



600 NE Grand Ave.
Portland, OR 97232-2736

Metro Policy Advisory Committee (MPAC)

agenda

Wednesday, March 14, 2018

5:00 PM

Metro Regional Center, Council chamber

1. **Call To Order, Introductions, Chair Communications (5:00 PM)**
 - *2017 Compliance Report*
2. **Public Communications (5:05 PM)**
3. **Council Update (5:10 PM)**
4. **MPAC Member Communication (5:15 PM)**
5. **Consent Agenda (5:20 PM)**
 - 5.1 [Consideration of February 14, 2018 Minutes](#)
Attachments: [February 14, 2018 Minutes](#)
6. **Information/Discussion Items**
 - 6.1 [2018 Urban Growth Management Decision: Process Update \(5:20 PM\)](#)
Presenter(s): Ted Reid, Metro
Attachments: [MPAC Worksheet](#)
[2018 UGM Decision Process Overview](#)
 - 6.2 [Emerging Technology Strategy: Draft Policies \(5:35 PM\)](#)
Presenter(s): Eliot Rose, Metro
Attachments: [MPAC Worksheet](#)
[Memo: Emerging Technology Strategy: Draft Policies](#)
7. **Action Items**

- 7.1 [Report Back on Regional Leadership Forum #4 Takeaways and Recommendations for Refining 2018 RTP Investment Priorities \(Recommendation Requested\) \(6:10 PM\)](#)

Presenter(s): Kim Ellis, Metro

Attachments: [MPAC Worksheet](#)
[Regional Leadership Forum #4 Summary](#)
[2018 Engagement Summary](#)
[Key Dates for Finalizing Our Shared Plan for the Region](#)
[Update on Remaining Policy and Technical Work](#)
[Jurisdictional Comments](#)

8. Adjourn

Upcoming MPAC Meetings:

- *Wednesday, April 11, 2018*
- *Wednesday, April 25, 2018*
- *Wednesday, May 9, 2018*

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2018 MPAC Work Program

as of 3/7/2018

Items in italics are tentative

	<p><u>Wednesday, March 14, 2018</u></p> <ul style="list-style-type: none"> • Urban Growth Management Decision Process Update (Elissa Gertler/Ted Reid; 15 min) • Draft RTX Policies – Information/Discussion (Eliot Rose, Metro; 35 min) • Regional Leadership Forum #4 Takeaways and RTP Investment Priorities – Recommendation Requested (Ellis; 50 min)
<p><u>Wednesday, March 28, 2018</u> – cancelled</p>	<p><u>Wednesday, April 11, 2018</u></p> <ul style="list-style-type: none"> • Regional Housing Measure: Possible Scenarios – Information/Discussion (TBD; 30 min) • Trends Behind the Regional Population Forecast: Migration and Demographic Change – Information/Discussion (TBD; 60 min)
<p><u>Wednesday, April 25, 2018</u></p> <ul style="list-style-type: none"> • Draft Freight Strategy – Information/Discussion (Tim Collins, Metro; 20 min) • Draft Safety Strategy – Information/Discussion (Lake McTighe, Metro; 30 min) • Employment Trends: Changes in How and Where People Work – Information/Discussion (panel TBD; 50 min) 	<p><u>Wednesday, May 9, 2018</u></p> <ul style="list-style-type: none"> • Food Scraps Policy Update – Information/Discussion (Jennifer Erickson, Metro; 20 min) • Regional Transit Strategy – Information/Discussion (Jamie Snook, Metro; 45 min) • Draft RTX Policies and Strategies – Information/Discussion (Eliot Rose, Metro; 40 min)
<p><u>Wednesday, May 23, 2018</u></p> <ul style="list-style-type: none"> • Regional Housing Measure: Draft Measure and Programs – Information/Discussion (TBD; 60 min) • Draft RTP (Focus on Policies and Implementation)– Information/Discussion (Ellis; 45 min) 	<p><u>Wednesday, June 13, 2018</u></p> <ul style="list-style-type: none"> • City Proposals for UGB Expansions – Information/Discussion (Representatives from 2-3 Cities; 90 min) • Regional Housing Measure Ballot Discussion – Recommendation (TBD: 20 min)

<p><u>Wednesday, June 27, 2018</u></p> <ul style="list-style-type: none"> • City Proposals for UGB Expansions – Information/Discussion (Representatives from 2-3 Cities; 90 min) 	<p><u>Wednesday, July 11, 2018</u></p> <ul style="list-style-type: none"> • Overview of Draft 2018 Urban Growth Report – Information/Discussion (Ted Reid, Metro; 45 min)
<p><u>Wednesday, July 25, 2018</u></p> <ul style="list-style-type: none"> • Merits of City Proposals for UGB Expansions – Information/Discussion (TBD; 60 min) 	<p><u>Wednesday, September 12, 2018</u></p> <ul style="list-style-type: none"> • Metro Chief Operating Officer Recommendation on 2018 Urban Growth Management Decision – Information/Discussion (Martha Bennett, Metro; 60 min) • MPAC Recommendation to Metro Council on Urban Growth Management Decision – Recommendation to the Metro Council (Ted Reid, Metro; 30 min)
<p><u>Wednesday, September 26, 2018</u></p> <ul style="list-style-type: none"> • Introduce and Discuss MTAC Recommendation on 2018 RTP and Strategies for Freight, Transit, and Safety (Ellis; 90 min) <p><u>September 27-29: League of Oregon Cities Annual Conference, Eugene, OR</u></p>	<p><u>Wednesday, October 10, 2018</u></p> <ul style="list-style-type: none"> • MPAC Recommendation to Metro Council on Adoption of 2018 RTP and Strategies for Freight, Transit, and Safety (Ellis; 60 min)
<p><u>Wednesday, October 24, 2018</u></p>	<p><u>Wednesday, November 14, 2018</u></p> <p><u>November 13-15: Association of Oregon Counties Annual Conference, Eugene, OR</u></p>
<p><u>Wednesday, November 28, 2018</u></p>	<p><u>Wednesday, December 12, 2018</u></p>



METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

February 14, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Steve Callaway

Sam Chase

Betty Dominguez

Denny Doyle (*Chair*)

Andy Duyck

Chloe Eudaly

Mark Gamba

Jeff Gudman

Kathryn Harrington

Jerry Hinton

Gordon Hovies

Martha Schrader

Ty Stober

Don Trotter

Peter Truax

AFFILIATION

City of Hillsboro, Largest City in Washington County

Metro Council

Citizen of Clackamas County

City of Portland

Washington County

City of Portland

City of Milwaukie, Other Cities in Clackamas County

City of Lake Oswego, Largest City in Clackamas County

Metro Council

City of Gresham, Second Largest City in Multnomah County

Tualatin Fire and Rescue, Special Districts in Washington County

Clackamas County

City of Vancouver

Clackamas County Fire District #1, Special Districts in Clackamas County

City of Forest Grove, Other Cities in Washington County

ALTERNATES PRESENT

Gretchen Buehner

Jennifer Donnelly

Carrie MacLaren

AFFILIATION

City of King City, Other Cities in Washington County

Oregon Department of Land Conservation and Development

Oregon Department of Land Conservation and Development

MEMBERS EXCUSED

Emerald Bogue

Amanda Fritz

AFFILIATION

Port of Portland

City of Portland

OTHERS PRESENT: Adam Barber, Kari Lyons, Emily Klepper, Tina Osterink, Laura Weisel, Jennifer Hughes

STAFF: Ernest Hayes, Megan Gibb, Ramona Perrault, Miranda Mishan, Nellie Papsdorf, Ina Zucker, Andy Shaw, Frankie Lewington, Jes Larson, Emily Lieb, Craig Beebe, Clifford Higgins, Margi Bradway, Roger Alfred, Kim Ellis

1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS

MPAC Chair Denny Doyle called the meeting to order at 5:03 PM. He explained that item 6.1 was to be rescheduled due to a presenter's illness. Chair Doyle suggested that MPAC members review the 6.1 materials in the packet to learn more.

2. PUBLIC COMMUNICATIONS

Kari Lyons, Welcome Home Coalition: Ms. Lyons expressed concerns about affordable housing and the high need for addressing homelessness and poverty in the region. She emphasized that the situation was out of control, particularly the lack of funding for affordable housing. Ms. Lyons conveyed that success required basic needs to be met.

3. COUNCIL UPDATE

Councilor Kathryn Harrington provided an update on the 2040 Planning and Development Grant cycle. She explained that applications were open for cities and counties, and that \$2 million was available, and half was to be allocated for equitable development projects. Councilor Harrington noted that the deadline was March 8 for the draft letters of intent, but earlier submission was encouraged.

Councilor Harrington shared details about the Nature in Neighborhoods Grants, and emphasized that this grant was available to a wide range of groups including communities, non-profits, individuals, faith groups and service groups.

Councilor Harrington reminded MPAC of the Metro Council District 2 vacancy, and shared that the public hearing for this position was Thursday, March 8.

4. MPAC MEMBER COMMUNICATION

Councilor Ty Stober updated MPAC on developments in Vancouver, and community investments in recently purchased property. He added that they recently elected their first female mayor and had a female majority council for the first time in Vancouver history.

Councilor Harrington thanked Councilor Stober for consistently attending MPAC meetings and keeping them informed about Vancouver.

5. CONSENT AGENDA

MOTION: Councilor Gudman moved and Mayor Gamba seconded to approve the consent agenda.

ACTION: With all in favor, the motion passed unanimously.

6. INFORMATION/DISCUSSION ITEMS

6.2 Affordable Housing: Regional Investment Strategy

Chair Doyle highlighted that finding an affordable home was one of the most pressing challenges faced by greater Portland's families and residents, particularly those with very limited incomes.

Chair Doyle reminded MPAC that in January they endorsed a letter supporting legislation to refer an Oregon constitutional amendment to give voter-approved general obligation bonds more flexibility for affordable housing. He shared that Metro was working with many private and public partners to develop a recommended ballot measure proposal that balances interests and support of community stakeholders, elected leaders and regional voters. Chair Doyle explained that Metro staff would present the work plan and provide a status update for MPAC discussion. He introduced Mr. Andy Shaw, Ms. Jes Larson and Ms. Emily Lieb, Metro staff.

Key elements of the presentation included:

Ms. Lieb framed the issue of affordable housing by sharing data and the need for housing. She explained that it was a regional challenge, and that 30% of the region was spending more than half of their income toward rent.

Ms. Lieb conveyed that rents had gone up twice as fast as income, and that there were a lot of ways of looking at the numbers, but it was clear that people weren't able to keep up with rent increases. She discussed housing gaps at various levels of median family incomes.

Ms. Lieb highlighted the collaborative framework which informed their work on affordable housing. She recounted the four main strategies that were a part of their work, and the tactics within each strategy. Ms. Lieb discussed some of the progress made by the equitable housing initiative.

Ms. Larson discussed the potential components of the regional housing measure, and the background in deciding to use the housing measure as a funding tool for affordable housing. She noted that staff focused exclusively on a general obligation bond as a funding tool. Ms. Larson emphasized that Metro did not have the desire to take on the role of a housing authority, but this opportunity was to pass revenue to housing authorities. She added that cities had staff built in to work on affordable housing, and that they would be able to use this funding.

Ms. Larson explained that the measure would not be able to support non-profit groups, but if the constitutional amendment passed, the revenue could go directly to housing partners to help them increase the rate at which they re-create affordable homes. She conveyed that Metro would potentially use this revenue to buy land that would become affordable housing.

Ms. Larson discussed next steps, and the stakeholder engagement happening around the measure. She shared that these tables would put forward responses that would inform a referral to the Metro Council. Ms. Larson added that there would be public opinion research and other community engagement on many different aspects of the measure.

Mr. Shaw emphasized the housing measure timeline, and shared specific next steps and opportunities for engagement with MPAC members and their jurisdictions.

Member discussion included:

- Mayor Mark Gamba asked about a particular data point that Ms. Lieb shared, that there was 46,000 households in need. He asked if this was based on census data. Ms. Lieb confirmed that it was based on the most current data that was published, and it was a four year average. Mayor Gamba asked if it was old, and Ms. Lieb confirmed. Mayor Gamba shared that the housing deficit had gotten worse since this data was collected, particularly in Milwaukie. Ms. Lieb shared that the region could expect a \$25,000 rent increase since these numbers were published.
- Ms. Betty Dominguez stressed the importance of passing the constitutional amendment. She encouraged MPAC members to research the constitutional amendment and talk to Metro staff about their work, and to take this information back to their communities around the region.
- Commissioner Chloe Eudaly shared her support for the housing measure. She emphasized that housing was a statewide issue, and that many homeless people from other counties were coming to Multnomah County in search of shelters. Commissioner Eudaly conveyed that she was glad Metro staff was doing a broad community based process before taking this measure to the voters. She asked if they felt they were asking for enough. Mr. Shaw explained that there was no number but that they did some polling on the issue and had plans to do more.
- Commissioner Eudaly asked how the funds would be distributed, whether it would be based on per capita or contribution levels. She suggested that they set aside some funding for the SW Corridor or other transit based development.
- Mayor Steve Callaway added that flexibility with these funds would be ideal. He explained that having flexibility within jurisdictions to pay for some home upgrades for senior citizens would be useful. Mayor Callaway also shared the importance of buying land and building affordable home. He raised concerns

about Metro keeping some of the revenue, and concern about what would happen if the measure did not pass. Mayor Callaway suggested that a \$25 tax increase could burden lower income people who were renting.

- Mr. Shaw thanked MPAC for the feedback.

6.3 RTP Evaluation Key Takeaways and Update on Regional Leadership Forum #4

Chair Doyle explained that MPAC would receive an update from staff on the Regional Transportation Plan in preparation for the final RTP Regional Leadership Forum on March 2nd. Chair Doyle recounted that the Regional Transportation plan responded to both federal and state mandates, which require MPAC, JPACT and Metro Council to finish by the end of the year. He shared that they had accomplished a lot, including the three previous Regional Leadership Forums in which they had discussed the region's transportation challenges and opportunities, heard what other metropolitan areas were doing to meet their transportation challenges, and developed a better picture of federal and state funding.

Chair Doyle emphasized that with a half-million new residents expected to live in greater Portland by 2040, there would be increased economic activity and more people and goods travelling on the region's transportation system. He added that transportation funding was neither sufficient to meet today's needs, nor future needs. Chair Doyle shared that they had to work together to make progress on key outcomes like safety, equity and implementing the Climate Smart Strategy that MPAC endorsed in 2014.

Chair Doyle reminded MPAC of Metro staff's presentation at MPAC in January, and explained that since that time, staff had prepared a key takeaways handout, and a policymaker's discussion guide. He explained that the key takeaways showed that with the investments in the draft project lists, progress would be made in some areas and they would fall short in others.

Chair Doyle reminded MPAC that the draft project lists were compiled by Metro from what was submitted to them by the cities, counties and agencies from adopted planning efforts that provided opportunities for public input. He shared that they had the opportunity next month to make recommendations to the Metro Council, the cities and the counties about what outcomes they were going to prioritize through the RTP.

Chair Doyle asked Metro's Ms. Megan Gibb to introduce Ms. Margi Bradway, Metro's new Deputy Director of Planning and Development.

Key elements of the presentation included:

Ms. Bradway provided background on the current RTP and the visions and goals set by Metro Council. She explained that they were giving back the analysis of projects

to partners and other stakeholders to evaluate whether they were meeting their goals. Ms. Bradway reminded MPAC about the 4th Regional Leadership Forum on March 2nd.

Ms. Kim Ellis reminded which requirements the RTP met, and provided context for the RTP, and the regional needs that it would address. She highlighted the broader vision statement that came out of the regional leadership forum. Ms. Ellis discussed the adopted goals and how they had changed over time.

Ms. Ellis provided a breakdown of types of projects and investments, and shared that more than half of them were focused on the regions throughway systems. She added that there was significant service investments throughout the region, and significant investment in active transportation. Ms. Ellis noted that while there wasn't a lot of focus on freight, other sources of funding were being put towards freight.

Ms. Ellis explained that the region would fall short of its adopted Climate Smart Strategy commitment, and that addressing this and finding strategies to sustainability was a priority. She highlighted specific areas in which the region was falling short of the Climate Smart Strategy.

Ms. Ellis conveyed that affordability was set to improve with better access to lower cost travel options, but not everyone would benefit equally. She shared that they were trying to better understand outcomes of investments in underrepresented communities, and she emphasized that equal access wasn't necessarily affordable access.

Ms. Ellis recounted some of the feedback heard at the Community Leader's Forum. She shared that they had heard that it was important for the region to lead with equity, and focus on advancing equity in order to achieve other desired outcomes. Ms. Ellis conveyed the importance of considering who benefitted from investments, and recognized that the conversation was actively linking housing, transportation and equity, but that these connections needed to be more clearly shown.

Ms. Ellis recounted feedback from hearings with businesses and community briefings, and emphasized the importance of accessibility, the needs of underserved communities, and concerns that freight projects were underemphasized in the plan. She shared that online poll feedback highlighted safety, reliability, and travel options as priorities, and that 73% of those who took the poll supported raising taxes to generate funding.

Ms. Ellis explained some of the next steps, and the RTP timeline through the end of 2018.

Member discussion included:

- Mayor Gamba referred to the letter from PBOT to the Metro Council, and expressed disappointment that the RTP was missing targets. He suggested that this lack of achieved outcomes showed that the RTP was not a successful plan. Mayor Gamba expressed concern that single occupancy vehicles were being prioritized in terms of funding, despite commitments made to reduce single occupancy vehicles. He expressed that frontloading SMART and other technical solutions were a viable way to achieve outcomes, and make a bigger difference for less money. Mayor Gamba advised stepping back and rethinking strategically about how goals could be met.
- Councilor Harrington conveyed that she felt the region was at the correct point. She recalled that they had done analysis and gotten feedback on projects, and now was the time to address how to better meet desired outcomes.
- Ms. Ellis explained that the RTP had to go through public process, and while there were limits to refinements, refinements were certainly possible. She added that this didn't mean a wholesale changing of projects, but refinements that would help demonstrate how the RTP was meeting outcomes.
- Councilor Harrington asked if elected officials needed to have directives for their staff. Ms. Ellis explained that that was what they wanted feedback from MPAC on.
- Mayor Gamba suggested that they were still not doing enough. He explained that bike and pedestrian projects were not being prioritized.
- Councilor Gudman suggested combining housing and transportation in public polling efforts. Ms. Bradway shared that the survey data they shared with MPAC was part of a slightly different survey, and that Metro's government relations department participated in two polls recently that indicated homelessness, affordable housing and transportation were the highest priority issues.
- Councilor Gudman spoke to the importance of talking to U.S. Congress members. He suggested relaying that Oregon should not be penalized with less funding because of funding generated in HB 2017, that federal dollars should be allowed to be used for maintenance, and congressional staff should contact local engineers to identify where federal regulations added cost but not value to projects.
- Chair Andy Duyck conveyed disappointment in the investment in throughways. He expressed that economic viability was a priority, since throughways were key for businesses' ability to move freight. Ms. Bradway reminded MPAC that funding from HB 2017 addressed a lot of bottleneck issues. Ms. Ellis added that it also addressed other throughway projects, and that HB 2017 had a lot of major investment in highways. Chair Duyck asked if the increase in hybrid vehicles was reducing emissions. Ms. Ellis confirmed that these changes were showing a decrease in fuel emissions.

- Councilor Gretchen Buehner raised concerns about an aging population, particularly in suburban areas of the region and a lack of transit in those areas. Ms. Ellis referred to a map within her presentation that showed significant expansion and frequent bus service proposed all around the region including more suburb-to-suburb lines. She added that transit service enhancement plans would also be implemented.
- Ms. Dominguez asked if they were working with TriMet, and Ms. Ellis confirmed. Ms. Dominguez noted that TriMet recently ended a route to the Milwaukie Senior Center which was unhelpful. She suggested that HB 2017 was not as thoughtful as it could have been, and emphasized the importance of bringing in community members to discuss RTP issues.
- Ms. Bradway noted that the list of financially constrained projects did not assume any funding in 2020. She explained that it considered funding available now to ODOT, Metro, TriMet, and regional jurisdictions. Ms. Bradway shared that it would change in accordance with HB 2017, and for the purposes of the 2020 bond they would be looking outside of the constrained list.

7. ADJOURN

MPAC Chair Doyle shared that the 2/28/2018 MPAC meeting was cancelled. He adjourned the meeting at 6:44 PM.

Respectfully Submitted,



Miranda Mishan
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF FEBRUARY 14, 2018

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Handout	2/14/18	2040 Planning and Development Grants Factsheet	021418m-01
3.0	Handout	2/1/18	February Hotsheet	021418m-02
6.2	Presentation	2/14/18	Regional Housing Measure PowerPoint	021418m-03
6.3	Handout	2/14/18	RTP Letter form PBOT	021418m-04
6.3	Handout	2/14/18	Metro Response to PBOT Letter	021418m-05
6.3	Presentation	2/14/18	RTP PowerPoint	021418m-06

MPAC Worksheet

Agenda Item Title: 2018 Urban Growth Management Decision: Process Update

Presenter: Ted Reid, Principal Regional Planner

Contact for this worksheet/presentation: Ted Reid

Purpose/Objective

Provide MPAC with an update on the process that will lead to an MPAC recommendation and the Metro Council's urban growth management decision in 2018.

Action Requested/Outcome

No action is requested at this time.

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

In early 2017, the Metro Council approved a work program for making a growth management decision in 2018. Staff presented that work program overview to MPAC in early 2017 and wishes to provide a brief status update.

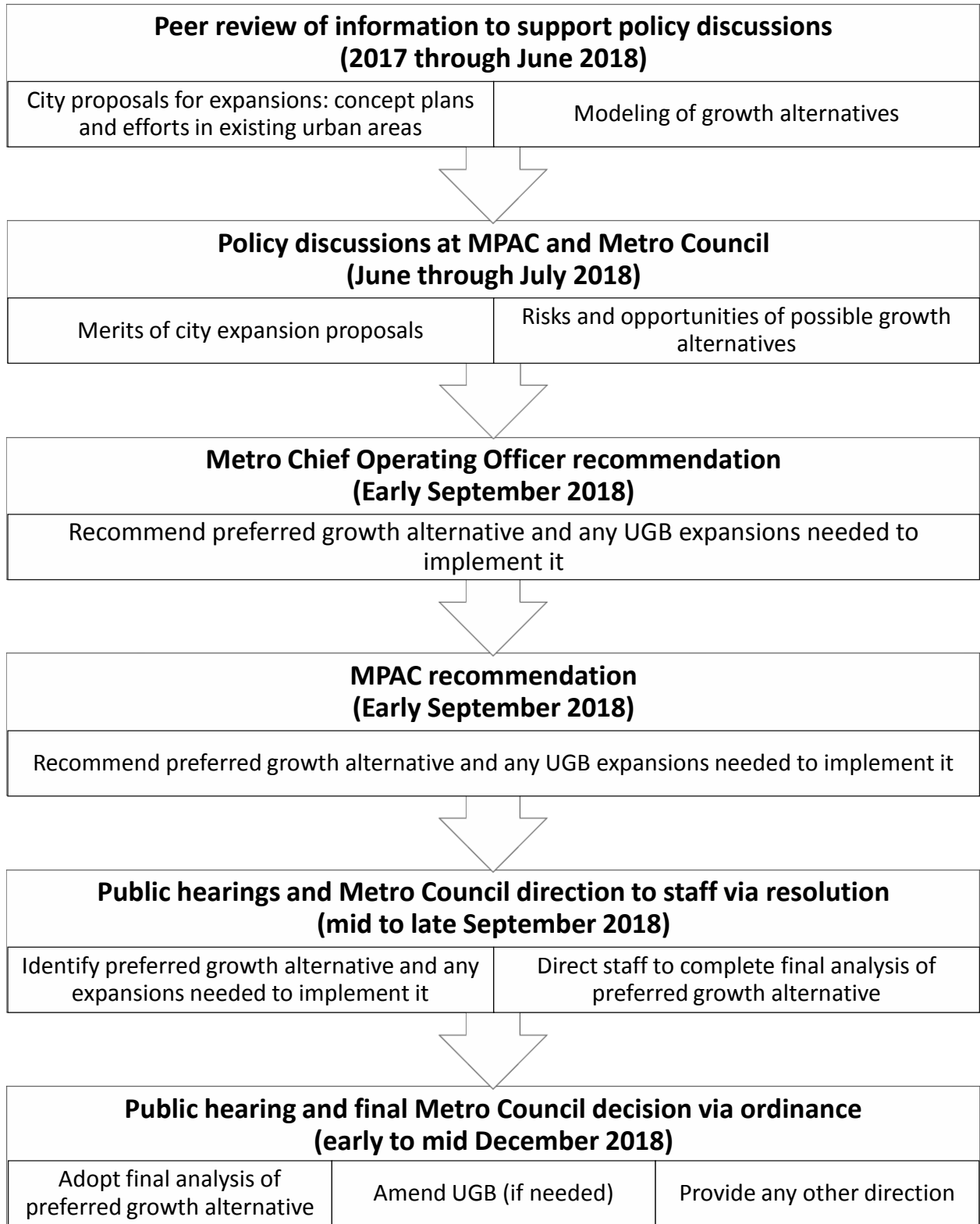
At Council's direction, the 2018 decision will be conducted differently than in the past, with an emphasis on an outcomes-based approach and a focus on the merits of city proposals. Five cities have indicated their interest in urban growth boundary expansions in 2018. Those five cities are expected to submit full proposals by May 31, 2018. Full proposals will include concept plans for the proposed expansion areas as well as materials that address the factors that Council adopted in December 2017 as amendments to Title 14 of the Functional Plan (as recommended by MPAC). Those factors address topics like development feasibility, affordability, removal of barriers to mixed-uses, and the six desired outcomes.

Staff wishes to provide MPAC with an overview of how analysis, engagement, recommendations and decisions will be sequenced this year to accommodate this new approach to decision making.

What packet material do you plan to include?

Process diagram for 2018 growth management decision.

2018 Urban Growth Management Decision Process Overview



MPAC Worksheet

Agenda Item Title: Emerging Technology Strategy: Draft Policies

Presenter: Eliot Rose, Senior Technology Strategist

Contact for this worksheet/presentation: Eliot Rose, Metro

Purpose/Objective

To collect feedback on the draft policy language that will be included in Metro's Emerging Technologies Strategy.

Action Requested/Outcome

The purpose of this presentation is to receive feedback from MPAC on the policy language that will be at the core of Metro's Emerging Technologies strategy.

What packet material do you plan to include?

Emerging Technology Strategy: Draft Policies memo. This memorandum presents the draft policy language for review; the accompanying presentation provides contextual information about how these policies were developed. The glossary at the end of this memo explains some of the terms used.

Memo



Date: March 14, 2018
To: Metro Policy Advisory Committee (MPAC)
From: Eliot Rose, Senior Technology Strategist
Subject: Emerging Technology Strategy: Draft Policies

DRAFT EMERGING TECHNOLOGY PRINCIPLES

Principles outline a long-term vision for how emerging technologies can support our regional transportation goals. They will serve as the foundation for the more detailed policies and strategies, as well as guide Metro and our partners in our technology-related planning efforts, partnerships and pilot projects. The draft principles shown below reflect feedback from Transportation Policy Alternatives Committee and Metro Technical Advisory Committee members during and following the January 3rd joint workshop.

Vibrant Communities: Emerging technologies should support our regional land use vision and enable communities to devote more space to places for people.

Prosperity: Emerging technologies should nurture locally-based companies, replace jobs lost to automation, support efficient freight movement, and create new ways to meet the transportation needs of local businesses and workers.

Choices: Emerging technologies should bring new travel options to the region and complement transit, bicycling and walking.

Congestion: Emerging technologies should help people reach their destinations more efficiently. They should reduce congestion by promoting shared trips, decreasing vehicle miles traveled, minimizing conflicts between travelers, and managing demand.

Safety: Emerging technologies should reduce the risk of crashes for everyone and protect users from data breaches and cyberattacks.

Environment: Emerging technologies should use vehicles that run on clean or renewable energy.

Equity: Emerging technologies should be accessible, affordable, and available for all; provide equitable service throughout the region; and meet the transportation needs of historically marginalized communities.

Fiscal Stewardship: Emerging technologies should contribute their fair share of the cost of operating, maintaining, and building the transportation system and make it possible to collect revenue efficiently and equitably.

Accountability: Companies that operate emerging technologies should collaborate with public agencies and share data to support policymaking, planning, and system management.

DRAFT EMERGING TECHNOLOGY POLICIES AND STRATEGIES

The draft policies and strategies focus on the key areas where public agencies need to act in the next decade to respond to the most pressing issues presented by emerging technologies and stay on track to meet our regional goals over the long term. Policies describe the outcomes that we want to achieve; strategies describe the actions that Metro and our partners can take to achieve those outcomes.

Policies	Strategies
<i>Equity</i>	
Ensure that emerging technologies are accessible, available, and affordable to all. Use emerging technologies to create a more equitable transportation system.	Partner with historically marginalized communities to understand the barriers that they face to accessing emerging technologies and develop solutions to overcome these barriers. Develop standards for wheelchair accessibility and service equity for new mobility services. Create platforms that allow all people—regardless of race, age, language and culture, immigration status, banking status, and digital access—to learn about, book, and pay for new mobility services. Deploy emerging technologies to connect historically marginalized communities to transit stations and to employment centers, community services, and other destinations that are not well-served by transit.
<i>Choices</i>	
Use emerging technologies to bring new travel options to the region and support transit, shared trips, bicycling and walking.	Deploy emerging technologies to provide first- and last-mile connections to transit stations and make transit more efficient. Manage curb space to minimize conflicts between new mobility services and transit riders, bicyclists, and pedestrians. Deploy technologies that improve convenience and safety for transit riders, bicyclists, pedestrians, and people making shared trips. Price or manage travel and design streets to encourage shared trips and transit use in high-traffic areas and locations.
<i>Prosperity</i>	
Ensure that emerging technologies replace jobs lost to automation, support efficient freight movement, and create new ways to meet the transportation needs of local businesses and workers.	Develop programs to help transportation workers whose jobs are affected by emerging technologies find new opportunities. Pilot test CV infrastructure along key freight corridors. Study the impact that on-demand delivery is having on traffic and identify ways to keep goods and people moving. Develop partnerships and pilot projects with new mobility companies. Develop policies that encourage innovation and fair competition among new mobility services.

Policies

Strategies

Information

<p>Empower travelers to make the best choices for their trips.</p> <p>Plan and manage the transportation system using the best data available.</p>	<p>Make it easy for people to plan and pay for trips via transit.</p> <p>Develop mobility as a service platforms that allow people to compare, select, and book travel options seamlessly and competitively.</p> <p>Modernize and share public agency transportation data.</p> <p>Increase capacity to send data to and collect data from the roadside.</p> <p>Develop open data policies that ensure access to and responsible usage of public agency data.</p> <p>Collect data and conduct research on the impacts of emerging technologies.</p>
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Innovation

<p>Take a proactive role in shaping and adapting to new developments in transportation technology.</p>	<p>Use Metro funds and leverage local dollars to support emerging technology pilot projects that align with our goals.</p> <p>Partner with private companies, employers, and community groups when developing and implementing pilot projects.</p> <p>Shift to shorter-term, feedback-driven planning processes that allow public us to adapt to a changing transportation system.</p> <p>Develop and test new data, tools, systems and models to plan and manage the transportation system.</p>
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EMERGING TECHNOLOGY STRATEGY GLOSSARY

Emerging technologies is a blanket term that we use throughout this plan to refer to new developments in transportation technology. We use it to refer both to *technologies* like automated vehicles or smart phones and *services* that operate using these technologies, like car and bike sharing.

We discuss the following emerging technologies in this strategy:

Automated vehicles (AVs) use sensors and advanced control systems to operate independently of input from a human driver. Transportation experts have developed a five-level system to distinguish between the different degrees to which automation can assist a human driver; in this plan we focus on Level 4 or 5 AVs, which can operate independently of a driver under most or all conditions.

Bike sharing systems like BIKETOWN in Portland make fleets of bicycles available for short-term rental within a defined service area. Some bike sharing systems now offer electric bikes.

Car sharing services allow people to rent a nearby vehicle for short trips and pay only for the time that they use. Different car sharing service types include:

- Stationary car sharing (ZipCar, in some cases ReachNow), under which cars are kept at fixed stations, and users pick up cars from and return them to the same station.
- Free-floating car sharing (Car2Go, ReachNow), which allows people to pick up and drop off cars anywhere within a defined service area.
- Peer-to-peer car sharing (Getaround, Turo), which enables people to rent cars from their neighbors on a short-term basis.

Connected vehicle (CV) infrastructure, such as smart traffic signals and roadside sensors, communicates information to CVs in order to help them navigate the transportation system safely and efficiently and collect data from CVs in order to help public agencies manage the transportation system

Connected vehicles (CVs) communicate with each other or with infrastructure like traffic signals and incident management systems. Since it seems increasingly likely that vehicles in the near future will include both automated and connected elements, we typically use “AVs” to refer to both AVs and CVs.

Electric vehicles (EVs) use electric motors for propulsion instead of or in addition to gasoline motors.

Emerging technologies is a blanket term that we use throughout this plan to refer to new developments in transportation technology. We use it to refer both to “technologies” like

automated vehicles or smart phones and services that operate using these technologies, like car and bike sharing.

Microtransit services such as Via, Chariot, and Leap use smart phones to allow riders to book trips and collect data to tailor routes, and typically serve these routes with vehicles that are smaller than conventional buses.

Transportation network companies (TNCs) like Uber and Lyft use apps and websites to connect passengers with drivers who provide rides in their personal vehicles.

Traveler information and payment refers to the numerous new ways in which technology enables people to learn about and pay for their travel options online. These services can help people compare different ways of getting around (moovel, Google Maps), get detailed information on their mode of choice (TransitApp, Ride Report, Waze), track and share their trips (Strava, MapMyWalk), and pay for trips (TriMet's Tickets app, Uber/Lyft).

Common ways of grouping some of these technologies together include:

New mobility services refers to transportation services like TNCs, microtransit, car sharing and bike sharing, which are powered by smart phones and other emerging technologies. These services are usually privately operated by **new mobility companies**.

Shared mobility describes newer services that allow people to share a vehicle, such as TNCs, car and bike sharing, and microtransit, as well as traditional shared modes like transit, car- or vanpools, and taxis. These services are usually privately operated, by **shared mobility companies**.

Shared trips are trips taken by multiple passengers in a single vehicle, including carpools, transit trips, and some TNC or car share trips.

Smart cities refers to the ways in which public agencies are using technologies such as automated transit, CV infrastructure, to provide better service, use resources more efficiently or make better decisions.

MPAC Worksheet

Agenda Item Title: Report back on Regional Leadership Forum #4 and Recommendations for Refining 2018 Regional Transportation Plan Investment Priorities

Presenters: Kim Ellis, RTP Project Manager

Contact for this worksheet/presentation: Kim Ellis (kim.ellis@oregonmetro.gov) x1617

PURPOSE/OBJECTIVE

MPAC will discuss key takeaways from Regional Leadership Forum #4 and recommendations for jurisdictions as they work on refining draft project lists for the 2018 Regional Transportation Plan.

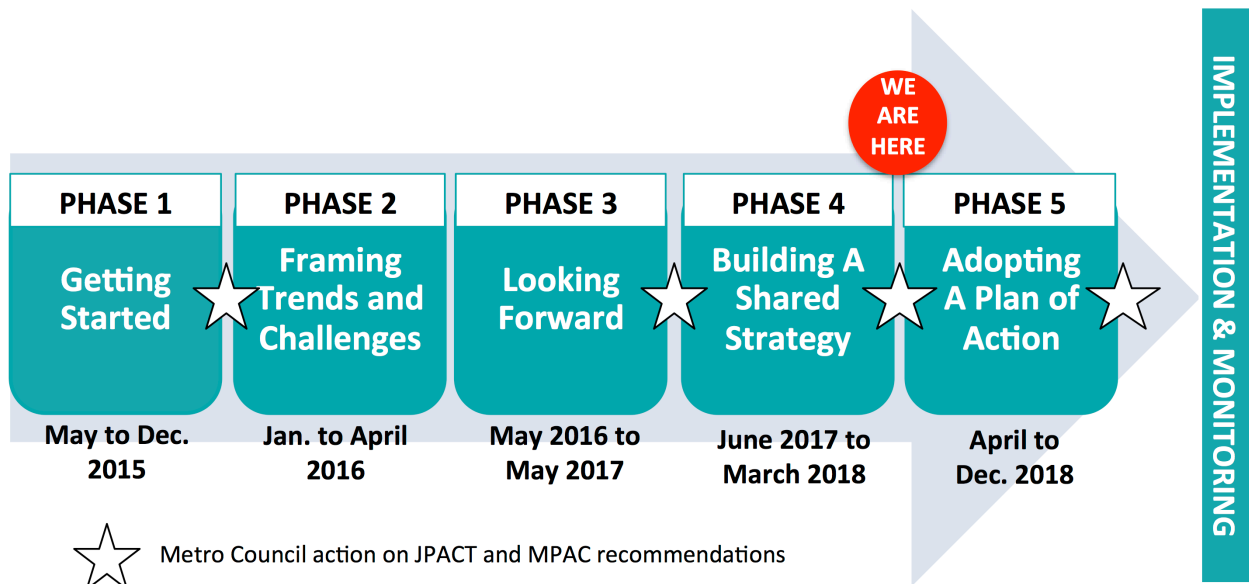
ACTION REQUESTED/OUTCOME

MPAC's recommendation to the Metro Council on refining the draft project lists is requested.

Agencies will have until April 27 to submit changes to project lists. The revised project lists will be evaluated and subject to further public review in summer 2018 as part of the final 45-day public comment period planned for June 29 to August 13.

BACKGROUND AND CONTEXT

The greater Portland region's economic prosperity and quality of life depend on a transportation system that provides every person and business in the region with equitable access to safe, reliable, healthy and affordable travel options. Through the 2018 RTP update, the Metro Council is working with leaders and communities throughout the region to plan the transportation system of the future by updating the region's shared transportation vision and investment strategy for the next 25 years. Shown in **Figure 1**, the plan update is in Phase 4 and on schedule.



SUMMARY OF PAST COUNCIL DIRECTION ON THIS ITEM

- In **December 2016**, the Council reaffirmed past direction to staff to use development of the 2018 RTP to clearly and realistically communicate our transportation funding outlook and align the financially constrained project list with updated financial assumptions. This direction included

developing a pipeline of priority projects for the regional transportation system for Metro and other partners to work together to fund and build.

- In **February 2017**, the Council directed the RTP project list and strategies for safety, freight, transit and emerging technology be developed in a transparent way that advances adopted regional goals, supports regional coalition building efforts, and emphasizes equity, safety and climate change.
- In **May 2017**, the Council further directed staff to move forward with the Call for Projects as recommended by MPAC and JPACT. This direction included approval of a vision statement for the 2018 RTP, also approved by MPAC and JPACT, to guide development of the draft RTP project lists.
- In **September and December 2017**, Council reaffirmed Council priorities as to emphasizing safety, racial equity, climate change and managing congestion as the RTP is finalized in 2018.

WHAT HAS CHANGED SINCE MPAC LAST CONSIDERED THIS ITEM?

- **March 2 Regional Leadership Forum convened.** On March 2, the Metro Council convened more than 100 leaders from across the greater Portland region to begin finalizing the project priorities for the 2018 Regional Transportation Plan. City, county, and regional policymakers and business and community leaders came together to bring the perspectives of their communities and constituents. A summary of key takeaways and recommendations for jurisdictions on refining draft project lists for the 2018 RTP is attached for MPAC's consideration. The Transportation Policy Alternatives Committee (TPAC) is scheduled to make a recommendation to JPACT on refining draft project lists at their March 9 meeting; this recommendation will be presented to MPAC.
- **Public comment opportunity completed.** From January 15 to February 17, staff held a **30-day comment opportunity** for the Regional Transportation Plan, focusing on the draft project lists. Members of the public and other interested parties had the opportunity to take an **on-line survey** or learn about the projects through the **on-line interactive map**. On Jan. 19, 2018, the Metro Council hosted a **community leaders' forum**, bringing together community leaders focused on social equity, environmental justice, labor fairness and community engagement. More than 90 community leaders were invited, and 23 leaders participated to learn about the current status of the RTP update, engage on the takeaways from the analysis of the draft project lists, and discuss priorities and tradeoffs. Participants were also asked to work together to determine the most important messages to share with policymakers as they begin finalizing the 2018 RTP. Metro Councilors also provided information on the draft RTP project lists and evaluation findings at **briefings to economic alliances, business associations and interested community organizations**. Briefings were provided to the East Metro Economic Alliance, Washington County Coordinating committee, Clackamas County Business Alliance, East Portland Action Plan Committee, and a joint meeting of the Westside Economic Alliance, and Westside Transportation Alliance. **Email and letters** were also accepted as part of the comment period. A summary of all of the feedback received is attached. A report documenting all feedback received during the comment period and Regional Leadership Forum #4 will be available in April.

UPCOMING MPAC DISCUSSIONS

As described at the February 14 MPAC meeting, many other RTP-related activities are underway in support of the finalizing the 2018 RTP. Remaining activities are summarized in an attachment for reference. MPAC dates and topics through June follow.

4/25 Draft Safety Strategy and Draft Freight Strategy

5/9 Draft Transit Strategy and Draft Emerging Technology (RTX) Strategy

5/23 Draft RTP (focus on policy and implementation chapters)

What packet material do you plan to include?

- Regional Leadership Forum #4 Summary and Recommendations for Refining Priorities (3/7/18)
- What We Heard public comment summary (2/25/18)
- Key Dates for Finalizing Our Shared Plan for the Region (3/2/18)
- Update on Remaining Policy and Technical Work in support of 2018 RTP (3/2/18)



2018 REGIONAL TRANSPORTATION PLAN UPDATE

Finalizing Our Shared Plan for the Region

Regional Leadership Forum 4 summary

The region is looking ahead to how our transportation system will accommodate future growth and change – and what investments we should make over the next 25 years to build a safe, reliable, healthy and affordable transportation system with travel options.

On March 2, 2018, the Metro Council hosted Regional Leadership Forum 4, at the Oregon Convention Center. More than 100 city, county, and regional policymakers and business and community leaders from across the greater Portland area joined in bringing the perspectives of their constituents and communities to the conversation.

These leaders offered their views on:

- **priorities to address** in the next 10 years and beyond
- opportunities for **aligning investments with priorities** as draft project lists are refined by jurisdictions
- building a **shared path forward**.

What did leaders say?

Let's be bold.

Economic prosperity should not be at the expense of underserved communities.

We need to build public trust and be accountable.

It's time to pivot from information to action and leadership.

Report on community priorities

Several community leaders reported on priorities that emerged from the January 19 Community Leaders' Forum and other community transportation conversations.

Priorities include:

- Lead with equity.
- Address housing and transportation affordability and displacement in an integrated manner.
- Prioritize safety, biking, walking, and transit projects in historically marginalized communities, with a focus on people of color and households of modest means.



“At the end of the day, communities are on the ground and those same communities are the ones experiencing decisions being made.”

- María Hernandez, OPAL Environmental Justice Oregon

“If we are prioritizing in a way to improve the quality of life for historically marginalized people, we, in fact, will be improving the quality of life of all people.”

- Martine Coblentz, member of Metro's Committee on Racial Equity (CORE)

Seven key takeaways

Leaders participated in table discussions to recommend ways for jurisdictions to refine their draft project lists to better meet the region's shared goals. What we heard follows.

1. We can make more near-term progress on key regional priorities – equity, safety, travel options and congestion.

Advancing projects that address these outcomes to the 10-year list will improve people's lives by making travel safer, easing congestion, improving access to jobs and community places, attracting jobs and businesses to the region, saving households and businesses time and money, and reducing vehicle emissions.

2. This is an opportunity to reduce disparities and barriers that exist for historically marginalized communities.

Advancing projects that improve safety and expand travel options to the 10-year list will reduce disparities and barriers, especially for people of color and households of modest means.

3. Prioritize projects that focus on safety in high injury corridors.

Advance projects in high injury corridors to the 10-year list and ensure all projects in high injury corridors address safety to reduce the likelihood and severity of crashes for all modes.

4. Accelerate transit service expansion.

Increase transit service as much as possible beyond Climate Smart Strategy investment levels. Focus new and enhanced transit service to connect transit to underserved communities to jobs and community places, in congested corridors and in areas with more jobs and housing.

5. Tackle congestion and manage travel demand.

Advance lower cost projects to the 10-year list that use designs, travel information, technologies, and other strategies to support and expand travel options and maximize use of the existing system. This will help ease congestion and keep people and goods moving safely and reliably. It will be important to ensure that lower income households are not financially burdened by strategies to make road use more efficient.

6. Prioritize completion of biking and walking network gaps.

Advance projects that fill gaps for biking and walking in high injury corridors or that provide connections to transit, schools, jobs and 2040 centers to the 10-year list.

7. We must continue to build public trust through inclusive engagement, transparency and accountability.

Leaders agreed that it is important to continue engaging the region's diverse communities in the planning and implementation of projects to achieve desired outcomes, including equity, safety, reliability, affordability and health. We should report back whether projects deliver (or don't deliver) anticipated outcomes and adjust course as needed. Improved participation, transparency and accountability with our investment decisions will help build broad support for more investment in our communities.



"We need leadership, and we need it from the people in this room. We need it from the elected officials, we need it from the business community, we need it from community leaders, and we need it from staff, because the stakes are so high."

*- Jessica Vega Pederson,
Multnomah County Commissioner*

More information

News coverage of the forum is available at oregonmetro.gov/leadershipforum4.

A report on the forum and other public engagement activities will be available in April 2018. Find out more about the 2018 RTP update at oregonmetro.gov/rtp.

2018 REGIONAL TRANSPORTATION PLAN



2,900 survey
submissions

10,613 online
comments

10 presentation
responses

19 letters and
emails

172,000 social
media views

oregonmetro.gov/rtp



What we heard

From Jan. 15 to Feb. 17, Metro asked residents and businesses of the greater Portland region for their thoughts to help refine the 2018 Regional Transportation Plan project lists.

There were four strategies used to engage residents and businesses:

- an **online survey** that focused on asking participants how they would prioritize outcomes and rate strategies to get to those outcomes
- a **community leaders' forum**, bringing together community representatives from Metro's advisory committees and other community leaders to discuss the evaluation key takeaways
- **Metro Councilor briefings** to business and community groups
- The **project website and materials**, such as the key takeaways document and an interactive map of projects, allowing for more detailed feedback via letter or email.

Summary of what we heard

One overarching theme heard throughout the engagement period is the plan is falling short in accomplishing the outcomes our region wants to see. People want investments in better street design to improve safety, more frequent MAX and bus service to address system reliability, and better walk and bike connections to have more travel options for going to work, school or shopping. Metro staff also heard that more investment in freight is needed to reliably and safely get goods to market.

Another theme heard is direction to focus investments equitably to ensure that communities of color and other historically marginalized communities don't continue to fall behind the rest of our region. This means prioritizing investments in communities that have been underserved and targeting areas where there are inadequate and unreliable transportation options. People recognize that improving access is an important step to make sure all people in our region have opportunities to experience our region's quality of life.

MetroQuest Survey

What we heard

“Every neighborhood should be well served by transit, now and in the future, regardless of who lives there today or tomorrow.”

Southeast Portland resident

“If we cannot maintain what we’ve got, why build more? Preventive maintenance is as important as ‘fixing potholes’ and should not be neglected.”

Beaverton resident

“I live in Gladstone and work in west Beaverton where it takes me twice as long to get to and from work via TriMet because they do not have any direct routes.”

Gladstone resident

From Jan. 15 to Feb. 17, Metro hosted an online comment opportunity in support of the 2018 Regional Transportation Plan. The online survey asked participants two questions:

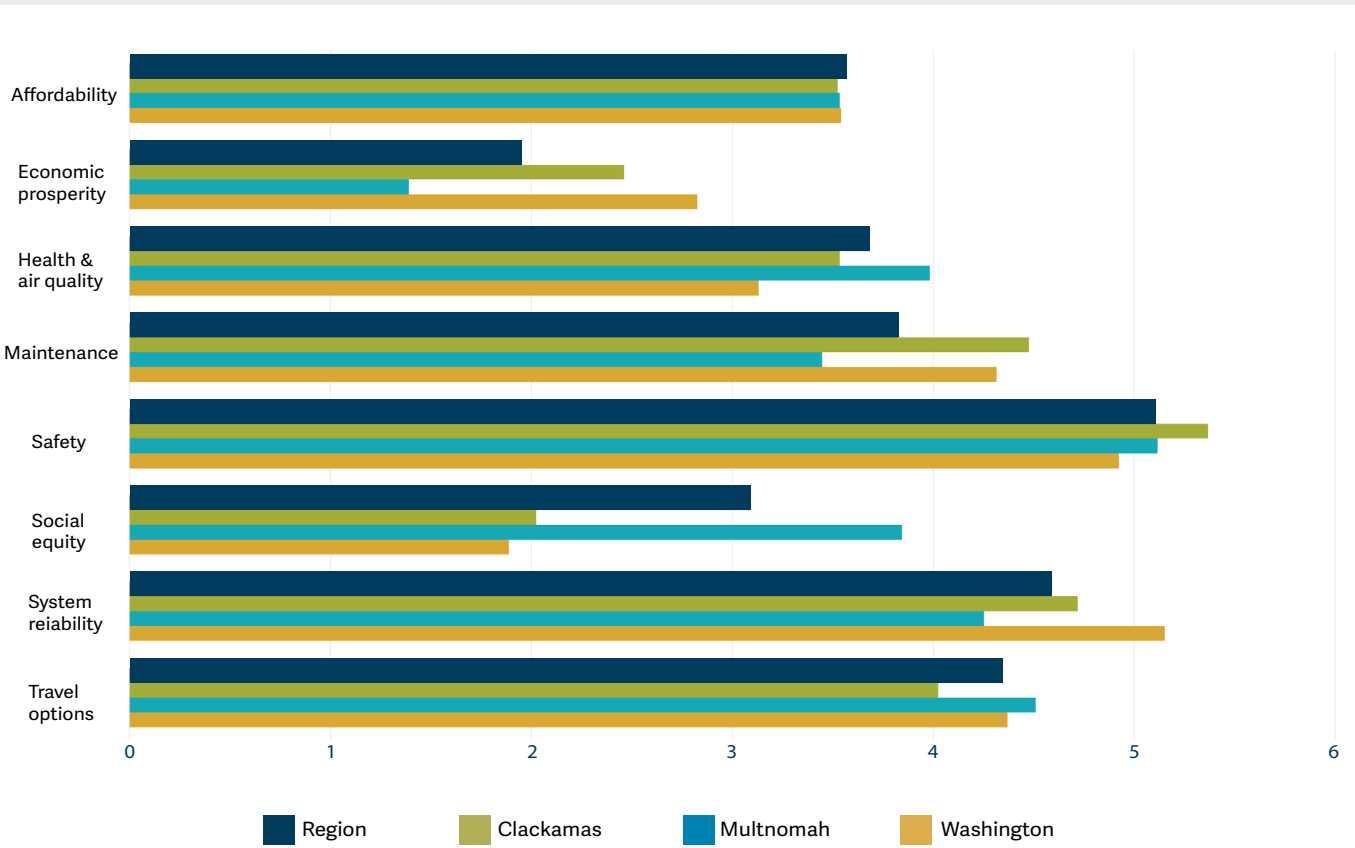
- How can we best improve our region’s transportation system over the next 10 years? Select your top 5 most important outcomes.
- For each of the top 5 priorities, what strategies will best help get us there?

Participants were asked to select and rank their top five most important outcomes from a list of eight. The outcomes were presented in random order for each user. A higher score in the chart below reflects a higher ranking by participants.

In addition to the questions above, participants were also asked about quality of life, commute patterns, history of racism in our region’s transportation investments and thoughts on increasing fees and taxes to realize the region’s shared vision for our transportation system. Over 73% of total respondents strongly or somewhat support increasing fees and taxes to fund priorities they feel are important, the majority of support coming from Multnomah County residents.

We heard from more than 2,900 people across the region. Regionwide, the top three priorities included safety, system reliability and travel options. On the county level, prioritized outcomes slightly differed. A full summary is expected in mid-March.

Which outcomes should the region prioritize?



Top strategies to get to priority outcomes

After prioritizing outcomes, participants were asked to identify which strategies best achieved those outcomes. Below are the top three strategies for the three highest priority outcomes.

Safety

- Enhance street design, such as reducing speeds and putting in protected crosswalks
- Improve walk and bike connections by completing sidewalks and bikeways and increasing separation from traffic
- Enhance transit stops with safe crossings and improved lighting

System reliability

- Improve transit service with more frequent bus and MAX
- Expand freeways and streets and improve street connections
- Technology improvements | Housing close to transit (*tied*)

Travel options

- Improve transit service with more frequent bus and MAX
- Improve walk and bike connections by completing sidewalks and bikeways and increasing separation from traffic
- Enhance street design, such as reducing speeds and putting in protected crosswalks

Community Leaders' Forum

On Jan. 19, 27 community leaders voiced their opinions and shared their thoughts about which outcomes they want to see prioritized in the 2018 Regional Transportation Plan. Leaders also heard updates from staff about the Southwest Corridor light rail project and equitable development strategy and other efforts around parks and nature, garbage and recycling, affordable housing and transportation.

Three main high-level takeaways

- Lead with equity - if you address it, you get other desired outcomes.
- Explicitly articulate who will benefit from these outcomes.
- Better explain how the needs of people will be met by connecting equity to housing, jobs and transportation.

Many leaders voiced their dissatisfaction that communities of color and other historically marginalized communities are seeing less access to jobs and community places than the region as a whole in the first ten years of the plan.

Additional comments and themes

- Perspectives of aging populations, people with disabilities and youth need to be reflected in these conversations, along with how they are being impacted by these investments.
- Profiling of black residents and low-income community members on transit needs to be addressed.
- The intersection of value pricing and affordability needs to be addressed. With limits on how the state can use the funds, mechanisms need to be in place to ensure that benefits and burdens are distributed equitably.



What we heard from community leaders

"The region has come a long way from including equity to moving towards embedding equity [in programs and projects]. I would like to see us moving from embedding equity into prioritizing equity."

Emily Lai

Momentum Alliance

"If they don't feel safe, people won't want to take public transit."

Carolyn Anderson

Transit rider

"[Economic prosperity] seems to be the most important thing because that's where we put it. We need to put people first... if we focus on what people need first, all of the other things will fall into place naturally

Gloria Pinzon

Community advocate

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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Metro Councilor briefings

As part of the public comment opportunity, the Metro Council engaged several business and community organizations to provide a preview of initial evaluation of the project lists and key takeaways. Some of the feedback heard is reflected below.

- Our region’s transportation system must be accessible to everyone.
- We need more bus service in East Portland and other areas where underserved communities live.
- Concern that freight projects make up a small portion of the cost of the entire plan.
- Ensure that benefits and burdens of congestion pricing are distributed equitably.
- Improve biking and walking access to transit.

Project Website and Materials

Staff developed several materials to communicate the results of the initial evaluation and summarize the key takeaways. An eight-page discussion guide provided an overview of the plan, a summary of the project list, and key takeaways on how the plan will perform based on staff analysis. The materials were posted on the project website with an invitation to send more detailed feedback via letter or email.

Additionally, staff created an online interactive map to provide more information on specific projects, including estimated cost, primary purpose, and anticipated timing of completion, among other categories. All the materials and this map are available at oregonmetro.gov/2018projects.



February 25, 2018



2018 REGIONAL TRANSPORTATION PLAN

Key Dates for Finalizing Our Shared Plan for the Region

What's next in 2018?

March 2 Metro Council convenes city, county, and regional policymakers and business and community leaders from across the greater Portland region at Regional Leadership Forum 4

March 7 TPAC and MTAC workshop on Regional Leadership Forum 4 key takeaways and initial staff recommendations for improving/refining projects lists

March 9 TPAC makes recommendation to JPACT on improving/refining projects lists within an updated budget that reflects new HB 2017 revenues

March 14 and 15 MPAC and JPACT make recommendations to the Metro Council on improving/refining projects lists within an updated budget that reflects new HB 2017 revenues

March 20 Metro Council provides direction to staff on improving/refining projects lists

March 23 to April 27 Jurisdictions improve/refine project lists per JPACT and Metro Council direction

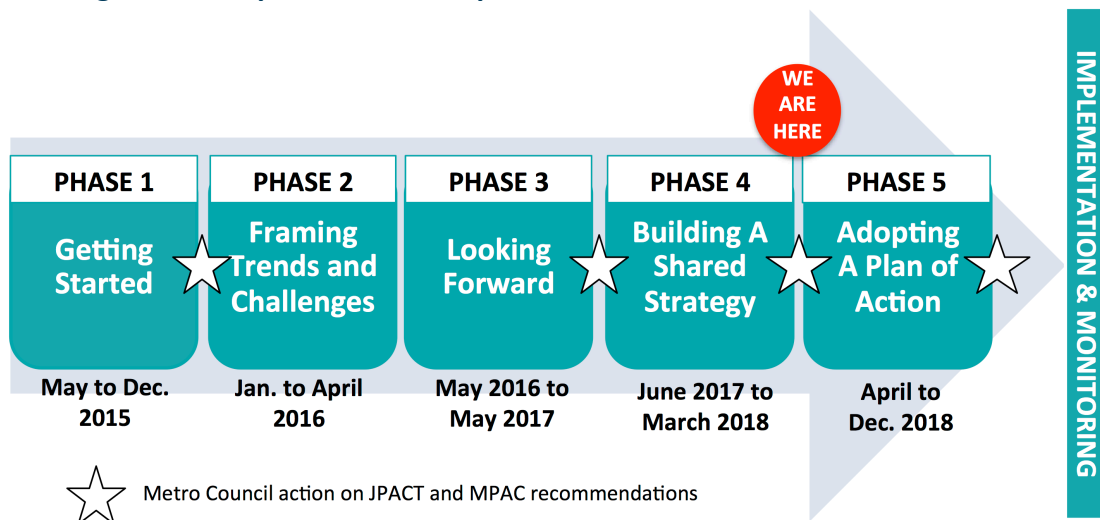
June 29 to Aug.13 Public review and comment on the draft Regional Transportation Plan and strategies for safety, freight, transit and emerging technologies

September MTAC and TPAC make final recommendations to the MPAC and JPACT, respectively

October MPAC and JPACT make final recommendations to the Metro Council, respectively

December 6 Metro Council considers final action on 2018 Regional Transportation Plan and strategies for safety, freight, transit and emerging technologies

2018 Regional Transportation Plan Update Timeline



Update on Remaining Policy and Technical Work in Support of the 2018 Regional Transportation Plan

March 2, 2018

Policy and technical updates

- **Assessment of the pilot project evaluation completed.** Metro staff summarized comments received from partner agency on the pilot evaluation and is in the process of compiling a summary of lessons learned and recommendations for refinements to the process and criteria. Staff recommends deferring use of project-level evaluation to future planning efforts (post-RTP update). Documentation of the pilot project evaluation and recommendations for future efforts will be included in the 2018 RTP Technical Appendix.
- **Goals, objectives, performance targets and policies review continues and taking longer than planned.** Recognizing this RTP update has an increased focus on addressing safety, equity and climate change, the adopted work plan calls for the policy framework to be reviewed and updated to more fully address these and other issues of concern identified through the process (e.g., congestion, maintenance, emerging technologies and funding). In May 2017, JPACT and the Metro Council directed staff to review and refine the RTP policy chapter, including:
 - **Review of RTP goals and objectives**, particularly goals related to safety, equity, climate change, accountability, transparency, congestion, maintenance, emerging technologies and funding. The review will seek to:
 - clarify the distinction between the vision, goals, objectives, performance targets and policies and their role in performance-based planning and decision-making;
 - reduce redundancy between the goals and objectives;
 - reflect priority outcomes identified through the process; and
 - better align the objectives with existing or desired data, including updated system evaluation and transportation equity measures and updates to the RTP performance targets to meet regional goals and federal and state requirements.
 - **Review of performance targets** to meet regional policy goals and federal and state requirements. The review will seek to:
 - clarify and update definitions and terms related to performance-based planning and measurement;
 - identify gaps in existing performance targets and opportunities to reduce redundancy;
 - update performance targets, including incorporating federally-required performance targets;
 - streamline how the 2018 RTP addresses state and federally-required target-setting and on-going performance monitoring, and reporting; and
 - define an action plan for system monitoring, including an approach to data collection, maintenance, sharing, and methods development.
 - **Review of modal policies and maps**, particularly the throughways/arterials, transit, and freight policies and system maps for each network. This review will seek to:
 - compile recommended changes to RTP system maps;
 - add a new freight safety policy;
 - expand policies for transit to reflect desired ridership, accessibility, convenience, frequency, reliability, and affordability performance outcomes;
 - expand policies for throughways and arterials to reflect desired access/connectivity, reliability and safety performance outcomes;
 - update relevant design policies;
 - draft new policy sections related to address safety, equity, climate change, and emerging technology; and

Update on other Policy and Technical Work Underway in support of the 2018 Regional Transportation Plan

March 2, 2018

- clarify the distinction between the modal policies in the RTP and modal strategies in the Regional Transit Strategy, Regional Freight Strategy and Regional Safety Strategy that are being developed concurrent with updating the RTP.

A more limited review of the regional bike and pedestrian network policies will be completed as part of this work because they were extensively reviewed and updated as part of development of the 2014 Regional Active Transportation Plan. The system maps may be updated to reflect additions or updated functional classification designations stemming from local transportation plan updates and the RTP Call for Projects.

From Sept. to Dec. 2017, staff reviewed the existing policy framework to identify and recommend potential refinements to the 2014 RTP policy chapter for consideration by JPACT, MPAC and the Metro Council. TPAC and MTAC will discuss initial findings and recommendations from this review at their April meetings. Discussions are expected to continue in Spring 2018. The Metro Council will discuss findings and recommendations from this review in May 2018.

- **Financially constrained funding assumptions updates to reflect House Bill 2017 underway.** Metro staff is working with ODOT staff to update the state transportation revenue forecast in response to HB 2017. An updated forecast is anticipated in early 2018. TPAC, JPACT and the Metro Council will discuss the updated forecast when available, tentatively in March.
- **Update to RTP implementation chapter to begin in 2018.** Metro staff will begin work to update the implementation chapter in early 2018. This chapter outlines future studies and other work needed to advance implementation of the RTP or resolve issues that could not be fully addressed during the update. This will include updating sections on needed regional mobility corridor refinement plans, planned project development activities (e.g., Southwest Corridor and Division Transit Project), performance monitoring, and other implementation activities to be undertaken post-RTP adoption. TPAC and MTAC will discuss staff recommendations for updates to this chapter in April and May 2018. The Metro Council and policy advisory committees will discuss this chapter in late-Spring 2018, in advance of the final public review and adoption process.
- **Development of a transportation recovery and disaster preparedness element underway.** Metro staff will partner with Portland State University and the Regional Disaster Preparedness Organization (RPDO) to map previously identified regional emergency transportation routes and prepare recommendations for future work and partnerships needed to more fully address this issue prior to the next RTP update (due in 2023).

In early December, staff participated in a 2-day training on the development of an All-Hazards Transportation Recovery Plan for the Portland metropolitan region. The Federal Transit Administration (FTA) funded a research grant to develop a recovery plan for the City of Portland that includes transit and travel demand management (TDM) strategies, intelligent transportation system (ITS) technologies, and use of social media as an integral part of a recovery plan. The project included the development of this two-day training program to be pilot tested in Portland and offered to six other metropolitan regions nationwide. The training will be useful for developing recommendations for future work to be undertaken post-RTP adoption.

Regional advisory committees and the Metro Council will discuss the existing regional emergency transportation routes and recommendations for future work in summer/fall 2018.

Update on other Policy and Technical Work Underway in support of the 2018 Regional Transportation Plan

March 2, 2018

Modal and topical strategies development

- **Development of the Regional Transit Strategy continues.** Staff continue to work with the Transit Work Group to develop a draft strategy, update the System Expansion Policy and define Enhanced Transit Concept (ETC) pilot corridors to advance to project development funded by the 2019-21 Regional Flexible Funds Allocation (RFFA). TPAC discussed a proposed approach to the ETC pilot work at the October meeting, including working with County Coordinating Committees to identify the potential universe of Enhanced Transit locations to inform upcoming jurisdictional workshops. TPAC and MTAC will discuss a technical review draft transit strategy at their April 2018 meetings and receive periodic updates on the ETC work. The Metro Council and regional policy committees will discuss the draft strategy in April and May 2018, respectively. Staff are available to provide briefings, if desired.
- **Update to the Regional Transportation Safety Strategy continues.** Staff finalized work with the Safety Work Group to develop a draft strategy for technical review. TPAC and MTAC discussed a technical review draft safety strategy at their November 2017 meetings. The Metro Council and regional policy committees will discuss the draft strategy in April 2018. Staff are available to provide briefings, if desired.
- **Update to the Regional Freight Strategy continues.** Staff continue to work with the Freight Work Group to develop a draft strategy. TPAC and MTAC will discuss a technical review draft freight strategy at their April 2018 meetings. The Metro Council and regional policy committees will discuss the draft strategy in April and May 2018, respectively. Staff are available to provide briefings, if desired.
- **Development of a policy framework and strategy for emerging transportation technology (RTX) continues.** Council discussed a proposed approach to this work at the October 10 work session and provided further direction to staff in February 2018. Staff is working with TPAC and MTAC and other interested stakeholders to draft policies and strategies for the RTP. The regional policy committees will discuss a draft strategy in May 2018. Staff are available to provide briefings, if desired.
- **Update to Designing Livable Streets and Trails Guide continues.** Staff continue to work with the Design Work Group to update existing design practices. Staff are available to provide briefings, if desired.

Final public review and adoption process

- **Planning of the final 45-day public review period and adoption process is underway.** In June, staff will seek Council direction to release the Draft 2018 RTP and draft strategies for freight, transit, and safety for public review and comment. The comment period is planned for June 29 to Aug. 13. The comment period will include a public hearing and consultation with tribes and federal and state agencies.

In early fall TPAC and MTAC will be asked to identify remaining policy issues to be discussed by MPAC, JPACT and the Metro Council prior to adoption of the 2018 RTP and strategies for freight, transit, and safety. The 2018 RTP will be adopted by Ordinance as a land use action to meet federal and state requirements. The strategies for freight, transit, safety and emerging technology will be adopted by Resolution.

MTAC and TPAC will be requested to make final recommendations to MPAC and JPACT, respectively, in September. MPAC and JPACT will be requested to make final recommendations to the Metro Council in October. The Council is anticipated to consider final action on 2018 RTP (by Ordinance) and strategies for freight, transit, safety and emerging technology (by separate Resolutions) on December 6, 2018.



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

To: Metro Council

From: Susan Anderson, Director, Portland Bureau of Planning and Sustainability

Leah Treat, Director, Portland Bureau of Transportation

RE: Regional Transportation Plan 2018 Update

Date: January 18, 2017

We appreciate the efforts that Metro has made to engage the City of Portland and our regional partners in the development of the 2018 Regional Transportation Plan. The RTP provides the region with a tremendous opportunity to make strategic investments and policy decisions to advance our common goals to create a great place with a safe, efficient, and equitable multimodal transportation system. It is our belief that the best way to achieve these outcomes is through sustained collaboration.

As you know, the development of the RTP is on a tight timeline. We are at a critical juncture in its development. The initial performance analysis, based on the first round of the Call for Projects, shows our region coming up short of our goals for safety, equity, climate, and congestion. Under even the best scenario, the region will fall short of the targets and visions agreed upon in the Climate Smart Strategy and the 2040 Growth Plan. These outcomes have consequences for the region's economic development, air quality, environmental justice, and quality of life.

Instead of seeing these initial results as a shortcoming, we see this moment as an opportunity. This provides us all – cities, counties, special districts, and the MPO - with an opportunity to ask if there is more that we can do to achieve the region's desired outcomes. This could include taking a deeper dive into the projects list to see what adjustments could be made to bring us closer to our targets. It could also include looking at other strategies such as congestion pricing, transportation demand management, and parking to see how we can achieve better outcomes in the near, immediate, and long term. We think it would be productive to evaluate these and other strategies.

We ask that you direct Metro staff to work with our staff and others from around the region to fully explore the options and to develop a clear path forward. It is our hope that we can continue to work closely with Metro and our regional partners to develop a plan that includes future strategic transportation investments that set us in the right direction to reach our common equity, safety, and climate targets.

Thank you again for the continued engagement on the 2018 Regional Transportation Plan.

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Portland, OR 97232-2736
oregonmetro.gov

Feb. 13, 2018

Susan Anderson, Director
Portland Bureau of Planning and Sustainability
1900 SW 4th Ave., Suite 7100
Portland, OR 97201

Leah Treat, Director
Portland Bureau of Transportation
1120 SW Fifth Ave., Suite 800
Portland, OR 97204

Dear Susan and Leah:

Thank you for your comments regarding the 2018 Regional Transportation Plan. The Metro Council could not agree more that the Regional Transportation Plan provides the greater Portland region with a tremendous opportunity to identify strategic investments to advance our common goals to improve safety, advance equitable outcomes, reduce our greenhouse gas emissions, and ease congestion. We also agree that this is a moment in time for our region to prioritize investments that further advance achievement of all four of these outcomes.

To that end, in December 2017, the Metro Council outlined four policy priorities we are committed to as the 2018 Regional Transportation Plan is finalized this year:

- implementing the Climate Smart Strategy, which was supported by the Metro Policy Advisory Committee (MPAC) and adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in 2014 with broad support;
- implementing Vision Zero to achieve zero transportation-related deaths and life changing injuries by 2035, as endorsed by MPAC, JPACT and the Metro Council last spring;
- improving equity for historically marginalized communities, especially people of color; and
- putting the region on a productive path to address our growing congestion through demand management and a continued shift to the most efficient modes of transportation.

We also agree that the initial evaluation results should not be viewed as a shortcoming but instead should serve as a call to action for all of the greater Portland region. As you point out, we are at a key point in the Regional Transportation Plan process in which policymakers can collectively use the initial results and public input we receive to give feedback to our jurisdictional partners on how they can refine or improve the transportation projects submitted to the Regional Transportation Plan to better meet our shared goals.

We recognize that at current funding levels, the region cannot afford all of what we need. While the Oregon Legislature – with HB 2017 – made significant investments in the region’s transit operations and highway bottlenecks, there is still a significant gap in funding for investments in the region’s transportation system.

The project lists are priority projects compiled from local, regional and state planning efforts under this constrained budget. The evaluation results provide a mirror of how the jurisdictional project submissions will perform as a regional system. Now is the time to identify the outcomes

we're going to prioritize – especially in the next 10 years to set the right trajectory for our transportation system – through this Regional Transportation Plan.

Based on staff's analysis, there are several additional ways the region could do better to meet its safety, climate change, equity, and congestion goals:

1. **Expand transit operations to meet service levels adopted in the Climate Smart Strategy** to increase transit coverage, frequency and ridership. Service expansion could target congested corridors and major travel corridors in historically marginalized communities, areas with higher concentrations of jobs and housing today or planned in the future, and implementing community/jobs connector shuttles as recommended in adopted TriMet Service Enhancement Plans across the region (e.g., GroveLink, Clackamas industrial area).
2. **Target investments to address safety as well as congestion on the region's arterial and throughways that extends beyond the peak travel periods** with a focus on improving safety in historically marginalized communities and high injury corridors for all modes of travel, investing more in system management and intelligent transportation systems strategies to meet the investment level adopted in the Climate Smart Strategy, improving operations of frequent transit service routes and congested freight routes, and improving network connectivity and access to freight intermodal facilities and industrial lands.
3. **Complete 100 percent of the gaps in the regional active transportation network**, with a focus on historically marginalized communities, high injury corridors, major travel corridors served by frequent transit service, and streets that provide first- and last-mile connections to schools and frequent transit service. This should also include looking for opportunities to complete more of the gaps in the first 10 years of the plan period.

Additionally, we appreciate and support your request to take a closer look at congestion pricing. Congestion pricing will be an important tool to manage demand in the greater Portland region. We are participating in the ODOT process to introduce value pricing in part of the region's highway system (I-5 and I-205 corridors), and Metro will conduct further research in this area.

We look forward to working with your policymakers and other partners to prioritize investments that allow this region to strategically meet our shared goals. We have directed Metro staff to work with you and others around the region to explore the options on how to better meet our safety, climate, equity and safety goals through this Regional Transportation Plan and future efforts.

Thank you again for your leadership and continued collaboration on the 2018 Regional Transportation Plan, and we look forward to seeing you at the Regional Leadership Forum on March 2 and working together with the City of Portland and other partners to finalize the Regional Transportation Plan this year.

Sincerely,



Metro Council President Tom Hughes
On behalf of the Metro Council

cc: Mayor Ted Wheeler, City of Portland
Commissioner Dan Saltzman, City of Portland

To: Metro Council

From: Art Pearce, Portland Bureau of Transportation

RE: Regional Transportation Plan 2018 Update

Date: February 16, 2018

Thank you for your February 13th response to the City of Portland's request that we use the 2018 RTP development process to advance our common goals to improve safety, advance equitable outcomes, reduce our greenhouse gas emissions and ease congestion.

We greatly appreciate the Council's leadership in ensuring that the completion of 2018 Regional Transportation Plan is guided by the region's recent work on:

- Climate Smart Communities
- Vision Zero
- Equity
- Addressing our growing congestion through demand management and continued shift to the most efficient modes of transportation

We appreciate your acknowledgement that initial evaluation data shows that we are not meeting some of our key performance goals. We agree with you that these results serve as call for action for improvements to the RTP. We encourage Metro to provide additional performance measures that can guide our decisions – including the specific measures adopted with the Climate Smart Strategies.

We look forward to working with you and our regional partners to continue to refine the RTP to achieve our goals with limited resources. We support you highlighting the following opportunities and would like to add a few specific suggestions for how we achieve these goals

- Expanding transit operations to meet service levels adopted in the Climate Smart Strategy
 - We also support funding enhanced transit – additional service stuck in congestion will not meet our goals.
- Targeting investment to address safety as well as congestion on the region's arterials
 - Portland's recent experience delivering Vision Zero projects shows the benefit of additional analysis and investment. We think that all the projects on the High Crash Network should be reviewed to ensure they meet our Vision Zero goals.
 - Across the region, we should add RTP projects on orphaned state highways (including in Portland 82nd, Inner Powell, and Barbur).
 - Portland strongly supports additional investment in transportation demand management, transportation systems management, and parking policies to reduce congestion.
- Completing 100% of the gaps in the regional active transportation network
 - We strongly support the focus of this work being on the high injury corridors that are in historically marginalized communities – these projects should be considered in the current regional bond measure discussions. Wherever, possible we support these projects being included in years 1-10.

- Moving forward with congestion pricing as a congestion management tool
 - This work should include a detailed analysis of how this work impacts historically marginalized communities. Making immediate investments to build out our transit system, improve safety in transit corridors, and building out the active transportation network will be essential foundation for our congestion pricing work.

Thanks for your continued leadership on the 2018 RTP. We look forward to working with you and our regional partners to continue to improve the RTP.



WASHINGTON COUNTY

OREGON

February 26, 2018

Re: Comments on the Regional Transportation Plan

Dear Metro Councilors:

As you are aware, my term ends as chair of the Washington County Board of Commissioners this year. I have been reflecting on my time in office, as a commissioner from 1994 to 2010 and as chair since 2011. In doing so, I would like to urge JPACT and the Metro Council to develop an RTP that is both balanced from a transportation standpoint and sensitive to unique needs of Washington County and other jurisdictions.

When I began as a commissioner in 1994, Washington County had a population of 370,000. Today it has 600,000 people, and it is growing daily. During this time, we have implemented a balanced transportation system that both manages demand and increases transportation options for Washington County. Examples include:

- We transformed our rural road network into a transportation grid, with more than \$800 million invested in the Major Streets Transportation Improvement Program (MSTIP), with streets complete with bicycle, pedestrian and transit facilities.
- We adopted the School Access Improvement Study (SAIS), which evaluated all of the bicycle and pedestrian facilities leading to schools within unincorporated Washington County, or near County facilities in cities. Through this inventory, available online at https://s3.amazonaws.com/washcomultimedia/CMSBigFiles/Final_SAIS_Report_11062015_DM_oo.pdf, we have a detailed list of projects large and small which helps prioritize funding for these facilities in a comprehensive way.
- Using our Gain Share funding, we have programmed well over \$20 million for the SAIS in 2016. This was in addition to \$9 million we had programmed previously.
- We established the "MSTIP Opportunity Fund" which allocates \$7.5 million in the current five-year cycle. The competitive funds are available to jurisdictions within Washington County to enhance competitive grant applications at the regional, state and national levels, the majority of which support active transportation. Since its inception in 2013, this fund has leveraged \$7 for every \$1 spent.
- We adopted a policy requiring staff to provide an analysis of bicycle and pedestrian treatments for all capital road projects at the 30% design phase. At least one alternative must include separated bicycle facilities.
- We partnered with ODOT to address safety concerns on Tualatin Valley Highway. This included providing safe highway crossings, and investing County funds to complete sidewalks and add lighting on 185th Avenue. Other partnerships with ODOT include the Brookwood Parkway/US 26 interchange and construction of two roundabouts on Hwy 47.
- We developed a comprehensive Intelligent Transportation System (ITS) plan, which focuses on adaptive signal technology to manage our growing congestion problems associated with growth. We also partnered with the ODOT to obtain a \$10 million Transportation Investment Generating Economic Recovery (TIGER) grant to implement the ITS plan and to provide travel time information on the ODOT system. We have also allocated Gain Share and MSTIP funding for ITS technology and to complete the projects in the ITS Plan.

Board of County Commissioners

155 N. First Avenue, Suite 300, MS 22 Hillsboro, OR 97124-3072

Phone: (503) 846-8681 * fax: (503) 846-4545

- We initiated the development of a comprehensive transportation funding strategy for North Bethany, which was brought into the UGB in 2002. Thanks to a Metro grant, we developed a financing strategy that includes supplemental system development charges, along with a new special district for transportation. This funding strategy has been a model for other jurisdictions to follow.
- With the onset of about 18,000 new dwelling units from the 2010 UGB expansions in three cities and in unincorporated County, we developed a unique funding partnership using bonded proceeds from MSTIP with development fees from the cities to advance improvements to about 20 new arterial projects in advance of traffic congestion.
- To address our growing transportation maintenance concerns, we adopted a \$30 annual vehicle registration fee to address our backlog of maintenance needs. Forty percent of the funding will be distributed to the cities within Washington County.
- To catalyze economic development, we are funding the construction of the 124th Avenue Extension and other road improvements to serve the 1,900-acre Basalt Creek area, which was brought into the UGB in 2002 and 2004 and will support 14,000 jobs.
- In partnership with TriMet, we advocated for and received WES commuter rail, which connects Wilsonville with the Beaverton Transit Center. In a further display of support for transit, we have been an active partner and supporter of the Southwest Corridor Light Rail project.
- Washington County is the most diverse county in the state. As a Board, we've deployed resources in housing, health and human services and transportation to address needs of low income people. For example, through community engagement in Aloha we have identified investment needs and targeted resources to support this community.

We have partnered with all jurisdictions in the region, and particularly the cities within Washington County, to achieve these results. However, we need an RTP that establishes priorities to support local goals as well.

Washington County's population is underserved in terms of transit, and we need increased transit service to support ridership growth. For our economic survival, we must have a transportation system which includes additional traffic bottleneck relief and freeway capacity. As the initial RTP results show, the Vista Ridge Tunnel on US 26, other regional throughway and many Washington County arterials do not meet mobility standards and additional study and investments will be needed.

In addition, congestion relief at the I-5/I-84 connection in the Rose Quarter, Hwy 217 and I-205 has been a regional priority for years. The region endorsed funding for all three, in June 2016, and these projects were priorities for consideration by the state Legislature in 2017. Congestion relief in these areas remains a high priority for Washington County.

We look forward to continuing to work with you on a balanced transportation system for the Portland region.

Sincerely,



Andy Duyck
Chairman, Washington County Commission

AD/mdl/cjj

c: Washington County Board of Commissioners
Andrew Singelakis, Director Land Use & Transportation



BOARD OF COUNTY COMMISSIONERS

PUBLIC SERVICES BUILDING
2051 KAEN ROAD | OREGON CITY, OR 97045

February 27, 2018

Metro Council
Metro
600 NE Grand Avenue
Portland, OR 97213

Re: Regional Transportation Plan 2018 Update

Dear President Hughes and Metro Councilors:

We look forward to participating in the March 2rd Regional Leadership Forum. As with our other partners across the region, we agree that this is an opportunity to identify strategic investments which advance regional goals of improving safety, easing congestion, reducing greenhouse gas emissions and advancing equitable outcomes. In addition, the regional goals of fostering vibrant communities and efficient urban form, as well as sustaining economic competitiveness are equally important for the communities in Clackamas County.

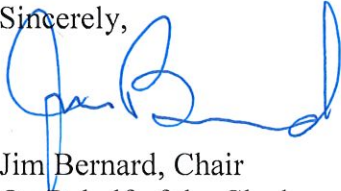
It will take solutions tailored for the unique dynamic of each individual community in the Portland Metropolitan area in order for us to achieve our regional goals and reduce our greenhouse gas emissions. For example:

- Increasing the coverage and frequency of transit service, as well as transit usage, is critically needed in the suburban areas. Many areas are not served by any transit service. Currently, only 29% of the low-income households living in the urban area of Clackamas County live within walking distance of frequent transit service.
- Reducing Vehicle Miles Traveled (VMT) sometimes requires more than just getting people out of their cars. It also requires taking steps to reduce the length of the trip to work by growing jobs on available employment land closer to current or planned housing, and by improving the connecting infrastructure.
- Congestion relief at the Rose Quarter, Highway 217 and I-205 has been a regional priority for years. Supporting freight movement on our highway system by making investments necessary to remove these bottlenecks is essential for sustaining and growing region-wide economic competitiveness. This will also have the valuable impact of easing the congestion for workers who commute to jobs in the current and emerging employment centers.
- Equity for historically marginalized communities is very important for us all, but along with that in Clackamas County we have identified equity pilot areas in which we are

actively seeking ways to improve access to vital community services for our most vulnerable residents.

We recognize that each community has its own priority regional transportation investments, and that achieving all our desired regional outcomes will likely require more funds than we expect will be coming into the region in the next 20 years. We look forward to working with our regional partners at the upcoming Regional Leadership Forum to discuss these priorities.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jim Bernard". The signature is fluid and cursive, with a large initial "J" and "B".

Jim Bernard, Chair

On Behalf of the Clackamas County Board of Commissioners

Materials following this page were distributed at the meeting.



2017 Compliance Report

March 1, 2018

Public service

*We are here to serve the public
with the highest level of
integrity.*

Excellence

*We aspire to achieve exceptional
results*

Teamwork

*We engage others in ways that foster
respect and trust.*

Respect

*We encourage and appreciate
diversity in people and ideas.*

Innovation

*We take pride in coming up with
innovative solutions.*

Sustainability

*We are leaders in demonstrating
resource use and protection.*

Metro's values and purpose

We inspire, engage, teach and invite people to preserve and enhance the quality of life and the environment for current and future generations.

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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Tom Hughes

Metro Councilors

Shirley Craddick, District 1

Vacant, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

Brian Evans

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Executive Summary

Metro's Urban Growth Management Functional Plan provides tools and guidance for local jurisdictions to implement regional policies and achieve the goals set out in the region's 2040 Growth Concept. The 2017 Compliance Report summarizes the status of compliance for each city and county in the region with the Metro Code requirements included in the Urban Growth Management Functional Plan and the Regional Transportation Functional Plan. Every city and county in the region is required if necessary to change their comprehensive plans or land use regulations to come into compliance with Metro Code requirements within two years of acknowledgement by the Oregon Land Conservation and Development Commission and to remain in compliance. The information in this report confirms the strong partnerships at work in this region to implement regional and local plans.

In 2017, there were no requests for extensions of existing compliance dates for the Urban Growth Management Functional Plan.

Previously, eleven jurisdictions had a deadline of December 31, 2014 to meet the requirements of the Regional Transportation Functional Plan. As described below and in Appendix D, two of these jurisdictions have requested extensions until 2015. Two have requested an extension to 2016. Two have requested an extension to 2017. All six of these jurisdictions were found to meet one of the two criteria: 1) the city or county is making progress towards compliance; or 2) there is good cause for failure to meet the deadline for compliance. Therefore, all of these extensions were granted by the Chief Operating Officer.

Metro Code Chapter 3.07 Urban Growth Management Functional Plan and Metro Code Chapter 3.08 Regional Transportation Functional Plan – March 2018

Introduction

Metro Code 3.07.870 requires the Chief Operating Officer to submit the status of compliance by cities and counties with the requirements of the Metro Code Chapter 3.07 (Urban Growth Management Functional Plan) annually to the Metro Council. In an effort to better integrate land use and transportation requirements, this compliance report includes information on local government compliance with the Regional Transportation Functional Plan (Metro Code Chapter 3.08) as well as the Urban Growth Management Functional Plan (UGMFP).

Overview

Per the Metro Code, the Chief Operating Officer (COO) may grant an extension request if a local government meets one of two criteria: 1) the city or county is making progress towards compliance; or 2) there is good cause for failure to meet the deadline for compliance.

By statute, cities and counties had two years following the date of acknowledgement of Metro's Regional Transportation Plan (RTP) in Summer 2014 to bring their Transportation System Plans (TSPs) into compliance with any new or changed regional requirements. However, Metro exercised its authority under the state's Transportation Planning Rule to extend city and county deadlines beyond the two-year statutory deadline. Metro consulted

with each city and county to determine a reasonable timeline for this work and adopted a schedule that is available on Metro's website at www.oregonmetro.gov/tsp. The deadlines are phased to take advantage of funding opportunities and the availability of local and Metro staff resources.

Appendix A summarizes the compliance status for all local governments with the requirements of the Urban Growth Management Functional Plan (UGMFP) by the end of 2017.

Appendix B shows the status of Title 11 new urban area planning for areas added to the Urban Growth Boundary (UGB) since 1998.

Appendix C summarizes the compliance dates for each UGMFP title.

Appendix D summarizes the compliance dates for the Regional Transportation Functional Plan (RTFP) in effect as of December 31, 2017.

Appendix E is the Annual Report on Amendments to the Title 4 Employment and Industrial Areas Map dated January 8, 2018.

Urban Growth Management Functional Plan Compliance Status

All jurisdictions are in compliance with the Urban Growth Management Functional Plan.

Portland: After a four-year update process, the new 2035 Comprehensive Plan was adopted on June 15, 2016. Portland's Comprehensive Plan is a long-range plan that helps the City prepare for and manage expected population and employment growth, as well as plan for and coordinate major public investments. The package of Early Implementation projects includes changes to the Zoning Map, the Zoning Code, and other documents to implement the new Comprehensive Plan which was adopted on December 21, 2016. With adoption, all phases of the Comprehensive Plan Update project are completed, and the entire plan is now with the state Department of Land Conservation and Development (DLCD). Pending DLCD review and acknowledgment, the new plan will take effect May 24, 2018 at 1:00 p.m., replacing Portland's first comprehensive plan adopted in 1980 and updated many times since.

Metro's jurisdiction dropped from three counties and 25 cities to 24 cities after the dissolution of the City of Damascus. Residents of the City of Damascus voted for disincorporation on May 17, 2016. Formal disincorporation occurred on July 18, 2016. Damascus's lands, businesses and former city residents have reverted to Clackamas County's jurisdiction, as was the case prior to the city's incorporation in 2004. Metro staff continue to work with Clackamas County and Happy Valley to ensure that the former Damascus area is planned in compliance with regional requirements.

Regional Transportation Functional Plan Compliance Status

Previously, five jurisdictions had the deadline of December 31, 2015 to meet the requirements of the Regional Transportation Functional Plan. As described below and in Appendix D, two of those jurisdictions requested an extension to 2017 – Gladstone and

Hillsboro. Both of these jurisdictions were found to meet one of the following two criteria; 1) The city or county is making progress towards compliance; or 2) There is good cause for failure to meet the deadline for compliance. Therefore, these extensions were granted by the Chief Operating Officer.

Two jurisdictions, Fairview and Portland, completed their Transportation System Plan and development code updates in 2016 and are now in compliance with the RTFP. Metro sent the City of Portland a letter telling them they were in compliance on December 20, 2016. Portland will finalize performance measures and the packaging of the final TSP by April 2018. This stage of TSP completion was delayed due to the delay of the city's Comprehensive Plan.

Jurisdictions with 2015 deadlines that requested extensions until 2017/18

Cornelius: In 2016, the City was awarded a grant from the TGM program. They are scheduled to complete their TSP update by May 2018.

Gladstone: The City was awarded a grant through the TGM program to complete a TSP update. The City Council adopted their TSP on November 28, 2017.

Hillsboro: The City expects to adopt their TSP by Summer 2018.

Wood Village: The City was awarded a grant from the TGM program to complete a town center concept plan and complete their TSP. Wood Village finalized their town center concept and adopted their TSP on June 27, 2017.

APPENDIX A
Summary of Compliance Status as of December 31, 2017
(Functional Plan effective 1/18/12)

City/ County	Title 1 Housing Capacity	Title 3 Water Quality & Flood Management	Title 4 Industrial and other Employment Land	Title 6¹ Centers, Corridors, Station Communities & Main Streets	Title 7 Housing Choice	Title 11 Planning for New Urban Areas <small>(see Appendix B for detailed information)</small>	Title 13 Nature in Neighborhoods
Beaverton	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Cornelius	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Durham	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Fairview	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Forest Grove	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Gladstone	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Gresham	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Hillsboro	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Johnson City	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
King City	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Lake Oswego	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Maywood Park	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Milwaukie	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Oregon City	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance

¹ Title 6 is an incentive approach and only those local governments wanting a regional investment (currently defined as a new high-capacity transit line) will need to comply.

City/ County	Title 1 Housing Capacity	Title 3 Water Quality & Flood Management	Title 4 Industrial and other Employment Land	Title 6¹ Centers, Corridors, Station Communities & Main Streets	Title 7 Housing Choice	Title 11 Planning for New Urban Areas <small>(see Appendix B for detailed information)</small>	Title 13 Nature in Neighborhoods
Portland	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Rivergrove	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Sherwood	In compliance	In compliance	In compliance	See footnote	In compliance	Area 61 extended to 12/31/21*	In compliance
Tigard	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance.	In compliance
Troutdale	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Tualatin	In compliance	In compliance	In compliance	See footnote	In compliance	Basalt Creek extended to 9/1/2019	In compliance
West Linn	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Wilsonville	In compliance	In compliance	In compliance	See footnote	In compliance	Basalt Creek extended to 9/1/2019	In compliance
Wood Village	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Clackamas County	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Multnomah County	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Washington County	In compliance	In compliance	In compliance	See footnote	In compliance	North Cooper Mountain not in compliance	In compliance

*The City of Tualatin requested that the City of Sherwood take over concept planning for Area 61 Title 11 planning in 2012.

¹ Title 6 is an incentive approach and only those local governments wanting a regional investment (currently defined as a new high-capacity transit line) will need to comply.

**APPENDIX B
TITLE 11 NEW AREA PLANNING COMPLIANCE
(As of December 31, 2017)**

Project	Lead Government(s)	Compliance	Status
1998 UGB Expansion			
Rock Creek Concept Plan	Happy Valley	Yes	Concept plan and implementation measures completed; development on-going.
Pleasant Valley Concept Plan	Gresham and Portland	Yes	Concept plan and implementation measures completed; city annexed 524 acres and development to begin in eastern section.
1999 UGB Expansion			
Witch Hazel Community Plan	Hillsboro	Yes	Concept plan and implementation measures completed; development on-going.
2000 UGB Expansion			
Villebois Village	Wilsonville	Yes	Concept plan and implementation measures completed; development on-going.
2002 UGB Expansion			
Springwater Community Plan	Gresham	Yes	Concept plan and implementation measures completed for this mostly industrial area; waiting annexation & development.
Damascus/Boring Concept Plan	Happy Valley	Yes	HV portion: Concept plan and implementation measures completed; waiting annexation and development.
	Happy Valley/ Clackamas County	No	The former City of Damascus land area.
	Gresham	Yes	Gresham portion, called Kelley Creek Headwaters Plan, was adopted by city in 2009.
Park Place Master Plan	Oregon City	Yes	Concept plan and implementation measures completed; waiting annexation & development.
Beavercreek Road	Oregon City	Yes	Concept plan completed and accepted by Metro.
South End Road	Oregon City	Yes	Concept plan and implementation measures completed.
East Wilsonville (Frog Pond area)	Wilsonville	Yes	CPDG grant awarded in 2013. Concept plan completed in December 2015 as part of Phase I of the grant. Phase II of the grant will focus on the creation of a Master Plan along with Comprehensive Map designation.
NW Tualatin Concept Plan (Cipole Rd & 99W)	Tualatin	Yes	Concept plan and implementation measures completed for this small industrial area.
SW Tualatin Concept Plan	Tualatin	Yes	Concept plan and implementation measures completed for this industrial area.
Brookman Concept Plan	Sherwood	Yes	Concept Plan and implementation measures completed; waiting development.
West Bull Mountain (River Terrace)	Tigard	Yes	Combined with Roy Rogers West (2011); development ongoing.
Study Area 59	Sherwood	Yes	Concept plan and implementation measures completed; school constructed.
Study Area 61 (Cipole Rd)	Sherwood	Extension to 12/31/2021	Extension agreement – planning shall be completed when Urban Reserve 5A is completed, or by 12/31/2021, whichever is sooner.
99W Area (near Tualatin-Sherwood Rd)	Sherwood	Yes	Concept plan and implementation measures completed.

Project	Lead Government(s)	Compliance	Status
Cooper Mountain area	Washington County	No	Preliminary planning completed by City of Beaverton. Community plan pending Washington County work program.
Study Area 64 (14 acres north of Scholls Ferry Rd)	Beaverton	Yes	Concept plan and implementation measures completed; annexed to City.
Study Area 69 & 71	Hillsboro	Yes	Areas are included in South Hillsboro Area Plan. City has adopted these areas into its comprehensive plan; upon annexation, they will be zoned to comply with comp plan.
Study Area 77	Cornelius	Yes	Concept plan and implementation measures completed; annexed to City.
Forest Grove Swap	Forest Grove	Yes	Concept plan and implementation measures completed; annexed to City.
Shute Road Concept Plan	Hillsboro	Yes	Concept plan and implementation measures completed; annexed to City and portion developed with Genentech.
North Bethany Subarea Plan	Washington County	Yes	Concept plan and implementation measures completed; annexations underway with development occurring.
Bonny Slope West Concept Plan (Area 93)	Multnomah County	Yes	Planning completed.
2004/2005 UGB Expansion			
Damascus area	Damascus	See under 2002 above	Included with Damascus comprehensive plan (see notes above).
Tonquin Employment Area	Sherwood	Yes	Concept plan and implementation measures completed.
Basalt Creek/West RR Area Concept Plan	Tualatin and Wilsonville	IGA extension to 10/2019; CET extension to 6/30/18	Work continues on concept planning. Cities to agree to the concept plan by 12/31/17. Comprehensive plan and/or zoning map amendments to be complete 6/30/18.
N. Holladay Concept Plan	Cornelius	Yes	Concept plan completed; implementation to be finalized after annexation to City.
Evergreen Concept Plan	Hillsboro	Yes	Concept plan and implementation measures completed.
Helvetia Concept Plan	Hillsboro	Yes	Concept plan and implementation measures completed.
2011 UGB Expansion			
North Hillsboro	Hillsboro	Yes	Concept planning completed. Awaits annexation to city.
South Hillsboro	Hillsboro	Yes	Concept planning completed. Awaits annexation to city.
South Cooper Mountain	Beaverton	Yes	Concept planning completed.
Roy Rogers West (River Terrace)	Tigard	Yes	See West Bull Mountain.

2014 UGB Expansion (HB 4078)	Lead Government(s)	Compliance	Status
Cornelius North	Cornelius	Yes	Comprehensive planning completed. Awaits annexation to city.
Cornelius South	Cornelius	Yes	Comprehensive planning completed. Partially annexed to city.
Forest Grove (Purdin Road)	Forest Grove	Yes	Comprehensive plan work in progress. CPDG Cycle 3.
Forest Grove (Elm Street)	Forest Grove	Yes	Comprehensive plan work in progress. CPDG Cycle 3.
Hillsboro (Jackson School)	Hillsboro	No	Comprehensive plan work scheduled. CPDG Cycle 4.

**APPENDIX C
COMPLIANCE DATES FOR THE
URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN**

Functional Plan Requirement	When Local Decisions Must Comply		
	Plan/Code Amendment 3.07.810(C) ¹	Land Use Decision 3.07.810(D) ²	Adoption 3.07.810(B) ³
Title 1: Adopt minimum dwelling unit density (3.07.120.B)	12/21/2013	12/21/2013	12/21/2014
Title 1: Allow accessory dwelling unit in SFD zones (3.07.120.G) <i>(provision included in previous version of Metro Code as 3.07.140.C)</i>	12/8/2000		12/8/2002
Title 3: Adopt model ordinance or equivalent and map or equivalent (3.07.330.A)	12/8/2000		12/8/2002
Title 3: Floodplain management performance standards (3.07.340.A)	12/8/2000	12/8/2001	12/8/2002
Title 3: Water quality performance standards (3.07.340.B)	12/8/2000	12/8/2001	12/8/2002
Title 3: Erosion control performance standards (3.07.340.C)	12/8/2000	12/8/2001	12/8/2002

¹ After one year following acknowledgment of a UGMFP requirement, cities and counties that amend their plans and land use regulations shall make such amendments in compliance with the new functional plan requirement.

² A city or county that has not yet amended its plan to comply with a UGMFP requirement must, following one year after acknowledgement of the requirement (the date noted), apply the requirement directly to land use decisions

³ Cities and counties must amend their plans to comply with a new UGMFP requirement within two years after acknowledgement of the requirement (the date noted)

Functional Plan Requirement	When Local Decisions Must Comply		
	Plan/Code Amendment 3.07.810(C) ¹	Land Use Decision 3.07.810(D) ²	Adoption 3.07.810(B) ³
Title 4: Limit uses in Regionally Significant Industrial Areas (3.07.420)	7/22/2005	7/22/2006	7/22/2007
Title 4: Prohibit schools, places of assembly larger than 20,000 square feet, or parks intended to serve people other than those working or residing in the area in Regional Significant Industrial Areas (3.07.420D)	12/21/2013	12/21/2013	12/21/2014
Title 4: Limit uses in Industrial Areas (3.07.430)	7/22/2005	7/22/2006	7/22/2007
Title 4: Limit uses in Employment Areas (3.07.440)	7/22/2005	7/22/2006	7/22/2007
Title 6: (Title 6 applies only to those local governments seeking a regional investment or seeking eligibility for lower mobility standards and trip generation rates)	12/21/12	12/21/13	12/21/14
Title 7: Adopt strategies and measures to increase housing opportunities (3.07.730)			6/30/2004
Title 8: Compliance Procedures (45-day notice to Metro for amendments to a comprehensive plan or land use regulation) (3.07.820)	2/14/2003		
Title 11: Develop a concept plan for urban reserve prior to its addition to the UGB (3.07.1110)	N/A	N/A	N/A

Functional Plan Requirement	When Local Decisions Must Comply		
	Plan/Code Amendment 3.07.810(C) ¹	Land Use Decision 3.07.810(D) ²	Adoption 3.07.810(B) ³
Title 11: Prepare a comprehensive plan and zoning provisions for territory added to the UGB (3.07.1120)	12/8/2000	12/8/2001	2 years after the effective date of the ordinance adding land to the UGB unless the ordinance provides a later date
Title 11: Interim protection for areas added to the UGB (3.07.1130) <i>(provision included in previous version of Metro Code as 3.07.1110)</i>	12/8/2000	12/8/2001	12/8/2002
Title 12: Provide access to parks by walking, bicycling, and transit (3.07.1240.B)			7/7/2005
Title 13: Adopt local maps of Habitat Conservation Areas consistent with Metro-identified HCAs (3.07.1330.B)	12/28/2005	1/5/2008	1/5/2009
Title 13: Develop a two-step review process (Clear & Objective and Discretionary) for development proposals in protected HCAs (3.07.1330.C & D)	12/28/2005	1/5/2008	1/5/2009
Title 13: Adopt provisions to remove barriers to, and encourage the use of, habitat-friendly development practices (3.07.1330.E)	12/28/2005	1/5/2008	1/5/2009

APPENDIX D

Summary of Compliance Status for 2017 (Regional Transportation Functional Plan in effect as of 12/31/2014)

Jurisdiction	Title 1 Transportation System Design	Title 2 Development and Update of Transportation System Plans	Title 3 Transportation Project Development	Title 4 Regional Parking Management	Title 5 Amendment of Comprehensive Plans
Beaverton	In compliance	In compliance	In compliance	In compliance	In compliance
Cornelius	12/31/16*	12/31/16*	12/31/16*	12/31/16*	12/31/16*
Durham	Exempt	Exempt	Exempt	Exempt	Exempt
Fairview	In compliance	In compliance	In compliance	In compliance	In compliance
Forest Grove	In compliance	In compliance	In compliance	In compliance	In compliance
Gladstone	In compliance	In compliance	In compliance	In compliance	In compliance
Gresham	In compliance	In compliance	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	In compliance	In compliance
Hillsboro	12/31/17*	12/31/17*	12/31/17*	12/31/17*	12/31/17*
Johnson City	Exempt	Exempt	Exempt	Exempt	Exempt
King City	Exempt	Exempt	Exempt	Exempt	Exempt
Lake Oswego	In compliance	In compliance	In compliance	In compliance	In compliance
Maywood Park	Recommending exemption	Recommending exemption	Recommending exemption	Recommending exemption	Recommending exemption
Milwaukie	In compliance	In compliance	In compliance	In compliance	In compliance
Oregon City	In compliance	In compliance	In compliance	In compliance	In compliance
Portland	In compliance	In compliance	In compliance	In compliance	In compliance
Rivergrove	Exempt	Exempt	Exempt	Exempt	Exempt
Sherwood	In compliance	In compliance	In compliance	In compliance	In compliance
Tigard	In compliance	In compliance	In compliance	In compliance	In compliance
Troutdale	In compliance	In compliance	In compliance	Exception	In compliance
Tualatin	In compliance	In compliance	In compliance	In compliance	In compliance
West Linn	In compliance	In compliance	In compliance	In compliance	In compliance
Wilsonville	In compliance	In compliance	In compliance	In compliance	In compliance
Wood Village	In compliance	In compliance	In compliance	In compliance	In compliance
Clackamas County	In compliance	In compliance	In compliance	In compliance	In compliance
Multnomah County	12/31/17	12/31/17	12/31/17	12/31/17	12/31/17
Washington County	In compliance	In compliance	In compliance	In compliance	In compliance

Date shown in table is the deadline for compliance with the Regional Transportation Functional Plan (RTFP). Note – a city or county that has not yet amended its plan to comply with the RTFP must, following one year after RTFP acknowledgement, apply the RTFP directly to land use decisions.

**Expected completion date Summer 2018.*



Memo

Date: January 8, 2018
To: Metro Council and the Metro Policy Advisory Committee
From: Martha Bennett, Chief Operating Officer
Subject: Annual report on amendments to the Title 4 Employment and Industrial Areas Map

Background

Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan seeks to improve the region's economy by protecting a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas, Industrial Areas, and Employment Areas. Those areas are depicted on the Employment and Industrial Areas Map.

Title 4 sets forth several avenues for amending the map, either through a Metro Council ordinance or through an executive order, depending on the circumstances. Title 4 requires that, by January 31 of each year, Metro's Chief Operating Officer submit a written report to the Council and MPAC on the cumulative effects on employment land in the region of amendments to the Employment and Industrial Areas Map during the preceding year. This memo constitutes the report for 2017.

Title 4 map amendments in 2017

There were no amendments made to the Title 4 Map in 2017 either by the Council or through executive order.

Chief Operating Officer recommendations

I do not, at this time, recommend changes to Title 4 policies.



March 14, 2018

To: JPACT & Metro Council
From: Getting There Together Coalition members

Re: 2018 Regional Transportation Plan update



As community members, leaders, and participants in the 2018 Regional Transportation Plan (RTP) update process, we appreciate the significant work that Metro and regional partners have done to date to align and advance our region's goals. Metro has identified critical priority areas for the region through previous planning processes and the RTP policy process itself. The region has identified and prioritized the right goals and outcomes that we need to have a thriving, livable, affordable region for everyone and has generated a number of plans to guide us there: Climate Smart Communities, the Regional Active Transportation Plan and Metro's Equity Strategy.



However, as highlighted by Metro's own project list analysis, the current list and investment strategy show that as a region we are not, in fact, planning to build a transportation system that will help us meet our goals by 2035 - most troubling, our equity, safety, climate, and congestion goals will not be met.



If we make no changes to the current RTP draft project list:



- Congestion will not improve, causing serious air quality concerns despite incredibly large monetary investments in 'congestion relief'. Average delay for drivers during peak commute times will increase by 75% by 2040, and freight delay will increase by 60%.
- Over the first 10 years, current areas with a greater rate of poverty, language isolation, older adults and young people will see less benefit in reaching community places than the region as a whole.
- The region will not meet our transit, active transportation network, smart technology, and demand management programs as adopted in the 2014 Climate Smart Strategy to meet the region's greenhouse gas reduction goals.
- In 2027, only 57 percent of arterial roadways will have completed sidewalks and only 43 percent will have completed bikeways.
- The region will not achieve its adopted Climate Smart Strategy and will not meet its greenhouse gas reduction target set by the state.



If we are to work together to make a great place, we must be bolder in this 2018 RTP update.

At the fourth and final Regional Leadership Forum on March 2, we heard that this plan does not yet lead with equity, and that we will not achieve our equity goals unless we make strategic corrections. When we lead with equity, we ensure that all people who live, work and recreate in the greater Portland region have the opportunity to share in and help define a thriving, livable, and prosperous place. Equity is the best model for economic growth, and we support the Metro staff proposal before you guiding how local agencies can refine their draft project lists to better meet the region's shared goals while still honoring local Transportation System Plan (TSP) needs.

Identified through years of planning and agreement on how we will create an equitable and prosperous transportation system, we now must align projects to policy and ensure we build our region's transportation system on a foundation of social equity. The Getting There Together Coalition came together in 2017 because the community was asking for transportation projects to meet their needs, but weren't seeing their needs reflected in projects being proposed. As a region, we need to:

1. Reduce congestion using proven methods to support a climate smart future.
2. Make our streets safe and accessible for people of all ages, abilities, and backgrounds.
3. Invest in new bus & MAX lines to help people get where they need to go.
4. Ensure that transportation investments are transparent and accountable to the community.
5. Prevent mass displacement and restore housing affordability.
6. Think beyond infrastructure investments and support increased access to transportation options.

With revenue projections now adjusted up to account for HB 2017, local agencies have the opportunity to incorporate additional projects or move those projects forward in time that address equity, safety, and meet our Climate Smart goals. HB 2017 represents significant investment in identified highway bottlenecks; therefore, additional revenue must be programmed to meet the below principles when refining project lists. In order to achieve a shift in the RTP goals, it will be essential for local agencies to move these projects to the first ten years of the constrained project list, where revenue forecasts allow. Metro identified several areas of refinement for the RTP, and we support these refinements as clarified:

- Expand transit operations to meet service levels adopted in the Climate Smart Strategy.
 - We also support funding enhanced transit - additional service stuck in congestion will not meet our goals.
- Target investments to address safety as well as congestion on the region's arterial and throughways that extends beyond the peak travel periods.
 - All projects on the High Crash Network should be reviewed to ensure they meet our Vision Zero goals.
 - Across the region, we should add RTP projects on orphaned state highways, e.g. 82nd Avenue.
 - All projects on the High Injury Network should be reviewed and enhanced to meet safety objectives. Project summaries should demonstrate clearly how much of the project is dedicated to safety improvements.
- Complete 100% of the gaps in the regional active transportation network.

- We strongly support the focus of this work being on the high injury corridors that are in historically marginalized communities, and these project being included in years 1-10.
- Lead with equity.
 - Jurisdictions should reference the two equity maps produced by the RTP Equity Work Group, expanding the definition of ‘historically marginalized communities’ for analysis: 1) inclusion of seniors and children under the age of 18, and 2) a map of communities of color, non-English speakers/linguistically isolated communities, and low-income.
 - Metro should provide more specific data that documents how much more likely people living in historically marginalized communities are to be killed or seriously injured based on housing affordability and past transportation underinvestment.

We recommend you move the staff proposal for refining 2018 Regional Transportation Plan Investment Priorities forward for approval by Metro Council, so that local agencies can begin immediately making needed changes to their project lists.

Sincerely,

Getting There Together Coalition

Jenny Glass
Executive Director, Rosewood Initiative

Duncan Hwang
Associate Director, APANO

Gerik Kransky
Policy Director, The Street Trust

Mary Kyle McCurdy
Deputy Director, 1000 Friends of Oregon

Noel Mickelberry
Executive Director, Oregon Walks

Steph Routh
Communications & Marketing Manager, Community Cycling Center

Vivian Satterfield
Deputy Director, OPAL Environmental Justice Oregon

Kari Schlosshauer
Senior Policy Manager, Safe Routes to School National Partnership

2018 urban growth management decision: engagement and process timeline

Per work program endorsed by Metro Council in February 2017

	Summer - Fall 2017	Winter 2018	Spring 2018	Summer 2018	Fall 2018	
Program milestones	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">Clarify expectations for cities</div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">City letters of interest due</div>	<div style="background-color: red; color: white; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> YOU ARE HERE </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">City proposals due</div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">Metro COO rec., followed by MPAC rec.</div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">Council decision</div>
Cities proposing expansions	<ul style="list-style-type: none"> • Concept planning for urban reserves • Letters of interest due Dec. 29 		Proposals due May 31	Present proposals		
MTAC	Recommendation: clarify expectations for cities proposing residential UGB expansions		<ul style="list-style-type: none"> • Discussion: merits of city proposals • Recommendation: tech advice, if requested by MPAC 			
Peer review groups	Regional population and employment forecast MetroScope model Buildable land inventory methods and results and other model assumptions (LUTAG)		Strengths & weaknesses of city proposals (Crag)			
MPAC	Recommendation: clarify expectations for cities proposing residential UGB expansions		<ul style="list-style-type: none"> • Discussion: merits of city proposals • Recommendation to Council 			
Public comment opportunities	City planning processes		<ul style="list-style-type: none"> • Opt-In poll • Online comment period 	Council hearings	Council hearings	
Metro Council	Decision: clarify expectations for cities proposing residential UGB expansions		Discussion: merits of city proposals		<ul style="list-style-type: none"> • Direction (Sept) • Decision (Dec) 	

Evolution of regional growth management process

Old system

Define complex housing needs based on simple math

Expand UGB based on soil types

Concept plan areas after adding to UGB

New system

Agree on where the region may grow over the next 50 years

Concept plan urban reserve areas before expansion

Decide whether proposed expansions are needed based on outcomes

Ongoing improvements to the region's urban growth management process

Protect farms and forests and make the most of what we have

1995: 2040 Growth Concept:

- Focus most growth in existing urban areas
- Expand the UGB in urban reserves when needed
- Protect industrial areas
- Consider implications of growth in neighbor cities

1996: Urban Growth Management Functional Plan:

- Protections for industrial lands
- No net loss for residential zoning

1997: Regional Framework Plan:

- Focus on redevelopment and infill
- Provide housing choices

2010: Urban and Rural Reserves (long-term vision for urban footprint)

Take an outcomes-based approach

2009: Initial direction on six desired outcomes

2010: Formal adoption of six desired outcomes

2014: Climate Smart Communities Strategy

2016: Equity Strategy

Have a plan before expanding the UGB

2010: Require a concept plan before expansion

2011: Require additional consideration of housing affordability in concept plans

Improve technical analysis

Ongoing: Peer review of models, methods, and forecasts

2009 on: Use of range forecast to acknowledge uncertainty

2014 on: Use of range of capacity to acknowledge uncertainty

2018 on: More explicit use of scenario modeling to inform growth management

Track development trends

Periodic: Regional Industrial Site Readiness inventory

Periodic: State of the Centers

Periodic: Regional Snapshots

Periodic: Urban Growth Reports

Be responsive to city proposals for UGB expansions

1992: Create annual opportunity for proposed non-residential expansions

2007: 2040 Planning and Development Grant program begins to fund local planning

2010: Create expedited UGB process for industrial expansion proposals

2017: Create mid-cycle UGB process for modest residential expansion proposals

2017: Clarify expectations for cities proposing residential expansions



Metro

2018 urban growth management decision

Process update

MPAC 3/14/18

Ted Reid, Principal Regional Planner

Evolution of regional growth management process

Old system

Define complex housing needs based on simple math

Expand UGB based on soil types

Concept plan areas after adding to UGB

New system

Agree on where the region may grow over the next 50 years

Concept plan urban reserve areas before expansion

Decide whether proposed expansions are needed based on outcomes

2018 urban growth management decision: engagement and process timeline

	Summer - Fall 2017	Winter 2018	Spring 2018	Summer 2018	Fall 2018
Program milestones	<div style="border: 1px solid black; padding: 2px; display: inline-block;">Clarify expectations for cities</div>	<div style="border: 1px solid black; padding: 2px; display: inline-block;">City letters of interest due</div>	<div style="border: 1px solid black; padding: 2px; display: inline-block;">City proposals due</div>	<div style="border: 1px solid black; padding: 2px; display: inline-block;">Metro COO rec., followed by MPAC rec.</div>	<div style="border: 1px solid black; padding: 2px; display: inline-block;">Council decision</div>
Cities proposing expansions	<ul style="list-style-type: none"> • Concept planning for urban reserves • Letters of interest due Dec. 29 		Proposals due May 31	Present proposals	
MTAC	Recommendation: clarify expectations for cities proposing residential UGB expansions		<ul style="list-style-type: none"> • Discussion: merits of city proposals • Recommendation: tech advice, if requested by MPAC 		
Peer review groups	Regional population and employment forecast MetroScope model		Buildable land inventory methods and results and other model assumptions (LUTAG) Strengths & weaknesses of city proposals (CRAG)		
MPAC	Recommendation: clarify expectations for cities proposing residential UGB expansions		<ul style="list-style-type: none"> • Discussion: merits of city proposals • Recommendation to Council 		
Public comment opportunities	City planning processes		<ul style="list-style-type: none"> • Opt-In poll • Online comment period 	Council hearings	Council hearings
Metro Council	Decision: clarify expectations for cities proposing residential UGB expansions		Discussion: merits of city proposals		<ul style="list-style-type: none"> • Direction (Sept) • Decision (Dec)



City Readiness Advisory Group (CRAG)

Will advise on strengths and weaknesses of proposals:

- Viability of development
- Equity, particularly in community engagement
- Affordability
- Mixed-use, pedestrian-friendly and transit-supportive development
- Parks planning



Metro

Emerging technology strategy: draft policies

Metro Policy Advisory
Committee, March 14, 2018

Our purpose today:

To update MPAC on Metro's Emerging Technologies Strategy and collect feedback on the draft policy language that will be included in the strategy.

The strategy will be a standalone document, but the policies will be integrated into the RTP.

Our challenge in the Emerging Technologies Strategy:

To harness the potential of emerging technologies to create a more equitable and livable region. Even people that don't use these technologies are going to be impacted by them, and we want to make sure the whole region benefits.

Emerging technologies



Automated vehicles (AVs)



Connected vehicles (CVs) and infrastructure



Electric vehicles (EVs)



Transportation network companies (TNCs)



AV/EV transit vehicles



Microtransit



Car share



Bike share



Travel information and payment



New data sources

Some are shared mobility services



Automated vehicles (AVs)



Connected vehicles (CVs) and infrastructure



Electric vehicles (EVs)



Transportation network companies (TNCs)



AV/EV transit vehicles



Microtransit



Car share



Bike share



Travel information and payment

...and don't forget transit, carpooling, vanpools, and taxis.

What we've done so far

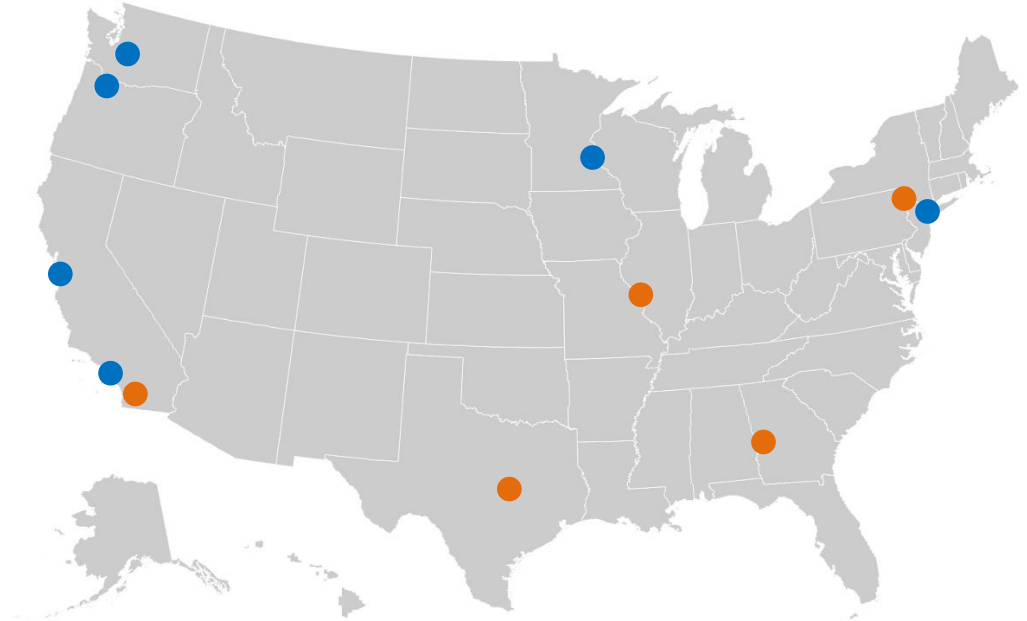
Reviewing technology strategies from cities and regional agencies

Research on trends in technology and impacts

Surveys of regional technology use and planning needs

Feedback from county and regional committees

One-on-one conversations with stakeholders



The next ~~ten~~ five years



Shared AVs will hit our streets.



People will use TNCs more—and there will be more TNCs.



Technology will advance without much public participation...

...or we help shape how the transportation system evolves



Congestion will get worse as new choices conflict with current ones...

...or we ensure that new technologies complement our current options



Marginalized people and workers will fall farther behind...

...or we use technology to create a more fair and just transportation system

What the future could look like

Next 5 years

5-10 years

10-20 years

20-30 years

How technology develops

- First commercial **AVs** available; most are **EVs**
- **AV** pilot and demo projects
- **TNCs** (human drivers) expand service
- Growth in **TNC** and **freight AVs**
- **TNCs** expand service, new firms / models
- **EVs** cost the same as gasoline vehicles
- All-**AV TNC** fleets
- Majority of all vehicles sold are **AVs** and **EVs**
- **TNC** service peaks
- Most vehicle travel via **AV**
- Platooning and high-speed **AV** travel is possible
- **Sharing** could replace individual vehicle ownership

How it impacts the region (if we don't act)

- More **new choices**, but they **don't work for everyone** **TNCs** compete with **transit**
- Declining **accountability** as private companies avoid oversight
- **Congestion** increases
- Transportation **jobs** are eliminated
- **Congestion** and **pollution** could decrease or increase **AVs** increase **safety**
- **Gas tax revenues** fall
- **Productivity** increases for some workers
- Communities have more **space for people**, but **sprawl** increases
- Impacts on **congestion**, **pollution**, **safety** and **revenues** gain force

Policy framework



Principles

- **Aspirational**, apply to **public agencies** and **private companies**
- Outline a **broad, long-term** vision to achieve our regional goals

Policies & strategies

- Apply to **public agencies**
- Focus on key areas where we need to act in the **next decade**

Actions

- Apply to **Metro**
- Describe critical steps we need to take in the **next two years**
- To be developed based on policies

Key policy areas

**Equity
(Goal 9)**



**Choices
(Goal 3)**



**Information
(Goal 11:
Accountability)**



**Prosperity
(Goal 2)**



**Innovation
(Goal 10:
Stewardship)**



Setting ourselves up for future success

If we tackle _____ today....	We prepare ourselves to take on _____ tomorrow.
Equity	Vibrant communities, congestion, choices
Choices	Vibrant communities, congestion, safety, environment, equity
Prosperity	Equity
Information	All our goals (we need better data in order to plan for and manage emerging technologies)
Innovation	All our goals, but especially fiscal stewardship and prosperity

How our peers are tackling technology

Action	Cities & counties	Transit agencies	Regions	States
Developing plans	✓	✓	✓	✓
Forecasting impacts			✓	✓
Adopting AV policies	✓			✓
Regulating TNCs	✓			✓
Pilot testing AVs	✓			✓
Pilot testing shared mobility	✓	✓	✓	
Convening and education	✓		✓	

Strategy development timeline

Feb 2018

- **TPAC, JPACT, MPAC and Council review draft policies**
- Staff present on policy development to County TACs

Apr-May 2018

- Staff present technical draft to CCCs, committees (TPAC, MTAC, JPACT, MPAC) and Council

Jun-Aug 2018

- Staff present draft policies and implementation actions to Council for approval
- Public review of draft Strategy

Oct-Dec 2018

- Full Strategy (included as part of RTP) presented to MPAC for recommendation that Council / consider approval
- JPACT / Council consider approval

What have I learned from the feedback I've received?

- Choices, congestion, and equity are important concerns. Be pro-people, not anti-vehicle.
- Equity isn't just about access – it's about affordability and availability.
- Privacy and cybersecurity are key safety issues.
- Most of our partners are somewhat optimistic about technology, and could use Metro's support.

Discussion

The memo contains:

- Draft principles (broad, long-term vision)
- Draft policies (desired outcomes in key areas)
- Draft strategies (how we achieve outcomes)

We are also collecting feedback through an online survey:

<https://www.surveymonkey.com/r/YQPQ297>



Metro

**2018 Regional Transportation Plan
Refining RTP Investment Priorities
MPAC | March 14, 2018**

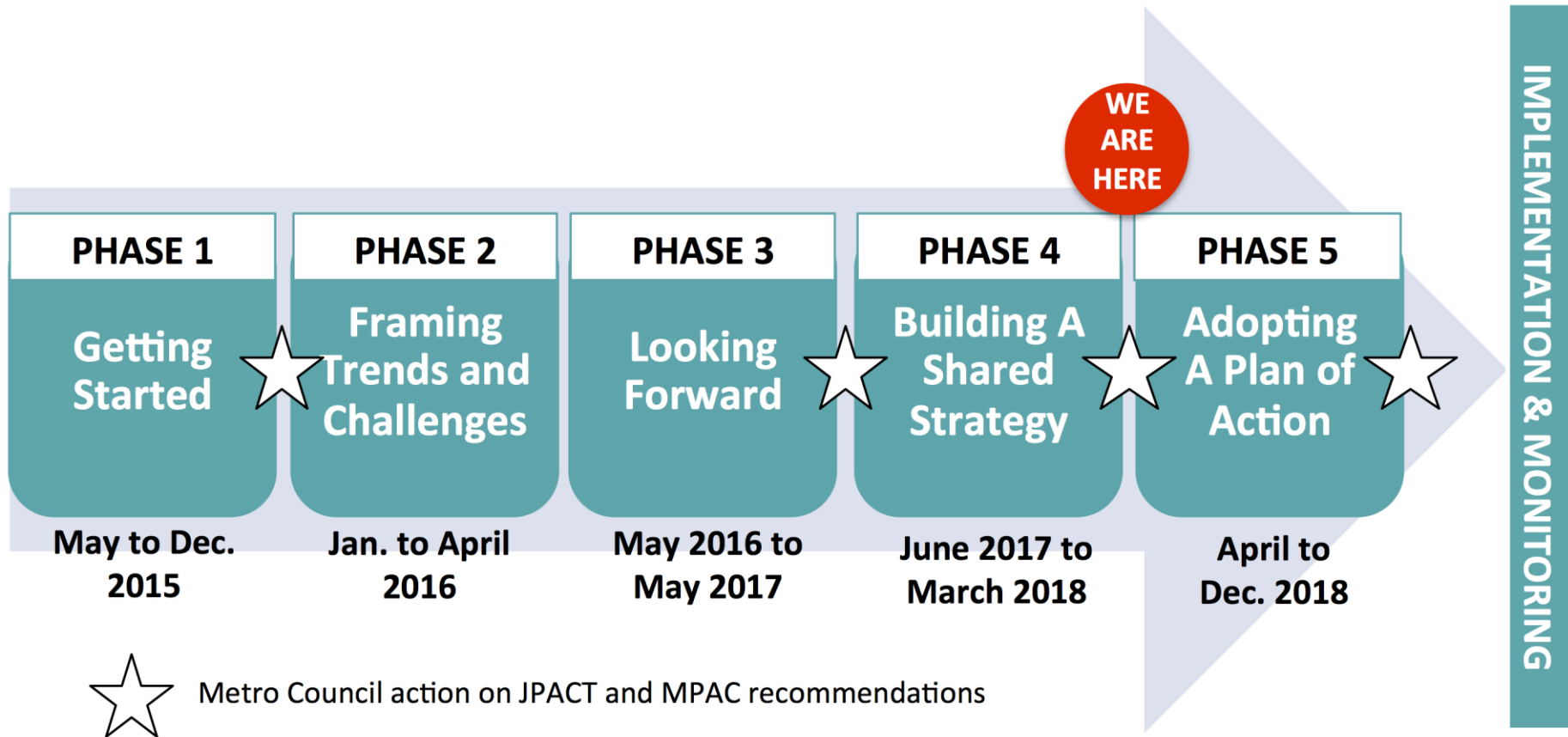
MPAC forum observations?

Leadership forum discusses priorities and the future of regional transportation

- How has what you heard today changed your thinking about our priorities?
- What opportunities should we target to best align our investments to our priorities?

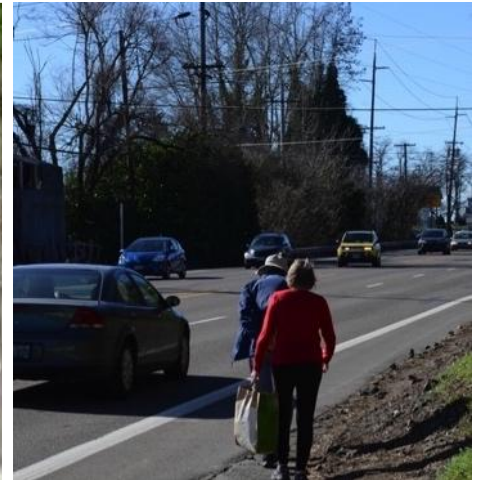


RTP timeline



Our shared 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.



Vision statement approved by the Metro Council, JPACT and MPAC in May 2017.

What we learned

Safety will be a priority in high injury corridors and communities of color

Congestion will not ease, but will be much worse without investments

The region will fall short of its adopted **Climate Smart Strategy** commitment

Affordability will improve with increased access to lower cost travel options

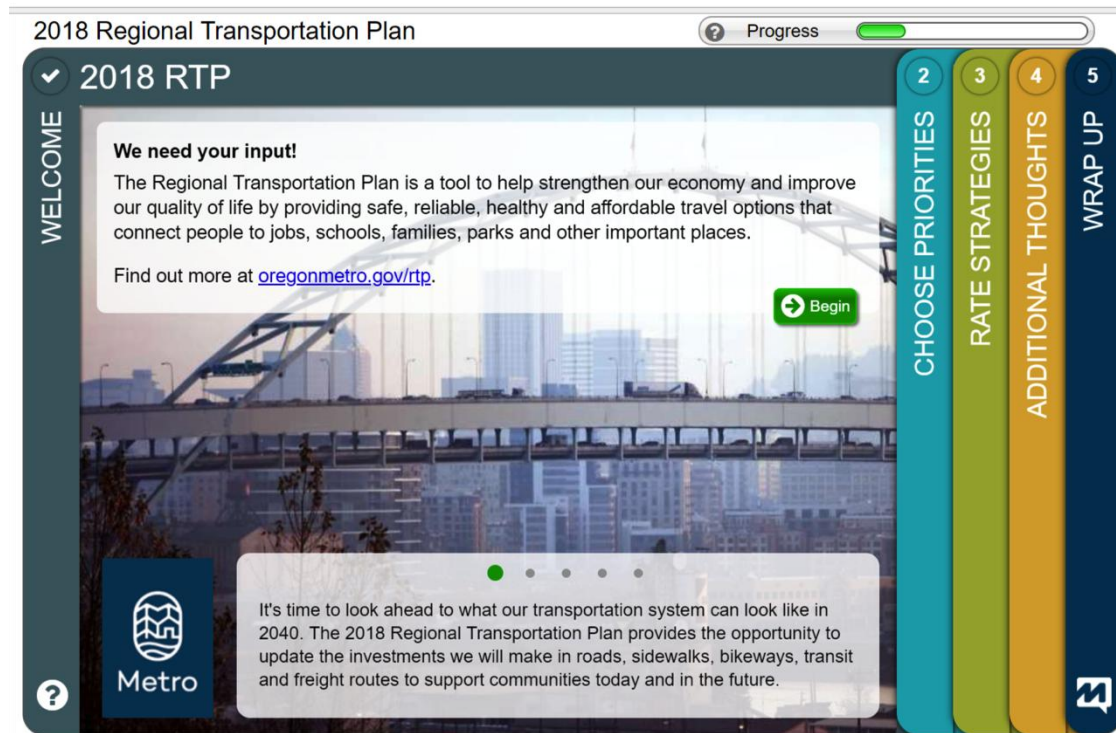
Not everyone will benefit equitably with improved access to jobs and community places



What we heard from the public

More than 2,900 responses from across the region

Safety, reliability and travel options are the priority outcomes



Based on responses Jan. 15 to Feb. 17, 2018

What we heard from community leaders



Lead with equity

Address housing and transportation affordability and displacement in an integrated manner



Prioritize safety, biking, walking, and transit projects in historically marginalized communities, with a focus on people of color and households of modest means

Regional Leadership Forum 4 Takeaways

Starting point for refining priorities

1. **Make more near-term progress on key regional priorities** – equity, safety, travel options and congestion.
2. **Reduce disparities and barriers** that exist for historically marginalized communities, especially people of color and households of modest means.
3. **Prioritize projects that focus on safety** in high injury corridors.
4. **Accelerate transit** service expansion.
5. **Tackle congestion and manage travel demand.**
6. **Prioritize completion of biking and walking network** gaps.
7. **Continue to build public trust** through inclusive engagement, transparency and accountability.

TPAC recommendation to JPACT

Agencies are requested to **meaningfully review and refine their projects** to the extent practicable to help make more progress on key regional priorities

- **use the forum recommendations as direction to focus and inform project refinements** and other changes
- **submit changes by April 27**
- **summarize how updated project list makes progress on key regional priorities** – equity, safety, travel options, Climate Smart and congestion – **and local priorities**

The mechanics of how projects could be improved or refined

Add projects to Constrained list with new HB 2017 revenues or by shifting project(s) from Strategic to Constrained list

Shift project timing

Update descriptions and intent to specify project features that will improve equity, safety, travel options and congestion

Provide more specificity for bundled projects so they can be evaluated



Examples of potential refinements...

Projects on high injury corridors – broaden description and purpose of project to specify safety elements to be included, if known, or state project will address safety in a high risk corridor using crash reduction features such as marked crossings, improved lighting, completing bike and sidewalk gaps, or reducing speeds

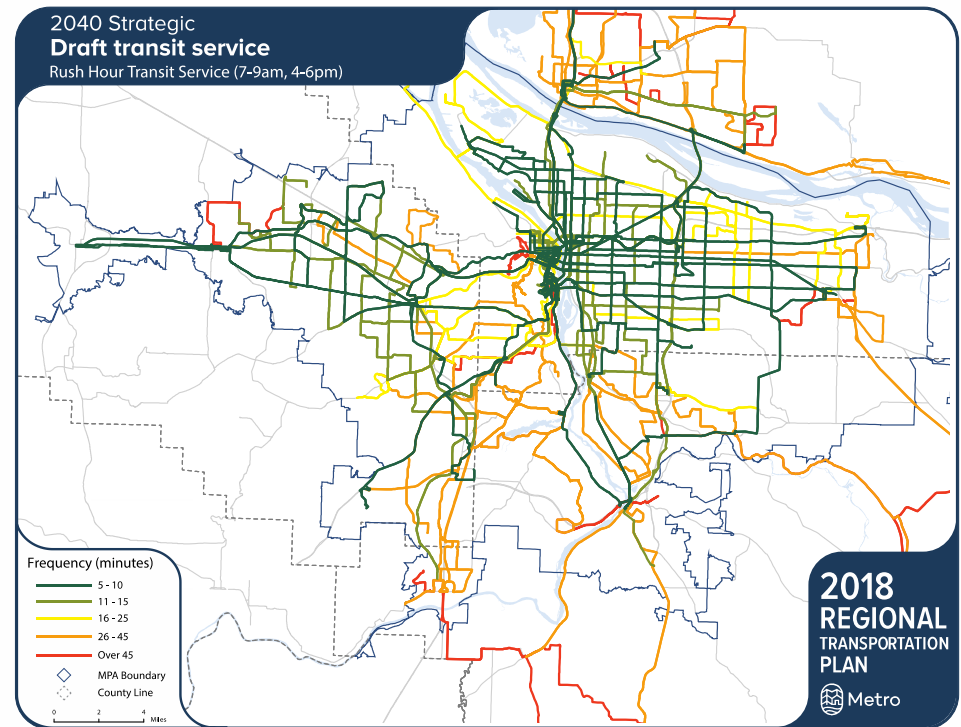
Projects in marginalized communities – broaden description and purpose of project to specify how project will address disparities and barriers such as improving safety, travel reliability, or access to jobs and travel options **for marginalized populations**



...Examples of potential refinements...

Transit service expansion – increase new and enhanced service as much as possible beyond Climate Smart service levels with a focus on:

- **connecting underserved and marginalized populations to jobs and community places**
- **congested corridors**
- **areas with concentrations of jobs and housing**



...Examples of potential refinements

Projects to complete active transportation network gaps – complete more in first 10 years and link to transit service additions in high injury corridors and marginalized communities

Projects in congested corridors – broaden description and purpose of project to specify how project will improve transit or freight operations and reliability, such as traffic signal priority and timing, dedicated bus or freight-only travel lanes, or other enhanced transit designs; **complete more connectivity projects in first 10 years** to provide more routes for all modes



Next steps

March 14 and 15	MPAC and JPACT make recommendations to Council
March 20	Council provides direction on refining projects
March 26 to April 27	Regional partners refine project lists
April and May	Council, MPAC and JPACT review draft regional strategies for transit, safety, technology and freight and draft RTP (focus on policy and implementation chapters)
May to July	Staff evaluates updated project lists and reports back to policymakers in June and July
June 29 to Aug. 13	Public review and comment on draft plan, policies, strategies and project lists (45-day comment period)
Oct. 2018	Policy committees recommend 2018 RTP and regional strategies to the Metro Council for action
Dec. 6	Metro council considers final action on 2018 RTP and strategies

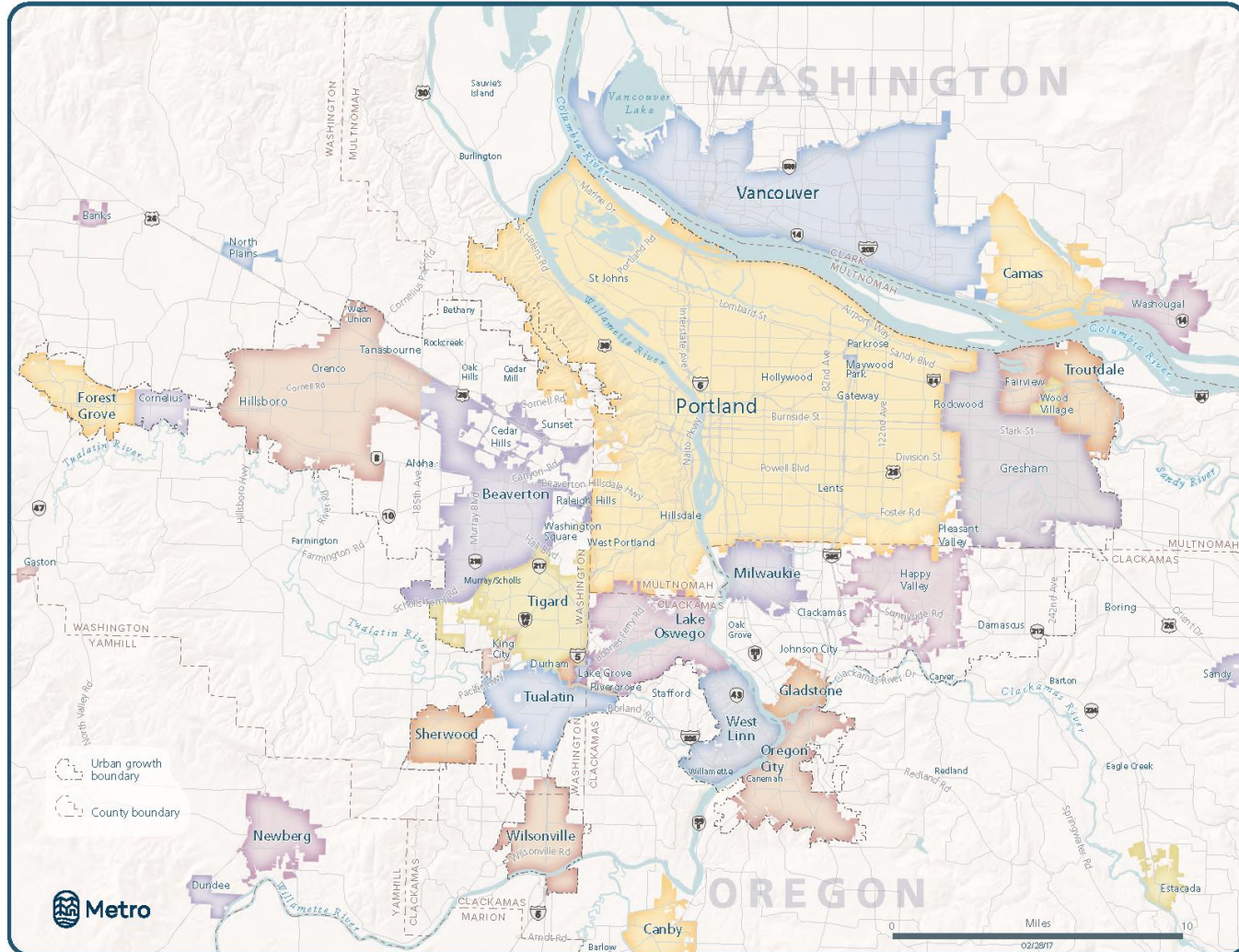
Proposed MPAC recommendation to the Metro Council



Agencies are requested to **meaningfully review and refine their projects** to the extent practicable to help make more progress on key regional priorities

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Supplemental information



Draft 2018 RTP project priorities

submitted by cities, counties, ODOT, TriMet, SMART and other jurisdictions from adopted plans and studies



Metro

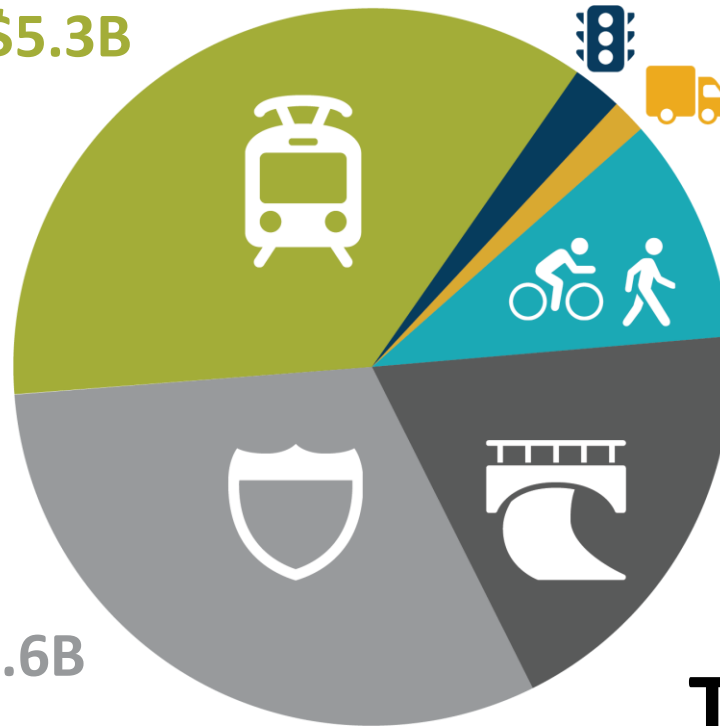
Information and technology \$0.26B

Transit capital \$5.3B

Freight access \$0.23B

Walking and biking \$1.6B

Roads and bridges \$2.8B



Throughways \$4.6B

Total: \$14.8 billion

draft RTP constrained project list
(capital projects only)

Number of projects submitted

all projects

Nominating Agency	Total number nominated
Portland	225
Washington County	115
Hillsboro	100
Gresham	71
Clackamas County	47
Tigard	43
ODOT	39
TriMet	37
Beaverton	36
Multnomah County	33
Port of Portland	33
Milwaukie	33
Oregon City	33
Tualatin	32

Nominating Agency	Total number nominated
Happy Valley	25
Sherwood	24
Wilsonville	22
Lake Oswego	17
Forest Grove	15
Cornelius	14
THPRD	13
SMART	12
West Linn	11
Gladstone	3
King City	3

Durham, Fairview, Johnson City, Maywood Park, Rivergrove, Troutdale and Wood Village did not nominate projects. This does not include maintenance or transit service expansion.