

Council work session agenda

Tuesday, May 1, 2018

2:00 PM

Metro Regional Center, Council Chamber

2:00 Call to Order and Roll Call

2:05 Chief Operating Officer Communication

Work Session Topics:

2:10 Update on 2018 Regional Transportation Plan (RTP) Policy and Implementation Chapters [18-5003](#)

Presenter(s): Margi Bradway, Metro
Kim Ellis, Metro

Attachments: [Work Session Worksheet](#)
[Draft Outline](#)
[Draft 2018 RTP Goals and Objectives](#)
[Draft 2018 RTP Transportation System Policies](#)

3:10 Councilor Liaison Updates and Council Communication

3:30 Adjourn

EXECUTIVE SESSION, ORS 192.660(2)(D), TO CONDUCT DELIBERATIONS WITH PERSONS DESIGNATED BY THE GOVERNING BODY TO CARRY ON LABOR NEGOTIATIONS AND, (H) TO CONSULT WITH LEGAL COUNSEL CONCERNING LEGAL RIGHTS AND DUTIES REGARDING CURRENT LITIGATION OR LITIGATION LIKELY TO BE FILED.

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**Update on 2018 Regional Transportation Plan (RTP) Policy
and Implementation Chapters**

Work Session Topics

Metro Council Work Session
Tuesday, May 1, 2018
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: May 1, 2018

LENGTH: 60 minutes

PRESENTATION TITLE: Update on 2018 Regional Transportation Plan (RTP) Policy and Implementation Chapters

DEPARTMENT: Planning and Development

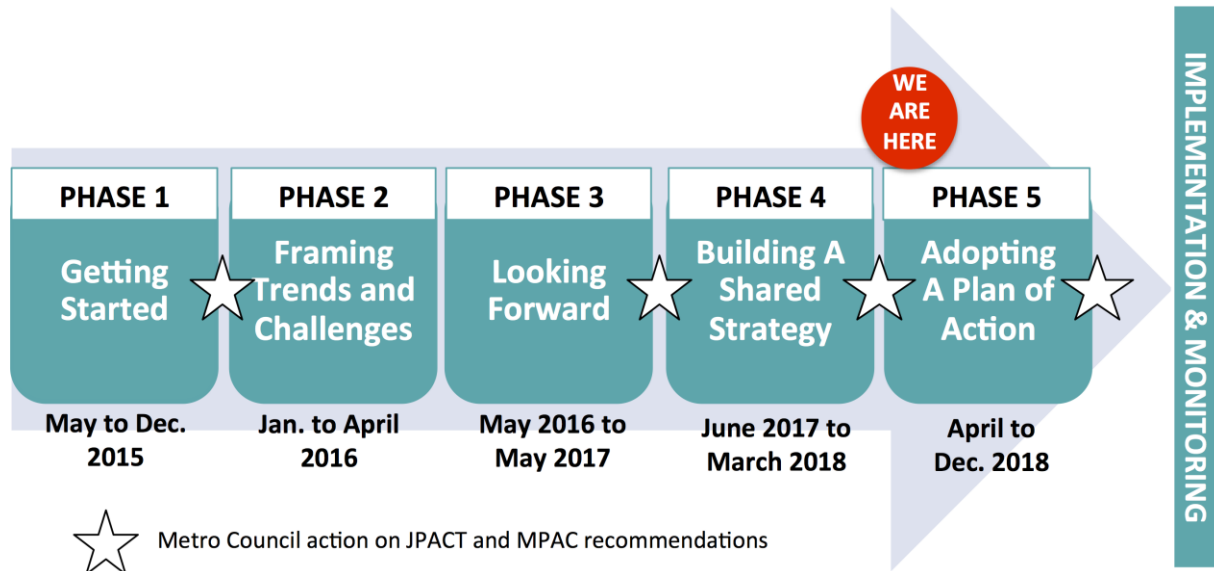
PRESENTER(S): Margi Bradway and Kim Ellis, kim.ellis@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- **Purpose:** Provide an update on how draft goals, objectives, and policies and implementation activities in the Regional Transportation Plan (RTP) will implement Council policy direction.
- **Outcome:** Council understands how past policy direction has been addressed and provides further direction, if needed, to finalize the draft 2018 RTP policy and implementation chapters for public comment.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

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 has reached the final phase. The Metro Council will be asked to adopt the 2018 RTP and strategies for safety, freight, transit and emerging technology in December 2018.



SUMMARY OF PAST COUNCIL DIRECTION

- 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 **February 2017**, the Council also **directed staff to use the Vision Zero framework and incorporate a Vision Zero goal** (zero traffic-related deaths and fatalities by 2035) in development of the RTP and Regional Transportation Safety Strategy for adoption by Council and JPACT. In April, MPAC and JPACT supported use of the Vision Zero framework and goal in the RTP and safety strategy.
- In **May 2017**, the Council further **directed staff to move forward with the Call for Projects** as recommended by the Metro Policy Advisory Committee (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. Staff was also directed to **review the [adopted 2014 RTP policy chapter](#) to identify and recommend refinements** for consideration by the Metro Council and regional policy advisory committees in 2018.
- In **September, November and December 2017**, the Metro Council **reaffirmed its commitment to implementing the Climate Smart Strategy and prioritizing safety, racial equity and managing congestion** as the RTP is finalized in 2018, and identified specific steps to take to support those priorities.
- In **March 2018**, the Metro Council **requested that jurisdictions meaningfully review and refine their draft project list** to the extent practicable to help make more progress on key regional priorities – equity with a focus on race and income, safety, travel options, Climate Smart Strategy implementation and managing congestion – and to:
 - use the Regional Leadership Forum recommendations as a starting point and direction to inform refinements and other changes they submit by April 27; and
 - summarize how their project list was updated and how the updated project list will help make progress on key regional priorities by May 18.

ACTIVITIES SINCE THE MARCH 20 WORK SESSION

- **Jurisdictional project list updates anticipated by April 27.** The RTP financially constrained funding assumptions were updated to reflect new revenues anticipated as a result of House Bill 2017. Jurisdictions worked through coordinating committees in response to the Metro Council's request for project list updates to make more progress on key regional priorities. The revised project list will be evaluated and subject to further public review as part of the final 45-day public comment period planned for June 29 to August 13, 2018. Staff will provide an update on the project list updates at the work session.
- **Public comment report completed.** The report documents all input received through several public engagement activities designed to inform refining the draft RTP project list for public review. Engagement activities included a **30-day online comment opportunity** from January 15 to February 17, a **community leaders' forum** held on January 19, **briefings to business associations and community organizations** in February and March, and the fourth **Regional Leadership Forum** held on March 2. Staff will provide printed copies of the public comment report at the work session.
- **Draft strategies for safety, freight, transit and emerging technology completed.** Council reviewed the draft safety, freight and transit strategies on April 10. The draft emerging technology strategy will be presented to the Metro Council on June 5. The draft strategies will also be reviewed by MPAC and JPACT in May and June in advance of the final public comment period.
- **Development of draft 2018 RTP under way.** Metro staff is preparing the draft 2018 RTP for public review. A draft outline of the 2018 RTP is attached for reference.
- **RTP Policy Framework review completed.** As directed by the Metro Council, staff completed a comprehensive review of the 2014 RTP policy chapter (focusing on the RTP goals, objectives and policies). The review identified gaps in policy, existing policy that would benefit from further clarification, and opportunities to further integrate adopted Climate Smart Strategy policies as well past Council direction related to safety, equity, emerging technology, and managing congestion. Based on the policy review and new and updated policies reflected in the draft strategies for safety, freight, transit and emerging technology, staff propose the following:

- **Divide the existing 91-page policy chapter into two policy chapters** to separate the vision, goals, objectives and performance targets from the policies that address specific topics (e.g., safety, equity, climate smart and emerging technology) and the modal networks (e.g., regional motor vehicle, freight, transit, bike and pedestrian networks).
- **Incorporate the vision statement approved by MPAC, JPACT and the Metro Council in May 2017.**
- **Update the RTP goals, objectives and policies** as described below.
- **Draft of the 2018 RTP goals and objectives prepared.** In May 2017, JPACT and the Metro Council directed staff to review and refine the RTP goals, objectives and performance targets, particularly related to safety, equity, climate change, completion of the active transportation system, accountability, transparency, congestion, maintenance, emerging technology and funding. Proposed updates to the goals and objectives seek to implement Council policy direction and:
 - **simplify language** to reduce jargon and be more accessible to public audiences;
 - **reduce redundancy** between the goals and objectives;
 - **make the goal statements more people and outcomes focused;**
 - **better reflect values and priority outcomes** identified through the RTP update;
 - **make the objectives more specific and measurable;**
 - **better align the objectives with existing or desired data and performance outcomes** as reflected in the updated system evaluation and transportation equity measures.

Staff recommendations for the RTP performance targets to meet regional goals and federal and state requirements are not complete. At the May 1 work session, staff will present the same draft goals and objectives reviewed by TPAC and MTAC at a joint workshop. Staff will update the draft goals and objectives to address Council and technical committee feedback for MPAC and JPACT review in May and June in advance of the final public comment period.

- **Draft of the 2018 RTP policies prepared.** In May 2017, JPACT and the Metro Council also directed staff to review and refine the RTP modal policies, particularly the throughways/ arterials, transit, and freight policies and related network maps which reflect the vision and planned network for each mode of travel. Proposed updates to RTP policies seek to implement Council policy direction and include:
 - **new safety policies** that prioritize vulnerable users, addressing fatal and serious injury crashes and improving safety in high injury and high risk corridors as reflected in the draft Regional Safety Strategy reviewed by Council on April 10;
 - **a new freight safety policy and minor updates to existing freight policies** as reflected in the draft Regional Freight Strategy reviewed by Council on April 10;
 - **new and updated policies for transit** to reflect desired outcomes for access, convenience, frequency, reliability, and affordability as reflected in the draft Regional Transit Strategy reviewed by Council on April 10;
 - **clarify and expand policies for throughways and arterials and the motor vehicle network** to reflect adopted policy and desired outcomes related to safety, universal access and complete street designs, connectivity, reliability and managing the transportation system and addressing regional bottlenecks to ease congestion;
 - **new equity policies** that prioritize eliminating disparities and barriers for historically marginalized communities, particularly people of color and people with low income to support implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion and the Construction Career Pathways Program;
 - **new emerging technology policies** as reflected in the draft Emerging Technology Strategy that will be reviewed by the Metro Council on June 5;
 - **new and updated Transportation System Management and Operations policies** to better reflect existing policies, provide more focus on managing the transportation system to ease

congestion and integrate new and revised policies in the 2018 Regional Travel Options Strategy;

- **minor revisions to existing climate smart strategy policies**, reflecting that the policies were extensively reviewed as part of development of the 2014 Climate Smart Strategy; and
- **minor revisions to the regional bike and pedestrian policies**, reflecting that the policies were extensively reviewed and updated as part of development of the 2014 Regional Active Transportation Plan and 2014 Regional Transportation Plan.

Detailed descriptions of each existing policy area are being updated, and descriptions are being developed for the new policy sections identified above. Staff recommendations for the RTP system maps are not complete. Most modal network map updates will be minor, largely reflecting new RTP projects adopted through local and regional plans. Updates to the Transit Network map and Freight Network Map are more substantive as discussed by Council on April 10.

At the May 1 work session, staff will present the same draft policies reviewed by TPAC and MTAC at a joint workshop. As noted previously, Council reviewed the draft policies for freight, safety, and transit on April 10. Council is scheduled to review the draft emerging technology policies on June 5. Staff will focus on the remaining draft policies at the work session. Staff will update the draft policies to address Council and technical committee feedback for MPAC and JPACT review in May and June in advance of the final public comment period.

- **Update to RTP implementation chapter under way.** Metro staff began work to update the implementation chapter. 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, investment areas program activities, planned project development activities (e.g., Southwest Corridor and Division Transit Project), performance monitoring, and other implementation activities to be undertaken post-RTP adoption. Staff will present an outline of the chapter at the work session for Council feedback. MPAC and JPACT will review the draft outline in May and June in advance of the final public comment period.
- **Planning of the final 45-day public review period and adoption process continues.** In June, staff will seek Council direction to release the draft 2018 RTP and draft strategies for freight, transit, safety and emerging technology for public review and comment. The comment period is planned for June 29 to Aug. 13, and will include a public hearing and consultation with tribes and federal and state agencies.

UPCOMING COUNCIL DISCUSSIONS

6/5 Draft Emerging Technologies Strategy

6/19 Draft RTP Performance Results

6/21 **Direction to staff** to release Draft 2018 RTP (including updated project lists) and draft strategies for freight, transit, safety and emerging technology for public review

QUESTIONS FOR COUNCIL CONSIDERATION

- Has Council direction regarding the 2014 RTP policy chapter review and Council priorities for the 2018 RTP been adequately addressed?
- Does Council have additional policy direction regarding the draft 2018 RTP goals, objectives or policies that should be addressed as part of finalizing the 2018 RTP for public review?
- Does Council have feedback regarding the draft implementation chapter that should be addressed as part of finalizing the 2018 RTP for public review?

PACKET MATERIALS

- Would legislation be required for Council action ☐ Yes ☒ No
- What other materials are you presenting today?
 - Draft Outline of 2018 Regional Transportation Plan (4/20/18)
 - Draft 2018 RTP Goals and Objectives (3/29/18)
 - Draft 2018 RTP Transportation System Policies (3/29/18)

OUTLINE OF THE 2018 REGIONAL TRANSPORTATION PLAN

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Foreword

This section provides short introduction to the Regional Transportation Plan from Council President Hughes on behalf of the Metro Council.

Executive Summary

This section provides an overview of the plan, how it was developed, key trends and challenges it will address and the outcomes it will deliver. The executive summary will also be produced as a standalone document.

Chapter 1. Toward A Connected Region

This chapter introduces the greater Portland region and Metro's role in transportation planning. The chapter discusses the role of the plan in implementing the 2040 Growth Concept and addressing state and federal requirements, and its relationship to other plans and strategies. This chapter summarizes the public process that shaped development of the plan.

Chapter 2. Our Shared Vision for Transportation

This chapter presents the plan's aspirational vision for the region's transportation system. The vision is further described through goals, objectives and performance targets that reflect the values and desired outcomes expressed by the public, policymakers and community and business leaders engaged in development of the plan. This outcomes-based policy framework guides future planning and investment decisions as well as monitoring plan implementation.

Chapter 3. Transportation System Policies to Achieve Our Vision

This chapter defines a broad range of policies for safety, equity, climate, design and emerging technology as well as the modal networks of the regional transportation system – motor-vehicle, transit, freight, bike and pedestrian. Each policy describes a preferred direction or course of action to achieve desired outcomes. The policies, if implemented, will help the region make progress toward the plan's vision, goals and objectives for the regional transportation system. Together the policies will guide the development and implementation of the regional transportation system, informing transportation planning and investment decisions made by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

Chapter 4. Snapshot of Our Growing and Changing Region

This chapter provides a snapshot of current regional growth trends and existing conditions and outlines key transportation challenges the plan will address. The chapter also highlights opportunities for building a regional transportation system that reflects our values and vision for the future.

Chapter 5. Our Transportation Funding Outlook

This chapter provides an overview of local, state and federal funding expected to be available to pay for needed investments.

Chapter 6. Regional Programs and Projects to Achieve Our Vision

This chapter describes how the region plans to invest in the transportation system across all modes, with expected funding, to provide a safe, reliable, healthy and affordable transportation system with travel options.

Chapter 7. Measuring Outcomes

This chapter reports on the expected system performance of the region's investment priorities and documents whether the region achieves regional performance targets in 2040.

Chapter 8. Moving Forward Together

This chapter discusses ongoing regional programs and future local and regional planning, programming and monitoring efforts aimed at coordinating transportation planning at all levels of government to implement the RTP. The chapter identifies local and regional planning efforts needed to address unresolved transportation needs and issues identified through the 2018 RTP update. The chapter describes major project development activities planned or underway in the region. The chapter discusses how the plan can be amended between scheduled updates. The chapter discusses the role of the State Transportation Improvement Program and Metropolitan Transportation Improvement Program (MTIP) and Regional Flexible Funds Allocation process in implementing the RTP. The chapter identifies data and research activities needed to support on-going regional performance-based transportation planning, analysis, monitoring and reporting.

Acronyms

Glossary

Acknowledgements

APPENDICES

- Appendix A. 10-year Contrained Priorities – 2018 to 2027 Constrained Project List
- Appendix B. Long-Term Constrained Priorities – 2028 to 2040 Constrained Project list
- Appendix C. Additional Priorities – 2028 to 2040 Strategic Project list
- Appendix D. Public and Stakeholder Engagement and Consultation
- Appendix E. Environmental Justice and Title VI Assessment for the 2018 RTP
- Appendix F. Environmental Assessment for the 2018 RTP
- Appendix G. Climate Smart Strategy Monitoring Report
- Appendix H. Congestion Management Data Collection and Monitoring Process
- Appendix I. RTP Perfomance Targets
- Appendix J. Financial Strategy Documentation
- Appendix K. RTP Amendment Process
- Appendix L. Regional Analysis Tool Documentation

TOPICAL AND MODAL PLANS AND SUPPORTING DOCUMENTS*

- Regional Transportation Safety Strategy (scheduled for adoption in Dec. 2018)
- Metro State of Safety Report (completed in Jan. 2018)
- Regional Emerging Technology Strategy (scheduled for adoption in Dec. 2018)
- Regional Freight Strategy (scheduled for adoption in Dec. 2018)
- Regional Transit Strategy (scheduled for adoption in Dec. 2018)
- Southwest Corridor Project Locally Preferred Alternative (scheduled for adoption in Oct. 2018)
- Regional Travel Options Strategy (scheduled for adoption in May 2018)
- Division Transit Project Locally Preferred Alternative (adopted in June 2017)
- Coordinated Transportation Plan for Seniors and People with Disabilities (adopted in June 2016 by the TriMet Board)
- Climate Smart Strategy (adopted in Dec. 2014)
- Regional Active Transportation Plan (adopted in July 2014)
- East Metro Connections Plan (adopted in June 2013)
- Regional Transportation System Management and Operations Strategic Plan (adopted in Aug. 2010)
- I-5/Columbia River Bridge Replacement Locally Preferred Alternative (adopted in July 2008)

* Plans and supporting documents were adopted by the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT), unless otherwise noted.

PROPOSED 2018 RTP GOAL AND OBJECTIVES DISCUSSION DRAFT – 3/29/18

PROPOSED CHANGES
HAVE BEEN ACCEPTED

SHARED VISION FOR THE REGIONAL TRANSPORTATION SYSTEM

Transportation planning and investment decisions and the region's desired land use, social, economic and environmental outcomes are so interconnected that success of the 2040 Growth Concept hinges significantly on achieving the plan's goals and objectives.

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

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

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

This vision is further described through the goals and objectives presented in this chapter.

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PROPOSED 2018 RTP GOAL AND OBJECTIVES DISCUSSION DRAFT – 3/29/18

PROPOSED CHANGES HAVE BEEN ACCEPTED

GOAL 1: Vibrant Communities

The greater Portland region is a great place to live, work and play where people can afford to live and can easily reach jobs, schools, shopping, services, and recreational opportunities from their home whether by walking, biking, transit, shared trip or driving.

- **Objective 1.1 2040 Growth Concept Implementation** – Focus growth and investment in designated 2040 growth areas (the Portland central city, regional and town centers, corridors, main streets, and employment and industrial areas).
- **Objective 1.2 Walkable Communities** – Increase the share of households in walkable, mixed-use areas served by frequent transit service.
- **Objective 1.3 Affordable Location-Efficient Housing Choices** – Increase the number and diversity of regulated affordable housing units within walking distance of frequent transit service.
- **Objective 1.4 Access to Community Places¹** – Increase the number and types of community places that households can reach within a reasonable travel time for all modes of travel.

Summary of changes from 2014 RTP

- Previous title: Foster Vibrant Communities and Efficient Urban Form
- Goal statement revised to be more people and place focused
- Objective 1.1 revised for more consistency with Transportation Planning Rule and to better reflect intent
- Old Objective 1.2 Parking Management revised and moved to Transportation System Management and Operations policies
- New Objective 1.2 added to reflect Climate Smart Strategy policy outcome
- Objective 1.3 Affordable Housing revised to integrate Old Objective 8.3 Housing Diversity language with concept of “Support the preservation and production of regulated affordable housing units and managing the impacts of new transportation investments on housing affordability” included in new equity policy section.
- New Objective 1.4 – added to reflect priority transportation equity outcome

¹ Community places is defined as key local destinations such as schools, libraries, grocery stores, pharmacies, hospitals and other medical facilities, general stores, and other places that provide key services and/ or daily needs.

PROPOSED 2018 RTP GOAL AND OBJECTIVES DISCUSSION DRAFT – 3/29/18

PROPOSED CHANGES HAVE BEEN ACCEPTED

GOAL 2: Shared Prosperity

People have access to jobs, goods and services and businesses have access to workers, goods and markets in a diverse, inclusive, innovative, sustainable and strong economy that equitably benefits all of the people and businesses of the greater Portland region.

- **Objective 2.1 Connected Region** – Build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes, that provide access to jobs, markets and other destinations within and beyond the region.
- **Objective 2.2 Access to Industry and Freight Intermodal Facilities** – Increase access to industry and freight intermodal facilities by a seamless freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate efficient and competitive shipping choices for goods movement in, to and from the region.
- **Objective 2.3 Access to Jobs and Talent** – Attract new businesses and family-wage jobs and retain those that are already located in the region to increase the number and types of jobs that households can reach within a reasonable travel time.
- **Objective 2.4 Transportation and Housing Affordability** – Reduce the share of income that households in the region spend on transportation to lower overall household spending on transportation and housing.

Summary of changes from 2014 RTP

- Previous title: Sustain Economic Competitiveness and Prosperity
- Goal statement reworded
- Objective 2.1 previously titled Reliable and Efficient Travel and Market Area Access revised to remove overlap with Objectives 2.2 and 2.3 and focus on providing integrated system that provides access to jobs, markets and other destinations
- Old Objective 2.2 –Regional Passenger Connectivity - integrated with Objective 2.1 (and reflected in transit policies)
- Old Objective 2.3 Metropolitan Mobility (now Objective 4.6 Mobility and Reliability) revised to focus on person-trip and freight mobility and reliability to better tie to MAP-21 measures
- New Objective 2.2 Access to Industry and Freight Intermodal Facilities – moved from Goal 3 – Objective 3.4 Shipping Choices
- Old Objective 2.3 – Freight Reliability -integrated in updated Objective 2.2 and new Objective 2.3
- New Objective 2.3 added to reflect new emphasis on multimodal access to jobs
- Old Objective 2.5 – Job Retention and Creation – integrated into updated Objective 2.3
- New Objective 2.4 moved from Goal 8 – Objective 8.4 Transportation and Housing Costs to broaden prosperity considerations to include reduced spending on housing and transportation

PROPOSED 2018 RTP GOAL AND OBJECTIVES DISCUSSION DRAFT – 3/29/18

PROPOSED CHANGES HAVE BEEN ACCEPTED

GOAL 3: Transportation Choices

People throughout the region have convenient, healthy and affordable options that connect them to jobs, school, services, and other destinations, support active living and reduce transportation-related pollution.

- **Objective 3.1 Travel Choices** – Increase shared trips and walking, bicycling, and use of transit to achieve regional mode share targets.
- **Objective 3.2 Active Transportation System Completion** – Complete all gaps in regional bicycle and pedestrian networks.
- **Objective 3.3 Access to Transit** – Increase household and job access to frequent transit service.
- **Objective 3.4 Access to Active Travel Options** – Increase household and job access to planned regional bike and walk networks.

Summary of changes from 2014 RTP

- Previous title: Expand Transportation Choices
- Description reworded, references reducing pollution
- Goal 3 revised to be more focused on people and reducing drive alone trips and reliance on the automobile
- Objective 3.1 updated title from Travel Choices
- Old Objective 3.2 – Vehicle Miles of Travel moved to Objective 8.3
- New Objective 3.2 added to explicitly track completion of the regional active transportation network
- Old Objective 3.3 – Equitable Access and Barrier Free Transportation moved to New Objective 9.2
- New Objective 3.3 Access to Transit added to reflect equitable outcomes and related measure
- Old Objective 3.4 Shipping Choices moved to Goal 2, Objective 2.3 Access to Freight and Freight Intermodal Facilities and freight network policies
- New Objective 3.4 Access to Active Travel Options-added to reflect equitable outcomes and related measure

PROPOSED 2018 RTP GOAL AND OBJECTIVES DISCUSSION DRAFT – 3/29/18

PROPOSED CHANGES HAVE BEEN ACCEPTED

GOAL 4: Reliability and Efficiency

People and businesses are able to reliably and efficiently reach their destinations because the transportation system is managed and optimized to ease congestion and improve mobility for people and moving freight.

- **Objective 4.1 Travel Management** – Increase transit, freight, arterial and throughway corridors that are actively managed using real-time data and decision-making systems.
- **Objective 4.2 Travel Information** – Increase travelers, households and businesses with access to comprehensive, integrated, universally accessible, and real-time travel information.
- **Objective 4.3 Incident Management** – Reduce incident clearance times on the region’s transit, arterial and throughway networks through improved traffic incident detection and response.
- **Objective 4.4 Demand Management** – Increase households and businesses with access to outreach, education, incentives and other tools that increase shared trips and use of travel options.
- **Objective 4.5 Congestion Pricing** – Consider pricing strategies to manage vehicle congestion and encourage shared trips and use of transit.
- **Objective 4.6 Regional Mobility** – Maintain reasonable person-trip and freight mobility and reliable travel times for all modes in the region’s major travel corridors.

Summary of changes from 2014 RTP

- Previous title: Emphasize Effective and Efficient Management of the Transportation System
- Description updated to people and business focus
- Revised objectives to be measurable and reflect Climate Smart Strategy monitoring targets
- Objective 4.1 title updated from Traffic Management and revised to add specificity
- Objective 4.2 title updated from Traveler Information and revised to add specificity
- Objective 4.3 wording slightly revised
- Objective 4.4 wording slightly revised
- Objective 4.5 wording simplified
- New Objective 4.6 was moved from Goal 2, Old Objective 2.3 Metropolitan Mobility and revised to focus on person-trip and freight mobility and reliability to better tie to MAP-21 measures

PROPOSED 2018 RTP GOAL AND OBJECTIVES DISCUSSION DRAFT – 3/29/18

PROPOSED CHANGES HAVE BEEN ACCEPTED

GOAL 5: Safety and Security

People's lives are saved, crashes are avoided and people and goods are secure when traveling in the region.

- **Objective 5.1 Transportation Safety** – Eliminate fatal and severe injury crashes for all modes of travel.
- **Objective 5.2 Transportation Security** – Reduce the vulnerability of the public and critical passenger and freight transportation infrastructure to crime and terrorism.

Summary of changes from 2014 RTP

- Previous title: Enhance Safety and Security
- Description reworded
- Objective 5.1 updated to reflect Vision Zero goal for RTP
- Objective 5.2 updated to include reference to terrorism from Objective 5.3
- Objective 5.3 moved to new Goal 10 Fiscal Stewardship –Objective 10.2 Preparedness and Resiliency

PROPOSED 2018 RTP GOAL AND OBJECTIVES DISCUSSION DRAFT – 3/29/18

PROPOSED CHANGES HAVE BEEN ACCEPTED

GOAL 6: Healthy Environment

The greater Portland region's environmental, water, historic and cultural resources are protected and preserved.

- **Objective 6.1 Environmental Resources** – Avoid, minimize or mitigate negative impacts on fish and wildlife habitat conservation areas and protected water features.
- **Objective 6.2 Historic and Cultural Resources** – Avoid, minimize or mitigate negative impacts on protected historic and cultural resources.
- **Objective 6.3 Water Quality and Quantity** – Protect the region's water quality and natural stream flows.
- **Objective 6.4 Energy Conservation** - Reduce transportation-related consumption of energy and reliance on sources of energy derived from petroleum and gasoline.

Summary of changes from 2014 RTP

- Previous title: Promote Environmental Stewardship
- Description slightly reworded
- 6.1 title updated from Natural Environment
- Old Objective 6.2 Clean Air moved to Goal 7 Healthy People Objective 7.3
- New Objective 6.2 Historic and Cultural Resources added to respond to federal metropolitan planning requirements
- Objective 6.4 was titled Energy and Land Consumption, reference to land consumption removed (fulfills federal metropolitan planning requirements)
- Objective 6.5 Climate Change moved to Goal 8 Climate Protection Objective 8.2

PROPOSED 2018 RTP GOAL AND OBJECTIVES DISCUSSION DRAFT – 3/29/18

PROPOSED CHANGES HAVE BEEN ACCEPTED

GOAL 7: Healthy People

People enjoy safe, comfortable and convenient travel options that support active living and increased physical activity, and transportation-related pollution that negatively impacts public health are minimized.

- **Objective 7.1 Active Living** – Improve public health by providing safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.
- **Objective 7.2 Pollution Impacts** – Minimize noise, run-off and other transportation-related pollution health impacts.
- **Objective 7.3 Clean Air** – Reduce transportation-related air pollutants, including and air toxics emissions.

Summary of changes from 2014 RTP

- Previous title: Enhance Human Health
- Objective 7.1 Active Living slightly reworded
- Objective 7.2 reflected in Arterial and Throughway Network, Transit Network and Freight Network policies
- New Objective 7.3 moved from Objective 6.2 to reflect connection between clean air and public health

PROPOSED 2018 RTP GOAL AND OBJECTIVES DISCUSSION DRAFT – 3/29/18

PROPOSED CHANGES HAVE BEEN ACCEPTED

Goal 8: Climate Protection²

The health and prosperity of people living in the greater Portland region are improved and the impacts of climate change are minimized as a result of reducing transportation-related greenhouse gas emissions.

- **Objective 8.1 Climate Smart Strategy Implementation** – Implement policies, investments and actions identified in the adopted Climate Smart Strategy, including coordinating land use and transportation; making transit convenient, frequent, accessible and affordable; making biking and walking safe and convenient; and managing parking and travel demand.
- **Objective 8.2 Greenhouse Gas Emissions Reduction** – Meet adopted targets for reducing transportation-related greenhouse gas emissions.
- **Objective 8.3 Vehicle Miles Traveled** – Reduce vehicle miles traveled per capita.
- **Objective 8.4 Low and No Emissions Vehicles** – Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the use of more fuel-efficient vehicles, including electric and alternative fuel vehicles.
- **Objective 8.5 Climate accountability** – Track progress implementing the regional strategy to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel.

Summary of changes from 2014 RTP

- Was Goal 11
- Previous title: Demonstrate Leadership on Reducing Greenhouse gas Emissions
- Description reworded
- Old Goal 8 Ensure Equity now Goal 9 Equity
- New Objective 8.1 Climate Smart Strategy Implementation combines and consolidates Old Objectives 11.1 Land Use and Transportation Integration, 11.3 Regional and Community Transit Network Access and 11.8 Streets and Highways Network into a single objective and is reflected in the Regional System policies section
- Old Objective 11.1 Land Use and Transportation Integration integrated into Goal 1 Objective 1.1 2040 growth Concept Implementation
- New Objective 8.2 Climate Protection updates Old Objective 6.5 Climate Change
- New Objective 8.3 Vehicle Miles Traveled was Objective 3.2.
- New Objective 8.4 Low and No Emissions Vehicles was Objective 11.2 Clean Fuels and Clean Vehicles
- New Objective 8.5 was Objective 11.9 Metro Actions and Objective 11.9 Partner Actions
- Old Objectives 11.4, 11.5, 11.6, and 11.7 integrated into Goals

² Goal 11: Demonstrate Leadership on Reducing Greenhouse Gas Emissions” was adopted by Ordinance No. 14-1346B in December 2014 and was amended into Chapter 2- Transportation of the Regional Framework Plan, and the 2014 RTP.

PROPOSED 2018 RTP GOAL AND OBJECTIVES DISCUSSION DRAFT – 3/29/18

PROPOSED CHANGES HAVE BEEN ACCEPTED

GOAL 9: Equitable Transportation

People have access to safe, healthy and affordable transportation and housing choices and the transportation-related disparities and barriers experienced by historically marginalized communities, particularly communities of color, are eliminated.

- **Objective 9.1 Transportation Equity** – Reduce existing disparities and avoid disproportionate adverse impacts to historically marginalized communities related to access, safety, affordability, and health outcomes, with a focus on race.
- **Objective 9.2 Barrier Free Transportation** – Reduce barriers in the transportation system affecting historically marginalized communities, with a focus on race, and serve the travel needs of people with low income, youth, older adults and people with disabilities.

Summary of changes from 2014 RTP

- Previous title: Ensure Equity
- Was Goal 8
- Goal statement was updated to more specifically reflect equity outcomes and address reducing disparities and barriers. Given that people of color are the most likely to face significant barriers related to access, safety, affordability, and health outcomes, focusing on reducing the barriers faced by those communities is the most effective way to reduce barriers for all historically marginalized communities.
- Objective 9.1 Environmental Justice was Objective 8.1 and replaced by Transportation Equity objective
- Objective 9.2 Barrier Free Transportation was Objective 8.2 Coordinated Human Services Transportation Needs
- Old Objective 8.3 – Housing Diversity, integrated into Objective 1.2 Affordable Location Efficient Housing Choices
- Old Objective 8.4 Transportation and Housing Costs moved to Goal 2 Objective 2.5 Housing and Transportation Costs

PROPOSED 2018 RTP GOAL AND OBJECTIVES DISCUSSION DRAFT – 3/29/18

PROPOSED CHANGES HAVE BEEN ACCEPTED

GOAL10: Fiscal Stewardship

Regional transportation planning and investment decisions provide the best return on public investments.

- **Objective 10.1 Infrastructure Condition** – Adequately maintain existing regional transportation infrastructure and services to maximize their useful life, minimize maintenance costs, and eliminate maintenance backlogs.
- **Objective 10.2 Preparedness and Resiliency** – Reduce vulnerability of regional transportation infrastructure to natural disasters, climate change and hazardous incidents.
- **10.2Objective 10.3 Sustainable Funding** – Develop new revenue sources to offset projected declines in gas taxes and other current sources to build, operate and maintain the regional transportation system.
- **Objective 10.4 Efficient Project Delivery** – Reduce unnecessary project delivery delays (which add to project costs).

Summary of changes from 2014 RTP

- Was Goal 9
- Previous title: Ensure Fiscal Stewardship
- Goal statement slightly reworded
- Objective 10.1 Infrastructure Condition was Objective 9.1 Asset Management
- Old Objective 9.2 Maximize Return on Public Investment integrated into goal description
- New Objective 10.2 Preparedness and Resiliency moved from Goal 5 Objective 5.3 Terrorism, Natural Disasters and Hazardous Materials Incidents and slightly revised (terrorism integrated into Objective 5.2)
- Objective 10.3 Sustainable Funding was Objective 9.3 Stable and Innovative Funding
- New Objective 10.4 Efficient Project Delivery added to respond to MAP-21 national goal

PROPOSED 2018 RTP GOAL AND OBJECTIVES DISCUSSION DRAFT – 3/29/18

PROPOSED CHANGES HAVE BEEN ACCEPTED

GOAL 11: Transparency and Accountability

The public and affected stakeholders have meaningful opportunities to provide input on regional transportation decisions that are guided by data and analyses, meaningful engagement and performance-based planning, and government, business and community leaders collaborate in an open and transparent manner.

- **Objective 11.1 Meaningful Public Engagement** – Increase public engagement and input in all levels of decision-making in developing and implementing the regional transportation plan with a focus on vulnerable populations and historically marginalized communities, particularly people of color, English language learners and people with low income.
- **Objective 11.2 Meaningful Stakeholder Engagement** – Increase stakeholder engagement and input in all levels of decision-making, in developing and implementing the regional transportation plan, including local, regional, state and federal transportation agencies and transportation providers, resource agencies, business and community stakeholders, and owners and operators of the regional transportation system.
- **Objective 11.3 Performance-Based Planning** – Make transportation investment decisions using a performance-based planning approach aligned with the RTP goals, and supported by meaningful engagement and multimodal data and analysis.
- **Objective 11.4 Coordination and Cooperation** – Improve coordination and cooperation among the owners and operators of the region's transportation system.

Summary of changes from 2014 RTP

- Was Goal 10
- Previous title: Deliver Accountability
- Goal statement slightly updated
- Objective 11.1 was Objective 10.1 Meaningful Input Opportunities updated to focus on public engagement, particularly vulnerable populations and historically marginalized communities
- New Objective 11.2 was part of Objective 10.1 but separated to distinguish between public and stakeholder engagement
- New Objective 11.3 added to reflect MAP-21 performance based planning requirements for regional transportation planning and decision-making process)
- Objective 11.4 was Objective 10.2; revised to focus on coordination and cooperation

PROPOSED 2018 RTP TRANSPORTATION SYSTEM POLICIES Proposed changes
DISCUSSION DRAFT – 3/29/18 accepted

The Regional Transportation Plan, or RTP, includes a broad range of policies, each describing a preferred direction or course of action to achieve desired outcomes. The policies, if implemented, will help the region make progress toward the RTP's vision, goals and objectives for the regional transportation system.

The policies guide the development and implementation of the regional transportation system, informing regional transportation planning and investment decisions made by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. However, it is unlikely that all policies will be relevant to every decision. The JPACT and the Metro Council will weigh and balance applicable policies. In cases where there are competing directions embodied by different policies, JPACT and the Metro Council retain the authority to choose the direction they believe best embodies the RTP vision and goals as a whole.

Table of contents

	Page
Transportation Safety Policies This is a new policy section for the RTP. The policies are reflected in the draft Regional Transportation Safety Strategy.	2
Transportation Equity Policies This is a new policy section for the RTP and overlaps with other policy sections.	3
Climate Smart Strategy Policies This will be a new policy section for the RTP and overlaps with other policy sections.	4
Arterial and Thoroughway Network Policies These policies are reflected in the 2014 RTP and will serve as a starting point for the planned update to the region's interim mobility policy.	5
Transit Network Policies These policies are reflected in the 2014 RTP. Existing and updated policies are reflected in the draft Regional Transit Strategy.	7
Freight Network Policies These policies are reflected in the 2014 RTP. Existing and updated policies are reflected in the draft Regional Freight Strategy.	8
Bicycling Network Policies These policies are reflected in the 2014 RTP. Existing policies are reflected in the Regional Active Transportation Plan.	9
Pedestrian Network Policies These policies are reflected in the 2014 RTP. Existing policies are reflected in the Regional Active Transportation Plan.	9
Transportation System Management and Operations Policies These policies are reflected in the 2014 RTP. Existing and updated policies are reflected in the relevant parts of the draft Regional Travel Options Strategy and will serve as a starting point for the planned update to the TSMO Strategy.	10
Emerging Technologies Policies This is a new policy section for the RTP. The policies are reflected in the draft Regional Emerging Technologies Strategy.	10

- 1. Focus safety efforts on eliminating traffic deaths and severe injury crashes.** *(new for consistency with and to support implementation of updated draft safety strategy)*
- 2. Prioritize safety investments in high injury and high risk corridors and intersections.** *(new for consistency with and to support implementation of updated draft safety strategy)*
- 3. Prioritize vulnerable users with higher risk of being involved in a serious crash, including people of color, people with low incomes, people with disabilities, people walking, bicycling, and using motorcycles, people working in the right-of-way, youth and older adults.** *(new for consistency with and to support implementation of updated draft safety strategy)*
- 4. Increase safety and security for all modes of travel and for all people through the planning, design, construction, operation and maintenance of the transportation system.** *(new for consistency with and to support implementation of updated draft safety strategy)*
- 5. Make safety a key consideration in all transportation projects and avoid replicating a known safety problem with any project or program.** *(new for consistency with and to support implementation of updated draft safety strategy)*
- 6. Employ a Safe System approach and use data and analysis tools to support data-driven decision-making.** *(new for consistency with and to support implementation of updated draft safety strategy)*
- 7. Utilize safety and engineering best practices to identify low-cost and effective treatments that can be implemented systematically in shorter timeframes than large capital projects.** *(new for consistency with and to support implementation of updated draft safety strategy)*

Climate Smart Strategy Policies

- 1. Implement adopted local and regional land use plans.** *(existing in the adopted Climate Smart Strategy)*
- 2. Make transit convenient, frequent, accessible and affordable.** *(existing in the adopted Climate Smart Strategy)*
- 3. Make biking and walking safe and convenient.** *(existing in the adopted Climate Smart Strategy)*
- 4. Make streets and highways safe, reliable and connected.** *(existing in the adopted Climate Smart Strategy)*
- 5. Use technology to actively manage the transportation system and ensure that new and emerging technologies affecting the region's transportation system support shared trips and other Climate Smart Strategy policies and strategies.** *(existing in the adopted Climate Smart Strategy)*
- 6. Provide information and incentives to expand the use of travel options.** *(existing in the adopted Climate Smart Strategy)*
- 7. Make efficient use of vehicle parking and land dedicated to parking.** *(existing in the adopted Climate Smart Strategy)*
- 8. Support Oregon's transition to cleaner fuels and more fuel-efficient vehicles in recognition of the external impacts of carbon and other vehicle emissions.** *(existing in the adopted Climate Smart Strategy)*
- 9. Secure adequate funding for transportation investments.** *(existing in the adopted Climate Smart Strategy)*

- 11. Consider use of congestion pricing to manage congestion when one or more lanes are being added to throughways and highways.** *(reflects existing RTP policies and requirements identified for RTP corridor refinement planning)*
- 12. Demonstrate that the planned system of through lanes, transit service, bicycle and pedestrian infrastructure, and system and demand management strategies cannot adequately address arterial deficiencies and bottlenecks prior to strategically adding motor vehicle capacity beyond the planned system.** *(added; reflects existing RTP policies, Oregon Transportation Plan policies and the federal Congestion Management Process)*

Freight Network Policies

- 1. Plan and manage our multimodal freight transportation infrastructure using a systems approach, coordinating regional and local decisions to maintain seamless freight movement and access to industrial areas and intermodal facilities.** *(minor revisions to add definition)*
- 2. Manage first-rate multimodal freight networks to reduce delay, increase reliability, improve safety and provide shipping choices.***(minor revisions to integrate existing goals and policies identified 2010 freight plan, and RTP Objective on shipping choices)*
- 3. Educate the public and decision-makers on the importance of freight and goods movement issues.** *(added to reflect adopted RTP policy)*
- 4. Pursue a sustainable multimodal freight transportation system that supports the health of the economy, communities and the environment through clean, green and smart technologies and practices.** *(existing; previously policy 5)*
- 5. Integrate freight mobility and access needs into land use and transportation plans and street design to protect industrial lands and critical freight corridors with access to commercial delivery activities.** *(revised; previously policy 3)*
- 6. Invest in the region's multimodal freight transportation system, including road, air, marine and rail facilities, to ensure that the region and its businesses stay economically competitive.** *(revised; previously policy 4)*
- 7. Eliminate fatalities and serious injuries caused by freight vehicle crashes with passenger vehicles, bicycles and pedestrians, by improving roadway and freight operational safety.** *(new to address increased focus on safety for all modes of travel)*

Materials following this page were distributed at the meeting.



Metro

**2018 Regional Transportation Plan
Policy and Implementation Chapters
Metro Council Work Session | May 1, 2018**

Today's purpose



Provide update on project list refinements and draft RTP

Seek feedback on whether Council direction has been adequately addressed in:

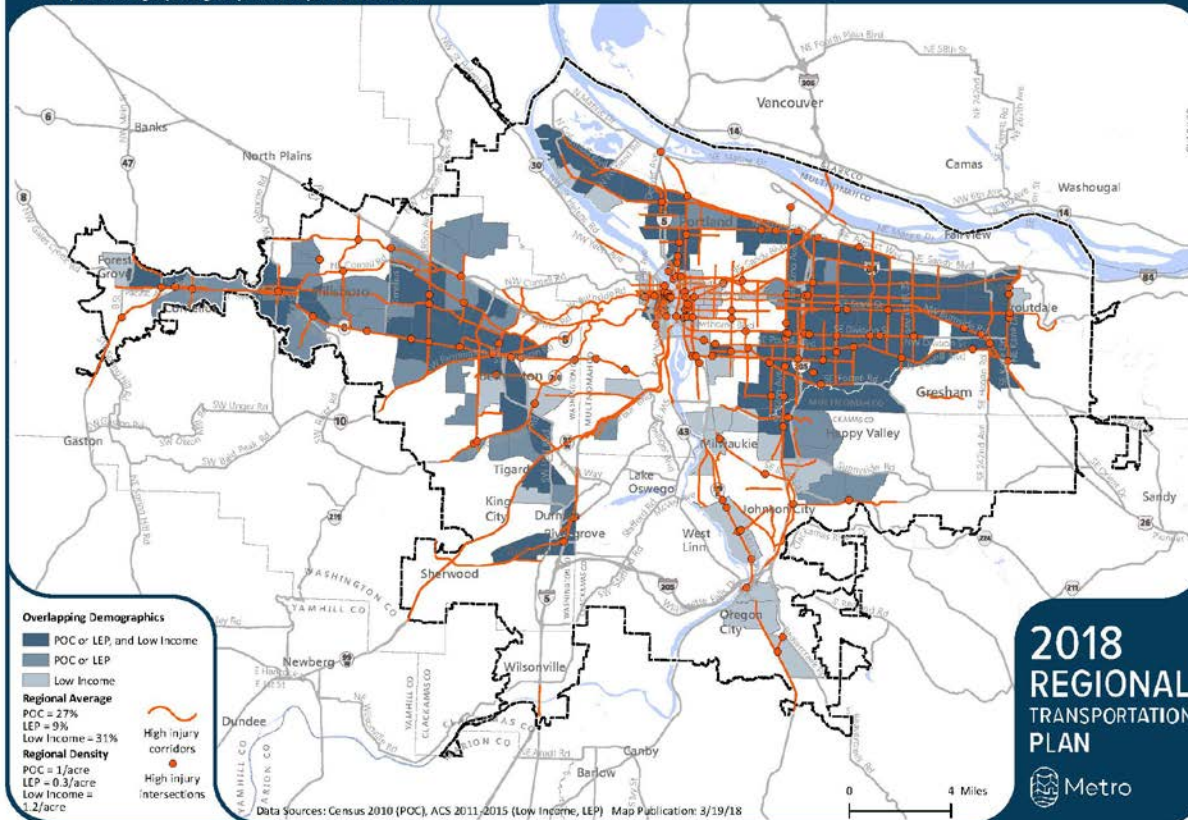
- Draft revised goals and objectives
- Draft revised policies

Preview of implementation chapter content

Project list refinements very responsive to Council direction

High Injury Corridors Overlapping Communities of Color, English Language Learners, and Lower-Income Communities

This map shows the overlap of regional high injury corridors and road intersections with census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color, people with low income, and English language learners. Census tracts where multiple demographic groups overlap are identified.



Updates focused on timing and adding safety and equity components

\$24 billion in projects identified*

\$16.8 billion on the **Constrained list**, with **\$7.6 billion** slated for the first 10 years*

* Draft costs are preliminary and rounded, and do not reflect transit service operations and road maintenance

Examples of refinements based on initial staff review...

Safety

- Nearly 150 projects now include safety as a primary objective
- 318 projects include reducing serious crashes as secondary objective

Portland

- 93 projects updated to add safety as an objective
- 13 active transportation projects moved to first 10 years

Washington County

- 26 active transportation projects moved to constrained list (from the strategic) and unbundled so they can be included in the system completion analysis

...Examples of refinements based on initial staff review

Multnomah County (including Fairview/Wood Village/Troutdale)

- 93 projects updated to add safety as an objective
- 13 active transportation projects moved to first 10 years

Gresham

- Focused on projects in high injury corridors and race/income equity focus areas
 - 10 active transportation projects moved to first 10 years
 - 10 active transportation projects moved to Constrained (from Strategic)

RTP document under development

Executive Summary

Chapter 1: Toward A Connected Region

Chapter 2: Our Shared Vision for Transportation

Chapter 3: Transportation System Policies to Achieve Our Vision

Chapter 4: Snapshot of Our Growing and Changing Region

Chapter 5: Our Transportation Funding Outlook

Chapter 6: Regional Programs and Projects to Achieve Our Vision

Chapter 7: Measuring Outcomes

Chapter 8: Moving Forward Together

Appendices and supporting documents

Council direction on policy chapter

Clarify performance-based policy framework

Make language more accessible; minimize jargon

Focus more on people and outcomes

Reflect values and priority outcomes identified through the process

Reduce redundancy

Make objectives more specific and measurable

Align objectives with updated system performance and equity measures

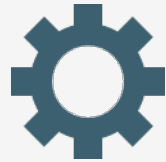




Vision Statement

Establishes the overarching vision of the plan

Moving from Vision to Strategies



Goals

Expand on the Vision Statement to describe outcomes of emphasis



Objectives

Define focused, measurable outcomes of the Goals



Performance Measures

Track progress in achieving the Objectives



Policies and Strategies

Detail an approach to meet desired outcomes (Goals and Objectives)

Performance-Based
Planning and
Decision-Making

Chapter 2 | Our Shared Vision for Transportation

Vision Statement

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.

Revisions RTP goals

- ⚙️ Vibrant Communities
 - ⚙️ Shared Prosperity
 - ⚙️ Transportation Choices
 - ⚙️ **Reliability and Efficiency**
 - ⚙️ **Safety and Security**
 - ⚙️ Healthy Environment
 - ⚙️ Healthy People
 - ⚙️ **Climate Protection**
- ⚙️ **Equitable Transportation**
 - ⚙️ Fiscal Stewardship
 - ⚙️ **Transparency and Accountability**

Revisions to objectives

Add **new** objectives related to **access to jobs, transit, travel options, freight destinations and community places**

Update existing objectives to reflect focus on **vision zero approach, active transportation network completion and reducing disparities and barriers for marginalized communities**

Reorganize and remove redundant objectives related to **prosperity, travel choices, congestion, reliability**



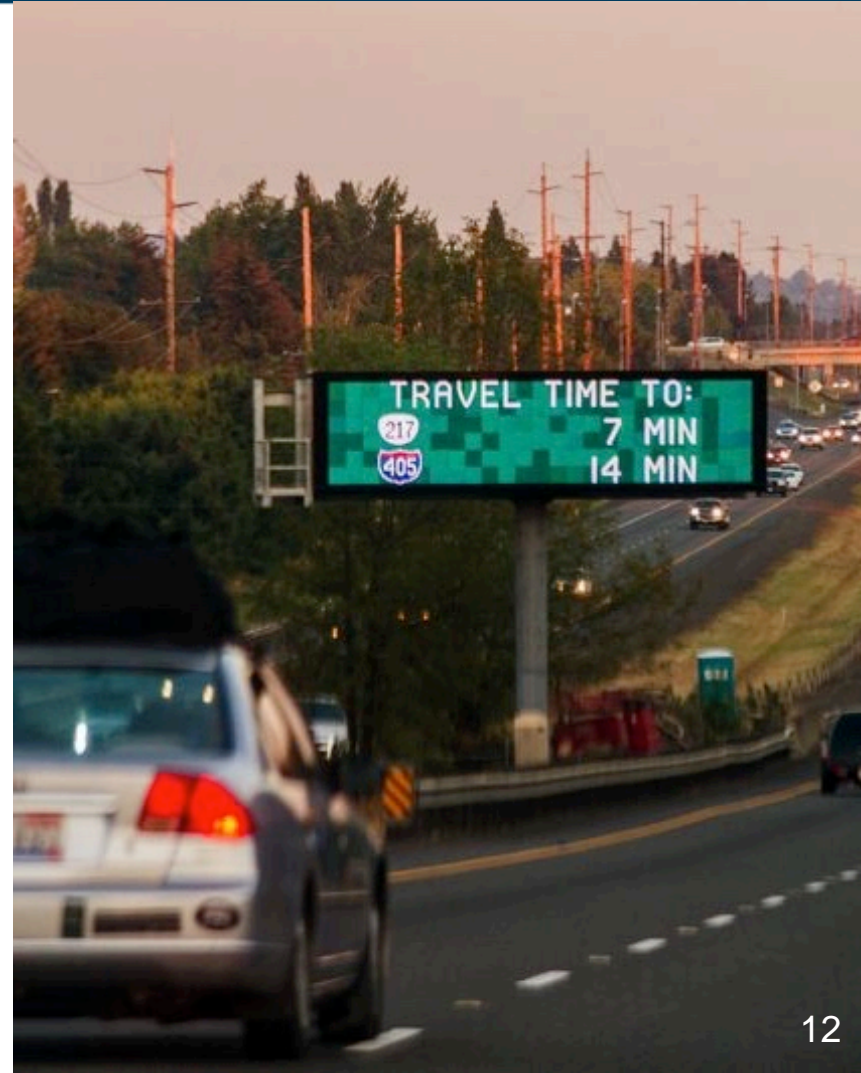
Revisions to policies

Add **new** policies for **safety, equity** and emerging **technology**

Update existing policies to reflect **freight, transit and regional travel options strategies**

Clarify existing policies for **throughways and arterials and system management** related to safety, reliability and congestion

Minor updates to **climate smart, bike and pedestrian** policies



Anticipating and minimizing displacement impacts



Revisions to throughways and arterials policies

Update existing policies to clarify emphasis on **planned system**, **safety**, **connectivity**, system and demand **management**, **complete streets**, and **travel options** to address **congestion**

Add **new** policies to address increased focus on **safety** and **maintenance**



Implementation chapter



Section 1: Introduction

Section 2: Updates and Amendments to the RTP

Section 3: Planning and Programs

Section 4: Projects

Section 5: Data and Tools

Section 6: Conclusion

Local implementation

Transportation system
plan updates

Concept planning

Subarea and topical
plans and studies

Land use and
comprehensive plan
updates



CITY OF
GRESHAM



Beaverton
Civic Plan
growing together



PBOT
PORTLAND BUREAU OF TRANSPORTATION



Metro programs and investments



2040 planning and development grants



Transit-Oriented Development Program



Community Placemaking grants



Travel options grants



Regional flexible funding for transportation projects

Grants and resources

- ✓ 2040 planning and development grants
- ✓ Community placemaking grants
- ✓ Regional Flexible Funds Allocation
- ✓ Travel options grants
- ✓ System management grants
- ✓ Transit-oriented development program
- ✓ Equitable housing initiative grants

Technical assistance

Planning support and data

Region-wide planning (next 5 years)

Regional Mobility Policy Update

Regional Congestion Pricing Technical Analysis

Jurisdictional Transfer Strategy for State Arterials

Transportation System Management and Operations Strategy Update

Enhanced Transit Corridors Pilot Program Implementation

Emergency Transportation Routes Project (*pending resources*)



Major project development



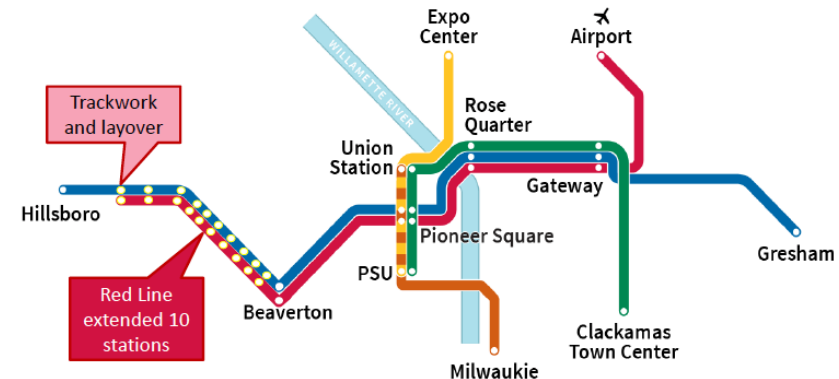
I-5 ROSE QUARTER
IMPROVEMENT PROJECT



Highway 217
Corridor Improvements



RED LINE IMPROVEMENT PROJECT



**I-205 WIDENING &
SEISMIC IMPROVEMENTS**
Stafford Road to OR99E

Measuring and tracking outcomes

Innovative data and tools to address existing and emerging planning and policy priorities:

- Data collection and coordination
- Analysis tools (maintenance and development)
- Monitoring and reporting tools



Next steps

May 2	MTAC and TPAC workshop (implementation)
May 16	MTAC review (policy and implementation)
May 23	MPAC review (policy and implementation)
June 1	TPAC review (policy and implementation)
June 5	Council review of draft Emerging Technology Strategy (and policies)
June 19	Council review of draft performance results
June 21	JPACT review (policy and implementation)
June 21	Council direction to staff on releasing draft 2018 RTP (and policies) and draft strategies for public review
June 29 to Aug. 13	Public comment period

Questions for Council

1. Has Council direction on policy chapter been adequately addressed?
2. Does Council have additional policy direction or feedback on updated goals, objectives or policies?
3. Does Council have feedback regarding the implementation chapter?

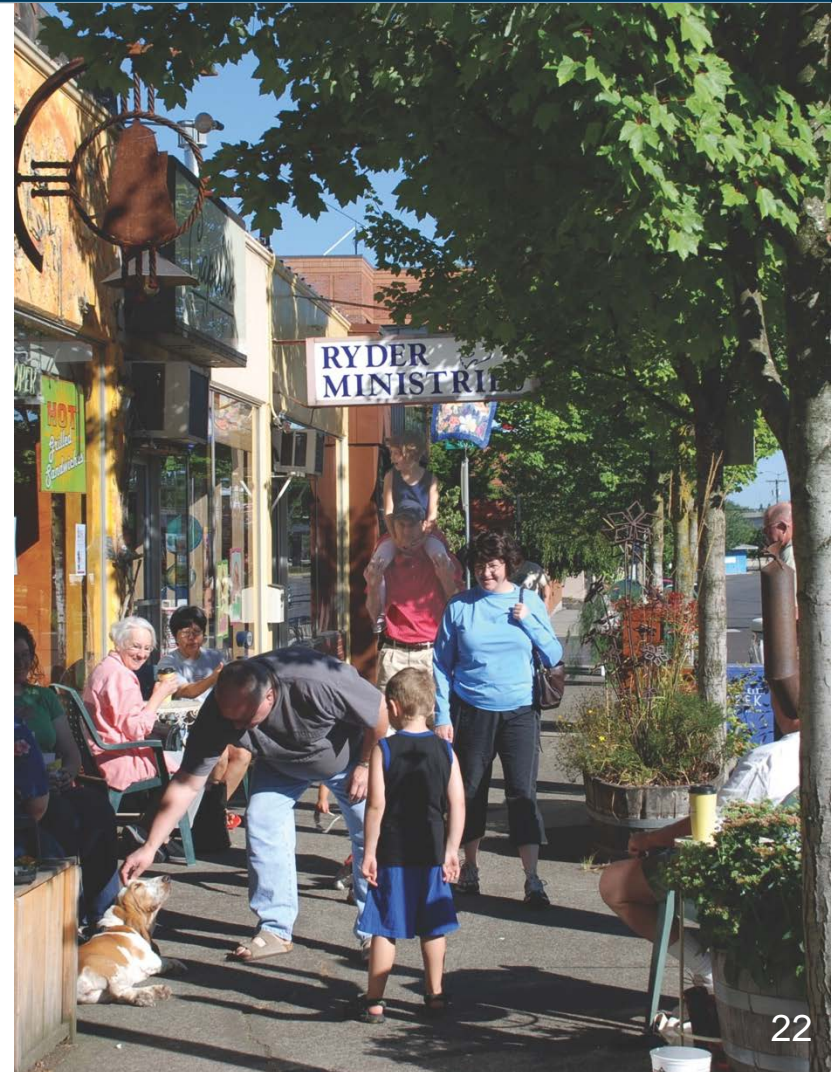


EXHIBIT B TO RESOLUTION 18-4885

Supplemental Findings of the Metro Council In Support of Resolution No. 18-4885 Regarding the Basalt Creek Planning Area

These findings supplement the decision of the Metro Council in Resolution No. 18-4885 regarding its arbitration of the dispute between the City of Tualatin and the City of Wilsonville concerning the concept plan for the Basalt Creek Planning Area. The Metro Council adopts these supplemental findings in support of its decision to adopt the Metro COO Recommendation dated March 26, 2018 regarding the appropriate designation of the Central Subarea.

1. Process and Record

The Intergovernmental Agreement (IGA) among Metro, the two cities, and Washington County dated January 22, 2018 expressly delegates complete authority and discretion to Metro regarding the creation of a process to arbitrate the dispute between the cities. Metro described the process in a letter to the cities and the county dated February 15, 2018. The process calls for a written recommendation to the Metro Council from the Metro Chief Operating Officer (COO) to be made after review of written evidence and argument submitted by the cities and the county during two consecutive open record periods. As stated in that letter, “the Metro Council’s review will be based on the record of written materials submitted by the cities, county, and Metro staff.”

The first open record period closed on March 7, 2018; the second (and final) open record period closed on March 14, 2018. As contemplated by the parties to the IGA, Metro received submittals from the two cities and the county during those time periods. Metro also received emails from two property owners, one from Peter Watts dated March 7, 2018 and another from Herb Koss dated March 8, 2018. Those emails raised objections to the process and requested that the emails and attached exhibits be included in the record. The email from Mr. Watts included references to 12 attached exhibits, but no exhibits were attached. However, the first 11 of the 12 referenced exhibits were attached to the email from Mr. Koss, which forwarded an earlier similar version of the email from Mr. Watts. The first 11 exhibits referenced in the email from Mr. Watts were also included in the exhibits attached to the briefs submitted by the cities on March 7, 2018, and those exhibits are therefore part of the record.

The process created by Metro calls for an “on the record” review of the COO Recommendation by the Metro Council. Accordingly, any evidence or other testimony that was not provided to the Metro COO during the open record period prior to the

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issuance of her recommendation is not properly before the Metro Council in this proceeding, and is expressly rejected.

The two property owners who submitted emails to the Metro COO raise objections to the process, alleging that Metro's proposal to only accept evidence and argument from the cities and the county violates Statewide Planning Goal 1 and Metro's Public Engagement Guide. As described above, Metro agreed to accept the testimony that was provided via email from the property owners on March 7, 2018 and March 8, 2018 for consideration by the Metro COO in making her recommendation to the Metro Council.

Metro disagrees with the implicit assertion by the property owners that the process created by Metro results in a final land use decision that is subject to Goal 1 and typical land use decision-making procedures. At the request of the cities, Metro agreed to create a unique arbitration process for the limited purpose of resolving their dispute. The purpose and intent of Metro and the cities was solely to resolve a dispute, and not to create a process that would result in a final land use decision.

The Metro Council's adoption of Resolution No. 18-4885 does not result in the adoption or amendment of a concept plan or a comprehensive plan map for the Basalt Creek area, and does not itself have any effects on land use. Metro's decision has no effect until it is implemented by the cities in their own future land use decisions, as described in paragraph 2 of the IGA. Those local land use decisions will need to be supported by substantial evidence in the record, and will be appealable to LUBA.

2. Regional Housing Needs

The March 7, 2018 email from Peter Watts includes a Metro-specific argument regarding regional housing needs that was not previously raised before the cities. The gist of the argument is that the Central Subarea should be designated for residential purposes in order to address an "extreme need" for more housing in the Metro region. Mr. Watts asserts that this need exists by challenging certain growth-related forecasts made by Metro in its most recent Urban Growth Report (UGR), which was adopted by the Metro Council in 2015 and concluded that the region has enough land inside the boundary to meet housing needs for 20 years.

A slightly different version of this argument is addressed in the COO Recommendation in response to arguments made by the City of Tualatin. The COO Recommendation notes that there is broad agreement in the region that there is an immediate need to address the

EXHIBIT B TO RESOLUTION 18-4885

current shortage of *affordable* housing, and building a new residential subdivision on undeveloped land south of Tualatin does not address that shortage.

Metro's most recent UGR in 2015 concluded that, based on peer-reviewed population growth forecasts for the region, there was no need to expand the Urban Growth Boundary because there is a sufficient supply of residentially zoned land in the region to accommodate 20 years of growth. The growth forecasts, buildable land inventory, and legal conclusions in the UGR were adopted by the Metro Council via Ordinance No. 15-1361. That ordinance and the UGR were not challenged by any party, are acknowledged by DLCD, and are not subject to collateral attack in this proceeding.

Metro planning department staff reviewed the arguments and data provided in the March 7, 2018 email from Mr. Watts and were unable to fully understand the arguments or corroborate the cited data regarding population forecasts and 2016 census figures. For example, there is a reference to U.S. Census estimates showing one-year 2016 population growth of 57,677 in Metro cities with populations over 5,000. Metro staff was unable to identify a census-based source for the 57,677 figure, which is significantly higher than the annual increases shown in U.S. Census data for the entire seven-county Portland Metropolitan Statistical Area (MSA).

The population forecast in Metro's UGR is based in part on census data for the seven-county MSA. Those figures show an average annual increase of just 23,300 people in all seven counties between 2010 and 2015. UGR Appendix 1a, page 9. The UGR forecast for 2020 predicts an average annual increase of 35,300 people in all seven counties. Based in part on the U.S. Census data, the UGR projects that there will be about 400,000 more people in the Metro UGB over the 20-year period ending in 2035, which reflects an average increase of approximately 20,000 people each year – a forecast that is consistent with previous annual averages within the UGB.

Even if the census data could be corroborated, it is empirically misguided to use a single year of estimated population growth in an attempt to disprove the accuracy of a 20-year forecast. Population increases are subject to fairly dramatic fluctuations on a year-to-year basis, and a single year of high growth can be easily offset by much lower growth in subsequent years. It appears that some of the figures cited by Mr. Watts attempt to create an annualized growth projection for individual cities. However, the purpose of the UGR is to assess the adequacy of the regional land supply over a 20-year horizon, not to assess the annual local growth and future land needs for each individual city. The UGR provides a long-term regional forecast regarding the next 20 years that is not intended to capture annual growth fluctuations and/or business cycles in individual jurisdictions.

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Another argument asserts that the 2015 UGR improperly allocates 27% of future housing to “high rise condos.” The actual figure in the UGR is 26%, and it is not assigned to “high rise condos,” it is assigned to any multifamily dwelling. UGR Appendix 4, Table 11. This would include duplexes, rowhouses, one or two-story condos or co-housing developments, and any other form of ownership structure involving at least two attached units.

The housing-related argument is summarized as follows: (1) in the 2015 UGR, Metro incorrectly applied ORS 197.296 and adopted inaccurate future growth projections; (2) because of those errors, there is “an inadequate amount of available unconstrained buildable land in the region” for residential purposes; and (3) therefore, the 52-acre Central Subarea should be planned for residential purposes. First, Metro’s growth management decision in 2015 is not being reviewed in this proceeding. This arbitration does not provide a forum to collaterally attack Metro’s application of ORS 197.296 or Metro’s population forecasts in the 2015 UGR. The conclusions in the UGR were adopted by ordinance, acknowledged by DLCD, and under ORS 195.036 must be applied by Metro and local governments in the region for land use planning purposes until the next UGR is adopted at the end of 2018. Because that process is currently underway, stakeholders who are interested in regional growth issues already have an opportunity this year to comment on any perceived deficiencies in the population-related data and projections that were made in 2015.

Second, even if there was evidence in the record suggesting that actual growth in 2016 outpaced the 2015 forecast, that does not mean there is currently an inadequate amount of buildable land for housing in the Metro region. The Metro Council adopted the UGR a little over two years ago, concluding that there is enough buildable land inside the UGB to provide housing for the next 20 years. Mr. Watts is arguing that the region has already used up 20 years’ worth of its buildable land supply in the last 2.5 years; however, the evidence in the record does not support that conclusion.

The COO Recommendation provides a detailed analysis of the planning goals and expectations of local government stakeholders regarding the Basalt Creek Planning Area and the Central Subarea. As noted in that recommendation, “the planning history of the Central Subarea and the planning expectations of local government stakeholders lean heavily in the direction of an employment designation.” The Metro Council finds that unsubstantiated arguments regarding an inadequate land supply inside the UGB do not provide a compelling basis to reject the COO Recommendation.

To: Council President Tom Hughes
Councilor Shirley Craddick
Councilor Betty Domiguez
Councilor Craig Dirksen
Councilor Kathryn Harrington
Councilor Sam Chase
Councilor Bob Stacey
Doug Kelsey, General Manager, TriMet

From: Regional Funding Task Force members
Date: April 5, 2018

The Regional Funding Measure Task Force is a diverse group of citizens, advocates, business people and representatives of major employers that was assembled to advise TriMet and Metro on the development and viability of a Regional Transportation Funding Measure. After convening over several months to learn about the region's transportation needs and to hear from transportation, transit, land use and public opinion leaders, our Task Force was able to develop consensus about the region's priorities moving forward. We recommend moving forward with a regional ballot measure in 2020 – and we urge Metro and TriMet to plan and build support for that measure now.

It's clear to us that our region urgently needs additional resources to support a transportation system that serves a growing population and changing demographics. Rising housing prices are displacing people from many of the areas that are currently well-served by transit. We need more investments in multimodal infrastructure that will provide our communities and businesses greater ease of movement and more affordable transportation options to include transit, active transportation, and roadway improvements.

To help the Metro Council create a strategic, holistic and community-led measure to fund investments in a 21st century transportation system, our Task Force submits the following guiding principles, created from our multiple discussions about transportation, housing, equity, jobs and our region's values. Our goal is to inform transportation investments that provide equitable and lasting benefits for the region, that align with our closely-held community values, and that are likely to be successful in persuading voters to invest in our region's transportation system.

We believe such a measure must improve traffic safety, ease congestion, and improve conditions for walking, bicycling and transit.

Accountability. This principle is simple: we need to build a transportation package for the ballot that actually does what it says it will do. This will require a combination of:

- Data-driven investments. To achieve the goals described above, we need to invest in our transportation system in ways that will produce those results over the long term. Transportation investments must be backed up by evidence and research.
- Specificity in projects and timing. Let's tell the region's residents where and when the system will be improved in as much specificity as possible.
- Efficiency and transparency. Let's ensure that residents understand how and why projects are chosen and the benefits these projects will bring to their communities.

Equity. Regional leaders must consider projects through the lens of equity, so that benefits are fairly distributed and that disadvantaged low-income communities and communities of color are not burdened with a disproportionate share of the cost

As a region, we should invest first in projects – including housing – that primarily benefit those with the greatest access and mobility needs: people of color, low-income people, people with disabilities, and seniors. In addition, transportation investments should be closely linked to a multi-pronged strategy to address the region’s housing affordability. Projects should be designed and implemented in ways that connect people to jobs and do not result in gentrification and displacement of lower-income residents.

Finally, project construction must provide meaningful workforce development opportunities for communities and people of color who need the benefits of those jobs including Minority Owned, Women Owned, and Emerging Small Businesses.

Long-term, region-wide, multimodal benefits. Any transportation package that is put before the voters must be consistent with a regional vision based on the principles articulated here.

The measure should support a new Southwest Corridor light rail line – a long-standing regional priority – and provide additional significant benefits throughout the metro region over time, with an emphasis on access to emerging employment areas. The measure should be multi-modal, improving walking and bicycling conditions, and should reflect the importance of moving goods and services through the community.

We ask that investments benefit not one part of the region, but all—so that local voters in communities and neighborhoods around the region understand and can support the investments.

We encourage policymakers to think in terms of decades, not years, when considering transportation investments. This package should help build a better transportation system for our children and grandchildren, shaping a transportation system to get ahead of the growth and technological change we know is coming.

Safety, health and environment. Given the impacts of transportation on people’s safety (495 people died on Oregon’s roads in 2016), health (air pollution from vehicle exhaust exacerbates asthma in children living near freeways) and on the environment (transportation emissions account for approximately 40 percent of Oregon’s greenhouse gas emissions), any transportation investments funded by a regional ballot measure must improve safety and reduce pollution and emissions in substantial and measurable ways. Each project in the package must be evaluated for its impact on safety, air quality, and future carbon emissions.

In addition to these guiding principles, our Task Force offers two other pieces of advice reflecting several inter-related issues of critical importance to our group: funding, voter support, and the importance of a regional vision.

With respect to **funding**, our Task Force is concerned about continually asking voters to approve property tax-only funding for public investments in housing, education and transportation. We encourage policymakers to consider a wide variety of funding mechanisms to fund transportation improvements and develop a broad-based funding strategy.

Regarding **voter support**, we urge Metro to run a smart campaign that voters—including voters in communities of color and low-income communities—can support, and to be cognizant of timing and other ballot issues that may compete for voter support.

Finally, we urge the Metro Council and its partners to engage the community to help define and articulate a **regional vision** for a transportation system that includes equitable and sustainable investments that produce long-term benefits for people, our economy and our environment.

The time to act is now. Our region has many widely-supported plans in place to support a regional vision and a successful ballot measure. We encourage you, as our regional leaders, to involve community members and take the lead to move a successful ballot measure forward.

We look forward to supporting a better transportation future for the region.

Sincerely,

Leslie Carlson, Task Force co-chair
Brink Communications

Duncan Hwang
APANO

Brian Newman, Task Force co-chair
Oregon Health Sciences University

Gerik Kransky
The Street Trust

Andre Baugh
Group ABP Limited

Peter Lund

Aron Carleson
Hillsboro School Foundation

Nate McCoy
National Association of Minority Contractors

Sue O'Halloran

Corky Collier
Columbia Corridor Association

Bandan Shrestha
AARP

Betty Dominguez
Home Forward

Kathy Stallkamp
Tigard Tualatin School District

Debra Dunn
Synergy Resources Group

Pam Treece
Westside Economic Alliance

Denise Frisbee
Member, Board of Directors
Portland Community College

Phillip Wu
Kaiser Permanente

Vasilios (Bill) Garryfallou
Barbur Boulevard Business Association

Dear Task Force Co-chairs Leslie Carlson and Brian Newman, and the Task Force members,

Thank you for your letter and final set of recommendations about how greater Portland should address our growing transportation needs.

We deeply appreciate the time you contributed and the thoughtful advice you have delivered. As we explore the ways that other regions have addressed similar transportation funding challenges, it is clear that there are no easy answers. Moreover, as your letter points out, the myriad of other issues that are impacted by transportation make it even more important to approach any potential investments carefully and thoughtfully.

Your letter articulates a clear and worthy vision that calls for using data-driven analysis and community engagement to identify transportation investments that will ease congestion, increase safety, advance social and racial equity, improve public health outcomes and reduce pollution.

These ambitious objectives far exceed the scope of any funding measure our region has considered in the past. However, we agree that we need to aim high if we are to fulfill the vision of the people of our region. The high standards outlined in your letter point the way to a strategy that improves quality of life for all, supports equitable economic growth and development, redresses generations of disinvestment in communities of color and protects the health of residents and our environment.

Above all, it's clear that as greater Portland changes, so too must the way we plan and pay for transportation, and we have to better understand the way that transportation investments impact housing affordability and access to parks and nature. We must create an inclusive process and a comprehensive vision that gives more people a say in that future, including the voices of communities who have struggled most with the impacts of growth.

We appreciate the time you have given to this process so far, and hope that you will remain actively engaged as we move forward. It is possible to build a better future together, but it will take a concerted and sustained effort from all of us. We look forward to working with you and the organizations you represent to help our region prepare for the challenges and opportunities ahead.

Sincerely,

President Tom Hughes
on behalf of the Metro Council

Edited Draft 5.1.18

Dear Colleagues:

Thanks for writing about our shared work to help thousands of families, seniors and other vulnerable members of our community find stable, affordable homes. As you know, the housing challenge is experienced by people in every community in greater Portland. We are grateful for your support and partnership in creating solutions together.

On April 26, Metro staff released a draft housing bond framework. The framework shows that by working together we can help as many as 10,000 people – families, seniors, people of color, people with disabilities – find stable, affordable homes and the opportunities a home provides. During the life of the homes we create and protect, these opportunities will be multiplied many times over – for the people who can find a home and for the prosperity and livability of our entire community.

The draft framework comes after months of close collaboration and engagement with stakeholders, partners, experts and local leaders like you. We are grateful for the countless hours so many have dedicated, including members of your staff who serve on advisory tables or work directly with Metro.

Thanks to the amazing collaboration the draft framework balances diverse perspectives to propose an effective, nimble investment program that distributes housing opportunity broadly. We are pleased the proposed distribution and implementation approach reflects input you and many others provided.

A regional housing bond will serve shared priorities and tackle a shared challenge. It will help you advance your community's goals for livability and affordability. It will also support Metro's commitment to achieve racial equity, connect homes to transportation options and access to nature and create opportunities for people to shape their future.

If the Metro Council refers the measure and voters approve, we will work with you to create affordable homes quickly and efficiently, while keeping the promises we make to voters with accountable, responsive oversight.

With so much at stake, we must get this right. To get it right, we will continue learning from the experiences and expertise of diverse stakeholders, partners, and most importantly, members of our community experiencing the housing crisis firsthand.

Now that a draft framework has been released, we look forward to continued conversation and refinement in the coming weeks. We share your commitment to create a successful final framework that creates thousands of homes in the communities we mutually serve.

Together we can transform the lives of thousands by creating safe, stable, and affordable homes and make our community better. Thank you for standing with us in this shared mission, and for your commitment to succeeding together.

Sincerely,

Metro Council President Tom Hughes
On behalf of the Metro Council