

Metro | Agenda

Meeting: Metro Council Work Session
Date: Tuesday, June 24, 2014
Time: 2 p.m.
Place: Council Chamber

CALL TO ORDER AND ROLL CALL

- 2 PM** **1. ADMINISTRATIVE/ COUNCIL AGENDA FOR JUNE 26, 2014/ CHIEF OPERATING OFFICER COMMUNICATION**
- 2:10 PM** **2. 2014 REGIONAL ACTIVE TRANSPORTATION PLAN - INFORMATION/ DISCUSSION** **Lake McTighe, Metro**
- 2:30 PM** **3. ENVIRONMENTAL JUSTICE AND TITLE VI ASSESSMENT FOR THE 2014 RTP AND THE 2015-2018 MTIP - INFORMATION / DISCUSSION** **Ted Leybold, Metro**
- 3:45 PM** **4. COUNCIL COMMUNICATION**

ADJOURN

AN EXECUTIVE SESSION WILL BE HELD IMMEDIATELY FOLLOWING THE PUBLIC WORK SESSION PURSUANT TO ORS 192.660(2)(e), TO CONDUCT DELIBERATIONS WITH PERSONS DESIGNATED BY THE GOVERNING BODY TO NEGOTIATE REAL PROPERTY TRANSACTIONS.

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Agenda Item No. 2.0

2014 REGIONAL ACTIVE TRANSPORTATION PLAN

Metro Council Work Session
Tuesday, June 24, 2014
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: June 24, 2014 **LENGTH:** 20 min.

PRESENTATION TITLE: 2014 Regional Active Transportation Plan

DEPARTMENT: Planning and Development

PRESENTER(S): Lake McTighe, x1660, lake.mctighe@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: In preparation for Metro Council action on adoption of the *2014 Regional Active Transportation Plan (ATP)* on July 17, provide the Metro Council with overview of recommendations from the 2014 ATP, next steps for implementation, and a summary of public comments.
- Outcome: Metro Council has the information necessary to take action on July 17, 2014, including understanding the recommendations of the plan and next steps moving forward.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Staff will recommend that the Metro Council adopt **Exhibit A**, the *2014 Regional Active Transportation Plan (ATP)* at the July 17, 2014 Metro Council meeting. Working in partnership with cities, counties, agencies, advocates and other stakeholders, Metro developed the ATP, fulfilling an implementation activity identified in the 2010 update of the Regional Transportation Plan (RTP). The plan was developed with involvement of key stakeholders, Metro's advisory committees, the Metro Council and the public. Refer to the attached *2014 ATP Public Involvement Report*.

The ATP is proposed for adoption as a "stand alone" modal plan of the Regional Transportation Plan (RTP) a guiding policy document. Other modal plans of the RTP are the adopted High Capacity Transit, Freight and Transportation System Management and Operations plans. The ATP pedestrian and bicycle network maps, concepts, functional classifications and policies updates those same elements in the 2014 RTP, proposed for adoption on July 17, 2014.

The ATP provides a vision, plan and policies to guide and coordinate efforts across the region to increase transportation options and support economic development, healthy active living and equity. Recommendations in the ATP identify solutions to increase levels of active transportation across the region, enabling cities, counties and the region as a whole to achieve the region's Six Desired Outcomes and experience the wide range of benefits associated with active transportation.

Recommendations in the ATP identify solutions to increase levels of active transportation across the region, enabling cities, counties and the region as a whole to achieve the region's Six Desired Outcomes and experience the wide range of benefits associated with active transportation.

1. Complete the active transportation network. First fill gaps and then improve deficient facilities.
2. Make it safe to walk and ride a bicycle for transportation.
3. Ensure that the regional active transportation network equitably serves all people.
4. Support populations that are already driving less by making it easier to drive less.
5. Increase levels of funding dedicated to active transportation projects and programs and develop a pipeline of projects.
6. Better integrate and connect transit, walking and bicycle networks.
7. Make walking and bicycling the most convenient, safe and enjoyable choices for short trips less than three miles.

8. Utilize data and analyses to guide transportation investments.
9. Include bicycle and walking improvements in roadway preservation projects whenever possible to make all streets in the region complete streets.

Process

At the March 11, 2014 Metro Council work session, staff provided Councilors with a summary of regional engagement since October 2013 to review and refine the draft ATP, per Metro Council direction, and provided a preview of the Public Review Draft of the ATP.¹ At the work session, staff informed Council that the regional engagement was effective and the regional work group, TPAC, MTAC, MPAC and JPACT are supportive of the refinements made to the plan. Additional input on the plan was given during the public comment period, March 21 and May 11, 2014. Comments specific to the ATP were submitted by organizations, individuals and agencies. Refer **Exhibit B 2014 ATP Public Comment Report** for a summary and copies of the comments.

Additionally, the refined ATP was discussed at a meeting of several of the region's mayors. Staff from Hillsboro and Metro provided information on how concerns raised by the mayors had been addressed in the refined plan. And, at the April 11 and May 30 joint JPACT/MPAC meetings on the Climate Smart Scenarios, policy makers were provided information on the ATP recommended pedestrian and bicycle networks, which were included in Scenario C of the Climate Smart Communities strategies. Support for the ATP has increased, and staff anticipates that MPAC and JPACT will recommend adoption the ATP at the June 25 and July 10 meetings.

Implementation

While completing the ATP is a milestone, the work is hardly done. The ATP is a starting point and provides policy direction. Many partners, including city and county governments, agencies, the Metro Council, advocates and other stakeholders will play a role in implementation. Staff's role of engaging, informing, and coordinating will support a variety of ongoing efforts related to funding, and project and program development, within the region.

Opportunities and actions for implementing the ATP are identified in **Attachment 1, 2013-15 Regional Active Transportation Work Program**, and fall within four general areas:

- A. Policy - Update networks, concepts, actions, policies and projects in regional and local transportation plans.
- B. Partnerships - Communicate, advocate, participate and facilitate the implementation of the ATP with regional partners and through local plans, project lists and activities.
- C. Project Development - Support best practices for implementing a regional active transportation network that is available for all ages and abilities and helps achieve desired regional outcomes.
- D. Funding - Maintain existing levels of funding for active transportation, utilize existing funding effectively and efficiently, and partner on broader efforts to include active transportation in new funding initiatives.

Next Steps

- June 25 MPAC - Recommendation to Metro Council on ATP adoption requested
- June 27 TPAC - Recommendation to JPACT on ATP adoption requested
- July 10 JPACT - Approval of ATP adoption resolution requested
- July 17 Metro Council - Action on ATP resolution

QUESTIONS FOR COUNCIL CONSIDERATION

¹ On September 26, 2013 Metro Council passed Resolution No. 13-4454 acknowledging the draft ATP and directing staff to provide opportunities for further review and refine the draft plan through the comprehensive update of the 2014 Regional Transportation Plan (RTP). To support this effort and implementations activities the Metro Council dedicated funding through June 2015.

- What questions do Councilors have about the *2014 Regional Active Transportation Plan* recommendations and/or the planned implementation activities for 2013-15?

PACKET MATERIALS

- Would legislation be required for Council action: **Yes**
- If yes, is draft legislation attached? **Yes, and draft staff report**
- What other materials are you presenting today? Exhibit A to the Resolution: *2014 Regional Active Transportation Plan*; Exhibit B to the Resolution: *2014 ATP Public Comment Report*, Attachment 1 to the staff report: *2013-15 Active Transportation Work Program*

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2014) RESOLUTION NO. 14-4526
REGIONAL ACTIVE TRANSPORTATION)
PLAN) Introduced by XXXXXXXXX
)

WHEREAS, completing a connected active transportation network that serves the people of the region, including streets with complete pedestrian and bicycle facilities, a connected regional trail network and safe and comfortable access to transit, is a strategy of city, county and regional plans and policies to develop vibrant, prosperous and sustainable communities with safe and reliable transportation choices, to minimize greenhouse gas emissions and to distribute the benefits and burdens of development equitably in the region; and

WHEREAS, the 2035 RTP identified development of a Regional Active Transportation Plan (“ATP”) as an implementation activity and a critical part of the RTP strategy to achieve city, county, and regional goals and targets and the region’s adopted Six Desired Outcomes (2010); and

WHEREAS, Metro obtained a grant to develop the ATP and in 2012 formed a Stakeholder Advisory Committee (“SAC”) with representatives from Clackamas, Multnomah and Washington counties, the Oregon Department of Transportation (“ODOT”), TriMet, the cities of Forest Grove, Gresham, Hillsboro, Portland, Tualatin Hills Park and Recreation District, Elders in Action, Upstream Public Health, the Bicycle Transportation Alliance, and Oregon Walks to guide development of the ATP; and

WHEREAS, with guidance of the SAC and input from other stakeholders, a draft ATP was produced in July, 2013; and

WHEREAS, on September 26, 2013 the Metro Council, with the advice and support of MPAC and JPACT, adopted Resolution No. 13-4454, which acknowledged work completed to date on the draft ATP and directed Metro staff to work with stakeholders to further refine the plan and to prepare amendments to the pedestrian and bicycle elements of the RTP for final public review as part of the RTP update in 2014; and

WHEREAS, the Metro Council dedicated funding July 1, 2013 through June 30, 2015 to support finalizing and implementation of the ATP; and

WHEREAS, Metro refined the ATP to reflect input from the Metro Council, JPACT, MPAC, the Transportation Policy Advisory Committee (“TPAC”) and the Metro Technical Advisory Committee (“MTAC”), and a regional work group comprised of staff and representatives from the original SAC, Clackamas, Multnomah and Washington counties, the cities of Cornelius, Beaverton, Fairview, Forest Grove, Gresham, Happy Valley, Hillsboro, Milwaukie, Portland, Sherwood, Tigard, Troutdale, Tualatin, Wilsonville, ODOT, TriMet, Tualatin Hills Park and Recreation District, Safe Routes to School National Partnership, 1,000 Friends of Oregon, the Bicycle Transportation Alliance, Oregon Walks, and other stakeholders; and

WHEREAS, Metro received and responded to additional comments on the ATP during the public review comment period from March 21 to May 5, 2014 as described in the “2014 Regional Active Transportation Public Comment Report,” attached as Exhibit B; and

WHEREAS, the ATP is intended to function as a guiding document that provides a vision, policies and a plan, and does not create binding obligations on local governments; and

WHEREAS, the ATP pedestrian and bicycle network maps, concepts, functional classifications and policies, update those same elements in the 2014 RTP, adopted by Ordinance No. 14-1340 on July 17, 2014; and

WHEREAS, cities, counties and agencies submitted pedestrian and bicycle projects to the 2014 RTP that help complete the regional pedestrian and bicycle networks and programs identified in the ATP; and

WHEREAS, JPACT and MPAC recommend adoption of the 2014 Regional Active Transportation Plan attached as Exhibit A; NOW THEREFORE

BE IT RESOLVED that the Metro Council:

1. Adopts the 2014 Regional Active Transportation Plan attached to this Resolution as Exhibit A, to serve as guidance for development and completion of the regional active transportation network to achieve city, county, and regional goals and targets and the region’s adopted Six Desired Outcomes; and
2. Directs Metro staff to begin implementing the 2014 Regional Active Transportation Plan through the Regional Transportation Plan.

ADOPTED by the Metro Council this 17 day of July, 2014.

Tom Hughes, Council President

Approved as to form:

Alison Kean Campbell, Metro Attorney

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2014 REGIONAL

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2014 REGIONAL

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TRANSPORTATION PLAN

Public comment report | June 2014

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 14-4526, FOR THE PURPOSE OF ADOPTING THE 2014 REGIONAL ACTIVE TRANSPORTATION PLAN

Date: June 10, 2014

Prepared by: Lake Strongheart McTighe
503-797-1660

BACKGROUND

Collectively, the region is nationally recognized for supporting transportation options and reducing vehicle miles traveled, and the Metro Council has demonstrated leadership in improving the ease and safety with which people can ride a bike, walk and use public transportation for daily needs and recreation.¹ In regional plans and policies active transportation is recognized as one of the elements needed to achieve the region's adopted Six Desired Outcomes.²

In 2010, need for a regional plan focused on active transportation was identified as an implementation activity in the Regional Transportation Plan (RTP), based on the recommendations of the Metro Blue Ribbon Committee for Trails in the "[Integrated Mobility Strategy](#)" (November, 2008). In partnership with the region's cities, counties, ODOT, TriMet, other key stakeholders and the public, Metro completed the implementation activity and developed the 2014 Regional Active Transportation Plan ("ATP"), attached as **Exhibit A**.³

This is the region's first "stand alone" plan focused on walking, bicycling, access to transit and other active travel modes.⁴ Prior to development of the ATP, regional pedestrian and bicycle plans were limited to a few pages within in the Regional Transportation Plan ("RTP"). Development of the ATP has provided extensive research, analysis, and thought to developing and completing the regional pedestrian and bicycle networks in a manner that will lead to more active travel and all of the benefits that are associated with it. Completing the regional active transportation networks will help achieve many RTP goals and targets, including increasing levels of walking and bicycling, increasing transportation safety, increasing access to essential daily needs, reducing vehicle miles traveled and green house gas emissions.

ATP updates to the 2014 Regional Transportation Plan

The ATP is proposed for adoption as a "stand alone" modal plan of the RTP. Other modal plans of the RTP are the adopted High Capacity Transit, Freight and Transportation System Management and Operations plans. The ATP is intended to serve as a guiding policy document, and does not create binding obligations on local governments. Rather, the ATP coordinates city, county and agency actions to achieve a vision that is greater than the sum of its parts. The ATP pedestrian and bicycle network maps, concepts, functional classifications and policies updates those same elements in the 2014 RTP, proposed for adoption on July 17, 2014. As a modal plan of the RTP, the ATP will be implemented through the RTP.

¹ Active transportation is defined as: human-powered transportation that engages people in healthy physical activity while they travel from place to place. People walking, bicycling, the use of strollers, wheelchairs /mobility devices, skateboarding, and rollerblading are active transportation. Active transportation supports transit.

² Adopted 2010. 1. Vibrant Communities; 2. Economic competitiveness and prosperity; 3. Safe and reliable transportation choices; 4. Leader in climate change; 5. Clean air, water and healthy ecosystems; 6. Equity.

³ Refer to the 2014 Regional Active Transportation Plan for a complete list of stakeholders.

⁴ Other "modal" plans of the RTP are the High Capacity Transit Plan, the Freight Plan and the Transportation System and Management Plan.

Recommendations of the ATP

The ATP provides a vision, plan and policies. Historically, investment in bicycling and walking facilities has been piecemeal and opportunistic, and the value and benefit of active transportation to the economy and community and environmental health is not fully embraced. This has resulted in the region missing out or passing up opportunities for additional federal and state funding, as well as building out a network that has enough gaps to make active transportation difficult and dangerous in many areas. The ATP identifies these challenges and provides recommendations.

Recommendations in the ATP identify solutions to increase levels of active transportation across the region, enabling cities, counties and the region as a whole to achieve the region's Six Desired Outcomes and experience the wide range of benefits associated with active transportation.

Recommendations

1. Complete the active transportation network. First fill gaps and then improve deficient facilities.
2. Make it safe to walk and ride a bicycle for transportation.
3. Ensure that the regional active transportation network equitably serves all people.
4. Support populations that are already driving less by making it easier to drive less.
5. Increase levels of funding dedicated to active transportation projects and programs and develop a pipeline of projects.
6. Better integrate and connect transit, walking and bicycle networks.
7. Make walking and bicycling the most convenient, safe and enjoyable choices for short trips less than three miles.
8. Utilize data and analyses to guide transportation investments.
9. Include bicycle and walking improvements in roadway preservation projects whenever possible to make all streets in the region complete streets.

Development of the ATP

In January, 2012 Metro, with support from partners, secured a grant to support development of the plan.⁵ In June 2013, a draft plan was completed with input from a regional advisory committee of twenty people, outreach to stakeholders, a public workshop and a public open house. Using technical analysis, transportation modeling tools, geographic information systems (GIS) analysis, and extensive input from stakeholders involved in the process, the regional pedestrian and bicycle networks were refined and updated, identifying a planned active transportation network that provides direct connections to transit, urban centers and regional destinations.

On September 26, 2013 the Metro Council passed Resolution No. 13-4454 acknowledging the draft ATP and directing staff to provide opportunities to local governments, ODOT, TriMet and other stakeholders to further review and refine the draft plan through the comprehensive update of the 2014 Regional Transportation Plan (RTP), prior to the ATP being proposed for adoption. Additionally, the Metro Council dedicated funding to support further refinement of the ATP and a two year work program of implementation activities described in Attachment 1.

Per the acknowledgement resolution, Metro staff convened a regional work group to finalize the ATP. Between October 2013 and January 2014, approximately forty people participated in the work group, including members of the original ATP Stakeholder Advisory Committee, members of TPAC and MTAC, RTP local contacts, bicycle and pedestrian advocacy groups, freight representatives and other

⁵ Metro received thirty-two letters of support from agencies, non-profit organizations and local jurisdictions to pursue development of the ATP.

stakeholders. The work group provided extensive comments and guidance on the ATP verbally at five meetings and in written comments.

Additionally, a group of stakeholder organizations interested in equity related to active transportation participated in the review and provided an equity review of the draft ATP.⁶ The review found that the ATP does a good job of addressing equity and provided specific guidance for strengthening language.

Changes were made to the plan based on the input of the work group. The majority of the refinements included adding more explanation and examples and clarifying information (the number of pages in the plan increased by approximately 90 pages). In addition to the work group review, comments were provided during the public review and comment March 21-May 5. Metro staff responded to comments and reflected changes in the plan. **Exhibit B**, the *2014 ATP Public Comment Report* provides a summary and copies of comments made on the plan between June 2013 and June 2014.

Implementation of the ATP

While completing the ATP is a milestone, the work is hardly done. Implementation of the regional pedestrian and bicycle networks and policies will be completed over time. In the Policy Chapter, the ATP identifies specific actions Metro can take to support and encourage cities, counties, agencies and other partners to implement the recommendations. The Metro Council dedicated funding through June 30, 2015 to finalize the ATP and initial implementation activities.

The ATP provides a starting point and policy direction. Many partners, including city and county governments, agencies, the Metro Council, advocates and other stakeholders will play a role in implementation. Staff's role of engaging, informing, and coordinating will support a variety of ongoing efforts related to funding, and project and program development, within the region.

Opportunities and actions for implementing the ATP are identified in **Attachment 1**, *2013-15 Regional Active Transportation Work Program*, and fall within four general areas:

- A. Policy - Update networks, concepts, actions, policies and projects in regional and local transportation plans.
- B. Partnerships - Communicate, advocate, participate and facilitate the implementation of the ATP with regional partners and through local plans, project lists and activities.
- C. Project Development - Support best practices for implementing a regional active transportation network that is available for all ages and abilities and helps achieve desired regional outcomes.
- D. Funding - Maintain existing levels of funding for active transportation, utilize existing funding effectively and efficiently, and partner on broader efforts to include active transportation in new funding initiatives.

Some of the planned activities are long term and will require ongoing effort; many are already underway. A status report planned for early 2015 will provide a snapshot of accomplishments and allow for work program refinements.

Relationship of the work program to the update of best practices in transportation hand books
Updating the Creating Livable Streets, Trees for Green Streets, Wildlife Crossings, Green Streets, and Green Trails to incorporate new information from the ATP and Regional Freight Plan will be coordinated with the activities of the Regional Active Transportation Program. Funding for the update of the handbooks, and associated activities such as tours of regional best practices and speakers forums, are

⁶ Oregon Walks, Bicycle Transportation Alliance, Community Cycling Center, Coalition for a Livable Future, Upstream Public Health, 1,000 Friends of Oregon, Safe Routes to School National Partnership

funded through an MTIP grant. The work scope of the update addresses several of the implementation activities identified in the ATP.

Next steps

- June 25 MPAC - Recommendation to Metro Council on ATP adoption requested
- June 27 TPAC – Recommendation to JPACT on ATP adoption requested
- July 10 JPACT - Approval of ATP adoption resolution requested
- July 17 Metro Council –Action on ATP resolution

ANALYSIS/INFORMATION

1. **Known Opposition:** NONE

2. **Legal Antecedents:**

- **Resolution No. 13-4454** “For the Purpose of Acknowledging the Work Completed to Date and Initiating Further Review of the Regional Active Transportation Plan Prior to Adoption as a Component of the Regional Transportation Plan;”
- **Ordinances - 13-1300A** “Adopting the Annual Budget For Fiscal Year FY2013-14, Making Appropriations, Levying Ad Valorem Taxes, and Authorizing an Interfund Loan” (provided funds to further refine the ATP and to begin implementation activities);
- **Resolution No. 11-4239** “For the Purpose of Supporting Development of a Regional Active Transportation Action Plan” (authorized staff to seek a TGM grant to develop the plan);
- **Ordinance No. 10-1241B** “For the Purpose of Amending the 2035 Regional Transportation Plan (Federal Component) and the 2004 Regional Transportation Plan to Comply with Federal and State Law; to Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan” (identified development of an active transportation plan as a follow up activity of the 2035 RTP);
- **Ordinance 09-1209** “Amending the FY 2008-09 Budget and Appropriations Schedule Transferring for the Integrated Mobility Strategy, adding 1.0 fte” (created a staff position for active transportation);
- **Resolution 08-3936** “For the Purpose of Establishing the Blue Ribbon Committee For Trails.”

3. **Anticipated Effects:** The ATP updates pedestrian and bicycle elements of the 2014 RTP, proposed for adoption on July 17, 2014. Local transportation system plans (TSP) are updated to be consistent with the 2014 RTP. The ATP is used as a guidance document in TSP updates and as funding is sought, projects are developed and programs are implemented. Additional resources are dedicated to active transportation.

4. **Budget Impacts:** None at this time. Funding dedicated through June 2015 by the Metro FY 2013-14 adopted budget to finalize the ATP and support implementation activities. Funding beyond June 2015 is not identified at this time to continue the Metro Active Transportation Program or for future updates of the ATP. Implementation of the ATP will occur through the Metropolitan Transportation Improvement Program.

RECOMMENDED ACTION

Staff recommends the Metro Council adopt Resolution No. 14-4526, For the Purpose of Adopting the 2014 Regional Active Transportation Plan.

2013-15 Regional Active Transportation Work Program

Metro actions that support implementation of the 2014 Regional Transportation Plan (RTP) and Regional Active Transportation Plan (ATP) and achieve adopted transportation goals and targets are listed below. Activities are based on the ATP recommendations and policy implementing actions. Some of the activities are long term and will require ongoing effort; many are already underway. A status report planned for early 2015 will provide a snapshot of accomplishments and allow for work program refinements.

A. Policy - update networks, concepts, actions, policies and projects in regional and local transportation plans.

1. Work with partners to add regional pedestrian, bicycle and access to transit projects to the Regional Transportation Plan, local transportation system plans and capital improvement plans. *[Completed]*
2. Update pedestrian and bicycle concepts, network maps, functional classifications and policies in the Regional Transportation Plan to be consistent with the ATP. Develop a guide to support local jurisdiction updates of transportation system plans to be consistent with the updated RTP. *[Completed]*
3. Reflect ATP pedestrian and bicycle networks and recommendations in the Climate Smart Communities Scenarios, SW Corridor Plan, Powell-Division Transit Project, and other corridor projects, and consider ATP policy recommendations in implementation. *[Underway]*
4. Work with cities, counties, agencies and other stakeholders on updates to the Regional Transportation Functional Plan in advance of the 2018 RTP update, and in coordination with Climate Smart Communities. *[Start 2015]*
5. Review RTP active transportation related performance measures and targets and potentially refine to better measure progress towards achieving active transportation related goals and targets. *[Underway]*

B. Partnerships - communicate, advocate, participate and facilitate the implementation of the ATP with regional partners and through local plans, project lists and activities

1. Convene partners and stakeholders periodically to build support and maintain momentum. Support an ongoing regional active transportation forum, building on relationships developed during development of the ATP and in coordination with the ODOT Active Transportation Department. *[Underway]*
2. Periodically provide updates on the ATP and benefits of active transportation with Metro policy advisory committees, local elected officials, decision makers and other stakeholder groups and interested parties. *[Underway]*

3. Remain a participating partner in developing the annual Oregon Active Transportation Summit. *[completed 2014 summit; Underway]*
4. Provide technical expertise and assistance in the development of state and local active transportation related plans, including the ODOT Bicycle and Pedestrian Plan, the Clackamas County Active Transportation Plan, and the TriMet transit access study. *[Underway]*
5. Track and participate as needed in local pedestrian and bicycle advisory committees. *[Underway]*
6. Share Metro's Public Engagement Guide with partners and continue to develop best practices on engaging underserved communities on topics related to active transportation. *[Underway]*

C. Projects and programs - support best practices for implementing a regional active transportation network that is available for all ages and abilities and helps achieve desired regional outcomes

1. Develop the regional bicycle and pedestrian counting program and support development of pedestrian and bicycling modeling tools in partnership with PSU, City of Portland, and other cities and counties. Participate in PORTAL technical advisory committee and coordinate with TRANSPORT. *[Underway]*
2. Update best practices in transportation handbooks (Creating Livable Streets, Trees for Green Streets, Wildlife Crossings, Green Streets, Green Trails). As part of the handbook program, develop best practices tours, a complete streets checklist, expert presentations and technical assistance, such as street audits. *[Start 2015]*
3. Participate in and contribute to ODOT Pedestrian and Bicycle Safety Workgroup. Seek opportunities to implement the recommendations in the 2012 Regional Transportation Safety Plan. *[Underway]*
4. Encourage jurisdictions and agencies to include education and encouragement in transportation projects in order to raise awareness, increase safety and increase the use of completed projects. *[Underway]*

Participate in technical and research projects, including those related to health and transportation, which support best practices, increase data collection and maintenance, and advance knowledge, understanding and practice in active transportation. *[Underway]*

D. Funding - maintain existing levels of funding for active transportation, utilize existing funding effectively and efficiently, and partner on broader efforts to include active transportation in new funding initiatives

1. Inform the MTIP policy process with findings and recommendations from the ATP. *[Underway]*
2. Coordinate with RISE initiative to include regional bicycle and pedestrian infrastructure in package of improvements. *[Underway]*
3. Provide data and information on projects that support including active transportation in potential new sources of transportation funding and maintaining current dedicated funding levels. *[Start 2015]*
4. Develop a Funding Guide Resource that identifies funding opportunities, such as grants and programs, for active transportation, and increases transparency of the funding process. *[Start 2015]*
5. Work with partners to fund and develop programs that increase equity through awareness of and use of transportation options and address physical, economic, cultural and other barriers to active transportation. *[Underway]*

Agenda Item No. 3.0

**ENVIRONMENTAL JUSTICE AND TITLE ASSESSMENT
FOR THE 2014 RTP AND THE 2015-2018 MTIP**

Metro Council Work Session
Tuesday, June 24, 2014
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: June 24, 2014

TIME:

LENGTH: 45 minutes

PRESENTATION TITLE: Environmental Justice and Title VI Assessment for the 2014 RTP and the 2015-2018 MTIP

DEPARTMENT: Planning and Development

PRESENTER(S): Ted Leybold, x1759, Ted.Leybold@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

Purpose: In preparation for Council action on the Environmental Justice and Title VI Assessment for the 2014 RTP and 2015-18 MTIP on July 17, provide the Council with draft findings and recommendations.

Outcome: Council has the information necessary to take action on the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

As a metropolitan planning organization, Metro is required to conduct an Environmental Justice and Title VI assessment of the agency's transportation planning and programming activities. Recent changes to federal rules, direction from federal regulators to Metro, and Metro's ongoing development of an Equity Strategy has changed how staff is conducting the analysis and reporting process for the 2014 RTP and the 2015-18 MTIP.

Since the April 22 Council work session that presented the analysis methodology and process, a public review draft was published for public comment. The public review draft included the results of the demographic mapping and quantitative assessment. The public comment period was shaped to gather input to inform the qualitative considerations of disproportionate burdens or impacts.

Because the public comment period has not closed at the time the work session materials deadline, the following includes preliminary and expected results and draft key findings,

Feedback received during the public comment period helped Metro staff gather a greater understanding of the positive and negative effects communities of concern experience with transportation investments in the short and long-term. The key findings include:

- This assessment does not show a programmatic disparate impact from 2014 RTP and the 2015-18 MTIP investments on any of the five communities of concern (those of: people of color, people with low income, people with limited English proficiency, older people and younger people).
- This assessment does not demonstrate a programmatically inequitable distribution of benefits and burdens against any of the five communities of concern.
- Metro's assessment process and methodology can be improved to better determine potential benefits and burdens to communities of concern
- Metro RTP and MTIP resources can be improved to provide guidance and best practices for the flexible funds allocation process and to local jurisdictions in determining the needs of and providing service to communities of concern.

Because the public comment period has not closed at the time the work session materials deadline, the following includes draft staff recommendations, which are expected to be finalized prior to the June 24 Council work session,

Based on the feedback received from stakeholders throughout the process, staff makes the following recommendations (as of June 3, 2014).

2014 Regional Transportation Plan and the 2015-2018 Metropolitan Transportation Improvement Program

- Further refine the methodology for conducting environmental justice and Title VI programmatic analysis to consider new or additional measures of impact or burden than the level of investment and qualitative identification from public comment.
- Refine metrics for identifying communities of concern in coordination with the Metro Equity Strategy to create consistency across the agency.
- Identify more specific equity metrics for consideration in the nomination and evaluation of projects to the 2018 RTP and 2019-2022 MTIP; this effort may require a shift in resources to conduct community engagement to better identify the needs of communities of concern.
- Develop a performance measure or goal for public involvement participation tailored to Metro's efforts in planning (e.g., RTP, MTIP) or project development (Southwest Corridor Plan), which could be offered as best practices for local jurisdiction system planning and project development processes; meeting this measure may require a shift in planning resources.

2014 Regional Transportation Plan only

- Develop innovative and robust methods to identify the transportation needs of communities of concern as an early task in the 2018 RTP update process to inform the project solicitation and evaluation phases of the update.
- Develop an updated system performance measure for the Regional Transportation Plan keyed to communities of concern and the transportation issues most important to them, within data and technical limitations; this effort may require a shift in resources to conduct community engagement and technical analysis; as an early task of the 2018 RTP update.

2015-2018 Metropolitan Transportation Improvement Program only

- Define metrics to evaluate environmental justice considerations for future regional flexible fund allocation processes.
- Develop more specific guidance on environmental justice and Title VI engagement and considerations to local, regional, and state partners for the regional flexible fund allocation process.
- Consider methods to assess all transportation funds included in the MTIP for the Title VI and environmental justice evaluation; the current assessment includes federal and state, but not local and other sources.

QUESTIONS FOR COUNCIL CONSIDERATION

- Do Council members have further questions about the Environmental Justice and Title VI findings and recommendations?
- Do Council members have suggested revisions to the Environmental Justice and Title VI findings and recommendations in consideration?

PACKET MATERIALS

- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today? EXHIBIT A – 2014 RTP AND 2015-2018 MTIP ENVIRONMENTAL JUSTICE AND TITLE VI ASSESSMENT

Materials following this page were distributed at the meeting.

 **Metro** | *Agenda*

Meeting: Metro Council
Date: Thursday, June 26, 2014
Time: 2:00 p.m.
Place: Metro, Council Chamber

REVISED 6/23/2014

CALL TO ORDER AND ROLL CALL

- 1. INTRODUCTIONS**
- 2. CITIZEN COMMUNICATION**
- 3. NORTH PORTLAND ENHANCEMENT COMMITTEE 2014 CAPACITY BUILDING GRANT AWARDS** **Heather Kent, Metro**
- 4. FINANCIAL CONDITION OF METRO AUDIT REPORT** **Suzanne Flynn, Metro
Brian Evans, Metro**
- 5. SPONSORSHIP EXPENDITURE AUDIT REPORT** **Suzanne Flynn, Metro**
- 6. CONSIDERATION OF COUNCIL MEETING MINUTES FOR JUNE 19, 2014**
- 7. RESOLUTIONS**
 - 7.1 Resolution No. 14-4540**, For the Purpose of Adopting the Southwest Corridor High Capacity Transit Alignment Options, Complementary Multimodal Projects and Potential Station Locations for Further Study. **Malu Wilkinson, Metro**
 - 7.2 Resolution No. 14-4537**, For the Purpose of Approving a Contract Amendment for Outside Legal Counsel. **Alison Kean, Metro**
 - 7.3 Resolution No. 14-4531**, For the Purpose of Revenue Bond Issuance Authority for the Hotel Convention Center. **Tim Collier, Metro
Hillary Wilton, Metro**
 - 7.4 Resolution No. 14-4520**, For the Purpose of Authorizing Execution of Development and Finance agreement with Oregon Convention Center Hotel Project Developer. **Hillary Wilton, Metro**
- 8. CHIEF OPERATING OFFICER COMMUNICATION** **Martha Bennett, Metro**
- 9. COUNCILOR COMMUNICATION**

ADJOURN

Television schedule for June 26, 2014 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Thursday, June 26</p>	<p>Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 <i>Date:</i> Sunday, June 29, 7:30 p.m. <i>Date:</i> Monday, June 30, 9 a.m.</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 <i>Date:</i> Monday, June 30, 2 p.m.</p>	<p>Washington County and West Linn Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Saturday, June 28, 11 p.m. <i>Date:</i> Sunday, June 29, 11 p.m. <i>Date:</i> Tuesday, July 1, 6 a.m. <i>Date:</i> Wednesday, July 2, 4 p.m.</p>
<p>Oregon City and Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times. Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.

Metro’s nondiscrimination notice

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2014 Regional Active Transportation Plan – Preparing for Adoption

Metro Council Work Session

June 24, 2014

Lake Strongheart McTighe

Senior Transportation Planner



Metro | *Making a great place*

A regional plan

Knits together local actions for efficient, consistent, comprehensive implementation of pedestrian and bicycle networks and programs to achieve desired outcomes, goals & targets.

Why is this important?



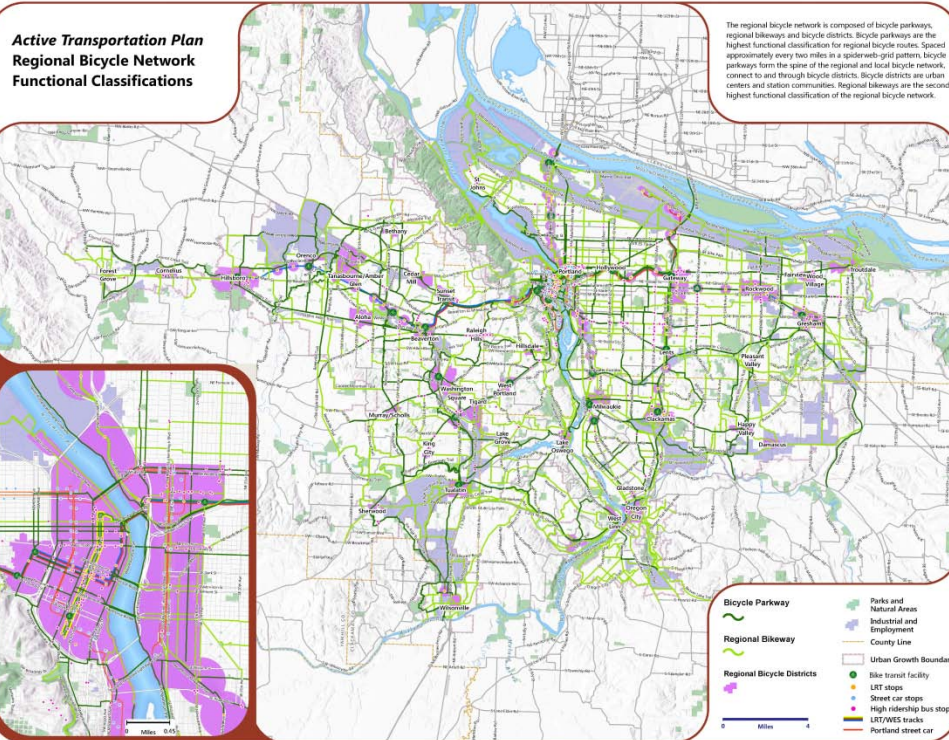
How? Increase levels of walking, bicycling & transit - reduce drive alone trips



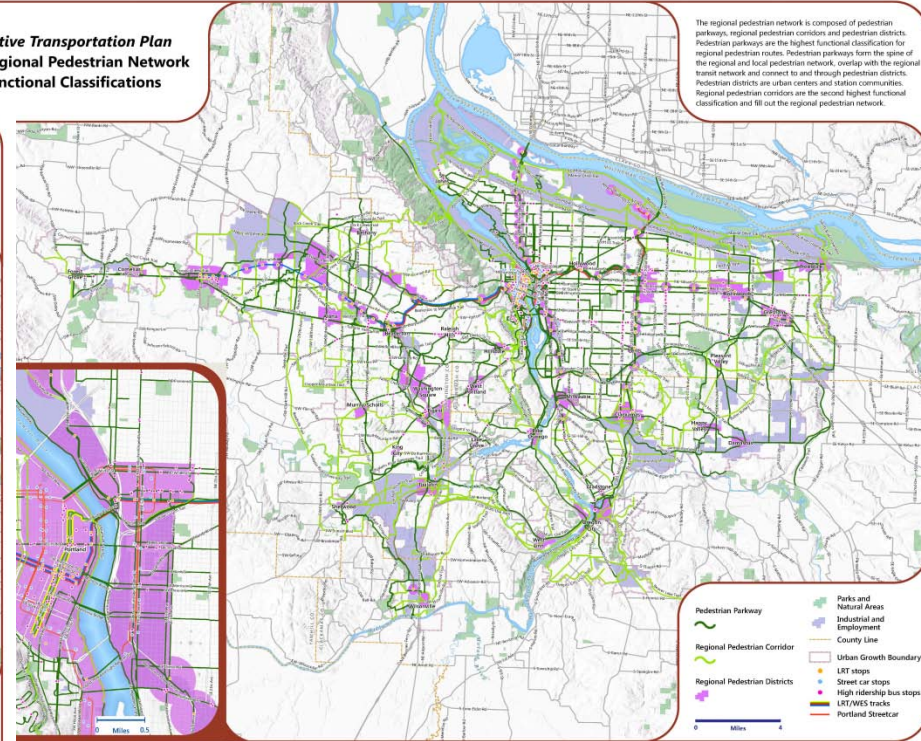
Recommendations

1. Complete the planned network: make it a top transportation priority. First fill gaps, then fix deficiencies. In areas with high levels of walking and bicycling consider deficiencies as gaps. Focus on arterials and street crossings.

**Active Transportation Plan
Regional Bicycle Network
Functional Classifications**



**Active Transportation Plan
Regional Pedestrian Network
Functional Classifications**



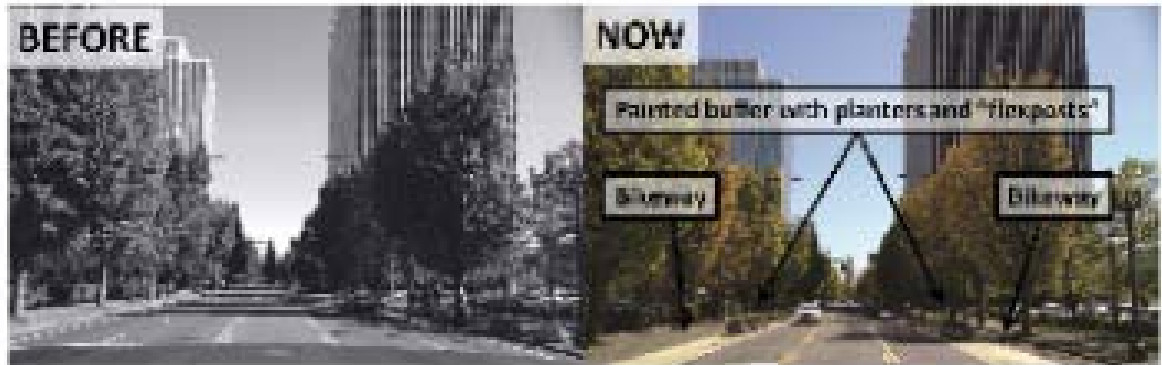
Recommendations

2. Make it safe for people of all ages and abilities to walk, bike and access transit: fill gaps, make it easier to cross the road, provide more separation from traffic, increase education.

PORTLAND, OR

MULTNOMAH

+68%



Recommendations

3. Ensure equitable access: provide connections to destinations in areas with higher concentrations of environmental justice and underserved communities and where less investment has occurred in the past.



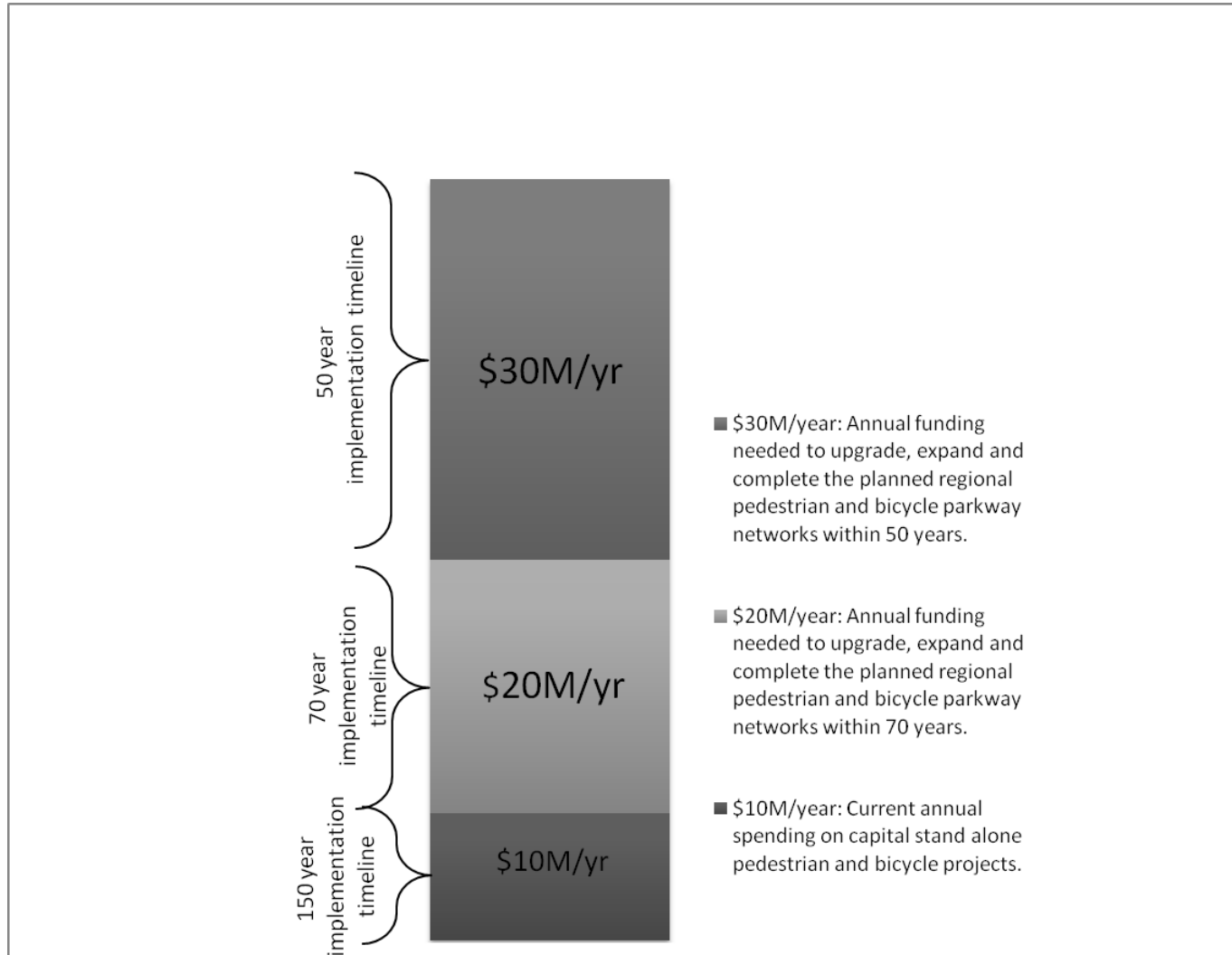
Recommendations

4. Support those already driving less - make it easier to drive less



Recommendations

5. Increase dedicated funding and develop a pipeline of projects.



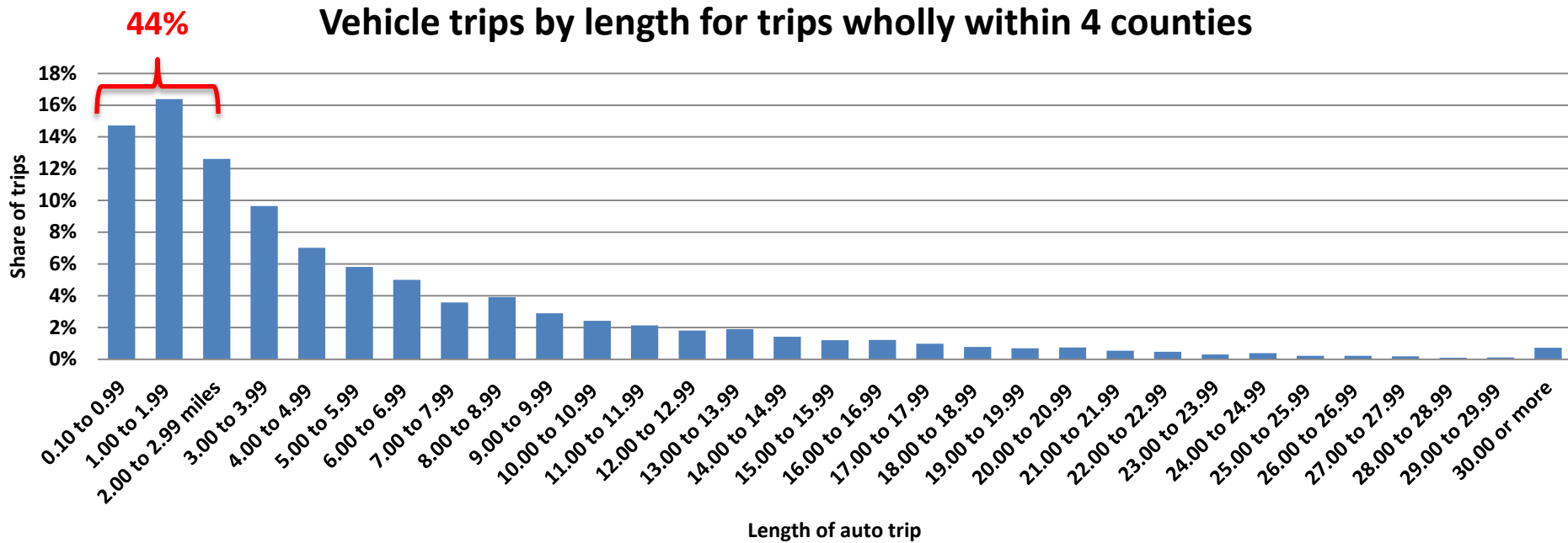
Recommendations

6. Better integrate walking, bicycling and transit: making it easier to walk and bike makes using transit easier. Improved access to transit allows people to access destinations across the region without a car.



Recommendations

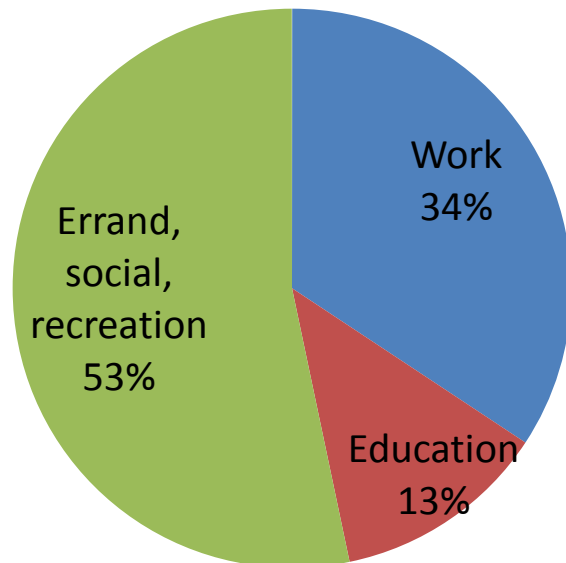
7. Make walking and bicycling the most convenient, safe option for short trips.



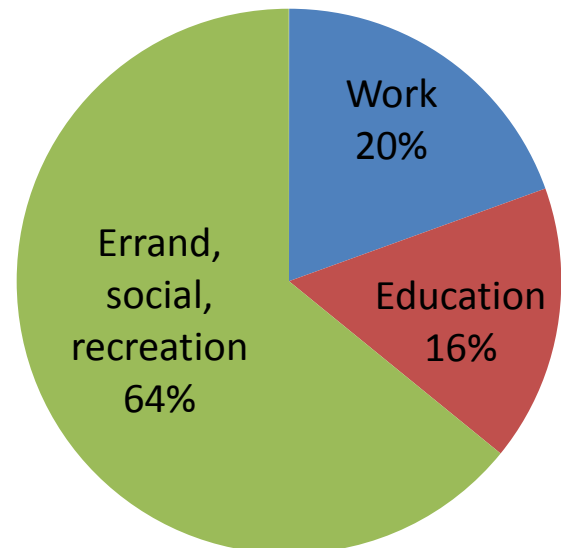
Recommendations

8. Use data & analyses to make investment decisions. Increase bicycle and pedestrian data collection and analyses. Include multi-modal data in planning, project and program development.

Bike trip destinations



Walk trip destinations



Recommendations

9. Include bike/pedestrian projects in preservation projects whenever possible.

Four Lanes w/o center turn lanes



center turn lanes, bike lanes,
ped refuge island at bus stop

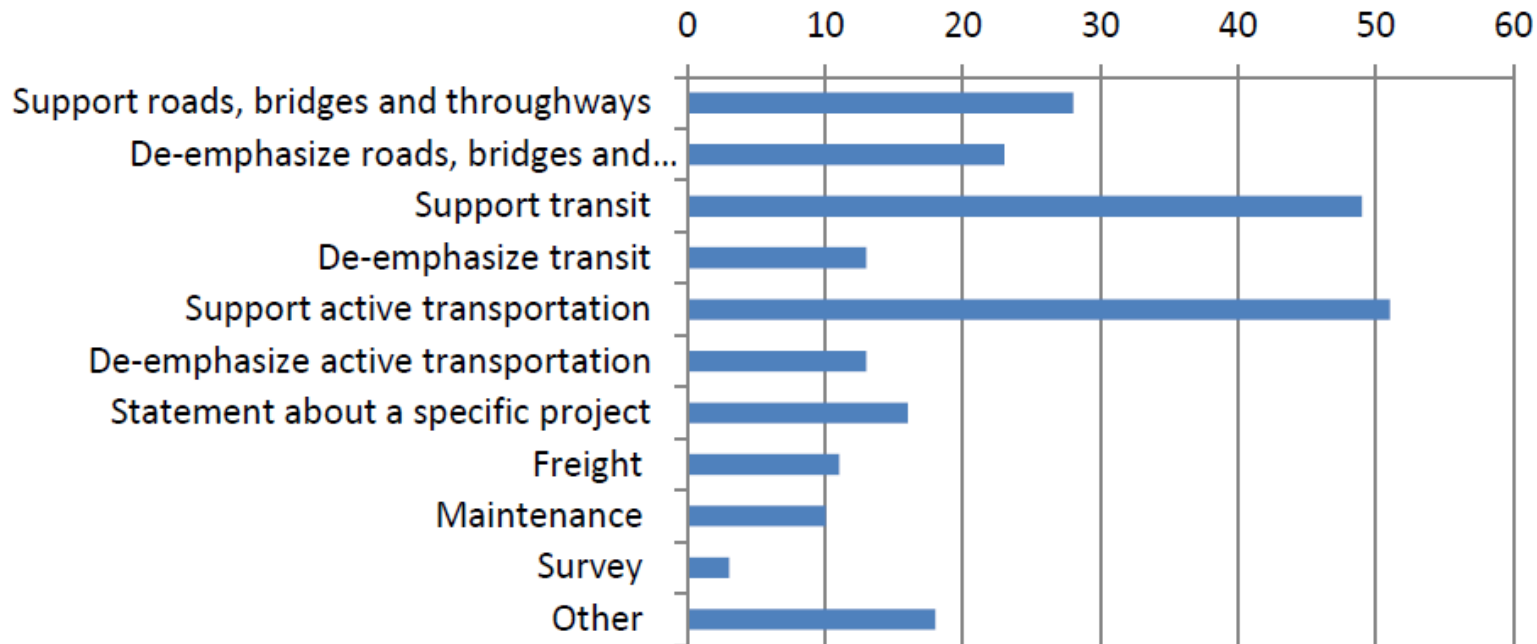


Public comment on the ATP

- Regional workgroup provided refinements to the ATP which were included in the public review draft.
- Additional comments provided during the public comment period.
- Comments specific to the ATP are included in the ATP public comment report. Staff responded to and if determined necessary, made changes to the plan.
 - Five letters of support for the plan
 - Network map changes or corrections from three jurisdictions and three citizens
 - Three comments on policy language
- Comments regarding AT elements/projects in the RTP are included in the RTP public comment report.

One takeaway: support for active transportation

Themes expressed in RTP/ATP-specific questionnaire



Source: Metro 2012, RTP/ATP public comment questionnaire, n=176

Implementation

Metro Active Transportation work program, many partners

- a. **Policy**
- b. **Partnerships**
- c. **Project development**
- d. **Funding**

Next steps

MTAC – on June 18, unanimous recommendation to MPAC to adopt the 2014 ATP

MPAC recommendation to Metro Council - June 25

TPAC recommendation to JPACT – June 27

JPACT recommendation to Metro Council - July 10

Metro Council action on ATP - July 17



www.oregonmetro.gov/activetransportationplan



Metro | *Making a great place*



May 5, 2014

Metro Council
600 NE Grand Avenue
Portland, OR 97232

Via email to rtp@oregonmetro.gov

Re: Active Transportation Plan and Regional Transportation Plan

Dear President Hughes and members of the Metro Council:

Thank you for the opportunity to comment on the draft Regional Active Transportation Plan and Regional Transportation Plan.

Active Transportation Plan

As we discussed in a joint letter with ten other organizations, we strongly support the Regional Active Transportation Plan (ATP). Creating this plan is an important step toward developing a healthier, more equitable, more cost-effective transportation system. Improved walking, biking, and transit systems are essential to developing communities that are good for families and good for business.

We appreciate that the ATP incorporates important equity considerations as part of the basic framework for improving access to walking, biking, and transit around the region. An ATP grounded in equity principles will support equal access to jobs, economic opportunities, healthy foods, and essential goods and services; address historical disinvestment for impacted communities; and increase opportunities for meaningful community involvement in active transportation decisions. Among the important policy elements are: (1) the plan's focus on working with jurisdictions to increase safety and access to destinations in areas with low income populations, communities of color, persons with disabilities, people with limited English proficiency, youth and seniors; and (2) the policy to serve essential daily needs, especially in areas that support underserved communities. The ATP also includes performance measures for increased access for underserved populations, and for improving safety. Importantly, the ATP acknowledges the need to develop best practices on engaging underserved communities on active transportation projects.

The ATP is also essential to Metro's Climate Smart Communities Scenarios Project (CSC). The Coalition for a Livable Future is a member of the CSC technical advisory committee, and has been engaged on the project for several years. Based on the project's analysis, it is clear that implementing the ATP is essential to meeting our requirement to address greenhouse gas

reductions, and also to support the aspirations of local jurisdictions and people around the region for vibrant neighborhoods with safe and reliable transportation options.

While the ATP provides a strong roadmap, the important work of funding the plan is still to come. The ATP and CSC are important tools for considering how to spend our limited transportation dollars, and for making the case for the need for more active transportation funding to improve safety, public health, and a strong local economy.

Regional Transportation Plan

Because the RTP update is largely a technical update, we focus our comments on two specific issues:

First, the Columbia River Crossing I-5 project (CRC) should be removed from the RTP list. ODOT is [shutting the project down](#), with the shutdown to be completed by the end of May. Keeping the CRC in the RTP reflects the past, not the future, of I-5 corridor planning. We support the edits brought forward with other approaches to addressing issues in the I-5 corridor, but without the continued inclusion of the CRC project itself. For the purposes of air quality conformity, any analysis with CRC on the list should include new analysis of air quality in the I-205 corridor in light of recent research by CRC consultant CDM Smith, which found that the CRC would lead to increased travel on I-205 by as much as 39,500 vehicles per day.

Second, the RTP should include findings on how the system has performed over time. Chapter 4 of the draft RTP includes significant information regarding performance evaluation, but only includes *projected* performance based on modeling potential results between 2010 and 2040. At least as important as how well we think the system might do in the future is how well we have actually done, by measuring change in performance over time. The RTP includes some performance information in Chapter One, including VMT, but does not include many of the measures listed in chapter 4 (table 4.2). The RTP states in Section 4.2.2 that an analysis of System Monitoring Performance is done every two years. Key findings should be included in this section of the RTP. The RTP should also include the list of what is actually analyzed, rather than a sample or recommended list.

Thank you again for the opportunity to provide these comments.

Sincerely,

Mara Gross
Executive Director

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2014) RESOLUTION NO. 14-4526
REGIONAL ACTIVE TRANSPORTATION)
PLAN) Introduced by XXXXXXXXX
)

WHEREAS, completing a connected active transportation network that serves the people of the region, including streets with complete pedestrian and bicycle facilities, a connected regional trail network and safe and comfortable access to transit, is a strategy of city, county and regional plans and policies to develop vibrant, prosperous and sustainable communities with safe and reliable transportation choices, to minimize greenhouse gas emissions and to distribute the benefits and burdens of development equitably in the region; and

WHEREAS, the 2035 RTP identified development of a Regional Active Transportation Plan (“ATP”) as an implementation activity and a critical part of the RTP strategy to achieve city, county, and regional goals and targets and the region’s adopted Six Desired Outcomes (2010); and

WHEREAS, Metro obtained a grant to develop the ATP and in 2012 formed a Stakeholder Advisory Committee (“SAC”) with representatives from Clackamas, Multnomah and Washington counties, the Oregon Department of Transportation (“ODOT”), TriMet, the cities of Forest Grove, Gresham, Hillsboro, Portland, Tualatin Hills Park and Recreation District, Elders in Action, Upstream Public Health, the Bicycle Transportation Alliance, and Oregon Walks to guide development of the ATP; and

WHEREAS, with guidance of the SAC and input from other stakeholders, a draft ATP was produced in July, 2013; and

WHEREAS, on September 26, 2013 the Metro Council, with the advice and support of MPAC and JPACT, adopted Resolution No. 13-4454, which acknowledged work completed to date on the draft ATP and directed Metro staff to work with stakeholders to further refine the plan and to prepare amendments to the pedestrian and bicycle elements of the RTP for final public review as part of the RTP update in 2014; and

WHEREAS, the Metro Council dedicated funding July 1, 2013 through June 30, 2015 to support finalizing and implementation of the ATP; and

WHEREAS, Metro refined the ATP to reflect input from the Metro Council, JPACT, MPAC, the Transportation Policy Advisory Committee (“TPAC”) and the Metro Technical Advisory Committee (“MTAC”), and a regional work group comprised of staff and representatives from the original SAC, Clackamas, Multnomah and Washington counties, the cities of Cornelius, Beaverton, Fairview, Forest Grove, Gresham, Happy Valley, Hillsboro, Milwaukie, Portland, Sherwood, Tigard, Troutdale, Tualatin, Wilsonville, ODOT, TriMet, Tualatin Hills Park and Recreation District, Safe Routes to School National Partnership, 1,000 Friends of Oregon, the Bicycle Transportation Alliance, Oregon Walks, and other stakeholders; and

WHEREAS, Metro received and responded to additional comments on the ATP during the public review comment period from March 21 to May 5, 2014 as described in the “2014 Regional Active Transportation Public Comment Report,” attached as Exhibit B; and

WHEREAS, the ATP is intended to function as a guiding document that provides a vision, policies and a plan, but is not a component of the RTP and does not create binding obligations on local governments; and

WHEREAS, the 2014 RTP, which is proposed for adoption in Ordinance No. 14-1340, includes updated pedestrian and bicycle network maps, concepts, functional classifications and policies based on the recommendations provided in the ATP; and

WHEREAS, cities, counties and agencies submitted pedestrian and bicycle projects to the 2014 RTP that help complete the regional pedestrian and bicycle networks and programs identified in the ATP; and

WHEREAS, JPACT and MPAC recommend adoption of the 2014 Regional Active Transportation Plan attached as Exhibit A; NOW THEREFORE

BE IT RESOLVED that the Metro Council:

1. Adopts the 2014 Regional Active Transportation Plan attached to this Resolution as Exhibit A, to serve as guidance for development and completion of the regional active transportation network; and
2. Directs Metro staff to begin implementing the 2014 Regional Active Transportation Plan through the Regional Transportation Plan.

ADOPTED by the Metro Council this 17 day of July, 2014.

Tom Hughes, Council President

Approved as to form:

Alison Kean Campbell, Metro Attorney

Communities of Concern and the 2014 RTP and 2015-18 MTIP

The analysis and process for communities of concern associated with the long-range transportation plan (RTP) and near-term transportation investments (MTIP).



Where we are in the process

2014

March

- Plan drafted from existing plan updates

April

- Public comment period on plan
- Title VI and Environmental Justice Analysis and the Air Quality Analysis

May –
June

- Public comment period on Title VI-EJ and AQ analyses

July

- Adoption of Plan and analysis reports

2014 RTP

2015-18 MTIP

- Program drafted from allocation processes

- Public comment period on program

- Title VI and Environmental Justice Analysis and the Air Quality Analysis

- Public comment period on Title VI-EJ and AQ analyses

- Adoption of Program and analysis reports

What we are asked to do

- Demographic summary of the region
- Public comment process
- Analysis to inform of potential disproportionate burdens
- Analysis to inform of potential disparate impacts of transit investments
- Avoid, mitigate, or justify burdens and impacts



Points of clarification

The analysis applies at a **regional plan and program scale** – individual projects must also comply with Title VI and Environmental Justice.

Analysis steps

- Developed options for definitions and thresholds for defining Communities of Concern
- Developed draft analysis methodology
- Surveyed stakeholders on draft definitions and analysis method
- Completed analysis for public comment
- Public comment

Analysis limitations

- Analysis evaluates outcome of processes that utilized equity considerations
- Analysis is not tied to aspirational planning goals
- Not an analysis of the existing transportation conditions of Communities of Concern
- Analysis of capital investments only - transit service analysis conducted by TriMet and SMART

Analysis method

- Identified Communities of Concern
 - People of Color
 - Limited English Proficiency
 - Elderly (age 65+)
 - Youth (ages 5 – 17)
 - Low-income
- Analyze level of transportation investment
 - Investments in communities of concern relative to regional averages
 - By both concentrations of communities and by community as a whole
 - In total and by three investment types:
 - Active transportation
 - Roads and bridges
 - Transit
- Qualitative issues



Investment analysis

- Investing at higher rate in all communities of concern than the regional average

Public comment and Qualitative issues

- Support for higher level of investments in communities of concern
- Concern about quantitative method to define disparate impact
 - 4/5ths rule
 - Include other metrics such as safety, access, displacement
- Perform transportation equity analysis
- Need better public engagement
- Other



Recommendations

- Planning & Programming
- Technical analysis
- Communications and public involvement
- Coordination with Metro equity strategy



Next Steps & Schedule

- TPAC: June 27th recommendation
- JPACT: July 10th recommendation
- Metro Council: July 17th adoption



Questions?

Stages of equity and civil rights engagement and impact assessment

(Title VI of the Civil Rights Act and the Executive Order on Environmental Justice)

Updating the Regional Transportation Plan

RTP policies provide the framework for development of city and county transportation system and other plans for projects to be added to regional priority lists.

Regional engagement of underrepresented communities to help develop policies and identify needs.

Cities, counties and agencies independently develop transportation system plans and other plans that call for transportation projects.

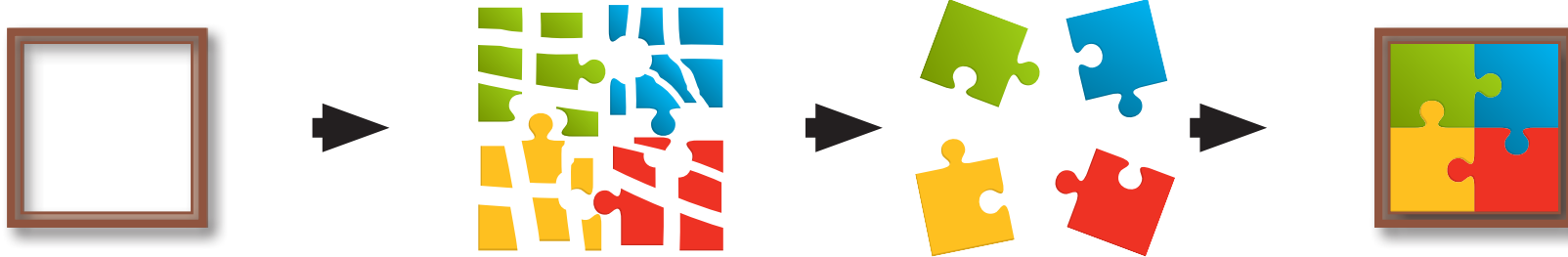
Local engagement of underrepresented communities to develop policies plans; **local assessment** of impacts on these communities.

Cities and counties work together on the county level to prioritize projects for the regional priority list.

Some local engagement of underrepresented communities to develop countywide lists.

The RTP brings city, county regional and state priority projects together to create a regional priority list.

Some regional engagement of underrepresented communities on regional list; **assessment** of RTP regarding effects on these communities.



The Metropolitan Transportation Improvement Program to project development

Cities and counties pursue opportunities for federal funds for short-term priorities, primarily through ODOT and Metro.

Local assessment of impacts on communities of concern.

ODOT, Metro, TriMet and SMART prioritize projects for funding through independent processes.

Equity assessment and consideration through agency prioritization processes.

The MTIP reports how all federal transportation money will be spent in the region over the next four years, bringing together funding packages from ODOT, Metro, TriMet and SMART.

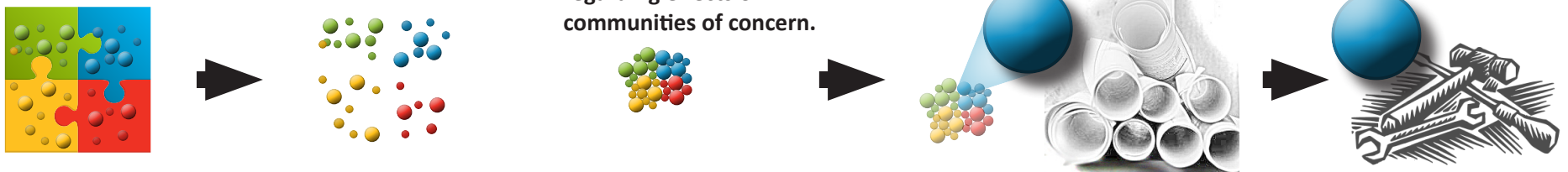
Assessment of MTIP regarding effects on communities of concern.

Funded projects are moved into project development by the city, county, regional or state agency that sponsored them through the funding process.

Project-specific engagement of underrepresented communities to develop the project; **assessment** of impacts of the project on these communities.

The project moves into construction, serving the identified needs.

Mitigation strategies are implemented for disparate impacts that could not be avoided or fully minimized.





**2014 Regional Transportation Plan and
2015-2018 Metropolitan
Transportation Improvement Program
Environmental Justice and Title VI**

Draft Recommendations

June 24, 2014

Recommendations

The following recommendations are to address some of the key themes from the overall findings which should be addressed in advance or as part of conducting the next environmental justice and Title VI assessment. The recommendations are organized by topical area and specific transportation programs at Metro.

Long-Range Transportation Planning and Programming Recommendations

- Conduct a regional transportation infrastructure gaps study to provide context for engagement regarding the transportation needs of communities of concern and future analyses. This study would draw from efforts recently conducted at Metro and throughout the region; this effort may require additional or a shift in resources.
- Develop innovative and robust methods to identify the transportation needs of communities of concern as an early task in the 2018 RTP update process to inform the project solicitation and evaluation phases of the update; implementation of the methods may require additional or a shift in resources.
- As an early task of the 2018 RTP update, develop an updated system performance measure for the Regional Transportation Plan keyed to communities of concern and the transportation issues most important to them, within data and technical limitations; this effort may require a shift in resources to conduct a robust community engagement and technical analysis.
- Identify more specific metrics pertaining to equity for consideration in the nomination and evaluation of projects to the 2018 RTP and 2019-2021 MTIP.
- Provide greater clarity on what is expected of applicants in project nomination materials related to how environmental justice and Title VI was considered in the nominated project(s). The information would be provided as direction for project nomination processes for the RTP and the regional flexible fund allocation process.

Technical Analysis Recommendations

- Further refine the methodology for conducting environmental justice and Title VI programmatic analysis to consider new or additional measures of impact or burden in addition to the level of transportation investment metric. These new or additional measures would be identified from public engagement. Some potential areas of focus include:
 - Investigate which datasets have the ability to be disaggregated and evaluated in a disaggregated method.
 - Investigate different quantitative and qualitative methodologies for evaluating programmatic disproportionate burden and disparate impact.
 - Identify metrics which holistically address the transportation concerns of communities of concern and use these metrics in evaluating regional plans and programming. These may include improved mobility and access, safety, and others identified through public comment.
- Consider methods to assess all transportation funds included in the MTIP for the Title VI and environmental justice evaluation; the current assessment includes federal and state, but not local and other sources.
- Investigate different methods for evaluating disparate impact and disproportionate benefits and burdens. Look at opportunities to potentially streamline and combine the methods; this effort may require additional or a shift in resources.

Communications and Public Involvement Recommendations

- Develop a performance measure or goal for public involvement participation tailored to Metro's efforts in planning (e.g., RTP, MTIP) or project development (e.g. Southwest Corridor Plan), which could be offered as best practices for local jurisdiction transportation system planning and project development processes; meeting this measure may require a shift in planning resources.

- Continue to refine and develop the communications strategy for regional transportation planning and programming which communicates clearly, simply, and effectively with communities of concern. Some potential communications areas include
 - Simplified and accessible messaging to communities of concern which describe Metro's federal obligations (under Executive Order 12898 and Title VI of the Civil Rights Act) at a programmatic level and the obligations of local partners (under Executive Order 12898 and Title VI of the Civil Rights Act) at the individual project level.
 - Simplified and accessible messaging to communities of concern distinguishing the difference in Metro's effort to meet federal obligations (Executive Order on Environmental Justice and Title VI of the Civil Rights Act) and Metro's efforts pertaining to equity.
- Continue to utilize innovative opportunities to engage with communities of concern.

Transportation Planning Coordination with Metro's Equity Strategy Recommendations

- Refine metrics for identifying communities of concern in coordination with the Metro Equity Strategy to create consistency across the agency.
- Participate and engage with Metro's Equity Strategy technical advisory committee to consider and align the community identified indicators with potential and/or commonly used transportation indicators; this effort may require additional or shift in resources.
- Use Metro's Equity Strategy relational mapping work to define how the update of the RTP and development of the MTIP can advance the implementation of the equity strategy; this effort may require additional or a shift in resources.
- Use Metro's Equity Strategy relational mapping as a framework to help define the environmental justice and Title VI work programs; this effort may require additional or a shift in resources.