



600 NE Grand Ave.
Portland, OR 97232-2736

Metro Policy Advisory Committee (MPAC)

agenda

Wednesday, May 23, 2018

5:00 PM

Metro Regional Center, Council chamber

REVISED 5/22

1. **Call to Order, Declaration of a Quorum & Introductions (5:00 PM)**
2. **Public Communication on Agenda Items (5:00 PM)**
3. **Council Update (5:05 PM)**
4. **MPAC Member Communication (5:10 PM)**
5. **Consent Agenda (5:15 PM)**
 - 5.1 Consideration of April 25, 2018 Minutes [18-5013](#)
Attachments: [April 25, 2018 Minutes](#)
 - 5.2 Consideration of May 9, 2018 Minutes [18-5020](#)
Attachments: [May 9, 2018 Minutes](#)
6. **Action Items**
 - 6.1 MPAC 2nd Vice Chair Appointment [COM 18-014](#)
Presenter(s): MPAC Nominating Committee
Attachments: [Memo: MPAC 2nd Vice Chair](#)
7. **Information/Discussion Items**
 - 7.1 Build Small Coalition ADU Jurisdictional Code Audit Update [COM](#)
(5:15 PM) [18-0136](#)
Presenter(s): Frankie Lewington, Metro
Elizabeth Decker, JET Planning
Attachments: [MPAC Worksheet](#)

7.2 Regional Investment Strategy Update (5:25 PM)

[COM](#)
[18-0137](#)

Presenter(s): Elissa Gertler, Metro
Andy Shaw, Metro

Attachments: [MPAC Worksheet](#)

7.3 Update on 2018 Regional Transportation Plan Policy and
Implementation Chapters (6:20 PM)

[COM](#)
[18-0138](#)

Presenter(s): Kim Ellis, Metro

Attachments: [MPAC Worksheet](#)
[Draft Table of Contents](#)
[Draft RTP Goals and Objectives](#)
[Draft RTP Policies](#)

8. Adjourn (7:00 PM)

Upcoming MPAC Meetings:

- *June 13, 2018*
- *June 27, 2018*
- *July 11, 2018*

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2018 MPAC Work Program

as of 5/17/2018

Items in italics are tentative

<p><u>Wednesday, May 23, 2018</u></p> <ul style="list-style-type: none"> • Metro ADU Jurisdictional Code Audit Results – Information/Discussion (Frankie Lewington, Metro/Elizabeth Decker, JET Planning; 10 min) • Regional Investment Strategy Update – Information/Discussion (TBD; 55 min) • Draft RTP (Focus on Policies and Implementation)– Information/Discussion (Ellis; 40 min) 	<p><u>Wednesday, June 13, 2018</u></p> <ul style="list-style-type: none"> • City Proposals for UGB Expansions (Hillsboro/King City) – Information/Discussion (Representatives from 2-3 Cities; 90 min)
<p><u>Wednesday, June 27, 2018</u></p> <ul style="list-style-type: none"> • City Proposals for UGB Expansions (Wilsonville/Beaverton) – Information/Discussion (Representatives from 2-3 Cities; 90 min) • Report on RTP Performance (Round Two) – Information/Discussion (Ellis; 20 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) • <i>Hold for Tonnage Allocations (Molly Vogt, Metro; 45 min)</i>
<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, August 8, 2018</u> – <i>cancelled</i></p>
<p><u>Wednesday, August 22, 2018</u> – <i>cancelled</i></p>	<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</u>: League of Oregon Cities Annual Conference, Eugene, OR</p>	<p><u>Wednesday, October 10, 2018</u></p> <ul style="list-style-type: none"> • Southwest Corridor Equitable Development Strategy (Brian Harper; 30 min) • 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</u>: Association of Oregon Counties Annual Conference, Eugene, OR</p>
<p><u>Wednesday, November 28, 2018</u></p>	<p><u>Wednesday, December 12, 2018</u></p> <ul style="list-style-type: none"> • MPAC Year in Review (TBD; 10 min)
<p><u>Wednesday, December 26, 2018</u> – cancelled</p>	



METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

April 25, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Emerald Bogue
Steve Callaway
Sam Chase
Denny Doyle (*Chair*)
Amanda Fritz
Mark Gamba
Linda Glover
Ed Gronke
Jeff Gudman
Kathryn Harrington
Gordon Hovies
Nathan Phelan
Craig Prosser
Martha Schrader
Don Trotter
Mark Watson

AFFILIATION

Port of Portland
City of Hillsboro,
Metro Council
City of Beaverton, Second Largest City in Washington County
City of Portland
City of Milwaukie, Other Cities in Clackamas County
City of Vancouver
Citizen of Clackamas County
City of Lake Oswego, Largest City in Clackamas County
Metro Council
Tualatin Fire and Rescue, Special Districts in Washington County
Peninsula Drainage District #1, Special Districts in Multnomah County
TriMet
Clackamas County
Clackamas County Fire District #1, Special Districts in Clackamas County
Hillsboro School District Board of Directors, Governing Body of a School District

ALTERNATES PRESENT

Gretchen Buehner
John Griffiths

Jennifer Donnelly

AFFILIATION

City of King City, Other Cities in Washington County
Tualatin Hills Park & Recreation District, Special Districts in Washington County

Oregon Department of Land Conservation and Development

MEMBERS EXCUSED

Jerry Hinton
Pete Truax

AFFILIATION

City of Gresham, Second Largest City in Multnomah County
Forest Grove, Other Cities in Washington County

OTHERS PRESENT: Bob Stacey, Lindsay Schaffer, Mike Williams, Katherine Kelly, Schuyler Warren, Alisa Pyszka, Patricia Raicht, Roger van Overbeek, Paul Meade, Kerrie Bartel Christensen

STAFF: Nellie Papsdorf, Miranda Mishan, Megan Gibb, Alison Kean, Ramona Perrault, Lake McTighe, Tim Collins, Ted Reid, Kim Ellis

1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS

Chair Doyle called the meeting to order at 5:01PM.

2. PUBLIC COMMUNICATIONS

There were none.

3. COUNCIL UPDATE

Councilor Kathryn Harrington provided an update on the Clackamas County Housing Tour that had occurred the previous day. She shared that it was interesting to see how Metro could serve Clackamas County and the region as a whole. Councilor Harrington reminded MPAC that the region had needs that went beyond building new units.

Councilor Harrington announced the arrival of a new elephant at the zoo.

4. MPAC MEMBER COMMUNICATION

There were none.

5. CONSENT AGENDA

5.1 Consideration of April 11, 2018 Minutes.

MOTION: Councilor Jeff Gudman moved and Mayor Mark Gamba seconded to adopt the consent agenda.

ACTION: With all in favor, the motion passed.

6. INFORMATION/DISCUSSION ITEMS

6.1 2018 Urban Growth Management Decision: trends in How Businesses Use Space and Select Locations

Chair Doyle explained that the presentation was to continue MPAC's discussion of topics related to urban growth management and they would be hearing about employment trends. He shared that MPAC was joined by several private sector representatives that would provide them with their perspective on how businesses chose locations and used space, and how these trends were changing.

Chair Doyle conveyed that these trends had implications for how the region would manage future employment growth. He introduced the panel moderator, Ms. Alisa Pyszka, Principal at Leland Consulting.

Key elements of the presentation included:

Ms. Pyszka introduced the panelists, Ms. Patricia Raicht, Mr. Roger van Overbeek, Mr. Paul Meade, and Ms. Kerrie Bartel Christensen. Ms. Raicht gave a presentation about national employment trends. She shared that employment had been expanding for 100+ months.

Ms. Raicht recounted that knowledge intensive and skilled jobs were growing the most, and highlighted the specifics of employment trends in the metro region, noting that they were matching national trends. She emphasized that the economy had grown and job growth had increased. Ms. Raicht noted that Portland was ranking high in job growth rates.

Ms. Raicht conveyed where job growth was coming from, and discussed changes in the ways that firms and workers were using office space. She explained that technology was critical in terms of infrastructure and shifting work models. Ms. Raicht discussed the five basic workplace models and how they reflected shifting trends. She noted that collaboration and community was increasing, and driving the urbanization of the work environment.

Ms. Raicht remarked that companies were struggling with hiring and retaining talent and that the work environment contributed a lot to whether or not companies retained talent. She highlighted the impact of e-commerce on the industrial market and the pros and cons. Ms. Raicht discussed some of the challenges presented by e-commerce and logistics in cities.

Ms. Raicht shared considerations for firms relocating, and expressed the impact of co-working on firms. She recounted the pros and cons of the gig economy on the job market.

Ms. Pyszka asked the panelists to share the trends that they had seen in their respective industries.

Ms. Bartel Christensen discussed healthcare and the excess capacity for inpatient and limited physical space on outpatient services. She shared that the focus would be on outpatient services, and meeting the community where they were and based on their needs. Ms. Bartel Christensen explained that outpatient care was lacking and healthcare was going to shift to a more consumer driven model, and there was a shifting demand into high population density.

Ms. Pyszka asked if this meant more retail service locations and hours. Ms. Bartel Christensen confirmed.

Mr. Meade remarked that he had seen increased driving and moving employment away from the city due to the lack of available land. He noted that ideally they would be closer to their customers to minimize their operating area.

Mr. van Overbeek shared that the presentation reflected a lot of the statistics at Autodesk, and that they were targeting a smaller work environment. He expressed that talent was a significant asset for them, and that Portland represented a significant technology center of excellence. Mr. van Overbeek the importance of workplaces in an urban environment and how he had seen these trends reflected at Autodesk.

Ms. Pyszka asked about the balance of work life and family life. Mr. Meade shared that many of their employees were different than those at Autodesk, and most were paid under \$62,000 and most could not afford to live downtown. He added that they were bringing people in, and that many used public transit but many could not because of the warehouse location.

Ms. Pyszka asked the panelists if the gig economy was impacting their firms. Mr. Meade explained that their office needs were going down but the majority of their jobs were unaffected.

Mr. van Overbeek share dthatshared that there was a time when they tried to solve their occupancy issues with remote working and that there were many downsides. He expressed that remote working was offered on an individual case basis, and that their younger workforce was accustomed to working in teams as well as remotely.

Ms. Bartel Christensen noted that a large part of the medical workforce was still in the office.

Ms. Pyszka asked about the best thing for their industries and the biggest challenges with regard in the Portland region.

Mr. van Overbeek emphasized that talent was the best thing for the technology industry. He explained that there was a skilled and well educated workforce available. Mr. van Overbeek noted that it was beneficial to have different work teams working on different products sitting together. He explained that the biggest challenges were the rising costs of labor, housing and real estate.

Ms. Bartel Christensen highlighted that transportation was a significant issue, and more public transportation was needed. She noted that the cost of housing was a challenge, and shared how she saw caregivers experiencing these impacts.

Mr. Meade conveyed that many of the challenges Roger discussed were a benefit in his industry. He explained that as costs rose their business increased. Mr. Meade shared that congestion and increasing traffic was a challenge.

Member discussion included:

- Mayor Gamba shared that he was nervous about the ability of grocery stores to expand because of the Amazon/Whole Foods grocery collaboration. Ms. Raicht shared that many grocery stores were adapting, and that suburban kinds of communities were very much still anchored in grocery stores. Mayor Gamba raised concerns about the lack of developers developing warehouses in Milwaukie. Ms. Raicht shared that there was move towards maker space, and it was important to consider industrial spaces as versatile and compatible with many types of spaces.
- Commissioner Amanda Fritz asked how firms took care of people's physical needs when they shared close spaces. Ms. Bartel Christensen explained that there were high quality products available that could adapt to people. Mr. van Overbeek explained some of the customization that was available.
- Commissioner Fritz asked how smaller open work spaces worked for people with disabilities. Mr. van Overbeek noted that accessibility was lacking and in need of improvement.
- Councilor Gudman asked what would happen if people were less attracted to move to Portland, since the current education system was not producing workers. Ms. Raicht explained that in the last recovery people moved to Portland without jobs just because they wanted to be in Portland. She added that if we did not have enough educated workers there was a need to import them and if they couldn't then there was a need to stop growing jobs.
- Mr. van Overbeek explained that there was a net inflow and from a gridlock perspective they were taking steps to incentivize public transit such as offering commute vouchers.
- Councilor Harrington asked Ms. Raicht if she could identify susceptibility to recessions. Ms. Raicht shared that there was a diversity index related to the diversity of the economy and that Portland ranked very well.
- Mayor Steve Callaway asked if there were advantages to moving outside of the UGB. Mr. Meade explained that it would have an adverse effect on his employees and they would have to replace about 50%. He noted that advantages of being located downtown.
- Mayor Callaway explained that he often heard about quick turnaround from groundbreaking to opening, but noted that this was not mentioned in the presentation. He asked if this was critical. Ms. Raicht shared that certainty around finding the site, having it be developable and knowing the time frame was of high importance.
- Councilor Buehner asked if importing workers from Appalachia was a viable option. She expressed concern regarding the open workspaces and the lack of privacy. Mr. Meade noted that they were open to any great ideas. Ms. Raicht expressed that it was a national issue that jobs did not line up with where people were located. She explained that open workspaces were not for everyone and that certain firms were shrinking in different ways.

- Ms. Emerald Bogue shared that the Port of Portland had an open office that worked very well. She explained that it was a significant adjustment but that they enjoyed the collaborative spaces and wellness rooms.

6.2 2018 RTP: Draft Regional Transportation Safety Strategy

Chair Doyle explained that last year MPAC provided policy direction for the Regional Transportation Safety Strategy and supported moving forward with a Vision Zero framework and target, identifying safety projects in the 2018 RTP as a way to measure how safety was being addressed, and using regional High Injury Corridors as a tool to inform prioritizing investments in the 2018 RTP.

Chair Doyle shared that staff was presenting on the Draft Safety Strategy to seek any additional input from MPAC as the strategy is finalized to be release for public comment on June 29th. He introduced Ms. Lake McTighe, Metro staff.

Key elements of the presentation included:

Ms. McTighe provided context for the safety strategy and shared that it was a draft, and that they were working on an update for public comment. She shared that the draft safety strategy was a topical plan for the 2018 RTP that set regional safety policies.

Ms. McTighe discussed goals of the RTSS. She shared that this was the first time they were applying a public equity lens, and that they were meeting federal performance measure requirements. Ms. McTighe highlighted their top three findings that were informing the safety strategy, including that traffic deaths impact people of color, low income people and seniors more. She added that pedestrian deaths are high, and arterial roadways have significant fatality rates.

Ms. McTighe shared that deaths in Clackamas County were going down, based on their safety plan. She explained that high injury corridors are more frequently in marginalized communities based on race and income, and that older drivers were twice as likely to die in a traffic accident.

Ms. McTighe recounted that design has a big impact but the mix of modes on roadways increases some safety risks when there is a lack of separation. She emphasized the large number of crashes on arterial roadways and some of the specific causes.

Ms. McTighe spoke to the approach that the draft regional safety strategy was taking, and highlighted the safe system approach guiding principles. She noted that no traffic deaths were acceptable, and that they were preventable. Ms. McTighe shared that they accepted that people make mistakes but that a policy should be

designed so that when a crash happens it would not be fatal. She emphasized that saving lives was not expensive, and it required a proactive system approach.

Ms. McTighe explained that to achieve safe travel for all there was a need for a multipronged approach. She discussed the elements of the approach, and how they were reflected in the policies. Ms. McTighe noted that there was a need for different strategies throughout the region, and she explained their main policy goals.

Ms. McTighe explained the six different strategies, and shared that coordination, ongoing attention and collaboration was key. She explained the sets of actions within the strategy, and highlighted how it would be implemented over the next five years. She added that per policy direction, they would like to increase safety.

Ms. McTighe recounted that they were focused on measuring progress, and aimed for zero traffic deaths by 2025. She noted that pedestrian and bike fatalities were still on the rise and that they were working on addressing this issue.

Ms. McTighe discussed next steps, and thanked the technical work group for their input and effort.

Member discussion included:

- Mr. Gonke asked if ODOT had been involved in conversations around safety, noting concerns about McLoughlin Corridor in Clackamas County. Ms. McTighe shared that they were involved in the development of the strategy, and that and that Clackamas County had included McLoughlin in the RTP and identified safety as a primary objective. Ms. Kim Ellis added that many corridors in the region had been named orphan highways and that was something that they were working on developing a strategy to address. She noted that ODOT had not identified a specific orphan highway project.
- Mayor Gamba asked how many high injury corridors were being addressed in the RTP. Ms. McTighe shared that segments of the throughways had high injury crash areas which were in the RTP, and that almost all high injury corridors were in the RTP. She added that most were owned by local jurisdictions.
- Mr. John Griffiths asked if autonomous vehicles would have an impact on death rates. Ms. McTighe explained that there was potential for autonomous vehicles to have a positive impact on death rates.
- Mr. Craig Prosser suggested that in order to improve the ability to address the issue of road ownership and help the public understand, it could be helpful to include identification of which jurisdiction had primary ownership of each roadway.

- Councilor Harrington recounted that ODOT had funds allocated specifically for safety projects, so while that hadn't identified these projects yet, they did have funding for this RTP.

6.3 2018 RTP: Draft Regional Freight Strategy

Chair Doyle reminded MPAC that in May 2017 staff provided MPAC with an early update for the Regional Freight Strategy. He introduced Mr. Tim Collins, Metro staff to provide an update on the Draft Regional Freight Strategy and seek any input from MPAC as the strategy was finalized to be released for public comment on June 29.

Key elements of the presentation included:

Mr. Collins explained that his presentation would be amended due to time constraints. He shared that they were updating the Regional Freight Strategy, for the first time in a long time. Mr. Collins explained the five goals that the freight strategy was hoping to accomplish, and explained that it was important to have clear compiled research.

Mr. Collins expressed that he wanted to focus on the freight concept and freight network map. He recounted the regional freight vision and the seven freight policies. Mr. Collins spoke to the freight concept and shared that it defined a vision and supporting policies to guide investments and the concept that had been updated to include intermodal connectors.

Mr. Collins highlighted the freight network map. He conveyed the goals of the updated freight action plan, and how they were tied to individual freight policies. Mr. Collins explained the next steps of the strategy, including the incorporation of committee feedback and public comment in June.

Member discussion included:

- Commissioner Martha Schrader asked if Clackamas County's RTP freight projects were going to be included in the strategy. Mr. Collins confirmed that they would, but the map was cut off in the presentation. He added that they would make sure that this is reflected in the strategy.
- Mayor Doyle asked how much of the strategy had been discussed with those in the freight industry. Mr. Collins explained that they had work groups and had been getting feedback from people in the freight community.
- Mayor Callaway asked about the status Washington County freight areas including the 217 and 276. Mr. Collins expressed that they had discussed with Washington County and had looked at travel plans. He shared that they had looked at that area, and much of it was out of their jurisdiction so it was difficult to address.

7. ADJOURN

MPAC Chair Doyle adjourned the meeting at 7:03 PM.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "Miranda Mishan", with a horizontal line extending to the right.

Miranda Mishan
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APRIL 25, 2018

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.1	Presentation	4/25/18	Employment Trends PowerPoint	042518m-01
6.2	Presentation	4/25/18	RTP Safety Strategy PowerPoint	042518m-02
6.3	Presentation	4/25/18	RTP Freight Strategy PowerPoint	042518m-03



METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

May 9, 2018

Metro Regional Center, Council Chamber

<u>MEMBERS PRESENT</u>	<u>AFFILIATION</u>
Betty Dominguez	Metro Council
Mark Gamba	City of Milwaukie, Other Cities in Clackamas County
Linda Glover	City of Vancouver
Ed Gronke	Citizen of Clackamas County
Jeff Gudman	City of Lake Oswego, Largest City in Clackamas County
Kathryn Harrington	Metro Council
Jerry Hinton	City of Gresham, Second Largest City in Multnomah County
Gordon Hovies	Tualatin Fire and Rescue, Special Districts in Washington County
Martha Schrader	Clackamas County
Don Trotter	Clackamas County Fire District #1, Special Districts in Clackamas County

<u>ALTERNATES PRESENT</u>	<u>AFFILIATION</u>
Jennifer Donnelly	Oregon Department of Land Conservation and Development
John Griffiths	Tualatin Hills Park & Recreation District, Special Districts in Washington County
Carrie MacLaren	Oregon Department of Land Conservation and Development

<u>MEMBERS EXCUSED</u>	<u>AFFILIATION</u>
Denny Doyle (<i>Chair</i>)	City of Beaverton, Second Largest City in Washington County
Amanda Fritz	City of Portland
Pete Truax	City of Forest Grove, Other Cities in Washington County
Andy Duyck	Washington County

OTHERS PRESENT: Adam Barber, Katherine Kelly, Jennifer Hughes, Schuyler Warren

STAFF: Nellie Papsdorf, Miranda Mishan, Roger Alfred, Sara Seid, Matt Korot, Kim Ellis, Jes Larson, Jamie Snook, Ernest Hayes, Tom Kloster, Elissa Gertler, Eliot Rose

1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS

Chair Pro-tem Mark Gamba called the meeting to order at 5:09 PM.

2. PUBLIC COMMUNICATIONS

There were none.

3. COUNCIL UPDATE

Councilor Betty Dominguez discussed the latest Regional Snapshot which showed how houselessness was affecting people in the region. She highlighted children's homelessness as a significant point of concern for school districts.

Councilor Dominguez shared that the regional housing bond framework was out for public comment, and discussed next steps for the housing bond. She reminded MPAC about the elected officials survey.

Councilor Dominguez announced the opening of the "Catio" at the Oregon Zoo, a partnership between the Pixie Project, Banfield Pet Hospital and the zoo. She shared that the Catio was designed to provide a space for cats to be socialized before being placed in a home for adoption.

4. MPAC MEMBER COMMUNICATION

Ms. Carrie MacLaren explained that in the short session, the Oregon Department Land Conservation and Development received money to do housing technical analyses and code audits. She noted that this would not cover all needs in Oregon, and discussed their prioritization of requests. Ms. MacLaren provided a high level overview of the application process and explained that the application would be available on Friday, May 11th.

Chair Pro-tem Gamba asked if a city had recently done an analysis would they still be eligible for a code analysis. Ms. MacLaren explained that each city was available for one kind of analysis, and it as a selection process and that they were only able to offer four kinds of products because of timing. She noted that if a city had recently completed a housing needs analysis then they were in a good position to have more work done.

Councilor Dominguez asked if cities were eligible to collaborate with one another. Ms. MacLaren explained that Washington County and Clackamas County were specifically eligible in a different way. She shared htat they would entertain applications from cities that wished to work together, but that it was not a requirement.

Councilor Jeff Gudman provided an update on Region 1 ACT, and explained that ODOT came to the ACT to provide an update on the work that they would be doing this summer. He shared that I-5 would be particularly slowed down.

5. CONSENT AGENDA

No quorum.

6. INFORMATION/DISCUSSION ITEMS

6.1 Regional Business Food Scraps Policy Update

Chair Pro-tem Gamba explained that this item was information and intended as a follow-up to engagements with MPAC in April and October of 2016, and August 2017 related to a Regional Business Food Scraps Policy that the Metro Council would consider in July 2018. He introduced Ms. Pam Peck, Metro staff.

Key elements of the presentation included:

Ms. Peck explained that purpose of the presentation, and shared that Metro Council would be considering the policy for adoption in July 2018. She recounted that the purpose of the policy was to accelerate the recovery of food scraps collection from businesses.

Ms. Peck shared that food was the largest part of the region's waste and that it was a priority for recovery within the solid waste recovery plan. She explained that they wanted to look at options for food scraps, and that base on council direction they'd developed policies to meet objectives.

Ms. Peck discussed the development of the food scraps policy and the jurisdictions involved. She shared that they had worked together to figure out the best way to collect the most food waste. Ms. Peck highlighted the key policy elements, and explained the rollout of the policy and the three phases over which it would take place. She recalled the revisions based on comments and feedback from the council. Ms. Peck noted that local government adoption fo the policy would be July 2018, and implementation would start in 2020, and all businesses would have to comply by 2023. She added that the implementation of the policy on schools was in the last phase, per feedback received.

Ms. Peck announced that Metro would also consider a food scraps ban in 2024 based on the performance of the policy, based on an evaluation process that would be brought forward. She eexplained that the administrative rules had changed to add the distance waiver. Ms. Peck recounted that the original idea was to mmitigate costs for jurisdictions who were far away from Metro transfer stations. She noted that the Metro Council had asked staff to ensure that this waiver would advance the goals of the policy.

Ms. Peck explained that Metro would reimburse jurisdictions to offset the costs of travel to transfer stations and that these funds would have to go back to jurisdictions' food scraps collection program. She shared that this would allow for consistent programming.

Ms. Peck announced the opportunities for public comment, and the next steps for the food scraps policy.

Member discussion included:

- Mr. Ed Gronke asked where reimbursement funds would come from. Ms. Peck explained that it would be funded by the regional system fee, and their goal was to create a resilient regional system. Mr. Gronke asked if there were adequate facilities to compost foods craps. Ms. Peck shared that they had capacity now and were in the process of bringing in additional capacity.
- Commissioner Martha Schrader asked if it was full or partial reimbursement. Ms. Peck conveyed that it was partial cost recovery and that they were looking at the extra time required to drive to a Metro transfer station, and adding costs inflators to account for congestion.
- Commisisoner Schrader asked if this applied to restaurants. Ms. Peck shared that it was based on the amount of food waste a business generated, and that phase 1 would include grocery stores and full service restaurants, then they would be incorporating smaller businesses. Commissioner Schrader asked if unincorporated areas would be affected, Ms. Peck clarified that they would not be.
- Commissioner Schrader asked if this would cause any market problems. Ms. Peck expressed that it was hard to make a general statement or projection about the market.
- Mr. John Griffiths asked about the conversion to energy process. Ms. Peck shared that the proposal was to convert energy into renewable natural gas.
- Mr. Gronke asked where the scraps were currently being processed. Ms. Peck shared htat they were processed at JC Biomethane in Junction City and Pacific Regional Compost outside of Corvallis. She explained that they had launched an initiative called “Food Waste Stops with me” and asked restaurants to do webinars and other publicity to show how they’d been reducing food waste.
- Councilor Gudman asked a question on behalf of MPAC member Mr. Craig Prosser. He asked about the impact of food recycling on sewer treatment plants. Ms. Peck acknowledged that she hoped that more sewage treatment plants would be interested but that she couldn’t necessarily speak to that.

6.2 2018 RTP: Draft Regional Transit Strategy

Chair Pro-tem Gamba explained that the Regional Transit Strategy was the transit modal component of the 2018 Regional Transportation Plan. He shared that the strategy provided a coordinated vision and strategy for transit in the region, building off of the Climate Smart Strategy.

Chair Pro-tem Gamba introduced Ms. Jamie Snook, Metro staff, to present the draft transit policies and transit network map.

Key elements of the presentation included:

Ms. Snook explained what the transit strategy was and why it was happening now. She highlighted the objectives of the transit strategy and what had been added since it was last presented to MPAC. Ms. Snook shared their vision to make transit more convenient, accessible and affordable for everyone. She explained the four new transit policies and the policies that had been modified and what the modifications were.

Ms. Snook discussed the enhanced transit concept and the aim to make improvements to enhanced transit in reliability, speed and capacity. She shared the updates of the high capacity transit plan and what had been added and revised. Ms. Snook showed MPAC what the new map would look like and compared it to the current transit map. She noted the variety throughout the system.

Ms. Snook shared next steps for the transit strategy, including working on the enhanced transit concept pilot program and updates to the RTP project list. She explained the project schedule for enhanced transit concepts, and asked MPAC for feedback on the transit strategy.

Member discussion included:

- Councilor Gudman suggested adding information about the impacts of a potential congestion pricing policy on the transit strategy.
- Mr. Gronke suggested that the policy was aspirational rather than realistic. He raised concerns that many assumptions made in the policy were based on high density in areas that already did not have transit. Mr. Gronke asked if the transit system would increase first and then densification would follow. Ms. Snook explained that they wanted to ensure there was transit service available across the region, and emphasized that they were looking at how areas grow and whether or not they could be served by a transit line. She noted that they needed to be more creative, and there were some ideas about first and last mile connections and connecting less dense areas to create more of a network.
- Mr. Gronke asked about the balance between alternative transportation modes and mass transit and how the transit strategy aimed to strike that balance. Ms. Snook shared that there was ongoing thinking about this issue and Mr. Eliot Rose would address that in the technology strategy. She added that if they could make transit more accessible and affordable then it would become a competitive option.
- Ms. Elissa Gertler reminded MPAC that they were planning for twenty years ahead, and the RTP was a shared aspirational vision.

- Councilor Dominguez highlighted the value of transit fare reduction, and emphasized the need for a multiple pronged approach to broadening the transit network.
- Chair Pro-tem Gamba asked if the plan considered undergrounding the MAX system through downtown Portland and an electric bus fleet. Ms. Snook recounted that this was being considered and they were looking to embrace and explore some of the technology options where it would be appropriate. Chair Pro-tem Gamba asked if the MAX line system going to Oregon City and Wilsonville was being considered in the strategy. Ms. Snook confirmed and shared that there were good service options in that area.
- Councilor Dominguez asked where the Southwest Corridor would terminate. Ms. Snook noted that it would terminate at Bridgeport, but was still in the planning phase.
- Ms. Gertler reminded MPAC that they were seeing these plans because they would vote on the RTP recommendation to the Metro Council soon.

6.3 2018 RTP: Emerging Technology Strategy Discussion Draft

Chair Pro-tem Gamba shared that Metro had been developing a strategy to help the region prepare for new technologies in transportation. He introduced Mr. Eliot Rose who would be sharing the full discussion draft of the technology strategy for information and discussion.

Key elements of the presentation included:

Mr. Rose defined emerging technologies and highlighted some different types of technologies that were emerging. He explained why there was a need to engage with these technologies and how this strategy did so. Mr. Rose reminded MPAC that their goal was not to deploy technology but guide new technologies to create a more equitable and livable region.

Mr. Rose shared how the technology strategy would be a part of the RTP as an appendix to the RTP, and integrated throughout the RTP strategies and policies. He shared what was new and what had been discussed. Mr. Rose recounted the time frame of looking at new technologies, and discussed division, policies, and implementation actions and next steps for implementation.

Mr. Rose explained the policy vision behind the RTS and the four core policies, including equity, choices, information and innovation. He defined each of the four core policies and how they were in line with the RTP goals. Mr. Rose highlighted the changes made to this version of the policy, and emphasized the focus on transit. He conveyed that transit with more frequent service would be competitive against Uber and Lyft.

Mr. Rose discussed how short term actions would add to longer term success. He explained the evaluation of technologies being considered by local partners and how each would impact regional goals. Mr. Rose recounted the two year next steps for Metro on emerging technologies, and reminded MPAC that there was a need to advocate for state and federal policies that supported their goals.

Mr. Rose highlighted next steps through 2018 and the adoption of the draft RTP.

Member discussion included:

- Mr. Gronke asked how they planned to implement equity. Mr. Rose explained that there were a variety of options, including the City of Portland 50c fee levied on Uber and Lyft trips to make them more affordable. He suggested concierge services or subsidies, and noted that people with Oregon Trail cards were eligible for reduced fees on Bike Town. Mr. Rose conveyed that there was a lot to be done from a policy and program perspective, and remarked that while there were concerns because many technologies were operated by private entities, public servants needed to work to address equity.
- Councilor Dominguez raised concerns about the kinds of jobs that Uber and Lyft provided. She shared that some drivers were advocating for unionizing, and that the City of Portland seemed receptive.
- Mayor Gamba asked who was on the Autonomous Vehicle Taskforce. Mr. Rose noted that he would send a link to the taskforce website. Ms. MacLaren shared that she was on the taskforce and available to relay input.
- Councilor Harrington expressed her thanks to Mr. Rose for putting together an accessible and clear presentation.
- Councilor Gudman asked if the money associated with implementation was anticipated to be included in the 2020 transportation bond. Ms. Gertler shared that it was difficult to say, and that the idea was to use the RTP as a potential starting point for goals that the region agreed on.
- Mr. Rose explained that they did not have a strong project focus in the strategy, and the reason they were starting with the policy side was because the private sector was pushing much of the technology. He added that there was a need to understand the role of Metro in these partnerships before adding money. Councilor Gudman clarified that there was a dollar impact, but it hadn't been refined yet.
- Ms. Gertler conveyed that Metro was not searching for a role as an implementer, but rather setting a policy framework. Councilor Gudman emphasized the need for the dollar impact on the public to be made clear. Mr. Rose noted that this was helpful feedback.
- Councilor Dominguez emphasized the importance of remaining open minded and flexible about technology.

7. ADJOURN

MPAC Chair Pro-tem Gamba adjourned the meeting at 6:30 PM.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "Miranda Mishan", with a horizontal line extending to the right.

Miranda Mishan
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 9, 2018

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.1	Handout	2/2018	Food Scraps Separation Proposal Q&A: Businesses	050918m-01
6.2	Presentation	5/9/18	RTP Transit Strategy PowerPoint	050918m-02
6.3	Presentation	5/9/18	Emerging Technology Strategy PowerPoint	050918m-03

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Monday, May 22, 2018
To: MPAC Members and Alternates
From: MPAC Nominating Committee
Subject: Proposed MPAC 2nd Vice Chair

The Metro Policy Advisory Committee's (MPAC) 2nd Vice Chair position is currently vacant. A nominating committee was convened to fill this vacancy comprised of 1st Vice Chair Larry Morgan, Mayor Mark Gamba, and Mayor Peter Truax.

The nominating committee has proposed that Commissioner Martha Schrader, representing Clackamas County, fill the vacancy.

The nomination will be reviewed and voted on at the MPAC meeting on May 23.

Thank you,

Mayor Mark Gamba, City of Milwaukie
Councilor Larry Morgan, City of Troutdale, MPAC 1st Vice Chair
Mayor Peter Truax, City of Forest Grove

MPAC Worksheet

Agenda Item Title (include ordinance or resolution number and title if applicable): Build Small Coalition ADU Jurisdictional Code Audit update

Presenter: Elizabeth Decker, JET Planning; Frankie Lewington, Metro

Contact for this worksheet/presentation: Frankie Lewington, x7588

Purpose/Objective

Metro, on behalf of the Build Small Coalition, has commissioned an audit of accessory dwelling unit (ADU) zoning regulations across all Metro cities and counties. The audit is intended to describe existing regulatory conditions for ADUs, both as codified and as applied, and to generate insight into aspects of ADU regulatory and practical approaches that best support ADU development. This audit comes in the context of Metro's Equitable Housing Initiative, part of a larger effort to expand housing opportunities for households of all sizes and income levels in amenity-rich neighborhoods across the region at a time when rising housing prices and limited availability are a concern for all jurisdictions.

Additionally, the state legislature passed SB 1051 in 2017 to address the lack of housing supply and remove barriers to development. Among other provisions in SB 1051, the bill requires that cities and counties of a certain population allow accessory dwelling units. This legislation mandated that jurisdictions move into compliance with this law by July 1, 2018. The state requirement is largely the same as existing Metro code that requires cities to permit ADUs, but comes 20 years later as best practices around ADU regulations have matured, providing an opportunity for Metro communities to revisit their regulations. The coalition hosted a workshop in late April 2018 for local jurisdictions to learn about the code audit work and have one-on-one individualized code sessions with ADU code experts to help remove barriers and move their jurisdiction's code into compliance with state law and implementation guidance developed by the state and emerging from the Metro code audit. We will provide an update on that work, outcomes from the workshop and our plan to monitor and track policy changes through the end of this year.

Action Requested/Outcome

No action requested. This presentation is to provide a quick update on the code audit work to date.

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

We provided an update to MPAC on the Build Small Coalition in August 2017. The code audit work had not started yet.

What packet material do you plan to include?

No materials included in the packet.

MPAC Worksheet

Agenda Item Title Regional Investment Strategy Update

Presenters: Andy Shaw, andy.shaw@oregonmetro.gov, 503-797-1763; Elissa Gertler, elissa.gertler@oregonmetro.gov, 503-797-1752

Contact for this worksheet/presentation: Kate Fagerholm, kate.fagerholm@oregonmetro.gov, 503-813-7529

Purpose/Objective

Update MPAC on work toward a potential 2018 regional affordable housing funding measure, including presenting a refined housing measure framework

Action Requested/Outcome

No formal MPAC action requested. Staff looks forward to answering questions and receiving feedback from MPAC about continuing work on the refined framework as we approach a COO recommendation to Metro Council.

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

MPAC last received a presentation on the potential housing measure on April 11, 2018. Since that time, Metro staff have undertaken a variety of activities to engage partners and the public in developing a refined framework for the measure. These include:

- Holding monthly meetings with a Stakeholder Advisory Table of elected leaders, community advocates and public and private housing practitioners, and a Technical Advisory Table of experts in affordable housing finance, development and operations.
 - The Stakeholder Advisory Table ensures the stated values overlay the refined measure framework, while the Technical Advisory Table provides input on technical considerations and feasibility.
 - These committees work in tandem. Conversations at each inform the other. Three members serve as liaisons between the committees.
- Releasing a draft framework discussing potential outcomes, targets, distribution and implementation approaches for the regional investment
- Presenting to and hearing a second round of input from dozens of local elected leaders, jurisdiction staff and community groups around the region at public meetings and individual briefings
- Supporting community partners' engagement with impacted communities and renters around the region to understand their needs and interests in affordable housing.
- Conducting an Opt In online survey exploring public priorities for affordable housing investments
- Holding a third affordable housing tour for Metro Councilors, staff and partners in Clackamas County.
- Conducting additional research and analysis to ensure the measure framework is feasible and reflects our region's priorities

Staff discussed a refined measure framework with Metro's technical and stakeholder advisory tables on May 17 and 21, respectively. The refined framework continues to present a clear message to the region: By working together, we can create affordable homes throughout our region for thousands of families, seniors and others who are too often left behind.

This refined framework will be incorporated into a final recommendation delivered from the Metro Chief Operating Officer to the Metro Council on May 29.

The Metro Council is expected to hold a public hearing and make a referral decision on June 7.

What packet material do you plan to include?

Refined framework document

MPAC Worksheet

Agenda Item Title: Update on 2018 Regional Transportation Plan Policy and Implementation Chapters

Presenters: Kim Ellis, RTP Project Manager

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

PURPOSE/OBJECTIVE

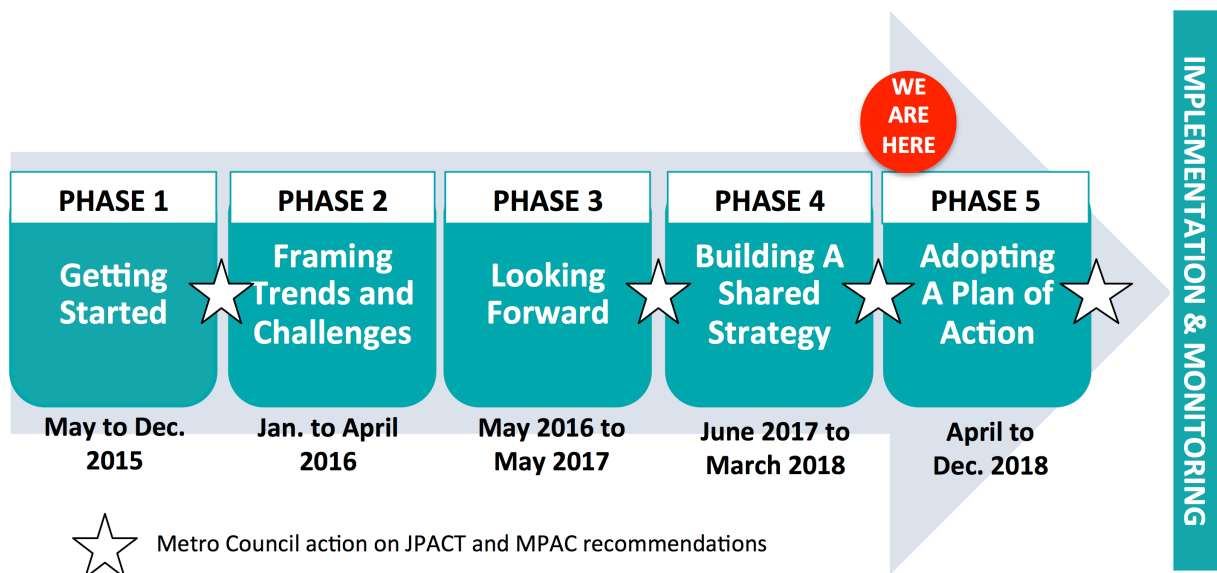
Provide an update on how draft goals, objectives, policies and implementation activities in the Regional Transportation Plan (RTP) reflect previous Council policy direction and MPAC feedback.

ACTION REQUESTED/OUTCOME

MPAC understands how past policy direction and feedback have been addressed and provides further feedback to staff, if desired, on finalizing the draft 2018 RTP policy and implementation chapters for public review.

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. MPAC and the Joint Policy Advisory Committee on Transportation (JPACT) will be asked to make a recommendation on Council adoption of the 2018 RTP and strategies for safety, freight, transit and emerging technology in October 2018.



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 **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.

WHAT HAS CHANGED SINCE MPAC LAST CONSIDERED THIS ITEM?

- **Jurisdictional project list updates completed on 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 is undergoing evaluation 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 present an overview of the updated project list at the meeting.
- **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. The public comment report is available to download from the project website [here](#).
- **Draft strategies for safety, freight, transit and emerging technology completed.** MPAC reviewed the draft safety, freight, transit and emerging technology strategies (and supporting policies) on April 11 and May 9 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. The meeting packet includes the same draft goals and objectives reviewed by TPAC and MTAC at a joint workshop in April. Staff will present an overview of the chapter at the meeting for MPAC feedback. Staff will finalize draft goals and objectives to address Council and policy and technical committee feedback in advance of the final public comment period.

- **Draft 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 MPAC on April 11;
 - **a new freight safety policy and minor updates to existing freight policies** as reflected in the draft Regional Freight Strategy reviewed by MPAC on April 11;
 - **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 MPAC on May 9;
 - **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 MPAC on May 9;
 - **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;

- **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;
- **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.

The meeting packet includes draft system policies that reflect feedback from TPAC and MTAC. Staff will continue updating the policies to address Council and policy and technical committee feedback in advance of the final public comment period. Staff will continue to work with the technical committees to update detailed descriptions of each existing policy area and finalize descriptions for the new policy sections identified above for public review. MTAC will be making recommendations to MPAC on the draft RTP (including the policies) and public comments in September.

- **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 multimodal mobility corridor refinement planning, 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 overview of the chapter at the meeting for MPAC feedback.
- **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 MPAC DISCUSSIONS

Working with work groups and technical committees, the draft materials respond to past MPAC feedback received during the series of Regional Leadership Forums and regular committee discussions. Feedback provided by MPAC will be reflected in the draft plan and strategies being prepared for public review.

MPAC dates and topics through December follow.

- 6/27 Discuss RTP performance results from updated project list
- 9/26 Discuss public comments and MTAC recommendation on draft 2018 RTP and draft strategies for freight, transit, safety and emerging technology
- 10/10 Recommendation to the Metro Council on adoption of draft 2018 RTP and draft strategies for freight, transit, safety and emerging technology

QUESTIONS FOR COUNCIL CONSIDERATION

Does MPAC have additional feedback that should be addressed as part of finalizing the 2018 RTP for public review regarding the:

- draft 2018 RTP goals, objectives or policies?
- draft implementation chapter?

What packet material do you plan to include?

- Draft Outline of 2018 Regional Transportation Plan (5/15/18)
- Draft 2018 RTP Goals and Objectives (3/29/18)
- Draft 2018 RTP Transportation System Policies (5/11/18)

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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.

- 1.1 Geographic Setting
- 1.2 Metro’s role in transportation planning
- 1.3 History of the Regional Transportation Plan
- 1.4 Relationship to Other Plans and Strategies
- 1.5 Process and Engagement Overview
- 1.6 Document Organization

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.

- 2.1 Introduction
- 2.2 Outcomes-Focused Performance Based Planning
- 2.3 Shared Vision
- 2.4 Goals and Objectives
- 2.5 Performance Targets
- 2.6 Conclusion

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 vision and policies for the modal networks of the regional transportation system – motor-vehicle, transit, freight, bike and pedestrian. 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.

- 3.1 Introduction
- 3.2 Regional Transportation System Definition
- 3.4 Regional Network Visions, Concepts and Policies
- 3.6 Conclusion

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Chapter 4: A 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.

- 4.1 Introduction
- 4.2 Who We Are
- 4.3 How We Get Around
- 4.4 How We Move Goods
- 4.5 How We Keep Our Environment Healthy
- 4.6 How the System Is Working
- 4.7 Challenges and Opportunities Ahead

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.

- 5.1 Introduction
- 5.2 Current Sources of Revenue
- 5.3 Our Current Budget for Investments
- 5.4 Conclusion: Moving Forward to Fund the Region's Priorities

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.

- 6.1 Introduction
- 6.2 What Are the Region's Investment Priorities
- 6.3 Conclusion

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.

- 7.1 Introduction
- 7.2 Performance-Based Planning and Responding to New Federal Performance Requirements
- 7.3 Transportation Equity Findings
- 7.4 System Performance Findings
- 7.5 Conclusion

Chapter 8: Moving Forward Together

This chapter describes ongoing and future efforts aimed at coordinating transportation planning, analysis and monitoring 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 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

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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.

8.1 Introduction

8.2 Updates and Amendments to the Regional Transportation Plan

This section summarizes federal and state requirements for preparing and updating the Regional Transportation Plan and the process for making revisions to the plan between scheduled updates.

8.2.1 Federal requirements

- MAP-21 and FAST Act
- Metropolitan performance-based planning
- National goals
- Federal planning factors

8.2.2 State requirements

- Consistency with Oregon Transportation Plan and state policy plans
- Statewide planning goals
- Oregon Transportation Planning Rule
- Metropolitan Greenhouse Gas Reduction Targets Rule

8.2.3 Update Process

- Scheduled plan updates
- Amendments between scheduled updates
 - Determination of consistency and fiscal constraint
 - Public engagement
- Role of regional functional plans (Regional Transportation Functional Plan and Urban Growth Management Functional Plan)

8.2.4 Ongoing Monitoring and Reporting

- Climate Smart Strategy Monitoring and Reporting
- MAP-21/FAST Act Reporting
- TPR and ORS required monitoring and reporting
- State Implementation Plan (SIP) monitoring

8.3 Planning and Programs

This section summarizes local, regional and state planning and programs that advance implementation of the plan.

8.3.1 Local Implementation

- Transportation System Plan updates
- Modal and topical plans
- Concept planning for urban reserves
- Subarea plans
- Land Use and Comprehensive Plan updates
- Safety Action Plans

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8.3.3 Regional Planning and Programs

- Summary of ongoing regional programs that provide a combination of grants, technical assistance and planning support that implement the RTP, including freight, active transportation, motor vehicle, transit, safety, transit-oriented development, travel options, Safe Routes to School, shared mobility, emerging technology, and Investment areas.

8.3.4 Region-wide Planning

Summary of region-wide planning work anticipated in the next 5 years:

1. Transit Service Planning
2. Regional Mobility Policy Update
3. Jurisdictional Transfer Strategy for State Arterials (Regional and District Highways)
4. Transportation System Management and Operations Strategy Update
5. Enhanced Transit Concept Pilot Program
6. Central City Transit Capacity Analysis
7. Regional Congestion Pricing Technical Analysis
8. Emergency Transportation Routes Project
9. Regional Freight Delay and Commodities Movement Study
10. Regional Freight Rail Study

Other longer-term region-wide planning work carried forward from 2014 RTP:

11. Regional Bridges Funding Strategy
12. Parking Management Policy Update
13. Green Corridor Implementation

8.3.5 Multimodal Corridor Refinement Planning

1. Mobility Corridor #2, Portland Central City to Tigard, which includes I-5 south and Southwest Corridor Plan area
2. Mobility Corridor #3, Tigard to Wilsonville, which includes I-5 south
3. Mobility Corridor #4, Portland Central City Loop, which includes I-405 loop
4. Mobility Corridors #7, 8 and 9, Clark County to I-5 via Gateway, Oregon City and Tualatin, which includes I-205 corridor
5. Mobility Corridor #14 and 15, Beaverton to Forest Grove, which includes Tualatin Valley Highway
6. Mobility Corridors #13, 14 and 16, Hillsboro to Portland, which includes US 26 and US 30 (new)
7. Mobility Corridors #23 and 24, Clackamas to Fairview/Wood Village/Troutdale, which includes OR 212 and Sunrise Corridor (new)

Note: These may be updated and others may be identified based on Regional Mobility Policy update identified in Section 8.3.4.

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8.4 Projects

This section summarizes major project development activities and the allocation of federal transportation funds to implement projects in the RTP at the regional and state level.

8.4.1 Major Project Development

1. I-5/Columbia River Crossing Project
2. Sunrise Corridor Project
3. Division Transit Project
4. Southwest Corridor Transit Project
5. MAX Red Line Improvements Project
6. I-5/Rose Quarter Project
7. OR 217
8. I-205 South Corridor Project
9. I-205/Abernethy Bridge Project

8.4.2 Metropolitan Transportation Improvement Program

- Role of Metropolitan Transportation Improvement Program and State Transportation Improvement Program in implementing the RTP
 - Allocation of federal funds by administering agencies (ODOT, SMART, TriMet)
 - Metro's Regional Flexible Funds Allocation Cycles
- Determination of consistency and fiscal constraint

8.5 Data and Tools

This section summarizes data and tools to address existing and emerging planning and policy priorities and innovative practices in transportation planning and analysis and ensure that the region has the resources to fulfill its transportation performance measurement and reporting responsibilities.

8.5.1 Data Collection and Coordination

1. Growth Data
2. Travel Activity Data
3. Transportation Safety Data
4. Multi-modal Network Data

8.5.2 Analysis Tool Maintenance and Enhancement

1. Growth Forecast Products
2. Growth Forecast Tools
3. Travel Model Tools

8.5.3 Analysis Tool Development

1. Regional Activity-based Travel Model
2. Regional Freight Model
3. Multi-Criterion Evaluation (MCE) Toolkit
4. Housing and Transportation Cost Expenditure Tool
5. Safety Analysis tools
6. Economic Value Atlas
7. Mobility Atlas
8. State of the Centers Context Tool
9. Project Evaluation Criteria

8.5.4 Monitoring and Reporting Tools

1. Monitoring Data and Information Systems

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2. Congestion Management Program Data Collection and Monitoring

8.6 Conclusion

This section summarizes key takeaways from the chapter.

Acronyms**Glossary****Acknowledgements****APPENDICES**

- Appendix A. 10-year Constrained 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. Coordinated Transportation Plan for Seniors and People with Disabilities (adopted in June 2016 by the TriMet Board)
- Appendix H. Climate Smart Strategy Monitoring Report
- Appendix I. Congestion Management Data Collection and Monitoring Process
- Appendix J. RTP Performance Targets
- Appendix K. Financial Strategy Documentation
- Appendix L. RTP Amendment Process - Request Form and Checklist
- Appendix M. Regional Analysis Tool Documentation
 - Travel Model Assumptions
 - Adopted Land Use Forecast and TAZ Assumptions

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)
- Portland Region 2016 Traffic Performance Report (prepared by ODOT Region 1 in June 2017)
- Division Transit Project Locally Preferred Alternative (adopted in June 2017)
- 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)
- Sunrise Project Locally Preferred Alternative (adopted in July 2009)
- I-5/Columbia River Bridge Replacement Locally Preferred Alternative (adopted in July 2008)

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

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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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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.

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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

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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

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

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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

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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

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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

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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.

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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

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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.
- **Objective 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**

**Attachment 2
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

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.

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This is a new policy section for the RTP. The policies are reflected in the draft Regional Transportation Safety Strategy.	
Transportation Equity Policies	3
This is a new policy section for the RTP and overlaps with other policy sections.	
Climate Smart Strategy Policies	4
This will be a new policy section for the RTP and overlaps with other policy sections.	
Arterial and Throughway Network Policies	5
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.	
Transit Network Policies	6
These policies are reflected in the 2014 RTP. Existing and updated policies are reflected in the draft Regional Transit Strategy.	
Freight Network Policies	7
These policies are reflected in the 2014 RTP. Existing and updated policies are reflected in the draft Regional Freight Strategy.	
Bicycling Network Policies	8
These policies are reflected in the 2014 RTP. Existing policies are reflected in the Regional Active Transportation Plan.	
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These policies are reflected in the 2014 RTP. Existing policies are reflected in the Regional Active Transportation Plan.	
Transportation System Management and Operations Policies	9
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.	
Emerging Technology Policies	10
This is a new policy section for the RTP. The policies are reflected in the draft Regional Emerging Technology Strategy.	

The draft policies that follow reflect feedback provided at a joint workshop of the Transportation Policy Alternatives Committee and Metro Technical Advisory Committee on April 4.

Transportation Safety Policies *(this policy section is new to the RTP)*

- 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, education and equitable enforcement on high injury and high risk corridors and intersections, with a focus on reducing speed and speeding.** *(new for consistency with and to support implementation of updated draft safety strategy)*
- 3. Prioritize investments that benefit people 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. Prioritize safety considerations for all modes of travel and for all people in the planning, identification of gaps and deficiencies, investment decisions, design, construction, operation and maintenance of the transportation system, with a focus on reducing vehicle speeds.** *(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 or exacerbating 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 and performance monitoring 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)*
- 8. Prioritize investments, education and equitable enforcement that increase individual and public security while traveling by reducing intentional crime, such as harassment, targeting, and terrorist acts, and prioritize efforts that benefit people of color, people with low incomes, people with disabilities, women and people walking, bicycling and taking transit.** *(new for consistency with and to support implementation of updated draft safety strategy)*
- 9. Make safety a key consideration when defining system adequacy (or deficiency) for the purposes of planning or traffic impact analysis.** *(new for consistency with and to support implementation of updated draft safety strategy)*

Transportation Equity Policies *(this policy section is new to the RTP)*

- 1. Embed equity into the planning and implementation of transportation projects, programs, policies and strategies to comprehensively consider the benefits and impacts of transportation and eliminate disparities and barriers experienced by historically marginalized communities, particularly communities of color and people with low income.** *(new; supports implementation of Title VI, Executive Order 12989 and Metro’s Strategic Plan to Advance Racial Equity, Diversity and Inclusion)*
- 2. Ensure investments in the transportation system anticipate and minimize the effects of displacement and other affordability impacts on historically marginalized communities, with a focus on communities of color and people with low income.** *(new; supports implementation of Title VI, Executive Order 12989 and Metro’s Strategic Plan to Advance Racial Equity, Diversity and Inclusion)*
- 3. Focus and prioritize transportation investments that eliminate disparities and barriers for historically marginalized communities related to safety, access, affordability, and community health, with a focus on communities of color and people with low income.** *(new; supports implementation of Title VI, Executive Order 12989 and Metro’s Strategic Plan to Advance Racial Equity, Diversity and Inclusion)*
- 4. Use inclusive decision-making processes that provide meaningful opportunities for communities of color and other historically marginalized communities to engage in the development and implementation of transportation plans, projects and programs.** *(new; supports implementation of Title VI, Executive Order 12989 and Metro’s Strategic Plan to Advance Racial Equity, Diversity and Inclusion)*
- 5. Use engagement and other methods to collect and assess data to understand the transportation-related disparities, needs, and priorities of communities of color and other historically marginalized communities.** *(new; supports implementation of Title VI, Executive Order 12989 and Metro’s Strategic Plan to Advance Racial Equity, Diversity and Inclusion)*
- 6. Evaluate transportation plans, policies, programs and investments to understand the extent to which transportation-related disparities and barriers experienced by communities of color and other historically marginalized communities are being eliminated.** *(new; supports implementation of Title VI, Executive Order 12989 and Metro’s Strategic Plan to Advance Racial Equity, Diversity and Inclusion)*
- 7. Support family-wage job opportunities and a diverse construction workforce through inclusive hiring practices and contracting opportunities for investments in the transportation system.** *(new; supports 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)*

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 technology affecting the region's transportation system supports 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 spaces through parking management and reducing the amount of 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 that support the Climate Protection goal and objectives.** *(existing in the adopted Climate Smart Strategy)*

Arterial and Throughway Network Policies

1. **Preserve and maintain the region's arterial and throughway network in a manner that improves safety, security and resiliency while minimizing life-cycle cost and impact on the environment.** *(new to address MAP-21 asset management and resiliency requirements)*
2. **Use the Regional Mobility Policy and safety data to identify arterial and throughway network deficiencies.** *(added; reflects existing RTP interim mobility policy)*
3. **Preserve capacity on the region's throughway network for longer regional, inter-regional and interstate travel.** *(added; reflects adopted RTP policy and Oregon Highway Plan 1A.)*
4. **Actively manage and optimize arterials according to their planned functions to improve reliability and safety, and maintain mobility and accessibility for all modes of travel.** *(added; reflects adopted RTP policy)*
5. **Strategically expand the region's throughway network up to six travel lanes plus auxiliary lanes between interchanges to maintain mobility and accessibility and improve reliability for regional, inter-regional and interstate travel.** *(added; reflects adopted RTP policy and Oregon Highway Plan 1A.)*
6. **In combination with increased transit service, consider use of value pricing to manage congestion and raise revenue when one or more lanes are being added to throughways.** *(reflects existing RTP policies and requirements identified for RTP corridor refinement plans)*
7. **Complete a well-connected network of arterial streets ideally spaced at approximately 1 mile apart and planned for up to four travel lanes to maintain transit and freight mobility and accessibility and prioritize safe pedestrian, bicycle and transit access for all ages and abilities using Complete Street design approaches.** *(added; reflects adopted RTP policy)*
8. **Complete a well-connected network of collector and local streets that provide local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities.** *(revised to add more definition of adopted RTP policy; previously policy 2)*
9. **Minimize environmental impacts of the arterial and throughway network using Green Street infrastructure design approaches.** *(added; reflects adopted RTP policy)*
10. **Address safety needs on the arterial network through coordinated implementation of cost-effective crash reduction engineering measures, education, and enforcement.** *(new; reflects increased focus on improving safety using a Safe System approach)*
11. **Prior to adding new motor vehicle capacity beyond the planned system of arterial and throughway through lanes, demonstrate that system and demand management strategies, including access management, transit and freight priority and value pricing, transit service and multimodal connectivity improvements cannot adequately address arterial or throughway deficiencies and bottlenecks.** *(revisions reflect existing RTP policy, Oregon Transportation Plan policies and federal congestion management process, and increased focus on addressing regional bottlenecks and growing congestion with system and demand management strategies, transit expansion and connectivity improvements to support the most efficient and reliable travel outcomes; previously policy 3)*

Transit Network Policies

- 1. Provide a seamless, integrated, affordable, safe and accessible transit network that serves people equitably, particularly communities of color and other historically marginalized communities, and people who depend on transit or lack travel options. *(new)***
- 2. Preserve and maintain the region’s transit infrastructure in a manner that improves safety, security and resiliency while minimizing life-cycle cost and impact on the environment. *(new to address MAP-21 asset management and resiliency requirements)***
- 3. Make transit more reliable and frequent by expanding regional and local frequent service transit and improving local service transit options. *(minor revisions to consolidate policies and highlight frequency; combines policy 3 and 4)***
- 4. Make transit more convenient by expanding high capacity transit; improving transit speed and reliability through the regional enhanced transit concept; and supporting expanded commuter rail and intercity transit service to neighboring communities. *(minor revisions to consolidate policies and highlight convenience; combines policy 3 and 4)***
- 5. Make transit more accessible by improving pedestrian and bicycle access to and bicycle parking at transit stops and stations and using new mobility services to improve connections to high-frequency transit when walking, bicycling, or local bus service is not an option. *(minor revisions to add language on role of new mobility services)***
- 6. Use emerging technology to provide better, more efficient transit service, focusing on meeting the needs of people for whom conventional transit is not an option. *(new to add language on role of emerging technologies)***
- 7. Ensure that transit is affordable, especially for people who depend on transit. *(new to add language on transit affordability)***

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 the region’s multimodal freight network to reduce delay, increase reliability and efficiency, 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. Inform 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. Protect critical freight corridors and access to industrial lands by integrating freight mobility and access needs into land use and transportation plans and street design.** *(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)*

Bicycling Network Policies

- 1. Make bicycling the most convenient, safe and enjoyable transportation choice for short trips of less than three miles. *(existing)***
- 2. Complete an interconnected regional network of bicycle routes and districts that is integrated with transit and nature and prioritizes seamless, safe, convenient and comfortable access to urban centers and community places, including schools and jobs, for all ages and abilities. *(existing; minor language refinements for consistency across all policies and to emphasize system completion)***
- 3. Complete a green ribbon of bicycle parkways as part of the region’s integrated mobility strategy. *(existing; minor language refinement to emphasize system completion)***
- 4. Improve bike access to transit and to community places for people of all ages and abilities. *(existing; minor language refinement)***
- 5. Ensure that the regional bicycle network equitably serves all people. *(existing)***

Pedestrian Network Policies

- 1. Make walking the most convenient, safe and enjoyable transportation choice for short trips of less than one mile. *(existing)***
- 2. Complete a well-connected network of pedestrian routes and safe street crossings that is integrated with transit and nature and prioritizes seamless, safe, convenient and comfortable access to urban centers and community places, including schools and jobs, for all ages and abilities. *(existing; minor language refinements for consistency across all policies)***
- 3. Create walkable downtowns, centers, main streets and station communities that prioritize safe, convenient and comfortable pedestrian access for all ages and abilities. *(existing)***
- 4. Improve pedestrian access to transit and community places for people all ages and abilities. *(existing)***
- 5. Ensure that the regional pedestrian network equitably serves all people. *(existing)***

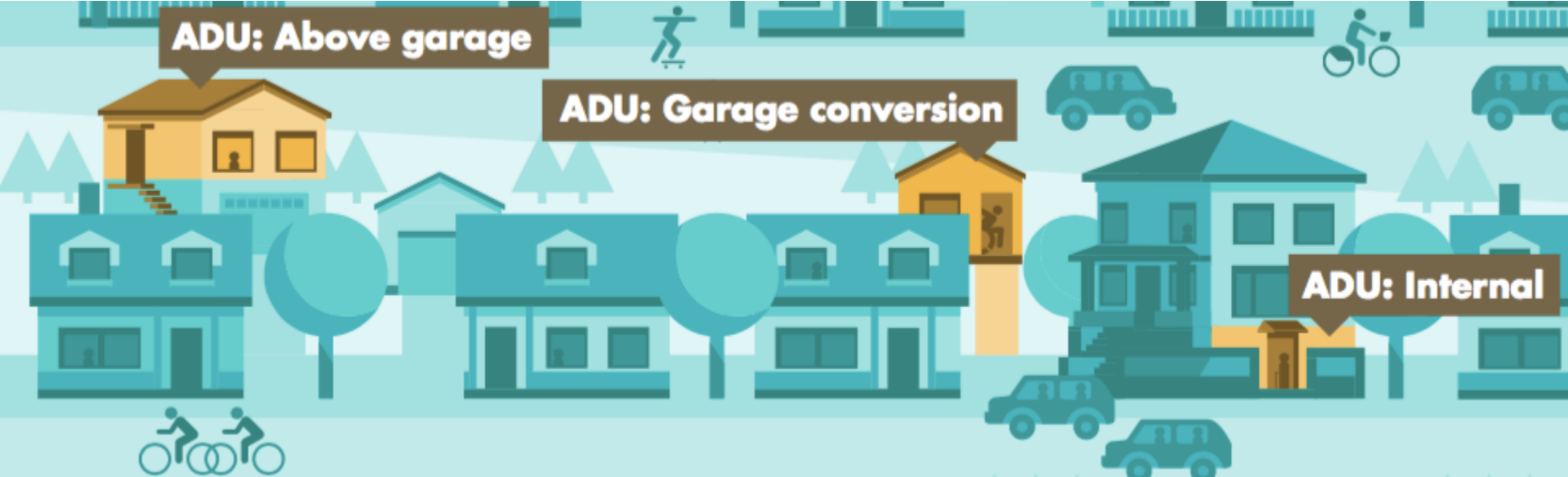
Transportation System Management and Operations Policies

- 1. Expand use of pricing strategies to manage travel demand on the transportation system.** *(added, reflects existing RTP policies and increased focus on addressing regional bottlenecks and growing congestion)*
- 2. Expand use of access management, advanced technologies and other tools to actively manage the transportation system.** *(existing, minor revisions)*
- 3. Provide comprehensive, integrated, universally accessible and real-time travel information to people and businesses.** *(existing, minor revisions)*
- 4. Improve incident detection and reduce clearance times on the region’s transit, arterial and throughway networks to reduce the impact of crashes on the transportation system.** *(existing, minor revisions)*
- 5. Expand commuter programs, individualized marketing efforts and other tools throughout the region to increase awareness and use of travel options.** *(existing, minor revisions to reflect updates to Regional Travel Options Strategy)*
- 6. Build public, non-profit and private sector capacity throughout the region to promote travel options.** *(existing, minor revisions to reflect updates to Regional Travel Options Strategy)*
- 7. Manage parking in mixed-use centers and corridors served by frequent transit service and good biking and walking connections to reduce the amount of land dedicated to parking, encourage parking turnover, increase shared trips, biking, walking and use of transit, reduce vehicle miles traveled and generate revenue.** *(added; reflects existing RTP policy objective and Climate Smart Strategy policy area)*

Emerging Technology Policies *(this policy section is new to the RTP)*

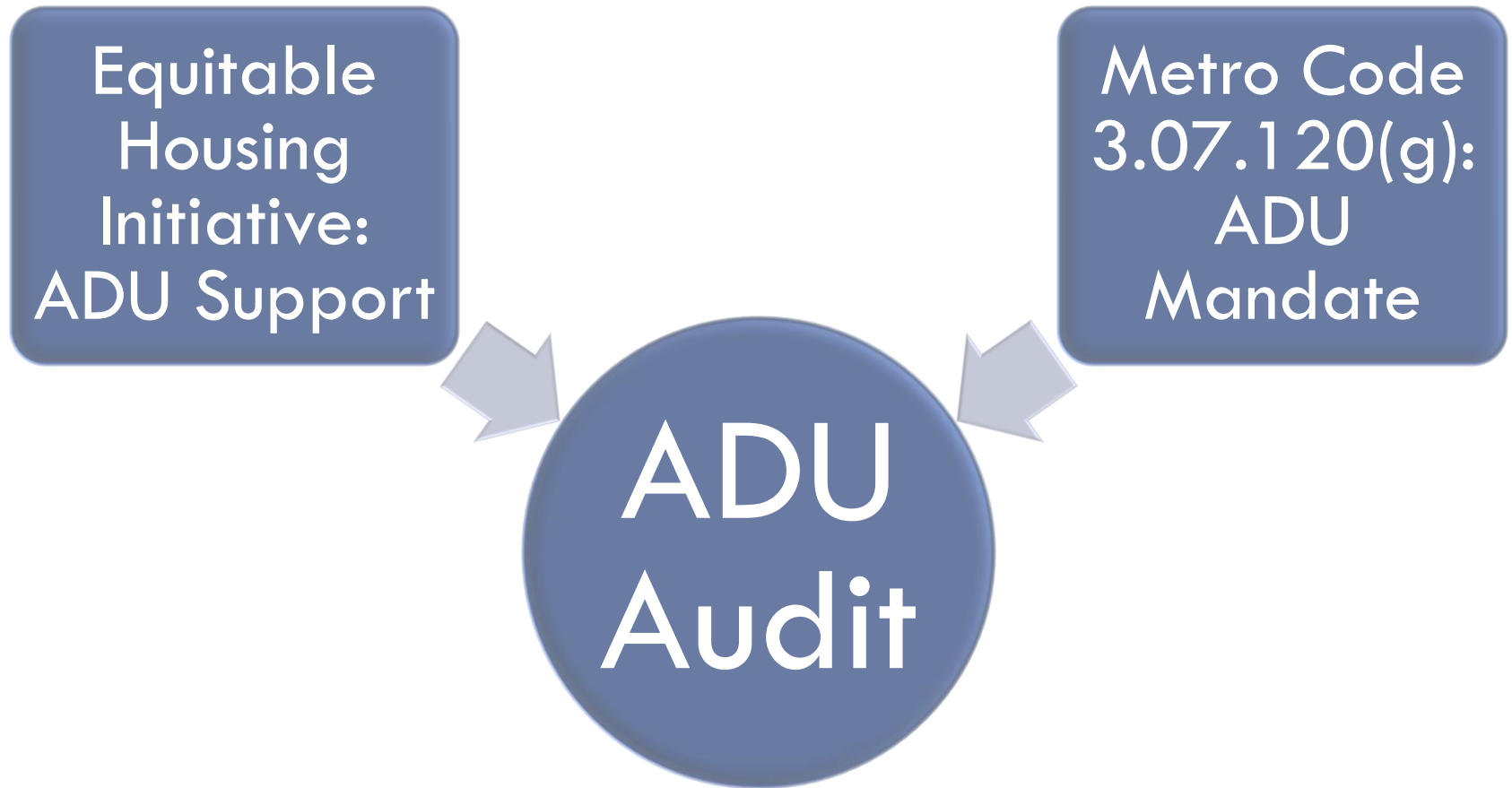
- 1. Make emerging technology accessible, available and affordable to all, and use technology to create more equitable communities.** *(new for consistency with and to support implementation of draft emerging technology strategy)*
- 2. Use emerging technology to improve transit service, provide shared travel options throughout the region and support transit, bicycling and walking.** *(new for consistency with and to support implementation of draft emerging technology strategy)*
- 3. Use the best available data to empower travelers to make the travel choices and to plan and manage the transportation system.** *(new for consistency with and to support implementation of draft emerging technology strategy)*
- 4. Advance the public interest by anticipating, learning from and adapting to new developments in technology.** *(new for consistency with and to support implementation of draft emerging technology strategy)*
- 5. Prioritize technology projects, policies and partnerships that align with Metro’s Emerging Technology Strategy Principles and the RTP Goals.** *(new for consistency with and to support implementation of draft emerging technology strategy)*

Materials following this page were distributed at the meeting.



EQUITABLE HOUSING: ADU CODE AUDIT

Metro ADU Code Audit Project



Audit Goals

- Are codes meeting Metro requirements, state SB 1051 requirements, and emerging best practices?
- Determine ADU production and interest levels
- Review related issues around SDCs, CC&Rs

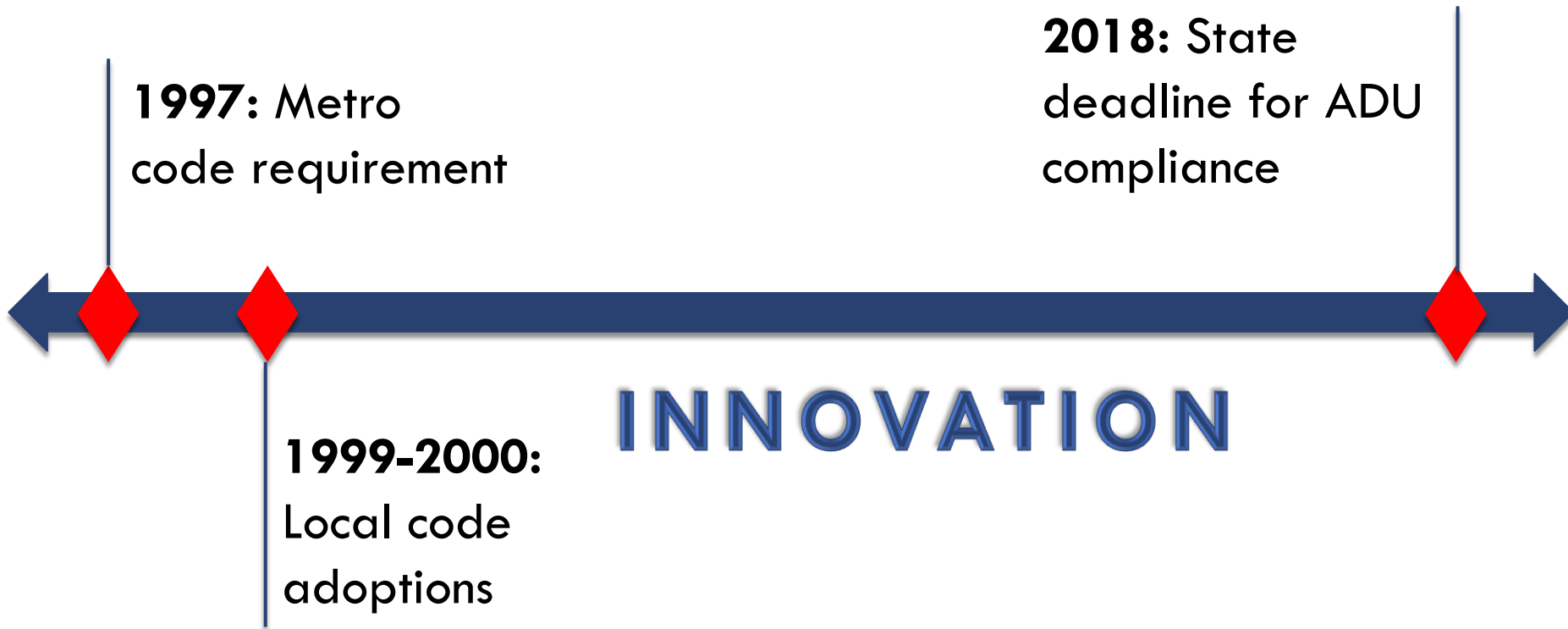


Project Methodology

1. Review published codes and materials for all 24 cities and 3 counties
2. Interview selected city/county planning staff and ADU developers
3. Gather ADU data from all jurisdictions
4. Promulgate ADU best regulatory practices

Bonus: Monitor and assist ADU regulatory updates

ADU Timeline



ADU Production Trends



**Portland:
2,686**

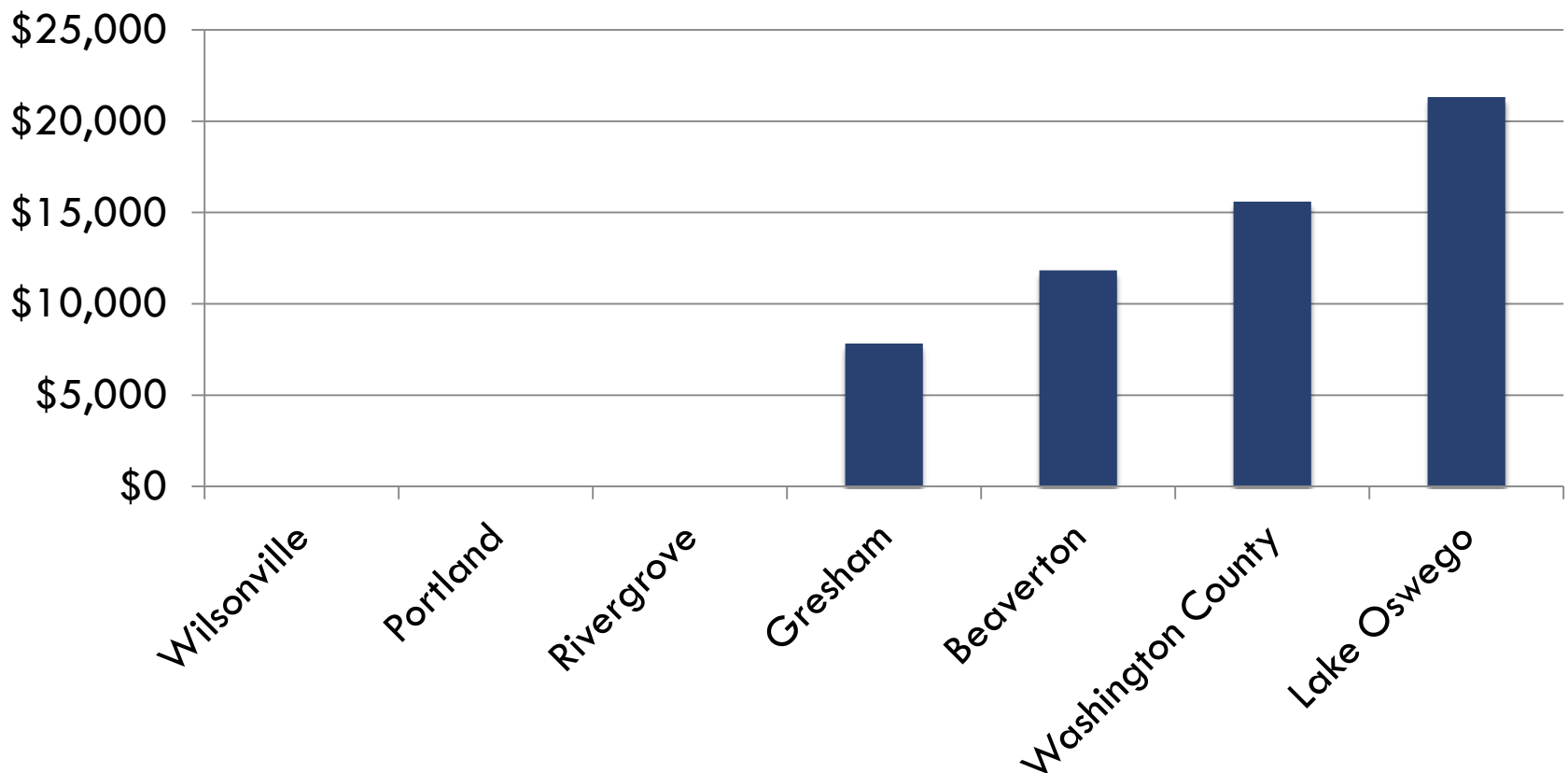
City	ADUs
Washington County	54
Hillsboro	47
Tigard	26
Oregon City	23
Beaverton	18
Hillsboro	10
Happy Valley	10
Milwaukie	9
Gresham	7
Fairview	7
Wilsonville	7
Lake Oswego	7
Wood Village	2
Troutdale	1
Durham, King City, Rivergrove	0

Audit Findings



SDCs

- Complex methodology involving multiple agencies
- Rarely calibrated for ADUs specifically



Audit Action Steps

- Technical assistance to jurisdictions to implement
- Finalize and distribute code audit report
- Review updated regulations as released



Selected Regulatory Standards for Accessory Dwelling Units (ADU) in Metro Cities & Counties, DRAFT March 12, 2018																			
Key:	Jurisdiction in good shape			Mostly in good shape with opps. to remove barrier			Greatest opportunity to remove barriers												
	POPULATION (2014 American Community Survey)	MEDIAN HOUSING PRICES (2014 American Community Survey)	DETACHED UNITS # and % of total units (2014 American Community Survey)	TYPE AND NUMBER OF ADUs	WHERE ALLOWED	DIMENSIONAL STANDARDS	UNIT SIZE	COMPARISON TO ACCESSORY STRUCTURES	OCCUPANCY LIMITS	NUMBER OF RESIDENTS IN ADU	PARKING (for ADU and main dwelling)	DESIGN	OTHER STANDARDS	APPLICATION REQUIREMENTS	INFRASTRUCTURE REQUIREMENTS	INFORMATION/ INCENTIVES	MOST RECENT CODE UPDATES	CODE REFERENCE	Notes/Questions
Description	Cities less than 2,500 exempt from SB 1061, but not Metro Regs	Higher prices expected to create greater pressure for ADU development	Potential for ADU creation, indicates relative range of options	Requirement: Allow minimum of one ADU per detached dwelling rather than per lot to comply with SB 1061. Best practices: Allow attached and detached ADUs, allow more than one ADU per residence.	Requirement: All detached SF homes in zones where detached SF homes are permitted, outside of resource lands. Concerns: Limitations on which homes, lots qualify.	Concerns: Overly restrictive setbacks, height, or other dimensions that tie ADU to main dwelling.	Concerns: Restrictive maximum size (below 800 SF), restrictive minimum size (above 300 SF), size tied to main dwelling, size tied to main dwelling.	Best practices: Similar dimensional, design standards for nonresidential accessory structures for fairness, limiting temptation to skirt ADU regulations. Concerns: More permissive dimensional, design standards than ADUs.	Concerns: Owner occupancy requirements, covenants required on occupancy requirements, and short-term rental limitations.	Concerns: Occupancy caps shared between ADU and main dwelling, ADU occupancy limit.	Concerns: require on-street parking for ADU, more than one required off-street space for main unit, parking replacement if displaced by ADU. Best practices: No off-street parking for ADU, no requirement to replace any displaced parking, allow tandem.	Concerns: Requiring compatibility with main dwelling, requiring specific architectural styles or restrictive materials palette.	Best practices: Review ADUs at building permit stage. Concerns: Additional use or other land use review.	Concerns: High SDCs relative to other residential types, requirement for separate utility connections, triggers for frontage improvements.	Best practices: Financial incentives such as SDC waivers, permit fee waivers, expedited permit review, educational materials, City technical assistance.				
Evaluation & potential changes	94,865	\$303,500 median home value; \$1,094 median rent	16,990 units, 42.2%	One ADU permitted per property with a detached single-family dwelling; conversion, new attached, and converted/new detached allowed.	Detached single-family dwellings and ADUs permitted in all R zones, C zones (except neighborhood commercial). Several MX zones permit detached dwellings but not ADUs. Only lots with one detached dwelling are permitted to add an ADU.	Accessory dwellings must be consistent with the applicable setback, height and lot coverage standards of the district.	ADU limited to no more than 50% of the gross floor area of the main dwelling or 800 square feet, whichever is less.	Residential lots 10,000 SF or less are limited to combined 500-SF footprint for accessory structures, max one story or 15-foot height, separated from main dwelling by minimum 6 feet, 3-10-foot setback from property line. Applies to detached garages, guesthouses without kitchen, storage and similar. No design compatibility standards.	No owner occupancy requirement, no short-term rental restrictions.	No stated limit or tie to main unit; definition of dwelling unit ties to family which is limited to 3 people for all dwelling units including ADUs.	Total of two spaces minimum: one per ADU and one for the main dwelling. Minimum dimensions 8.5 x 18.5 ft, appear to be allowed in driveways and yards and can back onto the street.	ADU design must be similar to main dwelling in terms of materials, roof pitch, trim, windows, and eaves in terms of type, placement and finish. The entrance to the accessory dwelling unit shall not face the front property line.	Type 1 land use application, in addition to building permit review, exempt from design review in R and C zones.	Partial SDCs may be charged: Minimum \$5,423 transportation development tax and \$5,400 Park SDC. Dual (the SF rate), \$5,500 sewer but only if over 1,000SF and ADUs are limited to 800SF; water only for a new meter, school only for new SF.	Info sheet (mostly building codes), application form.	Original ORD 4048 July 1998, amended ORD 4224 Aug 2002, ORD 2465 Oct 2003	Regulations in Chapter 20, 40.05 and 60.50.03. http://www.beavertonoregon.gov/463/Development-Code		
Evaluation & potential changes	12,241	\$193,300 median home value; \$867 median rent	2,222 units, 63.9%	Attached and detached ADUs permitted in both single-family zones (R-7, R-10). ADUs also permitted in multifamily (A-2) zone in conjunction with single-family detached or attached dwellings, though SF detached is not permitted use in the district.	Detached single-family dwellings and ADUs permitted in both single-family zones (R-7, R-10). ADUs also permitted in multifamily (A-2) zone in conjunction with single-family detached or attached dwellings, though SF detached is not permitted use in the district.	Detached ADUs subject to similar yard requirements as other accessory structures, 20 feet from front property line, 3 feet from rear and sides. Detached ADUs may be limited to max footprint of 450 SF and max height of 12 feet, based on accessory structure standards in CCC 18.150.010. If so, occupancy would be further limited to one person because total SF couldn't exceed 450 SF. Conditional use permit required to exceed these minimums.	Max size not to exceed 800 SF or 30% of principal dwelling size, minimum size of 250 SF for one occupant or 500 SF for two occupants. Max lot coverage of 50% for all structures on lot.	Same standards. Possibly more permissive for ADUs, which may be 800 SF and accessory structures limited to 450 SF unless conditional use permit approved.	Owner occupancy of the principal dwelling or ADU required, no covenant requirements.	Limited to two occupants.	One parking space for the main dwelling and one additional off-street parking space for the ADU are required, unless on-street parking is available within 100 feet of the dwelling and planning commission waives the ADU parking requirement.	ADU architectural design and building materials must be "consistent" with the principal dwelling, only one front door facing the street.	Type 1 design review required, same as single-family homes. However, larger structures or ADUs without parking may trigger conditional use review.	Remodels or garage additions—trigger paving improvements for the driveway apron and driveway. No stated exemption from SDCs for ADUs. Parks residential SDCs based on average occupancy of 3.34 residents while ADUs limited to 2 occupants, so at a minimum SDCs should be charged at reduced rates.	None known.	Original Ord 810 2000, no amendments	Regulations in 18.20.090. Identical in 18.25.090, accessory structures in 18.150.010. http://www.codepublishing.com/cor/Cornelius/	Confirm whether accessory structure standards of CCC 18.150.010 apply to accessory structure, such as detached garages, used for an ADU under CCC 18.20.090. Confirm whether full SDCs are charged for ADU, whether separate utility connections are required.	
Evaluation & potential changes	1,417	\$455,500 median home value; \$996 median rent	320 units, 54.4%	May be within primary residence, attached to primary residence, or permitted use. ADUs permitted per lot or per residence, or how many permitted.	ADUs permitted in single-family zone where detached SF dwellings are a permitted use. ADUs are also permitted in MF zone, though new SF detached dwellings are not permitted in the zone.	Height and setbacks same as for primary dwelling.	Max size limited to 600 SF or 33% of the primary dwelling (excluding garage), whichever is less.	Accessory structures may be placed in rear yard setbacks if they meet building code separation requirements, no other special standards for accessory structures such as design.	Primary dwelling must be owner occupied, and City may require deed restriction.	Maximum of 2 occupants in ADU.	One space required for main dwelling, no requirement specific to ADU. Garages converted to ADUs must be replaced by a new garage, presumably to provide parking, but garages are not generally required for SF detached homes.	A new entrance for the ADU may not be added to the primary dwelling's main facade. Site design regulations of the base zone apply to the ADU. Attached ADUs created through expansion must have the same or similar exterior materials, siding, roof pitch, trim, windows, and eaves.	Type 1 review.	Park SDC applies per home, no info on ADU applicability.	One-page handout summarizing ADU requirements: http://www.durham-oregon.us/LinkClick.aspx?link=DEVELOPMENT+STANDARDS.pdf&tabid=1160&mid=1184&language=en-US	No date	Section 7.1. http://www.durham-oregon.us/Planning/DevelopmentStandards/1160Language/en-US/Default.aspx	Impact feasibility of developing detached ADU, or at least increase costs. Minimum driveway requirements, including width up to 20 feet, may also limit available area for ADU construction. Not clear about SDCs, parking requirements.	
Evaluation & potential changes	9,215	\$211,400 median home value; \$1,033 median rent	1,709 units, 44.3%	Maximum of one ADU per lot permitted. ADUs may be attached, detached cottage, or attached to garage. In VSF zone, only ADUs above detached garages are permitted.	Allowed in Residential and several residential overlay zones including VSF and VTH, in all zones where SF detached housing is a permitted use.	Maximum height for detached ADUs is 20 feet, compared to 35 feet 5 inches for main dwelling. Total lot coverage for ADU and primary dwelling not to exceed 70%, same as for primary dwelling.	Maximum size for ADU is 800 SF.	Some small accessory structures under 200 SF may be located in rear and side setbacks otherwise same setbacks apply to accessory structures as to ADUs and the primary dwelling. Maximum size is 1,000 SF, which may be combined with a 2nd floor ADU above the garage for 1,800 SF structure. Max height can reach 25 feet. Similar design and materials required for larger accessory structures over 450 SF.	Primary residence of ADU must be owner occupied, or may be occupied by a family member of the owner.	No stated regulation, though regulations presume a low occupancy level as justification for exempting units from density calculations. Definition of dwelling unit allows occupancy by a family or up to 10 persons.	Main dwelling must have one parking space. ADU must provide one parking space if there are fewer than 4 spaces available on-site. Total of 2-4 spaces required.	None	Minimum 4-ft hedge or fence may be required as a buffer for a detached ADU for privacy of yard areas. ADUs only required for SF detached homes when required as a condition of approval.	unknown	None found.	Ordinance 6-2001 October 2001, not clear about amendment dates	Section 19.30.110. http://www.codepublishing.com/OS/Fairview/Fairview19.html	How do building size regulations in 18.150.010 apply to accessory ADUs? First 500 SF of ADU is exempt, but what is the max per lot for the main dwelling and ADU? Actual max size seems to be missing from code. Allowance for 800-SF ADUs above a garage on lots less than one acre seems unnecessary since max is already 800 SF. What is it meant to add?	
Evaluation & potential changes	23,214	\$232,400 median home value; \$842 median rent	4,922 units, 59.7%	One ADU permitted with a primary SF dwelling on same lot. ADU can be conversion of existing space within dwelling, detached addition, or detached accessory structure.	Allowed in all R zones where SF detached units are permitted.	None specific to ADUs, accessory structure standards would apply to detached ADUs including related yard setbacks. No height standards.	Any addition for an attached ADU limited to 10% of primary dwelling SF. Detached ADU in accessory structure limited to 720 SF or 30% of the primary dwelling, whichever is less.	Dimensional standards identical, except that accessory structures may be up to 720 SF and ADUs are capped at 720 SF or 30% of primary dwelling SF. Additional design standards for ADU that do not apply to accessory structures.	Owner-occupancy of one of the units required.	No stated limit	One space required for primary dwelling and one space for ADU, for total of two on-site parking spaces.	ADU must have "similar" exterior siding and roofing, based on color, material and appearance compared to the primary dwelling.	Type 1 review required.	SDCs required for ADUs, approximately 60 to 80% of fees for single-family detached dwelling.	One-page handout of fees for ADU construction: http://www.forestgrove-oregon.us/sites/default/files/attachments/plan/pa/e774/Accessory_Dwelling_Unit_Fees.pdf	No date, amendments pending	Article 7. http://www.forestgrove-oregon.gov/planning/pages/development-code/	City adopted Affordable Housing Strategy report in summer 2017, and updating regulations and reducing fees or ADUs was the top priority implementation item; changes anticipated within a year.	
Evaluation & potential changes	11,850	\$222,300 median home value; \$1,053 median rent	3,367 units, 46.9%	One ADU permitted per lot with a detached single-family dwelling, not permitted on a lot occupied by two or more dwelling units. Definition of ADU states that ADUs may be detached, attached (to main or accessory structure) or internal.	Allowed in all R zones where SF detached housing is permitted.	ADU must comply with same yard and height standards as primary dwelling.	ADU limited to 400 SF floor area, one bedroom.	Accessory structures have no size restriction, more restrictive height (one-story), and relaxed setbacks for smaller structures compared to ADUs. No design standards for accessory structures.	Owner-occupancy of one of the units required, and a deed restriction must be recorded.	No restrictions; ADU defined as dwelling unit that could be occupied by a family.	One off-street parking space required for ADU and one space required for primary dwelling, for total of two.	Design must be "the same or visually similar" to the primary dwelling with respect to exterior finish materials including type, size, placement and color or siding, trim and roofing, the roof pitch, windows, and eaves. Only one street-facing entrance is permitted on the primary dwelling; no new street-facing entrance can be created for the ADU.	Unknown	Unknown	Unknown	Ordinance 1289, 2000, no subsequent amendments.	http://zipcode.us/codes/sdastone/		
Evaluation & potential changes	110,042	\$234,000 median home value; \$958 median rent	21,695 units, 52.8%	One ADU permitted per single-family detached dwelling, internal and attached ADUs permitted with primary dwelling, or over garage in detached structure. No separate detached ADUs permitted unless over garage. ADUs must share common walk, floor or ceiling with garage or primary dwelling.	Allowed in all R zones where SF detached is a permitted use. Not allowed in two R zones (MDK-12 and ODF) where SF detached is a limited use only permitted on lots of record.	ADUs subject same dimensional standards as primary dwelling.	ADU maximum size is 900 SF.	No design or review requirements for accessory structures. Setbacks and height are similar to primary dwelling and ADUs, but greater size allowed for accessory structures. Multiple accessory structures are allowed up to a total of 1,000 SF on most lots.	None.	One family.	One space required for ADU and 2-3 spaces for primary residence. ADUs for a total of 3-4 spaces, or as many spaces deemed necessary by the reviewer to accommodate the actual number of vehicles used by the ADU and primary dwelling, whichever is greater. Tandem parking is allowed, up to two spaces allowed in driveway or yard setbacks.	ADU to "match" primary dwelling in terms of finish materials, roof pitch, trim and window proportion and orientation. No new door facing a front property line is permitted.	ADUs over a garage that is under construction cannot be occupied sooner than the primary dwelling. Ancillary dwellings—essentially ADUs with significantly fewer restrictions—are permitted in certain downtown and civic zones; they don't overlap with ADUs since they are in different zones, but very similar.	SDCs required for ADUs, multifamily attached rates may apply but methodology not clear. Street improvements not triggered by ADU construction.	Website with info sheet, application and standards. Combined info sheet and application form with process overview and timeline for planning permit, submittal requirements. Online SDC calculator promising, but not clear which categories apply to new ADU.	Amended Ord 1558 Nov 2002, Ord 1919 Feb 2006, Ord 1660 Oct 2008, Ord 1670 May 2009	Section 10.0100, http://gresham.oregon.gov/Development/Code/		
Evaluation & potential changes	17,474	\$425,300 median home value; \$1,282 median rent	4,650 units, 81.8%	ADUs permitted per dwelling rather than per lot, meets SB 303. Remove requirement for detached ADUs only over a garage. Limit detached accessory structures to one ADU or garage if concerns about number of structures. Some ambiguity about standard allowing	Allowed in all R zones where SF detached is outright permitted. Review with legal to determine whether ADUs must be permitted in R zones where SF detached is a limited use, consider permitting ADUs even if not legally required.	No concerns.	No concerns, size is reasonable and not linked to size of primary dwelling.	Make review and design requirements similar compared to ADUs, particularly the ability to have multiple accessory structures to permit a detached garage and ADU. No concerns about dimensional standards.	No owner occupancy requirement	No concerns.	Remove requirement for ADU parking, particularly the standard permitting reviewer to require a greater number of spaces as needed which creates unnecessary uncertainty. Driveway and tandem parking option helps but not enough.	Relatively common standards for design, but consider removing or simplifying. Standard to "match" primary dwelling's height bar.	Garage limitation seems reasonable though not particularly helpful. Ancillary dwelling regs seem like a good model for ADU regulations.	Make Type 1 or combine with building permit review; review of objective standards should not need common period or discretion by planner.	Clarify applicable SDC rates, offer discount or waiver	Provide information about fees, more detailed info about new steps after planning approval (building permit, etc.)	Original Ord 389 in 2009, amended Ord 398 in 2010, Ord 411 in 2011, Ord 422 in 2012, Ord 427 in 2012	Section 16.44.050, http://zipcode.us/codes/happyvalley/	
Evaluation & potential changes				Permit one ADU per detached dwelling, not per parcel.	Allowed in all R zones where SF detached is outright permitted. Review with legal to determine whether ADUs must be permitted in R zones where SF detached is a limited use, consider permitting ADUs even if not legally required to help transition neighborhood to higher density.	No concerns. 26 ft height limit should accommodate most units, though consider lifting it.	Standards are relatively generous, but consider allowing a straight SF max rather than percentage for all types.	Dimensional standards are the same, no concerns. Make design standards similar.	Remove owner-occupancy requirement.	No concerns.	Remove requirement for ADU parking, particularly requirement for up to four total spaces which exceeds minimums. Tandem parking option helps but not enough.	Relatively easy to meet, though consider simplifying or removing.	Garage limitation seems reasonable though not particularly helpful. Ancillary dwelling regs seem like a good model for ADU regulations.	Clarify review standards and submitter requirements specific to ADUs.	Offer discount or waiver, provide total breakdown of all SDC costs for ADUs (and other types of housing development)	Provide information about process, application, standards and fees.			

Key:		Jurisdiction in good shape	Mostly in good shape with opps. to remove barriers	Greatest opportunity to remove barriers															
	POPULATION (2016 American Community Survey)	MEDIAN HOUSING PRICES (2016 American Community Survey)	DETACHED UNITS # and % of total units (2016 American Community Survey)	TYPE AND NUMBER OF ADUs	WHERE ALLOWED	DIMENSIONAL STANDARDS	UNIT SIZE	COMPARISON TO ACCESSORY STRUCTURES	OCCUPANCY LIMITS	NUMBER OF RESIDENTS IN ADU	PARKING (For ADU and main dwelling)	DESIGN	OTHER STANDARDS	APPLICATION REQUIREMENTS	INFRASTRUCTURE REQUIREMENTS	INFORMATION/ INCENTIVES	MOST RECENT CODE UPDATES	CODE REFERENCE	Notes/Questions
Description	Cities less than 2,500 exempt from SB 1051, but not Metro reqs	Higher prices expected to create greater pressure for ADU development	Potential for ADU creation, indicates relative range of options	Requirement: Allow minimum of one ADU per detached dwelling rather than per lot to comply with SB 1051. Best practices: Allow attached and detached ADUs, allow more than one ADU per residence.	Requirement: All detached SF homes in zones where detached SF homes are permitted, outside of resource lands. Concerns: Limitations on which homes, lots qualify.	Concerns: Overly restrictive setbacks, height, or other dimensions that tie ADU to main dwelling.	Concerns: Restrictive maximum size (below 800 SF), restrictive minimum size (above 300 SF), size tied to main dwelling, size tied to number of ADU occupants	Best practices: Similar dimensional, design standards for nonresidential accessory structures for fairness, limiting temptation to skirt ADU regulations. Concerns: More permissive dimensional, design standards than ADUs.	Concerns: Owner occupancy requirements, covenants required on occupancy requirements, and short-term rental limitations.	Concerns: Occupancy caps shared between ADU and main dwelling, ADU occupancy limit.	Concerns: required on-street parking for ADU, more than one required off-street space for main unit, parking replacement if displaced by ADU. Best practices: No off-street parking for ADU, no requirement to replace any displaced parking, allow tandem	Concerns: Requiring compatibility with main dwelling, requiring specific architectural styles or restrictive materials palette.		Best practices: Review ADUs at building permit stage. Concerns: Conditional use or other land use review.	Concerns: High SDCs relative to other residential types, requirement for separate utility connections, triggers for frontage improvements.	Best practices: Financial incentives such as SDC waivers, permit fee waivers, expedited permit review, educational materials, city technical assistance.			
Evaluation & potential changes			ADUs permitted per dwelling rather than per lot. Consider permitting two ADUs per dwelling.	Allowed in most zones where SF detached is permitted, within urban areas. Clarify discrepancy about North Bethany districts to ensure ADUs are permitted, and permit in all three transit-oriented districts.	No significant concerns. Clarify height limits. Clarify code language for front setback, currently ambiguous and doesn't match handout; requirement for rear yard matching abutting district seems overly complicated but not particularly harmful.	No significant concerns. Clarify which standard applies to attached ADUs; code and figures slightly ambiguous but appears that the 800 SF standard applies. Bonus area for ADA-compliant development an interesting incentive.	More restrictive dimensional standards make it less appealing than ADUs, but easier design and review standards.	Remove owner occupancy requirement. Exception for nonprofits is nice, but simplify for all.	No concerns.	Remove requirement for ADU parking. Consider how required on-street parking may also support the ADU rather than additional off-street parking.	Relatively specific, but consider removing or simplifying.	Interesting that ADUs are allowed in cluster development. Back yard requirement is the same as applies to primary dwelling, no concerns, though standard could be relaxed if it is restricting development.	Detailed review requirements for ADUs, consider simplifying along with code, consider combining with building permit issuance or at least as simple as SF detached review. (Note, could not find application forms for Type I development review of SF dwelling.) Change Type II review options in select districts to Type	Review methodology, different rates for attached and detached ADUs, and why some fees are waived and others full rates. Provide info about water and sewer charges too.	Provide more information about process, links to other departmental requirements, and fees.				

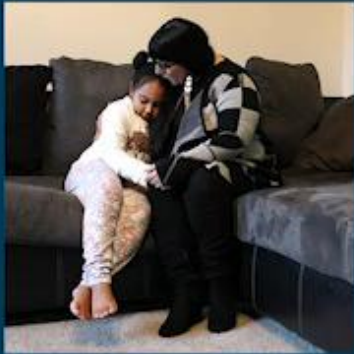
Regional housing measure

MPAC

May 23, 2018

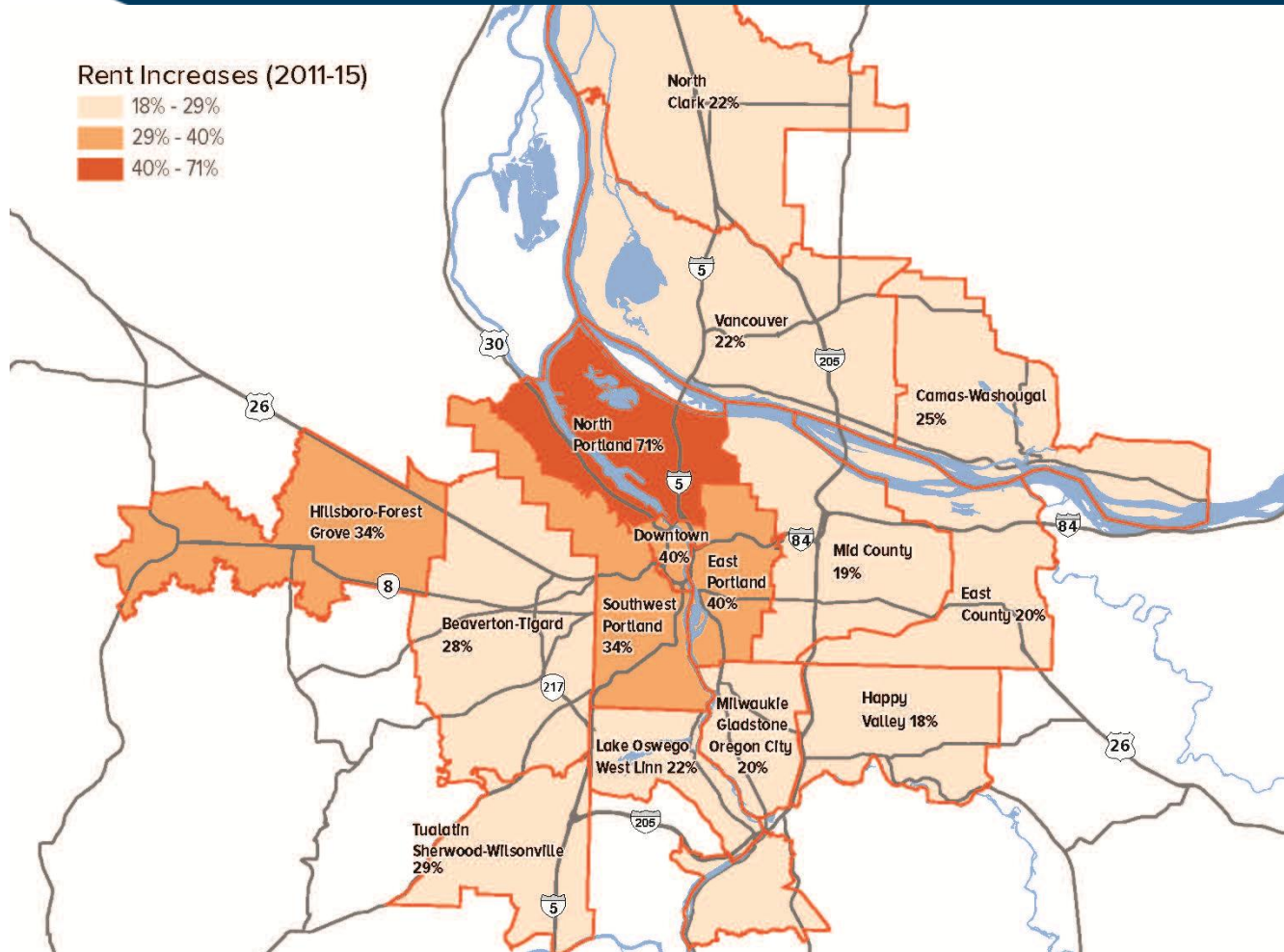


Metro



[music]

Regional context



Source: Axiometrics, Multifamily NW, Johnson Economics

What's new

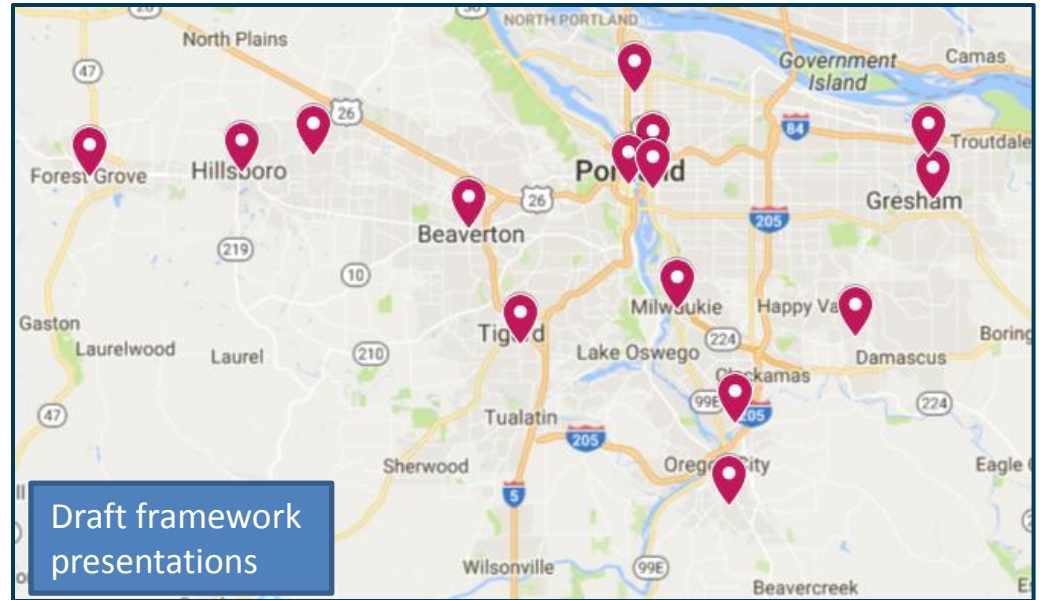
Draft framework presentations

Regional Snapshot

Opt In survey

Refined framework:
Advisory Tables

Community partner
engagement



What is the framework



Core values

- Lead with racial equity
- Prioritize people not served by the market
- Access to opportunities
- Prevent displacement
- Mixed-income communities, variety of housing types
- Make good use of public dollars ⁶



Overall impact

- Total homes / total people
 - With amendment: 12,000 people, 3,900 homes
 - Without amendment: 7,500 people, 2,400 homes
- Recommended scope: \$652.8 million general obligation bond
- Average annual cost to Portland-area homeowner: Approx. \$60



Eligible activities

Acquisition of land for affordable homes

Acquisition and rehabilitation of low-cost market rate housing for conversion to permanently regulated affordable homes

Construction of new affordable homes

Public ownership of affordable homes (subject to change if constitutional amendment is approved by voters)



Regional outcomes

- 1,600 homes at 30% MFI or lower w/ amendment, 1,200 homes without
- At least half of homes sized for families (2+BR)
- All homes affordable for families and individuals with less than 80% MFI
- 10% of homes at 60-80% MFI



Distribution

Funds anticipated for homes to be distributed throughout the region based on assessed value:

- Clackamas County: 21%
- Multnomah County: 45%
- Washington County: 34%



Distribution

90% of funds anticipated to be spent by local partners

10% of funds for regional land acquisition program



Oversight and administration

Intergovernmental agreements;
Local implementation strategies

Community oversight committee,
reporting and auditing

Cap for program administration,
including oversight, compliance,
transaction costs at regional and
local levels



Implementation: Next steps

June-Nov

Pre-develop IGAs & local strategies
Local community engagement plans
Regional admin/ oversight planning
Best practice discussions

Nov-Feb

Community engagement for local strategies
Oversight Committee appointed
Draft local strategies complete

Feb-April

Metro, Oversight Comm. review local strategies
Metro Council approves local strategies, IGAs
Implementation begins

Ongoing dialogue and coordination with key partners

Next steps

Metro Council
work session:
Tuesday, May 29
2 p.m.

**Metro Council
public hearing &
vote:
Thursday, June 7
2 p.m.**



Discussion

What are you optimistic about?

What advice do you have?

*More info & updates:
oregonmetro.gov/housing*



oregonmetro.gov



Affordable homes for greater Portland: Refined framework

DRAFT, 5/21/2018

KEY VALUES

Our regional investment can create thousands of affordable homes for people who need them. We must build from a foundation of strong values. Metro started the conversation with our stakeholder advisory table by focusing on values. We also looked to existing Metro policies, heard input from jurisdictional partners, and applied lessons learned from past regional and local investment measures.

Through these efforts, we found remarkable consensus around the values that should be reflected in a regional housing investment, from creating an investment framework to building homes and helping people access them. These values are described below.

Lead with racial equity.

Leading with racial equity benefits all of us, regardless of our family background or the unique challenges we have faced. Through this investment, we can take a major step to improve racial equity across the Portland region – which strengthens and enriches our entire community.

Across the region, communities of color struggle disproportionately with unaffordable housing costs, displacement and homelessness. The history of housing in America, and greater Portland, is marked by systemic, ongoing racism and discrimination. We are grappling with the legacy of decades of policy designed to prevent people of color from finding affordable, quality homes in livable neighborhoods. Over time, these policies have concentrated poor people of color, reduced public investment in neighborhoods where they live, and in many cases then displaced them.

Metro's racial equity strategy explicitly includes stable and affordable housing in its definition of racial equity: "Our region is stronger when all individuals and communities benefit from quality jobs, living wages, a strong economy, stable and affordable housing, safe and reliable transportation, clean air and water, a healthy environment and sustainable resources that enhance our quality of life."

To advance racial equity, our regional housing investments will:

- Focus on deep affordability for those most vulnerable and least likely to be served by the market
- Emphasize family sized and multi-generational homes
- Invest to serve those experiencing or at risk of homelessness
- Create homes in places where communities of color live today to prevent further displacement
- Create homes in neighborhoods historically not accessible to communities of color, reflecting Metro's obligation to affirmatively further fair housing under federal policies
- Ensure diverse representation of impacted community members in all oversight and ongoing implementation activities of the bond.

Create opportunity for those in need.

The private housing market is best equipped to serve families who earn average or above-average incomes. But the market is unable to create affordable homes for many with low or very low incomes.

Our regional investment will seek foremost to serve people currently left behind in the region's housing market, especially:

- Communities of color
- Families with children and multiple generations
- People living with disabilities
- Seniors
- Households experiencing or at risk of homelessness
- Households at risk of displacement

Create opportunity throughout the region.

A home is more than rooms and a front door. It is part of a community – and the communities where we live determine much of our ability to access quality education, good-paying jobs and personal wellbeing. Metro's investments will create more opportunities to live in vibrant communities. Through our investments, we aim to:

- Increase access to transportation, employment, education, nutrition, parks and natural areas
- Create affordable housing opportunities across the region
- Invest in mixed-income communities and a variety of housing types
- Prevent displacement in changing neighborhoods

Ensure long-term benefits and good use of public dollars.

The impacts of our investments go beyond the life of this bond – and beyond any of our lifetimes. A number of values will be further reflected throughout implementation of the bond measure. These include the following:

- Create high-quality homes with permanent affordability
- Ensure that investments are financially sound and make good use of public dollars
- Allow flexibility and efficiency in responding to local needs and opportunities throughout the region, as long as local strategies contribute to measurable progress toward regional goals and targets
- Include many partners and types of expertise in implementation decision-making and oversight, including housing providers and builders, culturally-specific organizations, nonprofits and business representatives, and impacted residents
- Be accountable to the region's taxpayers through community oversight that monitors impacts, assesses changing circumstances and confirms measurable progress is made toward outcomes and values defined in the framework
- Require regular public reporting and annual auditing

AFFORDABLE HOMES FOR GREATER PORTLAND: REGIONAL IMPACT

Most importantly, we are taking action as a region to create impact for *people* – families, seniors, communities of color, people living with disabilities, and others who have been left behind in a period of intense growth and demand for housing. Our first attention, then, is to the people we will serve.

This refined framework presents a bold and achievable goal: **Affordable homes for about 12,000 people if a constitutional amendment is approved by Oregon voters this year, or 7,500 people if the amendment is not approved. This would translate to approximately 3,900 homes with the constitutional amendment, or 2,400 homes without it.** For the people who can find a home because of our investment, this is life-changing. For our communities, it's a major investment in stability and opportunity. For our region, it's a clear statement of our values and ambitions.

Our investment will focus particularly on people and families for whom even traditional affordable housing sources often fall short. We have a unique opportunity through a general obligation bond to serve these most vulnerable members of our community, those who earn less than 30% of median family income – about \$24,000 for a family of four or \$17,000 for a single individual. These are often people with disabilities, seniors on fixed incomes, or families on the brink of homelessness. People of color are disproportionately represented in this income bracket as a result of decades of systemic job and housing discrimination.

About the proposed Constitutional amendment

The Oregon Legislature recently referred a Constitutional amendment to statewide voters for consideration on the November 2018 ballot. If this amendment passes, a regional affordable housing bond measure can leverage additional funding and partnerships with cities and nongovernmental entities, such as nonprofit housing providers. If Oregon voters do not approve the proposed amendment, only government agencies could own affordable homes built and acquired with proceeds from a regional bond measure.

A regional housing bond measure would be implemented differently based on the outcome of the statewide vote on this constitutional amendment. Either way, the measure can create affordable homes for thousands of people.

Our goal is to see 1,600 homes created for households with 30% median family income or less if the constitutional amendment passes, or 1,200 homes for these households if the amendment does not pass.

Our investment will also create housing opportunity for families. **Our target is at least half of the affordable homes created through the bond will have two to five bedrooms.** These will create safe, stable homes for parents, children and often other extended family members who wish to live together. For these families, the benefits of such a home will multiply through school achievement, improved health, and stable neighborhoods.

A small portion of affordable homes created through the bond will be available to residents with more moderate incomes who also struggle to find quality affordable homes. **We will set a maximum of 10 percent of the regional investment's affordable homes for people with 60 to 80 percent median family income.** These are common incomes for preschool teachers, carpenters and families with two minimum wage earners. Rents in these units can help provide additional services or offset some of the public investment needed to support residents in the very low income units.

We are grateful for the preliminary commitment of 400 rental assistance vouchers to help support deeper affordability of bond-funded homes in Clackamas and Washington counties. We recognize that further local operating subsidy will be needed to reach the affordability goals outlined in this framework. Creating homes affordable for those with the lowest incomes is a goal shared among all jurisdictions in Oregon, and Metro is committed to working in partnership to achieve these outcomes.

Creating housing opportunity for people with very low incomes can require greater long-term attention and coordination with supportive services to help people keep their home and use it as a springboard to further success. Metro is committed to working with our partners on coordinating housing investments with supportive services over the long term. These members of our community deserve no less.

Ultimately, the homes we create must be accessible to the people we seek to serve. Additional actions through local implementation and regional oversight will seek to reduce barriers to finding and securing affordable homes created by our investment, particularly for communities of color. These are described in the “long-term benefit” section below.

THE RIGHT SCALE: MEASURE SCOPE

We seek to create affordable homes quickly, tangibly and efficiently. In short, we want to serve as many people as we can, as quickly as we can. Informed by local capacity and opportunity around the region, **a \$652.8 million general obligation bond provides strong confidence that our targets are achievable and realistic, and can be accomplished within five to seven years.** Through collaboration with partners and the community, we can do this.

A bond of this size would present an average annual cost to Portland-area homeowners of roughly \$60 per year.

CREATING AFFORDABLE HOMES: ELIGIBLE ACTIVITIES

Through our investment, affordable homes will be created in several ways. Clearly, partners may build new affordable homes. They may also acquire, renovate and protect existing low-cost housing on the market which is at risk of spiraling rents and displacement of current residents. Finally, local partners and Metro may purchase land on which to build affordable homes. These activities will work together to help achieve our desired outcomes.

If the constitutional amendment does not pass, all homes created through the bond would need to be owned by public entities, such as housing authorities. If the amendment does pass, affordable homes created through the bond could also be owned by nongovernmental entities, such as non-profit community development corporations. If the amendment passes, affordable homeownership programs would also be eligible as part of local implementation.

The purpose and singular focus of this regional investment measure is to create affordable homes. A general obligation bond must only be spent on capital costs. However, some costs of bond administration and oversight, including transaction costs of buying land and buildings, will occur through regional and local implementation. To focus bond dollars on creating the most homes possible, we propose that no more than 7 percent of bond dollars be used for administration, oversight and transaction costs at the regional and local level. This cap is incorporated into the distribution described below.

OPPORTUNITY THROUGHOUT GREATER PORTLAND: DISTRIBUTION

A regional bond measure presents a unique opportunity to create affordable homes for people throughout the region, helping people find affordable homes in communities where they have historically been scarce. At the same time, the regional investment can enhance communities’ cultural and social capital by countering displacement that has disrupted too many communities in the region, especially communities of color.

Recognizing the spread of need and opportunity throughout the region, we propose that affordable homes created by the bond be distributed region-wide based on assessed value within each of greater Portland’s three counties.

This means that approximately **45 percent of homes created through the bond would be in Multnomah County, 34 percent in Washington County and 21 percent in Clackamas County.**

Partners in each county will create homes according to local needs and opportunities, while also advancing regional outcomes and goals. Under the current Oregon constitution, these partners would be the three public housing authorities. They would develop, own and operate the homes within their respective counties. If the constitutional amendment passes, cities that have more than 50,000 residents and that administer their own federal community development block grant allocations will also be eligible to participate in creating affordable homes through gap financing for construction, acquisition and renovation of affordable homes in partnership with private and nonprofit entities.

In addition to local action, a strategic regional approach to acquiring land for affordable homes will help create housing opportunity in neighborhoods where affordability is scarce or threatened by rapidly rising land prices. With its unique experience in land acquisition, transit planning and transit-oriented development, Metro will establish a strategic regional land acquisition program. Through this regional program, Metro will purchase land for affordable home creation in areas with current or planned frequent service transit, in collaboration with local jurisdictions. This program will be subject to the same community oversight as local implementation, described below. Ten percent of the bond's programmatic funds will be dedicated to this regional program.

LONG-TERM BENEFIT: IMPLEMENTATION AND OVERSIGHT

A regional housing measure will be guided by regional goals and oversight, but implemented primarily through the expertise of local jurisdictions. Local jurisdictions are best able to listen to their communities and create affordable homes that meet their unique needs and opportunities. At the same time, regional oversight will monitor commitments to the region's voters as well as Metro's fiduciary obligations.

Local implementation strategies

Implementation will be focused at the local level. Each participating jurisdiction will produce an implementation strategy focused on their community's affordable housing needs and development opportunities. Strategies will outline local goals and commitments to achieve regional targets, and identify local opportunities, needs and location priorities.

Participating local jurisdictions must describe how they will advance regional racial equity and affirmatively further fair housing – that is, ensure that homes created help provide new opportunity to people of color, people with disabilities, seniors and others who have experienced historic discrimination in the housing markets. Jurisdictions will also describe their project selection and approval process, including community and Metro input.

If regional voters approve the bond measure, participating local jurisdictions will conduct community engagement beginning in November 2018 to inform the development of their local implementation strategies. By March 2019, strategies will be approved by a regional community oversight committee described below, and incorporated into intergovernmental agreements between Metro and the jurisdictions.

Once this process is complete, participating jurisdictions will begin identifying potential investments to create affordable homes. Investments that comply with the local implementation strategy, bond financing rules, and regional goals will be eligible to receive bond funding. Participating jurisdictions will have access to a pool of funding necessary for their share of the regional targets, as described in the distribution section above.

Intergovernmental agreements

Intergovernmental agreements will provide clarity and certainty for each partner. Following a Metro Council referral of the bond measure, participating jurisdictions will begin preliminary discussions to develop Intergovernmental Agreements with Metro. These agreements will identify eligible program activities, funding needed to achieve the local share of regional housing targets, and a local strategy for implementation that advances regional policies and goals, including racial equity, community engagement and inclusive decision-making.

Regional accountability and oversight

Greater Portland does best when we bring together diverse voices to monitor and advance shared goals. Metro is also committed to accountability to the region's taxpayers, to ensure that progress is made on regional outcomes.

If voters approve the bond measure, the Metro Council will appoint a regional community oversight committee in early 2019. The oversight committee's diverse membership will include people with experience in affordable housing finance, construction and need, as well as members of communities we are seeking to serve. The oversight committee – from member recruitment to committee action – will adhere to the policies, recommended actions and practices derived from Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion.

The oversight committee will make recommendations to Metro and participating jurisdictions to help ensure that local investments build up to regional goals and desired outcomes. Participating jurisdictions will present progress reports to the oversight committee annually. With the oversight committee's approval, local strategies may be amended annually to respond to changing circumstances and opportunities.

If a participating jurisdiction is unable to successfully create homes in a timely manner advancing the overall goals of the measure, as defined in intergovernmental agreements, the oversight committee and Metro COO may determine that the funding may be better applied to create affordable homes more quickly with other partners.

Expectations for local implementation

Metro needs to ensure that local investments reflect adopted Metro Council policy, and that we incorporate feedback from community partners to advance racial equity and other key values. Metro will include such values and policies in intergovernmental agreements with participating jurisdictions; these jurisdictions must ensure they are reflected in their implementation strategies.

- Project selection and decision-making structures will include consideration of racial equity and affirmatively furthering fair housing.
- Local implementation and regional oversight will include representatives of impacted communities.
- Bond-funded investments will include screening criteria that reduce barriers for vulnerable communities to access housing opportunities.
- Partnerships with culturally specific organizations and community groups will inform project selection, design, marketing and service. Marketing plans will seek to help immigrants and communities of color access affordable homes created through the regional bond.
- Regional and local partners will have targets for equitable construction contracting and workforce participation in developing and operating homes created through the regional bond.

These expectations will be further refined after additional conversation with regional stakeholders and local partners.

NEXT STEPS

Our times and challenges demand bold action. This framework proposes just that. Together we can fulfill our goals through close collaboration, careful monitoring and listening to each other and the community.

A great deal of conversation, feedback and engagement has shaped this framework. If the Metro Council decides to refer a bond measure to the region's voters, it will initiate further steps to prepare regionally and locally to begin creating affordable homes.

Families, seniors and vulnerable members of our community need affordable homes to be created as soon as possible. Should the region's voters approve a regional housing measure, Metro and partners will move quickly to complete local implementation strategies, identify investments and create affordable homes. That said, we will also be diligent to ensure our strategies and investments reflect the specific desires and needs of people and communities we seek to serve.

As such, we propose these next steps moving forward:

- May 2018: Discussion at Metro's housing advisory tables and MPAC of refined framework, presentation of full recommendation to the Metro Council
- June 2018: Metro Council consideration of a resolution to approve the draft framework and refer a measure to voters on the November 2018 ballot
- June-November 2018: Metro staff provide public information about the measure; work with local jurisdiction partners to pre-develop IGAs, local implementation strategies and community engagement plans for post-election; maintain ongoing dialogue with community partners
- November 2018-February 2019: Regional community oversight committee appointed; local implementation strategy development, including community engagement; Community oversight committee appointed by the Metro Council
- March 2019: Local strategies approved by oversight committee and incorporated into final intergovernmental agreements approved by local governing bodies and the Metro Council
- April 2019: Implementation begins

Regional housing measure: Framework feedback and draft refinements

DRAFT – For Discussion – 5/21/2018

Issue	What we heard: Draft framework	Options considered	Refined framework recommendation	Further feedback	COO Recommendation	Final Council decision
Admin cap	Too high Too low	Adjust higher, adjust lower, or maintain	Maintain; clarify function			
Land acquisition program	Too large Can local jurisdictions acquire land too?	Adjust or maintain land acquisition program	Clarify function, local eligibility			
Regional oversight, local implementation	More local flexibility Maintain strong regional oversight	Adjust or keep draft framework proposal	Maintain nimble yet accountable approach through IGAs, local strategies			
Cost assumptions	Confirm capital and operating assumptions are accurate	Increase or maintain cost assumptions	Increase capital and operating cost assumptions			
Deep affordability commitment	Target will be hard Target should be a minimum Need to align with services	Adjust or maintain target	Target of 1,600 homes for households at 30% MFI or lower with amendment. 1,200 homes without. Work with partners to align with services			
Scope	Serve more people, increase measure impact	Increase measure size to serve more people Maintain measure size	Increase: As many as 12,000 people; 3,900 homes (with amendment) About 7,500 people, 2,400 homes (without amendment) \$652.8 million bond			



Metro

**2018 Regional Transportation Plan
Policy and Implementation
MPAC | May 23, 2018**

Today's purpose



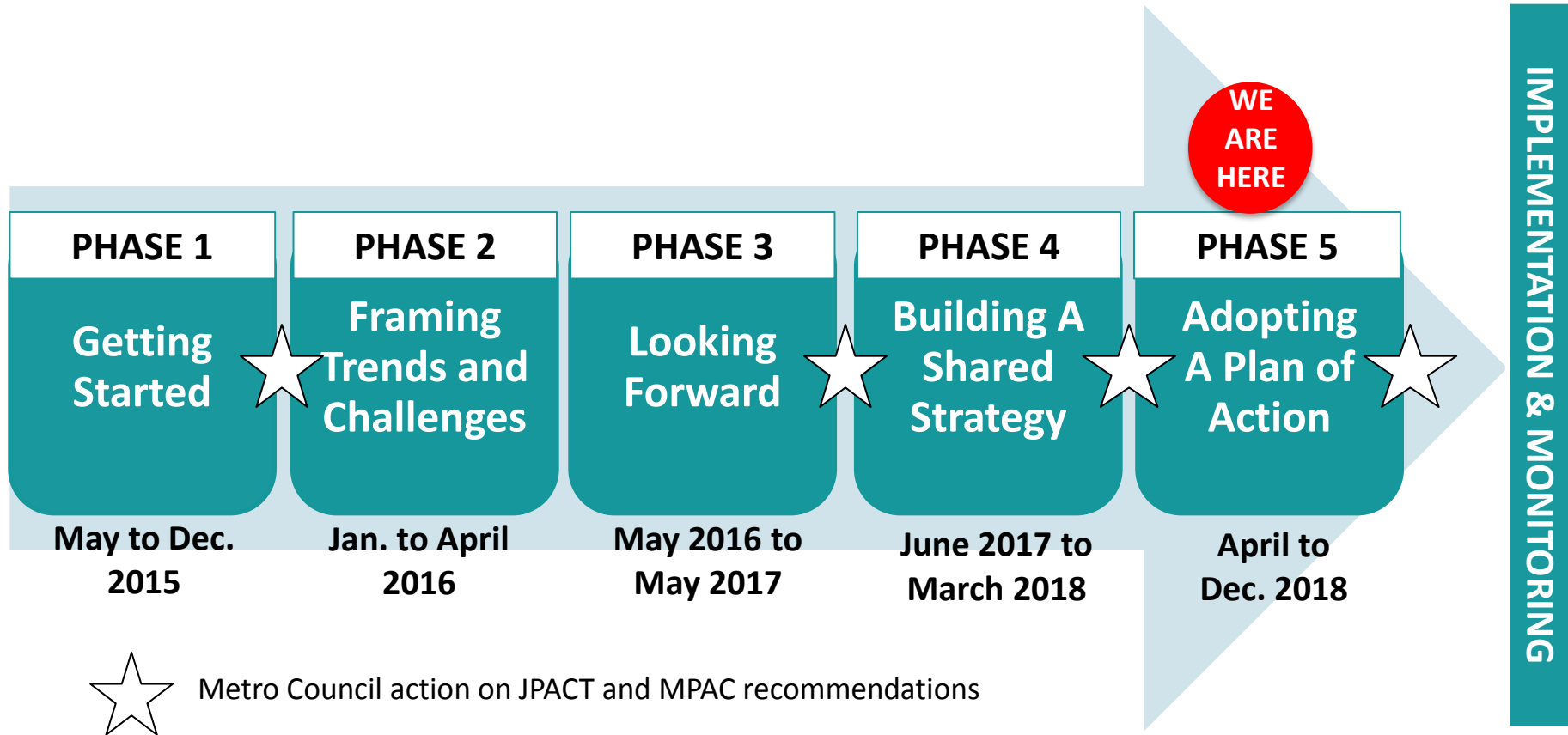
Provide update on project list refinements and draft RTP

Seek feedback on whether MPAC feedback has been adequately addressed in:

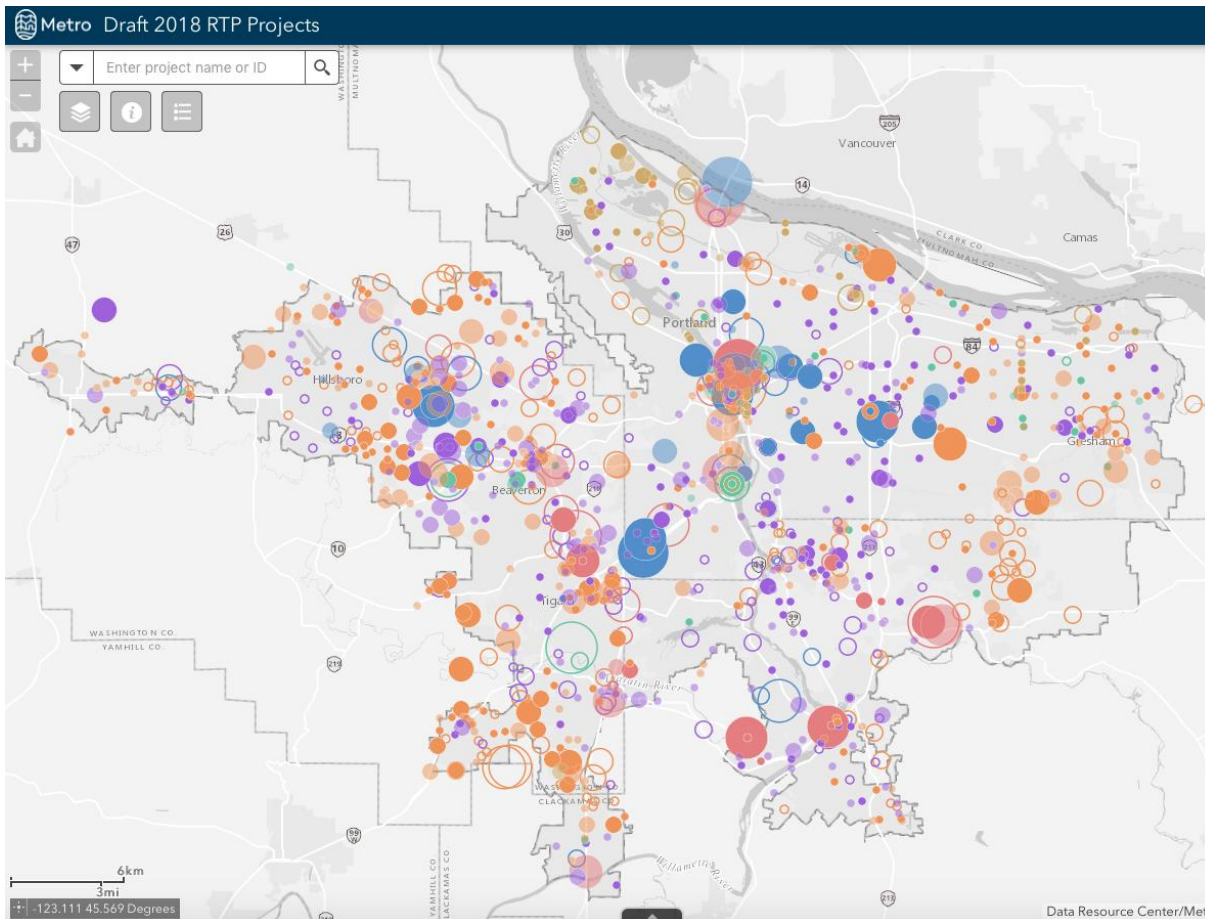
- Draft revised goals and objectives
- Draft revised policies

Preview post-RTP update implementation

RTP timeline



More than \$22 billion in investments proposed through 2040



\$22 billion in capital projects identified*

\$15 billion on the **Constrained list**, with **\$7 billion** slated for the first 10 years*

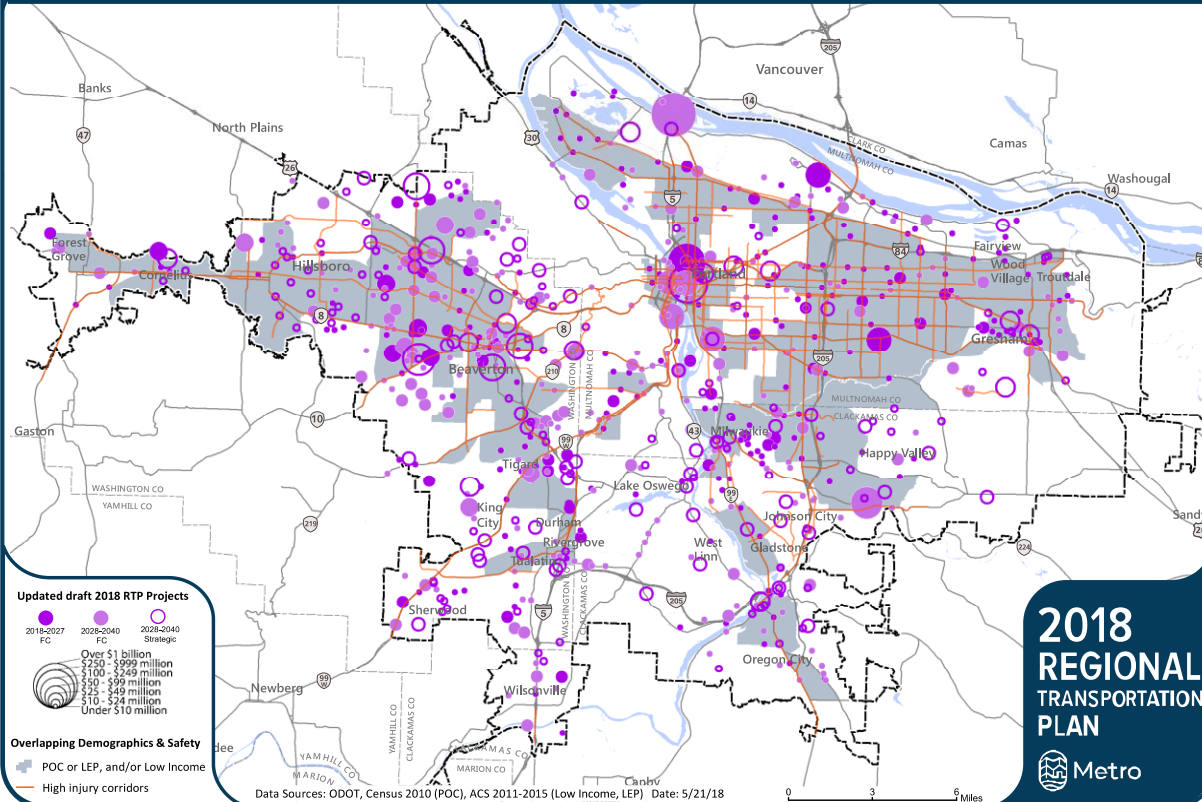
View the interactive map and download proposed projects at: oregonmetro.gov/2018projects

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

Project list refinements responsive to Council direction

More than 60% of projects provide specific safety benefit

2018 Regional Transportation Plan Projects with a Safety Benefit: This map shows projects in the 2018 Regional Transportation Plan that provide a safety benefit, overlapped with regional high injury corridors and census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color or English language learners, and/or people with low income. Safety benefit projects are projects that increase safety for one or more roadway user. These projects may not necessarily address an identified safety issue at an identified high injury or high risk location, but they do include design treatments known to increase safety and reduce serious crashes.



Updates focused on:

shifting timing

adding safety and equity components

completing bike and pedestrian network

expanding transit

increasing street connectivity

addressing congestion

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

Reflect values and priority outcomes identified through the process

Make language more accessible; minimize jargon

Focus more on people and outcomes

Reduce redundancy

Make objectives more specific and measurable

Align objectives with updated system performance and equity measures



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



Focus of new equity policies

Prioritizing reducing disparities and barriers, particularly for people of color and people with low income

Evaluating transportation investments for equity benefits and impacts

Engaging and addressing the needs of marginalized communities in planning and implementation

Anticipating and minimizing displacement impacts



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



Metro regional programs



2040 planning and development grants



Community Placemaking grants



Regional flexible funding for transportation projects



Travel options grants



Transit-Oriented Development Program

Grants and resources

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

Technical assistance

Planning support and data

Section 8.3 | Planning and Programs

Region-wide planning (next 5 years)

Examples of regional-scale planning needed to address unresolved issues	Lead Agency	Proposed timing
Regional Mobility Policy Update*	Metro	2019-20
Regional Congestion Pricing Technical Analysis	Metro, ODOT	2019-TBD
Jurisdictional Transfer Strategy for State-owned Urban Arterials	Metro, ODOT	2019-20
TSMO Strategy Update	Metro	2019-20
Enhanced Transit Concept Pilot Program	Metro, TriMet	2018-22
Central City Transit Capacity Analysis	Metro, TriMet	TBD
Emergency Transportation Routes Project	Metro, RPDO	2019-20
Regional Freight Delay and Commodities Movement Study	Metro, ODOT	2022
Regional Freight Rail Study	Metro, Port	2023

* Required to demonstrate consistency with Oregon Transportation Planning Rule (OAR-660-012-0025)



Transit planning

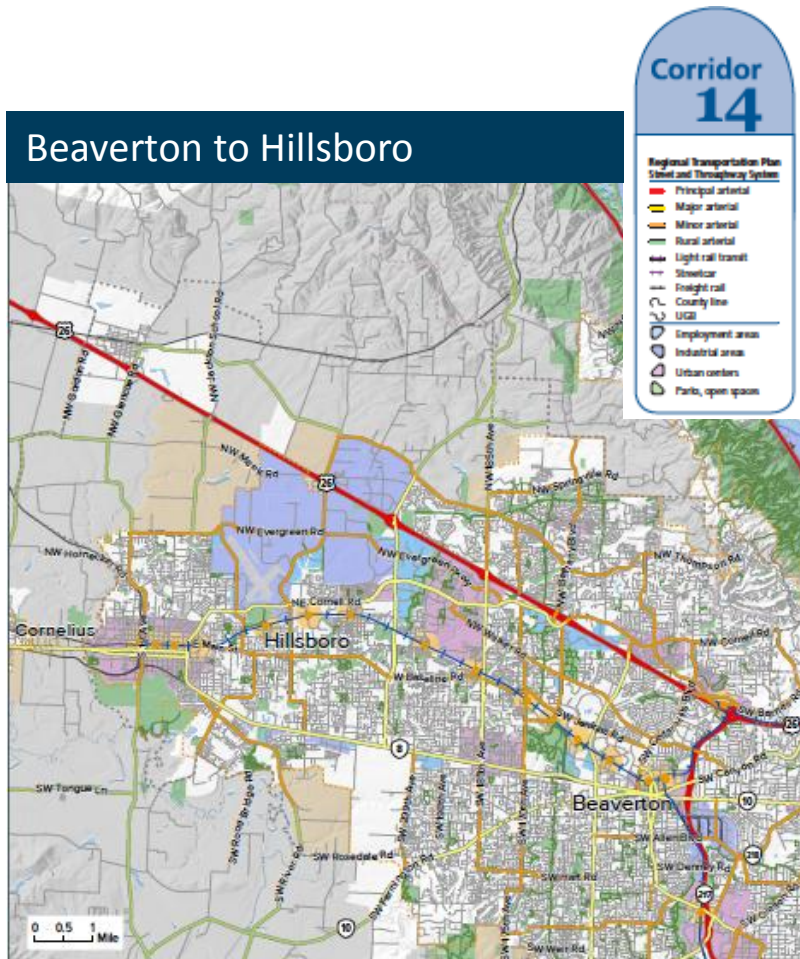
TriMet and SMART annual service planning and future capacity studies

Ongoing coordination with Metro, ODOT, cities, counties and other transit providers

Implements RTP, Regional Transit Strategy and Coordinated Transportation Plan for Seniors and People with Disabilities



Corridor refinement planning



Develop shared investment strategies to address unmet multimodal transportation needs within identified multimodal mobility corridors*

Link equity, economic, housing and other goals with multimodal management and capital solutions

Recommend strategies and phasing to catalyze investment

* As defined by the Transportation Planning Rule (OAR 660-012-0025)

Section 8.3 | Planning and Programs

Future refinement planning

subject to change pending regional mobility policy update

1. Tigard to Wilsonville, including I-5 south (Mobility Corridor 3)
2. Portland Central City Loop, including I-405 loop (Mobility Corridor 4)
3. Clark County to I-5 via Gateway, Oregon City and Tualatin, including I-205 (Mobility Corridors 7, 8, 9 and 10)
4. Beaverton to Forest Grove, including Tualatin Valley Highway (Mobility Corridors 14 and 15)
5. Portland Central City to Lents and Gresham, including US 26/Powell Boulevard (Mobility Corridors 19 and 20)
6. Hillsboro to Portland, including US 26 and US 30 (Mobility Corridors 13, 14 and 16) **(new)**
7. Clackamas/Happy Valley to Fairview/Wood Village/Troutdale, including OR 212 (Mobility Corridor 24) **(new)**

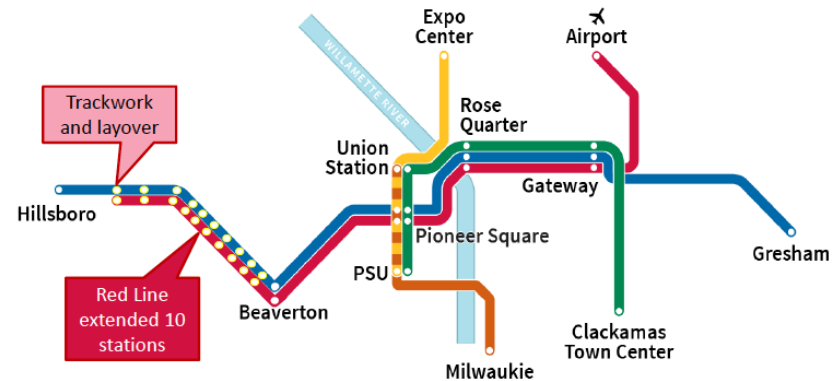
Major project development



I-5 ROSE QUARTER
IMPROVEMENT PROJECT



RED LINE IMPROVEMENT PROJECT



Highway 217
Corridor Improvements

I-205 WIDENING & SEISMIC IMPROVEMENTS
Stafford Road to OR99E

Next steps

June 19	Council review of draft performance results
June 21	JPACT review (policy and implementation) and draft performance results
June 21	Council direction to staff on releasing draft 2018 RTP (and policies) and draft strategies for public review
June 27	MPAC review of draft performance results
June 29 to Aug. 13	Public comment period; hearing Aug. 2
Aug. – Sept.	MTAC develops and makes recommendation to MPAC
Sept. – Oct.	MPAC considers MTAC recommendation on Metro Council adoption of RTP and strategies

Questions for MPAC

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

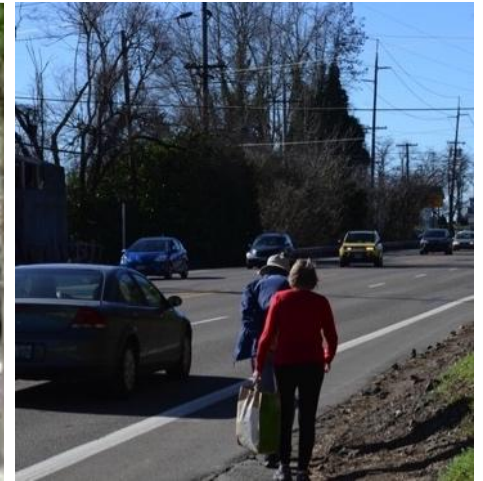


Supplemental slides

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.



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

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

