

Getting there with a connected region



2018 REGIONAL TRANSPORTATION UPDATE

Regional Leadership Forum 1 Report

Exploring Big Ideas for our transportation future

A summary of the April 22, 2016 forum about the future of transportation in the Portland metropolitan region in support of the 2018 Regional Transportation Plan update.

May 25, 2016





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Getting there with a connected region



2018 REGIONAL TRANSPORTATION PLAN UPDATE

Regional Leadership Forum 1 summary

Exploring Big Ideas for our transportation future

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

What did leaders say?

We need a bold vision for our future.

Planning and investment must benefit all families, businesses and communities.

We must grow the pie and spend tax dollars wisely.

On April 22, 2016, the Metro Council convened more than 60 leaders from across the Portland metropolitan area to begin shaping a bold vision for the future of travel in the region. City, county, regional and state policymakers and business and community leaders came together to bring the perspectives of communities and constituents from throughout the Portland region.

These leaders offered their views on:

- current **big issues** around transportation
- emerging **big trends** that will affect future travel
- **big solutions** that can come from an update to the Regional Transportation Plan.



“All of us in the country and literally in the world count on [this region] to lead. And it is time... for you to challenge some basic assumptions... Big visions are what drive change.”

–R.T. Rybak, three-term mayor of Minneapolis

“First, abandon your script. Second, abandon your assumptions. I encourage you to replace them with empathy and curiosity.”

–Mychal Tetteh, CEO, Community Cycling Center



Six key takeaways

1. Our region is growing and changing and so is the world around us.

New partners and innovation need to be part of shaping a shared vision for the future and defining how we work together to achieve it.

2. The region's transportation system is a shared experience and a shared responsibility.

Transportation is a top concern for most people, but we each have our own experience of getting around. Understanding these perspectives will help build a coalition to pursue a mix of investments and strategies that work together and accomplish multiple goals.

3. We need to define a bold vision for the future of transportation and the role it should play in our communities.

Transportation is not an end unto itself, but a means to an end. There's more to be done to communicate the value of investing in all parts of our transportation system.

4. Our transportation system must be inclusive and benefit all families, communities and our economy.

We need to take care of our existing system and invest in all travel options in ways that create an integrated system that is safe, reliable and affordable for all users.

5. Technology and data will be transformational and are key to a bold vision.

Our challenge is to figure out how we harness the connectivity and efficiencies technology can provide while ensuring that it doesn't make existing problems worse or leave some communities behind.

6. We need partnerships and leadership to create a great future.

We can build the future we want for our region. To keep it prosperous and moving, we need to work together to pursue more funding and embrace new voices and ideas.

More information

News coverage and video footage of the forum are available at oregonmetro.gov/snapshot.

Find out more about the 2018 RTP update at oregonmetro.gov/rtp.

Regional Leadership Forum 1 Report

PURPOSE AND BACKGROUND

This report summarizes the discussions of the first of five Regional Leadership Forums that will be convened by the Metro Council in support of the 2018 Regional Transportation Plan update.

2018 Regional Transportation Plan update

Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business with access to safe, reliable and affordable ways to get around.

The Regional Transportation Plan provides a shared vision and investment strategy that guides investments for all forms of travel to keep people connected and commerce moving throughout the Portland metropolitan region. The plan is updated every four years to stay ahead of future growth and address trends and challenges facing the region.

Our region is growing rapidly and straining our aging transportation system. A half-million new residents are expected to live in the Portland region by 2040. Our communities are becoming more culturally diverse, bringing rich cultural activity to neighborhoods. A new generation will grow to adulthood as others move toward retirement. Climate change is happening and our system is not prepared for the expected Cascadia Subduction Zone earthquake. We are experiencing technological changes in transportation that could radically alter our daily lives. Housing affordability and safe, reliable and affordable access to education, jobs and other important destinations are of concern.

The 2018 Regional Transportation Plan update provides policymakers, community and business stakeholders and the public with an opportunity to work together across interests and communities to bring innovative solutions to the challenges facing our changing region. It provides a platform for updating our shared vision for the transportation system and defining strategies and investment priorities to help ensure people and products get where they need to go as congestion, safety and maintenance issues increasingly impact our daily lives.

The 2018 RTP update is an opportunity to define how we will create a safe, reliable and affordable transportation system that is environmentally responsible, efficiently moves products to market, and ensures all people can connect to the education and work opportunities they need to experience and contribute our region's economic prosperity and quality of life.



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

Find out more about opportunities to be involved in the 2018 RTP update at oregonmetro.gov/rtp.

#RTP2018



2016-18 Regional Leadership Forums

To address the challenges and trends facing our region, the Metro Council is convening a series of five Regional Leadership Forums as part of the 2018 RTP update:

- 1 Exploring Big Ideas for Our Transportation Future** 4/22/16
- 2 Navigating Our Transportation Funding Landscape** 9/23/16
- 3 Transforming Our Vision into Regional Priorities** 12/2/16
- 4 Drafting Our Shared Plan for the Region** Fall 2017
- 5 Finalizing Our Shared Plan for the Region** Spring 2018

Forum participants will include members of the Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT), state legislators, and community and business leaders from throughout the Portland region. Working side-by-side, regional and state leaders will bring the perspectives of their communities and constituents to the conversation around the challenges we are facing, our vision for the future and potential solutions for moving forward.

WHAT WE HEARD

On April 22, 2016, the Metro Council convened the first regional leadership forum, *Exploring Big Ideas for our transportation future*, at the Oregon Convention Center. More than 60 leaders from across the Portland metropolitan area begin shaping a bold vision for the future of travel in the region.

City, county, regional and state policymakers and business and community leaders joined in bringing the perspectives of communities and constituents from throughout the Portland region to the conversation.

These leaders offered their views on:

- current **big issues** around transportation
- emerging **big trends** that will affect future travel
- **big solutions** that can come from an update to the Regional Transportation Plan.

In addition to state legislators and members of MPAC and JPACT, participants included ten invited community leaders working in transportation advocacy, environmental justice, workforce equity, skilled trades and issues impacting older adults and ten invited business leaders from established firms, emerging businesses, business alliances and workforce partnerships. In all, more than 110 people attended the forum with 63 invited regional leaders and 50 general audience members.

John Williams, Metro Deputy Planning Director, facilitated the forum. A summary of the morning's opening remarks, featured speaker remarks and small group discussions follows.

Opening remarks

Wood Village Council President Tim Clark, Chair of the Metro Policy Advisory Committee, recognized state legislators in attendance and thanked everyone for investing time to be part of the conversation that will set the region's direction on transportation investments for the next 25 years. He shared his excitement that the regional table has been expanded to include legislators and community and business leaders to help create a shared vision for our region's transportation system.

Chair Clark emphasized that success in the RTP update process hinges on how well we work together. He asked participants to be open to perspectives at the table they may not have considered before, to give everyone a chance to speak, and to embrace their leadership roles by

What did leaders say?

We need a bold vision for our future.

Planning and investment must benefit all families, businesses and communities.

We must grow the pie and spend tax dollars wisely.



representing the interests of all their constituents in the discussion. He also challenged participants to take the opportunity during the breaks to introduce themselves to someone they haven't met before.

Metro Councilor Craig Dirksen, Chair of the Joint Policy Advisory Committee on Transportation, thanked everyone for participating in the forum and shared his excitement for beginning the two-year conversation that seeks to make the regional transportation planning process more connected and relevant to the people and businesses that rely on our shared transportation system.

He emphasized the importance of respectful dialogue in everyone's roles as leaders to give full attention to the issues that impact our communities and ensure everyone in the region has access to the quality of life that makes this place special. He acknowledged the community and business leaders at the regional table and the importance of actively engaging local, regional and community partners throughout the process.

Mychal Tetteh, CEO of Community Cycling Center, acknowledged how today's conversation is a wonderful way to kick off Earth Day 2016. He reflected that as we embark on the RTP update, everyone should consider what they need to carry on this journey, and what we might consider leaving behind. He provided two recommendations for the day: "First, abandon your script. Second, abandon your assumptions ... replace them with empathy and curiosity."

Mychal said, "If you do so, together we may position our region to make breakthroughs in transportation planning and implementation that may not be possible any other way." He expressed his hope that everyone can do more than just draw on their neighborhood, or constituent perspective and contextualize our work together in relationship to a world where the only constant is change. He acknowledged the forum as a new approach, stating, "Because this is a new approach to engagement, I don't want those of you who are all too familiar with regional government processes to be unprepared for the opportunity that awaits."

He challenged the group by asking, "What are you going to do to help make the world a better place today?"



*First, abandon your script.
Second, abandon your assumptions. I encourage you to replace them with empathy and curiosity*

*- Mychal Tetteh, CEO,
Community Cycling Center*

Featured speaker

The forum was designed to foster leadership and collaboration and the theme was highlighted with featured **speaker R.T. Rybak**, three-term mayor of Minneapolis, recounting the familiar challenges of aging infrastructure, and citing the tragedy of the collapse of the Interstate 35W Mississippi River bridge during the evening rush hour in 2007, killing 13 people and injuring 145. Rybak challenged the crowd to step up into the leadership role the country expects from the Portland region and think boldly about transportation.

The challenges of changing needs and interests among different age groups, Rybak suggested, promote a new way of traveling that the Portland region is capable of addressing with our transportation options including a transit network, connected pedestrian walkways and bike paths, and shared ride services along with driving. Rybak characterized the region's transportation system as a "shared experience," urging leaders in the room to think about and engage all of the region's residents when thinking about the future to shape a common vision to drive the change that's needed.

Rybak emphasized the importance of making sure that the system serves all residents, and that its future is tied to helping people find affordable places to live and good jobs for work. He urged leaders to find ways to accommodate the growing interest of people with higher-incomes in living close to jobs and transit, while also protecting affordability and access for people with lower incomes.

Rybak shared the observation that transportation problems have a habit of holding up freight. Streets aren't safe enough for kids, commuters or seniors, he continued, adding that transit systems can't keep up with demand, or leave some areas underserved. It may seem that transportation problems demand transportation projects as solutions, he concluded.

But Rybak said leaders should approach transportation by seeing it as more than just moving people and goods from Point A to Point B. "We should never really be talking just about transportation," he said. "We should talk about the kind of communities we want to have," adding that it means leaders, advocates and others have to get beyond everyone fighting for their own share and their own projects. Diverse interests need to be willing to lay everything on the table – even "lock the door," as he put it, until a common vision can be hammered out. Big visions are what drive change, he argued, not fighting over every last penny in what he called a "culture of scarcity." He called out to the Portland region to step up to the challenge.



All of us in the country and literally in the world count on [this region] to lead. And it is time...for you to challenge some basic assumptions...Big visions are what drive change.

- R.T. Rybak



When our region speaks about transportation...there is a focus on the Portland central city...and we know that what makes up the Portland [area] economy is a much more diverse set of workers and industries. I wanted to make sure the voices of those workers get represented in this process.

- Leigh McIlvaine, Oregon Tradeswomen, Inc. WANTO Project Manager

Key takeaways and summary of small group discussions

Following the opening remarks, leaders discussed top challenges and trends that should be addressed in the RTP update and potential solutions that could be incorporated into the plan to advance a safe, reliable and affordable transportation system in the Portland region. Six key takeaways and a summary of the small group discussions (*in italics*) follows.

1. Our region is growing and changing and so is the world around us.

New partners and innovation need to be part of shaping a shared vision for the future and defining how we work together to achieve it.

Leaders recognized that a major transformation is under way, changing the way we will travel over the next 25 years, and that our solutions will need to shift with it. There was also common agreement on the problems and trends affecting the future of transportation in our region – congestion, safety, affordability, insufficient funding, aging infrastructure, technology, climate change, seismic resiliency, and changing demographics.

There was a recognition that there are real costs to the region if we don't invest in our future – costs to families, costs to businesses, costs to government – and costs to the State of Oregon.

2. The region's transportation system is a shared experience and a shared responsibility.

Transportation is a top concern for most people, but we each have our own experience of getting around. Understanding these perspectives will help build a coalition to pursue a mix of investments and strategies that work together and accomplish multiple goals.

Leaders discussed the need to maintain and protect our critical highways, bridges, local roads, and transit services, as these are the backbone of our economy, expressing that to do otherwise would be irresponsible and costly. From there, leaders felt we need to make sure we are operating our transportation system efficiently to ensure we make the most of the investments we've made and provide an integrated, seamless network to stretch taxpayer dollars.

In addition to keeping the existing system in a state of good repair, leaders discussed the need to continue investing in all options of travel – biking, walking, taking transit, carpooling, ride sharing services, driving and moving freight – as one seamless system with

all options contributing to the region's economic prosperity and quality of life.

Leaders talked about the need to break down the siloed-thinking that often positions one transportation mode against one another. Leaders acknowledged that a lack of funding and limitations on how existing funding can be spent has led to an emphasis on single solutions. Leaders understood that better transit service and making biking and walking safe and convenient will help increase road capacity for freight.

There was a recognition that siloed-thinking has also limited our ability to link housing and transportation goals related to affordability. Many leaders called for exploring new solutions related to funding projects in underserved communities, improving safety, use of technology and digital infrastructure, rethinking our streets and public space, making transit more affordable, reliable and time-competitive, and integration of new options such as on-demand travel services and trip planning tools to help ensure every person and business in the region has access to safe, reliable and affordable ways to get around. All parts of the transportation system, leaders agreed, need to work together regardless of jurisdictional responsibility or ownership.

Ideas suggested include:

- fixing potholes and keeping the existing system in good condition;*
- building protected bikeways and complete streets to provide safe biking and walking routes to schools, transit and other destinations;*
- fixing bottlenecks on I-5, OR 217, and I-205, especially those affecting freight;*
- expanding transit coverage and frequency, including community and job connectors like GroveLink and connections between suburban communities;*
- integrating transit with technology and shared mobility services;*
- seeking opportunities to restructure freight distribution;*
- ensuring first/last mile connections to intermodal facilities and distribution centers;*
- using dedicated lanes for freight and multi-occupant vehicles;*
- pursuing the next level of demand management to increase the efficiency and optimization of existing system;*
- pursuing congestion pricing and tolling; and*
- retrofitting our bridges and transit system to withstand the expected Cascadian Zone earthquake and major storm events.*



The biggest issue I am hearing about is congestion spilling off I-5...It really validates the Climate Smart Strategy that we all coalesced around, including investment in increased transit services - especially around the suburban to suburban outer ring of the region.

- Mayor Knapp, City of Wilsonville



It is our job to advocate for those who are needing a voice in our community, both communities of color, individuals living in poverty, individuals who are having a challenge making the next step and also make sure we are advocating for our business and making sure they have the right talent. Sometimes transportation is the biggest barrier from both perspectives.

- Bridget Dazey, Executive Director Clackamas Workforce Partnership

3. We need to define a bold vision for the future of transportation and the role it should play in our communities.

Transportation is not an end unto itself, but a means to an end. There's more to be done to communicate the value of investing in all parts of our transportation system.

Leaders talked about the importance of having a bold vision for the region's transportation system and the need to work together to define how to achieve that vision. Leaders expressed the need to come together around a shared vision that considers: a transit system that's fit for the future and connects people to the places they need to go; a freeway network that's safe, reliable and well-managed; a regional system of trails and streets that keeps everybody safe on foot, on a bike, and in a car, bus or semi-truck; freight systems that keep our region and ports competitive; and a transportation system that keeps pollution out of our air, rivers and streams and is refitted to keep our bridges standing after an earthquake.

Leaders shared many ideas about possible sources of funding, recognizing that we can't continue carving up the same limited funding pie and that, instead, we need to work together to "grow the pie." Ideas suggested include: user-based fees, increased gas tax and vehicle registration fees, congestion pricing, tolling, vehicle mile traveled fee, sales tax, and a regional transportation ballot measure.

There was a shared recognition that we have work to do to build public trust that any new funding would be spent wisely. By demonstrating the benefits in a cohesive vision of a better connected future, leaders suggested, the public may be more willing to finance the ever-increasing infrastructure needs of today and tomorrow. Some leaders offered that increased funding and investment should be coupled with prioritizing investments that achieve the mix of economic, social and environmental outcomes called for in the RTP.

4. Our transportation system must be inclusive and benefit all families, communities and our economy.

We need to take care of our existing system and invest in travel options in ways that create an integrated system that is safe, reliable, and affordable for all users.

Leaders discussed the importance of applying a social equity lens to planning and investment decisions to help:

- *ensure our decisions take into account the benefits and impacts to low-income communities, communities of color, youth, older adults and people living with disabilities*
- *maximize access to opportunity (e.g., jobs, school and services) and growing communities around transit without displacement*
- *link our transportation, community design and housing goals related to affordability and access to opportunity to make progress on all three, such as connecting low-income families to middle-income jobs*
- *expand shared on-demand mobility options and trip planning tools to serve all communities and individuals – across age, race, gender, geography, and income-level.*



5. Technology and data will be transformational and are key to a bold vision.

Our challenge is to figure out how we harness the connectivity and efficiencies technology can provide while ensuring that it doesn't make existing problems worse or leave some communities behind.

Leaders called out how technology and data are driving the transportation conversation, our policy making and how we will travel in the future. Smart cities (e.g., cities that integrate multiple data and communication technologies to meet transportation needs), connected and driverless vehicles, Big Data, personal technology devices, freight delivery and shared mobility services (e.g, Uber and Lyft) were among the topics identified by leaders. Discussions spotlighted how we can use data to change the way we get around, deliver services, and make investment decisions. Data and technology, leaders proposed, will help us reach our transportation goals, improve the quality of our neighborhoods and allow us to think smarter, finding more innovative and creative solutions to some of our most pressing challenges. Leaders also discussed the importance of ensuring that new technology doesn't make existing problems worse or leave some communities behind.

We have some pretty bold visions...but we don't have the ability to meet those with our current funding allocation. [O]ur own growth and success is starting to catch up and we don't have the money to stay ahead of that.

*- William Henderson,
Portland Independent
Chamber of Commerce*

6. We need partnerships and leadership to create a great future.

We can build the future we want for our region. To keep it prosperous and moving, we need to work together to pursue more funding and embrace new voices and ideas.

A recurring theme in the table discussions was that keeping up with growth and building the future we want for the region requires us to think big, spend money more strategically to accomplish multiple outcomes, and build more consensus across diverse interests and perspectives on what the solutions are in the short and long-term.



Many agreed that all interests should be at the table to share their perspective and that understanding those perspectives will help build a coalition to pursue the funding, investments and strategies that are needed to address the region’s many transportation needs.

Regional Snapshot Series

To reinforce the value of bringing local and personal experiences to the conversation in order to learn from each other, three videos clips were shown throughout the forum from Metro’s Regional Snapshot Series.



The full series of videos and stories and statistics on the experiences of residents and businesses and how they get around the region can be viewed at oregonmetro.gov/snapshot.



For more stories and stats about our changing region, visit oregonmetro.gov/snapshot

I’m interested in what happens not only in our community but also what happens regionally. If we don’t get it right regionally, it doesn’t matter how good we are in our particular city.

- Councilor Jeff Gudman, City of Lake Oswego

NEXT STEPS

There is strong support for our shared transportation system and clear focus on the need to maintain the system we have today, address congestion, link our housing, transportation and workforce goals, meet seismic needs, and make appropriate investments in our system of highways, streets, transit, and biking and walking routes. Leaders recognized this forum was the beginning of many conversations on how to do that important work together with new voices and partners at the table.

The next forum is scheduled for Sept. 23, 2016 and will focus on funding. Find out more about upcoming opportunities to be involved in the 2018 RTP update at oregonmetro.gov/rtp.

Regional Leadership Forum 1 Report Attachments

Getting there with a connected region



2018 REGIONAL TRANSPORTATION PLAN UPDATE REGIONAL LEADERSHIP FORUM 1

Exploring Big Ideas for our transportation future

8 to 11 a.m., Friday, April 22, 2016
Oregon Convention Center, Rooms F149-152

THREE REASONS TO ATTEND

Decision makers,
and community
and business
leaders – all at the
same table

Our success hinges
on how well we
work together.

The place for bold thinking

National, state and
local leaders bring
their insights to
the discussion.

Opportunity to help create the future you want

Five forums over
two years to
shape, direct and
lead change.

7:30 a.m.

Registration, light breakfast and networking

8 a.m.

Welcome and morning overview

John Williams, Metro Deputy
Planning Director

Wood Village Council President
Timothy Clark, MPAC Chair

Metro Councilor Craig Dirksen,
JPACT Chair

Mychal Tetteh, CEO
Community Cycling Center

8:20 a.m.

Featured speaker

More than just Point A to Point B

Building great communities, boosting
economic prosperity and ensuring quality of
life through transportation investments

R.T. Rybak
Three-term mayor
of Minneapolis

Followed by Q&A

9:10 a.m.

Big Issues

- *What is the one Big Issue around transportation that you hear about most from your constituents or community?*

Small group discussion

Big Trends

- *Picture the region 10 years from now, what Big Trends will affect future travel and how?*

9:50 a.m.

BREAK

10:05 a.m.

Big Solutions

- *Viewing the RTP as a tool for change, what Big Solutions should be considered in the 2018 RTP update?*

Small group discussion and
report out (pitch your Big
Solution)

10:55 a.m.

Next steps

John Williams

11 a.m.

Adjourn

Featured speaker

R.T. Rybak, former three-term mayor of Minneapolis, served from 2002 to 2013. During his time in office, Rybak led efforts in economic development, affordable housing, transportation and youth violence prevention. Rybak will share his experiences leading a diverse metropolitan area and responding to the collapse of the I-35W Mississippi River Bridge that was rebuilt to expand travel options in his community.



When he left office, Minneapolis had restored its AAA bond rating, enjoyed the lowest unemployment in the country and put 20,000 young people through the STEP-UP summer jobs program he founded.

He is currently serves as executive director of Generation Next, a coalition of civic, business and school leaders focused on closing the educational achievement gap for children of color in Minneapolis and Saint Paul. His goal through this work is to make Minneapolis and St. Paul a national leader in innovative, cradle-to-career approaches to youth development, and to highlight the crisis of our region's achievement gap and advance effective strategies for ending it.

Rybak is the author of the just released "Pothole Confidential" about his 12 years as mayor of Minneapolis. Rybak also serves as a Vice Chair of the Democratic National Committee and as a Senior Advisor for Municipal Practice at Living Cities.

A Minneapolis native, R.T. Rybak spent almost 30 years working in journalism, the commercial real estate business, publishing and the Internet before being elected mayor in his first run for public office. He and his wife Megan O'Hara, have two grown children.

Regional Leadership Forum #1 | Small group discussion participants | April 22, 2016

TABLE 1:

1. Bernard, Jim (MPAC, Clackamas Co.)
2. Burkman, Jack (JPACT, City of Vancouver)
3. Chase, Sam (MPAC Liaison, Metro Council)
4. Freeman, Rob (Fred Meyer Clackamas)
5. McFarlane, Neil (JPACT, TriMet)
6. McIlvaine, Leigh (Oregon Tradeswomen, Inc.)

McTighe, Lake – table captain

TABLE 2:

1. Bartlett, Bruce (Washington County community member)
2. Bergsma, Hal (AARP)
3. Doss, Camron (Portland District SBA Director)
4. Doyle, Denny (JPACT, 2nd Largest City in Washington Co.)
5. Jones, Dick (MPAC, Clackamas Co. Special Districts)
6. Salz, Aly (Righteous Clothing)
7. Treece, Pam (Westside Economic Alliance)

Dobson, Noelle – table captain

TABLE 3:

1. Collette, Carlotta (MPAC Liaison, Metro Council)
2. Eiland, Jill (Intel)
3. Hayes, John (MPAC, School Districts Rep.)
4. Lahsene, Susie (JPACT, Port of Portland)
5. Monroe, Rod (Senator; District 24 – E. Portland/N. Clackamas Co.)
6. Novick, Steve (JPACT, City of Portland)
7. Schlosshauer, Kari (Safe Routes to School National Partnership)

Perrault, Ramona – table captain

TABLE 4:

1. Cardwell, Gary (NW Containers)
2. Reardon, Jeff (Representative; District 48 – Happy Valley)
3. San Soucie, Marc (MPAC, 2nd Largest City in Washington Co.)
4. Savas, Paul (JPACT, Clackamas Co.)
5. Stacey, Bob (MPAC Liaison, Metro Council)
6. Stober, Ty (MPAC, City of Vancouver)
7. Tetteh, Mychal (Community Cycling Center)

Deverell, Colin – table captain

TABLE 5:

1. Brent, Syni (RPM Mortgage)
2. Dazey, Bridget (Clackamas Workforce Partnership)
3. Gamba, Mark (MPAC (1st Vice Chair), Other Cities in Clackamas Co.)
4. Grover, Bob (Pacific Landscape Management)
5. Hughes, Tom (Metro Council)
6. Kransky, Gerik (Bicycle Transportation Alliance)
7. Lininger, Ann (Representative; District 38 – SW Portland, Lake Oswego)

Zucker, Ina – table captain

TABLE 6:

1. Craddick, Shirley (JPACT Liaison, Metro Council)
2. Dembrow, Michael (Senator; District 23 – SE/NE Portland)
3. Newberry, Skip (Technology Association of Oregon)
4. Rall, Chris (Transportation For America)
5. Willey, Jerry (MPAC, Largest City in Washington Co.)
6. Windsheimer, Rian (JPACT, ODOT)

O'Brien, Tim – notetaker

Snook, Jamie – table captain

TABLE 7:

1. Bogue, Emerald (MPAC, Port of Portland)
2. Collier, Corky (Columbia Corridor Association)
3. Dirksen, Craig (JPACT Chair, Metro Council)
4. Hastings, Chad (CenterCal Properties)
5. Hovies, Gordon (MPAC, Washington County Special Districts)
6. Knapp, Tim (JPACT, Cities in Clackamas Co.)

Ursin, Nikolai – table captain

TABLE 8:

1. Clark, Tim (MPAC Chair, Other Cities in Multnomah Co.)
2. Gudman, Jeff (MPAC, 2nd Largest City in Clackamas Co.)
3. Harrington, Kathryn (JPACT Liaison, Metro Council)
4. Hashagen, Ryan (Better Blocks Portland)
5. Henderson, William (Knock Software)
6. Satterfield, Vivian (OPAL Environmental Justice Oregon)
7. Truax, Pete (MPAC, Other Cities in Washington Co.)

Cho, Grace - notetaker

Ellis, Scotty – table captain

Regional Leadership Forum #1 | General audience attendance list | April 22, 2016

1. Tom Armstrong
2. Becky Bodonyi
3. Dan Bower
4. Karen Buehrig
5. Alice Cannon
6. Brad Choi
7. Carol Chesarek
8. Chris Deffebach
9. Jeff Dahlin
10. Rob Dixon
11. Denny Egner
12. Lori Figone
13. Judith Gray
14. Bill Holmstrom
15. Brendon Haggerty
16. Chad Hastings
17. Eric Hesse
18. Jim Hagar
19. Robert Hillier
20. Heather Koch
21. Karla Kingsley
22. Katherine Kelly
23. Mary Kyle McCurdy
24. Steve Kountz
25. Alan Lehto
26. Mauricio Leclerc
27. Stephan Lashbrook
28. Jon Makler
29. Zoe Monahan
30. Don Odermott
31. Alex Page
32. Cora Potter
33. Mark Ottenad
34. Jeannine Rustad
35. Matt Ransom
36. Bandana Shrestha
37. Gary Schmidt
38. Clay Veka
39. Joanna Valencia
40. Elaine Wells
41. Jonathan Schleuter
42. Jeff Hamm
43. Todd Juhasz
44. Deanna Palm
45. Steve Williams
46. Jason Hitzert
47. Jason Gibbons
48. Adam Barber
49. Jessica Berry
50. Andrea Hamburg
51. Craig Ward

**4/22/16 Regional Leadership Forum
Table Notes from Small Group Discussions**

Question #1 | BIG ISSUES

Describe the one Big Issue – or transportation challenge – that you hear about most from your community or constituents?

Table 1

- Digital divide
- Equity issue
- Plans that we make serve workforce equitably
- Maintaining and taking care of what we have
- Can never build enough to resolve the problem
- Lack of connectivity – bike, ped, transit
- How we work with partners at state – how we get citizens to invest more
- Congestion, road maintenance and funding. How we communicate with the community to get them to invest more.
- Congestion – 14 miles 1.5 hrs. Single biggest issues – safety and interaction between trucks, bikes, etc. Issue because of coast – labor, extra fuel effects ability to serve customers
- Rose Quarter and I-5 Bridge
- Seismic resiliency - resilient transit and transportation system; climate change – Big weather; infrastructure maintenance.
- Access to jobs – manufacturing – construction – not always accessible by transit. Transit/job mismatch for low-income women. Voices of low-income people not included.
- Impacts to low income communities – cost to these populations need to include housing and equity issues.
- Split between urban and rural communities – TRUST – for funding and to get projects done.

Table 2

- Think from consumer perspective.
- Small business population increase stresses the system, now to future.
- Clackamas County business – 35 employees has ↑ commute time and ↓ reliability – flex to offer options.
- Alternative modes for seniors, safety and getting to transit.
- Oak Lodge Ride Connect – first mile last mile solutions – not just for transit but for commuters. Grove link is a good example.
- Cost of congestion – what does it cost all of us? Conflicts between modes of transportation. Not a zero sum game.
- Congestion. Hearing for 20 years – “Why don’t we build more roads?”
- Parking in neighborhoods.

- Lack of education about the cost of congestion and the link between urban congestion issue with others around the state.

Table 3

- Moving product – businesses struggle.
- School funding vs. transportation funding; congestion = loss of business = less \$ for schools; inter-related.
- Better transit would increase capacity for freight; highways need to work for freight.
- Want to walk/bike to school, but not safe and getting kids to school safely AND congestion – no \$\$\$.
- Getting workers to work – transit hasn't kept pace.
- Congestion/safety/parking.

Table 4

- Can't just solve freight: how to address all parts of the system.
- Need to be multi-dimensional; balance; community; walkability.
- Congestion x3; highways; planning life around commuting.
- PDX rail. Model is broken for freight; destination and export location; inefficiency; co-locating.
- Congestion x3 big @ local table. Product through PDX. Emerging hwy. Capacity; outgrown system.
- Need all of the above; focusing on the scraps of funding has over-emphasized single solutions; we need to expand the pie to address all needs.
- Congestion; vision zero; big ideas with small impact; incentives; safety.
- Suburban to suburban transportation; new Columbia River crossing.

Table 5

- Industrial mix in Tualatin; freight on roadways, bring workforce in; government creates a better plan; need more leadership.
- Safety – safe streets – home → protected lanes – designated routes.
- Transportation is #1 challenge in getting to living wage jobs; getting around the region.
- Congestion growing; no current plan to relieve that; hard to move freight without going into Portland.
- Perspectives: a) Local – potholes; can't walk to grocery stores – too dangerous; b) Cost of housing rising – even for solid wage earners – affordability – “Drive to qualify” – live further from work; takes too long to get places.
- Congestion – not so bad depending how measured; safety.
- Less time with family because in traffic; childcare cost is so high; education will suffer – ripple effect; shouldn't silo transportation.
- Transportation doesn't get sufficient funding – maybe gas tax ↑.

Table 6

- Education/communication/media current on benefits of alternatives.
- Getting people to and from work – productivity loss.
- Mobility for seniors (Health impacts from highway).
- Blend of mobility – getting to work, freight reliability for shipping time sensitive.

- Transit access to industrial areas and congestion.
- Safety
 - Who owns street
 - Housing issue – affordable.
- Congestion – keep freight/people moving.
- Frustration with congestion → safety issues.
- Think different about transit/technology imp.

Table 7

- Collective system approach to congestion management – new approach to transit that does not always head downtown; better serves suburbs.
- Congestion – restricting economic growth.
- Appropriate balance of modes.
- Truck traffic on highways growing due to Terminal 6 issues.
- Getting low wage people to shopping centers to fill jobs available/reactive to transportation problem rather than proactive.
- Designing safety within street system – often impedes truck traffic.

Table 8

- Congestion and traffic
- Funding; impact on infrastructure; maintenance; improving/enhancing what we have.
- Safety; travel differently throughout the day.
- Parking; affordable housing.
- Housing affordability, transportation options, jobs access, internet. Transportation choices across economic spectrum.
- Funding; affordable housing; transportation options.
- Affordable housing; access to jobs.

Question #2 | BIG TRENDS

Picture the region 10 years from now. What **Big Trends** will affect future travel and how?

Table 1

- Don't fail first then fund.
- Technology trends – Uber, connected vehicles. Autonomous vehicles. Equity implications
- GIS auto routing around congestion – into neighborhoods. Partnered with companies such as Lyft. Integrated payment platforms.
- Different use of the transportation system.
- Push back on “subsidizing” transit – need to show that driving is subsidized, including where we subsidize and how we subsidize.
- Older demographic wants roads/cars; younger demographic – less interest in driving.
- People looking for transportation options.
- Growing business and growing population – growing need to move more freight.
- Hard to get freight across I-5/Columbia.
- Internet industry taking the place of brick and mortar – e.g. ordering groceries online, use of the internet.
- Employees needing to move around.
- Affordability to housing – transportation connection.
- Fear that we are going to lose our economy – freight fear.
- Demographic – geographically.
- Suburbanization of poverty decentralization of people that need serves.
- Public and private partnerships – natural alignment
- Integration of apps, technology and different modes.

Table 2

- Some people feel like they (have) advantages, but other communities don't.
- Discussion about whether we can bring whole state along or region needs to do it “alone.”
- Driverless cars; other technology – don't have to be there in person to participate.
- Washington County has built trust, good use of \$, repair work contrast with City of Portland.
- Washington County – all cooperate, courageous politicians.
- PERS, general fund shortage – statewide transportation is low priority.
- Clackamas County feels why are we paying for something in Washington County.
- Last mile first mile.
- People are lazy – won't walk ½ mile.
- Climate refugees.
- Rural areas getting goods to market.
- Land use solutions improve quality of life for seniors.
- Diverse, older communities.

- Fast growing Hispanic population living in places without affordability of housing and transportation infrastructure.
- Diversity of regional communities, not just racial diversity. Diversity geographically different from Portland.
- Not recognizing all different types of communities.
- Negativity about roads versus trails.

Table 3

- Busses and trucks moving to clearer fuels (natural gas, propane, electric).
- Leadership being squashed by ballot and referendum.
- Last – mile connectors – small vans, buses, jitneys, etc.
- Sharing economy/flexible economy.
- Changes in moving freight = alternatives – Uber for freight!
- Technology causing changes to freight and all transportation.
- Cleaner, quieter vehicles may spur development closer to busy roads and highways.
- Question: Equity issue; some new technology will be affordable, some will not!
- Question: How will we pay to keep Willamette bridges in the earthquake?
- Problem: Analysis paralysis.

Table 4

- Transportation is contextual – jobs and personal needs (food, employment, safety) harm/withering economy due to lack of mobility – turned into poverty with weak mobility – businesses are increasingly focused on transportation constraints.
- Quality of life – tech companies drive up cost of living, but also not needing the same transportation access.
- Understand broader challenges in terms of transportation density and sprawl having different effects – property value increases and displacement.
- Trend of on-demand services/privatization - is the system responding? Online ordering continued inability to internalize external costs - private sector response is Uber/Lyft, etc. to a system that's not working.
- Assumption that road expansion is as solution to growing congestion?
Telecommuting
- Trend to autonomous vehicles – implication for freight capacity – technology will make huge splashes; signals, cars, transit, technological innovation – more localized.
- Lack of leadership – connectivity – scatter shot development has fragmented system and induced demand - region cannot wait for state and federal.
- Cheap power and water; demographics and economic development implications – land use: Clark County growing like crazy along I-5 to Woodland.
- Central City economic development impacts commuters travel costs in Washington State.
- Increase in gas tax and user fees can help.

Table 5

- Smartphones for maps, bikes, ridesharing, parking spots – use phones to give mode options; private sector is important.
- Technology - Tesla Model 3 – \$14B sold in one week.
- Hope for future

- Better predictability on local projects to get funded.
- When there were federal earmarks.
- Technology and young people – different ways of communicating and being political online.
- More community for young people – kids who lived through recession, better at sharing resources, multi-purposing.
- Rethink how we pay for transportation –
 - All modes, all sources.
 - Sell the vision.

Table 6

- Technology
 - Autonomous vehicles.
 - How does the infrastructure catch up?
- More travel options to allow access to other modes.
- Increased access to information.
- Population increase → demographic changes. Providing options for families.
- Funding needs cooperation from all sectors and needs alternatives to fund future improvements.

Table 7

- Internet commerce growing and its impact on transportation.
- Less predictable commute patterns because of housing affordability and employment opportunities outside downtown core.
- Technology bringing down cost of transportation (electric cars).
- New residents are influencing transportation system.
- Better information on congestion/gas to influence transportation choices.
- Growing freight movement as economy improves.

Table 8

- Automated vehicles; system-wide.
- Technology and network efficiency use; beyond what we know and use today → build into system and for user. Are work groups talking about this? Elected to talk more openly about the role of technology.
- Existing system is not as adaptive to disruptive technology.
- Rethink technology on other systems and how they will interact with the next big idea/disruption (transit strategy).
- Technology as the travel information tool → tell which mode you use.
- Role of government and regs access to info!
- Transportation system as more flexible and adaptable.
- Diversity of/for/the system.
- Demise of transportation monoculture.
- We are all in this together – COMMON GROUND.
- Broadband infrastructure.
- Metrics, measures and performance – common ground – data to drive/inform trends. Common ground.
- Driver behavior → design and other features to change travel behavior.

- Changing demographics. Making decisions around understanding the differences of people.
- Tech moving into private/proprietary systems.
 - Concern governments cannot influence.
 - Government regulatory role.
- Displacement.
- More sensory imbedded infrastructure for data collection.
- Understand all the tools available; understand each other.
- Freedom on Information Act (FOIA) should/has to be a two-way street.

Question #3 | BIG SOLUTIONS

Viewing the RTP as a tool for change, what **Big Solutions** should be considered in the 2018 RTP update?

Table 1 Big solutions poster

1. Break down silos between modes – all in it together – framing projects as community projects – equity.
2. Break down silos between housing and transportation-related problems and related solutions.
3. Dedicating parts of the system to freight starting with freeways.
4. Middle transit – the “collectors” of the transit system.

Table 1 additional notes on Big Solutions

- Between transportation user groups – complete projects – multi-modal focus balance between user groups.
- Break down silos – community projects = big projects with equity hardwired in
- Frame projects as community projects and turn this into a strategy of building an equitable community – bring more than just transportation tools.
- More people using transit to free up roadway space for trucks.
- Explore bringing technology together to address equality.
- Big funding strategies for transportation.
- Integrate strategies for housing and equity – related problems need related solutions.
- Dedicate lanes to freight.
- Develop structure – two state – legal authority to make decisions.
- CRC for freight – Dedicated freight lanes; truck and light rail bridge. Build more or get existing cars off the road. Can’t build yours way out of congestion.
- Get people to live closer to their jobs.
- Middle transit – regional system “collectors” of transit.

Table 2 Big solutions poster

1. Spend \$ on technological solutions – system can work better or won’t have to travel at all.
 2. Non-financially constrained RTP – aspirational leadership. THINK BIG.
 3. Funding for first mile – last mile, like Forest Grove link.
 4. Package of small solutions (filling the gaps) / big solutions.
 5. Policy – jurisdictional agreement/cooperation on geog/area of overlap.
 6. Safer bike; ped infrastructure, trails; providing recreational space within residential areas / increased prominence in active transportation plan.
 7. Tolling – i.e. supporting to market – New Jersey dedicated freight lanes, dedicated toll lanes.
 8. Accept that we’re going to bother/inconvenience people, i.e. tunnels, west-side bypass.
- (Side comment): No idea is a bad idea.

Table 2 notes on Big Solutions

- Local responsibility, but don't ignore the state.
- Tie solutions to projects, benefits.
- Show accountability and public trust in spending \$ where you said you were going to spend it.
- Flex schedules.

Table 3 Big Solutions poster

- Set goals, propose projects, then get \$.
- Common understanding of the problem (listen to the consumer).
- All stakeholders at the table – create package.
- Consider new funding sources.

Table 3 additional notes on Big Solutions

- We need funding! Prioritize transportation funding and what the projects will be.
- Analysis paralysis.
- Delivering products voters still support again and again.
- Too many coalitions, not enough product.
- Sales tax? At polls.
- Gas tax? Losing proposition due to electric vehicle registration fees and hybrid cars.
- User fees? Still have constitutional problem/limit on \$ raised → VMT → congestion pricing.
- Grant and foundation funding? Smart city grant, for example.
- Come up with list of projects voters will support.
- Regional tax and/or fee?
- Cannot just continue carving up the same funding. If you pay for bikes, you are not paying for something else.
- Increasing road capacity by getting people off the roads through sidewalks, bike lanes and transit.
- Building coalitions.
- Show leadership and raise funding!
- Government investing in technology research (federal Smart Cities Challenges grant).
- Think about what the consumers want.
- Connecting institutions of learning with transit.

Table 4 Big Solutions poster

- Manage and invest in mainline system.
- Next-level demand management.
- Restructure freight distribution.
- Funding:
 - Communicate the vision
 - “Grow the pie”
 - Investment in technology

Table 5 Big Solutions poster

- Build more protected bike infrastructure and trade in cars for electric bikes.
- Progressive tax on transportation users no matter what type of transportation/mode to fund all modes *(WITT)
- Triple bottom line analysis on building new projects.
- Toll new roads – pay for convenience/speed.
- Regional tax for transportation.

Table 6 Big Solutions poster

- Funding – all options/possibilities.
- Education and awareness.
- Expand freight system – new ideas.
- Improve last mile/park and ride.
- 3 categories for RTP:
 - Freight
 - Impact to employment
 - Public access

Table 6 additional notes on Big Solutions

- Segment RTP
 - Freight
 - Commute
 - Access - transit
- Funding – open world of possibilities for funding transportation (sales tax) local/regional/state; not just gas tax – VMT.
- Public/private partnership.
- Bringing people together from all parts of the state to learn from each other.
- Raise consciousness of risk to system.
- Alternative freight solution.
- Funding
 - All options
 - VMT
 - The viability of funding options
 - Education
- Common understanding.
- Stimulate the use of freight rail; expanding freight rail system.
- Senator Dembrow to share information about information sharing.
- Education and awareness (3 segments of the RTP):
 - Freight
 - Impact on employment
 - Public (transit)
- Last mile.
- Middle transit – HCT, not radial, electric buses, bus lines.
- Alternative funding sources.
- Privately funded infrastructure.
- Car flooding.
- Ride sharing.
- Getting the word out

- Education
- Communications
- Media coverage.

Table 7 Big Solutions poster

- Additional I-205 southbound connection to I-5.
- Congestion management thru tolling.
- Build the complete RTP – highway capacity, HCT, system connections.
- Connect between suburban communities (beyond hub and spoke to downtown transit).
- Target strategic bottlenecks.
- Columbia River Crossing.
- Connect low-income neighborhoods to middle-income jobs.

Table 8 Big Solutions poster

- Open data policy.
- Proactive, user-technology on-demand travel options/choice tool.
- Increased efficiency/optimization of existing system.
- Free public transit.
- HOV – Multi-modal (freight, transit, multi-occupancy).
- Complete the gaps & build new connections (ATP).
- Minimum safety/network.
- Congestion/decongestion pricing.
- Intentional/consistent/purposeful on collaborating (summits/Regional Leadership Forums).
- Acknowledge the livability/economic intersection and integration.
- Partnerships and relations.
- Regional investment – facilitates collaboration.
- Education around the big issues to make less fearful or humanizing.

Table 8 additional notes on Big Solutions

- Proactive, user, technology, travel option/choice tool on-demand.
- Or go big.
- Try little things and let's see how they go.

Regional Snapshot

TRANSPORTATION



Access to transportation options that are safe, reliable and affordable is essential to the Portland metropolitan region's economic prosperity and quality of life.

Here's a look at where we are now.

The daily commute



Average commute in miles



Average commute in minutes

7 out of **10** commuters drive alone



Safety

57



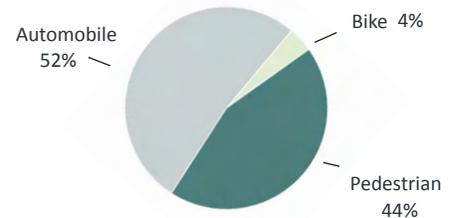
Percentage of fatal crashes where alcohol or drugs were a factor

"(Safety) impacts every one of us, and it's something that we can do something about."

-Don Mitchell, ODOT

48

Percentage of fatal crashes involving people walking or biking.



Total Traffic Fatalities by Mode 2010-2014

Reliability



People with low incomes are more likely to need non-car transportation but 23% have no access to transit.

*"The greatest barriers to the use of public transportation are **time** and **reliability**. If people can't count on transit to get them there at a specific time, they're not going to use it."*

-Adria Decker Dismuke, Milwaukie resident

Affordability

\$1.9 Billion



Annual cost of traffic crashes to our region



\$8,698

Annual cost to own & operate a vehicle



\$1,100

Annual transit pass

20

Average percentage of income spent on transportation



For more information and the rest of the story, visit: oregonmetro.gov/snapshot



Getting there with a connected region

2018 Regional Transportation Plan

Metro brings together the communities of the Portland metropolitan region to plan the transportation system of the future by updating a shared the region's shared vision and investment strategy for the next 25 years.

Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business with access to safe, reliable and affordable ways to get around.

To get there, we need to work together to address these key questions:

1. What do we need most from our transportation system – now and in the future?
2. What can we afford and how do we pay for new projects while taking care of our existing roads, bridges, bikeways, sidewalks and transit services?
3. How should we measure progress toward our goals?

More people – and more changes – are coming

A half-million new residents are expected to live in the Portland area by 2040. Our communities are becoming more culturally diverse, bringing rich cultural activity to neighborhoods. A new generation will grow to adulthood as others move toward retirement. To keep people connected and commerce moving, we need to work across interests and communities to bring innovative solutions to the challenges facing our changing region.



“There's just so much you can't do in this part of the region without getting in your car or riding on the bus for hours. I have relatives in Portland, I have grandkids in Gresham, and it can take over an hour just to get out there.”

–Susan, Tigard resident for 23 years



“Every morning I commute from Forest Grove to Portland... If there is no traffic, 40 to 45 minutes I'll be downtown. But with traffic it takes at least an hour... If there will be anything faster, more reliable and affordable, I'll take it.”

–Edna, Portland area resident for 20 years



“Transit is a big issue, especially for youth – and even for adults, too. Some places, on the weekends, they need to do things – it takes forever. It took me two hours almost just to get, by bus, from here to the Expo Center... I have to have a car to just do anything around there because it takes forever just to go anywhere, you know?”

– *Jeremy, Clark County resident, works in Northeast Portland*

Whether your roots in the region run generations deep or you moved to Oregon last week, you have your own reasons for loving this place – and Metro wants to keep it that way. Help shape the future of the greater Portland region and discover tools, services and places that make life better today.

Metro Council President

Tom Hughes

Metro Council

- Shirley Craddick, District 1
- Carlotta Collette, District 2
- Craig Dirksen, District 3
- Kathryn Harrington, District 4
- Sam Chase, District 5
- Bob Stacey, District 6

Auditor

Brian Evans

Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232-2736

New challenges need new solutions

A history of leadership and collaboration has kept our system of roads, bridges, bikeways, sidewalks and transit ahead of the national curve. In general it serves us well, but there is more to be done. The system is aging and not keeping up with growth and changing travel needs. People and businesses are concerned about traffic congestion, safety, affordability, climate change and community health. Many residents – especially those of low income and communities of color – are underserved and have difficulty getting to jobs, training and other services.

Funding is tight, and we have multiple transportation priorities. But if not addressed, these challenges will compromise our region’s economic prosperity and quality of life.

“Prioritize investments that help the greatest number of people and reduce carbon emissions, while responding to income and racial equity.”

–*2015 stakeholder interview*



“Congestion is bad for everyone. People who commute far to work have less time with family. Cars idling on the roads produce pollution and greenhouse gases. And slow movement of goods is bad for the economy and affects all consumers.”

–*2015 stakeholder interview*

Contact

Contact Metro regional transportation planning to receive periodic email updates and notices of public comment opportunities:

503-797-1750
trans@oregonmetro.gov
oregonmetro.gov/rtp.

Partnerships and leadership will create a great future

The Regional Transportation Plan guides investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. To stay ahead of future growth and take care of the transportation investments we have already made, our region’s elected, community and business leaders must work together to define what transportation investments are most needed, how much we can afford, and how we will pay for them over the next 25 years.

Join in, be heard

Choose how you stay informed and join the conversation now through 2018:

- speaker events and discussion groups
- online quick polls and surveys
- Metro Council and advisory committee meetings.

Find out how to be involved – and more – at oregonmetro.gov/rtp.



Getting there with a connected region



Exploring Big Ideas for Our Transportation Future

Regional Leadership Forum 1 | 8 to 11 a.m. Friday, April 22, 2016

Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business with access to safe, reliable and affordable ways to get around.

REGIONAL LEADERSHIP FORUMS 2016-18

- 1 Exploring Big Ideas for Our Transportation Future 4/22/16
- 2 Navigating Our Transportation Funding Landscape 9/23/16
- 3 Transforming Our Vision into Regional Priorities 12/2/16
- 4 Drafting Our Shared Plan for the Region Fall 2017
- 5 Finalizing Our Shared Plan for the Region Spring 2018

The Metro Council will convene MPAC, JPACT, state legislators, and community and business leaders in a series of discussions to foster leadership and collaboration to address our regional transportation challenges.

Our shared challenges

Our region is facing the challenges and opportunities that come with growth. At the same time, several trends are shaping our transportation needs and the tools available to address them. How well we work together to respond to our shared challenges and trends will determine how sustainable, prosperous and livable our region will be in 2040.

Today's desired outcome

To work across interests and communities to identify possible Big Solutions to consider through the 2018 RTP update.



Voices from our region: Getting to a safe, reliable

“There’s places that trucks should not be in. There’s also places that bikes shouldn’t be in. There’s a place for everything. Not everywhere should be for both.”

–*Lourdes Hitzfeld, Vancouver (driver of 35’ semi truck)*



“Improvements before potential disasters (earthquakes) are important, or all transportation (of food, ambulances, etc.) will stop.”

–*Poll comment, Cedar Hills*

“I commute from Forest Grove to Portland... If there is no traffic, 40 to 45 minutes I’ll be downtown. But with traffic it takes at least an hour... If there will be anything faster, more reliable and affordable, I’ll take it.”

–*Edna, Forest Grove*



“Walking to a bus stop is ¾ mile, or the second option is 1½ miles away. I am 61 years old.”

–*Poll comment, Aloha*

“I wish the government could do more to increase the number of buses, extending lines for the MAX, and putting in more bicycle lanes.”

–*Martin Blasco, Hillsboro resident*



“The growing population and economy present an opportunity to develop suburb to suburb transit, in addition to traditional suburb to downtown routes.”

–*Poll comment, Tigard*

“We keep putting money into roads. There will always be too much car traffic so quit enabling this mode of transportation by building bigger roadway systems.”

–*Poll comment, Southeast Portland*

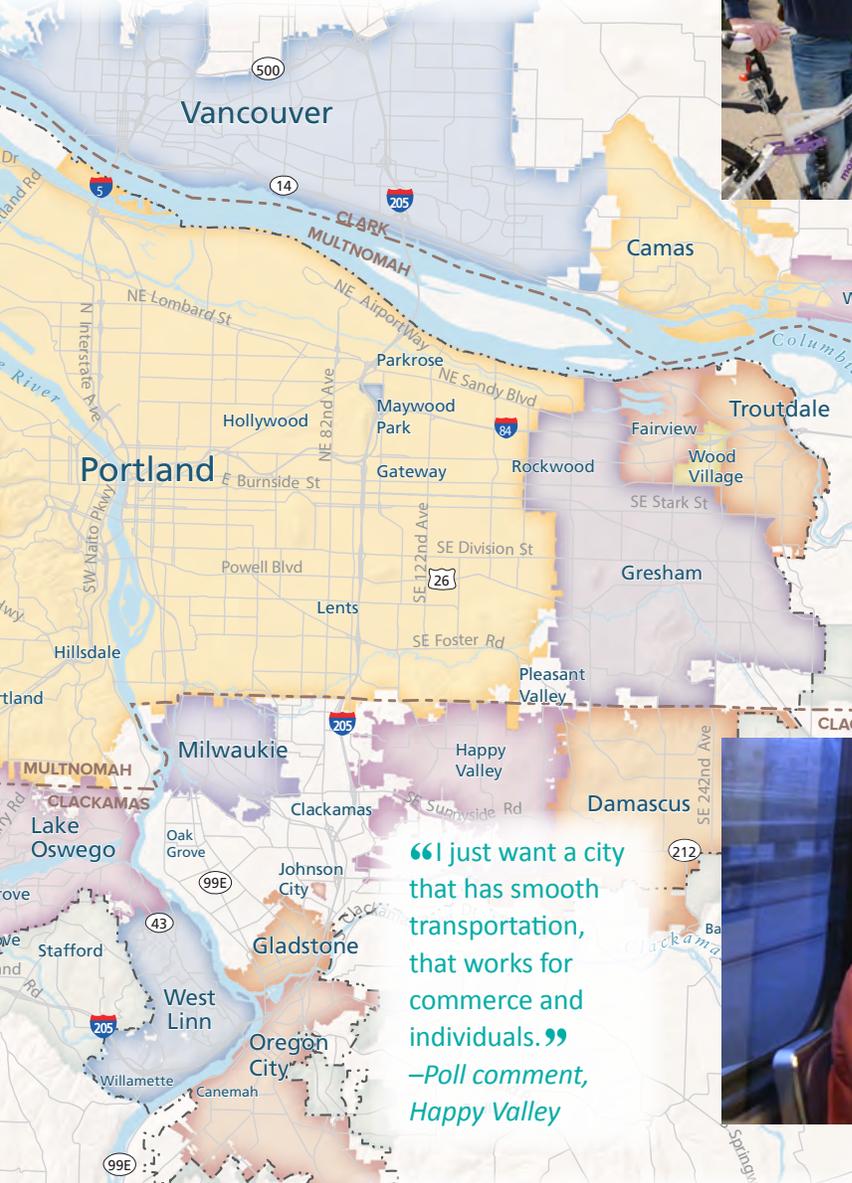
“Having people who experience disabilities be involved in policymaking is great. I definitely want to improve public transportation because I don’t have any other options. I’m going to be using public transportation for the rest of my life.”

–*Kiersi Coleman, Tualatin*



People and affordable transportation future

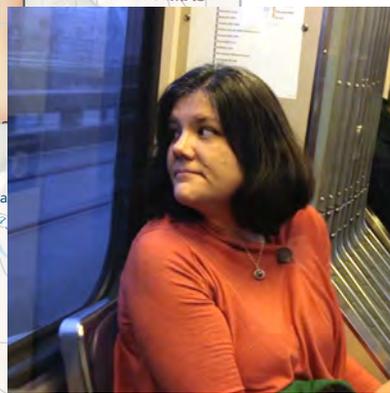
Housing patterns and displacement are requiring lower-income households to travel further to jobs, adding to an already high housing-transportation cost burden.”
—Poll comment, Northeast Portland



“Banking is what brings me to Gresham. I love my neighborhood, but Sacramento Street is the only full through street in the area. So we got too busy of a street. It’s a not a matter of being quiet, it’s a matter of cars hit once a year.”
—Dale, Portland (Parkrose)



“I came here because I had to get my computer fixed... I like how this is a small city, you do have that city feel but it takes 15 minutes to get across the city, not hours.”
—Kelsey Franklin (visiting Bridgeport Village), Gresham



“The [MAX] ride from Milwaukie doesn’t vary much at all. That’s one of the best things about having the Orange Line. When I took the bus, the time to work was entirely dependent on the traffic.”
—Adria Decker Dismute, Milwaukie

“I just want a city that has smooth transportation, that works for commerce and individuals.”
—Poll comment, Happy Valley



“We loved our old neighborhood so we started looking there. Then we realized we couldn’t afford anything we wanted... We got everything we wanted (in Tualatin). The only thing that would make it better is if the commute was any less. I’m looking at 45 minutes and my wife is about an hour.”
—Brian McCauley, Tualatin

“Many road systems have not been upgraded to accommodate more traffic, or more modes of transportation. Expansion is difficult where roadways are already tight, and re-/alternative-routing can create negative impacts on neighborhoods by increasing traffic.”
—Poll comment, Clackamas



What we've heard

More than 1,800 poll respondents in July and August 2015

Big issues

Thinking about how you, your family and friends in your community get around day-to-day, what transportation issues most impact your quality of life?

Respondents were asked to pick three or add their own.

23% Traffic

19% Safety

17% Maintenance

Across Clackamas, Multnomah and Washington counties – the top three responses were traffic, safety and maintenance. Respondents called for a range of strategies to address these issues:

- **More transit options and increased transit connectivity**, including light rail extensions, transit service expansion, and park and ride facilities.
- **Expand roadways in areas of consistent bottlenecks**, including a combination of freeway expansions and new roads to provide alternative routes.
- **More safe and convenient options for biking and walking** by completing gaps and building new connections.

More than 5,000 poll respondents in January and February 2016

Big trends

What emerging trends do you think will most affect the future of travel?

Respondents were asked to pick three or add their own.

70% **Aging infrastructure** Our freeways, roads and bridges are aging and not as prepared for natural disasters (flooding, earthquakes).

56% **Growth** More people and goods are using the transportation system as our population and economy grow.

48% **Changing demographics** Our population is aging and becoming more ethnically diverse.

44% **More travel options** Our transportation system has more options for getting around (car, transit, biking and walking options).

35% **Technology** Advances in technology (GPS, mobile devices, driverless and electric vehicles, online shopping, automation) will change travel.

16% **Shared mobility services** People are using Uber, Zip Car, bike-share and other ride services more.

Metro

Whether your roots in the region run generations deep or you moved to Oregon last week, you have your own reasons for loving this place – and Metro wants to keep it that way. Help shape the future of the greater Portland region and discover tools, services and places that make life better today.

Metro Council President

Tom Hughes

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Shirley Craddick, District 1
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 Kathryn Harrington, District 4
 Sam Chase, District 5
 Bob Stacey, District 6

Auditor

Brian Evans

Metro Regional Center
 600 NE Grand Ave.
 Portland, OR 97232-2736



4/20/16

Getting there with a connected region



2018 REGIONAL TRANSPORTATION PLAN UPDATE
REGIONAL LEADERSHIP FORUM

Exploring Big Ideas for our transportation future



Metro | Making a great place

Share the conversation

#RTP2018
@oregonmetro
@R_T_Rybak



Metro | Making a great place

Getting to a safe, reliable and affordable transportation future



R.T. Rybak

More than just Point A to Point B

Building great communities, boosting economic prosperity and ensuring quality of life through transportation investments



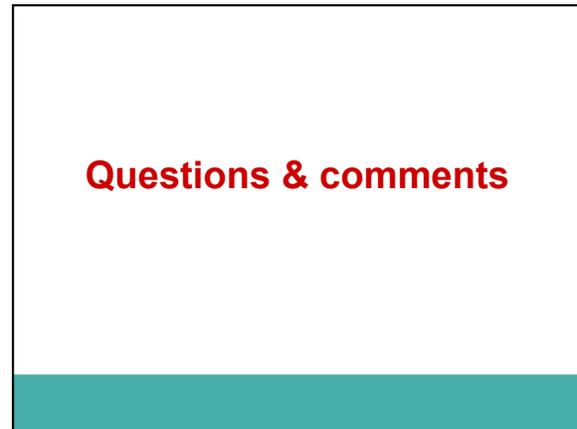
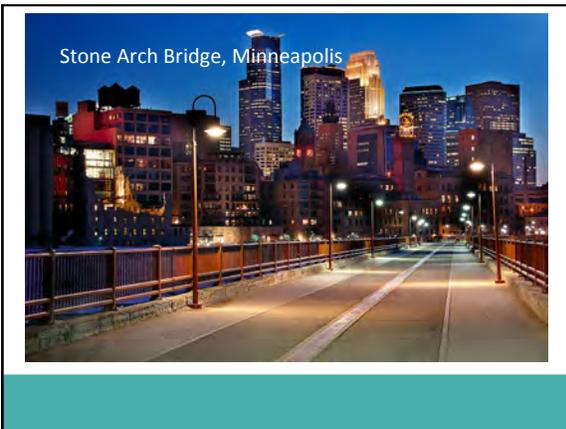
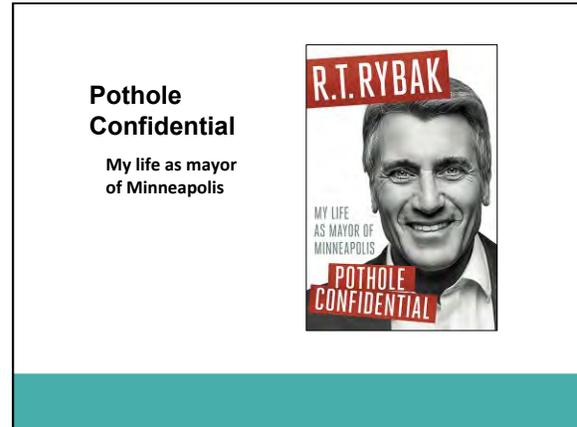
Three term mayor of Minneapolis

- Economic development
- Affordable housing
- Transportation
- Youth violence prevention



I-35 W Mississippi Bridge collapse, Aug. 1, 2007





Big Solutions

Viewing the RTP as a tool for change, what Big Solutions should be considered in the 2018 RTP update?

Next steps

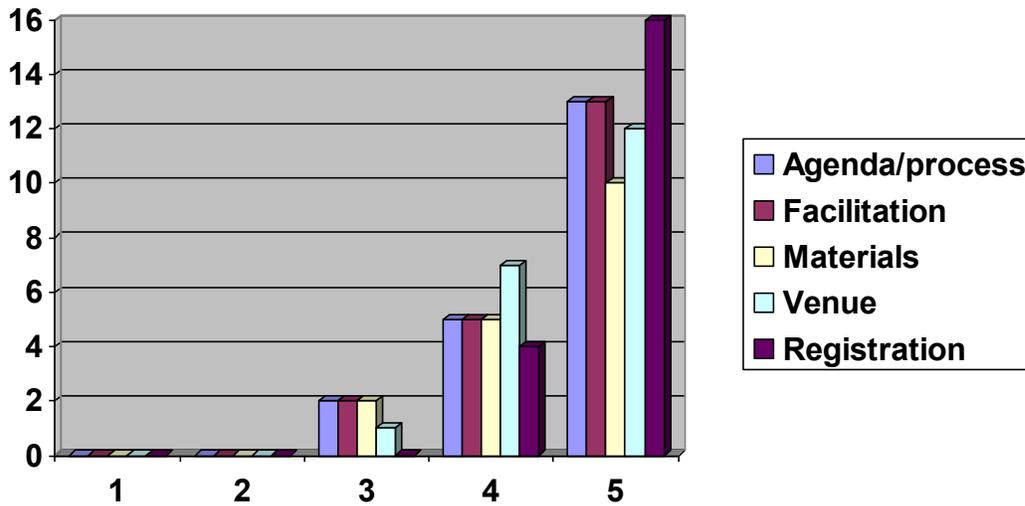
- Watch for summary report
- Continue discussion at regional advisory committees
- Sept. 23, 2016, forum on transportation funding

Regional Leadership Forum 1
Exploring Big Ideas for our transportation future
FORUM EVALUATION RESULTS

Sample size = 20

Event evaluation

On a scale of 1 (poor) to 5 (excellent)



Based on your experience of today's forum:

What was the best part of the morning?

- RT Rybak
- Table discussion
- Action items
- Cross pollination of electeds, business and advocates
- Strong agenda
- Keynote w/Q&A
- Good people

What could have been better?

- More millennials in the room
- More community members and businesses
- Parking validation for community and business members
- Unlocking the door next to the MAX stop
- Topics too broad; discussion abstract
- Encourage SW Washington legislators be invited
- All good

Better?

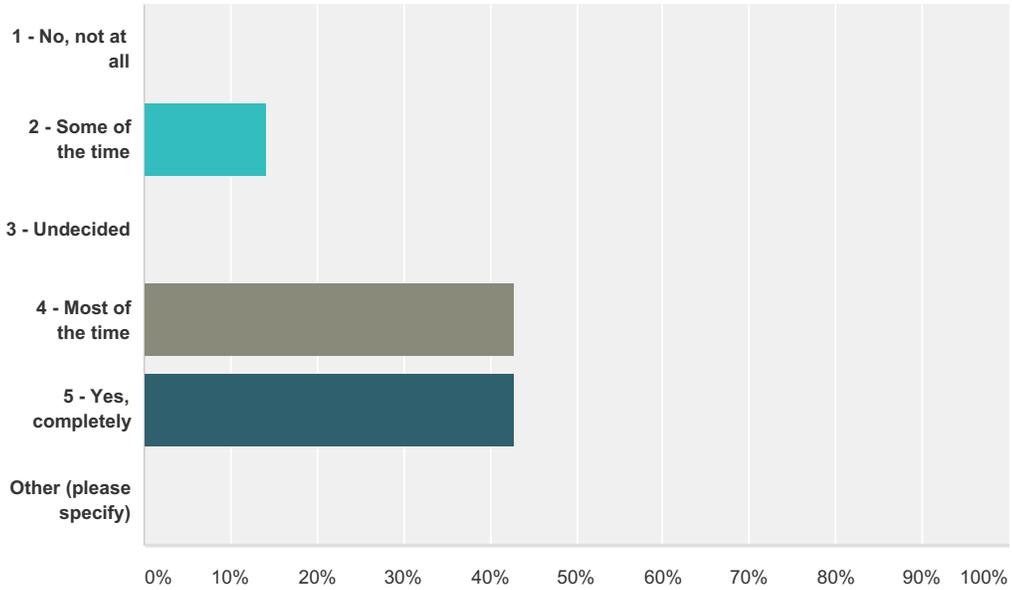
- More diversity needed
- Need more seed ideas
- Fairly new to process; would help to know current status of RTP
- Well done
- Allowing people to attend virtually
- Bigger thinking – out of the box new ideas; really thinking about the future
- Not dividing the room and time for tables
- Longer group discussion
- What is most important: Moving people? Moving freight?
- Stronger focus on building solutions/priority list; table was diffuse because ran out of time; shape of desired outcome not fully clear

Do you feel the 2018 Regional Transportation Plan update is on track? If yes, why? If no, briefly state concerns.

- Yes. Destruction of silo mentality
- Yes. Focusing on the important parts
- Yes. Looking forward to participating as process moves forward
- Yes. Community involvement is key
- Yes. Good variety of stakeholders
- Yes, but first time I've been a part of the process
- In general, yes; thanks for including business voices
- So far, fine; it's early
- Good start. Need to promote and do regional projects of all sizes
- Let's talk ☺
- No clue
- We will see – draft what we're saying
- Barely
- Can't solve future issues with current solutions
- Not sure.
- No. We need funding

Q1 Based on your experience at the discussion tables, do you feel your perspective was heard?

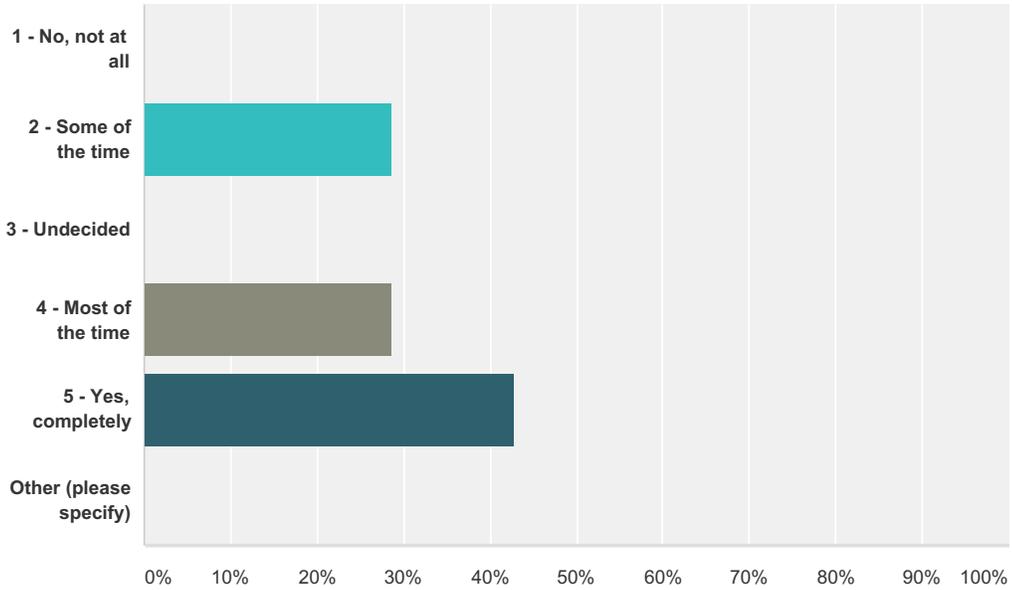
Answered: 7 Skipped: 0



Answer Choices	Responses
1 - No, not at all	0.00% 0
2 - Some of the time	14.29% 1
3 - Undecided	0.00% 0
4 - Most of the time	42.86% 3
5 - Yes, completely	42.86% 3
Other (please specify)	0.00% 0
Total	7

Q2 Based on your experience, do you feel your expertise was recognized and respected?

Answered: 7 Skipped: 0



Answer Choices	Responses	Count
1 - No, not at all	0.00%	0
2 - Some of the time	28.57%	2
3 - Undecided	0.00%	0
4 - Most of the time	28.57%	2
5 - Yes, completely	42.86%	3
Other (please specify)	0.00%	0
Total		7

Q3

What would you recommend be changed, added or discontinued in the discussion format to improve your experience at the next forum?

- Answered: 6
- Skipped: 1

It's challenging to be the sole 'community' voice at a table dominated by decision-makers who are familiar with one another and with decision-making processes; often the conversation around big ideas kept being neutered by a conversation around the political feasibility - sort of defeats the purpose of generating discussion around big ideas, no?

4/27/2016 7:49 PM

It would be great to have two, differing "community" perspectives at each table, e.g. housing & bikes, or transit & schools. It's important that our elected officials hear that there are multiple community issues (just as there are multiple issues for elected officials, too), and that burden to be the expert/representative shouldn't be carried by just one person.

4/25/2016 4:33 PM

I wonder if you all could just do seating assignments without overtly labeling people. But given what I saw you probably do need to make sure you have specific representation. I saw one elected official place his name placard on top of a community rep placard at the table I was seated at...it was indicative of the kind of dynamics you all are working to overcome. At the same time I feel like overt labeling can reinforce old silo's in ways that aren't helpful! Thanks for much for your work on this-

4/25/2016 12:13 PM

The differences in views on the realities of our transportation system are far enough apart, that it would take a lot more time to build greater understanding at the points of disagreement: induced demand; biking, walking and transit as modes that are just as real for those using them as cars are for drivers; the injustice of the external costs of parking. This is especially true with the power differential at tables - decision-makers have more influence and community members have to pick and choose which issues they can even begin to push on.

4/25/2016 7:39 AM

Nothing comes to mind.

4/22/2016 7:21 PM

No, nothing.

4/22/2016 7:16 PM

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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.

Project website: www.oregonmetro.gov/rtp

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Metro Council President

Tom Hughes

Metro Council

Shirley Craddick, District 1

Carlotta Collette, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

Brian Evans



Metro | *Making a great place*

Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232-2736
www.oregonmetro.gov



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May 25, 2016