BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING A WORK)	RESOLUTION NO. 22-5255
PLAN AND PUBLIC ENGAGEMENT PLAN FOR)	
THE 2023 REGIONAL TRANSPORTATION)	Introduced by Chief Operating Officer
PLAN UPDATE)	Marissa Madrigal in concurrence with
)	Council President Lynn Peterson

WHEREAS, Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, the Regional Transportation Plan (RTP) is the federally recognized transportation policy for the Portland metropolitan region, and must be updated every five years; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Goal 12 Transportation, as implemented through the Transportation Planning Rule (Oregon Administrative Rules Chapter 660 Division 12), and must be updated every five to seven years; and

WHEREAS, the RTP is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Regional Framework Plan; and

WHEREAS, the most recent update to the RTP was completed in December 2018, and approved and acknowledged by the Land Conservation and Development Commission (LCDC); and

WHEREAS, the next update must be completed by November 30, 2023 to allow time for review and approval prior to the plan's expiration on December 6, 2023, and to ensure continued compliance with federal planning regulations and funding eligibility of projects and programs using federal transportation funds; and

WHEREAS, the 2023 RTP update will serve as a major vehicle for implementing and updating the region's Climate Smart Strategy, first adopted in December 2014, approved by the LCDC in 2015 and incorporated in the RTP in 2018, in response to House Bill 2001 and Oregon Administrative Rules Chapter 660 Division 44, to help meet statewide goals to reduce greenhouse gas emissions to levels at least 75 percent below 1990 levels by the year 2050; and

WHEREAS, the 2023 RTP update and 2023 Climate Smart Strategy will seek to help meet revised statewide goals identified in the Governor's Executive Order 20-04 that require accelerated reductions in greenhouse gas emissions to levels at least 45 percent below 1990 emissions levels by 2035 and at least 80 percent below 1990 levels by the year 2050; and

WHEREAS, from October 2021 to April 2022, the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Metro Technical Advisory Committee (MTAC), the Transportation Policy Alternatives Committee (TPAC), the TransPort Subcommittee of TPAC, the Southwest Washington Regional Transportation Council (SWRTC) staff, Metro's Committee on Racial Equity (CORE), county-level coordinating committees and elected officials, city and county staff, representatives from state, federal and resource agencies, port and transit districts, and business, environmental, social equity, and transportation organizations from the Portland-Vancouver metropolitan area provided input as to what priorities should be addressed as part of the update; and

WHEREAS, the central themes and issues identified through those discussions in combination with findings and recommendations from the 2018 RTP, 2018 RTP Equity Assessment, the Regional Congestion Pricing Study, the Regional Framework for Jurisdictional Transfer Study, the Phase 1 Regional Emergency Transportation Routes update, the Comprehensive Economic Development Strategy and other efforts completed since 2018 served as a basis for developing the work plan and public engagement plan prepared for review by the Metro Council and regional advisory committees in Winter 2022; and

WHEREAS, Metro staff have organized public engagement and planning activities to support a regional policy discussion on the future of the region's transportation system and the role that investment can play in providing safe, reliable and affordable mobility options to access to jobs, education, healthcare and other services and opportunities and building healthy, climate-friendly and equitable communities and a strong economy; and

WHEREAS, the work plan seeks to increase regional collaboration and coordination through a combination of partnerships, focused policy discussions, sound technical work, and inclusive public engagement to update the region's outcomes-based transportation plan and investment priorities to support ongoing efforts to link land use and transportation planning to implement the 2040 Growth Concept and community visions within fiscal constraints while addressing urgent global and regional challenges facing the region – including rising inequities, climate change and safety, housing affordability, homelessness, public health and economic disparities that have been intensified by the global pandemic; and

WHEREAS, the public engagement plan seeks to be inclusive, strengthen existing partnerships, and build new partnerships with local, regional, state and federal governments, small and large businesses and economic development interests, business and community leaders, and underrepresented communities, including Black, Indigenous and people of color (BIPOC) communities, people with low income, people with limited English proficiency, people experiencing a disability, youth and older adults, through a strategic engagement approach that helps build public trust in government, builds support for and momentum to adopt the 2023 RTP, and makes the case for funding and investment in the region's transportation system; and

WHEREAS, on April 21, 2022, JPACT approved and recommended Metro Council approval of the 2023 RTP Update Work Plan, identified in Exhibit A and the 2023 RTP Update Public Engagement Plan, identified in Exhibit B; and

WHEREAS, on April 27, 2022, MPAC recommended Metro Council approval of the 2023 RTP Update Work Plan, identified in Exhibit A and the 2023 RTP Update Public Engagement Plan, identified in Exhibit B; now therefore

BE IT RESOLVED that the Metro Council approves the 2023 RTP Update Work Plan, identified in Exhibit A and the 2023 RTP Update Public Engagement Plan, identified in Exhibit B.

ADOPTED by the Metro Council this 5th day of May 2022.

_____
Lynn Peterson, Council President

Approved as to Form:

_____
Carrie MacLaren, Metro Attorney

2023 Regional Transportation Plan Update

Work Plan

Approved and recommended by the Joint Policy
Advisory Committee on Transportation (JPACT)
on April 21, 2022

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Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.
The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions. This means JPACT approves MPO decisions and submits them to the Metro Council for adoption. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

Project web site: oregonmetro.gov/rtp

TABLE OF CONTENTS

PURPOSE AND BACKGROUND

The purpose of this document is to outline the work plan, including the planning process and engagement approach, for developing the 2023 Regional Transportation Plan.

Background

Find out more about the Regional Transportation Plan at **oregonmetro.gov/rtp**

The Regional Transportation Plan (RTP) is the state- and federally-required long-range transportation plan for the Portland metropolitan area. The plan sets regional transportation policy that guides local and regional planning and investment decisions to meet the transportation needs of the people who live, work and travel in greater Portland – today and in the future.

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area. As the federally-designated MPO, Metro coordinates updates to the Regional Transportation Plan every five years. Metro is also responsible for developing a regional transportation system plan (TSP), consistent with the Regional Framework Plan, statewide planning goals, the Oregon Transportation Planning Rule (TPR), the Metropolitan Greenhouse Gas Reduction Targets Rule, the Oregon Transportation Plan (OTP), and by extension state modal plans. The RTP serves as the Federal metropolitan transportation plan as well as the regional TSP.

The Land Conservation and Development Commission (LCDC) is updating Oregon Administrative Rules that guide transportation and land use planning statewide, including updates to the RTP. LCDC intends to adopt the new administrative rules in mid-May 2022. Relevant provisions of the adopted rules will be addressed through this work plan and subsequent follow-on work to be defined in Chapter 8 of the RTP as part of developing the 2023 RTP.

Under federal law, the next update is due by Dec. 6, 2023, when the current plan expires. Providing continued compliance with federal planning regulations, ensures continued federal transportation funding eligibility for projects and programs in the region.

The 2023 RTP, adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council, will provide an updated policy foundation that guides future planning and investment in the region's transportation system. The updated plan will address regional challenges and areas of focus identified during the scoping phase.

INTRODUCTION

The Regional Transportation Plan (RTP) shapes the future of greater Portland's transportation system – the way people and businesses get where they need to go. The RTP was last updated in 2018 with the input of thousands of people who live, work and travel across the greater Portland region. The 2018 RTP identified transportation needs and goals related to safety, equity, climate and congestion management. There have been significant successes and progress made toward our regional goals. Still, there is much to accomplish and there are new considerations given all that has changed since 2018.

We are at pivotal moment. The impacts of climate change, generations of systemic racism, economic inequities and the pandemic have made clear the need for action. The greater Portland region continues to grow, technology is changing quickly and our roads and bridges are aging. The 2023 RTP update calls for Metro to again bring together the communities of the greater Portland region to renew our shared vision and strategy for investing in a transportation system that serves everyone. It calls for strengthened and new partnerships, a commitment to collaboration and innovative ideas.

PROJECT GOAL

By Dec. 6, 2023, adopt a Regional Transportation Plan that reflects community, regional, state and federal values and priorities, sound technical analysis, input from partners and the public and meets federal and state requirements.

PROJECT TIMELINE AND DECISION MILESTONES

2023 RTP Timeline

The RTP will be updated in five phases from October 2021 to November 2023. This work plan and a supporting public engagement plan were developed during Phase 1, the scoping phase.

During 2022 and 2023, the Metro Council and staff will engage the public and local, regional and state partners to update the Regional Transportation Plan to meet current and future transportation needs through the year 2045.

Figure 1. Timeline for the 2023 Regional Transportation Plan Update
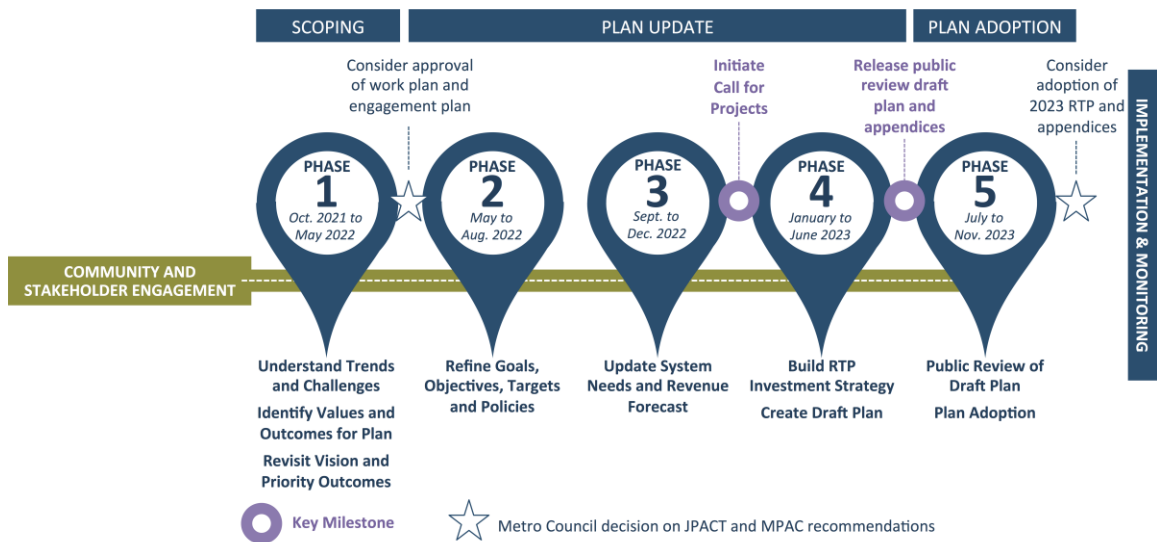
POLICY FOUNDATION AND GUIDANCE

The Portland metropolitan area encompasses the urban portions of 3 counties (Clackamas, Multnomah, and Washington) and 24 cities, including Portlan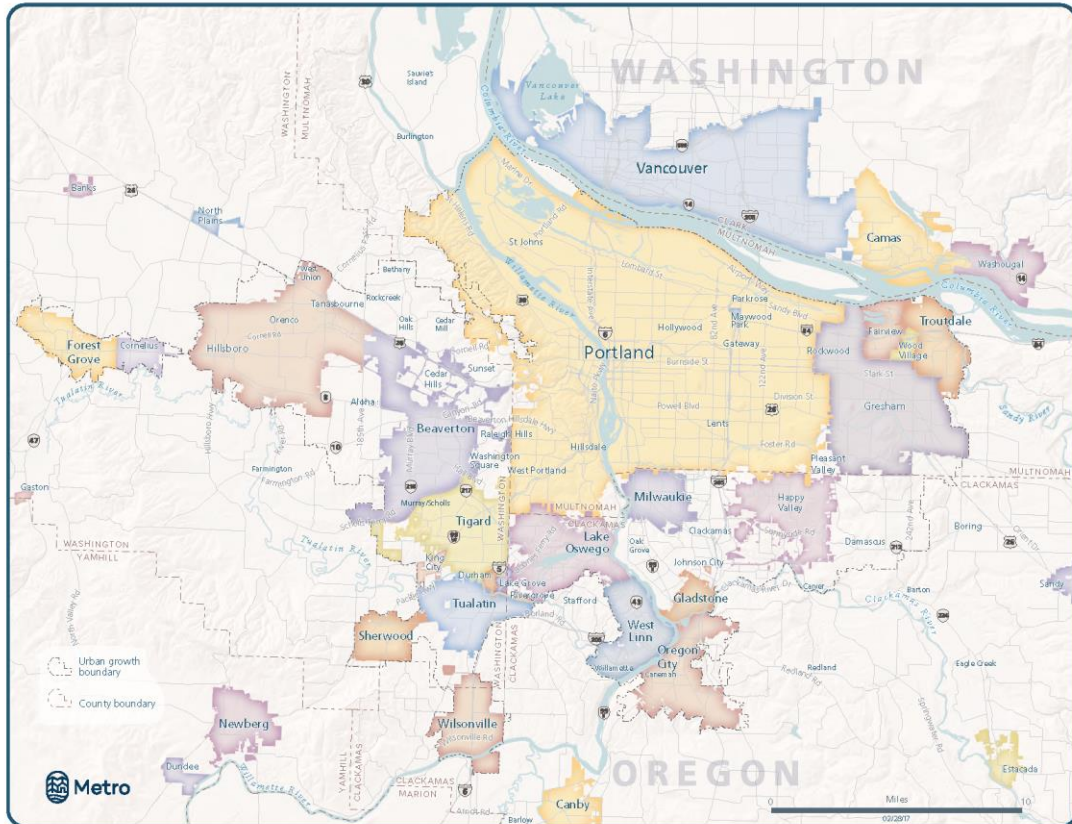d, Beaverton, Hillsboro, Tigard, Tualatin, Wilsonville, Happy Valley, Oregon City, Milwaukie, Gresham, and Troutdale, as shown in **Figure 2**.

Figure 2. Cities and counties in the greater Portland region

Metro Regional Framework Plan and 2040 Growth Concept

The RTP is a key tool for implementing the 2040 Growth Concept. In 1995, the Metro Council adopted the 2040 Growth Concept. Shown in **Figure 3**, the 2040 Growth Concept is the region's long-range plan for managing growth that integrates land use and transportation system planning to preserve the region's economic health and livability in an equitable, environmentally-sound and fiscally-responsible manner.

Acknowledged by LCDC under state law, the plan defines how and where the region plans to grow through the year 2040. The 2040 Growth Concept includes land use and transportation building blocks that express the region's aspiration to incorporate population growth within existing urban areas as

much as possible and expand the urban growth boundary only when necessary.

Figure 3. 2040 Growth Concept (2018) – an integrated land use and transportation plan
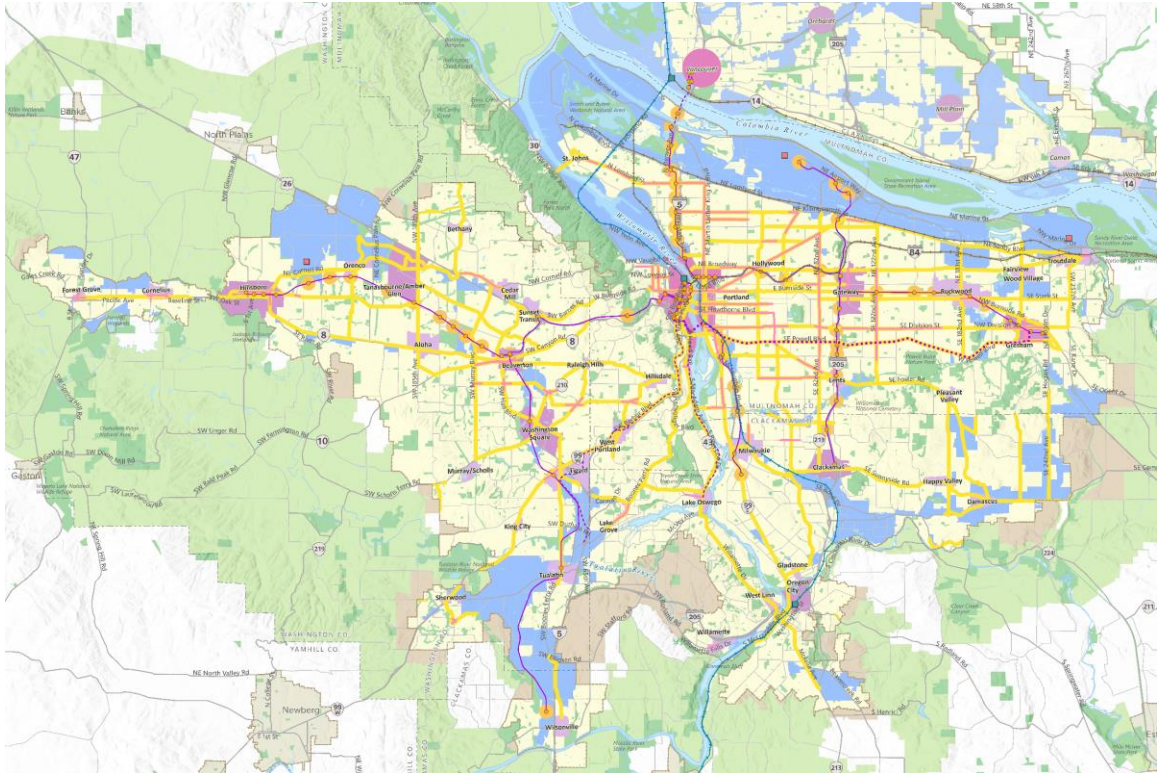
The 2040 map is updated periodically to reflect local and regional policy updates. It was last updated in 2018 to reflect the growth management decision that added the four expansion areas to the urban growth boundary.

The 2040 Growth Concept directs most housing and related development to existing and developing urban centers, light rail station communities, main streets and major transportation corridors served by transit. It promotes a balanced transportation system with a variety of safe and reliable travel options and envisions a well-connected street network that supports biking and walking for short trips. The growth plan also designates employment lands clustered near major highways to serve as hubs for regional commerce and include industrial land and freight facilities for truck, marine, air and rail cargo sites that enable goods to be generated and moved in and out of the greater Portland regio. Freight access to industrial and employment lands is centered on rail, the throughway system and other road connections.

The RTP recognizes the importance of prioritizing transportation investments in the 2040 growth areas to support the region's economic vitality and

commercial activity. These are the areas where the greatest growth is planned for and where the most trips will be occurring:

•   Portland central city, regional centers and town centers

•   Station communities

•   Main streets and corridors

•   Industrial and employment areas

The Regional Framework Plan (RFP), adopted in 1996 and periodically updated to reflect new regional policies , unites all of Metro's adopted land use and transportation planning policies (including the 2040 Growth Concept) and requirements into one policy document that directs Metro. The RFP contains regional policies on key regional growth issues, including accommodation of projected growth and the coordination of transportation and land use planning. The RFP is the basis for coordination of the comprehensive plans and implementing regulations of the cities and counties in the Metro jurisdictional boundary.

The RFP brings together the 2040 Growth Concept and other policies related to compact urban form, housing, transportation, natural hazards and natural resources. Chapter 2 of the RFP contains the RTP goals and objectives. Metro's functional plans, the Urban Growth Management Functional Plan and Regional Transportation Functional Plan, further direct how local jurisdictions implement the regional policies contained in the RFP and RTP.

Metro's Racial Equity Framework

Metro Council adopted the *Strategic Plan to Advance Racial Equity, Diversity and Inclusion* in June 2016. This plan sets five goals for advancing regional equity:

• Metro convenes and supports regional partners to advance racial equity

• Metro meaningfully engages communities of color

• Metro hires, trains and promotes a racially diverse workforce

• Metro creates safe and welcoming services, programs and destinations

• Metro's resource allocation advances racial equity

This update will concentrate on eliminating the disparities that people of color experience. By addressing the barriers experienced by people of color, the update will also identify solutions and remove barriers for other marginalized groups. This strategic direction provides an opportunity to make a difference

in the lives of marginalized communities, while having a positive impact on the Portland region's overall quality of life and economic prosperity.

The RTP will support Metro's equity goals by leading with racial equity and prioritizing equity in all phases of plan development, the community engagement process and incorporated into the plan itself.

Oregon Statewide Land Use Planning Program

The RTP is the transportation system plan for the Portland metropolitan region. The first RTP was approved in 1982. The latest update to the plan, the 2018 RTP, was adopted in December 2018.

As the regional TSP required under the Statewide Land Use Planning Program and Transportation Planning Rule, under state law:

- the RTP must comply with Oregon's statewide planning goals, including Goal 12 Transportation;

- the RTP must be consistent with the Oregon Transportation Plan and adopted modal and topic plans, including the Oregon Highway Plan; and

- local transportation system plans must be consistent with the RTP and with the OTP and adopted state modal and topic plans.

New federal and state planning requirements and policy guidance

Since adoption of the 2018 RTP, the federal and state governments have adopted (or are in the process of developing) new policy guidance that will inform the development of the new plan. New policies adopted at the federal and state levels provide an expanded approach for regional transportation planning and investment decisions.

The 2023 RTP update will address RTP-related corrective actions identified by the USDOT in the most recent Federal certification review (2021) and consider the most recently published [FHWA/FTA Planning Emphasis Areas](#) (12/30/2021):

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Oregon's Statewide Land Use Program guides coordinated land use and transportation planning and decision-making in the Portland region.

- Equity and Justice40 in Transportation Planning

- Complete Streets

- Public Involvement

- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

- Federal Land Management Agency (FLMA) Coordination

- Planning and Environment Linkages (PEL)

- Data in Transportation Planning

Climate Friendly and Equitable Communities Rulemaking

On March 10, 2020, Governor Kate Brown issued [Executive Order 20-04](), directing state agencies to reduce climate pollution. In response, the Land Conservation and Development Commission (LCDC) is working on updating Oregon's Transportation Planning Rules and related administrative rules that guide transportation and land use planning statewide, including updates to the RTP.

LCDC intends to adopt the new administrative rules through the [Climate-Friendly and Equitable Communities (CFEC) Rulemaking]() in mid-May 2022. Relevant provisions of the adopted rules will be addressed through this work plan as part of developing the 2023 RTP and subsequent follow-on work to be defined in Chapter 8 of the 2023 RTP.

Key areas addressed in the draft rules for transportation system planning that may require additional actions by Metro and/or local governments in the region as part of developing the 2023 RTP and through future local TSP updates include:

- New rules for related to parking, including removal of parking minimums in areas served by transit;

- Planning for greater development in transit corridors and downtowns;

- New transportation equity analysis and expanded outreach to underserved communities to improve equitable outcomes for underserved populations;

- New transportation safety analysis;

- Development of transportation system inventories (e.g., pedestrian, bicycle, transit, streets and highways, transportation options programs) that are used to identify needs (and projects);

- Prioritization of projects based on their ability to improve safety, achieve equitable outcomes and reduce vehicle miles traveled (VMT);

- Updated standards for evaluating transportation system performance, including use of vehicle miles traveled per capita reduction targets and

additional measure(s) beyond congestion when evaluating the transportation impacts of land use;

- New modeling and analysis methods to account for additional driving (and related climate pollution) that may be induced by specified types of projects that increase street or highway capacity;

- Updated rules for project lists, including development of a "constrained" forecast and constrained project list that meets climate targets (defined as VMT/capita reduction targets); and

- Updated monitoring and reporting requirements that call for more frequent reporting to DLCD.

Many of these provisions are addressed to some degree in the 2018 RTP and this work plan, but additional work may be necessary to fully comply. This will be determined following adoption of the CFEC rules by LCDC.

Updates to the Oregon Transportation Plan and Oregon Highway Plan

In addition, the Oregon Transportation Commission has initiated an update to the Oregon Transportation Plan, which will be followed by an update to the Oregon Highway Plan. The OTP and OHP updates will be guided by the 2021-23 Strategic Action Plan Priorities adopted by the OTC in 2021:

- **Equity** – Prioritize diversity, equity and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services and investments.

- **Modern Transportation System** – Build, maintain and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.

- **Funding Sufficient and Reliable Funding** – Seek sufficient and reliable funding to support a modern transportation system and a fiscally sound ODOT.

The priorities to be addressed through this work plan are aligned with and support the OTC SAP priorities. This work plan is also aligned with and supports the OTC's priorities for the OTP update, including:

- **Advancing social equity** – Conducting a process and creating outcomes that are equitable and responsive to the needs of traditionally underserved or excluded populations, in both urban, suburban and rural communities.

- **Alleviating congestion** – Identifying ways to alleviate congestion, both in urban areas and more rural regions that draw heavy tourism.

- **Creating a flexible, resilient plan** – Exploring a range of potential future scenarios to create a plan that is resilient in the face of uncertainty and that addresses key trends, "drivers of change" and desired future outcomes.

- **Improving safety** – Improving safety across all modes of transportation.

- **Planning for climate change** – Addressing how Oregon's transportation system can reduce statewide carbon emissions to bring the state closer to achieving its emission reduction goals and foster a healthy, sustainable environment.

- **Securing sustainable funding** – Addressing insufficient funding for transportation maintenance and improvements.

- **Serving Oregon's aging population** – Providing reliable and convenient transportation services to Oregon's rapidly growing population over the age of 65.

REGIONAL TRANSPORTATION DECISION-MAKING FRAMEWORK

The RTP update will rely on Metro's role as the federally mandated Metropolitan Planning Organization (MPO) designated by the governor for the Portland metropolitan region and its existing decision-making framework.

Figure 4. Regional Transportation Decision-Making Framework
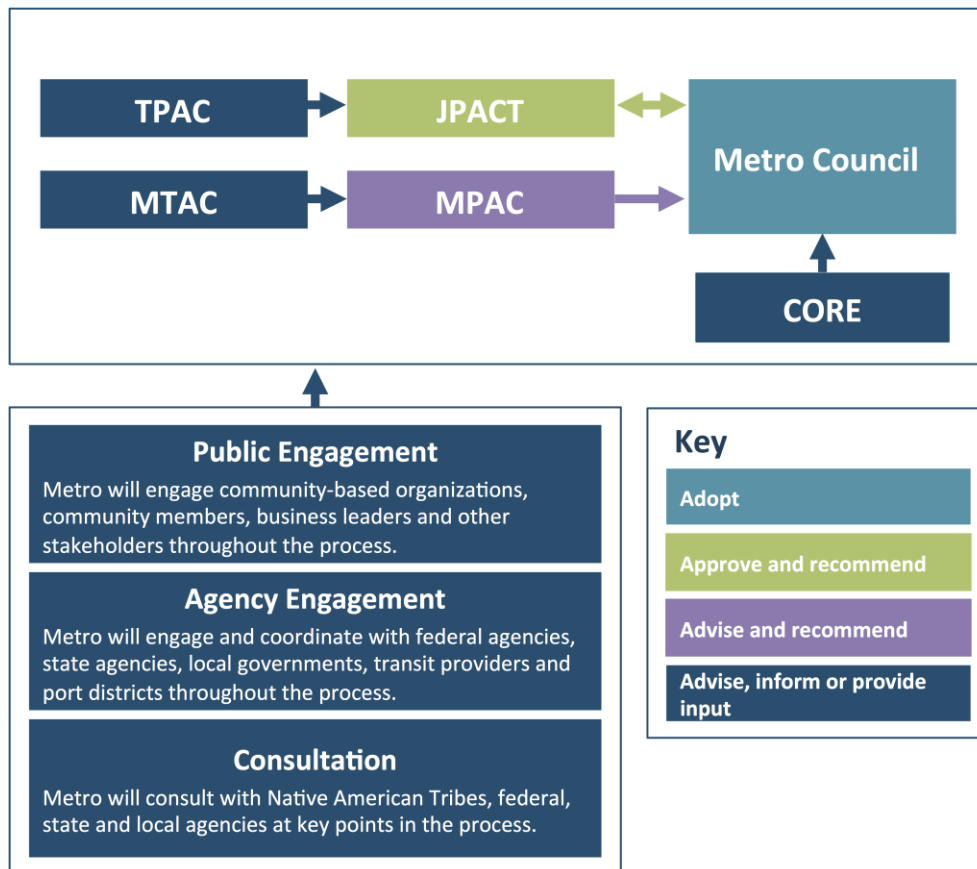
Shown in **Figure 4**, the decision-making framework includes the Metro Council and five advisory committees that have varying levels of responsibility to review, provide input, and make recommendations on the development of the 2023 RTP. **Integral to this decision making process are timely opportunities for partners and the public to provide meaningful input to the Metro Council and the technical and policy advisory committees prior to key decision milestones.**

Metro's Committee on Racial Equity (CORE) advises Metro Council and staff on the implementation of the *Strategic Plan to Advance Racial Equity, Diversity and Inclusion*. CORE will provide input at key points in the 2023 RTP process. CORE's input will be shared with Metro's other advisory committees for consideration.

The Metro Policy Advisory Committee (MPAC) advises and makes recommendations to the Metro Council on growth management and land use issues, including the RTP, at the policy level, and the Metro Technical Advisory Committee provides input to MPAC at the technical level.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including updating the RTP every five years. The Transportation Policy Alternatives Committee (TPAC) provides input to JPACT at the technical level.

Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions. For the purposes of the RTP, JPACT approves the RTP and periodic amendments and submits them to the Metro Council for adoption. The Metro Council adopts the recommended action or refers it back to JPACT with a recommendation for amendment.

PROJECT OVERVIEW

The development of the 2023 Regional Transportation Plan (RTP) will involve a wide range of individuals, regional advisory committees community-based organizations, business groups and other stakeholders. Metro is responsible for coordinating development of the plan, public engagement and adoption of the final plan.

Under federal law, the 2018 Regional Transportation Plan expires on December 6, 2023. The development of the 2023 Regional Transportation Plan will be completed from May 2022 to November 2023.

A summary of the key planning and engagement activities, and key decision milestones for each phase of the update follows.

Summary of planning and engagement activities and key milestones

When	What
Phase 1: Scoping Oct. 2021 to May 2022	Develop a shared understanding of trends and challenges facing the region and priorities for the update to address
Milestone: **April/May 2022**	MPAC makes recommendation to the Metro Council JPACT and the Metro Council consider adoption of the work plan and public engagement plan
Phase 2: Data and Policy Analysis May to August 2022	**Planning Focus:** Refine the plan's vision, goals, objectives, performance targets and policies; update data and analysis tools to support process. **Engagement Focus:** Refine vision, goals, objectives, and shape key policy updates to inform the Needs Assessment in Ph. 3 and Call for Projects in Ph. 4. Refine criteria for evaluating and prioritizing projects and educate about opportunities and constraints for stakeholders to influence Ph. 4 Call for Projects process. • Launch community partnerships • Metro Councilor engagement with constituents, including city councils • Policy-maker topic-specific workshops • TPAC/MTAC workshops • TPAC workshops • Expert panel discussions on measuring impact of transportation on climate and measures of mobility to inform targets • Regional transportation tools and data workshop(s) • Small group stakeholder meetings • RTP informational sessions • Presentations and discussions at county-level coordinating committees and regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings *Note: RFFA public comment is planned for May 2022. Public input could help inform Phase 3.*
Milestone: **August 2022**	No action taken

When	What
Phase 3: Revenue and Needs Analysis September to December 2022	**Planning Focus:** Update regional transportation needs and revenue forecast to guide updating the RTP project and program priorities. **Engagement Focus:** Community engagement to identify needs, priority project types and project locations. • Video tours of needs and successes featuring community priorities for types of investments across the region (e.g. safety—lights, bus stops in underserved areas) and priority geographies (e.g. urban arterials such as 82nd, Tualatin Valley Highway and Sunrise Corridor) (video tours could be combined with community stories) • Community stories: multimedia story telling that elevates lived experiences of community members from across the region to deepen understanding of system needs and inform the investment strategy. • Online interactive survey that invites input on place-based and system wide needs • Business roundtable meeting • Community partner engagement • Policy-maker topic-specific workshops • TPAC/MTAC workshops • TPAC workshops • Small group stakeholder meetings • Presentations and discussions at county-level coordinating committees and regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings
Milestone: January 2023	Initiate Call for Projects
Phase 4: Build RTP Investment Strategy January to June 2023	**Planning Focus:** Update regional project and program priorities and prepare a draft plan and appendices. **Engagement Focus:** Communities and stakeholders consider projects and tradeoffs. Metro will give feedback to transportation agency partners on these projects based on their ability to advance regional goals with a focus on climate, equity, safety and mobility • Online interactive survey that explores investment priorities and for input on preferred priorities • Community partner-led engagement • Community leaders forum • TPAC/MTAC workshops • TPAC workshops • Business roundtable meeting • Small group stakeholder meetings, with focus on bridging community leaders, business leaders and other interested members of the public with the decision-making bodies—MPAC, JPACT and Metro Council • Presentations and discussions at county-level coordinating committees and regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings
Milestone: July 2023	Release draft 2023 RTP for public review
Phase 5: Public Review and Plan Adoption July to November 2023	**Planning Focus:** Conduct 45-day public comment period **Engagement Focus:** Receive feedback on Draft 2023 RTP (and its components) • Online interactive survey

When	What
	• Tribe and agency consultations • At least two public hearings • TPAC/MTAC workshops • TPAC workshops • Presentations and discussions at county-level coordinating committees and regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings
Milestone: November 2023	MPAC makes recommendation to the Metro Council JPACT and the Metro Council consider adoption of the 2023 Regional Transportation Plan (and its components) for submittal to DLCD and U.S. DOT.

A description of the key planning and engagement activities, decision milestones and anticipated products for each phase of the update follows.

PHASE 1 Oct. 2021 to May 2022

PHASE 1 | SCOPING | OCTOBER 2021 TO MAY 2022

What do we value? What is our vision for the future? What trends and challenges are priorities to address? How do we work together to update the plan?

Desired outcome: By May 2022, JPACT and the Metro Council approve the work plan and public engagement plan that will guide the update.

The first phase of the process will involve engaging decision-makers, local, regional, state and community partners and members of the community to understand key trends and challenges facing the region and begin identifying values and outcomes to be the focus of the update. The purpose of this phase is to build a shared understanding of what is important for the update to address and to define the planning and engagement process to better meet regional and community needs and priorities. Also, during this phase, work will begin to develop tools and background data that will be used to document how the region is growing and changing and how the region's transportation system is performing.

Phase 1 Key Tasks and Activities	
Planning	• Report on key trends shaping the region's future, highlighting where we have been, where we are now, opportunities and challenges looking forward • Identify draft values, outcomes and actions (VOA) for the 2023 RTP • Develop work plan and public engagement plan • Develop background data, tool and methods to document key trends and support the regional transportation needs (gaps and deficiencies) analysis in Phase 3 and the evaluation of investment priorities in Phase 4 • Begin assessing baseline and future conditions of the region's transportation system
Engagement	• Engage regional advisory committees, county coordinating committees, elected officials, jurisdictional partners, business and community leaders and community members to identify trends and challenges, review current vision and priorities for the transportation system • Engage regional advisory committees in development of the work plan, engagement plan and draft values, outcomes and actions (VOA)

Phase 1 Key Tasks and Activities	
Milestones	• MPAC considers recommendation to the Metro Council on the work plan and public engagement plan • JPACT considers approval of the work plan and public engagement plan • Metro Council considers approval of the work plan and public engagement plan
Key Products	• Work plan • Public engagement plan • Draft Values, Outcomes and Actions (VOA) to inform the update • Summary report(s) of engagement activities, including: language-specific focus groups, a Community Leaders Forum, stakeholder interviews, on-line survey and consultation meetings with resource agencies, state and federal agencies and tribes

PHASE 2
May to Aug. 2022

PHASE 2 | DATA AND POLICY ANALYSIS | MAY TO AUGUST 2022

Desired outcome: By August 2022, the plan's vision, goals, objectives, policies and performance targets are updated to inform Phase 3 and Phase 4.

The second phase of the process will update the plan's vision for the transportation system and regional goals, objectives, policies and performance targets will address feedback provided during Phase 1. This work will inform the needs analysis in Phase 3 and updates to the RTP project and program priorities in Phase 4.

Vision, Goals, Objectives and Policies: This will include refining the region's vision for the transportation system and goals, objectives and policies, considering community and stakeholder feedback from Phase 1. The updated vision and supporting goals, objectives and policies will identify specific outcomes the region wants to achieve with investments in the transportation system to realize the plan's vision and six desired regional outcomes.

Policy Updates: Priority policy topics were identified through input from the Metro Council, regional technical and advisory committees, community leaders and other stakeholders engaged during the scoping phase as key policy updates to address in the 2023 RTP update. Policy briefs will be developed for each of these key policy updates. The policy briefs will be informational documents describing

information, existing RTP policy, relevant work, and policy considerations for further discussion and/or recommendations. Their purpose is to support JPACT and Metro Council discussions on whether and how to update RTP policies and/or actions in response to these issues.

Similar to background reports prepared in previous RTP updates, the policy briefs will provide information in the early stages of the RTP update to inform decision-makers and stakeholders on a particular issue. Metro staff will develop draft policy briefs for review and input at TPAC and MTAC meetings and/or workshops in advance of bringing the information to MPAC, JPACT and the Metro Council for discussion. These discussions and recommended policy updates will inform and guide Phase 3 and Phase 4 of the update.

- **Key Policy Updates:** New policies and updates to RTP Chapter 3 policies will be developed to reflect the new Federal Planning Emphasis Areas and new information for each of these topics:
  - **Regional Mobility Policy Update:** A joint effort of Metro and the Oregon Department of Transportation (ODOT), this work is underway and will continue to follow the the work plan and engagement plan adopted by JPACT and the Metro Council in 2019. The effort is planned to be complete in Fall 2022 and will update how the region defines and measures mobility in the RTP. The updated policy will guide the development and evaluation of regional and local transportation plans and studies, including the 2023 RTP, and the evaluation of potential transportation impacts of local comprehensive plan amendments. A policy brief will be developed that recommends policy language, performance measures and standards for the 2023 RTP and the Oregon Highway Plan for the Portland area. A supporting action plan will also be developed that recommends data collection, methodologies and processes needed to support implementation of the updated policy at the local, regional and state levels. The recommended regional mobility policy will be incorporated into the RTP, replacing the Interim Regional Mobility Policy adopted in the RTP 2000. Recommendations for the OHP and highways will be forwarded to the Oregon Transportation Commission for consideration as an amendment to the OHP. More information is available on the project webpage: oregonmetro.gov/mobility.
  - **Regional Congestion Pricing Policy Update**: This work will incorporate the findings and recommendations from the Regional Congestion Pricing Study accepted by JPACT and the Metro Council in 2021. A policy brief on this topic will include a gap analysis of existing RTP policy related to congestion pricing, development of new policy language, as needed, as well as structural recommendations related to where the policies should be integrated in the 2023 RTP and how they

relate to and/or support other policy areas and 2023 RTP priorities. The policy brief will support JPACT and the Metro Council in developing a clear regional policy on congestion pricing for the Portland region. This work will be coordinated with ODOT's Tolling Program and Urban Mobility Office.

o **Safe and Healthy Urban Arterials Policy Update:** A policy brief on this topic will provide information, relevant work, and policy considerations for further discussion and/or recommendations related to urban arterials in the region. Persistent safety issues and lack of funding for urban arterials, despite decades of effort, planning and policy work, is identified as a major issue to be addressed in the 2023 RTP. The policy brief will support JPACT and the Metro Council in developing an approach for urban arterials in the RTP that aims to address their complex needs. The policy brief will address the need for investment in safety and related bicycle, pedestrian and transit infrastructure using urban design best practices and standards.

The policy brief will refer to existing policy in the 2018 RTP as well as to planning and policy work that has occurred since adoption of the 2018 RTP. It will incorporate recommendations from the Jurisdictional Transfer Framework Study and Phase 1 Regional Emergency Transportation Routes (ETR) update accepted by JPACT and the Metro Council in 2021. Development of the policy brief and subsequent policy discussions on this topic will support updates to the design policy section in Chapter 3 of the RTP, an implementation activity identified in Chapter 8 of the 2018 RTP.

o **Climate Leadership Policy and Climate Smart Strategy Update:** This work will include updating the Climate Smart Strategy and supporting RTP policies and investments, as needed, to meet the region's state-mandated greenhouse gas emissions reduction targets. This work will begin with preparing a policy brief on implementation of key elements of the Climate Smart Strategy. The policy brief will assess whether key policy elements or actions assumed in the Climate Smart Strategy are being implemented.

The policy brief will also report the findings from a new analysis of the estimated greenhouse gas emissions anticipated from the 2018 RTP using VisionEval. VisionEval is the carbon emissions estimation tool used by State Agencies – ODOT, ODEQ, DLCD and ODOE - to set carbon emissions reduction targets for the Portland region and Oregon's seven other metropolitan areas. VisionEval is also being used by ODOT to estimate carbon emissions reductions from policies and strategies contained in the Statewide Transportation Strategy (STS) for Reducing Greenhouse Gas Emissions.

A policy gap analysis of the 2018 RTP will also be conducted to inform recommendations for revisions to RTP climate-related policies and updating the Climate Smart Strategy to address recent climate-related federal and state policy guidance and findings from the VisionEval analysis.

The technical and policy analysis will help inform a JPACT and Metro Council discussion on whether the assumptions underlying the region's Climate Smart Strategy are realistic, including transit service levels, shifts in travel behavior, percent of workforce participating in commute options programs, areas with managed or priced parking, and state and federal policies on vehicle technology, fleet and fuels, and consideration of new or updated policies and additional GHG reduction strategies that are not currently included in Climate Smart Strategy.

This technical and policy analysis will help inform whether updates to the Climate Smart Strategy and further regional policy changes, plans or programs in the RTP are needed to address transportation trends and support additional progress on implementation of Executive Order 20-04, transportation electrification and implementation of new transportation planning requirements identified through the Climate Friendly and Equitable Communities (CFEC) rulemaking effort. The CFEC rulemaking effort is anticipated to conclude in May 2022. A work plan for elements that cannot be addressed during the RTP update will be defined in Chapter 8 of the RTP.

o **High Capacity Transit (LRT/BRT) Strategy Update:** This work will update the High Capacity Transit (HCT) component of the RTP. The HCT component of the RTP was first adopted in 2009 and incorporated into the 2018 Regional Transit Strategy during the 2018 RTP update. This work will include updating the vision and supporting policies for high capacity transit in collaboration with regional transit providers in the region.

This work will build off of the work and HCT network updates completed during development of the 2018 Regional Transit Strategy to focus on developing a vision for a regional bus rapid transit system that advances RTP goals and supports the transportation system. This work will include reevaluating the broader high capacity transit vision to consider potential new corridors; capacity, reliability and speed improvements to existing service; extensions to existing lines; and potential new system connections. It will also assess readiness to establish regional priority projects competitive for federal funding that will provide guidance for decisions regarding high capacity transit projects for the 2023 RTP update.

At the same time, Metro staff will be scoping an Access to Transit Study with partners to identify transit access and transit service needs across the region. A work plan for the Access to Transit Study will be defined in Chapter 8 of the RTP.

- **Other Policy Updates:** Other updates to existing RTP Chapter 3 policies to reflect new information from work completed since 2018 and new Federal Planning Emphasis Areas (PEAs) will include:

  o **RTP System Maps Update:** Review and update the planned regional design and classifications of transportation facilities identified on the RTP Chapter 3 system maps, as needed, for each of these networks – motor vehicle, freight, transit, bicycle and pedstrian and transportation system management and operations (TSMO) – to align local, regional and state classifications. The RTP network maps identify planned regionally-significant transportation facilities and the plan's vision for design and each element of the transportation system.

  o **Transportation Equity Policy Update:** Review and update RTP transportation equity policies and actions related to consideration of affordability and anti-displacement strategies in transporation planning and project development activities.

  o **Regional Freight Policy Update:** Review and update RTP freight policies as needed to address growth in e-commerce and delivery services and recommendations from the Regional Freight Delay and Commodities Movement Study.

  o **TSMO and RTO Policy Update:** Review and update RTP TSMO policies to incorporate recommendations from the 2019 Regional Travel Options (RTO) needs assessment and the 2021 TSMO Strategy.

  o **Emergency Transportation Routes Map and Transportation Resilience Policy Update:** Review and update resilience related policies to further address the federal resilience planning factor, incorporate the Phase 1 Regional Emergency Transportation Routes (ETR) update findings and recommendations accepted by JPACT and the Metro Council in 2021 (including the updated routes), and consider green infrastructure policy recommendations identified when the 2018 RTP was adopted in 2018. This work will also incorporate the Phase 1 ETRs in Chapter 3 of the RTP to define a network for targeted resiliency mitigation/ management funding.

  o **Regional Transportation Functional Plan:** Review the Regional Transportation Functional Plan to identify potential updates to address new and updated RTP policies and new transportation planning requirements identified through the statewide Climate Friendly and Equitable Communities rulemaking effort. Recommended updates to the

functional plan will be addressed through subsequent work following the RTP update. A work plan for updating the functional plan, including regional parking policies, will be defined in Chapter 8 of the 2023 RTP.

Data, Methods and Tools Updates: This key task will include further development of data, methods and analytic tools needed to address [federal transportation performance management (TPM)](#) requirements, Climate Smart Strategy performance monitoring, and improve our ability to evaluate and understand the performance, impacts and benefits of projects and programs with a focus on RTP priority outcomes, including equity, climate, safety and mobility.

- **Emerging Transportation Trends Study:** This project assesses how transportation behavior changed during the COVID-19 pandemic, whether these changes are likely to continue into the future, and how these changes could impact the region's goals – particularly access to opportunities and transportation options for BIPOC and low-income people. A series of fact sheets will be developed to communicate key research findings and recommendations on potential analytical approaches and policy considerations to account for changing transportation behavior in development of the 2023 RTP.

- **Existing Conditions Analysis and Updates to the RTP Performance Evaluation Framework and Targets:** Assemble relevant data to support the existing conditions analysis and updates to the plan's performance evaluation framework, including but not limited to inventory of bike, pedestrian, transit networks, TDM and TSMO data, safety data, socioeconomic data, economic value atlas data, reliability data, environmental data and infrastructure condition and transit asset management data. This work will include preparing the regional travel demand model, transportation analysis zone assumptions and networks for use in the update, reflecting 2020, 2030 and 2045 conditions. This work will include preparing VisionEval to be used at a regional level to evaluate greenhouse emissions. This work will continue advancing the region's performance based planning efforts and address federal and state planning requirements, including reporting on the region's adopted congestion management process (CMP). This information will also be used to will help demonstrate how the RTP project and program priorities align with the plan's values, vision, goals, objectives, policies and performance targets.

  In Phase 2, an analysis of performance of the transportation system today (2020 base year) and the 2018 RTP projects and program priorities will help identify where the region is on track to meet the plan's transportation goals or falling short and inform the transportation needs analysis in Phase 3. This work will be documented in a Federal System Performance Report and Chapter 4 of the plan. Updates to the data, methods and tools will also inform

how the region will assess the performance, benefits and impacts of projects and programs that are identified for inclusion in the plan's "constrained" and "strategic" project lists in Phase 4.

Additional travel model runs for 2030 land use assigned to 2018 RTP's 2027 network and 2045 land use assigned to the 2018 RTP's 2040 Constrained network may be evaluated to inform the needs assessment in Phase 3.

- **Project List Review**: Work with project sponsors to review the 2018 RTP project list to identify and report on projects completed since 2018, update the categorization of projects and identify information needed for each project to develop a clear and transparent approach for updating RTP project and programs priorities in Phase 4. Each project will be categorized by primary project type, additional project benefits and the RTP values and outcomes addressed by the project to inform a qualitative assessment of the project list. This work will help demonstrate how current RTP projects and programs advance the values and outcomes identified for the 2023 RTP and support identifying gaps and deficiencies in the needs assessment in Phase 3 and updating RTP project list priorities in Phase 4. This work will also improve communication of the benefits of different projects and their relationship to RTP outcomes and regional transportation needs.

- **Updates to the Transportation Equity Analysis**: The 2018 RTP equity policies call on Metro and partner agencies to take a two-step approach to transportation equity in future transportation planning that involves conducting outreach to and collecting more data from underserved communities, and finding new opportunities to apply that information to shape transportation decision-making.

Since the 2018 RTP update, Metro has been conducting outreach to underserved communities through multiple projects and deepening our efforts to apply the Equity Focus Areas and other analysis tools in regional plans, policies and projects. This work will include sharing lessons learned since 2018, feedback on communities needs and priorities and exploring new data and approaches to support the analysis. This will inform development of recommendations about how to refine the 2023 RTP equity analysis methods as needed to suport the needs analysis in Phase 3 and evaluate the RTP project and program priorities in Phase 4.

This work will also serve to meet a federal requirement to evaluate whether marginalized communities are being disproportationally impacted by the RTP project and program priorities – and if so, recommend actions to avoid, reduce, and/or mitigate identified impacts. Additional work may be necessary to fully comply with CFEC rulemaking that is not yet complete. This will be determined following adoption of the CFEC rules by LCDC.

Phase 2 Key Tasks and Activities	
Planning	- Update RTP vision to reflect Phase 1 feedback - Review and update goals, objectives and related performance targets - Review and update the performance evaluation framework - Update performance measures and targets, data and methods - Update system evaluation framework, data and methods - Review and update RTP System Maps to reflect changes recommended in local and regional planning efforts - Begin to update local, regional, state and federal revenue forecast - Begin research on financing mechanisms - Begin to identify regional transportation needs and potential solutions
Engagement	- Continue to engage partners and community members to refine vision, goals, objectives and performance targets and shape key policy updates to address Phase 1 feedback - Engage partners and the community to begin identifying regional transportation needs and the types of projects that will help address those needs - Host two expert panels – one on climate and one on mobility – to learn about best practices for climate and mobility analysis, limitations of current regional tools and methods and inform recommendations for the 2023 RTP - Host at least one regional transportation tools and data workshop for practitioners and other statkeholders to learn about the analysis tools and data being used to support development of the 2023 RTP
Key Products	- Data and Tools - Household, population and employment data and maps showing housing and job growth in the 2045 Distributed Forecast[1] 2020 Metropolitan Planning Area Boundary and Map - RTP Equity Focus Areas Designations Map and related data - RTP High Injury Corridors and Intersections Designations Map and related data - On-line storymap visualizing various datasets to help identify needs and gaps in transportation projects and programs - Regional freight commodities movement data - Transportation trends data - VisionEval tool for the Portland region

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[1] Adopted by the Metro Council in 2021 after extensive consultation with and review by local governments, the Metro Technical Advisory Committee and the Metro Policy Advisory Committee, the land use assumptions are based on the LCDC-acknowledged 2040 Growth Concept and the seven-county 2045 Regional Forecast previously adopted by the Metro Council in 2018.

Phase 2 Key Tasks and Activities	
	o Updated RTP System Maps
	• Policy Briefs
	o Regional Congestion Pricing Policy Update
	o Regional Mobility Policy Update
	o Safe and Healthy Urban Arterials Policy Update
	o Climate Smart Strategy Update
	o High Capacity Transit Strategy Update
	• Emerging Transportation Trends Findings and Recommendations Fact Sheets and Report
	• Updated transportation equity analysis approach
	• Updated mobility policy analysis approach
	• Federal System Performance Report
	• Summary and map of RTP projects completed since 2018
	• RTP Project Hub and project list categorization updates
	• Draft Regional Vision, Goals, Objectives and Targets (Chapter 2)
	• Draft Regional Transportation System Policies (Chapter 3)
	• Draft Growing and Changing Region/Existing Conditions (Chapter 4)

PHASE 3 | REVENUE AND NEEDS ANALYSIS | SEPTEMBER TO DECEMBER 2022

Desired outcome: By December 2022, JPACT and the Metro Council provide direction on regional project and program priorities and funding levels to guide updating the region's investment priorities.

The third phase of the process will include updating financial assumptions for the plan period and documenting transportation needs and disparities in the region with a focus on RTP priority outcomes identified in Phases 1 and 2, including equity, climate, safety and mobility.

Financial Plan: The purpose of the financial plan is to understand and document the funds available to fund our region's transportation needs. This financial plan will also address corrective actions identified in Metro's 2021 Federal certification review. Cooperatively updating the plan's financial assumptions will include working with transportation providers to document and forecast the amount of local, regional, state and federal funding expected to be available to address current and future transportation needs, including adequately maintaining and operations of the existing transportation system.

This will include documenting existing revenue sources (i.e., fees, taxes, fines, fares) collected at the local, regional, state and federal levels, documenting historic levels of funding by revenue source, forecasting "reasonably expected" revenue for the plan period (i.e. financially constrained revenue forecast or "constrained budget") and identifying potential new funding mechanisms. A "Constrained RTP" near-term (2024-2030) and long-term (2031-2045) revenue forecast will be developed consistent with federal requirements.

> **Defining terms**
>
> **Constrained budget**
> The combined federal, state and local funds the greater Portland region can reasonably expect through 2045 under current funding trends – presumes some increased funding compared to current levels
>
> **Constrained list**
> Projects that can be built by 2045 within the constrained budget
>
> **Strategic list**
> Additional priority projects that could be achieved with additional resources

This information will be used to support a policy discussion on the sources and levels of funding needed to implement the region's project and program priorities in the near- and long-term and meet federal requirements for demonstrating fiscal constraint in the RTP. This work will be informed by regional congestion pricing policy development and coordinated with ODOT's Tolling Program, and may inform other concurrent funding discussions happening at the local, regional, state

and federal levels. In order to be eligible for federal or state transportation funding, a project must be included on the "constrained" list.

This research will also help build an understanding of how the regional system is funded today, illuminating how revenue collection and disbursement may contribute to transportation inequities. A policy brief will be developed providing an assessment of the equity impacts of current RTP revenue collection and disbursement on people with lower income and communities of color. The equity assessment will inform the RTP finance plan. The policy brief will also identify financing strategy options, identifying potential revenue sources that could improve equitable outcomes and other equitable financing strategies. Additionally, potential policy changes may be identified for a more equitable financing approach in the future. Equitable financing options and potential policy changes could inform implementation actions in Chapter 8 of the 2023 RTP.

Transportation Needs Analysis: An updated regional transportation needs report will be prepared to inform jurisdictions as they update their project and program priorities in the next phase. The report will also highlight disparities in the region with a focus on RTP priority outcomes, including equity, climate, safety and mobility and provide recommendations for how to address them in the next phase. Staff will work with the Metro Council and JPACT to understand the region's needs with respect to safety, equity, climate and mobility; identify specific types of projects that address different needs; and report back on RTP spending on each of these project types alongside related performance measures in Phase 4. **Figure 5** provides examples of the types of projects and programs that are contained in the RTP to address transportation needs in the region.

This work will provide additional context to help the Metro Council and JPACT understand how RTP project and program priorities advance RTP goals and priority outcomes and inform policy direction for updating the RTP project and program priorities in the next phase.

Figure 5. RTP Project and Program Examples To Address Regional Needs

Projects

Bridge and road maintenance

Bridge and road pavement resurfacing, preventive maintenance, preservation and rehabilitation

Bus and rail vehicle maintenance and replacement

Preventive maintenance for fleet and facilities, transit vehicle replacement, etc. to keep system in good repair

Complete streets for all users

Modernize street and intersection designs to reduce conflicts and better serve all modes and users

Freight access to industry and ports

Road and railroad crossing upgrades, port and intermodal terminal access improvements, rail yard and rail track upgrades

Throughway expansion

Interchange fixes, strategic widening, auxiliary lane additions in areas of consistent bottlenecks

Main street retrofits

Retrofit streetscapes in areas with shopping, restaurants and local services to include street trees, improved lighting, street furniture, such as benches, garbage bins, wider sidewalks, bike parking, etc.

Seismic upgrades

Retrofit roads and bridges to increase resiliency to earthquakes, particularly major river crossings

Street connections and expansion

New arterial and collector street connections, strategic widening, highway overcrossings, etc.

Transit service enhancement and expansion

Increased bus service coverage, speed and frequency, MAX and streetcar extensions, expanded WES commuter rail service, employee and community shuttles, separate travel lanes for buses, etc.

Walking and biking connections

Protected and/or separated bike lanes, sidewalks, crosswalks and curb ramps on major streets, off-street trails, etc.

Programs

Affordable transit pass program

Provide affordable transit passes to students, seniors and low-income riders

Programs and incentives to reduce vehicle trips

Regional travel options programs, paid and timed parking in centers, encourage walking, biking, use of transit, carpooling, carsharing, ridesharing, telecommuting, etc.

Smart technology and traffic management

Traffic signal and transit priority coordination, vehicle charging stations, clearing crashes quickly, etc.

Transit amenities

Bus shelters and benches, passenger boarding areas, transit stop and station access, lighting at stops, etc.

Transit oriented development

Policy and market incentives to encourage building higher-density, mixed-use projects in centers and along corridors served by high capacity and frequent transit

Transportation safety and education programs

Improved and expanded Safe Routes to Schools programs, speed enforcement, Safe Routes to Transit programs, etc.

Transportation services for older adults and people with disabilities

On-call paratransit services, door-to-door pick up, etc.

Other tools that could be supported by policies

Emerging market-based technologies

Freight movement technology, self-driving vehicles, shared mobility services (e.g., Uber and Lyft), etc.

High occupancy vehicle/tolled lanes, express lanes/congestion pricing

High occupancy vehicle (HOV) lanes, high occupancy tolled (HOT) lanes, tolling, managed lanes, congestion pricing

Metro

Policy Direction and Desired Outcomes for RTP Project and Program Priorities: The Call for Projects process that will guide updating the RTP project list will be more fully defined during Phase 3 to provide policy direction on how the "Constrained" and "Strategic" project lists should be updated and prioritized in the next phase.

Similar to past RTP updates, Metro and jurisdictional partners will work together to update the plan's regional transportation project and program priorities following the process agreed to by JPACT and the Metro Council. In Phase 4, agencies will be asked to identify projects that address regional needs and challenges and community priorities, and maximize progress toward the region's agreed upon vision and goals for the future transportation system.

Phase 3 Key Tasks and Activities

Planning	• Update RTP financial plan
	    ○ Research transportation revenue sources
	    ○ Update the financially constrained revenue forecast with local and state partners, building ODOT's *Financial Assmptions for Development of Metropolitan Transportation Plans SFY 2018-2047*
	    ○ Set funding targets for the "Constrained RTP" near-term (2024-2030) and long-term (2031-2045) project and program priorities
	    ○ Identify potential new funding mechanisms to assume to implement the more aspirational "Strategic RTP" and set funding target for additional project and program priorities the region would pursue if additional resources became available
	    ○ Make recommendations on financing strategy options, including potential policy changes, for a more equitable financing approach
	• Identify regional transportation needs and priorities, including:
	    ○ Identify gaps and deficienices
	    ○ Identify opportunities to support increased use of alternative fuel vehicles, transportation electrification (including buses, e-bikes and other mobilty devices), connected vehicles, driverless vehicles and other advanced technologies
	    ○ Identify transportation disparities experienced by marginalized communities
	    ○ Identify potential transportation risks and vulnerabilities of Regional Emergency Transportation Routes to inform opportunities for making the transportation system resilient to natural and security hazards, climate change and extreme weather events
	• Define process to guide update to list of RTP project and program priorities

Phase 3 Key Tasks and Activities	
Engagement	• Continue to engage partners and community members to identify regional transportation needs and possible solutions • Engage regional technical and policy advisory committees to define Call for Projects process • Engage transportation providers to document and forecast reasonably available funding sources
Outcome	• JPACT and the Metro Council provide direction on process for updating and evaluating RTP project and program priorities and prioritizing the RTP "Constrained" and "Strategic" project lists
Deliverables	• Regional Transportation Needs Assessment Report • Draft RTP Transportation Needs (Chapter 4) • Equitable Financing Strategies Policy Brief • Draft Finance Plan (Chapter 5) • Regional Transportation Priorities Call for Projects Packet • Public Engagement Report

PHASE
4
January to
June 2023

PHASE 4 | BUILDING A SHARED STRATEGY | JANUARY TO JUNE 2023

Desired outcome: By June 30, 2023, a draft plan (and appendices) and updated regional project and program priorities are prepared for public review in Phase 5.

The fourth phase of the process will include updating the region's project and program investment priorities and future actions recommended in Chapter 8 of the RTP to support implementation of the plan. The Call for Projects process will be defined in Phase 3. Staff will evaluate priority investments and strategies following the process and policy direction defined by JPACT and the Metro Council in Phase 3. Opportunities for input on the updated project lists, evaluation results and project and program investment priorities will be provided during this phase. Work will also include updating Chapter 8 of the RTP to identify future actions and work needed to support implementation of the 2023 RTP.

Phase 4 Key Tasks and Activities	
Planning	• Develop draft RTP project and program priorities
	• Solicit and coordinate updates to list of the region's transportation investment priorities, consistent with Metro Council and JPACT policy direction
	• Compile recommended local transportation system plan and corridor refinement plan updates
	• Address identified regional transportation needs and opportunities
	• Compile draft RTP "constrained" and "strategic" project lists in publicly-accessible website
	• Conduct and report on system-level evaluation of investment priorities relative to plan's goals, objectives and performance targets
	• Identify tradeoffs and choices for regional discussion relative the identified needs and revenues anticipated to be available during the plan period
	• Refine draft RTP project and program priorities to address public feedback and findings from the performance evaluation
	• Update recommended actions in Chapter 8 to support plan implementation, including securing adequate funding
	• Update performance monitoring framework, data and methods as needed

Phase 4 Key Tasks and Activities	
Engagement	• Engage partners and the public to review draft list of project and program priorities and system performance • Engage partners and the public to update Chapter 8 of the RTP to support implementation • Engage regional advisory committees to finalize recommendations to the Metro Council on direction for draft 2023 Regional Transportation Plan
Outcome	• Public review draft RTP, appendices, and project lists
Deliverables	• Regional Transportation Projects and Programs Evaluation Report • Regional Freight Delay and Commodity Movement Study Findings and Recommendations Report • Draft RTP Finance Strategy (Chapter 5) • Draft RTP Action Plan (Chapter 8) • Draft Regional Framework Plan and Functional Plan amendments • Public Engagement Report

PHASE 5 | PUBLIC REVIEW AND ADOPTION PROCESS | JULY TO NOVEMBER 2023

Desired outcome: Before December 6, 2023, the Metro Council adopts the 2023 Regional Transportation Plan and its technical appendices (including project and program investment priorities).

The final phase of the update will provide additional opportunities for review and input on the overall draft plan and its appendices prior to consideration by the MPAC, JPACT and the Metro Council.

Phase 5 Key Tasks and Activities	
Planning	• Compile draft plan and technical documentation for public review
Engagement	• Release public review draft 2023 RTP for 45-day public comment period • Hold public hearings • Consult with Tribes, Resource agencies and Federal and state agencies • Engage regional advisory committees to finalize recommendations to the Metro Council on adoption of 2023 RTP
Outcomes	• MPAC makes recommendation to the Metro Council • JPACT considers adoption of 2023 RTP • Metro Council considers adoption of 2023 RTP
Deliverables	• Public review draft 2023 RTP (and appendices, including project and program investment priorities) • Adoption legislation, including findings of compliance with Statewide Planning Goals and Federal mandates • Final Public Engagement Report • Final 2023 RTP (and appendices)

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

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

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

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April 21, 2022

2023 Regional Transportation Plan Update

Public Engagement Plan

Approved and recommended by the Joint Policy Advisory Committee on Transportation (JPACT) on April 21, 2022

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

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Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at trimet.org.

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions. This means JPACT approves MPO decisions and submits them to the Metro Council for adoption. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

Project web site: oregonmetro.gov/rtp

TABLE OF CONTENTS

INTRODUCTION

The Regional Transportation Plan (RTP) shapes the future of greater Portland's transportation system – the way people and businesses get where they need to go. The RTP was last updated in 2018 with the input of thousands of people who live, work and travel across the greater Portland region. The 2018 RTP identified transportation needs and goals related to safety, equity, climate and congestion management. There have been significant successes and progress made toward our regional goals. Still, there is much to accomplish and there are new considerations given all that has changed since 2018.

We are at pivotal moment. The impacts of climate change, generations of systemic racism, economic inequities and the pandemic have made clear the need for action. The greater Portland region continues to grow, technology is changing quickly and our roads and bridges are aging. The 2023 RTP update calls for Metro to again bring together the communities of the greater Portland region to renew our shared vision and strategy for investing in a transportation system that serves everyone. It calls for strengthened and new partnerships, a commitment to collaboration and innovative ideas.

The plan will address regional challenges and areas of focus identified during the scoping phase.

PUBLIC ENGAGEMENT GOALS AND OBJECTIVES

The public engagement plan supporting the 2023 RTP guides the strategic direction, approach and desired outcomes for engaging people, community-based organizations, businesses, transportation agencies and other stakeholders throughout the two-year RTP update process.

The plan describes the engagement goals, objectives, potential strategies, timeline, decision milestones, as well as metrics to measure success. The approach described in this plan is intended to support a transparent process in which all stakeholders have opportunities to provide meaningful input on the 2023 RTP. The plan is in alignment with Metro's agency wide Strategic plan to advance racial equity, diversity and inclusion, the Planning and Development Departmental Strategy for Achieving Racial Equitypublic participation in transportation planning guideand federal and state requirements and expectations for effective public engagement.

The desired outcome of the engagement is to gain insight around the values, needs and priorities of the community members, community-based organizations, businesses and transportation agencies and their input on how to pay for investments to address those needs and priorities. The information gathered from engagement activities will be shared with decision-makers in a variety of ways to

ensure they have opportunity to contemplate and fully consider public input. The development of the 2023 RTP will apply a racial equity lens. This includes:

- An understanding that, due to structural racism, Black, Indigenous and other people of color (BIPOC), experience inequitable health, education, criminal justice and economic outcomes.

- A commitment to advance strategies to support and invest in Black Lives and transform systems that create or perpetuate harm.

- A commitment to redesigning and centering new programs, policies or planning efforts to benefit and support BIPOC communities so that they may thrive in our region.

- An understanding that a traditional approach to decision-making without a racial equity considerations will result in communities of color bearing the disproportionate impacts.

> Metro is committed to advancing racial equity, which centers the values of diversity, equity and inclusion in decision making and ensuring that all people in the Portland metropolitan region have the opportunity to reach their full potential.

Public Engagement Goals

The engagement for the 2023 RTP will provide opportunities for people across the greater Portland region to increase their understanding of how decisions about transportation in the region are made and to have an impact on those decisions. Goals for this process include:

- Learn about the transportation needs and priorities of communities across greater Portland.

- Reflect the priorities identified through community engagement and prioritize the input provided by communities of color, the disability community and communities with limited English proficiency, in the elements of the 2023 RTP that guide investment decisions.

- Build support for and momentum to achieve community-driven objectives and build public trust in Metro's transportation planning process.

- Strengthen existing and build new partnerships with local, regional, state and federal governments, Tribes, business and community leaders, academic institutions and historically underrepresented communities including Black, Indigenous and people of color, people with disabilities, people with low incomes and people with limited English proficiency, as well as youth and older adults for sustained involvement in decision-making.

METRO ROLE Implement a public engagement plan for the 2023 RTP update that builds on previous and concurrent engagement efforts and relationships, is informed by input from partners and the public and advances **Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion.**

Public engagement objectives

1. Communicate complete, accurate, understandable and timely information to the public and partners throughout the project.

2. Provide inclusive, meaningful public engagement opportunities and demonstrate how input influenced the process. Clearly indicate when there are opportunities for engagements, how the public can participate and how feedback will be used going forward.

3. Actively seek public input prior to key milestones and share with Metro Council and regional committees in a manner that best supports the 2023 RTP decision-making process. Develop meaningful public engagement activities to generate input relevant to project milestones.

4. Build community capacity to participate in and make an impact on transportation policy and investment decisions during the 2023 Regional Transportation Plan and in future transportation plans, projects and decisions at both local and regional levels.

5. Build the capacity of regional decision makers and Metro staff to effectively translate community priorities into effective policies and actions during the 2023 Regional Transportation Plan update and into the future.

6. The 2023 RTP projects and policies respond to the needs and priorities of people living, working and traveling in the region.

7. Comply with all public participation requirements. Ensure engagement approach meets requirements as articulated in Title VI of the Civil Rights Act, the Environmental Justice Executive Order, Federal Executive Order on Advancing Racial Equity, new Federal Planning Emphasis Areas, the Federal Highway Administration's 23 Code of Federal Regulations Section 450.316, Oregon's Statewide Planning Goal 1 for citizen involvement and Metro's Public Engagement Guide.

8. Coordinate engagement efforts with relevant Metro and agency partner projects and programs. Incorporate engagement needs of relevant Metro projects and programs to create a coordinated effort that connects projects and programs for the public as they learn about and provide input on the 2023 RTP. Projects and programs include but are not limited to the Metropolitan Transportation Improvement Program (MTIP) and Regional Flexible Funds Allocation (RFFA) process and major planning efforts underway such as,

updating the High Capacity Transit component of the RTP, the Westside Multimodal Improvements Study and the Tualatin Valley Highway Corridor Plan.

Building a plan together

The engagement efforts will seek participation of all potentially affected and/or interested individuals, communities and organizations. To date, the project team has identified a number of stakeholders to engage in the process. The list that follows is not exhaustive and additional stakeholders will be included as the region builds a shared strategy for the 2023 Regional Transportation Plan.

- General public
- Communities historically underrepresented in the decision-making processes including Black, Indigenous and people of color (BIPOC) communities, people with low incomes and people with limited English proficiency
- Youth and older adults
- People with disabilities
- People at the intersection of multiple communities who have been historically underrepresented in the decision-making processes
- Community leaders and organizations, including community-based advocacy organizations working with historically under-represented communities, health and equity interests, environmental and land use issues and transportation advocacy groups
- Business and economic development interests, including large and small employers, business organizations, associations and chambers of commerce
- Local jurisdictions and special districts, including transit providers and Ports
- Advisory committees involved with partner agencies that are engaged in transportation and/or related issues

- Southwest Washington Regional Transportation Council (RTC) and other Clark County governments

- Philanthropic foundations and institutions

- Native American Tribes

- Federal and state legislators and elected officials representing counties and cities in the region

- State agencies, including the Oregon Department of Environmental Quality, Oregon Department of Land Conservation and Development and Oregon Department of Transportation

- Federal agencies, including the Federal Highway Administration, Federal Transit Administration and the U.S. Environmental Protection Agency

REGIONAL TRANSPORTATION DECISION-MAKING FRAMEWORK

The RTP update will rely on Metro's role as the federally designated Metropolitan Planning Organization (MPO) designated by the governor for the Portland metropolitan region and its existing decision-making framework, shown below.

Regional Transportation Decision-Making Framework

The decision-making framework includes the Metro Council and five advisory committees that have varying levels of responsibility to review, provide input and make recommendations on the development of the 2023 RTP. **Integral to this decision-making process are timely opportunities for partners and the public to provide meaningful input to the Metro Council and the technical and policy advisory committees prior to key decision milestones.**

Metro's Committee on Racial Equity (CORE) advises Metro Council and staff on the implementation of the *Strategic Plan to Advance Racial Equity, Diversity and Inclusion*. CORE will provide input at key points in the 2023 RTP process. CORE's input will be shared with Metro's other advisory committees for consideration.

The Metro Policy Advisory Committee (MPAC) advises and makes recommendations to the Metro Council on growth management and land use issues, including the RTP, at the policy level, and the Metro Technical Advisory Committee provides input to MPAC at the technical level.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including updating the RTP every five years. The Transportation Policy Alternatives Committee (TPAC) provides input to JPACT at the technical level.

Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions. For the purposes of the RTP, JPACT approves the RTP and periodic amendments and submits these to the Metro Council for adoption. The Metro Council adopts the recommended action or refers it back to JPACT with a recommendation for amendment.

PUBLIC ENGAGEMENT APPROACH

The regional advisory committees will serve as the primary engagement mechanisms for collaboration and consensus building. In addition to these committees, engagement with other interested individuals, communities and organizations will continue to be an important element of the engagement strategy.

The process will employ community engagement that informs, consults or involves people based on their level of interest in the project. The project team will seek specific input using a variety of public engagement tools.

The engagement is intended to make the 2023 RTP planning process accessible and to ensure that stakeholders can have meaningful voice in the process. The approach is guided by the following engagement practices:

1) demonstrate how the decision-making process operates where/when to provide input and the key questions/outcomes to consider

2) provide outreach early enough in the decision-making process to promote meaningful opportunities for the public to shape policies and outcomes,

3) track how input is considered by decision makers and impacts final action or outcome of decision,

4) provide follow up with those who provided input about final action or outcome of decision,

5) seek public evaluation of engagement experience and monitors engagement of historically underrepresented communities and

6) adjust engagement to respond to results of evaluation.

ENGAGEMENT STRATEGIES

The engagement strategies will create accessible and welcoming opportunities for community members and other stakeholders to share their experiences and ideas in order to have an impact on the 2023 RTP process. The engagement strategies outlined in this plan are intended to serve as a guide. They are informed by stakeholder input, lessons learned from recent engagement and resources available. However, the engagement strategies will be iterative and responsive to evolving relationships, feedback and changing conditions, to the extent possible. The constraints of this process, including federally designated timelines, will be acknowledged and communicated to stakeholders.

Core strategies include: Interactive online engagement, Community storytelling, community partnerships, place-based conversations. The engagement activities and tools will support the implementation of these strategies.

Engagement for the 2023 RTP starts as the greater Portland area enters the third year of the COVID-19 pandemic. The pandemic has impacted the capacity of community and agencies and has changed how we do community engagement. This engagement plan assumes social distancing will continue through much of this process and emphasizes digital tools to engage stakeholders remotely. However, we will work with community based organizations, local agency partners and other community representatives to ensure community members without internet access or limited access to/familiarity with technology have opportunities to meaningfully engage in the 2023 RTP

Interactive online engagement

Online engagement will include interactive surveys, information that is concise and accessible and videos that make RTP topics and decisions pertinent and relatable. Community members will have opportunities to engage in ways that are comfortable and convenient for them. Brief and relatable information supports a more inclusive process in which participants do not need technical knowledge to engage and make an impact on the process. Staff will promote online engagement opportunities and information through the Metro news feed, social media, emails to interested parties lists, jurisdictional and community partners. Metro staff will also work with community organizations and leaders to encourage survey participation in communities that are typically under-represented among survey respondents. The extent possible, Metro will collaborate with community partners to provide a variety to survey formats (i.e. phone, translations, word documents) to reach community members and expand participation.

Community storytelling

Storytelling amplifies the voices of community members who have been historically left out of public decision-making processes and are affected by transportation policies and investment decisions. When community members tell the stories of their lived experiences they become involved in the decision-making without needing to become experts in transportation policy. Further, their stories help to ground decision-makers in the lives of the community members who they serve. Metro staff will work with community members and community partners to tell the stories of people who work in live in greater Portland. There will be two focused storytelling windows: one in spring and summer 2022 that will highlight community experiences and needs getting around. The second in early 2023 to describe the potential impact of proposed investments on people's lives.

Additionally, Metro staff are aware of at least two storytelling initiatives led by transportation advocacy organizations that will happen concurrently with the 2023 RTP. Staff will also look to these and other community storytelling for insights to inform the 2023 RTP.

Community partnerships

Metro works with community-based organizations (CBO's) serving and expressing the perspectives of Black, Indigenous and people of color to elevate the voices of communitieis that have been historically ignored or marginalized in policy decisions. Through these partnerships, CBO's have consistently invested their expertise, leadership capacity and limited resources in working with Metro to have a meaningful impact in the policies and investments that affect their communities. Metro's relationships with CBO's continue to evolve and Metro staff and leadership continue to recognize and address the institutional structures and norms that are often barriers to Black, Indigenous and people of color, people with disabilities, people with limited English proficiency, youth and older adults being involved in Metro discussions and decision-making spaces.

> "Metro will create policies, build systems and invest resources to break down social, historical and institutional barriers and positively transform how communities of color meaningfully engage in Metro decisions and the design of policies, programs and plans."
>
> *– Goal B, Metro meaningfully engages communities of color*

Metro will seek partnerships with three or more community-based organizations to help ensure that the needs and perspectives of communities of color and other culturally specific communities are represented in the development and implementation of the 2023 RTP. Metro seeks to work with partners to achieve the following goals:

- Ensure decision-makers learn from and include perspectives of communities of color in shaping 2023 RTP policies and investment priorities.
- Grow the capacity of communities of color to engage in regional and local transportation decisions, including future decisions beyond the 2023 RTP.
- Include multiple communities of color and culturally specific communities from across Metro's jurisdiction in the 2023 RTP.

Organizations may offer different tactics within their current programming and capacity-building plans to accomplish the partnership program's goals. Specific scopes of work will be co-created with partners once they are selected.

Place-based conversations

Community stories, data and videos will highlight areas in the region that are ongoing priorities for investments as well as areas where investments have been made. Over the last couple years one way Metro engaged community members on transportation was through hosting Local Investment Teams. The teams included local elected officials, community members and agency staff who toured corridors across greater Portland and discussed the needs and opportunities they observed on and around some of the most heavily used roadways.

Metro staff received feedback that the Local Investment Teams were appreciated by both participants and many of the local elected officials who learned from the teams' insights and ideas. The 2023 RTP process will build on and update this approach to meet the constraints of the pandemic, expand participation of local elected officials and business leaders and use videos and interviews/community stories to highlight needs and opportunities across greater Portland.

ENGAGEMENT ACTIVITIES AND TOOLS

The following describes the types of outreach and engagement tools that will be used during the development of the 2023 RTP.These tools will be timed to best leverage the needs of the RTP and its components.

- **Public Engagement Plan** (May 2022) Details outreach activities, schedule, public engagement framework and key stakeholders.

- **Comment tracking database** (Ongoing) The team will pursue a method to log all public comments, questions and concerns and respond to or coordinate a response when appropriate. The log is intended to include direct comments or comment themes from all sources, including emails, phone calls, email submissions and comments made during presentations and briefings with stakeholders.

- **Website** (Ongoing) The project website will be the primary portal for information about the project. It includes pages that describe project activities and events, the process timeline and support documents and materials. The site will host online quick polls, open houses and surveys. At any time, members of the public may submit comments through the project website's online comment tool. Staff will receive comments, coordinate responses as needed and track comments.

- **Interactive online engagement** (Ongoing) The team will use MetroQuest throughout the 2023 RTP process to reach a broad audience. Surveys will be available to the public in advance of key decision points. Participants will engage with multimedia educational content and a variety of formats for providing input including a mapping tool, ranking activities and open ended

comments. Engagement opportunities will be promoted widely. Translated surveys will be made available when Metro is able to work with culturally specific organizations to promote and support community members with limited English proficiency to participate. Metro will seek to collect and report demographic information as part of each survey to track whether we are hearing from a representative group of people that reflects our diverse communities and a broad range of experiences in our region.

- **Social media** (Ongoing) Metro staff will use social media, including Instagram, Twitter and Facebook, to invite members of the public to participate in online quick polls, surveys and other major public engagement activities. Social media will also be used to announce major project milestones.

- **Tribal consultations** (Ongoing) Metro will consult with Tribes in coordination with Metro's Tribal Liaison. Metro will invite Tribes to consult early in the process (Spring 2022). In this invitation, Metro will seek feedback on how Tribes would like to be involved in the 2023 RTP process. Activities could include: email updates, in-person briefings, individual or group consultation meetings (~spring 2022) and an invitation to consult during the public comment period (July- Nov 2023). Metro will document this consultation process as a framework for future consultations.

- **Regulatory and resource agency consultations** (Ongoing) The project team will consult with regulatory, natural resource and other public agencies and stakeholders, including ODOT, DLCD, FHWA, FTA, OHA and others identified during the scoping process. Activities will include: email updates, in-person briefings, offering two group consultation meeting opportunities to provide feedback (~spring 2022 and an invitation to consult during the public comment period (July- Nov 2023).

- **Engagement toolkits** with informational materials, presentations and discussion questions will be made available for Metro Councilors, JPACT members, jurisdictional partners, community organizations and other interested parties to engage constituents in advance of key decision points.

- **Storytelling, project newsfeeds and emails** (Ongoing) Metro staff will develop stories, videos, newsfeeds and emails to provide information about key milestones and to invite the public to participate in engagement opportunities. The stories and newsfeeds will also be important tools for audiences to learn about the people and places that make up the region and related transportation needs and priorities. The project will maintain an interested parties email list that will be an ongoing feature of the public engagement effort.

It is expected that newsfeeds and email updates will be developed during these key points:

- o Introduction and announcement of the project
- o Invitation to participate in online surveys
- o Refinement of RTP goals, objectives and performance targets
- o Identification of transportation needs and priorities
- o Development of a shared investment strategy and action plan

- **Joint Policy Advisory Committee on Transportation workshops** (spring, summer and fall 2022 and spring 2023) will provide space for JPACT members to discuss policy priorities, consider public input and provide policy feedback to the Metro Council on specific topic areas.

- **Community Leaders Forums** (ongoing) will be held in advance of major decision points to hear priorities and concerns from community leaders and receive feedback about the RTP process. The forums are also intended to hold space for community leaders to coordinate and build relationships around regional transportation policy.

- **Policy in Action Expert Panels** (Spring – Summer 2022) The project team will develop expert panels to hear from national leaders and foster regional collaboration on topics such as modeling the impact of transportation on climate change and measures of mobility.

- **RTP Informational Sessions** (Spring – Summer 2022) The project team will offer interactive informational sessions that orient community members to the RTP process, why it's important and how to read and work with the RTP project list. The purpose of these events is to increase transparency and support interested individuals in effectively engaging with the RTP, with a focus on involvement in the development of the project list and understanding the life of a project before and after the RTP.

- **Agency and jurisdictional engagement** (Ongoing) Metro Council and staff will engage agencies and local governments through Metro Council formal advisory committees, standing meetings of county-level coordinating committees, joint TPAC/MTAC workshops, TPAC workshops, TransPort Subcommittee to TPAC, the SW Washington Regional Transportation Council and other means. Metro Council will also provides updates as part of Metro updates to city councils and other policy bodies throughout the project. In addition to this engagement, the High Capacity Transit Strategy Update will also form a transit work group including agency and local government representatives from SMART, Portland Streetcar, City of Portland, Clackamas County, Multnomah County, Washington County, ODOT, C-TRAN and SW RTC that will meet regularly to share work and provide input on key project elements. Metro invites jurisdictions and agencies to share local community

needs and priorities that staff and leaders have heard from engagement on recent Transportation System Plans and other initiatives.

- **Individual and small group stakeholder meetings and briefings** (Ongoing) Metro Council and staff will provide updates to stakeholders throughout the project and will have discussions at standing meetings of community groups and organizations and other stakeholders who have an interest in the project. This will include briefings and discussions with elected officials, businesses, business and economic development groups (including two business roundtables), community-based groups and organizations. The project team will also seek to coordinate with agency partners in order to engage existing advisory committees that advise jurisdictions and transportation agencies on transportation, community needs and equity. The project team will seek opportunities to co-convene meetings with community and business partners. The purpose of these meetings will be to provide updates, share information and to solicit input on key elements of the project. For the High Capacity Transit Strategy Update in particular, Metro staff will seek to work with community groups to hold workshops in each county for the purpose of providing input on the system vision.

- **Publication**s (Ongoing) Fact sheets, project updates and other materials will be developed to describe the RTP update, as well as to describe specific topical components of the project, such as transportation equity, finance and climate and specific aspects of the update at key milestones. The materials will be distributed at briefings and meetings. Summary reports documenting the results and findings of major tasks will also be developed and made available on Metro's website and meeting presentations.

- **Public comment reports** (Ongoing) Throughout the process, the project team will document all public involvement activities and key issues raised through the process.

- **Final public comment report** (Summer 2023) A public comment report will be compiled and summarized at the end of the formal public comment period.

- **Metro Council public hearings** (Fall 2023) Hearings will be hosted by the Metro Council as part of regular meetings as part of the final adoption process.

- **Final public engagement summary report** (Fall 2023) A final summary report containing a complete evaluation and overview of the engagement effort, including a discussion of the successes and potential areas for improvement will be created at the end of the process.

2023 RTP timeline

From May 2022 to November 2023, the Metro Council and staff will engage the public and local, regional and state partners to update the Regional Transportation Plan. The 2023 RTP update will be completed in five phases.

Timeline for the 2023 Regional Transportation Plan Update
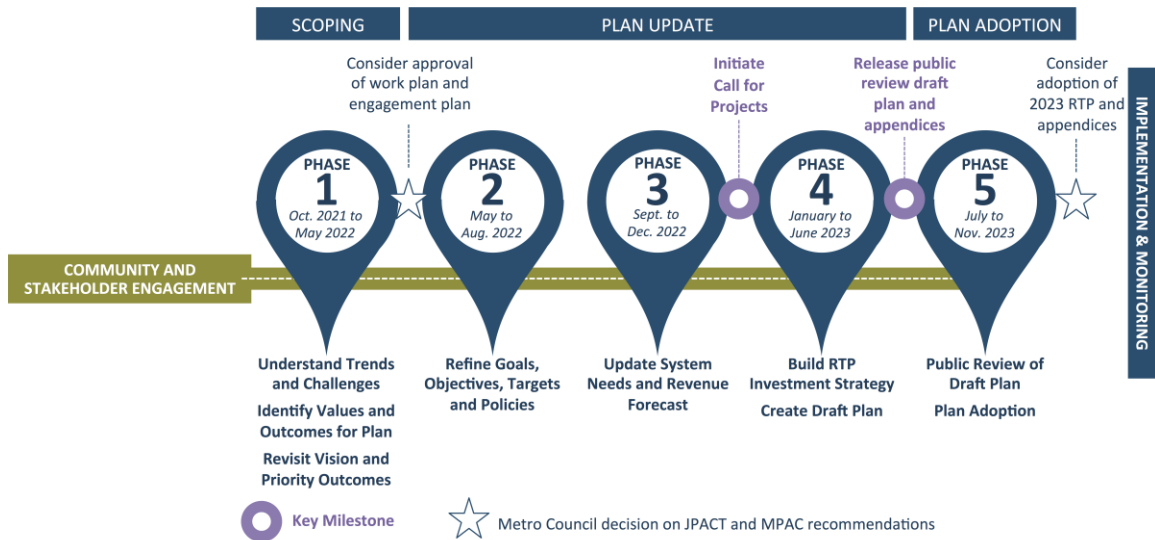
Ongoing engagement opportunities (May 2022 – November 2023)

The project webpage (www.oregonmetro.gov/rtp) will be the primary portal for information and engagement throughout the process. Comments may be submitted via email at any time in the process. The project team will respond to comments as needed and track comments and responses through an ongoing database.

Engagement points (May 2022 – November 2023)

There are multiple milestones and decision points through the development of the 2023 RTP. Using the tools outlined below, the project team will facilitate a dialogue between the public and decision-makers that will ensure that decision-makers are considering and addressing the recommendations and concerns of the public and that the public understands the policies being considered in the 2023 RTP. The project team expects to engage the community in each phase of the 2023 RTP process.

Summary of planning and engagement activities and key project milestones

When	What
Phase 1: Scoping Oct. 2021 to May 2022	Develop a shared understanding of trends and challenges facing the region and priorities for the update to address
Milestone: April/May 2022	MPAC makes recommendation to the Metro Council
	JPACT and the Metro Council consider adoption of the work plan and public engagement plan
Phase 2: Data and Policy Analysis May to August 2022	**Planning Focus:** Refine the plan's vision, goals, objectives, performance targets and policies; update data and analysis tools to support process.
	Engagement Focus: Refine vision, goals, objectives, and shape key policy updates to inform the Needs Assessment in Ph. 3 and Call for Projects in Ph. 4. Refine criteria for evaluating and prioritizing projects and educate about opportunities and constraints for stakeholders to influence Ph. 4 Call for Projects process.
	• Launch community partnerships
	• Metro Councilor engagement with constituents, including city councils
	• Policy-maker topic-specific workshops
	• TPAC/MTAC workshops
	• TPAC workshops
	• Expert panel discussions on measuring impact of transportation on climate and measures of mobility to inform targets
	• Regional transportation tools and data workshop(s)
	• Small group stakeholder meetings
	• RTP informational sessions
	• Presentations and discussions at county-level coordinating committees and regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings
	Note: RFFA public comment is planned for May 2022. Public input could help inform Phase 3.
Milestone: August 2022	No action taken
Phase 3: Revenue and Needs Analysis September to December 2022	**Planning Focus:** Update regional transportation needs and revenue forecast to guide updating the RTP project and program priorities.
	Engagement Focus: Community engagement to identify needs, priority project types and project locations.
	• Video tours of needs and successes featuring community priorities for types of investments across the region (e.g. safety—lights, bus stops in underserved areas) and priority geographies (e.g. urban arterials such as 82nd, Tualatin Valley Highway and Sunrise Corridor) (video tours could be combined with community stories)
	• Community stories: multimedia story telling that elevates lived experiences of community members from across the region to deepen understanding of system needs and inform the investment strategy.
	• Online interactive survey that invites input on place-based and system wide needs
	• Business roundtable meeting
	• Community partner engagement
	• Policy-maker topic-specific workshops

When	What
	• TPAC/MTAC workshops • TPAC workshops • Small group stakeholder meetings • Presentations and discussions at county-level coordinating committees and regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings
Milestone: **January 2023**	Initiate Call for Projects
Phase 4: Build RTP Investment Strategy January to June 2023	**Planning Focus:** Update regional project and program priorities and prepare a draft plan and appendices. **Engagement Focus:** Communities and stakeholders consider projects and tradeoffs. Metro will give feedback to transportation agency partners on these projects based on their ability to advance regional goals with a focus on climate, equity, safety and mobility • Online interactive survey that explores investment priorities and for input on preferred priorities • Community partner-led engagement • Community leaders forum • TPAC/MTAC workshops • TPAC workshops • Business roundtable meeting • Small group stakeholder meetings, with focus on bridging community leaders, business leaders and other interested members of the public with the decision-making bodies—MPAC, JPACT and Metro Council • Presentations and discussions at county-level coordinating committees and regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings
Milestone: **July 2023**	Release draft 2023 RTP for public review
Phase 5: Public Review and Plan Adoption July to November 2023	**Planning Focus:** Conduct 45-day public comment period **Engagement Focus:** Receive feedback on Draft 2023 RTP (and its components) • Online interactive survey • Tribe and agency consultations • At least two public hearings • TPAC/MTAC workshops • TPAC workshops • Presentations and discussions at county-level coordinating committees and regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings
Milestone: **November 2023**	MPAC makes recommendation to the Metro Council JPACT and the Metro Council consider adoption of the 2023 Regional Transportation Plan (and its components) for submittal to DLCD and U.S. DOT.

HOW WE MEASURE SUCCESS

Metro, led by an effort in the Parks & Nature Department, is working to develop an approach to measuring enagement that is consistent and aligned with Metro's Strategic plan to advance racial equity, diversity and inclusion. In the interim

Characteristics of a successful effort	Performance measures
1. Key champions from the stakeholder community emerge and gain momentum within their communities for engaging with RTP update process as a viable activity for shaping the future of their communities	A. At end of 2023 RTP process, contracted community based organizations report that their organization and/or the community members who they work with have strengthened their capacity to advocate for community transportation needs as a result of the RTP process.
2. Meaningfully and successfully engages a broad range of audiences, including communities historically underrepresented in Metro's decision---making process.	B. The project's public record reflects representative and active participation by local and state public agencies and business, freight, environmental and public health leaders. A balance of qualitative and quantitative information demonstrates that participants in the 2023 RTP process represent communities of color, people with limited English proficiency, people with low incomes, people with disabilities, older adults and youth in greater Portland. Coordinate with community based organizations involved in 2023 RTP for feedback from participants on their experience engaging during the 2023 RTP.
3. Strengthens relationships with public officials and community leaders across the region and provides more options for public officials to hear directly from their networks of voters and community leaders	C. Community leaders are engaged throughout plan development in collaboration with Metro staff. Opportunities are provided for community leaders to connect with public officials— either directly from community leaders or indirectly, through stories and comments shared by project staff, depending on the preference of the participating community members. The demographics of participants demonstrates regional diversity.
4. Elevates the lived experiences of people in greater Portland to inform sound policy decisions.	D. Stakeholders and interested public have the opportunity to understand how RTP policies can advance safe and reliable transportation choices that connect residents and visitors to jobs, schools, families, parks and more through stories, at least four times in the 2023 RTP process.

ENGAGEMENT ROLES AND RESPONSIBILITIES

Policy partnerships: Council, JPACT and MPAC • Provide leadership and policy direction to staff • Build partnerships and collaborate • Engage partners and the public • Incorporate input from partners and the public	**Community partnerships: Partners and the public** • Tell us about your experiences traveling in the region and the places that are important • Provide community values, needs and priorities • Provide ideas and solutions • Provide input and recommendations to decision-makers
Technical partnerships: TPAC, MTAC and work groups • Implement policy direction to update plan • Provide technical expertise • Keep decision-makers informed of progress • Incorporate input from partners and the public • Make recommendations to decision-makers	
Technical support: Metro staff • Implement policy direction to update plan • Provide technical expertise • Keep decision-makers informed of progress • Incorporate input from partners and the public • Make recommendations to decision-makers and technical advisory committees	*Community partnerships and engagement activities will seek to strengthen public trust and be more inclusive of historically underrepresented communities, youth and older adults.*

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

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

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

Stay in touch with news, stories and things to do.
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April 21, 2022

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 22-5255 FOR THE PURPOSE OF ADOPTING THE WORK PLAN AND ENGAGEMENT PLAN FOR THE 2023 REGIONAL TRANSPORTATION PLAN UPDATE

Date: April 27, 2022

Departments: Planning, Development & Research and Communications

Meeting Date: May 5, 2022

Prepared by: Kim Ellis, kim.ellis@oregonmetro.gov

ISSUE STATEMENT

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally designated metropolitan planning organization (MPO) for the Portland metropolitan area. As the federally designated MPO, Metro is responsible for leading and coordinating updates to the Regional Transportation Plan (RTP) every five years. Metro is also responsible for developing a regional transportation system plan (TSP), consistent with the Regional Framework Plan, statewide planning goals, the Oregon Transportation Planning Rule (TPR), the Metropolitan Greenhouse Gas Reduction Targets Rule, the Oregon Transportation Plan (OTP), and by extension state modal plans. As a result, the RTP serves as both the Federal metropolitan transportation plan and the regional TSP for the region.

The Regional Transportation Plan (RTP) sets regional transportation policy that guides local and regional planning and investment decisions to meet the transportation needs of the people who live, work and travel in greater Portland – today and in the future.

The RTP was last updated in 2018 with the input of thousands of people who live, work and travel across the greater Portland region. The 2018 RTP prioritized transportation needs and goals related to safety, equity, climate and congestion management. There have been significant successes and progress made toward our regional goals. Still, there is much to accomplish and there are new challenges and considerations given all that has changed since 2018.

We are at pivotal moment. The greater Portland region continues to grow and change. The most recent census data shows our region continues to grow more diverse. By 2045 more than 2 million people are expected to be living within the metropolitan planning boundary for the RTP – about one-half million more people than today.

The greater Portland region is facing urgent global and regional challenges, and the future is uncertain. The impacts of climate change, generations of systemic racism, economic inequities and the pandemic have made clear the need for action. Systemic inequities mean that communities have not equally benefited from public policy and investments, and our changing climate and the pandemic has exacerbated many disparities that Black, Indigenous and people of color (BIPOC) communities, people with low income, women and other marginalized populations already experience. Safety, housing affordability,

Staff Report for Resolution No. 22-5255

homelessness, and public health and economic disparities have been intensified by the global pandemic.

Technology is changing quickly and our roads and bridges are aging. In addition, how, why, when and where people travel changed dramatically during the COVID-19 pandemic. Increases in fatal and serious traffic crashes, fewer commute trips during morning rush hour as many people continue to telework, increases in e-commerce and home deliveries, lower transit ridership and increases in recreational walking and biking point to the need to take stock of where we are today and what we need our transportation system to deliver now and in the future. At the same time, the climate is changing, and we need to continue to work for clean air, clean water and healthy ecosystems.

The 2023 RTP update calls for Metro to again bring together the communities of the greater Portland region to renew our shared vision and strategy for investing in a transportation system that serves everyone. It calls for strengthened and new partnerships, a commitment to collaboration and innovative ideas.

Under Federal law, the next update is due by Dec. 6, 2023, when the current plan expires. Providing continued compliance with federal planning requirements ensures continued federal transportation funding eligibility for projects and programs in the region.

Engagement and planning activities for the 2023 RTP update have been organized to support a regional policy discussion on the future of the region's transportation system and the role that investment can and should play in building healthy, equitable and resilient communities and a strong economy by:

- addressing growing inequities, the climate crisis, and other urgent challenges that are facing our growing region.

- linking land use and transportation planning to support the 2040 Growth Concept and our transportation, housing, environmental and economic development goals;

- supporting local plans and visions;

- improving safety for all travelers and making the most of the investments we have already made in our transportation system; and

- providing safe, reliable and affordable mobility options to access to jobs, education, healthcare and other services and opportunities people need to thrive.

Engaging local, regional and state partners, business and community leaders and the public in the 2023 RTP update is a key tool to help ensure that as our region grows and we make investments in the transportation system, we preserve and protect what residents and businesses value most. The update to the RTP is an opportunity for the region's policymakers to work together to updates the plan to better address key inequities, combat climate change, and prepare our region for recovery. This will help create an equitable, prosperous and resilient future for everyone.

Approval of Resolution No. 22-5255 by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approves the work plan and public engagement plan for the 2023 Regional Transportation Plan update. The resolution directs staff to proceed with the second phase of the update.

In 2022 and 2023, Metro will work with the community, business groups and community-based organizations across greater Portland and local, regional, state and federal partners to update the RTP as shown in Figure 1.

Figure 1. 2023 Regional Transportation Plan Timeline
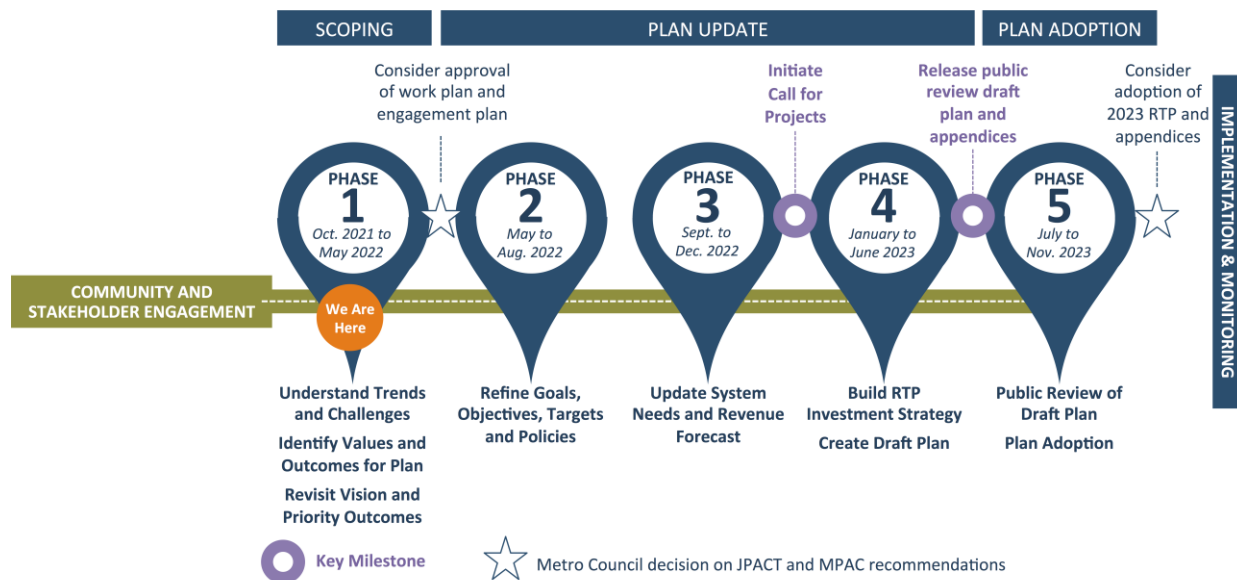
Summary of Scoping Activities Completed Since October 2021

The scoping process began in October 2021. At that time the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC) provided feedback on the planning process and priorities to be addressed through the update. Since October, the project team conducted research and engaged stakeholders to identify transportation trends and challenges affecting how people travel in the region, priorities for the update to address and ways to engage local, regional and state public officials and staff, community-based organizations and business groups and members of the public in shaping the updated plan. A timeline of the scoping phase is provided in **Attachment 1**.

A summary of the planning and engagement activities completed during the scoping phase follows.

Racial Equity Framework – The project team has been working with Metro's Diversity, Equity and Inclusion (DEI) staff liaison to apply a racial equity framework and identify opportunities for further advancing racial equity and [Metro's Strategic Plan for Advancing Racial Equity, Diversity and Inclusion](SPAREDI) through the 2023 RTP. As a first step in the work, the project team participated in a two-day training led by Metro DEI staff and Scott Winn, a consultant, in June 2021.

The project team is identifying key tasks that could advance racial equity through each of these four RTP decision processes.
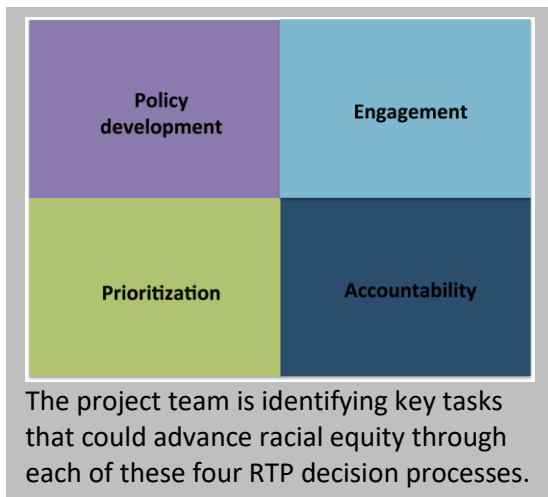
The team developed the work plan and engagement plan considering these questions:

- How will the goal and outcome for each RTP process area advance Metro's overall racial equity goals?
- What are the specific long-term racial equity outcomes that will be impacted by the RTP decision?
- What have we learned from past partnerships with communities of color (either in previous updates of the RTP or other projects) that could inform these racial equity outcomes and goals?

To consider these questions, team reviewed how Metro approached equity in the 2018 RTP update and other recent regional transportation processes and discussed successes and opportunities for further improvement to identify potential changes to the RTP process. Staff also reviewed the [Federal Executive Order on Advancing Racial Equity](#), new [Federal Planning Emphasis Areas](#), the [Oregon American Planning Association (APA) Racial Equity Glossary](#) and the Climate-Friendly Equitable Communities (CFEC) draft [Equitable Outcomes Statement](#) and [draft rules on equity analysis and engagement](#) being developed through the statewide [CFEC rulemaking](#) process. This research uncovered the need to update terms and equity-related definitions throughout the RTP to be consistent with Metro's equity strategy and inclusive style guide and new federal guidance and state rulemaking, update designated RTP Equity Focus Areas (EFAs) using 2020 census data, define what constitutes an equity project in the 2023 RTP and refine equity evaluation methods. The team will engage Metro's Committee on Racial Equity (CORE) and other committees and stakeholders in this work.

Emerging Transportation Trends Study – The project team continued background research to identify how the COVID-19 pandemic and other recent disruptions could impact meeting the overarching RTP priorities. The Metro Council and JPACT have received briefings and provided feedback on this study. The study findings and recommendations will help set a foundation for updating the RTP.

Other background work underway – The **Regional Freight Delay and Commodities Movement Study** stakeholder advisory committee began meeting in January. The study is anticipated to help inform data and policy analysis related to freight delay and e-commerce trends in the RTP. **Data collection and background policy analysis** has started help support Council, MPAC and JPACT policy discussions related to: **regional congestion pricing policy**, **regional mobility policy**, a **strategy for safe and healthy arterials**, **RTP revenue sources and finance plan**, and **advancing the region's state of practice for measurement** of mobility, transportation equity and greenhouse gas emissions. A work plan for **updating the Regional High Capacity Transit (HCT) Strategy** is under development. The updated strategy will establish a vision for Bus Rapid Transit (BRT) that provides equitable access to rapid transit across the region.

Engagement Activities – The project team conducted activities to seek input from local, regional, state and federal partners, community-based organizations, business groups and members of the community. Activities included:

- **Four language-specific focus groups** conducted as part of updating Metro's Limited English Proficiency Plan. Participants included historically underrepresented community members (people of color, people with low-income and people with limited English proficiency). A summary report is provided in **Attachment 2**.

- **One community leaders forum.** Metro invited more the 60 community representatives from culturally specific, environmental justice and transportation-focused community-based organizations from across the region. Thirteen community leaders participated. The final forum report is provided in **Attachment 3**.

- **Participation in a Tribal Summit on Climate Leadership.** The summit provided an opportunity for the Metro Council and senior staff to learn about the challenges Tribes are facing regarding climate change and the Tribes' respective priorities for addressing these challenges. The summit also aimed to explore opportunities for partnership and collaboration with the Tribes in support of Metro's efforts to advance the region's six desired outcomes and other goals and priorities of the agency, including implementation of the [2040 Growth Plan](#), [Metro's Strategic Plan for Advancing Racial Equity, Diversity and Inclusion](#) and [Climate Smart Strategy](#).

- **Interviews** of more than 40 local, regional and state public officials and staff, and Portland-area business groups and community-based organizations. The interviews identified issues and ideas that Metro should consider for the 2023 RTP. The final report is provided in **Attachment 4**.

- **On-line survey** to learn about the transportation trends and challenges affecting how people travel in the region and their vision and goals for the future transportation system. The survey was made available on the project website in Spanish and English languages. A text only version of the survey was also available in Word. Notification of the survey was distributed through a variety means, including: Metro newsfeeds, distribution to Metro's regional committees and interested parties lists for the RTP update, announcements in e-news distributed by jurisdictional partners and community-based organizations. The survey closed on April 3 with more than 1200 responses received. A summary report and the results of the survey will be shared with the Metro Council and regional advisory committees during Phase 2 of the update to inform planned discussions on the vision, goals and priority outcomes for the 2023 RTP.

- **Briefings and presentations to regional technical and policy advisory committees and county-level coordinating committees** on the 2023 RTP process, including challenges and priorities to address and engagement approaches. In February, staff drafted a set of high-level values and outcomes for discussion and feedback by the Metro Council, JPACT, Metro's Committee on Racial Equity (CORE) and MPAC. Provided in **Attachment 5**, the draft values, outcomes and actions (VOA) reflect priorities expressed by the Metro Council, JPACT and MPAC last Fall and priorities identified through subsequent engagement activities with TPAC, MTAC, local, regional and state public officials, business groups, community-based organizations and members of the community. On April 1, TPAC recommended more time be spent discussing the draft VOA and that the VOA be kept in draft form to inform planned discussions on the RTP vision, goals and priority outcomes in Phase 2.

- **Consultation meetings** with resource agencies and Federal and State agencies on February 23 and March 1. The project team is working with Metro's Tribal liaison to identify opportunities for consultation with Tribes as part of ongoing meetings. Consultation meetings were offered to these Tribes: Confederated Tribes of Grand Ronde**,** Confederated Tribes of the Umatilla Indian Reservation, Confederated Tribes of Warm Springs, Confederated Tribes of Siletz Indians, Cowlitz Indian Tribe, Nez Perce

Tribe and the Confederated Tribes and Bands of the Yakama Nation. Additional consultation meetings will be offered and held during the RTP update. A summary report documenting the consultation meetings is under development.

BACKGROUND

The Metro Council and JPACT jointly share responsibility for developing and adopting an updated RTP every five years to maintain compliance with federal and state requirements. Adoption or amendment of the RTP is a land use action under the statewide land use planning program. As such, MPAC serves in an advisory role to the Metro Council.

The regional transportation decision-making framework is shown in **Figure 1**.

Figure 1. Regional Transportation Plan (RTP) Decision-Making Framework

TPAC	→	JPACT	↔	Metro Council
MTAC	→	MPAC	→	
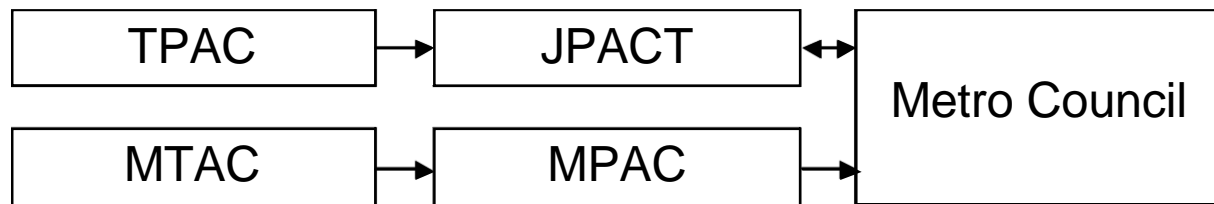
The 2018 RTP provided the policy foundation for several planning activities identified in Chapter 8 that have since been completed or are underway that will inform and/or will be coordinated with the 2023 RTP update.

2018 RTP Chapter 8 efforts include:

- Better Bus (formally Enhanced Transit) Program (ongoing)
- Designing Livable Streets and Trails Guide (completed in 2019)
- Jurisdictional Transfer Framework (completed in 2020)
- Regional Emergency Transportation Routes Update (Ph. 1 completed in 2021; Ph. 2. anticipated completion in 2023)
- Regional Trail System Plan Map Update (completed in 2021)
- Regional Congestion Pricing Study (completed in 2021)
- Transportation System Management and Operations (TSMO) Strategy Update (completed in 2021)
- Active Transportation Return On Investment (anticipated completion in Spring 2022)
- Regional Mobility Policy Update (anticipated completion in Fall 2022)
- Regional Transportation Trends (anticipated completion in June 2022)
- Regional Freight Delay and Commodity Flow Study (anticipated completion in July 2023)

Other local, regional and state efforts have been completed or are underway since 2018 that will also inform the update.

Local efforts include:

- Burnside Bridge Locally-Preferred Alternative (underway)
- Clackamas to Columbia (C2C) Corridor Plan (completed in 2020)
- Tualatin Valley Highway Investment Areas Project (underway)
- Westside/US 26 Corridor Project (underway)
- Transportation system plan updates (e.g., Hillsboro, Gresham, Tigard, Troutdale and Fairview)

- Cooper Mountain Transportation Study (underway)
- Washington County Urban Reserve Transportation Study (URTS)
- Washington County Transit Development Plan (completed in 2020)
- Major Streets Transportation Improvement Program (MSTIP) (next cycle to be completed in 2022)
- Sunrise Corridor Planning (underway)

Regional efforts, several of which were identified in Chapter 8 of the RTP, include:
- Economic Value Atlas (beta version completed in 2019)
- Get Moving 2020 Corridor Investment Package (completed in 2020)
- Regional Trail System Plan Map Update (completed in 2021)
- Comprehensive Economic Development Strategy (CEDS) (completed in 2021)
- Greater Portland Economic Recovery Plan (completed in 2021)
- Transportation System Management and Operations (TSMO) Strategy (completed in 2021)
- Regional Emergency Transportation Routes Update (Ph. 1 completed in 2021). Note: The start of Ph. 2 has been delayed to late 2023 to better align with staffing for this work.
- Active Transportation Return On Investment (anticipated completion in Spring 2022)
- Social Vulnerability Toolkit (anticipated completion in Spring 2022)
- Southwest Washington Regional Transportation Council (RTC) RTP update (anticipated completion in March 2024)

Transit planning efforts include:
- TriMet Moving Forward (underway)
- TriMet Coordinated Transportation Plan for Seniors and People with Disabilities (2020)
- TriMet Pedestrian Plan (2020)
- Metro/TriMet Better Bus/Enhanced Transit Concept Analysis (2020-21)
- TriMet Reimagining Public Safety and Security Plan (2021)
- Clackamas County Transit Plan (2021)
- Washington County Transit Plan (anticipated completion in 2022)
- SMART/ODOT Bus on Shoulder Pilot (SMART/ODOT)
- SMART Master Plan update (anticipated completion in 2022)

State efforts include:
- Every Mile Counts Implementation Work Plan (2020)
- Oregon Transportation Commission Strategic Action Plan (2021)
- ODOT Active Transportation Needs Inventory
- Region 1 Transportation Performance Report (2021)
- Blueprint for Urban Design (2021)
- Jurisdictional transfers (Cornelius Pass Road, 82nd Avenue in Portland)
- Climate-Friendly and Equitable Communities rulemaking (May 2022)
- Oregon Transportation Plan Update (2022-early 2023)
- Oregon Highway Plan Update (2022-23)
- ODOT Statewide Transportation Strategy (STS) Monitoring Report and Climate Action Plan Implementation (2021-26)

- Region 1 Urban Mobility Strategy Planning and Project Development
  - Regional Mobility Pricing Project (RMPP), I-205 Toll Project (PE), Interstate Bridge Replacement, I-205/Abernethy Bridge, I-5/Rose Quarter, I-5/Boone Bridge
- DEQ Employee Commute Options (ECO) Rulemaking (2021-22)

ANALYSIS/INFORMATION

Known Opposition. None known. There is broad support for updating the RTP to better address urgent global and regional challenges and understand variations of disparities and needs across the region and gaps in investment and funding.

Legal Antecedents. Several federal, state and regional laws and actions relate to this action, including:

Federal laws and actions include:

- 23 U.S. Code 134: Metropolitan Transportation Planning.
- 23 U.S.C. 150: National goals and performance management measures.
- 23 CFR 450 and 771: USDOT rules that govern updates to RTPs.
- Clean Air Act [42 U.S.C. 7401 and 23 U.S.C. 109(j)], as amended.
- US EPA transportation conformity rules (40 CFR, parts 51 and 93).
- Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law in 2012.
- Fixing America's Surface Transportation Act (FAST Act), signed into law in 2015.
- Infrastructure Investment and Jobs Act (IIJA), signed into law in 2020.

State laws and actions include:

- Statewide planning goals
- Oregon Transportation Planning Rules (OAR Chapter 660, Division 12)
- Oregon Transportation Plan and implementing modal plans, including the Oregon Highway Plan
- Oregon Clean Air Act State Implementation Plan (SIP)
- Oregon Metropolitan Greenhouse Gas Reduction Targets Rules (OAR Chapter 660, Division 44)
- [Governor's Executive Order 20-04](#) on Climate Change, signed in March 2020.

Metro Council actions include:

- Ordinance No. 14-1346B (For the Purpose of Adopting the Climate Smart Communities Strategy and Amending the Regional Framework Plan to Comply with State Law), adopted by the Metro Council on December 18, 2014.
- Resolution No. 16-4708 (For the Purpose of Approving the Strategic Plan to Advance Racial Equity, Diversity and Inclusion), adopted by the Metro Council on June 23, 2016.
- Ordinance No. 18-1421 (For the Purpose of Amending the 2014 Regional Transportation Plan to Comply with Federal and State Law and Amending the Regional Framework Plan), adopted by the Metro Council on Dec. 6, 2018.
- Ordinance No. 21-1457 (For the Purpose of Adopting the Distribution of the Population and Employment Growth to Year 2045 to Local Governments in the Region Consistent with the Forecast Adopted by Ordinance No. 18-1427 in Fulfillment of Metro's

Population Coordination Responsibility under ORS 195.036), adopted by the Metro Council in February 2021.

Anticipated Effects
Approval of the work plan and the engagement plan for the 2023 RTP update enables the 2023 RTP update to proceed to the next phase. The project team will develop a more detailed schedule of stakeholder engagement activities and discussions of TPAC, MTAC, MPAC, JPACT and the Metro Council.

Financial Implications (current year and ongoing)
Funding for the scoping phase and beginning of Phase 2 of the update (through June 30, 2022) is accounted for in the current adopted Metro budget and the FY 2021-22 Unified Planning Work Program (UPWP). The project will rely on a combination of Metro's federal transportation planning grants, MPO-related COVID-19 funding and non-federal MPO funding. Implementation of the work plan and public engagement plan will be determined through future budget and UPWP actions.

How does this advance RTP equity goals?
The RTP update will be guided by the [Metro Council's Strategic Plan to Advance Racial Equity, Diversity and Inclusion](#) and supporting Metro Racial Equity Framework and the [Planning and Development Department Strategy for Achieving Racial Equity](#) using a targeted universalism[1] approach. This will ensure that people situated in different positions in society because of institutionalized racism can access the same opportunities.

The RTP advances equitable outcomes by eliminating disparities as a priority policy outcome. The project team has been partnering with Metro's DEI team to apply Metro's Racial Equity Framework to the design of the planning, data collection and analysis and engagement process developed for JPACT and Metro Council consideration.

How does this advance RTP climate action goals?
The RTP is a key tool for implementing [2040 Growth Plan](#), adopted in 1995, and the [Climate Smart Strategy](#), adopted in 2014 and approved by the Land Conservation and Development Commission (LCDC) in 2015. The strategy was incorporated into the RTP in 2018. This RTP update is an opportunity to update the strategy and consider how the plan's policies and investments can be recalibrated to accelerate reducing greenhouse gas emissions and support implementation of the [Governor's Executive Order 20-04](#) on Climate Change and the [Statewide Transportation (STS) Strategy for Reducing Greenhouse Gas Emissions](#).

The Land Conservation and Development Commission (LCDC) is updating Oregon Administrative Rules that guide transportation and land use planning statewide, including updates to the RTP. LCDC intends to adopt the new administrative rules through the [LCDC Climate Friendly Equitable Rulemaking process](#) in mid-May 2022. Relevant provisions of the adopted rules will be addressed through the work plan and engagement plan for the 2023 RTP update, and subsequent follow-on work to be defined in Chapter 8 of the RTP as part of developing the 2023 RTP.

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[1] Targeted universalism means addressing the disparities that affect the most disadvantaged will generate solutions to address most of the needs of other vulnerable groups.

Explicit list of stakeholder groups and individuals who will be involved. This information is described in more detail in the engagement plan.

ACTION REQUESTED
Approve Resolution No. 22-5255.

POLICY OPTIONS FOR CONSIDERATION
1. Approve Resolution No. 22-5255 as recommended by JPACT.
2. Do not approve Resolution No. 22-5255 and refer it back to JPACT with a recommendation for amendment.

RECOMMENDED ACTION
Approve No. 22-5255 as recommended by JPACT.

On April 27, MPAC expressed support for moving forward with the RTP update as reflected in the work plan and engagement plan recommended by JPACT.

ATTACHMENTS
1. Scoping Timeline
2. Focus Groups Summary
3. Community Leaders Forum Summary
4. Stakeholder Interviews Report
5. Draft Values, Outcomes and Actions for the 2023 RTP Update

2023 REGIONAL TRANSPORTATION PLAN

SCOPING PHASE

Key Dates for Developing Work Plan and Engagement Strategy to Guide Update

October 2021 to February 2022
Outcome: Seek feedback on values, priority policy outcomes and engagement to guide update.

Date	Who
October 12	Metro Council (work session)
October 21	Joint Policy Advisory Committee on Transportation (JPACT)
November 3	East Multnomah County Transportation Committee TAC
November 4	Washington County Coordinating Committee TAC
November 10	Transportation Policy Alternatives Committee (TPAC)
November 10	Metro Policy Advisory Committee (MPAC)
November 17	Metro Technical Advisory Committee (MTAC)
	Community Leaders Forum
November	Four language-specific focus groups for community members in coordination with update to Metro's Limited English Proficiency Plan
November 15	East Multnomah County Transportation Committee (policy)
	Washington County Coordinating Committee (policy)
November 16	Clackamas County TAC
November 17	Clackamas County C-4 subcommittee (policy)
November 19	Tribal Summit on Climate Leadership and Urban Planning
Nov. 2021 to Feb. 2022	41 stakeholder interviews with greater Portland area business groups and community-based organizations and local, regional and state public officials
January to April 2022	• TPAC and MTAC discussions on values, vision and priorities (Jan. 6 and Jan. 19) • Public online survey on priorities (Feb. 16 to April 3) • Consultation meetings with Resource Agencies and Federal & State Agencies (Feb. 23 and March 1)

February to May 2022
Outcome: Seek JPACT and Metro Council approval of the work plan and engagement plan to guide the update.

Date	Who
February 15	Metro Council discussion on values and outcomes for RTP
February 17	JPACT discussion on values and outcomes for RTP
	Committee on Racial Equity (CORE) discussion on values and outcomes for RTP
February 23	MPAC discussion on values and outcomes for RTP
Via email	TPAC feedback on values and outcomes, work plan and engagement plan for RTP
March 2	East Multnomah County Transportation Committee TAC
March 14	East Multnomah County Transportation Committee (policy)
March 16	MTAC discussion and feedback on values and outcomes, work plan and engagement plan for RTP
April 1	TPAC discussion and recommendation to JPACT
April 7	Clackamas County TAC
April 20	Clackamas County C-4 Subcommittee (policy)
April 21	JPACT considers action on work plan and engagement plan for RTP
April 26	Metro Council discussion on work plan and engagement plan for RTP

| April 27 | MPAC recommendation to Metro Council |
| May 5 | Metro Council considers action on MPAC and JPACT recommendations |

LIMITED ENGLISH PROFICIENCY PLAN FOCUS GROUPS

SUMMARY OF TRANSPORTATION NEEDS AND PRIORITIES

DECEMBER 2021

Introduction

In December 2021, Lara Media Services (LMS) conducted focus groups in Mandarin, Russian, Spanish, and Vietnamese to help inform Metro's update to its Limited English Proficiency (LEP) Plan. LMS gathered qualitative and quantitative data through dynamic virtual focus groups and survey questions. While most of the focus group discussion was about language access across all Metro programs and services, the groups also discussed community needs and priorities related to transportation. Focus group participants completed a questionnaire that included questions about transportation priorities. **The results of the focus groups and questionnaire related to transportation are summarized in this document. These discussions will help inform Metro's 2023 Regional Transportation Plan update.** The comprehensive focus group report is included in Appendix D of Metro's 2021 Limited English Proficiency Plan.

LMS organized, recruited, facilitated, and captured the sentiments of community members who identify as a person of limited English proficiency. The methodology is described in Attachment A to this summary. LMS organized, coordinated, and conducted four virtual focus groups in four different languages: Spanish, Russian, Vietnamese, and Mandarin, with a minimum of nine participants per group.

Focus group results

Most groups' primary areas of interested related to transportation were roads and public transportation. They focused less on sidewalks and bike paths. Participants in the Mandarin, Vietnamese, and Spanish groups appeared most interested in

significant road improvements. In contrast, the Russian group was most interested in addressing public transportation needs, such as more bus and Max signage in their language. The summary below includes first high-level themes across all focus groups followed by summaries of each focus group.

Public Transportation (all focus groups):
Although a significant proportion of participants used public transportation, many found it unreliable, ineffective, difficult to use with children, and many disliked it due to the lack of control over their time and environment. Most believed it was difficult to use public transit due to the lack of stations near their preferred or essential destinations, such as hospitals, grocery stores, and restaurants. Participants in the suburban areas saw it as an unrealistic form of transportation due to the travel time, the distance of destinations, and the cost of constant travel. They said that system is more effective for highly urbanized areas, such as Central Portland versus West Linn.

Many also agreed that the metro area needed more bus stops to make the system more accessible. Participants would also like bus stops and Max stations to be better maintained. They asked for more stops and stations to be covered to protect against the elements, to be more family-friendly, and to have more seating.

Roads (all focus groups):
The main concern about roads is the ongoing traffic issues when commuting in Portland. Many suggest opening new carpool lanes or building new freeway off-ramps and on-ramps to help offset the traffic build-up. Several also asked for better-maintained roads and fixed potholes. Some wanted Metro to prioritize local roads as many residential areas have received little maintenance.

Another main focal point was road safety. Many participants are concerned with the amount of lighting on roads and sidewalks, noting that an increase in lighting and reflective signs would help road safety around Portland when traveling at night or in the dark.

Others believe the growing homeless population is also a safety hazard, especially around roadways and public transit stations. Drivers are worried about the tendency of people to cut across busy roads. Public transit commuters feel uncomfortable with the increased presence, even opting to use more private means of transportation.

Bicycle Paths (all focus groups):

Bike paths were commonly viewed as an ineffective mode of transportation because it takes too long to get somewhere, and there are not enough bike paths available to provide riders safe access to many areas. They also comment that getting access to a bike is expensive and unrealistic, especially for larger families and people with more than one job. They see it as a solution for a "utopian community" but not a real solution for BIPOC and low-income families. However, many expressed a need for safer bike paths, suggesting that broader bike paths be built and be more distinguishable.

Sidewalks/Walkways (all focus groups):

Overall there was little focus on sidewalks. Although of those that commented, participants agreed that all sidewalks should be kept clean and well maintained. Some noted that many areas required more or wider sidewalks for better use and pedestrian safety.

COVID 19 Impact (all focus groups):

Covid has highly impacted our BIPOC communities and caused many changes to transportation use. Many participants had to cease or diminish their use of public transportation and began using more private means of transportation whenever possible. However, many participants plan to return to their usual pre-Covid methods as restrictions lessen or proper Covid protocol is established and followed.

Results from Vietnamese focus group

Transportation

The Vietnamese community focused on private transportation and road changes more than any other group. Many participants advocated fixing 82nd Avenue as this road is vital for Vietnamese businesses and needs more driving and parking spaces. Conversely, many advocated against Division Street's renovations and disapproved of similar renovations taking place elsewhere.

Others had issues with road layouts and were displeased with the placement of parking spaces outside of bike spaces on streets due to safety concerns and noted that the need for the right lane for cars was more significant than the need for bus-only lanes.

The participants also disapproved of the I-205 toll, highlighting the class divide and noting that low-income families struggle to pay the toll daily. They believed that this

would add more significant burdens to them and the Vietnamese community on top of increased taxes. Although, some argued that they would perceive the toll as more reasonable if I-205 was to be rebuilt or a new bridge added.

COVID-19 Impacts on transportation
Many in this community experienced no changes before the pandemic as most prefer and have access to private means of transportation.

Results from Mandarin focus group

Transportation
Most of the participants' knowledge on this topic was about direct transit services like TriMet, Hop cards, light rail, and Max lines. Many members had difficulty grasping Metro's role with transportation if it wasn't about any of the services mentioned.

Several expressed the need to address the increasing heavy Portland traffic. Commuting into downtown and the Portland metro area has worsened over the years, and members wish to see policy changes to improve traffic flow. Many agree that new freeway off-ramps could be a way of improving the traffic jams that occur during rush hours. There was more focus on freeways rather than streets. Most seemed more comfortable driving and believed it to be a more effective means of transportation overall.

COVID-19 Impacts on transportation
Regarding Covid-19, many believe it would be advantageous to highlight Covid-19 precautions and mandates at stations in multiple languages to ensure commuters abide

Results from Spanish focus group

Transportation
Many community members wished buses had more stops and for public transit to be punctual. They believe that putting more buses into circulation would help more people get to their destination on time. However, the Spanish-speaking community had a more significant focus on biking and walking safety concerns.

Several participants noted that bikes are often stolen when left alone and that bringing them as an alternate form of transportation is often not a good or viable option. One participant mentioned the need for a program to teach people to ride

bikes and help provide affordable bicycles to increase bike path usage and prevent future safety concerns regarding bicyclists.

Participants believe that more safe road crossings are needed for pedestrians. They like the idea of cameras, and ways to record how fast people are driving would lower the rate of car accidents due to speeding both near high population areas and urban residences. One participant proposed using funds to ensure safe railroad crossings for pedestrians.

But regardless of preferred transportation methods, most participants wanted more information, such as routes, timetables, and maps to be easily accessible. Many suggested adding information to any and all public transit sites, specifically mentioning bus stops, TriMet, and Max stations.

Results from Russian focus group

Transportation
Transportation is a critical issue that most participants had many concerns about. They would like to have more direct access to more areas without changing buses and lines as this becomes quite expensive.

Public transportation riders would also appreciate more lighting around bus stops and max stations and roads. Many feel uneasy waiting in the early morning, especially around Downtown Portland or other inner-city areas. The fear of traveling in the dark keeps many people participating in community events.

Additionally, more Trimet information in Russian was requested as there are very few resources available in Russian, and several participants highlighted the difficulty of getting driving instruction and a license as a foreign immigrant.

COVID-19 Impact
While most Covid-19 changes led to a decreased use of public transportation since school children no longer had access to school buses, most began to ride the TriMet almost daily. This situation also caused parents to worry as many children reported having felt unsafe on public transportation due to the behavior of other riders during necessary transit.

Survey results

Mandarin focus group survey responses

Why do you believe the answers above are important? Do you think it is important that government agencies address this? What other issues should be addressed?

1. It's very important. The traffic congestion problem in Portland is now very serious. Children's indoor and outdoor activities, rainy season and winter, children need more indoor activity space, for example, more children's community [centers].
2. The problem of homeless people and garbage in the city center urgently needs to be dealt with by the government.
3. Because of community safety, which is important, how to deliver messages to [a] specific community is important.
4. Housing and roads
5. I think the transportation in Portland is so bad, and it is very important for the government to focus on it.
6. Now, because of the epidemic, most people travel by themselves, such as shopping and picking up children [from] school. So I think road safety is very important, as well as the maintenance of traffic lights, especially the traffic lights on Division Street.
7. Climate change. Increasing access to nature and outdoors through working with culturally specific organizations like the Taiwanese Association of Greater Portland.
8. It is important because, with a growing population, the road will become more congested in the future. It is important to have the infrastructure in place to accommodate commutes in a safe and efficient manner.
9. It is related to everyone's life and commuting time every day. It is necessary to reduce commuting time, increase safety and convenience.
10. These problems are long-standing problems that require continuous efforts to improve and are closely related to our daily lives. The government is committed to solving these problems and can improve the quality of life of residents. I think some [streets] are congested with traffic, and in some areas, even on weekends, it is inconvenient for residents to commute and takes a long time. The government should improve the road system and distribute the traffic to make it easier for everyone to attend work.
11. Necessary, the traffic jam is too serious now.

Vietnamese focus group survey responses

1. [The] police force needs to be highly considered, giving police a priority to protect people and public property and businesses.
2. I hope to have more [affordable] houses or apartments.
3. Homelessness is on the rise in Portland; action is needed
4. Expanding the bus and Max system will help reduce traffic congestion, which in turn will contribute to climate change [due to vehicle smoke].
5. Human life is important; minimizing [homelessness] is best.
6. I believe government regulation is important to encourage people to carpool, etc., to reduce the traffic on the road. [A] Government road plan.
7. Homeless problem
8. [The] homeless population in the Metro area is out of control. We need more affordable housing for people, including BIPOC. Also, please plan to have a parking lot of those housing as well. No parking on the street.
9. This problem is important because it reduces traffic jams and accidents... The problem that needs to be solved now is homelessness and theft.
10. Homeless, safety

What is the primary way you get around?
1. Car (95.65%)
2. Carpool (4.35%)

Spanish focus group survey responses

Which of the following issues is most important to address with transportation?

1. Fewer deaths and severe injuries on our roads
2. Reduce the impacts our cars, buses, and trucks have on climate change (T-2)
3. Expand the bus and max system (T-2)

Why do you believe the answers above are important? Do you think it is important that government agencies address this? What other issues should be addressed?

1. These are matters that are expected to be provided by government agencies.
2. Homeless, homeless people, but the most important thing is the insecurity that currently exists.
3. Transportation [to] hospitals for immigrants
4. For me, it is very important to take care of the planet, to educate ourselves to recycle. Also to be able to have childcare more accessible to everyone, because that is the basis of their future, I also think that parks should have more fun areas for young people and not only for children, I think there is a lack of places for young people [to] stay busy.

5. Yes, the Governor [should address issues]
6. Community safety and street lighting
7. Because it is important
8. Because there have been many deaths and the safety of us and our children [are important].
9. The transportation system is important and provides access to resources for all people, so expanding the max and bus system would allow more people to be able [to] use community resources and enhance their quality of life.

What is the primary way you get around?

1. Bus/Max (55.56%)
2. Car (33.33%)
3. Bike (11.11%)

Russian focus group survey responses

Which of the following issues is most important to address with transportation?
1. Expand the Bus and Max
2. Fewer deaths and severe injuries on our roads

Why do you believe the answers above are important? Do you think it is important that government agencies address this? What other issues should be addressed?
1. I know some people of [the] Portland area live in places without bus stops. Unfortunately, a lot of Russian immigrants [do] not earn a lot of money. That's why they cannot afford to pay for the car or taxi. Also, information about new routes will let people choose new places [to] rent or buy houses in [the] future.
2. Safety is important
3. I think this is very important.
    Yes, I think it's important.
4. This is [a] very important issue for me and people who live in my apartment complex in West Linn. We do not have a bus stop nearby. People have to take Uber to get to the bus stop on Highway 43. This is very expensive and inconvenient. Public transportation issues should be addressed by local or county authorities.
5. Homeless
6. Property taxes, homeless people
7. It is important. [Transportation] needs to be made more accessible for Russian-speaking people.
8. Yes. These are very important issues and need to be addressed.
9. Safety. More bus lines.

What is the primary way you get around?
1. Car (58.33%)
2. Bus/Max (33.33 %)
3. Walk (8.33%)

Participant demographics (focus groups aggregated)

The following questions were optional, though all 44 participants provided this information.

Figure 1: Participant Age - LEP Survey

What is your age?
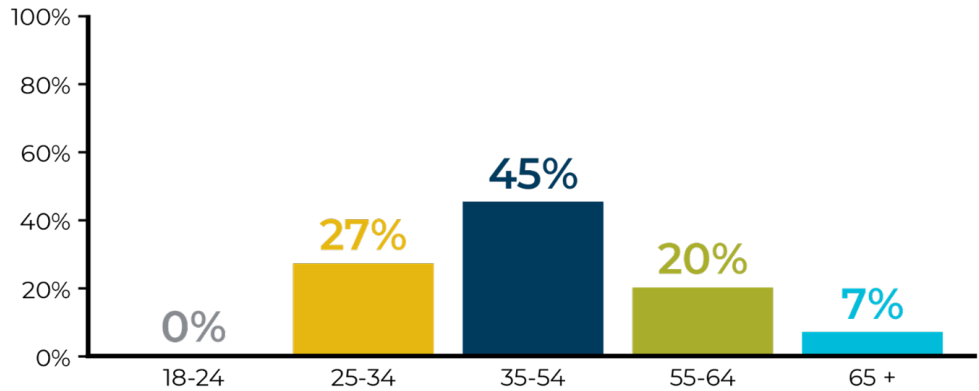
Figure 2: Gender - LEP Survey

Which of the following best represents your gender?
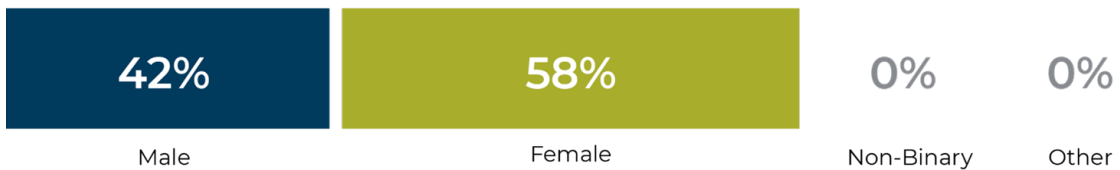
Figure 3: Race/Ethnicity - LEP Survey
When asked about your racial or ethnic identity, how do you identify?

Hispanic or Latino/a/x — 21 %
Native Hawaiian or Pacific Islander — 0 %
White or Caucasian — 27 %
Native American or Native Alaskan — 0 %
Black or African American — 0 %
Middle Eastern or Northern African — 0 %
Asian — 50 %
Other — 2 %
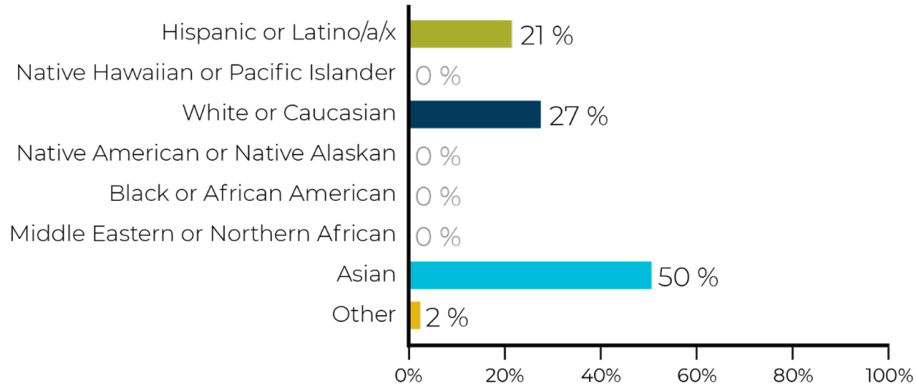
Figure 4: Household income
In 2020, What was your household income?

Less than $25,000 — 32 %
$25,000 to $50,000 — 32 %
$50,000 to $75,000 — 14 %
$75,000 to $100,000 — 18 %
$100,000 or more — 4 %
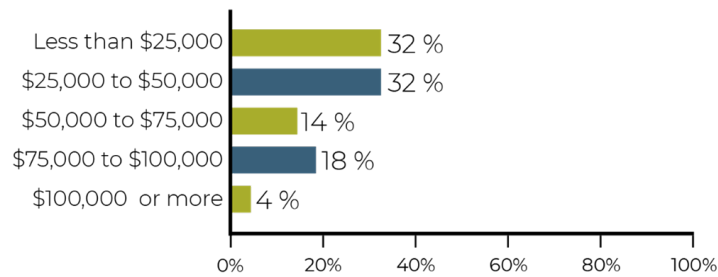
Figure 5: Education
What is your highest level of education?

9% — Less than High School
12% — High School Degree / GED
25% — Some College / Associates Degree / Technical Degree
28% — Bachelor's Degree
23% — Masters or Doctorate
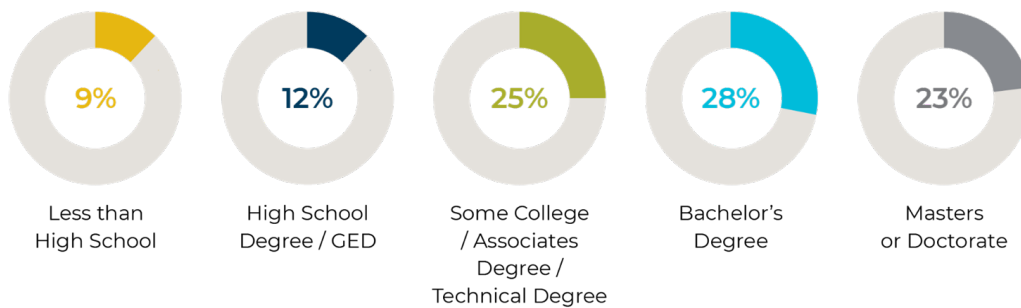
Closing remarks

Participants thanked LMS and Oregon Metro for the opportunity to engage and share their thoughts, opinions, and ideas. The facilitators who conducted the conversations were astounded by the level of engagement from the communities.

LEP communities are open, interested, and willing to participate in Metro's projects and the processes needed to make them happen. They see the importance and value of expressing their opinions and needs. Most of the participants were first or second-generation immigrants. They are generally younger and continue working for more hours than their white counterparts. They come from countries where gathering information from the public is different are not present. The community members want to contribute but do not have practice with similar processes from their home country.

LMS believes that each community has its unique challenges and needs, but the contributions, dreams, values, and barriers are similar. They want to engage and be engaged. Each group has community members interested in being part of the planning Metro manages. Metro will need to work on its communication strategy to access these willing communities of limited English proficiency. LMS has an obligation to the participants involved in this research to relay to Metro that they and their communities want to participate in the planning process.

Participants in the focus groups were most interested in understanding the resources available in their locality. They wanted clear, direct, and concise information, with the option to read more if desired in a timely way. They want to provide ideas for projects and be involved in policy-making and planning. Community members also want an array of options to engage with Metro, especially for those who don't have the access required to engage electronically, such as the hardware or the experience of navigating resources virtually. These communities may be good with technology in general, but they will need training on using the tools required to be involved with Metro.

Acknowledgment
Lara Media Services thanks Metro for this opportunity to connect with the hearts and minds of Limited English Proficiency communities in the Portland Metro Area. From doing this outreach and research, it is evident that there are many opportunities in the future waiting to unfurl.

ATTACHMENT A - METHODOLOGY

LMS coordinated and hosted four focus groups. LMS hired community members to conduct the focus groups in Mandarin, Russian, Spanish, and Vietnamese. The Mandarin and Vietnamese focus groups were held Wednesday, November 18, 2021, while the Russian and Spanish focus groups were held Thursday, November 19, 2021.

The four languages were identified as the most frequently spoken languages, other than English, in the greater Portland region. Metro conducted the language analysis using the following data sources:

- 2015-2019 American Community Survey (ACS) 5-Year estimates, aggregated by census public use microdata areas (PUMAs)
- 2015-2019 American Community Survey (ACS) 5-Year estimates, aggregated by census tracts
- Oregon Department of Education (ODE): 2018-2019 school year enrollment data for school districts in Clackamas, Multnomah, and Washington counties.

Participants were required to have access to an electronic device with a camera and microphone to participate in the focus groups. LMS offered to lend tablets to participants in need of electronic devices; none were requested. LMS also offered Zoom Video conferencing training to all participants who requested assistance; two requested training.

LMS gathered qualitative and quantitative data through dynamic virtual focus groups and survey questions. The focus groups consisted of fourteen questions about Metro, places, programs, service knowledge, participants' use of media and translation programs, and transportation. A follow-up survey was filled out by each participant with questions about transportation priorities, trusted information sources, and optional demographic questions. The focus groups were 120 minutes. All participants were compensated $100 for their time.

Focus group participants were from the Portland Metro Area and have limited English proficiency or understand the needs of those who have limited English proficiency.

With over 100 people showing interest in participating, LMS screened and confirmed 48 participants. Forty-four attended and participated in the conversations. Each focus group included nine to 12 participants from all three Portland Metro region counties: Clackamas, Multnomah, and Washington Counties. The Vietnamese group consisted of 11 participants, nine from Multnomah County, one from Washington, and one from Clackamas. The Mandarin group consisted of

twelve participants: seven from Multnomah County, three from Washington County, and two from Clackamas County. The Spanish group consisted of nine participants: six participants from Multnomah County, two from Washington County, and ne from Clackamas County. The Russian group consisted of twelve participants, five from Multnomah County, four from Washington County, and three from Clackamas County.

2023 Regional Transportation Plan scoping

Community leaders' forum report
November 17, 2021

Forum objectives:

- Raise awareness of the proposed 2023 Regional Transportation Plan (RTP) process with community leaders and receive feedback.

- Reflect community transportation priorities and values identified through Get Moving 2020, the 2018 RTP and other recent transportation planning efforts.

- Listen to community leaders to understand if the priorities remain relevant and if new priorities have recently emerged.

- Share the Metro Council and JPACT priorities for the 2023 RTP.

- Share the transportation trends study and receive input and insights on these trends.

- Understand how community-based organizations want to engage in the 2023 RTP process and ideas for engaging the communities they work with.

Introduction

Metro is updating the Regional Transportation Plan (RTP). The plan is a tool that guides investments in all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout greater Portland. From September 2021 to early 2022 the RTP project team is developing the work plan and engagement plan that will guide the 2023 RTP. During the scoping phase, the work plan and engagement plan will be shaped by technical work and input from regional and local decision makers, community and business leaders, and members of the public.

On November 17, 2021, from 3 – 5 pm, Metro hosted a virtual community leaders' forum to discuss the 2023 RTP. Metro invited more the 60 representatives from culturally-specific, environmental-justice and transportation-focused community based organizations to participate in the forum. Thirteen community leaders participated in the forum, representing the following organizations:

- 1,000 Friends of Oregon
- AARP
- Asian Pacific American Network of Oregon (APANO)
- Getting There Together
- Next Up
- OPAL
- Oregon Walks (2)
- The Street Trust (2)
- TriMet Committee on Accessible Transportation
- Unite Oregon (2)

Urgent community transportation needs

- **Safety and accessibility:** People need to be able to get where they need to go in environments that are welcoming and safe.

- **Transit:** Transit riders, and especially transit dependent community members, face access, affordability and equity barriers.

- **Displacement:** Investments in residential and commercial stabilization must precede investments in transportation infrastructure.

This document summarizes the forum and the discussion themes. Participants in the community leaders forum were invited to review this summary and provide feedback. Feedback from Next Up staff who were not able to be attend the full forum are included as Attachment A. The RTP project team will consider this input in the development of the 2023 work plan and engagement plan.

The forum included opening remarks from Metro Councilor Craddick, presentations from the RTP project team, small group discussions in Zoom breakout rooms and a large group discussion, (See Attachment A for the agenda and attachment B for the presentations.)

The forum was focused on two, related topics: the 2023 RTP and emerging transportation trends. The project team provided a brief presentation about the RTP process, regional priorities in the 2018 RTP and the input received to-date from decision makers on the 2023 RTP. Following the presentation participants provided their input on community priorities and urgent needs related to for transportation. They also discussed their ideas for ongoing involvement of their organizations and communities they work with in the 2023 RTP.

Following the small group RTP discussions, participants reconvened and reported highlights from their conversations. The project team then gave a brief presentation about the emerging transportation trends study that will inform the 2023 RTP. Following the presentation, forum participants were asked, with a Zoom poll and follow up discussion, which trends are most impactful to communities and if anything was missing from the trends presented.

The discussions are distilled and organized in this summary by the discussion questions.

Discussion questions included:
- What are community transportation needs and priorities?
- How does your organization want to be involved in the 2023 RTP process?
- Which of these trends most impact the communities that you work with? Is there anything missing?

Discussion summary

What are community transportation needs and priorities?

Forum participants agreed that the 2018 RTP priorities of equity, safety, climate and congestion management remain important priorities for the 2023 RTP. Generally, the discussions focused on issues related to and strategies that support multiple priorities. As an example, a participant commented that congestion relief needs to support other RTP goals. Expanding freeways works against the other goals.

The discussions about priorities helped clarify specific issues that should be emphasized within these priorities. A few themes emerged including: safety and accessibility, transit, displacement, and overarching comments about how community values should be integrated into the RTP.

Safety and accessibility: people need to be able to get where they need to go in environments that are welcoming and safe.

Safety and accessibility were the most frequently discussed community concerns. Safety concerns impact community members' ability to get where they need to go.

- Transit dependent people often experience insufficient and/or non-existent crosswalks and street lighting in their

neighborhoods.

- Gaps in sidewalks and narrow sidewalks do not accommodate people with walkers, wheelchairs and strollers.

- Transit doesn't feel like a welcome and safe space for people, especially: people with hidden disabilities and people of color.

- There's a growing concern about personal safety. People feel vulnerable, especially older adults when they are by themselves.

- Approaches to improving safety include safety by design and prioritizing projects that benefit multiple underserved or vulnerable community groups.

Transit: there is a need for increased transit access, connections and affordability.

Transit was a prominent focus in the forum discussions.

- Paratransit, which is required under Americans with Disabilities (ADA) regulations, does not provide equitable access for people who cannot use fixed route transit. People who use paratransit must schedule their trip by 5 PM the day before.

- More transit frequency, routes and connections are needed.

- A fareless transit system would support equity goals in many ways. An increase in ridership supports environmental justice goals more broadly.

- What does a solution like bus rapid transit look like on Tualatin Valley Highway in 10 or 20 years?

Displacement: Investments in residential and commercial stabilization must precede investments in transportation infrastructure.

Conversations about displacement emphasized the need for resources to fund community anti-displacement strategies *before* investments in transportation infrastructure are made.

- Investments in community stability are needed before new infrastructure; this includes residential and business stability.

- There have been good plans but without funding we can't keep people from being displaced. Make sure that commercial and housing affordability is guaranteed.

- Leverage housing bond money with transportation investments.

Community values

Some of the discussion was focused ideas and questions about the values that drive policies and investment decisions.

- We need to change status quo of auto dependency and strong leadership is needed to change the status quo.

- This RTP needs to lock in long-term changes that address climate change.

- With the Infrastructure Investment and Jobs Act in Oregon there is a lot of Federal funding available for megaprojects. The RTP needs to be specific about priorities and include accountability for that funding.

- There are projects in the region, like Tualatin Valley Highway with costs around $100 million, and other projects that are priced at $1 Billion. How are those decisions being made? What are the

opportunity costs involved in those decisions?

How does your organization want to be involved in the 2023 RTP process?

Metro staff asked community leaders to share how their organizations might want to be involved in the development of the 22023 RTP over the next two years and their ideas for engaging community members in the process. Forum participants provided input specific to their organization and ideas for effectively engaging community members.

Organization-specific recommendations on engagement

- TriMet Committee on Accessible Transportation: the RTP team should come to CAT and share the RTP process and provide materials.

- Metro could support activating community events planned by community organizations. The Street Trust will have some events in spring 2022.

- Unite Oregon/ SW Corridor Equity Coalition: The Southwest Corridor Leadership Cohort has trainings. Metro could provide an overview of the RTP and how to be involved and engaged throughout the process.

- Oregon Walks has a Plans and Projects Advisory Committee that could be engaged in the RTP.

- OPAL, Bus Riders Unite (BRU), and Youth Environmental Justice Alliance (YEJA) members will likely want to be involved in the RTP process.

- The Our Streets campaign will be an important partner for community involvement in the RTP.

Overarching recommendations on engagement

- Metro needs to make the RTP more approachable for community members to engage. Unpack the jargon. Community groups do not have the bandwidth to translate wonky technical and policy language; Metro needs to provide that. More approachable language also may need to be translated into languages other than English for Limited English Proficiency community members.

- Communicate what has been accomplished since the last RTP. What progress has been made on the goals set out by the 2018 RTP?

- Make data available to community organizations would be helpful, along with translation.

- It will be important for Metro to work with community partners on storytelling.

- Support participants' transportation and childcare (if in person), provide adequate time and notices, address technology access issues, and provide stipends for participation.

- Support community groups to participate in the RTP process by helping expand capacity in community groups.

- There are less well known community groups who need to be reached- including culturally-specific and youth organizations such as NAYA and Beyond Black.

- Get in touch with organizations who are really serving the community where they are.

Which of these trends most impact the communities that you work with?

The project team presented on the Emerging transportation trends study Metro is working on with a consultant, Fehr & Peers. The goals of the study are to develop a common understanding of trends that we've all been experiencing individually and identify potential changes to RTP policies, projects, and assumptions. The project team is considering a number trends for further study, including the following. (Description of the trends are included in Attachment B.)

- transit ridership.

- increased concerns about racist policing and pandemic-era anti-Asian racism.

- teleworking

- electric vehicles and e-bikes

- shopping online.

- boom in recreational bicycling

- limited resources and outdated processes.

- increase in traffic deaths

Participants used a Zoom poll to indicate which of the trends being considered for the study most impacts the communities they work with. More than half of the ten participants responding to the poll selected: transit ridership, concerns about racist policies and pandemic-era anti-Asian racism and limited resources at public agencies. Participant input on the trends of most concern is summarized blow.

1. **Transit ridership (8/10)**

- Transit ridership/communities – has the pandemic impacted access to transit or ridership.

- How would it be different to support transit riders; where the transit board is reflective of the people actually using

transit in the region?

- Transit is viewed as a consumer good instead of a public good.

2. **Concerns about racist policing and pandemic-era anti-Asian racism (7/10)**

- Racist policing is a top community concern.

3. **Limited resources at public agencies (6/10)**

- Transit dependent folks and frontline workers have been using transit during the entire pandemic. Rather than framing the discussion as how do we get ridership back, frame the discussion as how do we supporting current riders. Community relies on public agencies to help with bus fares. Houseless people are greatly affected because agencies don't have funds/resources to provide assistance/passes to ride transit.

Participants were also asked if there were trends **missing from the list**. Six of the ten participants answered yes, two responded maybe, and two responded no. Participants suggested considering the following trends:

- Disasters associated with the climate crisis.

- Addressing changes in how people's personal and physical vulnerability and/or exposure to acts of violence or physical injury is changing, walking or in a car, or otherwise.

Additional comments on trends for further study:

- Consider teleworking from an equity perspective; recognize that we are creating a class divide. Now, those who need to travel get paid less money. Whose transportation needs are we serving as a region?

- Users of the system are exhibiting different/dangerous behaviors (driving faster/recklessly).

- Traffic enforcement is a complicated discussion but speaking anecdotally it

feels like there is not enforcement happening for road safety.

Other feedback related to the trends study included:

- Use BIPOC rather than "people of color"

Next steps for the 2023 Regional Transportation Plan

October 2021 to January 2022 Metro Council, regional advisory committees and stakeholders discuss values, priorities and desired outcomes; engage stakeholders through community leaders forum, interviews, online survey, consultation with Tribes and federal and state agencies to inform work plan and engagement strategy

February to March 2022 Metro Council and regional advisory committees discuss draft work plan and engagement strategy

March 2022 JPACT and Metro Council consider approval of work plan and engagement strategy (by Resolution)

2023 Regional Transportation Plan

Stakeholder Interviews Report

March 2, 2022

Prepared for Metro

by JLA Public Involvement

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Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. JPACT serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions.

Project web site: oregonmetro.gov/rtp

TABLE OF CONTENTS

OVERVIEW

Interview Approach

In December 2021, Metro contracted with JLA Public Involvement to conduct 41 interviews with local, regional, and state public officials and staff, business groups and community-based organizations. The interviews identified issues and ideas that Metro should consider for the 2023 Regional Transportation Plan (RTP).

Interview goals:

- Engage with local, regional, and state public officials (elected officials and staff), Portland area business and community leaders, and other key stakeholders to understand challenges and opportunities related to the RTP.
- Identify key issues or topics that Metro should consider during the RTP process to inform creation of the work plan, public engagement plan, and key project messages.
- Ensure that the RTP development process allows for meaningful participation from community stakeholders and is consistent with a wide range of community values and priorities.

Interview questions were designed to gather input on:

- Key concerns that stakeholders would like to address in the 2023 RTP.
- Key trends and choices facing the region, how the region should work together to address them, and desired process outcomes.
- Suggestions for how to approach the public engagement process.

(See also "Appendix B: Interview Instrument.")

Document Purpose

This document provides a summary of stakeholder feedback received between December 2021 and early February 2022.

Interviewees

Interviewees were selected by Metro with assistance from JLA. Stakeholders were chosen to represent a range of agencies, community leaders, and municipalities within the Portland Metropolitan Area. Interviewees included:

- Metro Council President and JPACT Chair

- Representatives serving on JPACT, MPAC, and TPAC

- Mayors and councilors from Beaverton, Forest Grove, Gresham, Hillsboro, Milwaukie, Oregon City, Portland, Tigard, Troutdale, West Linn, and Wilsonville

- Commissioners from Clackamas, Multnomah, and Washington Counties

- Partner agencies, including ODOT, SW Washington RTC, SMART, and TriMet

- Community Leaders

- Business and Economic Development Leaders

(See also "Appendix A: Interviewees.")

Anonymous Feedback

To encourage open and candid feedback from stakeholders, the comments in this report have not been attributed to specific interviewees. Although these comments provide useful perspectives on our transportation system, some statements represent opinions that have not been checked for accuracy and do not necessarily represent the views of Metro or project staff.

Summary Overview

Future Trends

Stakeholders weighed in on changes they have observed and long-term trends that should be considered during the RTP process.

- **Uncertainty**. Everything we think we know about transportation is shifting radically and the future is unclear.

- **New travel patterns**. Work-from-home has changed the nature of the daily commute. Many people are now traveling at different times of the day and week and are increasingly dependent on freight and home delivery services. Meanwhile, other types of jobs do not offer work-from-home options.

- **More driving, more congestion**. More people are buying more cars than ever. There is a sense that (given the choice) people will continue to drive because it is the easy choice.

- **More danger**. Vehicle and pedestrian fatalities are up. Fear of COVID and violence is affecting how people travel and use public spaces.

- **Shifting costs**. Transportation funding is poorly understood and unsustainable. Funding mechanisms will need to evolve and impacts on people with lower income will need to be considered.

- **Transit**. Transit is seen as essential for achieving the region's transportation equity goals, addressing congestion, and reducing greenhouse gas emissions. Investments and strategies that provide new transit connections and help rebuild ridership will be an important near-term goal.

- **Climate**. It will be critical to figure out how to accelerate the transition to electric vehicles and pay for related infrastructure.

- **New priorities**. COVID and telework has prompted the "Great Resignation" and people are reevaluating infrastructure priorities. Many have discovered the importance of safe, walkable neighborhoods.

- **New technologies**. Considerations should include hybrid work infrastructure, electric and autonomous vehicles, e-bikes and scooters, travel data/information technology, ride-share, and alternative fuels.

Vision

Stakeholders provided their feedback on the existing Regional Transportation Plan vision:

"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."

- **An ambitious and solid foundation.** The vision Statement still makes sense as an aspirational and ambitious goal for the region's future. The vision was praised as clearly stated, comprehensive, positive, and consistent with the vision statements of other groups.

  Some described the vision as "idealistic" and "utopian" but felt that it was appropriate for a vision to be broad and to aspire to lofty goals. Others felt that the vision may be trying to achieve too much and realizing the vision will depend on factors outside of the transportation system.

Stakeholders suggested changes to the Vision. Consider more emphasis on…

- **Accessibility**. Improved access and affordability should be a primary goal. Transportation access is closely related to concerns about having an equitable system.

- **Equity.** The Vision should speak more directly to equity and include specific language that addresses historically marginalized and oppressed communities.

- **Climate.** The Vision needs to include more explicit focus on climate and resilience.

- **Economic prosperity.** The Vision should reflect how transportation drives the regional economy and supports manufacturing and freight.

- **Travel options.** The Vision should be inclusive of all modes of transportation and recognize that different regions have different needs.

- **Transit.** Transit is critical to achieving the Vision and will require greater focus to become a safer and more reliable transportation option.

Priority Areas

The 2018 RTP prioritized equity, safety, climate, and congestion. Stakeholders discussed whether these priority areas still make sense?

While all the priorities were seen as important and interrelated, **safety** and **equity** were most consistently rated as higher priorities relative to climate and congestion:

"The system should be safe, or it is not a good system."

"It is important to address disparities with people of color, urban, and rural communities to ensure they are not overlooked."

Equity

Stakeholders provided their thoughts on what makes an equitable process for selecting projects and what an equitable transportation system looks like.

- **An equitable system.** While there was no universal definition, most offered a variation of the following:

  "Equity means that we have a transportation system that serves everyone, regardless of income and geography."

  Most agreed that an equitable system should be affordable, safe, accessible, convenient, provide equal opportunity for users, and will focus on users who have not benefited from past transportation decisions. These users were most commonly described as "people of color", people in "underserved areas", or "the most vulnerable users."

- **Equitable projects** should focus on improving safety, particularly with regard to last-mile connectivity, improving transit accessibility, and multimodal travel options. Projects should yield objectively beneficial outcomes for specific areas … not just vague regional benefits.

- **Equitable process** should not presuppose outcomes in advance. A truly equitable process should center diverse voices who are closest to the problems and empower them to make their own decisions. Such a process could involve using data to identify underserved areas, going to those places and nurturing relationships with individuals and organizations who are trusted community ambassadors, agreeing on how Metro can support the process, providing information, education, and compensation for time as required, and then standing back to let the people lead.

  Throughout, Metro must be a good listener and foster an open, collaborative process that develops a thorough understanding of local needs. At the end, Metro should circle back to let people know they were heard, to build trust and maintain ongoing relationships with the community.

- **Critical Partnerships.** Metro has a solid reputation for engaging with community-based organizations (CBOs) and Black, Indigenous and People of Color communities, but some regional cities and business groups have felt left out of recent transportation conversations. Existing relationships with CBOs should not be taken for granted or overused. Partnerships should not be infrequent, only when Metro wants something. Commitment to partnership means being transparent about the role and decision-making power of participants, and not asking for time if it will not make a difference. It also means honoring prior input.

Hopes

Stakeholders described what they hope will be different in two years because of the 2023 RTP process:

- **Improved reputation for Metro**.

- **Partnerships**. More coordination and better relationships between agencies and communities.

- **A better RTP**. The RTP should be an exciting, useful tool that honors diverse voices and lays out a clear plan with metrics for success.

- **Visible change**. Demonstrate tangible accomplishments and successes.

- **A picture of what's coming**. We must understand the new normal.

- **Renewed optimism**. People should feel listened to and are hopeful that solutions are coming.

TRANSPORTATION TRENDS, CHALLENGES AND OPPORTUNITIES

Transportation Today

Tell me the story of how you think a typical person in your constituency uses the transportation system on a given day. Think about the challenges they might face, and how this story is different for someone who has means versus someone who does not.

General impressions

The transportation system has notable strengths, but there are many ways that it needs improvement.

- **Pretty good.** In many ways, the existing system "punches above its weight" in providing transportation options compared to other parts of the country. Although most people drive, there are options for people who don't. The transit system is expansive and relatively easy to navigate, and there are more cyclists and bicycle friendly facilities here than in many other places.

- **But nowhere near perfect.** The region faces many transportation related challenges, and transportation problems are the #1 source of public complaints for many elected officials. Safety, maintenance, and equitable access are ongoing concerns, and we have more congestion compared to other regions our size.

We are a region that drives

Most people drive as part of their daily commute. Many communities in the region have been historically dependent on cars and drive because they feel that they have no practical alternatives.

- **Driving is cheap and easy.** System users make decisions based on convenience and safety, and driving is still the mode of choice because gas prices are low, parking is often free, and existing infrastructure is mostly oriented towards people who drive. Some people simply value the flexibility, independence and autonomy that comes with driving. While many people may be interested in driving less or taking transit more, it takes much more effort to use transportation alternatives. It's usually more efficient, cheaper, and easier to hop in the car without thinking, particularly outside of downtown Portland. This is particularly true for parents with children, or for people with mobility challenges.

> "[The transportation story] depends on where a person lives, works, plays. Their income, race, or ethnicity. Whether they have a disability. Whether they have children. Whether they are young or old. Their class status. Whether they are well-served by transit. Whether they are within the Metro region. It all depends on who and where you are."
>
> The average user doesn't know or care about the difference between streets, highways, and county roads. They only care about a seamless transportation system that gets them where they want to go."

"I wish the transportation system made it easier for people to change behavior and mode. It's frustrating that after so many people doing work for so long, it hasn't become easier for people to make low-impact, healthy choices."

- **Congestion is a problem.** If you have a car, you may be able to move more freely – depending on traffic. Road users are often frustrated with the amount of traffic and congestion in our region. Drivers complain about chaotic road conditions, the inability to get anywhere quickly, and challenging commutes. Local congestion is also a regional and statewide issue that affects the delivery of goods and services to other states and places in Oregon.

  Freeways and highways now seem as full as they were before COVID. During rush hour and when accidents occur, adjacent communities must deal with drivers diverting from freeways onto local streets.

  Even as drivers complain, they don't seem to understand the role they play in creating congestion. It seems to be a problem that is caused – and should be solved – by someone else.

- **No other options are available.** In some places, particularly at the edges of the urban area, driving is considered the only safe, viable, travel option. Many people in rural areas feel a deeply ingrained sense of dependence on personal cars. Even they don't want to own a car, there are many places where it feels necessary to use one. This includes large parts of Clackamas and Washington County that have not seen investment in transit and walking and biking connections as they have urbanized.

- **Challenging regional travel.** Long trips within the region are difficult, and many people work outside of the city where they live. Some 70% of people in East County travel elsewhere for work, while 70% of the workers in East County come from somewhere else. These travelers, as well as users coming from outside of the Portland area, rely heavily on freeways, highways, and roads that pass through multiple jurisdictions, and this cross regional travel is particularly challenging for users who must regularly commute from rural areas, travel long distances between counties, or who pass through the region to reach other places.

  As the region grows, there is a sense that the transportation system is not efficiently connecting people to where they want to go. A traditional system built to bring people into the downtown core may not be as appropriate anymore. While some cities continue to serve as bedroom communities to downtown Portland, others are seeing more jobs and related travel on the edges of the urban area and other parts of the region. Many of these new jobs are held by lower-income households, including warehouse work for Boeing, Amazon, and FedEx.

Transportation advantages

Some people and parts of the region have distinct transportation advantages over others.

- **Downtown and inner Portland.** Close to downtown, "it takes 20 minutes to get wherever you need to go". Downtown Portland is walkable and has good transit. It's not as easy by car, but that is recognized as intentional. The combination of nearby services, car-sharing, paths, transit, and bicycle connections make it possible to live without owning or using a car, even for families with young children.

- **Transit advantaged areas**. In some places, mostly within or near downtown Portland, and in Wilsonville where the bus is free, transit is seen as useful and convenient for people who are able to live near bus and light rail corridors. Many are users by choice who have the ability to drive if they choose.

- **Newer suburban communities.** Some areas have wider, better maintained roads and comparatively few failing facilities than others. Newer developments may also include better connections to long distance active transportation facilities like multi-use paths and bike lanes.

Transportation disadvantages

Income, demographics, vehicle ownership, and where people live and work can create significant transportation challenges.

- **Pushed to the edges.** Housing is more expensive in the urban core and within town centers. Consequently, people with lower incomes have been displaced from areas that have high levels of infrastructure investment and must look to outlying areas for affordable housing. These areas – often transit and food deserts – generally do not provide all necessary services. This means that to reach work, food, healthcare, and education, people are forced to drive.

  More affordable areas, such as east of 82nd Avenue, tend to have more unpaved roads, more crashes, and more traffic fatalities. These areas often lack sidewalks, street lighting, and related safety infrastructure. Transit is often not safely accessible.

- **Unsafe to walk or bike.** Even though it is easier here than in other places, our transportation system is still primarily built out for cars, not for people who do not have access to a vehicle or who walk, bike, or ride transit as their primary means of travel. This lack of a connected system for these other modes means that people who don't have cars – or who are unable to drive – don't have the same, safe access as others. Safety challenges are particularly pronounced along high-speed, high-traffic, low visibility roadways, and within underdeveloped neighborhoods without amenities like sidewalks, crosswalks, lighting, and consistent paving.

- **Low income, limited travel options.** Transportation costs often have a disproportionate impact on people with low incomes. Many economically vulnerable populations are front-line service workers and do not have the flexibility to change their travel behaviors or consider alternative transportation. Although some people may be able to share cars and pool resources, travel can still take a long time because of where people can afford to live.

- **Transit dependent.** While some people have the option to drive, others must rely on transit for all of their needs. These people tend to have low wage jobs and are more

likely to work during hours when there is less transit service available, and they must transfer more frequently than other users because of where they live. This means that a round-trip using transit can take many hours.

Busy roads with missing sidewalks, railroad tracks, poor street lighting, long walks, and unlit and unsheltered bus stops combine to make transit inconvenient and less accessible. Safety concerns while waiting for the bus can be compounded by infrequent or unreliable service that increases waiting times in dangerous areas.

"[Transit access issues include] sidewalk gaps, bus stops without lighting, and stops that aren't sheltered. So, it's not just about service, it's also the stops and roadways."

- **Mobility challenged individuals.** Many older individuals have constraints that prevent them from being independently mobile. They may have cognitive, language, or physical constraints that make it challenging to use under-developed transportation infrastructure. They also do not have the ability to easily change their travel behavior. Since they are not always able to use active transportation alternatives, they often must drive themselves or rely on others to take them where they need to go. Paratransit services can help, but do not serve all areas and not everyone qualifies for assistance.

- **Youth.** Students often don't have the support they need to get to school regularly and on time. Schools are not able to cover all needs, and transit is not always a viable option.

Issues for everyone

Some issues impact a broad spectrum of transportation system users.

- **Transit service has problems.** Depending on where someone lives, the transit network is usually not a more attractive alternative to driving. Taking the bus tends to take a long time, particularly when traveling to or from communities on the edge of the region, and multiple transfers and infrequent service can make planning trips difficult. At the same time, many people have no other travel options and must rely on transit despite the related challenges. Specific transit issues include:

"Most people do not ride transit and are a long way from even trying it."

  - **Fewer transit routes perpendicular to the downtown core.** This includes north-south routes in Washington and Clackamas Counties, and east-west travel options in the south part of the Portland metropolitan area. This is the result of a hub-and-spoke approach which focuses bus and light rail services through downtown Portland.

  - **Poor last-mile connections.** There are significant gaps in sidewalk networks that limit access from neighborhoods to transit stops. This creates accessibility challenges in areas with unsafe pedestrian infrastructure, particularly for users with children or mobility issues.

  - **Lack of coverage at the edges.** Smaller communities outside of central urban areas have fewer transit and other travel options. This is particularly true in much of Clackamas County, outer Washington County, and parts of east

Multnomah County. Where transit does exist in these areas, it tends to be infrequent, slow, and inconvenient for regional travel. Gaps in sidewalks and bikeways also limit access to transit and other destinations.

- **Safety.** People do not always feel safe on transit. People have fears related to COVID and violence, as well as discriminatory law enforcement that has targeted people with low income and people of color.

- **Affordability.** Transit fares are a barrier for some users. Cost is a significant impact for larger families that cannot use school buses but also do not qualify for free transit.

- **Transit is less attractive**. Given the option to drive, most people wouldn't naturally think of transit as an option because they aren't informed about how it works, or they don't consider it to be an attractive travel choice.

- **Poor infrastructure.** The transportation system is perceived as being in an "abysmal" state of repair. This includes the condition of facilities related to all travel modes. There is a sense that given available funding (gas taxes), the system should be better than it is, and that the region has focused too much on supporting new growth instead of maintaining existing infrastructure.

- **Limited parking.** Finding available parking is a challenge. Parking at park-and-ride facilities is often limited.

- **Biking isn't practical.** While e-bikes make traveling longer distances more feasible, bicycles are still not seen as a practical choice for regional travel. Bicycle safety is a constant concern, and bicycle riders must often deal with inconvenient trip logistics (changing clothes and storing equipment) when they arrive at their destination.

- **High freight costs.** Portland is considered one of the more expensive places to move goods because of congestion on I-5 and a lack of investment in our highway system. As part of a trade dependent economy, many freight haulers are increasingly open to the idea of congestion pricing because it would reduce the cost of traveling through the region.

- **No one knows who is responsible.** There is a sense that transportation planning takes place in many rooms with many pathways that could be streamlined if there was more comprehensive coordination.

Recent Changes and Trends

The last couple years have been unprecedented, and many people have changed their travel needs and routines. How do you think the transportation landscape has changed within the region? Which changes will last? Are there long-term trends we need to consider as we begin the RTP process?

More driving

Although there were fewer trips at the height of COVID travel restrictions, traffic seems to be coming back to pre-pandemic levels and many people feel it is as bad as ever – if not worse.

- **Traffic is back.** Any temporary traffic reductions that occurred at the height of COVID are now mostly gone. More people are buying cars than ever. There is a sense that, given the choice, people will continue to drive and traffic congestion will need to get much worse before people consider making changes.

- **Congestion is inevitable.** Healthy economic growth almost necessarily leads to congestion as increasing populations outpace available infrastructure. This means that as the region continues to grow, congestion will get worse, and increased system capacity can only be a temporary solution.

  At the same time, some stakeholders feel that the transportation system must do a better job of compensating for congestion by anticipating and mirroring projected growth. Projects that intentionally or effectively reduce the carrying capacity of existing facilities feel counterproductive.

- **Shifting impacts.** As congestion worsens and new mitigation strategies are applied, there are concerns that drivers will shift congestion and travel impacts to new locations. For example, drivers may take steps to avoid tolling by diverting onto local streets.

- **More older users.** People are going to be driving more and longer into their old age. Within 20 years, older people will be a very significant part of the population.

New travel patterns

Telework has changed how people relate to their jobs, and the pandemic is prompting many people to reconsider their lives and their work. In the short term, the "Great Resignation" will lead to travel changes for the public as well as bus driver and staff shortages. Understanding new travel patterns will be critical to understanding future transportation needs.

> "We need to redefine what data will define normal travel patterns."

- **Different commutes.** COVID travel restrictions and lockdown mandates changed how the workforce engages with transportation. During the pandemic, more people were forced to telecommute from home, and businesses dramatically expanded remote work opportunities. Some people stopped traveling because they lost their jobs, while others traveled in more irregular patterns to find available work.

Legislation may soon allow the conversion of more commercial spaces to residential, and as more people work from home, the region may need to consider a new transportation model that is not focused on regular downtown travel.

In the future, more people may decide to relocate to areas with lower tax rates, and this may result in increased cross-regional and interstate travel. These people may need to commute less often but will travel longer distances when they do drive.

- **Reduced travel (for some).** With the availability of telecommuting and services like telemedicine, there has been some reduction in travel to and from centralized employment locations. Expanded product delivery and takeout services also allowed some people to reduce or change the timing of personal trips.

- **Shorter trips**. At the height of COVID, many people didn't venture far from home. They found themselves relying on local services and taking more frequent, shorter trips within their own neighborhoods.

- **Different times.** With hybrid work, peak travel times may have changed. The traditional 9-to-5 commute may no longer be the major organizing principle for daily travel and Monday-Wednesday may no longer represent the days with the highest weekly travel demand. With more time spent at home, travelers may make more frequent, short trips during the day instead of long commutes at peak hours.

- **Mode shift.** During COVID, there was increased use of the active transportation system. People spent more time walking or riding bikes, visiting parks, and enjoying time outdoors. This was particularly true in Portland where existing facilities make bike and pedestrian travel feel like a comfortable, safe, and time-efficient travel option. People began to appreciate "20-minute neighborhoods" and how sidewalks and multi-use paths create connected, accessible, and walkable communities. This appreciation highlighted a general need for better sidewalks, bike lanes, lighting, safer routes, and context sensitive design. This reaction was common in less walkable suburban and rural areas, but also in urban neighborhoods where restaurant owners recognized the importance of focusing on the pedestrian experience and replacing parking to support sidewalk dining.

  During COVID, transit ridership decreased (see "public transportation challenges" below), and many people who previously relied on transit switched to using Uber, Lyft, carpools, and community car-sharing.

  In the future, there will likely be increased demand for 20-minute neighborhoods, multimodal infrastructure, and updated transportation priorities that focus on multimodal experiences.

- **More freight and home delivery.** During COVID, more people came to rely on delivery for groceries, food, and services. Portland saw one of the biggest shifts in the nation when it came to switching from traditional retail to shopping online. (The size of the shift was due to the large number of people who had previously prioritized shopping locally before COVID.) Many people have enjoyed the convenience of these services and reliance on delivery is likely to continue and increase. This shift will affect the reasons that people need to travel and will mean more delivery vehicles on local streets.

Funding challenges

The region faces transportation funding challenges that are likely to get worse. Potential solutions could create new problems.

- **Unsustainable funding sources.** Existing transportation funding is not sustainable because of the dependence on declining fuel-tax revenues. Compounding the challenge is a lack of public understanding – even among elected officials – of how the transportation funding system works.

  Future conversations around funding mechanisms should be mindful of equity and how the emphasis on tolling and widening freeways could reinforce the message that our future transportation system will be paid for by – and oriented towards – drivers.

- **Different regional funding priorities.** While some cities have required new development to pay for adjacent transportation improvements, others have attracted business without requiring commensurate investment to support growth. These communities may have different expectations about the role that State funding and the RTP should play in fixing infrastructure problems that result from these decisions.

  Moving forward, Metro should consider how it can help all parts of the region develop public/private partnerships to address future growth and local needs.

Public transportation challenges

Transit ridership dropped significantly during the COVID pandemic and has yet to recover. Providing service where it currently does not exist and rebuilding faith in transit is important, but unlikely to occur without changes.

- **Lower ridership.** TriMet ridership has decreased significantly and may continue to suffer into the near future due to COVID related safety concerns and ongoing service reductions.

  With fewer riders by choice, there are concerns that ridership may come to consist primarily of people who are transit dependent and essential workers. These transit dependent populations are likely to continue to grow.

- **Afraid to take transit**. Many people have been choosing to drive because of fears about disease transmission. COVID made people uncomfortable being in small spaces with others, particularly with people who do not wear masks.

  There have also been increased concerns about personal safety on transit. There have recently been more homeless people using transit to find temporary shelter and an increased number of security incidents correlated with reduced transit security.

  In the wake of George Floyd's murder, many people of color, Pacific Islanders, and Muslim communities have been concerned about hate crimes and their safety on transit and in public places.

- **Service is not as good.** TriMet has reduced service due to a lack of available drivers. Changes to routes and decreased reliability has significantly impacted transit dependent people.

  School buses have also been impacted. School resources are strained and unable to meet the needs of all students.

- **Need for resilient transit.** As transit deals with the long-term ramifications of COVID, the system will need to do more to prepare to for future pandemics and increasingly severe weather events that will impact transit service and users. This includes preparation for extreme heat, hazardous air quality, and ice.

- **Transit must be part of future solutions**. Transit will need to change to account for telework. Transit is seen as a key factor in advancing transportation equity, reducing congestion, and reducing greenhouse gas emissions. Investments and strategies that provide new transit connections and help rebuild ridership will be an important near-term goal. New tools such as micro-transit, vanpools, and lower fares may improve transit accessibility, while bus-on-shoulder service can help make transit faster, more reliable, and appealing. Transit-oriented development and low-income apartments can help attract residents to transit corridors.

Increasing inequity

The pandemic created unique challenges for the transportation disadvantaged.

- **More pressure on the vulnerable.** The COVID pandemic wrought economic devastation for many people who were already living on the edge. Transportation inequity increased as vulnerable people suffered the compounding impacts of lost jobs, rising home prices, increased community violence, and health issues.

- **Still travelling to work.** Throughout the pandemic, many people were required to travel to meet their basic needs. People without cars had little choice but to rely on transit despite health and safety risks associated with being in public with strangers. Telecommuting was never a real option for delivery services, front-line workers, critical service providers, service workers, or many people with low-wage jobs. Even though grocery stores and restaurants quickly adopted new strategies to allow for food delivery and takeout, not everyone was able to afford food and grocery delivery.

  In the future, some jobs will still require people to travel. Jobs in construction, manufacturing, freight, retail, and other service industries will have similar travel needs and won't allow as many employees to work from home. Rural communities are less likely to change their travel patterns due to the prevalence of these types of jobs, but also because of poor internet access to facilitate online work.

- **Increasing impacts to low-income residents.** As telecommuting allows people with higher wage jobs to work from home, new congestion pricing policies may disproportionately shift costs to lower income travelers who do not have control over their working hours. Rising housing costs compound the problem as people with lower incomes are forced to travel longer distances to find affordable housing, making transportation a proportionately larger expense in some low-income homes.

  Since transportation choice is a significant determination of the ability to accumulate wealth, providing options and mitigating disparate cost impacts to low-income and Black, Indigenous and people of color (BIPOC) communities will be an important consideration when considering possible funding sources.

  It is unclear how much of the economic recovery will include spending that creates benefits for these populations since a continued focus on widening highways and freeways is not inclusive of people who do not own cars.

More risks

The risks associated with using the transportation system seem to have increased.

- **People feel unsafe.** The region is not meeting our safety goals and the continued increase in pedestrian fatalities and injuries needs to be addressed. Many roads are too dangerous for pedestrians and bike riders.

  People of color and historically marginalized communities continue to bear the brunt of transportation related injuries and fatalities. Compounded by the housing crises, a disproportionate number of pedestrian fatalities are also houseless. This is because they are often forced to live in unsafe situations and in dangerous locations adjacent to freeways and high crash corridors.

  Future projects that improve safety will be critical. There is a universality to the pedestrian experience – "we are all pedestrians" – and pedestrian fatalities should not be considered a "normal" cost living in a city.

- **Aggressive driving.** Traffic related violence has increased and drivers have become less patient, driving faster and more recklessly in general. Street racing has been a recent problem. Despite work and investment in improving safety, people are still taking risks and not thinking about the consequences of their actions.

- **Violence**. Fear of violence will make walking and using transit a less attractive option in some communities.

- **Climate change.** Climate change is related to very real threats to public health and safety, including severe cold, heat, wildfires, and air quality, and transportation is a primary source of greenhouse gas emissions. Fortunately, many people in the region seem to be aware of this connection and there seem to be many positive efforts to reduce emissions through electrification and the use of renewable energy.

  Despite broad acceptance of the climate crisis, it will still be critical to figure out how to accelerate the transition to electric vehicles and pay for related infrastructure without hampering the economy. Improving transit service and increasing ridership, investing in needed walking and bicycling connections, and reducing resource consumption will be key to addressing the global climate crisis.

New technologies and strategies

The switch to hybrid work forced people to learn new ways of working and changed how people relate to the transportation system. There will likely be many such changes to consider in the future.

- **Hybrid work.** Telecommuting and hybrid work opportunities have grown and will likely continue to be an option for higher wage, white-collar jobs. This may reduce pressure on the transportation network and space required for parking, but it will require new emphasis on supportive services such as broadband internet and childcare. Hardware and device availability will become an increasingly important factor in supporting hybrid work options in some communities.

- **Electric vehicles.** As the region shifts towards a cleaner electric transportation system planning for electric vehicle charging will be important, as will be investments that accommodate future needs relative to roadway capacity and parking.

However, it will be important to remember that a transition to electric *cars* won't fix congested roads or address concerns about safety for people who walk or ride bikes. Electric bikes may be a better long-term solution, but despite their popularity (outpacing electric car sales) there still need to be more conversations about e-bikes, required charging infrastructure, and updated traffic rules.

The shift to an electric system also raises equity concerns. Most people with lower incomes won't be able to afford electric vehicles and it will be important to understand the impact of future (possible) restrictions on internal combustion engines as well as the role of government in providing adequate replacement travel options.

As noted above, it will be critical to find appropriate replacements for the gas-tax as electric vehicles become more common.

- **Autonomous vehicles.** New vehicle technologies will affect transportation needs and may change how we design the transportation system. For example, autonomous vehicles may require enhanced road-striping, but may also be able to operate safely within narrower travel lanes.

- **Carpooling and car-share.** Low-income communities with limited car access have sometimes been able to pool resources to create their own travel options, particularly for elders who cannot drive or who only need infrequent access to a car. There is growing interest within these communities for increasing access to car-share services or exploring more formal options for sharing community resources.

- **Scooters and bikeshare.** Scooter and electric bike-share options seem likely to grow in popularity. The BikeTown program has become easier to use as technology has improved and there is growing interest in e-bikes within in some black communities. However, these programs have yet to reach some markets in the Metro area.

- **Information Technology**. Travel data is increasingly available to help with trip planning information related to traffic and travel times and to provide transit users with information about stop locations and arrivals.

- **Fuels.** The region should prepare for infrastructure changes as new fuels become available.

Uncertainties remain

Recent history has raised many questions that need answers.

- **Many unknowns.** There is great uncertainty about what the future holds. Everything we think about transportation is shifting radically. We don't know how people will get around, or how much electrification will happen to support a shift to electric vehicles, or what kinds of polices and trends will continue to affect changes in the workplace.

  At the same time, the last two years have been unique and may not be an appropriate indicator of whether the transportation system is working properly.

- **COVID-19.** The COVID Pandemic is likely have lasting impacts, regardless of whether new variants continue to be a problem.

- **Questions need answers.** The future transportation system will need to balance a new, diverse range of needs. It is critical to understand the full range of changes before there are decisions about new investments. Questions on people's minds include:

  - How is traffic so bad when so many people are working from home?

  - How sustainable is telework? Are businesses going to require that employees go back to the office?

  - How have travel patterns actually changed over the course of the day and week? Are there more discretionary trips than there used to be? Are these irregular travel patterns permanent?

  - Are businesses and people really moving away from downtown Portland? If so, where are they going?

  - What will be the long-term impact to public transit? What are the main reasons people aren't riding transit anymore? What does it mean if not as many people continue to use transit to reach centralized employment destinations like downtown Portland?

  - Delivery trucks are everywhere – do they cause different kinds of traffic issues compared to people shopping in person?

  - What did we learn when COVID temporarily reduced pressure on the transportation system?

VISION

2018 RTP Vision: "In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options."

Do you think that this Vision statement still makes sense? What would you change?

Reactions to the Vision

A good vision, with some concerns.

- **A solid foundation.** Most interviewees felt that the Vision Statement still makes sense as an aspirational and ambitious statement about the region's future. The Vision was praised as comprehensive, clearly stated, positive, and consistent with the vision statements of other groups.

  Interviewees appreciated the breadth of the Vision's component parts, noting elements of transportation justice, equity and inclusion, affordability, travel options, and safety. While not overtly referenced, some considered that climate and environment could be considered as components of a "healthy" system.

- **Ambitious.** Some described the vision as "idealistic" and "utopian", but also felt that it is appropriate for a Vision to be broad and to aspire towards lofty goals - whether they are achievable or not.

  Other interviewees felt that the Vision can and *must* be achieved by *at least* 2040, if not sooner.

  "If [we cannot achieve this Vision by 2040] then we're doing something horribly wrong".

- **Trying to do too much?** The vision covers many areas, and some interviewees questioned how practical, attainable, and realistic it is given recent events (the pandemic) and other uncertainties that we are likely to face over the next 20 years. Possible consequences of an ambitious Vision:

  - **Implementation challenges.** Even with a good vision, implementation may be challenging due to conflicting regional priorities.

  - **Unreasonable expectations.** Is it appropriate to expect so much from the transportation system? Many of the Vision components are dependent on other economic drivers and external issues such as behavioral health and housing.

  - **Endless compromise.** When goals and objectives are generated from broad vision statements, it can make it difficult to prioritize and make choices. This can lead to a cycle of endless compromise to try and meet all needs.

Proposed changes

Clarify and expand key terms. Consider including new priorities.

- **Accessibility.** Most interviewees agreed that improving access is an important goal and the Vision could include additional messaging to expand upon what that "Accessibility" means. Several interviewees mentioned how transportation must be affordable (or free) for people with low incomes. Reduced accessibility also has a large impact on people with have disabilities and on transit dependent community members. A lack of access impacts job growth as it affects where people can travel in the region. Transportation access is closely related to concerns about having an equitable system.

- **Equity.** Several interviewees also felt the RTP should speak more directly to equity and include specific language that addresses historically marginalized and oppressed communities. The City of Portland and Metro have anti-racist platforms and the RTP should align with those. As stated, the Vision offers an "everyone gets the same thing" approach that does not specifically acknowledge those who will need to overcome significant obstacles to achieve the Vision.

- **Climate.** The Vision needs to include some focus on climate and resilience. While climate and environment might be included in the word "healthy," others felt that climate and climate action should be called out more explicitly. The issue is important to many people in the region and while related to other components of the Vision Statement, some felt this was not explicit enough for the message, and climate change needed its own statement, especially as the impacts from climate change would be immense over the next 20 years. One interviewee suggested that since climate can be a polarizing term for some, "quality of life" might encompass climate concerns and resonate with more people.

- **Economic prosperity.** Several wanted clarification for the word "prosperity" and wanted the message to reflect how transportation could boost job access, local economies, upward economic mobility and prosperity for businesses. Some noted that the transportation system is the main driver of regional prosperity and must support manufacturing and freight.

- **Travel options.** Other interviewees felt that the message should reflect and emphasize multiple travel options and include all modes of transportation, especially since different regions have differences in their public transit options and car dependency.

- **Transit.** Several interviewees felt that there should also be messaging surrounding improved connectivity and efficiency of regional public transit options. Many transit users want more convenient and reliable options and are frustrated by wait times. Some interviewees noted concerns about safety when riding on and accessing transit. Being and feeling safe on transit will be critical to encouraging transit use.

TRANSPORTATION PRIORITIES

Affirming Priorities

The 2018 RTP prioritized equity, safety, climate, and congestion. Do these priority areas make sense? Is anything missing?

General impressions and observations

The priorities mostly make sense, though there is some overlap and possible conflicts to address. There may be some ways to revise the descriptions of the priorities, as well as several new priorities to consider.

"Citizens need a transportation system with options and alternatives that provide equitable, safe choices that work for them and get them where they need to go in an equitable, climate-friendly way that is safe and responsive to their needs."

- **Still the right priorities.** The 2018 priorities still make sense. They are consistent with the priorities of other organizations and most people would support a system with these core priorities.

- **Focused on conventional projects and cars.** As described, the priorities seem overly focused on conventional vehicle travel and big investments. They do not seem focused on people, local transportation options, and last-mile connections.

- **The priorities must help define criteria.** Metro will need to have a conversation about the criteria used to determine if projects will be included in the RTP. Example criteria might include economic benefits, environmental benefits, racial equity, improved travel time, or improved access to specific resources (education, jobs, healthcare, etc.).

Safety

- **Safety is about more than car crashes.** Long term safety issues are related to sedentary lifestyles, inactivity, and chronic disease. Safety must also consider people who don't use cars, but who still need safe communities to make walking and transit viable travel options.

- **Safety is an equity issue**. It is important to specifically name the people and places who are suffering from disproportionate injury and death. BIPOC communities, people with lower incomes, people with disabilities, and people over 50 years old are more vulnerable to safety issues and at higher risk from traffic hazards. People of color have higher death rates than other groups in our region.

- **Symbolism.** The red cross icon used in the RTP priorities graphic implies that an accident has occurred. Instead, consider representing safety by using a bike or pedestrian.

Equity

- **Accessibility**. Related to *equity,* accessibility is a combination of mobility and safety. If a bus stop is only 1/4 mile away but a person can't safely cross the street, they don't have real accessibility. Access to jobs, education, and shopping is essential for creating racial equity.

- **Affordability**. There should be more focus on reducing barriers due to cost and helping people who are homeless and do not own vehicles.

- *Reducing* **barriers is not enough**. Barriers must be *eliminated*.

- **Travel options**. Equity means providing transportation choices for both urban and suburban communities.

- **Anti-displacement plans.** Investments that address the needs of displaced people are usually thought of as equitable, but truly equitable policies would not have resulted in displacement. An anti-displacement emphasis that addresses housing and inclusionary zoning can help prevent displacement in the future.

Congestion

- **Increased capacity.** Strategic investments that increase capacity should be a priority.

- **Freight and transit priority.** Congestion as it impacts trade and freight is important. Consider narrowing the scope of "congestion" to focus on transit and freight since general congestion relief is not as critical compared with the other priorities.

- **Consider an alternative term.** Prioritizing "congestion" seems to accept congestion as a solvable problem when completely free-flowing traffic is not achievable. Consider whether "reliability" or "quality of life" would be a more useful priority. This would broaden the focus of this priority.

- **Opposes other priorities.** The RTP must focus limited resources, most of which are currently dedicated to cars and related infrastructure. This focus reduces funding for other more urgent priorities. Consequently, measures that reduce congestion are often in conflict with priorities related to climate and equity. Congestion may be interpreted as a symptom of climate injustice. Reducing congestion can also make travel less safe by allowing people to drive faster.

Climate

- **Climate requires more emphasis.**

- **Adaptability and resiliency.** Emergency response and resilient services could be further incorporated into the Climate priority.

- **Equity.** Climate justice and climate equity should consider the disproportionate impact that climate change has on historically marginalized communities. For example, the impact of heat waves on populations without air conditioning.

- **Congestion.** Climate and congestion priorities affect each other. Reducing congestion will reduce greenhouse gas emissions from idling traffic.

- **Safety**. There are long-term safety hazards associated with climate change.

New elements and considerations

- **Jobs and economy.** Be more explicit about providing access and support for jobs, freight, and commerce. Trade and freight are critical to growth.

- **Community.** Related to all priorities, community and partnership will be an important part of ensuring that everyone is a proactive participant in future solutions. A focus on creating community and giving more voices a seat at the table will also help improve equity.

- **Transit.** Transit is critical for dependent communities. If transit is a priority transportation mode, then it needs more emphasis.

- **Funding.** Funding is important since we can't do anything without paying for it. At the same time, looking *only* at money and costs may prevent us from making progress towards essential changes. Sometimes it's more important to design and build the right things, and *then* find the money to pay for them.

   A least cost planning methodology has never been applied to the RTP.

- **Livability/quality of life**. Related to *equity* and *climate*.

- **Maintenance.** Related to *safety*; maintaining infrastructure is an important priority.

- **Other priorities**. System efficiency; active transportation; land use.

Priorities Ranked

How would you rank the priorities in terms of importance? Why did you rank the priorities this way?

Interviewees were asked to rank and offer feedback on which priorities were the most important to them. Most interviewees considered all the priorities to be important and noted intersectionality across all the categories. Some felt that certain priorities should be managed by addressing other priorities first. Some chose not to provide a ranking at all, while others opted to list only their top priorities. Key takeaways:

- **Safety and equity were the highest priorities.** While most interviewees noted that all the priorities were important, safety and equity were most consistently rated as higher priorities relative to climate and congestion.

- **Preferred not to rank.** Interviewees who chose not to provide rankings, or who rated all the priorities equally, cited the following reasons:

  - **All the priorities are important.** Most respondents noted that all the priorities were interrelated and important. To rank any priorities as "low" might mean that related projects may not be pursued. The focus should not just be on (for example) climate and equity if it means ignoring projects that support the other priorities.

  - **Accessibility** needs to be included or none of the priorities will benefit the community.

  - **Other priorities exist.** The RTP must consider all the goals and priorities that were included in the 2018 RTP.

Safety

Ranked highly because…

- The system should be safe, or it is not a good system.

- Lack of a safe transportation system can compound other issues.

- Making the system efficient will also bolster safety.

- Engineers always prioritize safety.

- Prioritizing safety will reduce traffic accidents and deaths.

- The safety of people is a priority, and they will not use the system if it is not safe.

- Historically marginalized communities should be able to access safe and reliable transportation.

- Aging and poor infrastructure should be a top priority.

Improving safety also helps improve …

- Equity, because they are interconnected. It also improves accessibility for marginalized communities and other transit users.

Other considerations related to safety…

- There are creative ways to increase safety.
- It is difficult to separate safety from equity.

Equity

Ranked highly because…

- It is essential that we do not repeat past harms.
- It is important to put people first.
- Accessibility directly impacts equity and is to the benefit of all members of the community.
- Equity is related to all priorities and hard to separate from them.
- It is essential to eliminate or reduce barriers within marginalized communities.
- There is much more work to do to make transportation more equitable.
- It is important to address disparities with for people of color and between urban and rural communities to ensure they are not overlooked in the priorities.

Ranked equity lower because…

- It should be encompassed in all the priorities, not a separate priority.
- Equity is a result of a more efficient system.

Improving equity also helps improve…

- Safety, because violence is a consequence of inequitable treatment and everyone should feel safe using the transportation system.
- Congestion, because historically marginalized communities are often forced to drive longer distances to and from work.
- Accessibility for all members of the region.
- Climate, because marginalized communities are most directly impacted by climate change and climate injustice.

Other considerations related to equity…

- Equity is an essential part of every priority and should be applied to all of them.
- We need to prioritize adaptation (responding to the immediate needs of people) over mitigation (long-term efforts).

Climate

Ranked highly because…

- Climate is about saving the planet and mitigating extreme weather. If climate is not directly addressed, the other priorities do not matter.

- Focusing on climate helps to achieve other goals.

- The effectiveness of efforts to address climate can be diminished by compromises related to achieving other priorities.

- Tackling climate change needs to take a more aggressive approach.

Ranked climate lower because…

- It is already a consideration of most Oregonians.

- Not a significant concern compared to the other priorities over the next 10 years.

Improving climate also helps improve…

- Equity, since many low-income and communities of color are more directly impacted by climate change and its effects.

- Congestion and safety, because policies that address climate tend to reduce vehicle use while encouraging use of transit, walking, and cycling.

Other considerations related to climate…

- We need to consider the climate impacts of people using the transit system.

- Need more understanding of how "reduce" is used in this priority.

- There will always be pushback from those who are losing a stake in something by addressing climate change.

Congestion

Ranked highly because…

- As the 8th most congested area in the country, we need to focus on consistency and more efficient commute times.

- Reducing congestion provides benefits to people with less income who rely on vehicle travel or transit.

- People want faster commutes.

- It is hard to address climate without also making travel more efficient and reducing congestion. Idling vehicles contribute to more emissions in the environment.

Ranked congestion lower because…

- Congestion is not a primary concern. Congestion is inconvenient, but not dire.

- We should increase and promote new and more efficient modes of travel. Shifting people to other modes of transportation will reduce congestion.

- We need better transportation management to focus on the current system, rather than building new facilities.

- Congestion will be taken care of once other issues are addressed.

- Focusing on climate will directly reduce congestion. Expanding roads will negatively impact communities and contribute to climate issues.

- Free flowing (faster) traffic makes the system more dangerous.

Improving congestion also helps improve…

- Equity, since people with the fewest resources are often dependent on driving.

- Climate, since it will help reduce vehicle emissions.

Other considerations related to congestion…

- There should be a shift into more public transit and car shares to reduce congestion.

- It might be difficult to address climate without first addressing traffic and congestion.

Challenges to Progress

To the extent that your organization has tried to address priorities like these, what have been the main challenges to making progress towards achieving your highest priority goals?

Systemic problems

Agencies and decision-makers must contend with a variety of inherited and systemic problems.

- **Lack of funding and resources.** Transportation funding is already inadequate and getting worse. Policymakers and the public often don't have a sense of how the funding system works, how much projects cost, how long they take, or why partnerships are necessary.

  The current system depends on parking fees and fuel taxes to pay for infrastructure, both of which are borne largely by drivers and freight. As vehicles become more efficient and regional policies encourage people to drive less, this funding system will need to change. There will need to be other ways for all road users to contribute to the costs of transportation infrastructure.

  > "We can't be a climate leader if our funding is reliant on something we're telling people we shouldn't rely on."

  Although the State is currently exploring pilot programs related to tolling and congestion pricing, there are concerns that these programs will only support freeways and not local transportation.

  Available funding also varies depending on the outcome of elections. Stable funding is necessary to make proactive investments that (for example) allow us to prepare for earthquakes and the possibility of future infectious diseases, as well as to fund studies that will support future funding and grant applications.

  On their own, grants are usually not adequate to make meaningful changes.

- **The wrong approach to solutions.** Unplanned events often dominate transportation decisions. Amidst so much reactive planning, it is difficult to proactively plan for events like earthquakes. Unfortunately, people tend to remain detached from issues until they become tragedies or a part of their lived experience.

  Part of public detachment comes from an overreliance on quantitative data to rationalize investments. Focusing on quantitative data and ignoring qualitative feedback can make it difficult for the public to relate to project decisions and often leads to repeating traditional project approaches and policies instead of creating new, innovative solutions.

  Many of these traditional solutions tend to be focused on building large projects, even when they are not the best solution. Traditional thinking also tends to be limited by available funds and can lead to compromises that fail to adequately address problems or that ultimately cost more money. Instead of focusing on "building things", there could be

a greater focus on non-tangible solutions, such as providing programs, services, and incentivizing travel choices.

- **Deferred maintenance.** There are deferred maintenance needs throughout the region that affect safety and congestion. PBOT has a $4B maintenance backlog that has grown over the last 20 years, and other cities feel that they have suffered from a lack of investment relative to other areas. Agencies must content with reducing maintenance backlogs while also planning for the future and developing new projects.

- **Housing affordability.** Buying a home within the UGB is prohibitively expensive for many people. Housing shortages make it difficult to find affordable housing close to jobs, and this puts strain on the transportation system. The Urban Growth Boundary compounds the problem of affordable housing by constraining available land without addressing increasing demand.

- **Lack of transportation options.** The region has not made the necessary investments to fully build out our bicycle and pedestrian system as an accessible, viable transportation option.

- **Geography and topography.** Some communities must deal with impassible physical barriers and hills that make it challenging for people to walk, bike, or use other modes, even for short distances.

Governance, cooperation, and leadership

The political climate is polarized and there is a lack of strong, effective leadership that can unite agencies and communities in pursuit of solutions.

- **Polarization.** Some organizations take firm positions and are not willing to compromise, even if their goals are not widely supported. In some cases, these entrenched positions make it difficult to collaborate or accept common ground. (For example, there is mutual support for congestion pricing from both freight and climate advocates.) As a result, the most radical voices can stop productive deliberation by refusing to participate, spreading misinformation, and mischaracterizing projects. Projects that involve roads and business partnerships are frequently targets. In the face of this pressure, many politicians are afraid or lack the will to engage with certain issues.

- **Lack of leadership and clear direction.** Bureaucracy and a lack of coordination across (and within) different agencies make it difficult to develop a shared vision and common understanding of shared priorities. The region needs a leader who can develop a shared understanding of how decisions are made and organize the region in creating a consistent, unified set of criteria for selecting future projects.

  Firm leadership can help support development of concrete action plans, such as the Congestion Pricing Study report. Similar studies and plans that produce specific, actionable steps regarding climate, safety, and equity would be useful in helping the region achieve shared priorities.

- **Lack of cross-jurisdictional responsibility**. Some communities consist of a patchwork of county, city, and state roads, and there is often confusion about who is responsible for repairing and managing facilities. Cross-jurisdictional planning is difficult when it comes to problems with shared facilities and "orphaned" roads, and there are sometimes

limited mechanisms for resolving conflicting agency priorities. This often means that certain types of development are not possible along some roads, and safety improvements, such as reduced speed limits on high-speed roadways adjacent to schools, are not allowed. Some potential partnerships are also limited because agencies charge prohibitively higher costs for improvements than if the city used its own resources.

- **Imposed solutions.** There is a sense that Metro has its own predefined solutions and is not open to differing viewpoints. State and regional priorities and regulations often conflict with local priorities and some local leaders feel that there is not enough respect for local knowledge and solutions, and that some solutions are not universally applicable.

- **Too many partners.** Some cities feel that they could make more aggressive progress working on their own and that the need to collaborate with outside partners – particularly when there are *multiple* state and regional partners – slows down progress because of additional process requirements.

- **Unfair distribution of investments.** Some communities feel that regional investment has historically provided disproportionate benefits for west Multnomah County over the rest of the region.

- **Lack of follow through.** Sometimes incoming leaders second-guess projects that are already described in the RTP and other preexisting plans. Stopping and restarting projects creates inefficiencies and defeats the purpose of having long-term plans that outlast political changes and create a stable future.

- **Lack of capacity.** Agencies and CBOs often have limited staff capacity to explore new strategies and technologies.

- **People are not prepared to engage.** The public doesn't always have enough background and context to understand the issues, and it can be challenging to rally cross-spectrum interest in supporting abstract, long-term, strategies.

Achieving safety

Despite recent efforts, pedestrian deaths have increased.

- **Driver behavior**. There has been an increase in dangerous driver behavior: people deliberately disobey traffic laws, exceed the speed limit, drive under the influence, or are distracted by mobile devices. Although there is interest in taking action, agencies have limited options for addressing the root causes of these problems related to personal choice and societal influence.

- **Street design.** Sometimes people have a hard time with change, even changes that are intended to improve safety. Drivers are often confused and irritated by changed lane configurations, turning restrictions, and new crosswalks. New infrastructure design needs to make safe behavior easier, and people need to be better informed and educated about changes.

- **Old infrastructure.** Older neighborhoods and less developed areas tend to have poor lighting and unsafe crossings. This is natural as the region's growth continuously outpaces infrastructure and the existing transportation system. Fully addressing safety and walkability needs can be costly, but smaller safety projects can help fill the gap as cities grow.

- **Conflicting facilities.** When highways serve as main streets or pass next to schools, there are often safety issues because local jurisdictions do not have the ability to set speed limits.

- **Transit feels unsafe.** (See "transit deficiencies" below.)

Achieving equity

Low income and BIPOC communities face unique transportation challenges. Addressing these issues will require dealing with entrenched decision-making structures, limited resources, and conflicting definitions of what equity means.

- **Equity means things to different people.** Jurisdictions across the region are still understanding what equity means and how to set it as a priority. Some cities have fewer people of color and haven't felt the urgency to develop the same equity lens as other places, and many people don't naturally understand the connection between equity and transportation. People in different parts of the region may have similar financial constraints and limited transportation access, but they have different needs depending on whether they live in an urban or rural area.

- **White supremacist status quo.** It takes a lot of work and time to create systemic change across institutions that are rooted in racist structures. Historically, many transportation projects have been unjust and discriminatory. The transportation system is built around projects and polices that have resulted in seized land to build freeways, placed polluting roadways in low-income areas, and allowed racially biased traffic enforcement.

  Within this context, there is still inadequate representation from all voices, and it is hard to build trust when most leaders in government are white, privileged people. There won't be real progress until affected people are part of decision-making and leadership.

- **Lack of resources for service providers.** Demand response and paratransit services are already under-resourced.

- **Competing priorities**. Prioritizing equity for the underserved is not always the same as prioritizing service for the greatest number of people. Cities without diverse populations have concerns about missing out on needed improvements when criteria is based solely on racial equity.

- **Shifting transportation costs**. People who have the ability to work from home tend to have higher income, white-collar jobs, while others have less flexibility and no choice but to drive during regular business hours. Consequently, funding mechanisms like congestion pricing and tolling have the potential to disproportionately impact people with lower paying jobs.

- **Lack of transportation options.** There are fewer transit, car-share, and multi-modal options on the edge of the urban area where people with lower incomes may be forced to live. These communities are often forced to drive, and transportation alternatives are not a typical part of their lived experience.

- **Disproportionate fatalities.** There are huge disparities in bicycle and pedestrian fatalities and injuries for BIPOC groups, particularly those in low-income areas.

Addressing congestion

Congestion is increasing and the region is quickly approaching 2019 traffic volumes.

- **Congestion is inevitable.** Although growth is good for regional prosperity, it is bad for creating congestion. This can be a particularly hard relationship to accept, but other cities have demonstrated that adding new lanes is not a long-term solution because they will just fill with traffic. Shifting the regional conversation from "eliminating" to "managing" congestion is not always easy.

- **Change is hard.** Cities have been built around car travel, and many areas are difficult to navigate without one. The system has been in place for decades and shifting resources away from projects that are consistent with the established built environment will take time. Most people have a mindset about how they normally get around every day, and to take space away from cars will mean challenging established and powerful voices.

- **Driving is too easy.** It's challenging to develop alternative solutions that are as convenient as a car when it comes to meeting the needs of working parents. Driving will need to become much less convenient or expensive before people voluntarily change their behavior.

- **Inadvertent outcomes.** The UGB preserves farmland but constrains developable land. There is a perception that this contributes to rising home values and that higher prices are pushing people to the edges of the urban area and forcing them to drive more.

  Policies that limit parking may increase reliance on services like Lyft and Uber, increasing travel costs without reducing the number of vehicles on the road.

- **Conflicting regional policies.** Congestion relief policies that might be appropriate for built-out parts of the region may not always make sense in areas that have enough room for higher capacity facilities. When congestion is a problem, restrictions and capacity reduction through road-diets can seem counter-productive. At the same time, it may be entirely appropriate to combat congestion by dedicating less space to single occupancy vehicles, and more space to prioritized modes such as transit and freight.

- **Bottlenecks.** There are many unaddressed pinch points in the region, mostly associated with traffic on and trying to reach I-5 and I-205, and locations like Highway 213 in Oregon City where traffic enters the region from outer Clackamas County. Bottlenecks sometimes lead to traffic diverting into adjacent communities.

- **No understanding of the cost of congestion.** A healthy economy is key to achieving regional priorities and congestion impacts the cost of freight and the cost of doing business in our region. This affects everyone, but people may not have a clear understanding of this relationship.

Addressing climate

We are not achieving our climate goals; other priorities usually take precedent.

- **Too politicized.** People don't like to be told what to do. Some controversial climate policies have made some people angry and elected officials are hesitant to engage the subject.

- **Climate urgency.** Climate science is telling us that we need to move quickly to avert climate catastrophe, but there is also a sense that we need to move slowly, inclusively,

and intentionally if we are to build lasting support for changes. It is also difficult to move quickly towards new technologies while addressing problems related to our existing, aging infrastructure.

- **Mitigation vs. adaptation.** Climate solutions often take a back-seat to resolving near-term problems. Adaptation means responding to the immediate needs of people, whereas mitigation means resolving problems with long-term solutions. Communities that must deal with the impacts of climate change, such as heat and wildfire smoke, require immediate, adaptive solutions (masks, air filters). Centering climate justice and frontline communities is not the same as providing long-term solutions (such as electric vehicles) that can help address the root causes of climate change.

- **Electric transition.** There is not enough infrastructure yet to support growth of electric vehicles, and some types of useful technology (small buses) is still not readily available.

- **Limited ability to affect change.** Some cities feel limited in terms of the actions they can take. Their efforts may be limited to electrifying vehicle fleets or building trails and active transportation facilities.

Transit deficiencies

Transit is seen as an essential service that can help achieve priorities related to climate, equity, and congestion. However, ridership is down due to reduced service and fear for health and personal safety.

- **COVID.** There is a perception that transit is unhealthy because of potential proximity to people who may be infected or unvaccinated. Despite a mask mandate, some people do not wear masks. This makes some people uncomfortable with using transit. People may not know that vehicles are regularly cleaned and sanitized.

- **Security.** People have concerns about personal safety when using transit. Recently, there has been an increase in unsafe situations within the system, and many people do not feel comfortable using transit after dark.

  To improve ridership, it will be necessary to help people feel safe and secure. It was suggested that this will require adequate funding for infrastructure and technology, such as accessible, safe and well-lit bus stops, security cameras, call-buttons and behavioral deterrents. It was also suggested that it will be necessary to bring back security personnel while changing the public relationship and perception of security and law enforcement.

- **Infrastructure is lacking.** To feel comfortable using transit, the public needs adequate sidewalks, comfortable bus shelters with seating, lighting, and signage.

- **Service problems.** Some people experience regular problems with crowded busses, poor connections, and inconsistent service. Service has recently been reduced due to a lack of available drivers.

- **Lack of regional transit coordination.** Without a strong regional leader, there has been a fragmented approach to transit outside of the TriMet service area. This has made it difficult for riders who need to make regional connections. Smaller agencies are having to fill the void in rural areas, and some do not feel adequately involved in developing regional transit policy. Existing rules and reliance on TriMet make it hard for cities to develop or improve their own transit solutions.

- **Lack of innovative thinking.** Providers should consider using more bus-on-shoulder solutions to demonstrate how transit can be a better travel option than driving. Micro-transit may also offer a more flexible approach to meeting new transit needs.

- **Lack of ridership.** It will be necessary to attract back "choice" riders who are currently driving. Encouraging these riders can free up roadway capacity for people who have no choice but to drive.

- **Cost.** There is a need for fareless transit. TriMet's fare program needs to be made more accessible and better known to the community.

ADVANCING EQUITY

An Equitable System and Equitable Projects

Equity has emerged as a challenge and priority for our whole region, but we don't all have a shared vision of what "equity" should look like. What does an equitable transportation system look like? What does advancing equity look like when it comes to selecting projects for the RTP?

Defining equity

Metro is broadly seen as setting a good example for the rest of the region. Metro has developed a thoughtful and focused definition of racial equity and has successfully created inclusive spaces where culturally specific groups can advise and weigh in on decisions.

Without necessarily being aware of Metro's definition, interviewee definitions of equity included:

> "An equitable transportation system means that no matter who you are, you can get where you need to go, in a reasonable amount of time, and at a reasonable cost in proportion to what you earn."

> "[Equity means] improving the distribution of healthy transportation infrastructure, programs, and leadership opportunities and reducing the concentration of negative impacts for marginalized communities."

> "Every person or thing can get exactly where it wants to go, when it wants, exactly how it wants, at a price it can afford. Both People and stuff."

> "Equity means that we have a transportation system that serves everyone, regardless of income and geography."

Features of an equitable transportation system

While there is not a universal definition of what equity means, most descriptions included common terms such as: affordable, safe, available, accessible, convenient, flexible, and equal opportunity.

Most agreed that an equitable system…

- **Provides connectivity and accessibility for all**. People can get where they need to go regardless of whether they can afford a car. The ability to reach essential destinations and services (jobs, childcare, housing, food, medical care, and education) is critical.
- **Creates jobs and a healthy economy.** The transportation system *creates* jobs and supports upward economic mobility, and enhanced opportunities.

- **Allows involvement in decision-making.** In an equitable system, transportation decisions are the result of a process that allows communities to participate in ongoing decision-making. (See "Equitable Process" below.)

- **Addresses systemic barriers.** An equitable system identifies and addresses systemic barriers to ensure all Oregonians benefit from transportation services and investments. Affordable housing near good jobs can help support the transportation system since many people living with low wages have to drive long distances to work.

At the same time, simply providing access to jobs may not be enough. An equitable system must also recognize that disenfranchised groups, houseless people, and people of color are disproportionately targeted by police. Some people get pulled over simply because they are not white.

Priority groups

Interviewees described different groups as the most logical beneficiaries of an equitable system. Groups included:

- **People of color.** Providing people of color with access to transportation is a matter of fairness. From freeways dividing neighborhoods to policies that have forced people from their homes, there have been many egregious historical examples of how our transportation system has disproportionately impacted people of color. Historic and ongoing injustice make it a matter of fairness to lead with *racial* equity, not simply *equity*, a racially equitable system needs to include deliberate ways to help people who have been wronged, even if it provides disproportionate benefits. These intentional investments should help address systemic inequity by making transportation more affordable, helping people get where they need to go, and by driving money into places where people of color live.

- **People who are most *vulnerable*.** Understanding and meeting the needs of the most vulnerable will let us create a system based on equity. This means providing choices and access to services for people who need it most. This includes groups with limited income, children, elders, and people with mental and physical disabilities. Everyone benefits from a system that allows the most vulnerable users to get around. This may mean refocusing transit so that it serves people with lower incomes and people who have no other transportation options.

- **Underserved *areas*.** Parts of the region are poorly served compared to others. Transit seems to be allocated unequally across the region, with many of the best served areas in predominantly white neighborhoods. A more equitable system should prioritize transit deserts and provide affordable, reliable access so that transit dependent communities can get where they need to go.

- **The whole region**. An equitable system should serve all parts of the geographic region, and not provide disproportionate resources to places where people outside that area will never go.

At the same time, an equitable system should also recognize that needs vary city by city and neighborhood by neighborhood. The tools that serve one place may not serve another. Equity may mean using carpool programs in one area, transit in another, bike lanes in another, and EV charging stations somewhere else.

A geographically equitable system also supports small communities. While larger cities tend to have the resources and staff to plan and compete for funding, smaller cities don't have the same resources. While recognizing the importance of larger projects and the limitations of available funding, it's also important to consider and invest in smaller, less diverse communities that have significant needs.

- **Everyone.** All people should have equal opportunities to use transportation and have a similar travel experience as everyone else. This includes minorities and historically marginalized groups.

- **All ages and abilities**. If the system is designed to work for someone who is 80, then it should work for everyone. Investments in safe, connected sidewalks provide mobility options for all.

Equity specific projects and investments

Projects that promote equity will generally improve safety and access, though specific needs will vary and should be determined based on consultation with local communities.

"Look at what has happened in the past with the transportation system and look at ways to repair ills through future investments in a more structured way."

- **Safety projects.** As long as people of color with less income disproportionately suffer from transportation related injuries and fatalities, then projects that improve safety are essential to creating a more equitable system. Projects that improve pedestrian safety and transit access are particularly important. Projects might include ADA compliant sidewalks and ramps, improved lighting, and crosswalks and improved intersections. Areas east of 82nd are in particular need of improvement.

- **Transit service.** Accessible, free, or low-cost transit is an equity investment that will benefit people with lower incomes. Transit priority and enhanced bus service are seen as ways to make transit a more practical and viable transportation solution.

- **People first projects.** It is important to prioritize safe spaces (away from traffic) for people to walk, bike, scoot, and roll. Transportation planning should start with the idea that roads are for people and transportation, not specifically for cars. Sidewalks should be a particularly high priority investment because they help improve access for everyone.

- **Projects with local benefits.** The RTP often contains large, multi-modal, geographically broad projects. It will be necessary to break down these large projects and demonstrate specific benefits to specific, communities. For example, instead of just focusing on long trips within a corridor, it is also important to talk about how life will be better for people who simply need to cross the highway. Otherwise, it can be difficult to understand the nuances of large projects.

- **Programs and services.** Many groups see value in prioritizing programs, not projects. Examples could include a universal transit youth pass or targeted service improvements in transit dependent communities.

- **Should be left up to local communities.** Mobility means different things to different people, and "making transit better for low-income people" is an overly simplistic

approach to equity. Each community will have its own priorities and needs. While Metro can help identify potential projects and should offer feedback on strategies, Metro should also be careful about presupposing too much about what specific choices people will make, or imposing project selection criteria that communities do not agree with. Metro needs to work with communities that are most impacted, get input, and truly listen to what people want – even if it means that people want to drive.

Equitable Process

How do we prioritize equity in our engagement and decision making so we can create more equitable outcomes? Are there outreach tools that work particularly well for reaching marginalized voices?

Let the people lead

A truly equitable process demonstrates trust and delegates power.

- **Shift power.** The people closest to the problem are also closest to the solution. Equitable engagement means creating involvement opportunities at all levels of decision making and putting power into the hands of people who are closest to the problem. An equitable process does not identify solutions *for* people but works *with* people to help them identify their own solutions. These solutions are more likely to endure, as people are often most excited about what they create themselves.

  Shifting power does mean that communities may decide to prioritize investments that Metro may not agree with, such as highway improvements that could improve the experience of low-income, long-distance travelers.

- **Trust local communities to lead**. Metro is not as close to the people as local community, city, and county leaders. The closer the connection to the community, the better insights there will be into what equitable outreach should involve and what appropriate outreach tools should look like. Metro can provide data and support but should recognize the experts within local communities and let them lead the planning process to the extent possible.

  > "It comes down to Metro trusting people to lead for themselves."

- **Partner with existing community organizations**, community engagement liaisons, and social service groups to provide information and gather priorities and feedback. As possible, identify and work alongside existing outreach instead of duplicating effort. (*See also "Critical Partnerships."*)

- **Be careful of who speaks for the community.** People will listen to others from their communities, so prioritizing participation from trusted community leaders is important. At the same time, be sensitive to how communities are represented and how spokespeople are appointed. It is not always appropriate to expect individuals to accurately represent the needs of an entire community, and such appointments may feel like tokenism if most of the community is oblivious to what is going on.

  It may also be necessary to develop opportunities for multiple voices to share power, so that it is not only the loudest voices being heard. Hearing from individual voices will also be important.

Equitable process strategies

Equitable engagement is rooted in a variety of public involvement best practices.

"Engaging these groups is hard."

- **Define terms.** Develop a shared understanding of what "equity" means with all stakeholders.

- **Go beyond passive engagement.** Passive engagement (notices and flyers) won't work as well as speaking directly to people. In person, consider using simple and tactile ways to communicate ideas (see placeit.org). Consider engaging people with visible demonstration projects that paint on the sidewalk (for example).

- **Be transparent**. Avoid meetings behind closed doors. Ensure that the community is informed and aware of all factors affecting decisions. If the public trusts the process, people will feel more prepared to participate and to accept outcomes, even if they don't get everything they want.

- **Use an Equity Advisory Committee**. A special committee can provide valuable insights and guidance to staff about community access and inclusion.

- **Start small.** Get a small group of diverse people involved, keep them engaged and give them a high-quality experience that they will share with their peers. Help them feel welcome and safe and they will be able to share success stories with their community.

- **Include diverse perspectives.** An equitable process means inviting more voices to the table. There should be diverse representation on committees so that there is innovative, out of the box thinking, and so that new voices become a bigger part of our regional identity. *(See also "Critical Partnerships".)*

- **Make time.** An equitable process ensures that everyone is heard. Be prepared to accommodate possible delays. Otherwise, missed participation deadlines may lead some groups to feel uninvolved and discourage support for the rest of the process.

- **Set clear expectations and provide support**. Make it clear what level of effort will be required for any engagement activity, particularly service on committees. Provide committee members with the information they need to participate effectively. (The DLCD rulemaking committee assigns staff to support committee members with briefings and answers to questions.)

- **Listen and be open to different ideas.** Storytelling and lived experience can provide important qualitative data and insights into the perspectives of disenfranchised community members. Listen to what people want and what they have to say, even if it goes against what might normally be considered "reasonable". If issues cannot be addressed now, record them for later. If people want to focus on programs instead of projects, then that should be ok. If people are car dependent because of life circumstances, they should not feel alienated or looked down on because they cannot use alternatives. Do not enter the conversation with a made-up mind and preconceived notions.

- **Learn.** Recognize that we all have a lot to learn from each other. Hear what people have to say and take all input into consideration. Go into the process with the goal of understanding needs, not forcing a predetermined agenda that is not what people want.

- **Recognize limits.** People may not have the stamina to be engaged abstract, long-range projects with little immediate impact. Making the RTP tangible will be a big challenge.

- **Report back**. Show people that they have been heard and explain what will happen with feedback. Demonstrate active listening by using the unaltered words of the community.

- **Produce solutions.** There must be conversations around solutions, not just problems. Ultimately, the process must yield realistic, long-term solutions that will work into the future.

Remove barriers

Explore ways to make it easier for communities to be involved in solutions. Participants should feel comfortable and safe when sharing their ideas.

- **Go where people are.** Bring the message to the people and gather feedback from core consumers, not just the usual suspects. Many planning efforts tend to hear from the same people and groups and some do not reflect the values of all their members. It is important to allow quiet voices to be heard.

  Related outreach strategies may include:

  - **Schools and churches**. Schools can provide a connection to under-engaged communities. Asking for participation from churches and mosques can be a good way to reach some African American and Islamic communities.

  "The engagement tools that Metro uses now are pretty impressive. Good work deserves credit. I see Metro trying to prioritize diverse voices, using a multilingual approach, all the right steps that government should take to be in alignment with racial equity and connecting with advocacy organizations."

  - **Go beyond borders**. Cultures do not observe city boundaries. People work, worship and shop in different places. Consider how people move across boundaries to meet their needs and go where they go to do what they need to do over the course of their day. It's critical to conduct outreach in a variety of locations to ensure representative coverage and discussion of locally relevant topics.

  - **Ask to be invited.** Inquire about existing events – or just monitor civic events on social media and show up anyway.

  Related outreach tools may include:

  - **Canvassing**. Aggressive, direct, grassroots, boots-on-the-ground door-knocking is effective and people will remember visits. Commit staff to visiting communities that have been left behind. Visit, explain the purpose of the work, provide incentives, and offer direct invitations to participate further.

  - **Tables and booths** at markets and street-fairs. Follow diverse groups on social media and identify possible events. Don't be afraid to show up and table to provide information. Make the most of outreach opportunities during the summer months.

- ○ **Onsite surveys** using comment forms or iPads. Consider mechanisms for allowing asynchronous participation from specific user groups, such as transit rider surveys.

- **Provide education.** An equitable process should ground all participants in a shared understanding of impacts and consequences, building capacity so that participants can engage more effectively in the future. As it is, most people don't know what Metro does or what an RTP is. Stakeholders will need education to understand the process, where decision points are, how they can weigh in, and how to make their voices heard.

  Related outreach strategies might include:

  - ○ **Online Orientations**. There is a desire for better understanding of issues related to transportation. Possible webinar topics could include an introduction to the RTP, transportation funding, and the role of MPOs.

  - ○ **Online Civics Academy** (Wilsonville). Allows participants to learn about city departments, finance, planning, who to call, how to go on tours, water treatment, sewage. Once trained, civics "ambassadors" then reach out to others and monitor social media.

  - ○ **Shared storytelling** can be a beneficial way for Metro to convey information and receive useful feedback. Sharing information as stories may be more accessible to groups with limited background on transportation issues.

  - ○ **Ongoing opportunities.** Educational opportunities should not be limited to ballot-related outreach. Metro should stay involved on an ongoing basis to increase public awareness.

- **Use many outreach channels.** Do not rely too much on technology for engagement. Some areas do not have internet access and some people cannot afford devices that allow them to participate online. Some tools, like phone surveys may be appropriate for questions related to regional policy, but local events should be used for specific projects. Offer email surveys, townhalls, and other tools to that allow individuals to represent their own voices.

- **Accessible meetings.** Hold open houses and committee meetings in convenient locations and at times when working people can attend.

- **Provide compensation.** Do not expect local experts to give input free of charge. As a matter of fairness, individuals and organizations should be compensated for their "talent, time, and trauma." Compensation also helps build trust by demonstrating respect for time and appreciation of contributions. (Compensation can involve money or online credits and gift cards.)

- **Provide incentives and support.** Incentives make a difference in encouraging diverse participation, otherwise only people with privilege will show up. Incentives might include food, childcare, or transportation (bus passes). Incentives can allow participants to focus on the questions at hand without worrying about basic human needs.

- **Offer multi-lingual materials and events**. Bring in bilingual staff who can speak with community groups. Provide ASL interpretation. (Metro already does this well.)

- **Keep messages simple.** Avoid long, verbose documents and do not overwhelm people with data and acronyms. Instead, provide visual materials, high-level summaries, and use storytelling to talk about issues and gaps in the system. The "story" of the RTP needs to be told in about 30 seconds and so a 16-year-old should be able to understand it. If content is too complex to understand, Metro will only hear from niche participants (the usual suspects) who are already engaged.

> "People feel alienated from these big processes. There's no way to sugar coat the pedantic, technical work."

- **Keep feedback requests simple.** Collect qualitative stories as well as quantitative data. Let people know that they don't have to provide solutions or be experts to participate. They only need to say what is important to them and how it affects their lives on a day-to-day basis.

- **Hire locally and build capacity.** Create paid positions and train volunteers to support the outreach process within communities. This builds future outreach capacity while infusing money into the community. People are also more likely to trust the outreach process if the people working in the community look like the people they are serving.

  When it comes time to build and implement projects, consider how contracting opportunities can be made available to the local community. Use local labor where possible and help CBOs and local companies to become more competitive for available work. Consider Community Benefits Agreements that ensure high labor standards and create long-term job opportunities.

Use data

Develop data-based metrics for evaluating need and measuring the impact of solutions.

- **Focus on outcomes**. Instead of measuring equity in terms of resource distribution, consider how spending creates different outcomes, such as access to jobs, improved health, wealth, or improved access to essential destinations.

- **Create an equity map.** A data lens based on the U.S. Census can be used to identify the locations of diverse communities, unsafe roads and intersections, gaps in services (transit, jobs), and missing infrastructure (unpaved streets and missing sidewalks). This map will establish a baseline that demonstrates a unique geography showing the location of racial groups and underserved communities. Data overlays, such as Safe Routes to School (SRTS) can then be used to help establish priority improvement areas.

- **Develop equity metrics.** Consider developing an equity score for evaluating projects. Measurable factors related to equity might include:
  - **Cost.** The price of long-distance travel, congestion pricing and tolling are further impediments to folks who need to get to work or educational opportunities.
  - **Travel time.** The amount of time that people dedicate to transportation may paint a clearer picture of need instead of income or race. Successful projects would increase the number of jobs and essential services that are reachable within a certain amount of time.
  - **Health.** Asthma rates near freeways can be a way to quantify negative health impacts.

Other tools and technology for public engagement

At the outset, ask which tools make sense for each community. Some tools are more appropriate than others.

- **Storytelling**. Storytelling is a great way to capture experiences, understand what people care about, and what is challenging. Collecting stories and testimonials (written or video) is an opportunity to capture data that already exists in the community and can add value to the process by identifying issues, and local experts.

- **Videoconferencing** has opened participation to new groups and is a stable access point for the public in uncertain times. Video streaming can make participation easier for older people and others who have difficulty traveling. Viewership of City Council meetings has increased in recent years.

- **Signs in public places**

- **Onscreen advertising** in movie theaters

- **Spanish radio**

- **Committees, focus groups, user clubs**. (For example, the TriMet riders club.)

- **Social media**

- **NextDoor**

- **Postcards and mailers**

- **Listening sessions**

- **Email**

- **Policy tours and mobile workshops.** Applied learning can help people understand the system. Many people have never ridden a seamless transportation trip.

- **Surveys**. Ensure that polls and surveys are not leading, and participants have enough understanding to make informed recommendations. Allow open-ended responses. Focus on values and priorities.

- **Video.** Show diverse people talking about what projects mean to them.

- **People like swag**

Critical Partnerships

Partnerships with local, regional, state and community partners will be critical advancing equity and the success of this RTP update. Who do you think should be involved that hasn't traditionally been involved? Are there other groups you want to make sure we include?

Key demographic groups

It is important to recognize that there are many subgroups to each of these categories who can offer unique and valuable perspectives. It is not appropriate to assume that all "people of color" or all people from a specific geography share the same experiences.

Critical partnerships should include…

- **The most vulnerable people with the most need**
- **Different ages and abilities.** Notably youth, seniors, and people with mobility challenges. Older people of color can offer a multi-generational perspective on systems of oppression.
- **People of color.** These communities are disproportionately affected by a lack of transportation options.
- **Ethnicities.** The term "communities of color" may not resonate with the Slavic and Russian population.
- **Geography.** Recognize the shared labor shed. Ensure coordination with SW Washington. RTC and Metro, TriMet and C-Tran. Do not be hampered by jurisdictional boundaries.
- **Economic groups.** Notably, people with lower incomes and people with the fewest choices.
- **People who are most impacted**
- **Historically underrepresented and marginalized communities**
- **Non-English speakers**
- **People with lived experience**
- **Non-resident system users**
- **Users of different transportation modes**
- **New voices.** Many of the same people get tapped again and again. Identify who is missing and develop strategies to reach those groups, even if it is difficult.
- **The usual suspects.** People who have time and passion about advocating for their needs still need to be included, but no more than other groups.

Organization types

- **Agency partners**
- **Municipalities**
- **Neighborhoods**
- **Groups centering communities of color**
- **Immigrant and Refugee Services**
- **Community organizations**
- **Housing Advocates**
- **Senior services**
- **Social advocacy organizations**

- **Transportation groups and multi-modal advocates**
- **Environmental and tech organizations**
- **Social Services and Healthcare**
- **Community Centers /Religious Groups**
- **Schools and young people**
- **Transportation providers**
- **Business and Labor**

(For a full list of recommended organizations, see "Appendix C: Critical Partnerships.")

Partnership strategies

Maintain the good relationships that were established in the run up to T2020. Those community partnerships will be necessary for the RTP and for maintaining a shared vision of how we should grow as a region.

- **Extend direct invitations**. Have electeds or important figures extend invitations to show that involvement is important. Ensure that participants feel welcome, engaged, and encouraged to participate.

- **Ask for commitments**. Ask individuals to help take responsibility for supporting and promoting the outreach process. Ask cities to help take responsibility for the PI process. They know their residents better than Metro does. Metro can send reminders and hold people to their commitments.

- **Include trusted liaisons in events and outreach**. People feel most comfortable and safe talking to people who look like them and speak their language. The public is more likely to engage with committees if they recognize members from their own community, and including trusted, local leaders at events can increase participation.

- **Foster legitimate participation.** People don't want to participate if they are just lending legitimacy to a process. They want to feel respected for making contributions. It's important to circle back and let people know that they were heard, even if they didn't get their way.

- **Learn from T2020**. Recognize the time and contributions from the community during the T2020 process and begin with the priorities that have already been shared. Don't ask people the same questions again.

- **Build capacity** in communities and in partner organizations. Shift power so that Metro is working in equal partnership. Teach participants to advocate for their own needs and to champion their own transportation future. Help communities understand that Metro can be an ally for providing useful data. In turn, these communities can become allies when Metro needs support.

- **Leave investment** in the local communities through contracts, stipends, and compensation for participation.

- **Community Benefits Agreements** can shift power to communities, address how projects are going to happen and how communities want to receive benefits. CBAs can create enforceable accountability mechanisms, opportunities for long-term capacity building through workforce education, greater contractor diversity, and can infuse money to support community growth and future capacity.

- **Prioritize groups advocating for smart choices.** Investments should prioritize desirable choices, not unsustainable, climate unfriendly projects. Metro should prioritize and amplify the voices of communities that are already thinking about being part of the solution.

(See also "Equitable Process" for additional strategies related to public engagement.)

PUBLIC ENGAGEMENT

Partner Involvement

How do you, your colleagues and your organization want to be engaged as the process moves forward? How would you like to be kept informed?

Cities and organizations were broadly in favor of receiving more regular updates from Metro. These could take the form of formal briefings or less formal ongoing conversations. Local jurisdictions were interested in updates related to regional efforts, as well as projects of local significance.

Recommendations for being a good partner

Metro has established that it can be a good partner under the right circumstances, but there is interest in further developing deeper relationships with more agency partners.

> "The more coordination with cities, counties, schools, service districts, the better. Everyone has a vested interest in making it work. Metro can't do that in a silo. The more they can bring mayors together, commissioners together, to make it not just a 'Metro' plan, the better. Get them in the same room, recognize needs, and build a plan from that."

- **When Metro is engaged, it is good at sharing information**. There is a sense that Metro has generally done a good job of engaging with BIPOC communities and communicating with advocacy groups throughout the region. Several interview participants described having good relationships with Metro and with Metro Councilors. These relationships are valuable and desirable.

- **Partnerships are two-way arrangements.** Partnerships mean working together and should not only be invoked when Metro needs something. A commitment to partnership means ongoing engagement and being clear about roles and the decision-making power of participants.

- **The more touchpoints, the better participation.** This may involve providing quarterly or bi-annual updates to councils and commissions. These are good opportunities to engage with Metro, deepen relationships, and allow the region to develop a unified voice.

  There may be value in having Metro job-shadow key staff at other agencies to better understand different approaches to their work.

  Avoid engagement fatigue. There is a sense that the "same 20 advocacy groups" are being used repeatedly. Respecting partners means honoring existing feedback and not asking for time when it will not make a difference to outcomes. Some partners have already provided recent feedback as part of the T2020 outreach process, and they do not want to repeat themselves.

- **Traditional partners are still important.** While it is appropriate to broaden outreach to include new audiences, some city leaders are feeling uninvolved and angry when they are not informed and consulted.

- **Balance participation.** Ensure that multiple sectors are participating equally and having their voices heard. Sometimes it is easy for powerful, well-organized groups to promote petitions and promote one side of a story. Cities on the edge of the Metro area generally feel less engaged with Metro. Good partnerships can help provide a voice for organizations and municipalities with fewer resources.

- **Meaningful access to the process**. Metro should only seek input when it is needed, when it will be appreciated, and when it has the potential to actually shape outcomes. To that end, participants need to have a clear understanding of when decisions are being made and how they can participate. The ability to provide meaningful input is more important than frequency of input.

- **Time is precious**. Agencies and especially CBOs have limited time and staff. Participants may need additional time and/or adequate summaries of information to feel like they can contribute. It may not be reasonable to expect participants to read long documents with only a few days' notice. Providing non-finalized materials in advance is sometimes preferable to large documents at the last minute. To make the best use of participant time, Metro should be clear about expectations, roles and responsibilities, commitment required, including number of meetings, length of each, and amount of preparation required.

- **Avoid rushing the process**. The current timeline for completing the RTP feels tight, especially if Metro wants to take a more inclusive approach to public involvement. To do things differently may require building in more time for discussion. Providing more advance notice will lead to better participation.

- **Extend invitations.** Direct, personal invitations to participate can help individuals and organizations feel more appreciated and wanted.

Coordination with other projects

We want to avoid asking the same questions that you may have recently asked people in your community. We would also like to know about current projects that you may have in place and identify possible opportunities to work alongside you as we gather and share information. Are there related, active projects we should know about? How should the RTP process be coordinated with these projects?

Efficient interagency collaboration is an ongoing challenge and several stakeholders suggested that the RTP process might be able to create new structures and relationships to increase efficient coordination between related projects. Interviewees suggested a range of projects, committees, and community activities that could benefit from coordination with RTP staff.

(For a list of recommended projects, see "Appendix E: Project Coordination.")

Key Messages

The RTP eventually impacts everyone who lives and works in our region, yet it can be hard to keep people engaged when we talk about Visions and long-term goals. Knowing what you know about the importance of the RTP, what do you think are some key messages that will encourage people to care about and engage with the RTP development process?

Explain what Metro is

People don't understand what Metro does. What they think they know, they don't always like.

"It's a hard job to be the voice of a region that is so diverse. With diverse needs."

- **People don't understand Metro.** People may understand the role of city government, but many don't have a comparable understanding of what Metro does. Who are the Metro electeds and what do they do? What does the term "Metro" refer to? Metro area? How is it related to each city? County? Local agencies? What is Metro's role with regard to ODOT and state transportation funding? Why is Metro necessary?

  In the wake of the T2020 Bond measure, Metro may not have the best reputation right now. Metro is an easy entity to disparage, but also has the potential to be a force that helps jurisdictions collaborate with each other and the state when they might not otherwise do so. Because of their regional responsibilities, Metro has the potential to serve as a "convener of big picture thinkers" for how we build the system and more needs to be done to describe why Metro exists.

Impressions of Metro…

- **A bureaucracy.** There are lots of plans in the region, lots of studies and reports from Metro. There is the perception that Metro is an imposed group that comes up with things on its own and imposes rules on everyone else. The 2020 bond was perceived as pushed through too quickly. The Metro Council is perceived as very formal and difficult work with. Some parts of the region (smaller cities and those on the edge of the urban area) do not feel like Metro helps them be part of the process as much as other MPOs.

- Metro must also content with the general impression that government asks for lots of opinions but never follows through. There is a sense that agencies go to the same groups for feedback over and over and don't coordinate with each other. This creates fatigue and a sense that the feedback is not being heard. People need to understand that their feedback matters and improved follow-through is key for proving this. (Staff turnover may be partially to blame for some projects losing momentum.)

- **Anti-car.** Although decreasing dependency on cars is a common goal, not everyone agrees with what they see as Metro's strategy of forcing change by making it more expensive to drive. Those interviewees tended to prefer strategies that focus on supporting attractive alternatives to driving.

- **Anti-business.** Transportation may be one of the most divisive issues between Metro and business community. The lack of support from the business community (due to the

impact of payroll tax increases) is seen as a key factor in the defeat of the T2020 bond measure. As an aspirational plan, the RTP has the potential for healthier engagement with the business community, but Metro needs to be prepared for some difficult initial conversations.

- **Anti-growth.** There has been criticism of Metro policies related to only allow growing "up" and not out. This has been frustrating in rural and suburban areas where these policies don't seem to make sense. There is a sense that policies designed for downtown Portland are being foisted on the rest of the region.

- **A good partner doing valuable work.** Partners on projects in Tigard and related to the SW Corridor have strong connections and working relationships with Metro. The work that Metro does to preserve parks and open space is largely viewed positively.

Acknowledge lessons learned

It's not just about providing education and helping people understand the issues. It's also about believing the messenger. Metro has an image problem and public communications need to remember that.

- **Acknowledge shortcomings** related to the previous RTP and what didn't work on the T2020 Bond. Consider which messages did resonate with voters. That measure may not have focused enough on addressing congestion, removing bottlenecks and roadway improvements. Polls related to the T2020 Bond showed support for vehicle related improvements, but only 3% of the package was for driving related improvements.

- **Avoid mode-related dogma and grouping people by mode.** People are all street users that use a variety of modes to travel. It is important to see system users as whole people who are using the system that is available to them. To change the behavior of "car users" will require a cultural change and a new way of thinking about our shared transportation experience. Treating all car users like they are a problem will only put people on the defensive.

Educate people

Help people understand what Metro does, why the RTP is important, and how transportation funding works.

- **Engaging people on complex issues is challenging.** Many people don't know what the RTP is or what it does. People need to have a better understanding of what the RTP is about we're offering so they can provide meaningful input. People will want to know how transportation decisions are made and how funding happens.

- **Decision makers are also unclear.** New legislators will need a transportation funding 101 course. They need to know about the highway trust fund, constitutional limits, and how funding mechanisms vary for different modes. The limits of federal funding and an understanding of financial constraints needs to be made clear. A flow chart that explains transportation decisions would be valuable.

Address controversial topics

Controversial topics are important to address, and people are more likely to engage when controversial topics are on the table.

- **Tolling and congestion pricing** may be unpopular but are likely to figure prominently in future transportation planning. If these and other controversial topics are not approached in a sensitive and inclusive way, the public may respond with a ballot initiative that prevents or severely restricts the use of these tools in the future. Short-term compromises may be preferable.

- **All concerns are legitimate.** Tolling and congestion pricing will be important conversations with potential equity ramifications. People need to understand the impact on travel demand. Concerns about people avoiding tolls by going on local streets is a legitimate concern. No will care if the legislature "told you to do it". That will not be an acceptable justification for explaining unpopular policy decisions.

- **Talk about the limitations of transportation funding sources**. Gas-tax and parking revenues are not long-term solutions if Metro wants to reduce dependence on cars. Additional revenue streams may be needed even with incoming federal funding.

- **Share controversial data**. Metro sometimes tries to shy away from conversations that could be construed as too politicized, but they need to take a more practical approach to system transformation. If there is data that shows that widening freeways won't fix congestion, it needs to be shared. There is objective science that can be used to talk about transportation.

Messaging strategies

It's hard for non-planners to think long term. The public needs to understand how projects and problems impact daily life. Are you going to relieve congestion? Build bike lanes? Create pedestrian improvements? If you can't answer those question, they won't know why they should care.

- **Relate to personal experiences and daily activities.** System users may not immediately understand the importance of transportation in their lives. They may need help connecting transportation with problems such as high gas prices, delivery prices and the wider impacts of congestion on travel predictability and reliability, street maintenance (potholes), inability to walk or bike, or addressing needs like getting to the doctor.

- **Connect with values.** Conversations about vision and high-level goals and values can keep people focused on common priorities instead of entrenched positions or individual projects and localized problems.

- **Explore common humanity.** Ground it in the humanity of transportation – make it human centered to help people connect more with the issue. Transportation is fundamentally about the ability to connect people with each other.

- **Acknowledge concerns.** When developing messaging, recognize that the public is nervous and scared. People don't know what the future holds, and they will look for help surviving stressful moments. Flexibility and the need for "comfort" line-items may need to be accounted for and built into engagement budgets. Things that are on peoples' minds:

- **COVID** fatigue is real.

- **Climate change**. People here may care more than in other places. There needs to be empathy for the fact that people don't have the options they need to live a low carbon life. By not making faster progress, people are forced to live in a world that is contradictory to what they want because they don't have other options.

- **Racial justice and social upheaval**. People care but are wary "equity-washing." They are tired of feeling like nothing ever changes.

- **Housing shortages**

- **Congestion**

- **Future funding uncertainties.** What is the next regional ballot measure going to include? What are the implications of the federal infrastructure bill?

Possible message themes

The benefits of the RTP can be framed using a variety of themes and key messages that specifically resonate with different communities.

Potential themes include…

- **Shaping the future.** People are looking for a reason to get excited about Portland again. Paint a picture that people can get excited about.

"When people make a life shift, that is the best time to talk to them about their commute and making changes. They are most open to making changes at that time."

"This plan shapes the future. It impacts the transportation system and drives decisions for the next 20-25 years. If you want to be part of the next series of successes, it starts today."

"The world is changing. What are your biggest transportation priorities in a post-Covid world?"

"Design the future … How will your neighborhood look?"

- **Livability and quality of life.** These terms that resonate with almost everyone and may offer a less polarized approach to talking about congestion and climate change.

"This is an investment in our future, for our children and future generations. What we invest now will compound over time … for good or ill. Do you want to have a say in how this money is spent?"

"Tried biking on 82nd lately?"

- **It's in your interest.** People living in "purple" parts of the region don't like taxes and they want to get their money's worth. Appeal to self-interest by sharing how project spending translates into benefits for specific user experiences.

  "Without planning and coordination, we can't compete for funding. This is how we get federal money into our region."

  "This can mean lower local taxes for you."

- **Communicate equity.** Talk about fairness, and how many people still do not have safe, flexible, reliable access to transportation.

  "This is for everybody, not just a select few."

  "Transportation is important for everyone to be able to live their best lives."

  "We are all in this together."

  "Transportation is a right, not a privilege."

  "People of color are disproportionately injured and killed by our transportation system."

- **Taking personal responsibility**. Identify concrete ways that people can take action now on the issues that are important to them (such as climate change). Provide resources to support those efforts and challenge people to get involved.

  "What steps can you do as a resident (or municipality) to reduce congestion and improve your transportation experience?"

- **Metro is listening.** Address the perception that "Metro knows your needs better than you do". Ask meaningful questions and hear the answers. Developing a true understanding of how people use the system, what works, and what doesn't work, will make it obvious what is important to address.

  "We want to know how transportation affects your life."

- **Articulate costs and benefits.** Without putting people to sleep, try to describe the economic benefits of new investments and system transformation. Show the hidden costs of our current system as it impacts safety, the environment, and equity, then demonstrate the economic benefits of alternatives and the transformation of the system. For example, explain the low cost of bikes, benefits to safety and health, and economic impacts and job creation per bike lane mile.

- **Federal funding isn't enough.** People may think that the federal transportation bill will meet our transportation needs, but there's only $1B coming to Oregon. That's not that much. We need to educate the public about funding needs and available resources.

- **We need your help to build a safer system.** Appeal to emotion in order to identify solutions to the significant safety problems for people who walk, bike and use transit. Note the impact for people who have disabilities or no other transportation options.

  "We need help finding solutions."

- **You belong to Metro, and Metro belongs to you.** We need to think holistically about a vision for the whole region.

- **Look what we've already accomplished.** There are perceptions that things haven't changed, and that government is not capable of delivering on its promises. Some people will only engage when they see proof, so demonstrate that good investments have been made in the past. Explain how specific projects are helping us make progress towards our priorities. Focus on visible, tangible, "marquee" projects with a clear need, such as the Interstate Bridge Replacement, or other failing infrastructure.

- **We're all in this together.** People may not understand how projects in another part of the region affect them. Tell the story of how seemingly disconnected issues and projects affect everyone in the region. Demonstrate that there is a cohesive relationship between the transportation system and equity and climate goals.

Projects of interest

Interviewees expressed support for the following projects and project types. These may also be projects of particular interest to the public, and project messaging should address how they do or do not fit into the RTP:

- **82nd Avenue** (jurisdictional transfer and related improvements)
- **Accessibility** (generally)
- **Auxiliary lanes**
- **Bus on shoulder**
- **Clackamas County east-west transportation options**
- **Multi-modal safety**
- **Seismic resilience**
- **Transit service** (additional service, particularly for Clackamas County, east Multnomah County, and Washington County)

HOPES FOR THE PROCESS

What do you hope will be different in two years because of this process – either in terms of new partnerships, changes to how decisions are made, or the RTP update itself? Do you have ideas for how we can make sure that happens?

Progress and renewed optimism

There will be more faith in Metro, public process, and prospects for the future as a result of demonstrated progress towards our regional priorities.

> "I hope that people feel a sense of optimism and that they feel heard. They see projects coming that will make community safer and give them more options for how they get around."

- **Improved public reputation for Metro.** This process is an opportunity to improve Metro's reputation by implementing a thoughtful, intentional process. Metro should be transparent, acknowledge prior missteps, and use the T2020 transportation bond as an opportunity to talk about lessons learned. This process should demonstrate that Metro hears every voice, regardless of background and respects the values of all participants.

- **Progress.** We will demonstrate accomplishments and a track record of progress towards desired outcomes and achieving priorities. We will show how public input contributed to outcomes and how the plan is being used.

- **Easy projects.** Where possible, we will implement incremental, visible projects such as bike lanes and bus-on-shoulder. These improvements shouldn't need to take years to build and have the potential for making people excited about possibilities. This excitement will lead to increased support for future improvements.

- **Leadership in transportation and climate innovation.** The whole world looks to this region to lead on transportation, and Metro may be the best hope we have for leading the region into a positive future. It will take courage, but if we don't do the best, we let people down all around the world.

Better partnerships and regional coordination

Metro should establish ongoing relationships and engagement that extends beyond the RTP.

- **Improved intergovernmental coordination.** The RTP could be used as a tool to untangle regional bureaucracy and develop a coordinated understanding of common challenges. This means continued and improved coordination among jurisdictions and new inter-agency and community liaisons. Metro should identify new ways to listen to regional concerns and develop systems of more effective and efficient planning.

- **Better community relationships.** Address historic mistrust of government by improving relationships with CBOs, communities of color, and business groups. Improving trust and building community capacity can generate a network of organizations who can come together to support future projects.

A better RTP

The RTP needs to be an action plan, not a dream. It needs to articulate where we've been and what we need to do next.

- **Public awareness.** In two years, hopefully more people will have an understanding of what the RTP is and how it drives transportation investments. It will be an accessible, transparent, and less abstract document that the general public can understand.

- **A clear path forward.** The next RTP should be an exciting, visionary document that sets a clear path forward, lists investments with clear community support, and makes it clear how these investments will make a difference in achieving our regional priorities.

- **A useful tool.** The RTP should feel like a useful tool that Cities will use to add value to their own planning efforts. It shouldn't be in opposition to what the city is trying to do. It should serve as a true regional plan that doesn't overcorrect for the needs of other communities. To treat all communities the same is unfair. Fixes and needs are unique for each jurisdiction, and for the RTP no not speak to unique needs can create an unbalanced, unfair and inequitable transportation.

- **Honors diverse voices and experiences**. The RTP should include new, diverse voices, and specifically marginalized communities. There is tremendous benefit to including diverse expertise and an understanding of lived experience. This will help equity be a part of the whole discussion and not just something that is added in.

- **A clear plan with timelines and metrics for success**. Make sure the system we create it is based on our core priorities and establish mechanisms to evaluate whether we've succeeded by the next update. Right now, there isn't a good system for creating a shared vision of where the region will be in 2050, and the fear is that we will revert to the status quo.

RTP components and priorities could include:

- **Describing the new normal.** Everyone knows that commuting patterns are changing, and there must be a better understanding of how people will use our transportation system in the future. We need to understand whether the current hub and spoke model of the region will continue to make sense, or if new travel patterns will emerge as businesses leave downtown. We need to think strategically about the future and we must invest in data gathering to be better informed about future trends and needs.

- **Safety.** A focus on public safety (including focus on Covid and security) as well as an approach to Vision Zero that addresses speed, transpiration safety options, and roadway design.

> "One mayor said of T2020: 'It was expensive … and *we don't know* what the future holds.'"
>
> "My hope is that we will be intentional about making sure we're not focusing on moving *automobiles*, but on moving *people* and *goods* in a way that is climate friendly and doesn't exacerbate issues in poor communities."

- **Climate.** Recognition that it is urgent to address our changing climate. Climate is not going to wait for any of us. We set goals that we've been bumping out. There is too much red tape.

- **Congestion.** Honor existing commitments that have already been made. HB2017 commitments included major projects like Highway 217, I-205, and the Rose Quarter. Drivers are already paying gas taxes to pay for those projects. It is also important to have a long-term vision for the freeway system. Demand management is not the same as planning for future capacity. Consider needs when all cars are electric.

- **Transit.** More push to ride transit, more ridership post-Covid. More consistency and reliability. Identify specific routes for improvements and ways to make our light rail system faster. (A 20-minute trip from Lloyd Center to Providence Park.)

> "I would love to see a campaign for getting people on transit. [That says] transit is viable for everyday trips."

- **Equity.** Center BIPOC communities in our conversations. We need an updated transportation system that works for our most vulnerable and marginalized users because it doesn't work right now.

> "We need a system that is safe and equitable. I hope the trend towards social justice stays with us."

- **Funding.** Identify new funding sources, cost savings, system efficiencies, potentially unnecessary projects, and opportunities to save money through regional collaboration.

- **Data.** Show new transportation patterns. Use climate and transportation science to demonstrates needs related to climate justice, racial equity, safety, and systemic barriers that prevent desirable travel behaviors.

- **System awareness**. Consider the interplay of housing, economic development, and business growth, and recognize that transportation tends to lag the others. It may be useful to think about the transportation system as a more comprehensive "ecosystem" that includes a wide range of land use, and not just a series of discrete projects that serve people who travel on defined routes. Strategic thinking will consider the full impacts of land use and developments decisions and how investments in one area will affect another.

  Metro should use the RTP to describe out of the box thinking that crosses agency silos to generate innovative solutions in the context of this complex system.

- **Economy.** Focus on the RTP role in opening up the post-COVID economy.

- **Travel demand management.** As the state considers commuter trip reduction programs, participation from large employers will be relevant. The RTP could help expose travel costs and structure incentives for employers to help employees to make better transportation choices. This would shift some of the RTP focus to programs that change behavior.

APPENDICES

A. Interviewees
B. Interview Instrument
C. Critical Partnerships
D. Project Coordination

A: Interviewees

The following interviewees were selected by Metro and reviewed by JLA.

JPACT Chair and Metro Council President

1. Lynn Peterson – President/Councilor, Metro
2. Shirley Craddick – Councilor, Metro

JPACT and MPAC Elected Officials (New and existing Members)

3. Lacey Beaty – Mayor, City of Beaverton
4. Travis Stovall – Mayor, City of Gresham
5. Steve Callaway – Mayor, City of Hillsboro
6. Kathy Hyzy – Councilor, City of Milwaukie
7. Rachel Lyles Smith – Mayor, City of Oregon City
8. Jo Ann Hardesty – Commissioner, City of Portland
9. Randy Lauer – Mayor, City of Troutdale
10. Paul Savas – Commissioner, Clackamas County
11. Jessica Vega Pederson – Commissioner, Multnomah County
12. Nafisa Fai – Commissioner, Washington County

Elected Officials (Not JPACT or MPAC)

13. Jules Walters – Mayor, City of West Linn
14. Timothy Rippe – Councilor, City of Forest Grove
15. Jason Snider – Mayor, City of Tigard
16. Julie Fitzgerald – Mayor, City of Wilsonville

TPAC Community Representatives

17. Idris Ibrahim
18. Jessica Stetson

Partner Agencies

19. Amanda Pietz – Policy, Data and Analysis Division Administrator, ODOT
20. Rian Windsheimer – Area Manager, ODOT Region 1
21. Dwight Brashear – Transit Director, SMART
22. Matt Ransom – SW Washington RTC
23. Sam Desue, Jr. – General Manager, TriMet

Community Leaders

24. Elaine Friesen-Strang – State President, AARP Oregon

25. Jenny Lee – Deputy Director and Anissa Pemberton – Environmental Partnership Manager, Coalition of Communities of Color

26. Ariadna Falcon Gonzalez – Coalition Manager, Getting There Together Coalition

27. Ted Labbe – Executive Director, Urban Greenspaces Institute

28. William Miller – Government Affairs Manager, NAYA

29. Lee Helfend – Organizing Director and Aaron Golub – Board Treasurer , OPAL

30. Ashton Simpson – Executive Director, Oregon Walks

31. Julie Wilcke – Executive Director, Ride Connection

32. Sarah Iannarone – Executive Director, Street Trust

33. Jairaj Singh – Director, Unite Oregon Clackamas County Chapter

34. Vivian Satterfield – Director of Strategic Partnerships, Verde

Business and Economic Development Leaders

35. Marie Dodds – Director of Government and Public Affairs, AAA Oregon

36. Nellie deVries – Executive Director, Clackamas County Business Alliance

37. Brittany Bagent – Greater Portland Inc.

38. Kelley Haines – Metropolitan Alliance for Workforce Equity

39. Andrew Hoan – President and CEO, Jon Isaacs – Vice President, Portland Business Alliance

40. Gail Greenman – Executive Director, Westside Economic Alliance

Planning Practitioners

41. Katie Mangle – Principal, Alta Planning

B: Interview Instrument

Metro 2023 RTP Work-plan and Public Engagement Interviews

Name:
Date:
Interviewer:

(Only numbered questions were included in the final comment summary.)

RTP Familiarity and Background

Thank you for speaking with me. My name is [*name*]. I work for JLA Public Involvement, a public engagement consulting firm. We have contracted with Metro to conduct these interviews and create a report that will be used to help Metro staff develop a work plan and public engagement strategy for the Regional Transportation Plan process.

This is also an opportunity for you to tell us how you specifically would like to be involved and engaged in this process.

I have about 20 questions and the interview should last 30 minutes to one hour.

Your input will be compiled into a report with other interviewee responses. We will include your name, but we will not associate you with specific responses.

Were you able to review the materials that we provided by email?

> *If "no"* – That's ok. The materials provide some background on the RTP but they aren't required for the interview.

How familiar are you with the purpose of the Regional Transportation Plan or the RTP process?

As needed – **Would it be helpful to provide a brief overview of the history of the RTP?**

> *If "yes"* – Metro has been our region's Metropolitan Planning Organization (MPO) since 1979 and developing the RTP is one of Metro's core responsibilities. The RTP is a guide for investments in our region's transportation system for all forms of travel, including motor vehicles, transit, bicycling, walking, and freight. The RTP also identifies current and future transportation *needs*, recommended *investments* to meet those needs, and the local, state, and federal *funds* that are expected to be available to build and maintain those investments.
>
> Transportation projects need to be included in the RTP high priority project list to be eligible for state and federal funding. This is why it's important that we hear from a wide range of stakeholders in the region.
>
> *If "no," continues if "yes"* – The RTP is a 25-year plan, currently looking ahead to 2045. Metro updates the plan every five years to ensure that it remains consistent with what people in the greater Portland area think is important, to address new concerns, and to address changes in state and federal law. This RTP cycle is just beginning and is expected to be complete at the end of 2023.

To inform the RTP process, this interview is an opportunity for you to help Metro understand how to engage with the public and what issues and priorities they are likely to hear about from the community.

Before we begin, do you have any questions about the interview process or anything I've said?

Transportation Trends, Challenges and Opportunities

I would like to begin by asking you to think about what transportation looks like today.

1. Tell me the ***story*** of how you think a typical person in [*your constituency*] uses the transportation system on a given day. Think about the challenges they might face, and how this story is different for someone who has means versus someone who does not?

2. The last couple years have been unprecedented and many people have changed their travel needs and routines. How do you think the **transportation landscape has changed** for [*your constituency*] specifically, and for the region as a whole?

3. Which changes do you think will last? Are there other **long-term trends** that we need to consider as we begin the RTP process? ↓

Vision

A key element of the RTP involves affirming a collective, aspirational Vision for what transportation in our region should look like. The Vision is intended to reflect the values and desired outcomes that we hear at a certain point in time. I'd like to know your reaction to the Vision that was created in 2017:

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.

4. Do you think that this **Vision statement** still makes sense?

5. If no, what would you change?

Priorities

[Share 2018 RTP Priorities graphic.] The RTP also establishes priorities related to the Vision. The 2018 RTP prioritized equity, safety, climate, and congestion.

6. Do these **priority areas make sense** to you? Is anything missing?

   [If they feel that something is missing, and as appropriate, ask: Do you think [that] could be included as part of one of the other priorities?]

7. How would you **rank these priorities** in terms of importance?

[It is ok if the interviewee considers some or all the priorities to be equally important.]

8. Why did you rank the priorities this way? ↓

9. To the extent that [*your organization*] has tried to address priorities like these, what have been the main **challenges to making progress** towards achieving your highest priority goals (besides lack of funding)?

Advancing Equity

Metro recognizes that some communities have been underserved, excluded or disproportionately impacted by our transportation system and we would like to ask some questions about how we approach "equity" as a part of this process.

10. Equity has emerged as a challenge and priority for our whole region, but we don't all have a shared vision of what "equity" should look like. What does an equitable transportation system look like to you and [*your community*]? **What does advancing equity look like** when it comes to selecting projects for the RTP?

[If the interviewee does not specifically address racial equity, ask: What do you think it would look like if the transportation system helped to advance racial equity?]

[If interviewee has trouble, ask: How has transportation investment, or the related decision-making processes, not been equitable in the past? How could these choices have been made more equitably?]

11. How do we **prioritize equity in our engagement and decision making** so we can create more equitable outcomes?

12. Partnerships with local, regional, state and **community partners will be critical advancing equity** and the success of this RTP update. Who do you think should be involved that hasn't traditionally been involved? Are there other groups you want to make sure we include?

13. We know that [*you/your organization*] are working to engage your communities and to **elevate historically marginalized voices**. During the last RTP update, Metro used a variety of **outreach tools**. *[Share list of outreach tools.]* Are there outreach tools that you've found work particularly well for reaching these groups? For this and future projects, what are some ways for Metro to partner with you in reaching these members of your community?

Public Engagement

14. **How do *you* and [*your colleagues/your organization*] want to be engaged** as the process moves forward? How would you like to be kept informed?

15. The RTP eventually impacts everyone who lives and works in our region, yet it can be hard to keep people engaged when we talk about Visions and long-term goals. Knowing what you know about the importance of the RTP, what do you think are some **key messages** that will encourage people to care about and engage with the RTP development process?

16. We want to avoid asking the same questions that you may have recently asked people in your community. We would also like to know about current projects that you may have in place and identify possible opportunities to work alongside you as we gather and share information. Are there **related, active projects** we should know about? How should the RTP process be coordinated with these projects?

17. Have you been **hearing anything** that would be helpful for us to know about?

18. **What do you *hope* will be different in two years** because of this process – either in terms of new partnerships, changes to how these types of decisions are made, or the RTP update itself? Do you have other suggestions or ideas for how we can make sure that happens?

Closing

Thank you for your time. Again, we will be creating a summary of the input we've heard and this will be used to create a work plan and public engagement plan for the 2023 RTP. The Metro Council and JPACT will be asked to formally approve this work plan in March 2022, but there will be many opportunities to continue to weigh in on the process moving forward.

19. Do you have any **final comments** or questions?

Again, thank you. We appreciate your time.

C: Critical Partnerships

Regional stakeholders and beyond

Partners should generally include counties and county boards, cities, councils, and staff.

- **Multnomah County.** In east Multnomah County, transit service is lacking relative to the West Metro area.
    - Multnomah County Board of Commissioners
- **Washington County**. The County is conducting an MSTIP with an equity frame in early 2022. *(Contact Chris Deffebach for more information.)*
    - Washington County Board of Commissioners
- **Clackamas County.** Clackamas County has a reputation for represent the transportation needs of its cities. *Relevant group(s):*
    - Clackamas County Board of Commissioners
    - Clackamas County Coordinating Committee (C4)
- **Clark County and Washington State Residents.** *Relevant group(s):*
    - Monthly dinner of Clark County Mayors
    - Accessible Transportation Coalition
- **Regional travelers.** The RTP ultimately serves non-residents who commute through the region. High traffic regional destinations such as the Zoo may have information to share about transportation needs, transit access, and available travel options like vanpools, and carpools. Many regional destinations lack adequate parking.
- **Unincorporated areas.** Residents of Aloha, Cedar Mills, Damascus, Boring, and much of rural Clackamas County have a big impact on the transportation system but tend to feel disconnected from regional conversations and are often in conflict with Metro. Transit users from these areas often have limited service.
- **State Government**
    - **Governor and legislature**. The region lacks a strong coalition of elected representatives who will advocate for reinvestment in our region. Time and energy should be spent building those coalitions.
    - **ODOT.** Staff at the regional level, the Area Commission on Transportation (ACT) and in Salem.
    - **Department of Land Conservation and Development.** DLCD often gets questions about transit and parking but is not prepared to provide answers.

Neighborhoods

- **Homeowners**
- **Renters**
- **Neighborhood Associations**

Groups centering communities of color

- **Adelante Mujeres**

- **APANO**

- **Beyond Black**

- **Black Community of Portland**

- **Centro Cultural**

- **Guereras Latinas**

- **Imagine Black**

- **Latino Network**

- **Leaders Become Legend**

- **NAYA**

- **NAACP**

- **Urban League**

- **ONAC**

- **OPAL**

- **PACO (Filipino Network)**

Immigrant and Refugee Services

- **Immigrant and Refugee Community Organization (IRCO)**

- **Russian Community**

Community organizations

- **Play Grow Learn**

- **Rosewood Initiative**

Multi-organizational groups

- **East County Caring**

- **Getting There Together**

Housing Advocates

- **Community Alliance of Tenants**

- **Streets Roots** (ambassador program)

- **JOIN**

Senior services

- **Loaves and Fishes**

Social advocacy organizations

- **Portland United Against Hate**
- **Unite Oregon**

Transportation groups and multi-modal advocates

- **AAA**
- **AORTA**
- **Accessible Transportation Coalition (Clark County)**
- **Cycling Advocates, Community Cycling Center**
- **Oregon Walks**
- **The Street Trust**

Environmental and tech organizations

- **Verde**
- **Innovate Collaborate Oregon (ICO)**

Social Services and Healthcare

- **Food Banks**
- **United Way**
- **NW Health**
- **CARES Act relief organizations**
- **Childcare providers**. Childcare deserts are often correlated with transit deserts

Community Centers /Religious Groups

- **Places of worship** (churches, mosques, etc.) and faith communities.
- **Muslim Educational Trust** (Tigard)

Schools and young people

- **Youth and students.** Youth may feel comfortable participating in ways that their parents are not, yet they are often still aware of their parents' situations and travel patterns. Planning for partnerships with youth raises useful and practical questions about the best way to talk about technical issues and ask questions in a way that young people will find engaging. There may be opportunities to engage specific student groups (For example, Mecha - Tualatin HS or Next Up – Clackamas) and to engage and cultivate emerging leaders who can serve as ambassadors for the RTP vision.

  "They will see the benefits of our investments. They are passionate about climate and mobility, and they use public transit."

- **Schools and school districts**. Schools and school boards will have a unique perspective on community needs, particularly those that also after preschool and afterschool programs. Schools may also be able to offer partnerships in support of training programs and long-term employment opportunities.

- **Colleges**. Community Colleges often serve as a primary driver for bringing youth to a central location. Colleges often have transportation safety coordinators who may be able to help promote engagement opportunities.

- **Scouts**

Transportation providers

- **Paratransit services**

- **Transit drivers and workers**

- **TriMet/TriMet users**

- **Uber**

- **Lyft**

Business and Labor

The RTP should acknowledge how vital the transportation system is to the business community. Business support has the potential to benefit proposed changes.

- **Chambers of Commerce and business alliances**. *Groups include:*
    - **Hispanic Metro Chamber**
    - **Black American Chamber**
    - **Oregon City Business Alliance**
    - **Portland Business Alliances**
    - **Westside Economic Alliance**
    - **Clackamas County Business Alliance**
    - **Oregon Association of Minority Entrepreneurs (OAME)**
    - **East Portland Chamber of Commerce**
- **Organized labor and workforce advocates**
- **Large Regional Employers.** *Groups include:*
    - **Intel**
    - **Amazon**

Construction and Contractors. Have unique transportation needs relative to others, in terms of variable work schedules and work locations. Groups include:

- **National Assoc of Minority Contractors, Oregon**

- **Manufacturers**

- **Agriculture**

- **Retail**
- **Restaurants**
- **Lodging**
- **Freight and delivery.** *Groups include:*
    - **Oregon Trucking Association (OTA)**
    - **Amazon**
    - **Doordash**

D: Partner Involvement

Groups that requested briefings included (but are not limited to):

- **City Councils.** Briefings to full city councils are a good way to keep councilors informed who might otherwise be siloed and focused on managing their own bureaus. Although some cities groups requested workshops and work sessions, others noted that available time is limited and that 10-15 minutes may be all that they can accommodate.

- **Cities** that requested briefings: Beaverton, Hillsboro, Wilsonville, Portland, Forest Grove, Oregon City, Tigard, and West Linn.

- **Counties.** Multnomah County holds Wednesday work sessions. Clackamas County staff would like to be interested in developing the PI program for the County. The Washington County board will receive updates through the JPACT representative, and staff should receive updates.

- **"G9" Clackamas County Chambers of Commerce**. Includes Clackamas County Chambers of commerce and business alliances. Metro used to do regular briefings to this group, but that stopped 1 year before Covid.

- **Westside Economic Alliance.**

- **Regional Transportation Council.** Metro used to give updates at RTC TAC and Board meetings. These seem increasingly important with regional discussions around tolling.

- **Oregon Walks, Plans and Projects Committee**

- **AAA Oregon**

- **Metropolitan Alliance for Workforce Equity**

- **NAYA**

- **TriMet.** Seeking ways for Metro to form stronger partnerships with TriMet Community Affairs on regular campaigns and to help strengthen partnerships with other regional agencies and business leaders.

Regular briefings to these groups is expected:

- **Metro Council**

- **MPAC**

- **JPACT**

- **TPAC**

- **C4**

- **Metro Equity Working Group**

- **East Multnomah County Transportation Committee** (Fairview, Troutdale, Wood Village and Gresham)

- **ODOT** (Region 1 and the local Area Commission on Transportation)

Advisory Committees

Groups that specifically expressed interest in participating in advisory committees or a task force:

- AAA
- City of Beaverton
- TriMet
- Westside Economic Alliance

Local resources

The following groups were recommended or have offered to assist in sharing information with constituents, educating the public, co-hosting events, and other outreach support.

- **Information distribution.** Groups who offered to connect Metro with their membership or otherwise make materials available to existing mailing lists:
  - **Greater Portland, Inc.**
  - **AAA.** (Includes increasingly multi-modal membership.)
  - **Metropolitan Alliance for Workforce Equity.** (Members include labor unions, apprenticeship programs, and construction firms.)
- **Online Civics Academy** (Wilsonville). Can provide direct education on civic issues and train ambassadors to talk about projects.
- **Street Trust.** Can help with policy maker education and messaging focused on marketing and audience building.
- **Portland Business Alliance.** Can convene quarterly meetings of diverse business groups throughout the region. Can partner to develop surveys to the business community.
- **Consultant community.** There is a regional brain-trust that goes beyond hired consultants. Local experts with a national perspective on transportation issues may be interested in forming short-term, informal subgroups to help tackle problems of regional concern. These may include pin-up sessions to address tricky issues or panels with professional organizations (WTS).
- **Regional Transportation Council.** Could coordinate a co-hosted Bi-State Leadership Summit to address key themes of regional (bi-state) interest.
- **Clackamas County.** Wants to be directly involved in designing the public outreach process within Clackamas County.
- **Unite Oregon (Clackamas).** Leadership development.
- **Verde.** Can help with community engagement when there are tangible decision points and when engagement is needed to build support for concrete solutions.

Preferred engagement tools for project partners

Recommended outreach tools included, but are not necessarily limited to...

- **Newsletters**. The region lacks a central information hub for transportation news and it can be difficult to track regional transportation projects. A transportation focused newsletter could include updates on the RTP as well as ongoing transportation issues and could address the implications of national policy discussions.

- **Email**

- **Community Leader Forums.** The forums used for the 2018 RTP were cited as an example. A much broader regional or statewide transportation gathering could offer an opportunity to discuss a long-term shared vision for recovery, transportation investments, and future funding.

- **Social media**

- **Surveys**

- **Webinars**. The Interstate Bridge Replacement program was cited as an example of a useful webinar series.

- **Media releases**

- **Public testimony**

E: Project Coordination

Example projects include, but are not limited to:

City projects and committees

- **Beaverton.** Contact the City Manager to extend invitations to local project managers. *Potential projects:*

    o **Downtown Equity Study**

- **Forest Grove**. Contact the City Manager and Director of Public Works (Greg Robertson).

- **Gresham**. Potential projects:

    o **Transportation System Plan Update**
    o **181st Avenue**
    o **242nd Avenue**

- **Hillsboro.** Potential projects:

    o **Council Creek Trail**
    o **LRT Grade Separation on 185th**
    o **TV Highway**
    o **Westside Multimodal Corridor Study**

- **Oregon City.** Contact Community Development (Dana Webb) for more information.

    o **Comprehensive Plan Update**

- **Portland.** Contact Commissioner Hardesty for information on specific projects and opportunities for ongoing coordination. *Potential projects:*

    o **Vision Zero**

- **Tigard.** Coordinate with Dave Roth and Lauren Scott. *Potential projects:*

    o **Southwest Corridor**

- **West Linn.** Interested in improving connections to downtown Portland, such as using the trolley path. *Potential projects:*

    o **Willamette Falls redevelopment**
    o **I-205 Abernethy Bridge.** (This ODOT project will have impacts and cause disruption within West Linn.)

- **Wilsonville.** Contact the Government Affairs Office for more information. *Potential projects:*

    o **I-5 Pedestrian Bridge**
    o **Aurora Airport expansion**
    o **Parks improvements**

County and regional projects and committees

- **Clackamas County.** The county would like to help design their own RTP public outreach program.

- **Metro.** Consider increased *internal* coordination with other Metro projects and programs. *Potential projects:*

  - **2019 Parks and Nature bond.** Consider areas of potential overlap related to path and trail planning. It may also make sense to explore ways that fish and wildlife passage improvements can be more efficiently incorporated into planned roadway improvements.

  - **UGB Update**

  - **Multnomah County**

  - **Burnside Bridge**

- **Regional Transportation Council (Clark County)**. There is an opportunity to add links between the Metro and RTC websites.

- **Washington County.** Contact Chris Deffebach for more information. *Potential projects:*

  - **MSTIP**

ODOT projects and committees

There needs to be better ongoing coordination between the local Area Commission on Transportation (ACT) and JPACT. It will be important to coordinate with Metro while recognizing ODOT's ultimate responsibility for these projects.

- **Community Benefits Agreement Committee**

- **Federal Infrastructure Bill**

- **I-205 Abernethy Bridge**

- **Interstate Bridge Replacement**

- **Rose Quarter**

- **Tolling and Congestion Pricing Studies**

- **Oregon Transportation Plan Update. (**A regular, formal OTP/RTP interface may be appropriate.)

- **Urban Mobility Initiative**

Transit projects

- **SMART.** *Potential projects:*

  - **Transit Master Plan**

- **TriMet**. *Potential projects:*

  - **Comprehensive Service Analysis.** TriMet is looking at changes in travel behavior. Opportunities to work with Metro in understanding ridership patterns and needs.

- ○ **Ridership recovery.** How do we help open Portland back up and get people safely using transit again? Metro can help people understand that TriMet offers a clean, safe, reliable alternative to driving.

- ○ **Zero Emissions goals.** Potential to work with Metro to tell the story of how TriMet is working with partners, setting goals, and making progress towards reducing diesel emissions (57% carbon reduction in 2021).

- ○ **Speed and reliability improvements**

NGO projects and committees

- **Clean and Just Transportation Network.** Biweekly meetings include topics such as transportation funding and electrification.

- **Coalition of Communities of Color.** Working with PBOT and Metro on qualitative data trainings.

- **Getting There Together.** Transportation justice storytelling.

- **Greater Portland Inc.** Provides hosted event opportunities including Economic Development Partners and the Small Cities Consortium of mayors.

- **Portland Business Alliance.** A joint business survey could provide useful insights to both Metro and PBA.

- **Street Trust.** The "Our Streets" community listening sessions partnership with Clackamas CBOs will take place in spring 2022.

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

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

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

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DRAFT Values, Outcomes and Actions (VOA) for the 2023 Regional Transportation Plan Update

The purpose of this document is to convey overarching values and priority outcomes for the 2023 Regional Transportation Plan (RTP) update. The VOA is intended to provide focus and guide planning and engagement activities throughout the process in a way that addresses new and ongoing needs and concerns facing our region that were identified through the extensive engagement activities conducted over the past six months. In addition to addressing any new federal or state transportation planning requirements, a core purpose of each RTP update is to ensure the plan is relevant in addressing new or ongoing needs and concerns related to the region's transportation system.

Metro staff drafted the values and outcomes below based on input received during the 2023 RTP scoping phase. For the past 6 months, the project team has engaged hundreds of people across the region to identify transportation trends and challenges affecting how people travel in the region, urgent challenges and priorities for the update to address and ways to engage local, regional and state public officials and staff, community-based organizations, business groups and community members in developing the updated plan..

The values and outcomes have been reviewed and discussed by the Metro Council, Metro's Committee on Racial Equity (CORE), the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC). These committees will play an important role in the development and final adoption of the RTP in 2023. The draft values, outcomes and actions will continue to be discussed as part of the 2023 RTP update.

VALUE: ADVANCING RACIAL EQUITY

OUTCOMES

- Patterns of historic, systemic racism and inequities related to transportation in the region are recognized and addressed, focusing on racial equity and income disparities.
- Transportation system inequities are eliminated rather than just mitigating or doing no harm.
- The voices of people and organizations representing Black, Indigenous and people of color (BIPOC) communities and other marginalized and underserved communities are centered throughout the planning process to achieve transportation equity for all.
- Connectivity to jobs and key community places (such as medical, grocery, social and community services) is improved within the region especially for marginalized communities.
- The RTP update leads to an equitable transportation system that connects all people to their destinations.

KEY ACTIONS

- Build on and carry forward the transportation needs and priorities identified in prior outreach and engagement of community members and partners across the region.
- Center the needs and priorities of BIPOC and other marginalized and underserved communities throughout the planning and policymaking process – from setting goals and priorities to policy development to collecting and analyzing data to prioritizing projects to evaluating success.
- Work with decision-makers on a common definition of equity and clear understanding of what investments are needed and where to advance racial equity and implement the regional transportation equity policies.
- Value lived experience and qualitative data, not just quantitative data.

DRAFT Values, Outcomes and Actions for the 2023 Regional Transportation Plan Update

- Update equity data and analysis methods using Equity Focus Areas (EFAs) to identify areas of concentration of BIPOC and other marginalized and underserved communities to be prioritized for investment.
- Evaluate whether marginalized communities are being disproportionately impacted by the RTP project and program priorities – and if so, recommend actions to avoid, reduce, and/or mitigate identified impacts.
- Build capacity of community partners to participate in and influence the planning process.
- Ensure that community partners have input and influence both how equity data is presented in the RTP and how results are interpreted and communicated. Build a shared understanding of the causes of displacement and develop new policies and best practices for community stability
- for integration into the plans and projects in the RTP to address potential displacement of low-income and BIPOC communities.

VALUE: CLIMATE LEADERSHIP AND RESILIENCE

OUTCOMES

- ~~A transportation system that is resilient in the face of climate change~~
- The region is a leader in reducing carbon emissions.
- The RTP meets or exceeds the greenhouse gas emissions reduction targets set for the region.
- Investments in the RTP support future development and affordable housing in transit corridors and centers designated in the 2040 Growth Concept, where services are located and more travel options are available.
- The RTP leads the transition to a low-carbon transportation system by planning for and investing in low-carbon travel options and supporting infrastructure and services.
- Pricing tools are used as a means to reduce greenhouse gas emissions, including the tools identified in Metro's *Regional Congestion Pricing Study* (RCPS) Report, the Statewide Transportation Strategy for Reducing Greenhouse Gas Emissions and ODOT's Regional Mobility Pricing Project.
- Low-carbon technology is included in planning, policies, and projects, including electric vehicles, electric bikes, electric scooters and other emerging technology to help meet emission reduction targets.
- The resilience of the transportation system is increased to the effects of climate disruption and other disasters.

KEY ACTIONS

- Evaluate progress toward implementing the Climate Smart Strategy and reducing GHG emissions to ensure that GHG targets are achievable and meaningful.
- Update the Climate Smart Strategy to incorporate the latest data, best practices and strategies for reducing greenhouse gas emissions in our region.
- Update vehicle miles traveled (VMT) per capita reduction target to align with meeting state greenhouse gas reduction targets.
- Improve data, methods and analysis tools to advance the region's ability to evaluate progress in meeting state-mandated targets for reducing greenhouse gas emissions and vehicle miles traveled per capita.
- Prioritize multi-modal projects that reduce greenhouse gas emissions, including but not limited

DRAFT Values, Outcomes and Actions for the 2023 Regional Transportation Plan Update

  to transit, biking and walking, shared trips and other types of low-carbon mobility options.
- Develop policies on congestion pricing to provide a framework in the RTP that informs individual projects and plans that include congestion pricing or tolling.
- Consider emerging trends in technology and statewide efforts to plan for and expand electric vehicle charging opportunities as part of updating the Climate Smart Strategy.
- Revisit and refine the Climate Smart Strategy policies and fully incorporate the updated policies in the RTP, including:
    o Implement adopted local and regional land use plans.
    o Make transit convenient, frequent, accessible and affordable.
    o Make biking and walking safe and convenient.
    o Make streets and highways safe, reliable and connected.
    o Use technology to actively manage the transportation system.
    o Provide information and incentives to expand the use of travel options.
    o Make efficient use of vehicle parking and reduce the amount of land dedicated to parking.
    o Support Oregon's transition to cleaner, low carbon fuels and more fuel-efficient vehicles.
    o Secure adequate funding for transportation investments the support the Climate Smart Strategy.
- Incorporate best practices to reduce greenhouse gas emissions and improve the safe and efficient movement of goods and people.
- Increase charging opportunities for electric vehicles.
- Update resilience related policies to further address the federal resilience planning factor and incorporate the Phase 1 Regional Emergency Transportation Routes (ETR) map and findings.

VALUE: SAFE AND HEALTHY STREETS

OUTCOMES
- Safety is improved for all travelers.

Zero traffic deaths and serious injuries by 2035, where everyone feels safe, comfortable and welcome, regardless of how and when they travel. KEY ACTIONS
- Prioritize investments in universal design[1] and high-quality, connected, and safe pedestrian, bicycle, and transit networks, focusing on increasing safety in high-risk locations and on high injury corridors in Equity Focus Areas.
- Update High Injury Corridors to identify corridors to be prioritized for investment to complete all gaps in regional bicycle and pedestrian networks and ensure safe and convenient access to transit stops and stations.
- Identify best practices and strategies for investing in the region's urban arterials, many of which are High Injury Corridors.
- Develop an approach for urban arterials in the region that aims to address their complex needs,

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[1] Universal design in this context means planning to build physical environments so that they are accessible to and usable by all people, regardless of age, disability or other factors. While universal design promotes access for people experiencing a disability, it also benefits others.

DRAFT Values, Outcomes and Actions for the 2023 Regional Transportation Plan Update

including the need for investment in safety and related bicycle, pedestrian and transit infrastructure using urban design best practices and standards.

- Adopt policies and frameworks to allow for transfer of state-owned urban arterials to local jurisdictions, when and where appropriate, using the best practices and findings of Metro's Jurisdictional Transfer Assessment (JTA) Study.

VALUE: EQUITABLE MOBILITY

OUTCOMES

- The transportation system is adequately maintained in a consistent state of good repair.
- Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other marginalized and underserved communities have equitable mobility and access to safe, reliable and affordable travel options, job opportunities, and key community places (such as medical, school, grocery, social and community services).
- Regionally agreed upon policies for congestion pricing and tolling the region's Interstate System.
- People and businesses can safely, affordably, and efficiently reach the goods, services, places, and opportunities they need to thrive by a variety of seamless and well-connected travel options and services that are welcoming, convenient, comfortable, and reliable.

KEY ACTIONS

- Prioritize investments that ensure that Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other historically marginalized and underserved communities experience equitable mobility.
- Update the Regional High Capacity Transit (HCT) Strategy and vision for Bus Rapid Transit (BRT) to provide equitable access to rapid transit across the region.
- Adopt a new multimodal urban mobility policy and standard, as developed in the Regional Mobility Policy Update, that provides a new approach to measuring the movement of people and goods and adequacy of the transportation system.
- Develop regional congestion pricing and tolling policies.
- Incorporate findings from the Regional Freight Delay Study, taking into account new trends and changes in urban freight, such as the increase of front-door delivery.
- Consider the growth in freight at ports and intermodal facilities, and the increasing number of distribution centers in our region in evaluating regional mobility.
- Provide accessible, safe, affordable, and equitable transportation options to better connect people with opportunities and to the destinations they want to reach (e.g., education, jobs, services, shopping, places of worship, parks and open spaces, and community centers).
- Manage congestion on the throughway system by implementing a comprehensive urban mobility strategy that includes congestion pricing and other demand management and system management tools and expanding safe, reliable and affordable travel options.
- Connect affordable transportation options to affordable housing to increase access to low-income persons.
- ~~Identify opportunities to increase affordable transportation access to low-income and middle-income jobs.~~

DRAFT Values, Outcomes and Actions for the 2023 Regional Transportation Plan Update

- Examine how existing Transit Oriented Development programs and development can align with and support affordable housing programs to provide affordable housing with direct access to frequent bus service and the high capacity transit network.

VALUE: THRIVING ECONOMY

OUTCOMES
- The region's target traded-sector clusters[2] and businesses are served by a multimodal transportation system that provides reliable access to employment centers, educational opportunities, markets and destinations within and beyond the region.
- Thriving businesses in downtowns and main streets, along transit corridors and in industrial areas and employment centers.
- Improved workforce access to job opportunities, particularly by transit.

 Housing, transportation and equitable economic development are linked, saving households and businesses money, supporting job creation, emerging markets and access to jobs, and increasing access to opportunities, goods and services people and businesses need to thrive.

KEY ACTIONS
- Engage the business, freight, economic development and labor community throughout the process.
- Increase affordable transportation access to low-income and middle-income jobs and educational opportunities.
- Improve access to industrial and employment areas and intermodal facilities identified in the *Greater Portland Comprehensive Economic Development Strategy* (CEDS).
- Use the Economic Value Atlas to help identify investments that will improve access to family-wage jobs and support growing and emerging industries.
- Complete the Regional Freight Delay and Commodities Movement Study to identify the level and value of commodity movement on the regional freight network and explore how e-commerce is impacting and benefiting the transportation system and regional economy.

VALUE: ENSURING ACCOUNTABILITY AND TRANSPARENCY

OUTCOMES
- Community members, the business community and a diverse range of stakeholders are engaged through a transparent and inclusive decision-making process within meaningful opportunities for input.
- The interrelationships between climate, safety and equity are communicated throughout the process – marginalized communities have identified climate and safety as equity issues, because they disproportionately experience the impacts. Prioritize the many investments that address all of these priorities.

KEY ACTIONS

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[2] The CEDS region's seven target traded-sector clusters are defined as: computers and electronics, software, apparel and outdoor, metals and machinery, food beverage, climate tech and design and media sectors.

DRAFT Values, Outcomes and Actions for the 2023 Regional Transportation Plan Update

- Build on the extensive community input provided during 2018 RTP update, development of the regional investment measure and the 2023 RTP scoping phase to shape the 2023 RTP policies, analysis, investment priorities, and public engagement approach.
- Seek opportunities to build on and communicate past engagement that informed development of local transportation system plans and community priorities.
- Communicate the RTP's emphasis on equity, and particularly on the projects that can help eliminate transportation disparities, to partners early and throughout the process.
- Support community partners in shaping the 2023 RTP, including those elements that are led by partner agencies, and strengthen requirements for agency partners to collect and respond to community feedback when developing and prioritizing projects.
- Develop and use data, tools, and best practices that can support future local and regional planning and investment decisions.
- Report out progress on RTP at all stages of decision-making to allow for public participation and input.
- Monitor and report progress toward 2023 RTP values and outcomes at key project milestones.
- Prioritize transformational change (decision-making processes throughout the RTP update) over merely relying on transactional change (the final decision).
-