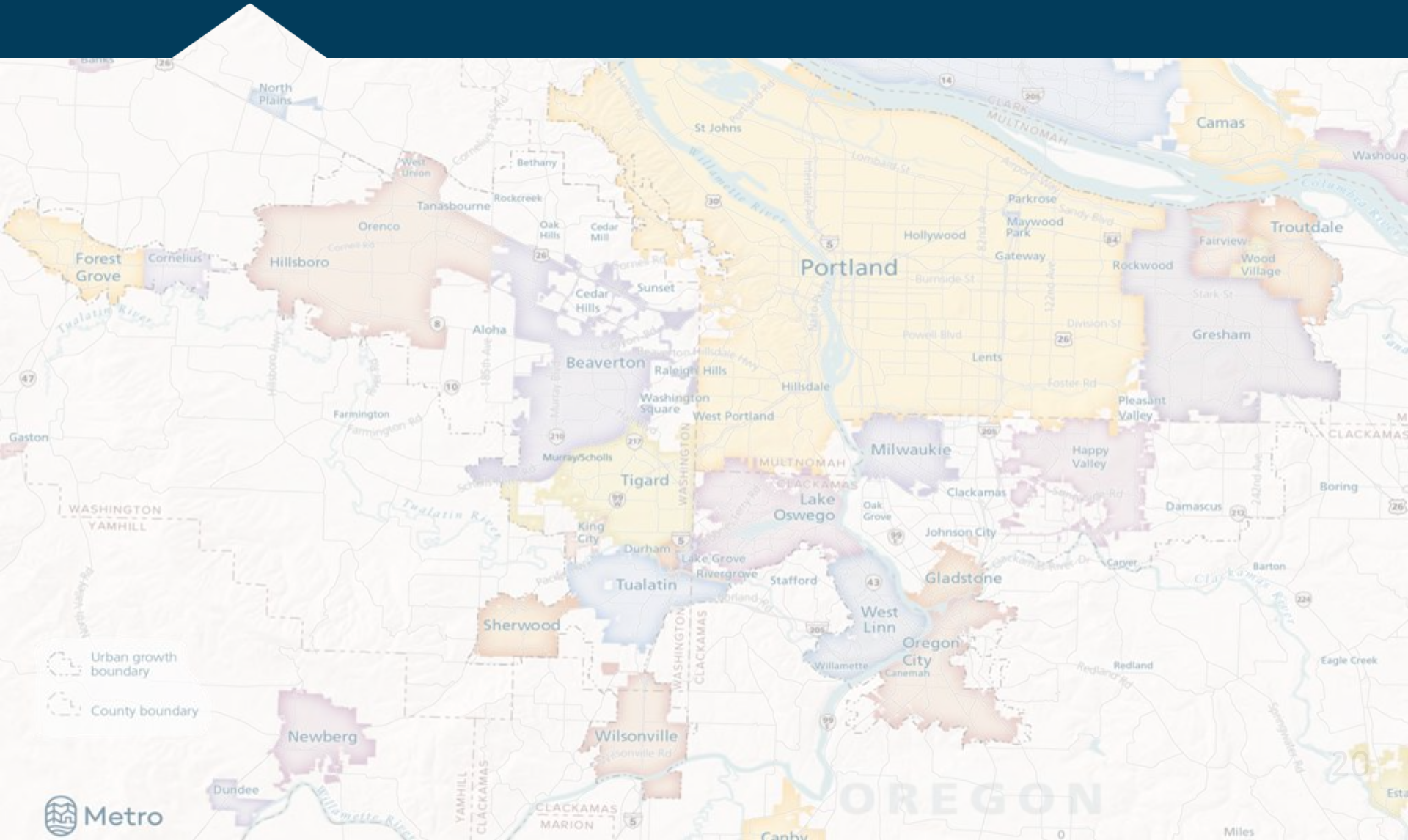
*“To carry high volumes of passengers quickly and efficiently from one place to another. Other defining characteristics of HCT service include the ability to **bypass traffic and avoid delay** by operating in exclusive or semi-exclusive rights of way, **faster** overall travel speeds due to wide station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



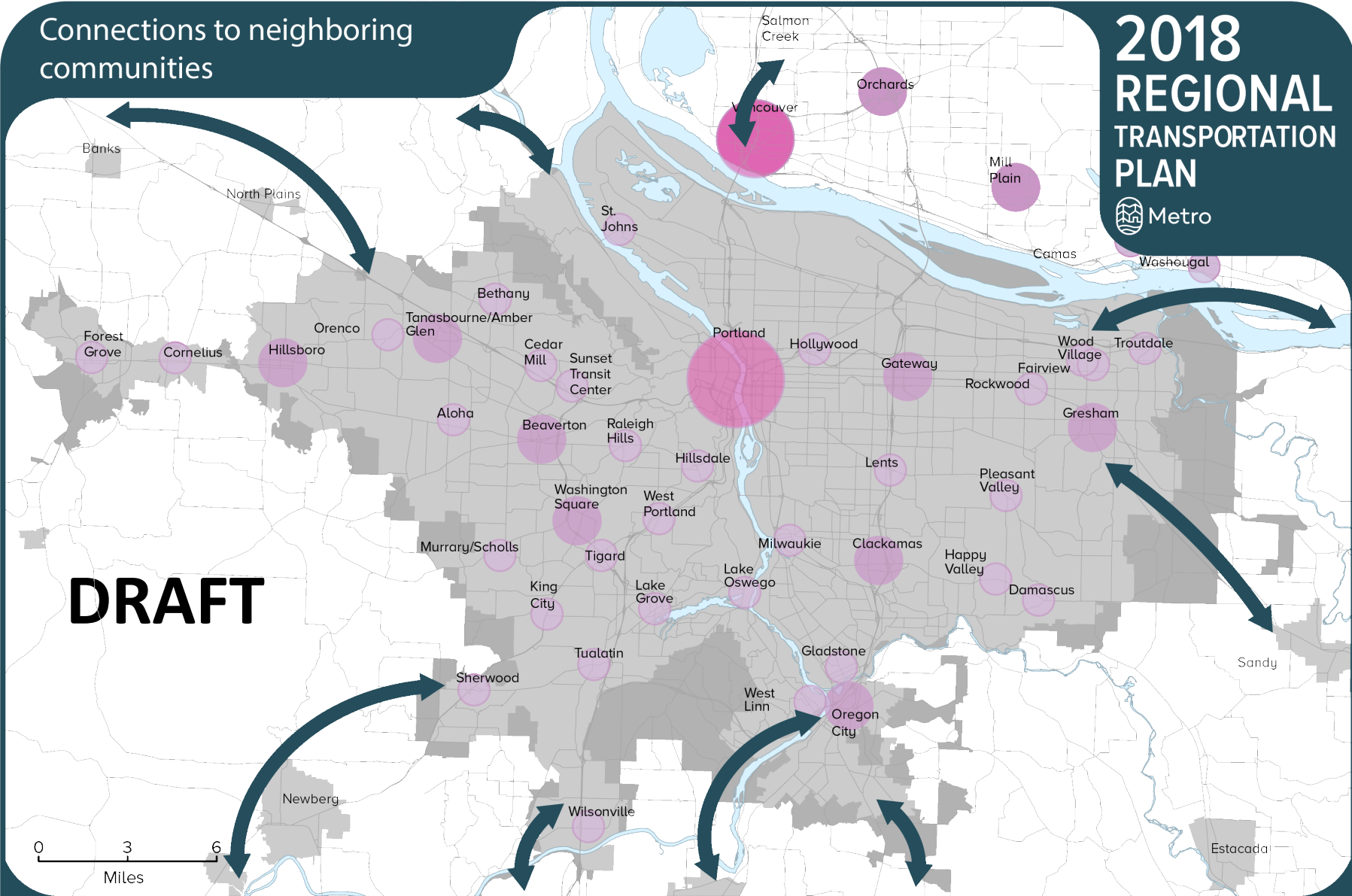
# What we heard so far...





# Connections to neighboring communities

# 2018 REGIONAL TRANSPORTATION PLAN



# DRAFT

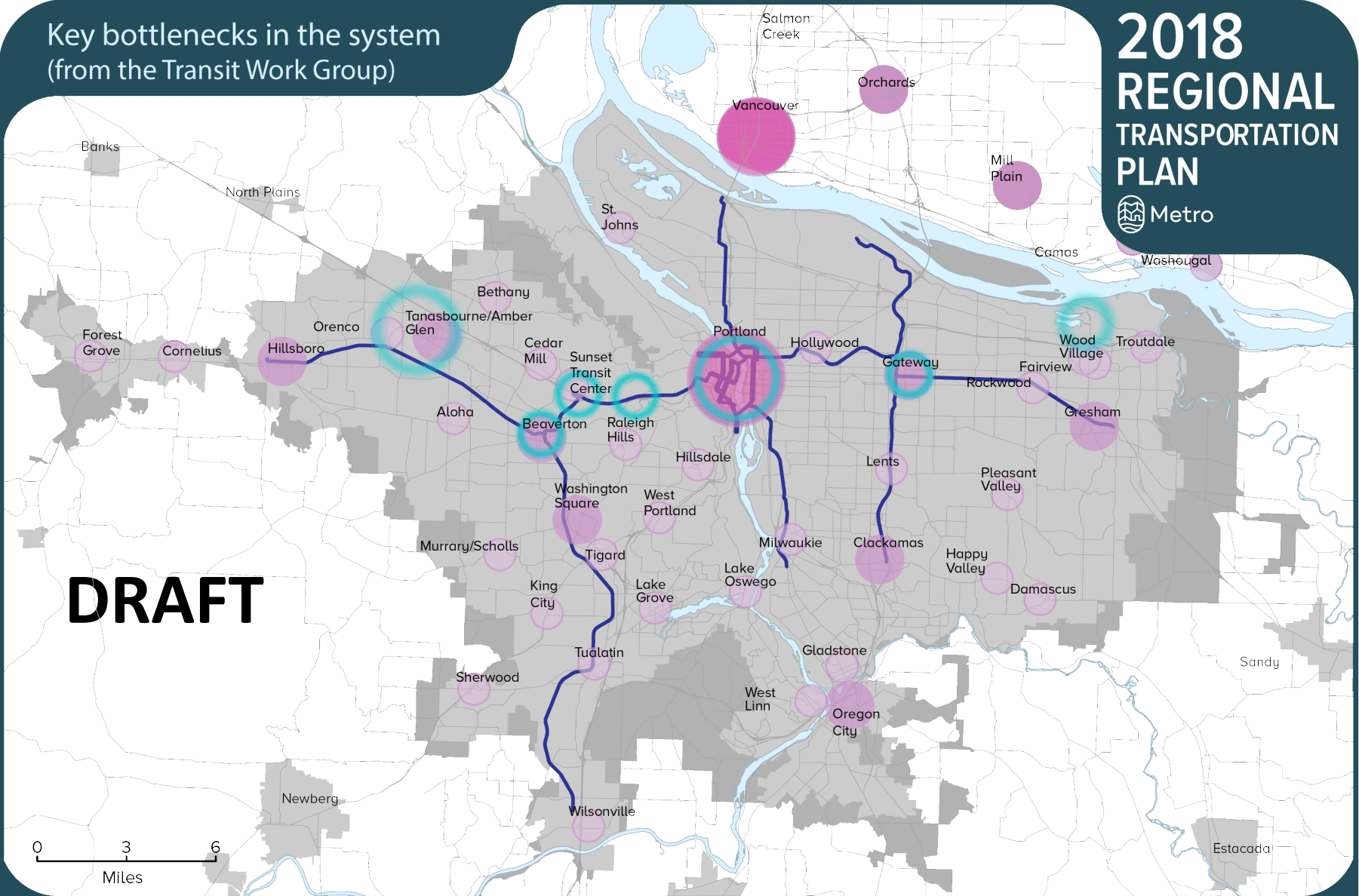
- Metropolitan planning area
- Urban growth boundary
- City center
- Regional center
- Town center

↔ Neighboring transit

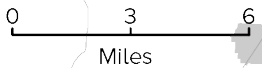
Note: includes HCT Corridors and Tri Met's Service Enhancement Plans

# Key bottlenecks in the system (from the Transit Work Group)

# 2018 REGIONAL TRANSPORTATION PLAN



**DRAFT**

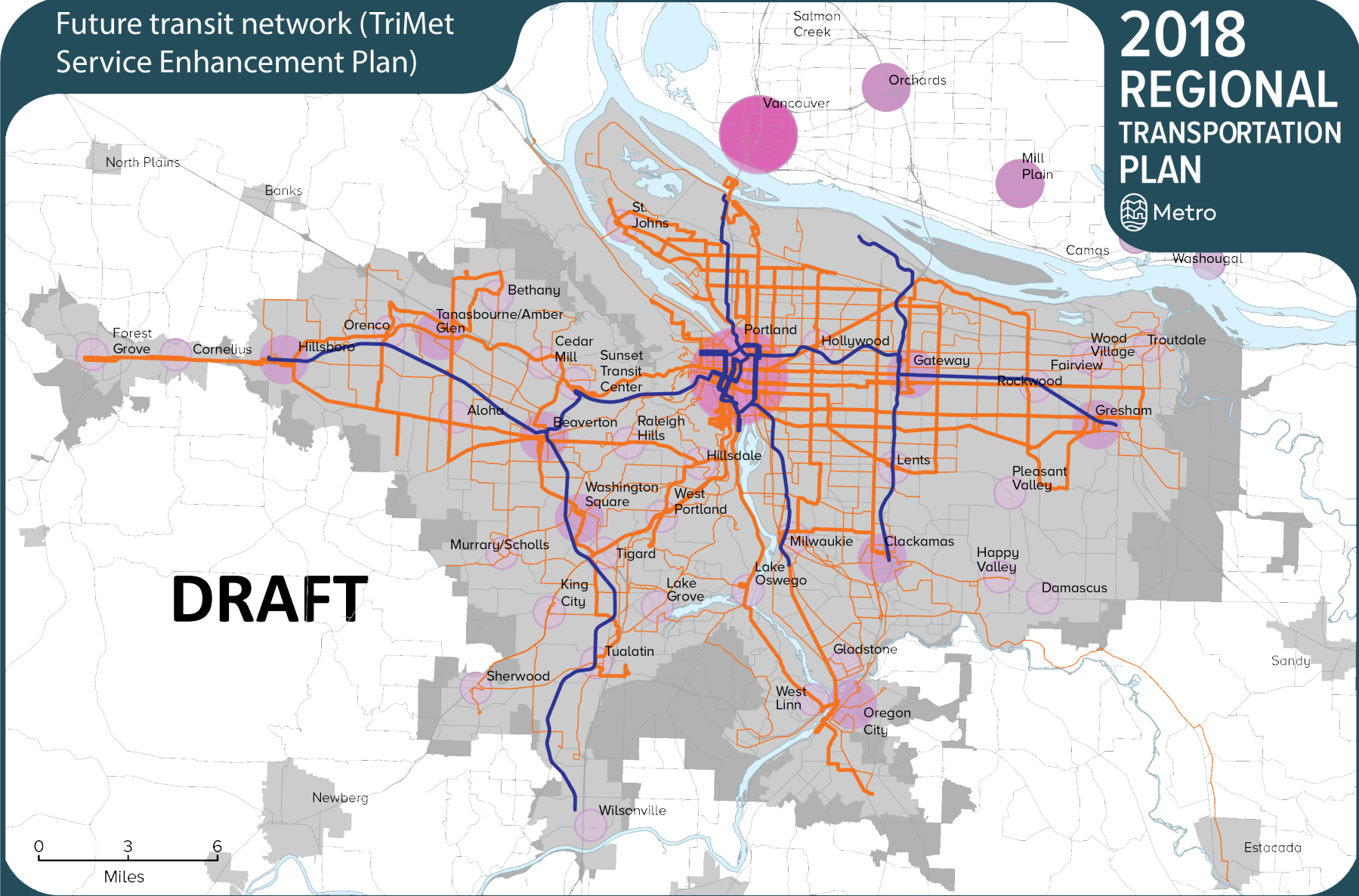


- Metropolitan planning area
- Urban growth boundary
- City center
- Regional center
- Town center
- High capacity transit
- Transit needs (bottlenecks, first/last mile connections, etc.)

Note: includes HCT Corridors and Tri Met's Service Enhancement Plans

# Future transit network (TriMet Service Enhancement Plan)

# 2018 REGIONAL TRANSPORTATION PLAN



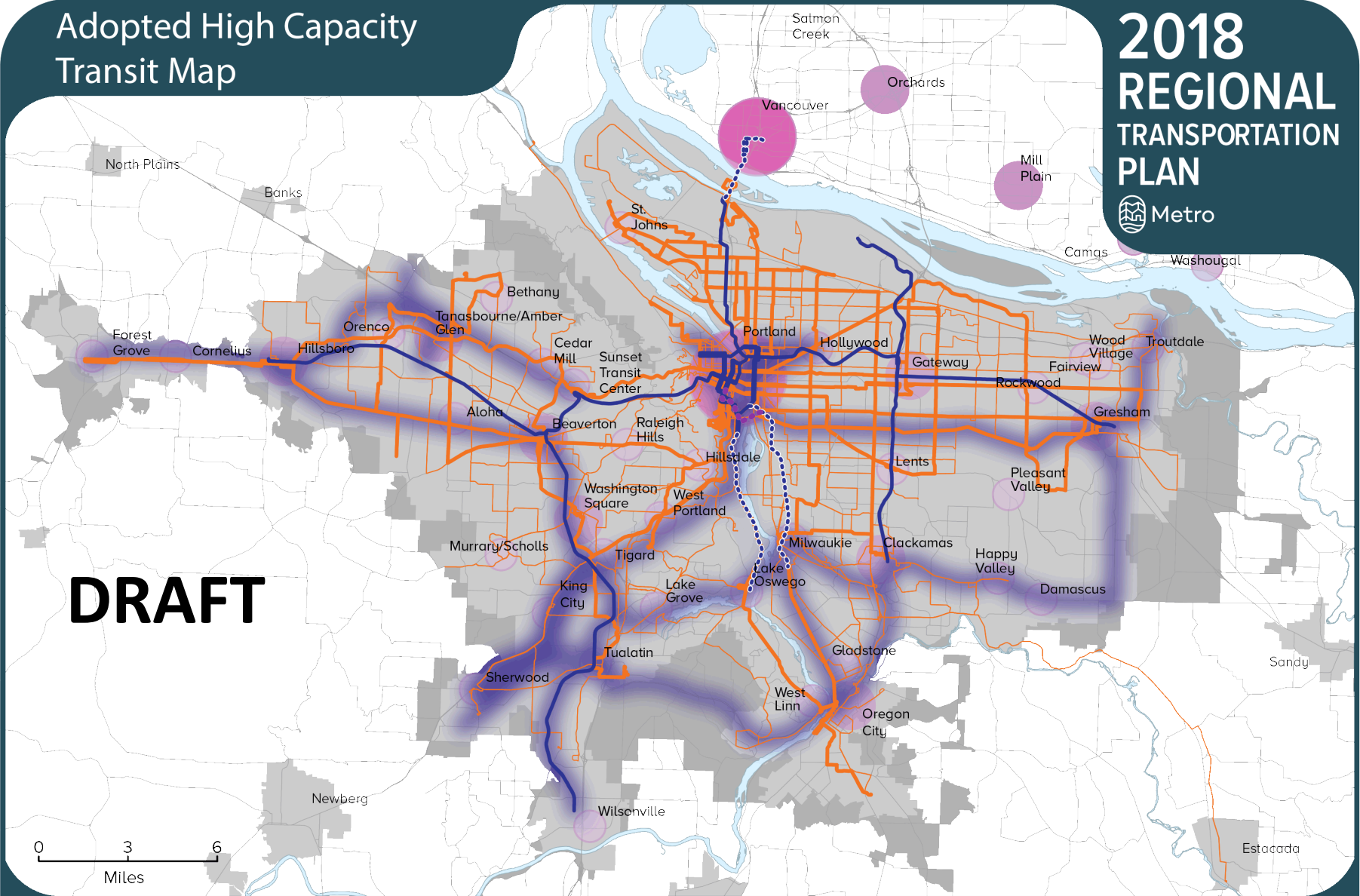
**DRAFT**

- Metropolitan planning area
- Urban growth boundary
- City center
- Regional center
- Town center
- High capacity transit
- Future bus
- Future frequent bus

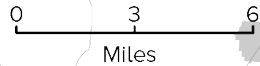
Note: includes HCT Corridors and Tri Met's Service Enhancement Plans

# Adopted High Capacity Transit Map

# 2018 REGIONAL TRANSPORTATION PLAN



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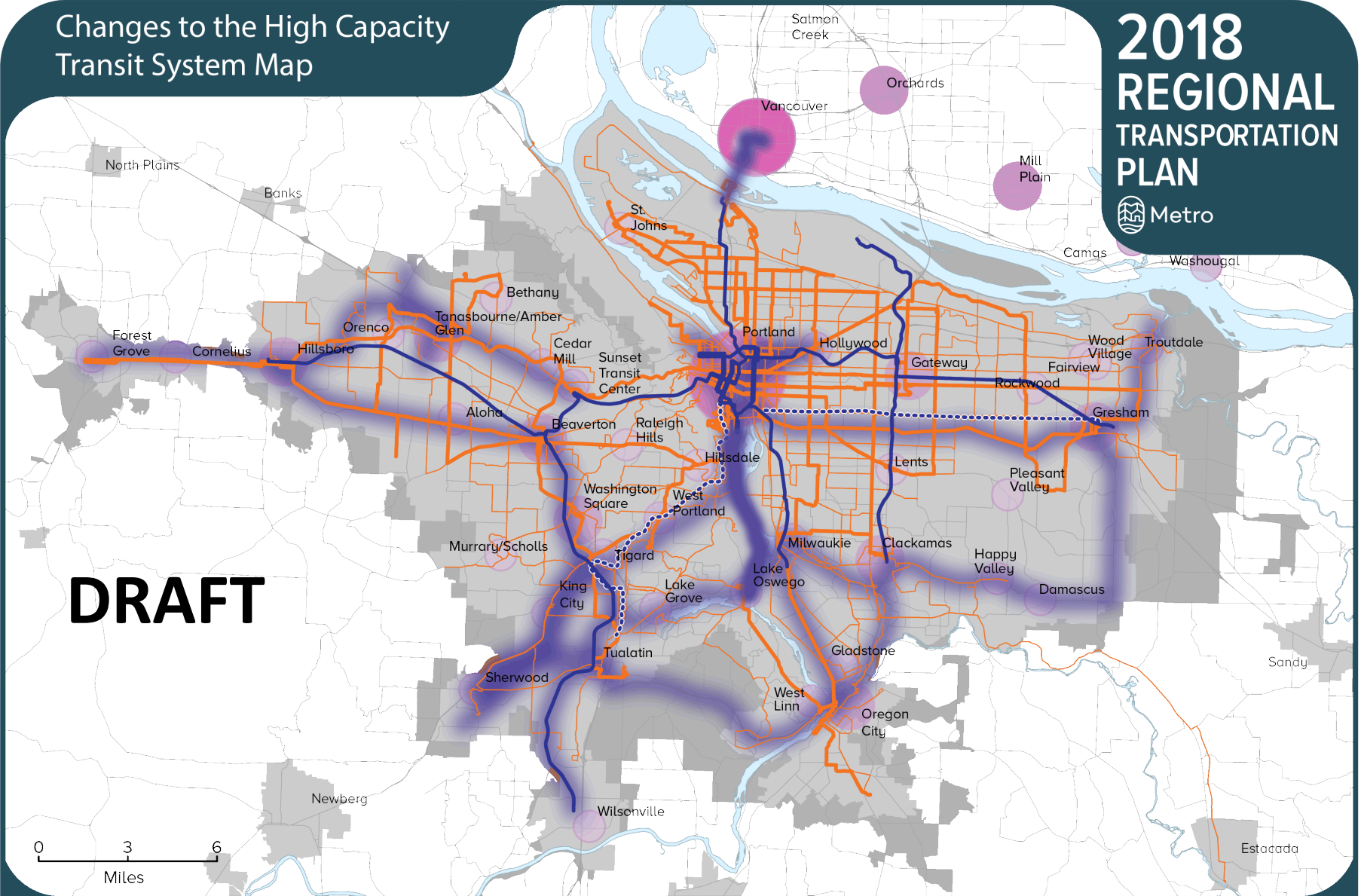


- Metropolitan planning area
- Urban growth boundary
- City center
- Regional center
- Town center
- High capacity transit Projects in development
- HCT corridor
- Future bus
- Future frequent bus











Note: includes HCT Corridors and Tri Met's Service Enhancement Plans

# Changes to the High Capacity Transit System Map

# 2018 REGIONAL TRANSPORTATION PLAN



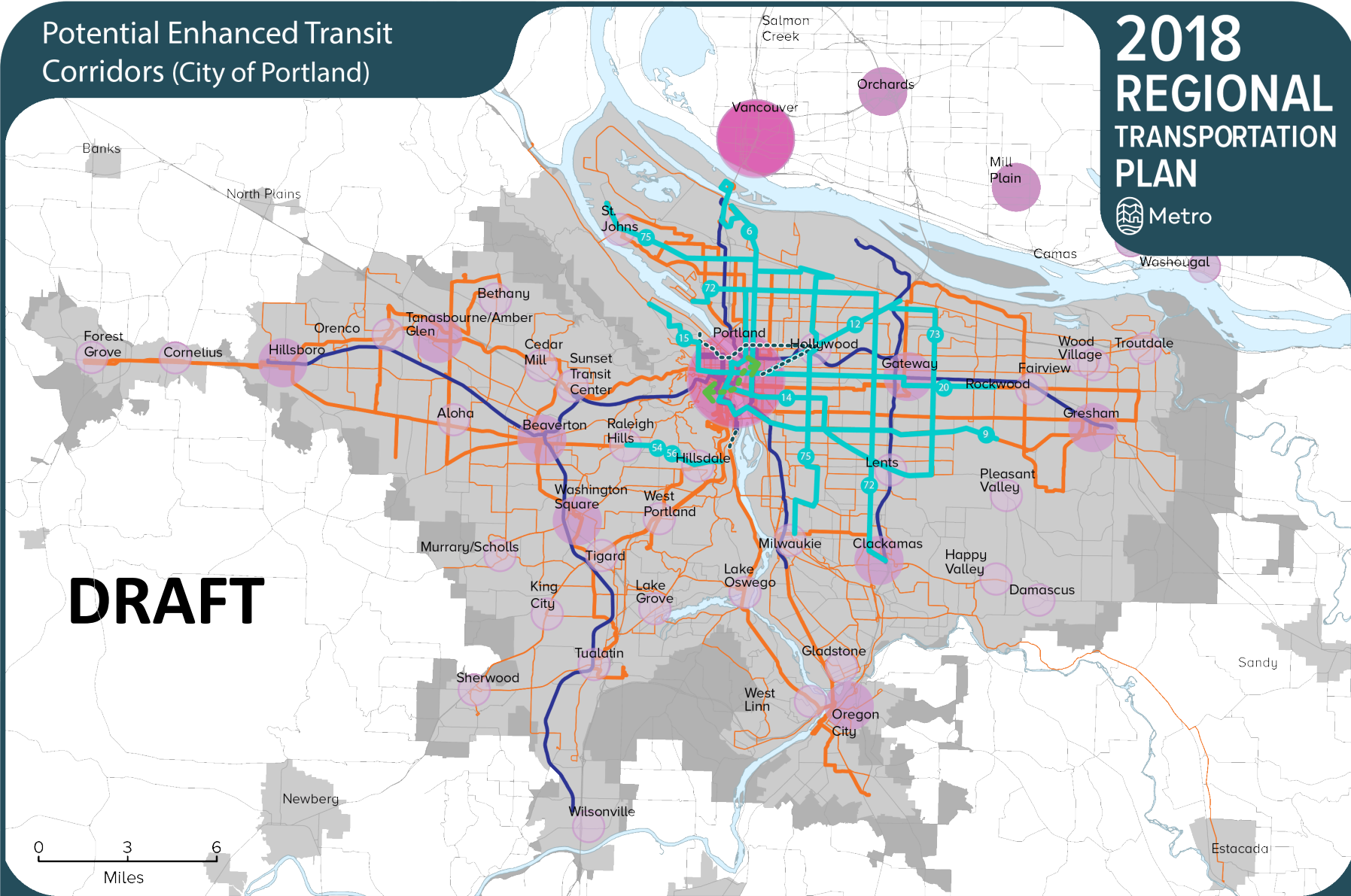
**DRAFT**

-  Metropolitan planning area
-  Urban growth boundary
-  City center
-  Regional center
-  Town center
-  High capacity transit
-  Projects in development
-  HCT corridor
-  Future bus
-  Future frequent bus

Note: includes HCT Corridors and Tri Met's Service Enhancement Plans

# Potential Enhanced Transit Corridors (City of Portland)

# 2018 REGIONAL TRANSPORTATION PLAN



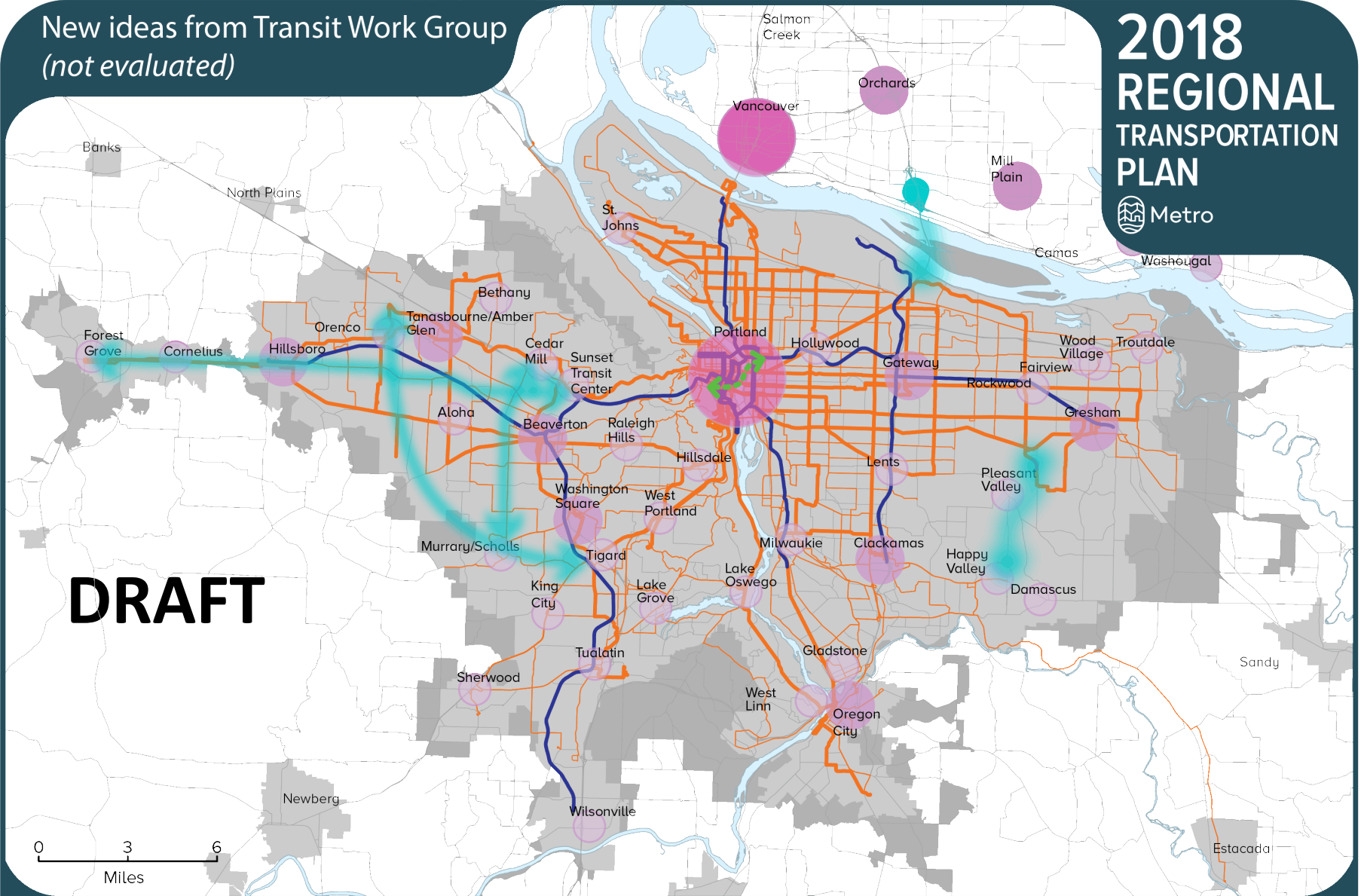
**DRAFT**

- Metropolitan planning area
- Urban growth boundary
- City center
- Regional center
- Town center
- High capacity transit
- Future bus
- Future frequent bus
- Potential Portland Streetcar
- Potential enhanced transit corridors
- Potential tunnel

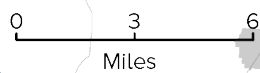
Note: includes HCT Corridors and Tri Met's Service Enhancement Plans

New ideas from Transit Work Group  
(not evaluated)

2018  
REGIONAL  
TRANSPORTATION  
PLAN



**DRAFT**

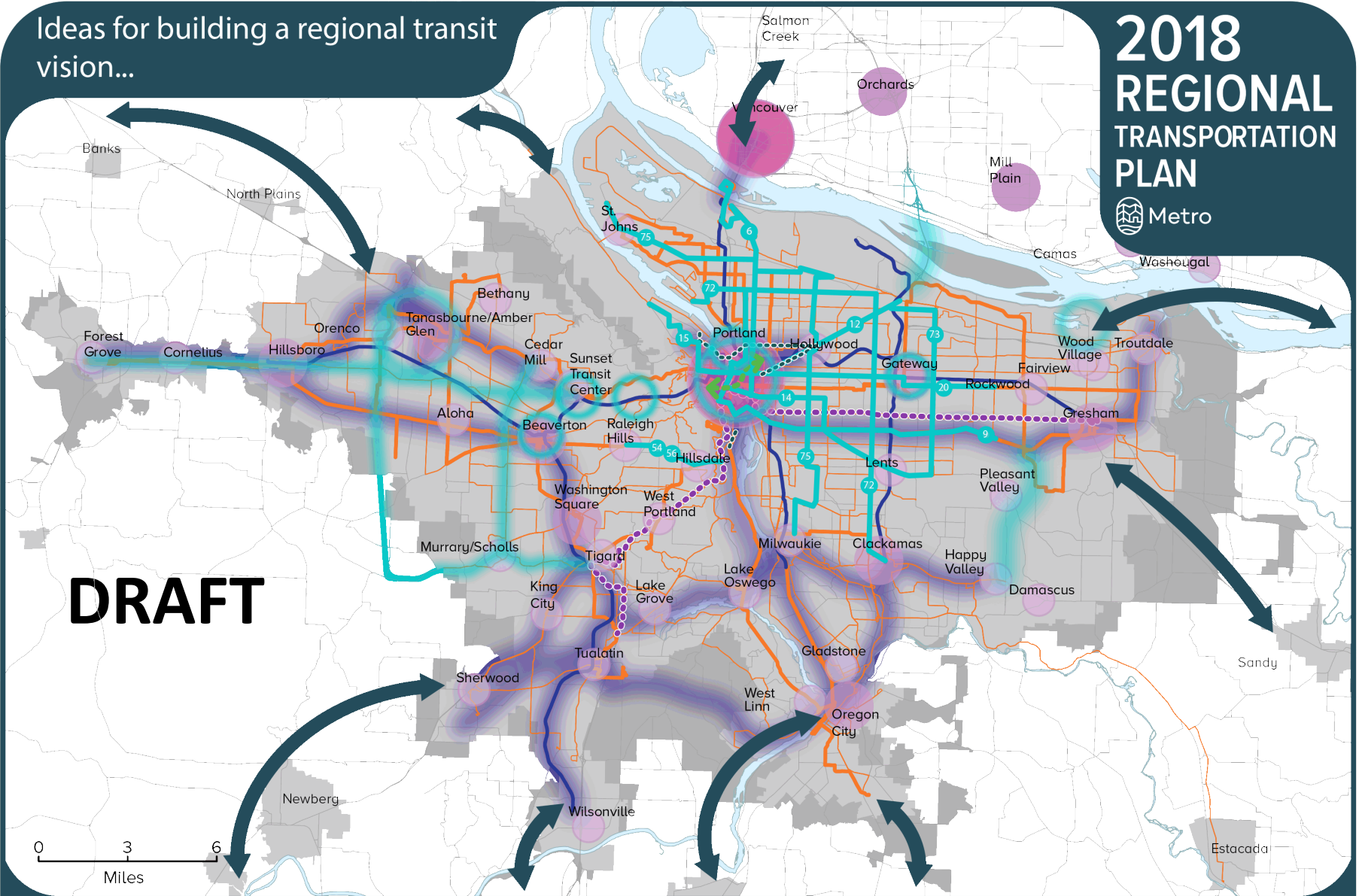


- Metropolitan planning area
- Urban growth boundary
- City center
- Regional center
- Town center
- High capacity transit
- Future bus
- Future frequent bus
- New ideas to consider
- Potential tunnel

Note: includes HCT Corridors and Tri Met's Service Enhancement Plans

# Ideas for building a regional transit vision...

# 2018 REGIONAL TRANSPORTATION PLAN



# DRAFT

- Metropolitan planning area
- Urban growth boundary
- City center
- Regional center
- Town center
- High capacity transit
- Future bus
- Future frequent bus
- HCT Project Development
- Futur/potential HCT corridor
- Neighboring transit
- Potential streetcar
- Potential enhanced transit corridors
- Potential tunnel
- New ideas to consider

Note: includes HCT Corridors and Tri Met's Service Enhancement Plans



# Transit supportive elements

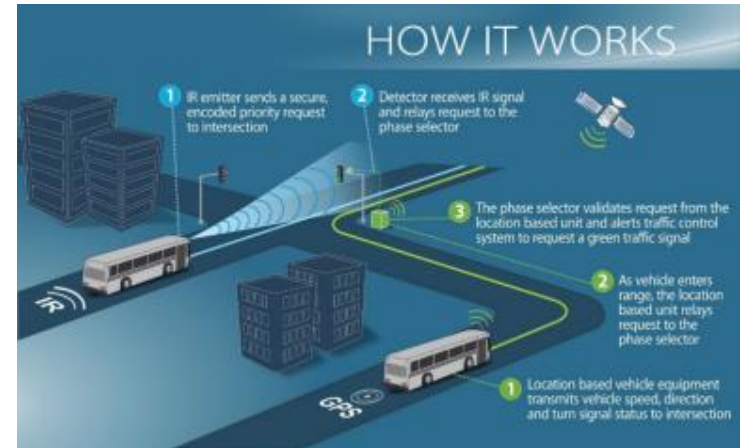
## Shared Mobility



## 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

Ensure local support

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

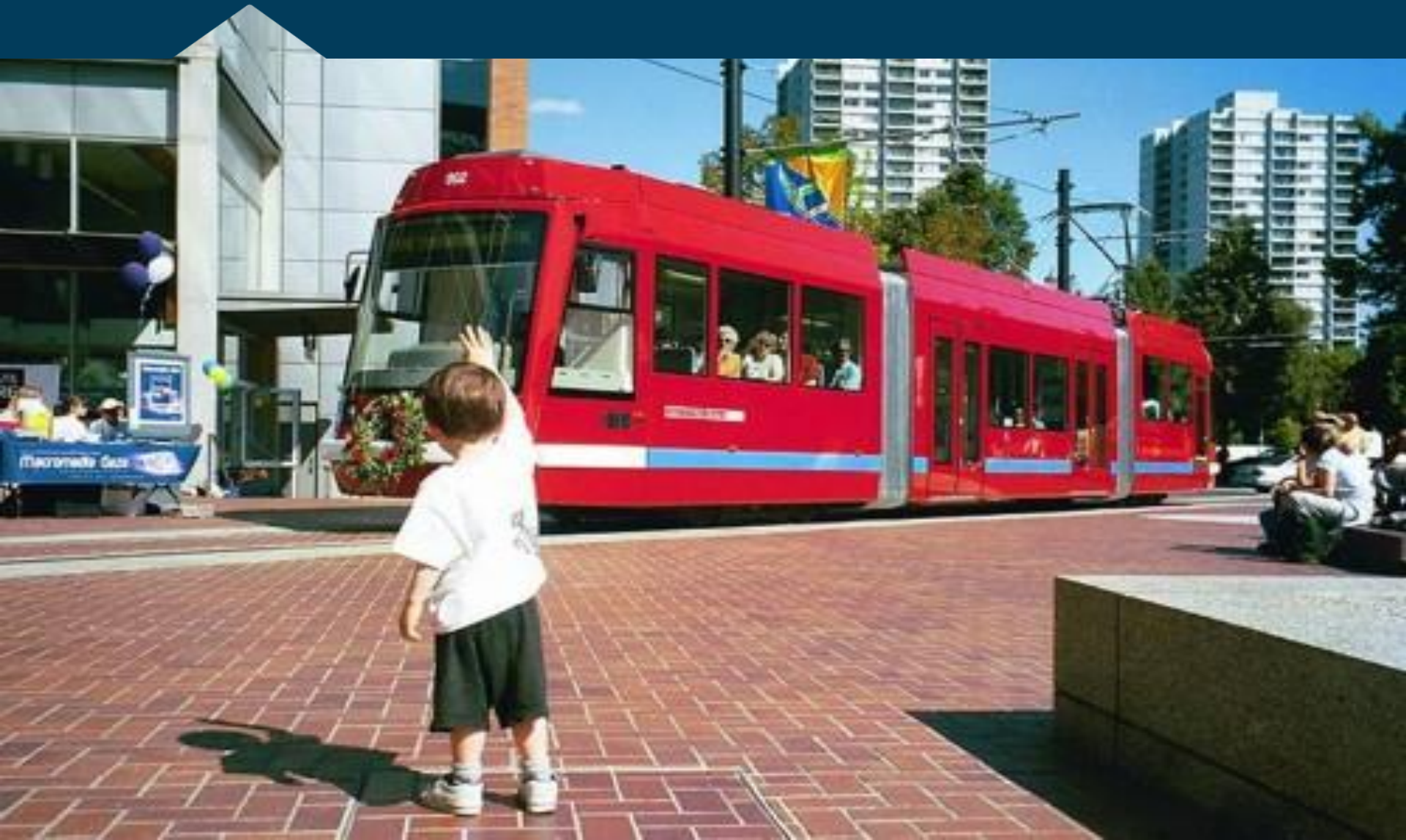


# Discussion/feedback

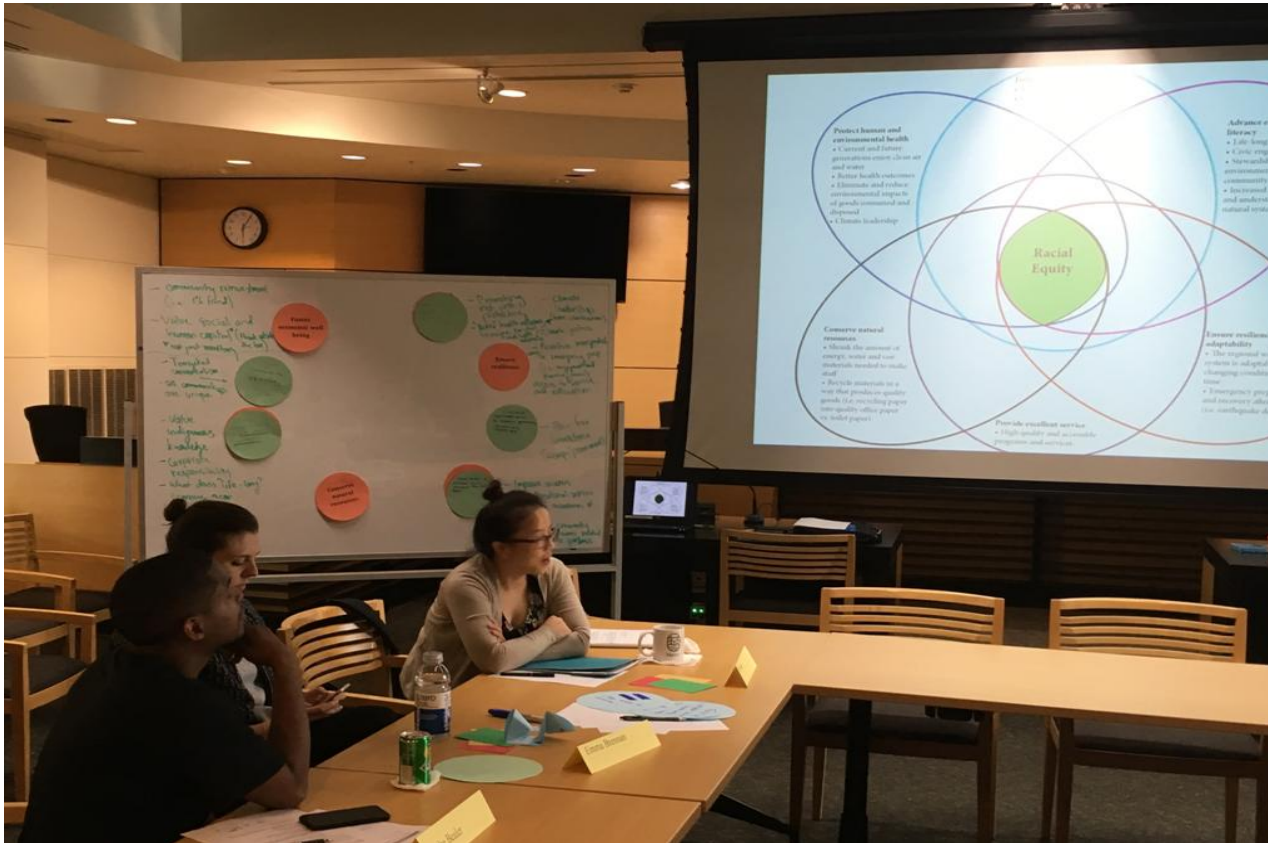
We are looking for feedback from MPAC regarding:

- Updating the transit policy framework
- Updating the 2009 High Capacity Transit (HCT) System Map
- Updating the policy framework to include Enhanced Transit Corridors
- What criteria should be considered while we update the Transit System Expansion Policy?

Thank you



# Equity Work Group



■ Considered values from equity perspective

■ Met four times May through June 2017