



2018 Regional Transportation Plan update

Regional Leadership Forum 3 report

Connecting our priorities to our vision

A summary of the Dec. 2, 2016 forum about the future of transportation in the Portland metropolitan region in support of the 2018 Regional Transportation Plan update.

February 2017

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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 web site: www.oregonmetro.gov/rtp

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Connecting our priorities to our vision

Regional Leadership Forum 3 summary

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, healthy and affordable transportation system.

On Dec. 2, 2016, the Metro Council convened Regional Leadership Forum 3, at the Oregon Convention Center. Nearly 60 city, county, regional and state policymakers, business and community leaders from across the Portland metropolitan area joined in bringing the perspectives of their constituents and communities to the conversation.

These leaders offered their views on:

- a **shared vision** for the region’s transportation future
- the current **funding landscape** on the federal and state level
- **priority challenges** to address in the next 10 years and beyond
- building a **path to future funding**.

What did leaders say?

Let’s go big.

We need to build a coalition with new and diverse voices.

We need to build trust and be accountable.

Equity and social justice should be integral to the vision.

Shaping our shared vision and desired outcomes

Participants reviewed and provided feedback on a draft vision statement for the region’s transportation future, developed from Regional Leadership Forums 1 and 2 discussions and additional engagement activities in 2015.

Our region’s shared economic prosperity and quality of life are sustained by a transportation system that provides every person and business in the region with access to safe, reliable, healthy and affordable ways to get around.

Draft vision presented at the forum

Feedback on the draft vision from the large group discussion and written comments submitted by participants included:

- It’s not a question of how much money it is, it’s a question of how persuasive the vision is to build public support.
- Equity and social justice should be integral to the vision and explicitly called out.
- “Sustain” feels like “stay where we are” rather than grow and enhance our prosperity.
- Need to include reference to a "well maintained transportation."
- We need a stronger look toward the future.



Transportation priorities and funding

Leaders participated in group discussions to review and prioritize the region's top transportation challenges and actions that need to be taken to improve the funding deficit. Feedback from the discussions and written comments submitted by participants included:

Addressing the region's most urgent challenges

1. **Everything is intrinsically tied together – congestion relief can't be achieved without safer streets, better transit and fixing aging infrastructure.**

Leaders had a difficult time narrowing the challenges to the three most important, because they felt that they are all intertwined.

2. **We need to develop an equitable, inclusive transportation system.**

Leaders discussed the need to focus on the shared values, health and well-being of the populations they serve.

3. **We need to focus on funding first.**

Leaders agreed all of the transportation priorities need to be addressed through a comprehensive transportation package.

Building a path to funding our vision

1. **We need a big vision with specific projects that show how everyone will benefit from the region's transportation package.**

Leaders agreed it is important to finish the vision and clarify regional goals and priorities.

2. **We need to build a coalition, with new and diverse voices, to make the vision a reality.**

Many leaders agreed that to make the vision for the region's transportation system happen, a coalition with representation from throughout the region is needed.

3. **We need to engage communities in the process, build trust and be accountable to those we represent.**

Leaders agreed that it is important to educate people about how the transportation system plan supports their communities.

More information

News coverage of the forum is available at oregonmetro.gov/seedcorn.

A report on the forum will be available in February 2017. Find out more about the 2018 RTP update at oregonmetro.gov/rtp.



PURPOSE AND BACKGROUND

This report summarizes the discussions of the third 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, healthy 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, healthy and affordable transportation system that is environmentally responsible, efficiently moves



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, healthy and affordable transportation system.

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

#RTP2018

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.

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 Regional Transportation Plan update:

- 1 Exploring Big Ideas for Our Transportation Future** 4/22/16
- 2 Building the Future We Want** 9/23/16
- 3 Connecting Our Priorities to Our Vision** 12/2/16
- 4 Drafting Our Shared Plan for the Region** Dec. 2017
- 5 Finalizing Our Shared Plan for the Region** June 2018



Forum participants 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.

CONNECTING OUR PRIORITIES TO OUR VISION

On Dec. 2, 2016, the Metro Council convened Regional Leadership Forum 3, *Connecting our priorities to our vision*, at the Oregon Convention Center. Nearly 60 city, county, regional and state policymakers and business and community leaders from across the Portland metropolitan area joined in bringing the perspectives of their constituents and communities to the conversation.

These leaders offered their views on:

- a shared vision for the region's transportation future
- the current funding landscape on the federal and state level
- priority challenges to address in the next 10 years and beyond
- building a path to future funding.

In addition to state legislators and members of MPAC and JPACT, participants included 21 invited community leaders working in transportation advocacy, environmental justice, workforce equity, skilled trades and issues impacting older adults and 17 invited business leaders from established firms, emerging businesses, business alliances and workforce partnerships. In all, more than 100 people attended the forum with 59 invited regional leaders and more than 40 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

Metro Councilor Craig Dirksen, Joint Policy Advisory Committee on Transportation chair, welcomed participants and recognized the diverse representation in the room including elected officials, community advocates and business leaders. He acknowledged that while there are challenges that need to be discussed, there is also a lot of momentum for creating a shared vision for the region's transportation system.

Councilor Dirksen emphasized the need for everyone to share their ideas. We have big transportation problems in the Portland metropolitan area, he said, and our solutions have to be as big as our challenges. His advice: Be bold, be courageous.



Wood Village Council President Tim Clark, Metro Policy Advisory Committee chair, thanked everyone for being a part of the third leadership forum. He encouraged participants to help align the region's transportation priorities with public priorities to find long-term solutions. He also emphasized the importance of defining investment priorities for the region so people understand where transportation dollars are going.

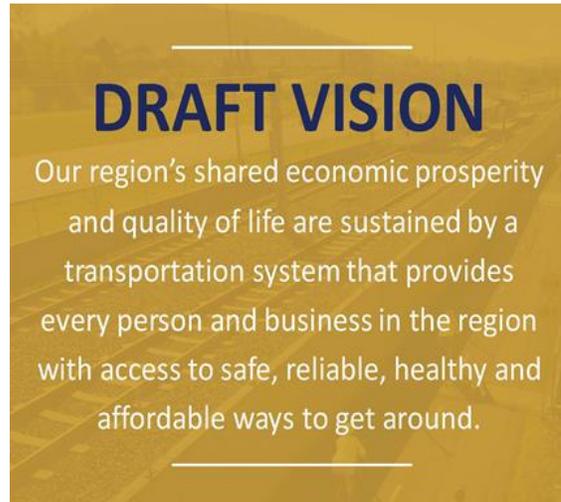


SHAPING OUR SHARED VISION AND DESIRED OUTCOMES

Following the opening remarks, participants reviewed and provided feedback on a draft vision statement for the region's transportation future.

The draft vision statement was developed from regional leadership forums 1 and 2 discussions and additional engagement activities in 2015 and to work together to confirm a shared vision for the region.

Feedback on the draft vision from the large group discussion and written comments submitted by participants included:

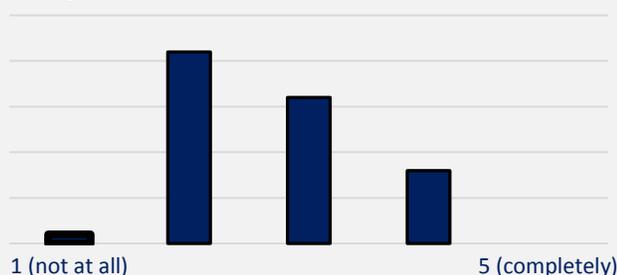


- It's not a question of how much money the plan needs, it's a question of how persuasive the vision is to build public support.
- "Sustain" feels like "stay where we are" rather than grow and enhance our prosperity.
- It should address a commitment to partnerships and innovation.
- Specific issues aren't specifically addressed, like climate change, social equity, income inequality, workforce opportunities, system maintenance and transportation options.
- We need a stronger look toward the future.

Discussion guide comments

In addition to the large group conversation, participants were offered the opportunity to provide written feedback about how well the draft vision reflected their vision for the transportation future via the discussion guide. Participants were asked to rank, from one to five, how well the draft vision reflected their vision and to provide comments. As with the larger group conversation, leaders felt the vision statement was headed in the right direction, but was missing some key elements.

How well does the draft vision reflect your vision for our transportation future?



"We need equity to be explicitly called out."

"The statement is trying to incorporate a lot, but doesn't seem inspiring."

respondents: 68

FEATURED SPEAKERS: THE FEDERAL AND STATE FUNDING LANDSCAPE

The first regional leadership forum identified big ideas for the region's transportation future, and the second forum explored what investments should be made over the next 25 years to address current needs and accommodate future growth and change.

This third regional leadership forum provided an opportunity for participations to work together to prioritize the ideas and investments after listening to two featured speakers. Travis Brouwer and Drew Hagedorn set the stage about future funding realities.

Travis Brouwer, Oregon Department of Transportation assistant director, provided a transportation funding overview markedly different from what state and metropolitan areas have relied on in the past. He explained that while the gas tax is probably the largest single source of funding for transportation for multiple levels of government across the nation, it does not rise automatically to keep pace with inflation. He also noted that gasoline sales have been flat or declining for a decade, in part because vehicles are rapidly becoming more fuel efficient.

He also explained that this is also true of motor vehicle registration fees. They don't rise with inflation, so over time a greater share of DMV revenue is needed for the rising costs of administration, leaving less net revenue available to invest in roads.

Brouwer urged leaders not to count on the federal government to make up the funding deficit. He explained that the current federal transportation bill expires in 2020, and the incoming administration is talking about transportation financing, not funding. He clarified there is a key distinction between the two: Funding is like a grant – though it's often at least partially matched with local or state funds – while financing has to be paid back, often with interest.

The changing landscape of federal and state transportation funding means Oregon and the Portland metropolitan region should be ready to pursue new resources to fund priority transportation projects, like tolling or other pricing mechanisms, he said. He also noted that financing tends to work only for big projects, not more vital things like maintenance, transit operations or smaller walking and biking projects.

Brouwer concluded by encouraging leaders to look to the Oregon State Legislature to help fund the priorities identified during the forum and through the update to the Regional Transportation Plan.



“Even as Oregon’s population grows and people continue to drive more miles, growing fuel efficiency is projected to cause Oregon’s fuels tax collections to stagnate in coming years before beginning a long decline.”

– Travis Brouwer, Oregon Department of Transportation

Following Brouwer's presentation, Drew Hagedorn, Oregon Transportation Forum chair, built on Brouwer's presentation, recommending leaders focus on a state transportation funding package to make up the gaps.

Hagedorn referenced Brouwer's presentation and that the gas tax is declining but remains the only funding mechanism we currently have. He also talked about the federal impediments to tolling, though he called it a good potential revenue source.

Hagedorn shared that recent listening tours by Oregon's governor and legislators revealed that transportation is a concern all over the state. The legislature could raise the gas tax, he went on, or propose another way to fund transportation projects, but it isn't a sure thing.

Hagedorn expressed optimism, despite the funding challenges. The Oregon Transportation Forum will be proposing a yet to be determined gas tax increase during the 2017 legislative session, he said, and there is a lot of momentum for a transportation package. It isn't a partisan or urban versus rural issue, he continued, congestion throughout the Portland region impacts Oregon's rural communities that are dependent on reliable freight movement throughout the state's economic center. Addressing congestion and expanding transit service are top priorities in both urban and rural areas. Legislators pay attention to that.

Hagedorn also said that stakeholders like the automobile and freight industries might support a gas tax increase that is capped at around \$300 million on a statewide transportation package, with the possibility of referral to voters if the legislature tries to raise more from a gas tax or other user fee.

Hagedorn argued for transportation policy objectives and priorities for the region that includes maintenance and preservation, ODOT's Fix-it-First policy, seismic retrofitting and investments in transit. Transit isn't just for urban populations. It is also important for people living in rural areas that need to connect to communities, especially the aging population and millennials. It is critical that legislators hear a consistent message from all of you, Hagedorn concluded.



"There is a big coalition in the room, which is a really neat thing. We need to hear your commitment to funding transportation."

– Drew Hagedorn
Oregon Transportation
Forum chair



Discussion on the federal and state funding landscape

Following Brouwer and Hagedorn's presentations, leaders shared their thoughts and questions. Several participants urged leaders to develop a bigger vision for transportation and encouraged developing a coalition to push it through the legislature. Others cautioned that there is work to be done building support with stakeholders and engaging the public to build support for a vote or legislative action.

Other leaders advised that for a vote to pass, there needs to be something in the transportation package for everyone in the region, everyone needs to see the benefits.

Successful transportation funding campaigns in Seattle and Los Angeles were brought up as examples to consider. TriMet general manager Neil McFarlane responded that while there is a lot to learn from those examples, we have to be cautious because our funding needs and goals are unique to this region, he said.

Some questioned why alternatives to a coalition weren't being discussed, such as a corporate tax. Responses included the need to make sure everyone paid for the benefits of a healthy transportation system. Wealthy people needed to pay more, one leader said, but we all need to pay. Metro planning and development director Elissa Gertler responded, saying it was a fair question to ask what else we are going to do to fund transportation.

Other comments included the need to incorporate new and emerging technology to achieve climate change goals and improve air quality.

"Let's go big. Let's go to the public and talk about something that's actually inspiring."

– *Ted Wheeler, Portland Mayor-elect and former Oregon State Treasurer*



"I am hearing a lot this going back to coalition building, having a vision and a project that is inclusive... Why am I not hearing about corporate taxes around transportation funding?"

– *Emily Lai, Momentum Alliance*

OUR FUNDING REALITY

Metro Councilor Craig Dirksen and Metro planning and development director Elissa Gertler introduced a jar filled with seed corn to provide a visual representation of the funds that the region thought in 2014 would be available to spend for transportation projects over the next 25 years.

While Councilor Dirksen scooped out cups of corn, Gertler explained that since 2014, much of the \$31 billion has been committed or targeted for transportation projects over the next 25 years. This includes road and maintenance operations, transit service increases as part of the region's adopted strategy to address climate change, and several other major projects, including the Southwest Corridor light rail project, Division Street bus rapid transit and three freeway bottlenecks.

When container was almost empty, Gertler clarified that the remaining seed corn was representative of what is left for the region to spend on transportation projects – around \$3 billion, or \$120 million annually over 25 years.

We need to go from here to a future with more transportation funding, she challenged. Moving forward, how we can use the Regional Transportation Plan update to set a vision for what we need, define our priorities for getting there and build the leadership needed to fund it, Gertler said, referencing the nearly empty jar.

Councilor Dirksen reminded forum participants that the demonstration is illustrative and based on a lot of assumptions, some that have been realized and some that haven't. He concluded by asking who in the room was satisfied with what was left to work with for the next 25 years. No hands were raised in the room.



“Instead of using our seed corn to plant in the spring, over the lean winter we’ve been eating our seed corn.”

– Metro Councilor Craig Dirksen,
JPACT chair



“We need to go from here to a future with more transportation funding.”

– Elissa Gertler, *Metro planning and development director*

GROUP DISCUSSIONS ON PRIORITIES AND FUNDING

After the seed corn demonstration, leaders were asked to participate in small group discussions to review the region's top transportation challenges and prioritize the top three that should be addressed in the next 10 years. Leaders were then asked what actions need to be taken to improve the region's transportation funding deficit.

The following is a summary of the group discussions.

Addressing our most urgent challenges through our investment priorities

Leaders had a difficult time narrowing the challenges to the three most important, because they felt that they are all intertwined. They discussed the interconnectedness of all of the region's transportation challenges and that an equitable transportation system isn't possible without taking a holistic approach.



Everything is intrinsically tied together – congestion relief can't be achieved without safer streets, better transit and fixing aging infrastructure.

Leaders agreed it was important to finish the vision and leadership needed to be fully aligned with it.

Comments and suggestions included:

- Everything is a priority, and the region should be bold in making the case for more funding.
- Any one of the listed challenges can be used as a lens to look at the others.
- Services and amenities should be provided where people already are rather than make them travel to reach goods and services.

We need to develop an equitable, inclusive transportation system.

Leaders discussed the need for creating a more equitable transportation system for everyone. Their direction was to focus on the shared values, health and well-being of the population that government is there to serve.

Comments and suggestions included:

- All of the challenges are important, but if we look at the issues through an equity lens, maybe we can prioritize properly; everything is intertwined and social equity is key.
- We need to support women and people of color getting into construction, providing good paying jobs and career pathways.
- Opportunities for jobs and services are not distributed equally.

We need to focus on funding first

Leaders felt that rather than prioritize the challenges already identified, we should concentrate on how to pay for the investments needed for a comprehensive transportation package that addresses all of them.

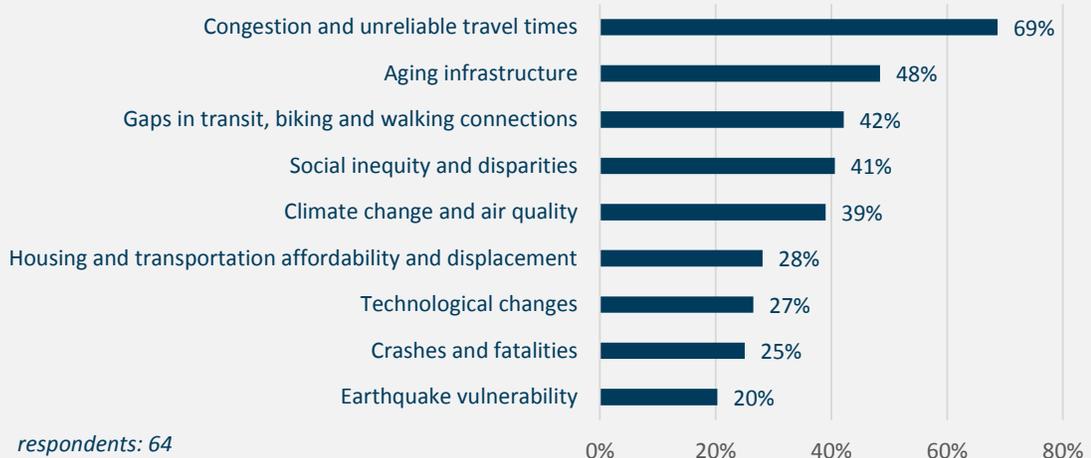
Comments and suggestions included:

- We need to focus on funding first.
- The elephant in the room is funding – Measure 97 failed and if that's not addressed, a bold transportation system will probably not get any traction.

Discussion guide comments

In addition to the large group conversation, participants provided written feedback in the discussion guide for addressing the region's most urgent transportation challenges through investment priorities. Participants were asked to choose three transportation challenges from a list – developed through discussions at the previous forums and prior public feedback – that were the most urgent for the region to focus on in the next 10 years and to provide comments.

What three challenges are most urgent for the region to focus on in the next 10 years with our current funding reality?



“Reliability, economic impact and alternative transportation are most important.”

“All of the choices will be addressed by prioritizing other challenges. They are all tied together.”

“Aging Infrastructure needs to be prioritized - maximizing the existing system is a safety issue and improves economic opportunity and quality of life in areas of pre-existing residential or commercial presence.”

Building a path to funding our vision

We need a big vision with specific projects that show how everyone will benefit from the region's transportation package.

Comments and suggestions included:

- We – as a region and as leaders – have to find inspiring messages and the partners that are going to advance those inspiring messages.
- Specificity is important and how we get to that specificity is also important.
- We need to recreate the kind of coalition that Los Angeles talked about at the last forum.



We need to build a coalition, with new and diverse voices, to make the vision a reality.

Many leaders agreed that to realize the vision for the region's transportation system, a coalition with representation from throughout the region is needed – as a cohesive group of people that come together and respect one another's opinions and priorities.

Comments and suggestions included:

- The coalition is perhaps the needed leadership element.
- Everything can't be built at once because the funds aren't there, but a coalition can develop a strategy for meeting the transportation needs of the region.

We need to engage communities in the process, build trust and be accountable to those we represent.

The general consensus was that to be successful, specific effort is needed to engage the people who have not historically been part of the conversation. If the region is to go big, we need a big vision, which requires talking to a lot of people. People need to understand what the funds are buying and how it will benefit them and their communities.



Comments and suggestions include:

- We need inspiring messages that reach a diversity of interests.
- We need to engage those that are not traditionally part of the conversation.
- Education is key to success. We need to reach out to all communities by going to where they are. We need to speak in plain English and avoid jargon.
- It is imperative to stay committed and accountable to the diverse communities who are brought into the planning process.

- Leaders need to make sure constituents trust that the funds will be used wisely. We need to say what we're going to do and make sure we do what we say we're going to do.

Discussion guide comments

In addition to the large group conversation, participants were offered the opportunity to provide feedback on building a path to funding our vision via the discussion guide. Participants were asked where they would you like to focus their efforts – from a list developed through discussions at the previous forums – and for other actions the region needs to take to improve our funding situation.

Where would you like to focus your efforts to improve our funding situation?



“Build coalitions across interest groups to help everyone understand the benefits of funding the regional transportation system plan.”

“We need to fund a campaign with communications, organizing and campaign experts on staff.”

“The process must be transparent and open minded.”

NEXT STEPS

The Dec. 2 forum focused on discussing the region's vision for the future, defining regional priorities given the region's current funding reality and identifying the work ahead to build a path to new funding. There is strong support for building a coalition to make a shared vision a reality. Leaders recognized the importance of developing a transportation investment strategy that is equitable and makes progress on addressing all of the region's transportation challenges. Leaders also agreed that this forum was one step in the continuing, important discussions about how the region prioritizes and funds our transportation system.

In 2017, Metro and local, regional and state partners will update the region's near-term and long-term transportation priorities and strategies as part of the 2018 Regional Transportation Plan update. This forum and the previous two forum discussions will inform the direction the Metro Council and the Joint Policy Advisory Committee on Transportation provide in May 2017 to guide updating the plan's projects and strategies and future regional funding conversations. The next forum is planned for December 2017 and will focus on a discussion of how well the updated projects and programs address the region's transportation challenges while advancing regional goals. The forum will result in further direction on drafting a shared plan that will be released for public review in spring 2018.

Find out more about upcoming opportunities to be involved in the 2018 Regional Transportation Plan update at oregonmetro.gov/rtp.

Regional Leadership Forum 3 report attachments

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Getting there with a connected region



2018 REGIONAL TRANSPORTATION PLAN
REGIONAL LEADERSHIP FORUM 3

Connecting our priorities to our vision

8:30 a.m. to noon, Friday, Dec. 2, 2016
Oregon Convention Center, Rooms F149-152

THREE REASONS TO ATTEND

ENGAGE in a candid conversation about our transportation funding reality

TAKE A STAND on our Big Vision for the future of transportation – does it reflect the future we want?

LEAD and help define the region's priorities to get us to the future we want

8:00 a.m.	Registration, light breakfast and networking	
8:30 a.m.	Welcome	Metro Councilor Craig Dirksen, JPACT Chair Wood Village Council President, Tim Clark, MPAC Chair
8:45 a.m.	Shaping our shared vision for the future of transportation <u>DRAFT VISION:</u> Our region's shared economic prosperity and quality of life are sustained by a transportation system that provides every person and business in the region access to safe, reliable, healthy and affordable ways to get around. <i>The draft vision was summarized from Regional Leadership Forum 1 and 2 discussions</i>	John Williams, Metro Planning and Development Deputy Director
8:55 a.m.	Large group discussion • <i>How well does the draft vision statement reflect your vision for our transportation future?</i> • <i>What additional feedback do you have on the draft vision statement?</i>	John Williams, facilitator
9:20 a.m.	Federal and state funding reality	Travis Brouwer, Assistant Director, Oregon Department of Transportation Drew Hagedorn, Chair, Oregon Transportation Forum
9:40 a.m.	Questions and group discussion	Elissa Gertler, Metro Planning and Development Director, moderator
10:00 a.m.	BREAK	

Attachment 1

10:15 a.m.	Our regional funding reality	Elissa Gertler, Metro Planning and Development Director Metro Councilor Craig Dirksen, JPACT Chair
10:30 a.m.	Questions and group discussion	
10:45 a.m.	Table discussion 1: Addressing our most urgent challenges through our investment priorities <i>Considering the vision, goals, challenges and funding reality:</i> <ul style="list-style-type: none">• <i>What three challenges are most urgent for the region to focus on in the next 10 years with our current funding reality?</i>• <i>What did you consider when making your choices?</i>	John Williams, facilitator
11:05 a.m.	Report back from tables	
11:20 a.m.	Table discussion 2: Building a path to funding our vision <ul style="list-style-type: none">• <i>What additional actions do we need to take?</i>• <i>Where would you like to focus your efforts to improve our funding situation?</i>	John Williams, facilitator
11:40 a.m.	Report back from tables	
11:55 a.m.	Next Steps: Where are we headed in 2017?	Elissa Gertler
Noon	Adjourn	

REGIONAL LEADERSHIP FORUM #3 | SMALL GROUP DISCUSSION PARTICIPANTS | DEC. 2, 2016

TABLE 1:

1. Jessica Vega Pederson, State Representative
2. Ramsay Weit, Community Advocate
3. Corky Collier, Columbia Corridor Association
4. Bob Stacy, Metro Council
5. Kari Schlosshauer, Safe Routes to Schools National Partnership
6. Ted Wheeler, Portland Mayor-elect

Facilitator | Juan Carlos Ocana-Chiu

Recorder | Lake McTighe

TABLE 2:

1. Rian Windsheimer, JPACT Member, Oregon Department of Transportation
2. Kathryn Harrington, Metro Councilor
3. Peter Truax, MPAC Member, City of Forest Grove
4. Kelly Haines, Metropolitan Alliance for Workforce Equity
5. Jim Bernard, MPAC Alternate, Clackamas County
6. Chris Rall, Transportation for America

Facilitator | Dana Lucero

Recorder | Jamie Snook

TABLE 3:

1. Tim Clark, MPAC Member, City of Beaverton
2. Mark Clark, City of Wood Village, City Council
3. Tom Hughes, Metro Council President
4. Ty Stober, MPAC Member, City of Vancouver
5. Renate Mengelberg, MPAC Member, City of Oregon City
6. Bob Grover, Chair Elect, Hillsboro Chamber

Facilitator | Noelle Dobson

Recorder | Tim O'Brien

TABLE 4:

1. Mark Gamba, MPAC Member, City of Milwaukie
2. Craig Dirksen, Metro Council
3. Bruce Bartlett, Washington County CPO Program
4. Travis Brouwer, Oregon Department of Transportation
5. Jeff Gudman, MPAC Member, City of Lake Oswego
6. Chad Hastings, CenterCal Properties

Facilitator | Molly Chidsey

Recorder | John Mermin

TABLE 5:

1. Audrey Farace, Portland State University
2. Anne McEnery-Ogle, MPAC Alternate, City of Vancouver
3. Bridget Dazey, Clackamas Workforce Partnership
4. Laura Edmonds, North Clackamas Chamber of Commerce
5. Paul Savas, JPACT Member, Clackamas County
6. Emerald Bogue, MPAC Alternate, Port of Portland

Facilitator | Ramona Perrault

Recorder | Mike Serritella

TABLE 6:

1. Shirley Craddick, Metro Council
2. Michael Calcagno, Mt. Hood Community College
3. Gloria Pinzon, Momentum Alliance
4. Emily Lai, Momentum Alliance
5. Craig Prosser, MPAC Member, TriMet
6. Lori Stegmann, Multnomah County Commissioner-elect, District 4
7. LaQuisha Minnieweather, Momentum Alliance
8. Steve Entenman, East Metro Economic Alliance

Facilitator | Ernest Hayes

Recorder | Russ Doubleday

Attachment 2

TABLE 7:

1. Alex Page, Ride Connection
2. Steve Callaway, MPAC Alternate, City of Hillsboro
3. Pam Treece, Westsside Economic Alliance
4. Marc San Soucie, MPAC Alternate, City of Beaverton
5. Hal Bergsma, AARP
6. MeeSeon Kwon, Staff Member for Commissioner Loretta Smith
7. Loretta Smith, MPAC Member, Multnomah County Commissioner, District 2

Facilitator | Scotty Ellis

Recorder | Grace Cho

TABLE 8:

1. Jeff Dalin, JPACT Alternate, City of Cornelius
2. Neil McFarlane, JPACT Member, TriMet
3. Emma Brennan, Oregon Tradeswomen Inc.
4. Gerek Kransky, Street Trust
5. Jack Burkman, JPACT Member, City of Vancouver
6. Drew Hagerdorn, Oregon Transportation Forum, Chair
7. Sam Chase, Metro Councilor

Facilitator | Dan Kaempff

Recorder | Rebecca Hamilton

TABLE 9:

1. Bart Gernhart, JPACT Alternate, Washington State Department of Transportation
2. John Hayes, Pacific University
3. Mary Kyle McCurdy, 1000 Friends of Oregon
4. Tim Knapp, JPACT Member, City of Wilsonville
5. Gordon Hovies, MPAC Member, Tualatin Valley Fire and Rescue
6. Jerry Willey, MPAC Member/City of Hillsboro
7. Cary Watters, Native American Youth and Family Center

Facilitator | Mary Rose Navarro

Recorder | Zoie Wesenberg

REGIONAL LEADERSHIP FORUM #3 | GENERAL AUDIENCE ATTENDANCE LIST | DEC. 2, 2016

- | | |
|----------------------|---------------------|
| 1. Tom Arnold | 28. Bill Peterson |
| 2. Adam Barber | 29. Lidwien Rahman |
| 3. Chloe Becker | 30. Matt Ransom |
| 4. Karen Buehrig | 31. Rob Sadowsky |
| 5. William Burgel | 32. Ann Shikany |
| 6. Paulette Busch | 33. Nicole Stoenner |
| 7. Carol Chesarek | 34. Chris Strong |
| 8. Shoshana Cohen | 35. Laura Terway |
| 9. Mike Coleman | 36. Leah Treat |
| 10. Colin Cooper | 37. Joanna Valencia |
| 11. Chris Deffebach | 38. Cary Watters |
| 12. Jae Douglas | |
| 13. Raymond Eck | |
| 14. Abbot Flatt | |
| 15. Sam Gollah | |
| 16. Greg Goloborodko | |
| 17. Jim Hagar | |
| 18. Ryan Hashagen | |
| 19. Nicole Hendrix | |
| 20. Eric Hesse | |
| 21. Todd Juhasz | |
| 22. Nancy Kraushaar | |
| 23. Mark Lear | |
| 24. Jaimie Lorenzini | |
| 25. Tom Martin | |
| 26. David McDevitt | |
| 27. Marcy McInelly | |

12/2/16 Regional Leadership Forum Table Notes

Table Notes on Draft Vision Statement

Table 1

-
- Identify the problems you want to solve; add “strive for” equality
 - Too vague in trying to encompass all things; say Vision Zero
 - Address climate change
 - Sustain; stay where we are vs. moving forward
 - Integrate efficiency into statement; emphasize less time getting around region with things close by for convenience
 - Last words not purposeful enough; stress accessibility opportunities
 - Get ahead of population growth with multi-modal transportation systems for rapid travel times
 - Emphasize reducing congestion with faster traffic flow in the region
 - Equity accessibility needs to be the center of the vision. Economic prosperity can be exploitation. We need inspiration, a call to action. We transport for family connections; equality justice.
 - Plan for seven generations; look to the future, not simply sustainable, but visionary
 - Need to honor equity and climate change, but also need to focus on transportation
 - Show economic prosperity, quality of life with transportation system
 - Sustainability is non-stop
 - Snapshot of visions from other places
 - Difficulty of getting around; need to be more thought out and more thorough in design. Different from getting around; long term vision.
 - Getting around showing mobility
 - Start with why; agree on the problems, and then vision statement follows from that agreement.
 - Keep it short. Sustain is passive; striving to get better shows vision
 - Time is money; cost of transportation prohibitive, what are the choice/options.

Table 5

-
- “Economic prosperity and quality of life”, not currently delivering to all of our regions’ residents; something to strive for.
 - Vision Zero + Climate Change
 - Sustain – “improve”
 - Efficient – addition
 - Resources closer to people, rather than “connected” to resources
 - To get around – “access to opportunities”
 - How do we optimize multimodal aspects? How to incent alternative modes of transportation?

12/2/16 Regional Leadership Forum Table Notes

- Add “speed” + “reducing congestion”; connection around the region
- Equity/access should be at the center of the vision; people are greater than economic prosperity. Not inspiring.
- Intergenerational with a look toward the future
- Transportation planning; issues of planning first, then climate change and equity
- What are other people doing regionally/nationally? Places that we are competing with.
- Throughout and through the region (suburb to suburb); reduce conflicts between modes.
- What problem are we trying to solve? Vision should state the problem and offer a solution.
- “Sustained” – enhanced. We’re striving to get better.
- Choices around transportation.

Table Notes from Small Group Discussions

Table Discussion #1 | Most Urgent Challenges

What **three** transportation challenge are most urgent for the region to focus on in the next 10 years with our current funding reality?

Table 1

Challenges mentioned	Considerations
<ul style="list-style-type: none"> • Climate changes/air quality • Technological changes • Earthquake effects with infrastructure • Earthquake vulnerability • Crisis & fatalities • Vision Zero • Congestion/Peak period priorities • Crashes and fatalities • Transportation affordability • Social inequity disparity • Categories overlap • Housing/transportation affordability • Congestion 	<ul style="list-style-type: none"> • Overarching; address other topics • A lot of technological changes are coming our way. Need to continue with programs we do well. Education. • Fixes with other issues; Federal funding, example of the rebuild of New Orleans after the Hurricane most Fed money before local funding provided. • Beware of earthquake effects covered with bridge/rail, etc. • Reinvest in facility tolls re: earthquakes • It fixes a lot of other issues. You’ll spend the money before or after the disaster. • It encompasses road maintenance and other maintenance, congestion relief. • Design human landscape • Certification issues • No freeway expansion • Broader 30K ft. improvements

	<ul style="list-style-type: none"> • Businesses barriers access • Access to opportunities • Public funding for innovation • Social inequities encompasses safety issues, housing/transportation affordability • How we deal with freight affects the whole state • Address more of the challenges to climate change • Letting private market push innovation may lead to privatization • Vision Zero disparities • For congestion, incorporate things that address climate change • If you address equity, you address a lot • Congestion pricing
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Key takeaways from the conversation

- You can take any of these as a lens, and achieve many of the outcomes
- Not just safety; add Vision Zero
- Climate change
- Technological changes
- Earthquake vulnerabilities
- Interconnectedness of challenges and solutions

Areas of agreement

- A lot of overlap in the areas/challenges
- Earthquakes
- Climate Changes
- Congestion, but not necessarily freeway expansion
- Technological Changes
- Social equity lens; address that and you address it all – crashes, gaps, access
- Reprioritize freeway expansion
- Be more ambitious

Areas of disagreement

- Don't use freeway expansion as a tool to address congestion
- Vision Zero – need to be more ambitious

Table 2

Challenges mentioned	Considerations
<ul style="list-style-type: none"> • Aging Infrastructure • Climate • Social inequity • Housing • Affordability • Displacement • Congestion • Gaps • Technology • Earthquake Vulnerability • Crashes 	<ul style="list-style-type: none"> • Most urgent/most compelling for voters • All are interconnected • In addition the land use & housing issues interconnected. Addressing congestion. Move other people more effectively • We drive a lot • Local communities spending local money for issues • Underlying systems to support tech (AV & others) • Climate-linked to congestion • Bang for your buck • Has more/same housing effect – how we grow • Earthquake should be priority • Frame as all – can't do some without the other • Aging gets at earthquake & crashes • Congestion – freight movement • All of these reasons

Key takeaways from the conversation

- A face to the problem – connecting to community benefit.
- 21st century new Deal. See in themselves
- Missing job creation e.g. construction/training opportunity
- Jobs in Transportation Act
- What does it mean for our community
- Outreach (expand/learn from ODOTs experience)
- ROI – earning & spent back in community
- Supports our local economy
- Cost of congestion
- Not just spending, spending, spending ...

Areas of agreement

- None noted.

Areas of disagreement

- None noted.

Table 3

Challenges mentioned	Considerations
<ul style="list-style-type: none"> • Congestion • Technology challenges • Aging Infrastructure • Resiliency with earthquakes • Incentive to replace transportation trips • Moving people to services • Regional connection throughout the system • Accommodating rapid growth • Understanding what the system requires • Safety with aging infrastructure and earthquakes 	<ul style="list-style-type: none"> • Safety • Technology improvements • Will technology find us without transportation investing in it? • Let's not be left behind by technology; let's be ready • Re: congestion. More capacity in many ways • Explain how we are reacting to growth • Unnecessary delays • Keep the infrastructure investment • Connect congestion to technology • Congestion related to freight mostly by clearing bottlenecks • Expand Vision Zero to the region, not just Portland • Infrastructure replacement is resilient • Housing related to transportation costs

Key takeaways from the conversation

- How to take advantage of technology; make sure the transportation system is not behind the curve and can adapt to changes
- Congestion from the no growth perspective that includes travel through this region

Areas of agreement

- Aging infrastructure
- Congestion
- Technology

Areas of disagreement

- How much to invest in technology from a transportation perspective?
- Will technology find us?

Table 4

Challenges mentioned	Considerations
<ul style="list-style-type: none"> • Maintenance/Aging Infrastructure • Social equity • Climate changes • Technological changes • Congestion • Reliability • Earthquake vulnerability • Bike/Pedestrian gaps • Crashes/fatalities 	<ul style="list-style-type: none"> • State financial picture • CPERS, Medicare, potential for lack of funding from Trump due to Portland as “Sanctuary City” • Inspiring message needed for coalition building • Low wage employee infrastructure; access to jobs • Educating the public with compelling vision of why investment is needed • State planning process; employment growth in areas without transportation infrastructure • Public involvement needed from a young age

Key takeaways from the conversation

- Aging infrastructure
- Need for a compelling vision to educate public on why investment is needed

Areas of agreement

- Aging infrastructure
- Need for a compelling vision

Areas of disagreement

- Most of the other challenges were spread out amongst all the changes. Consider from aging infrastructure.

Table 5

Challenges mentioned	Considerations
<ul style="list-style-type: none"> • Congestion • Movement of goods • Jobs for people • Transportation reliability • Aging infrastructure • Seismic stability • Gaps in transit • Housing discrepancies 	<ul style="list-style-type: none"> • Congestion, aging infrastructure, social equity/disparities; all connected • Freight is people; difficult to message • Transit is funded by business • Recruiters don't come here due to congestion • Works 3 jobs plus school; can't rely on transit even though she'd like to

12/2/16 Regional Leadership Forum Table Notes

<ul style="list-style-type: none"> • Quality of life for employees • Social inequity • Freight; showing prosperity, businesses as “employers” • Political challenge of “moving freight” • Relocation of business is impacted by congestion • Modal focus is a problem. 	<ul style="list-style-type: none"> • Housing costs • The expansions of I-205 and Hwy. 217 • Transit is sophisticated enough • Balanced transit (bus is great) • Movement of goods; people and their jobs • We don’t make a lot of things that can’t be made somewhere else; we need to keep our jobs here. • Renewable communities can be helped by freight • Employers pay taxes to support infrastructure • We need to look at things from a system level. • It’s cheaper to remodel than to rebuild. Retrofits as a long term investment. • Unreliable travel times push jobs away. • Displacements with new investment; implement transportation without displacement • Business lens identifying challenges. • Expansions of freeways are a necessity. • Cost of congestion on businesses. • Housing is a major concern as it connects to quality of life for workers.
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Key takeaways from the conversation

- Congestion
- Aging infrastructure
- Housing and Transit connections
- Bus transit and transfers.
- Frequent interests are not mutually exclusive from people interests. We need to grow an economic base for increased quality of life region wide.

Areas of agreement

- Congestion
- Infrastructure
- Reliability
- Broad based economic growth

Areas of disagreement

- None noted.

Table 6

Challenges mentioned	Considerations
<ul style="list-style-type: none"> • Climate change and air quality; goes into other things • Unreliability; congestion, traffic headaches • Aging infrastructure; top priority, ongoing issue • Infrastructure ties into seismic issues • Gaps in bike/ped • Need good walking/biking to schools and transit; regional issue • What are things that are state/regional and things that are local? • RTP acknowledges that everything is connected; conversation is pick & choose • Some roads are state highways and cities can do nothing • Cities are on their own from Feds; must find new funding solutions • Need to help for getting projects to shovel-ready • Congestion to our city centers 	<ul style="list-style-type: none"> • Broad based support; get people behind funding it. • Need new maintenance shops. Not just roadways. Definitely rail system. • Radically change the funding reality and sustainability; when connected, can't pick and choose. • New possible local income sources • New partnerships • Be specific on project costs • More money needed than what a city can raise alone; need help regionally • Building places where people go so congestion isn't all to one location; spread it out.

Key takeaways from the conversation

- The funding reality needs to change in the region to finance what we want
- All of these issues are tied together, so why is Metro making us choose?

Areas of agreement

- Aging infrastructure is a major concern, as is congestion and climate change.

Areas of disagreement

- Everything should be a priority; difficult to choose if we stay with this framework

Table 7

Challenges mentioned	Considerations
<ul style="list-style-type: none"> • Bridge/seismic retrofit • Aging infrastructure • Housing affordability/displacement • Social inequities/disparities • Access to opportunities • Technology; cast a wide net of addressing lots of these challenges • Gaps in transit • Crashes/fatalities • Big overlaps; projects which list multiple outcomes • Land use and urban growth • Climate change • Major last mile connection issues • Massive investment into large public transportation system • Congestion and unreliable travel time • Freight mobility 	<ul style="list-style-type: none"> • Everything important to some degree • Importance of all, but what are the funding splits? • How do we balance these? • Improve/manage the system much more efficiently • Safety is critical to system • Do not want to combine transit with active transportation; different beast with funding issues • Caution looking to technology saving grace • Equity challenge • Massive rail lines

Key takeaways from the conversation

- The transportation system should not kill you
- Land use and HSG connection

Areas of agreement

- Transit
- Technology – to a degree/system management
- Housing affordability/social inequity

Areas of disagreement

- Technology

Table 8

Challenges mentioned	Considerations
<ul style="list-style-type: none"> • Congestion • Earthquake vulnerability • Gaps in transit, bike & walk • Workforce • Aging infrastructure • Crashes and fatalities • Social inequity • Housing and transit affordability 	<ul style="list-style-type: none"> • Congestion motivates voters to support a new tax • If you solve this (gaps in transit) you sort of address all other concerns • Large infrastructure offer opportunities to bring women into workforce • Crashes and fatalities are near epidemic • Social inequity critical to the plan • Will new investments mean inclusive work for women, communities of concern? • Where is the workforce in this plan? • Community coalitions must be at the table to ensure project goals include equity in workforce. • We can't pick and choose • Active transportation gets just marginal investments • Represents low-income area. People need walk/bike transportation barriers removed • Social inequity is most important • How do we get voters to understand our infrastructure is already old and failing?

Key takeaways from the conversation

- Congestion
- Gaps in transit/bike/walk
- Social inequity came up in several conversations

Areas of agreement

- None noted.

Areas of disagreement

- None noted.

Table 9

Challenges mentioned	Considerations
<ul style="list-style-type: none"> • Large corporations leaving b/c of congestion/travel time • Congestion • Trying to solve one problem and not using funding efficiently • Not expanding freeways to address congestion • Aging infrastructure • Gentrification 	<ul style="list-style-type: none"> • Worry about businesses losing money and lack of economic development • Efficient use of funding can be “two birds with one stone” • One source of funding for multiple issues • Don’t expand into neighborhoods • Be proactive in getting bridge funding • Washington responded to challenges with transportation, equity, funding package; telling taxpayers know that they’re paying for • Specific, visible solutions • Transparency in solutions • Government accountability • Displacement causes transit issues

Key takeaways from the conversation

- Congestion
- Displacement/affordability with housing
- Funding distribution

Areas of agreement

- A holistic approach is necessary
- Using one source of funding to address multiple issues
- Issues are all related

Areas of disagreement

- Expanding freeways
- One opinion: there are other (better) ways to reduce congestion
- Another opinion: if we don’t expand freeways, vehicles will infiltrate and disturb neighborhood roads

Table Discussion #2 | Actions for building a path to funding

What **additional actions** do we need to take? Where would you like to focus your efforts to improve our funding situation?

Table 1

Additional actions	Their efforts
<ul style="list-style-type: none"> • Regional coalition to raise funds • LA and Seattle give great examples – small attempts but ambitious • Regions went big and succeeded • Seek both State and Regional funding • Building message around ID outcome • Remove at grade railroad crossings • Don't shy away from the too hard, too big • Grow the outcome to grow the coalition • Big goals • Road show; what people want; Portland is crucial to Freight, maintenance, Safety, Transit • How do we define success? • We need to know what we want • Continue to say State and Regional funding; both in Portland • Need Regional solution • Use relationships to advocate for more state funding • Need to be bigger than just three Highway projects • Messaging: congestion but Mobility solution. Define problem and solution • Need polling • Need to define mix of projects; build coalition • Equity & Business together; what is needed • Business/Equity community; we don't want planners to decide how to use the funding 	<ul style="list-style-type: none"> • Start big, that is what is successful • State, Federal and Regional is needed • Good support with big ask • Find a way to make obstacles/barriers part of the region • Advocate for more funding from the State for our priorities • Auditing, transparency, build trust to show value of investments. • Issues are big; need to fund it all • SRTS; other things that can help • Access for freight out of sync in traffic • Prioritize what people want • Are the "big 4" enough? • Coalitions that need projects; sweet spot for everyone • Business; let them set the agenda • Housing bond a good example; find overlap concerns • Build alliances between transportation, business and equity stakeholders to make things happen • Market solutions and bigger pockets • Combine state and regional funding initiatives. We need both & Federal • Increase transparency and build trust; show we are using funding wisely.

*12/2/16 Regional Leadership Forum Table Notes***Key takeaways from the conversation**

- Define success agreed upon with benefits and outcomes
- Message what people want
- We need State and regional buy in for funding coalition
- Build coalitions to increase/raise funding
- Provide accountability for how funding is used
- Don't shy away from ambitious goals
- Have something for everyone
- Equity and business communities interest from them; they are benefiting the most and need to be part of the agenda

Areas of agreement

- Clear vision and goals
- You can address most of the challenges through an equity lens. If equity is your priority, understanding lack of equity in the past, you end up addressing housing, air quality, gaps, crashes, better trolley system, etc.

Additional Funding Reality Discussion Notes from Table 1

- 2018 Bond, \$300M Ceiling concern, why not encourage legislatures to focus on campaigns for permanent fix?
- We are looking at it like a campaign. Go Oregon; some campaign consulting, need to be able to defend the ballot box.
- Agreed upon set of projects and priorities. We can't just ask for \$1B. We need to coalition and focus and communicate clearly. Tie the numbers to priorities and criteria, making lives better.
- Successful packages give voters a share of what they will buy; specific outcomes; specific projects.
- Show what you are buying
- \$300M makes my eyes glare over. Take time to build coalition; stop big risk overuse. Be bold. Be big. Waste of legislators time to talk about measly \$300M.
- \$120B LA example well articulated strategy. Equity, inclusion, transit, congestion all large vision. Go the public to inspire. Show leadership.
- Not a question of how much money, but a question of what the vision is; needs to include a series of projects. Something for everyone and needs all modes of transportation.
- Framing the message is needed. Vision is poor. Corporate taxes needed for transportation funding.
- We haven't used corporate taxes before. Has been desired to broaden the base, but not for transportation.
- Do bold things with other peoples' money. Everyone needs to pay; maybe wealthy people pay more, but everyone needs to pay.
- Two MPO's/one metro area. Congressional joint powers (OR/WA). Big ideas implemented. Go big! Freight only bypass.

Areas of disagreement

- None noted.

Table 2

Additional actions	Their efforts
<ul style="list-style-type: none"> • Build a key coalition → • Limited and spent wisely + ROI → • Value of investment – figure out what makes sense → • What about outside the region? • Outside Voices – need them for a State package • Funding & spending – Articulate with specifics. Define what “it” is (better) • \$ Spend wisely • Build coalition • Cart before the horse – use coalition to build investment list • Unclear of entity to lead • A base to build coalition • Pursue new regular resources • We have talked to people • Identify projects (we have plans) now how do we prioritize and fund • It’s not just one thing – easy to be narrow but it’s all connected • Remind people of broader picture • Meet multiple goals • More State, regional, local resources • Coalition to help • Look at the LA model 	<ul style="list-style-type: none"> • Maybe not one lead – steering committee + broader Coalition & help construct • State & regional • Selling to our voters – local need but also important to hear outside voices. • The relationship outside the region We do that but not as wisely as we should • Behind the ball at the regional level. On track at State level. • Investment identified before coalition • Disagree that we haven’t talked to people

Key takeaways from the conversation

- None noted.

Areas of agreement

- None noted.

Areas of disagreement

- None noted.

Table 3

Additional actions	Their efforts
<ul style="list-style-type: none"> • New funding sources • More funding locally • Identify projects that deliver on regional goals • Any funding package has to include all aspects of travel • Show government is doing things wisely • Need to put money into projects that deliver on what they see is needed 	<ul style="list-style-type: none"> • New local funding ideas • Transit/Active etc. is not the only solution; need to include the roadway system • Building a coalition; something in it for experts by mode and ports of the region • Spending funds wisely shows something people will value

Key takeaways from the conversation

- Trust for government and what it can deliver
- Regional coalition

Areas of agreement

- None noted.

Areas of disagreement

- None noted.

Table 4

Additional actions	Their efforts
<ul style="list-style-type: none"> • All are important • Different actions can do what many have expertise in. • Visual for the public what the region will be like in 20 years with status quo • Be honest that we blew it in CRC Leadership from the Governor • Local public involvement processes need to be improved • People who can paint a vision; Ted Wheeler, Governor, local leaders at every level 	<ul style="list-style-type: none"> • Advocate for Federal and State funding • Identify projects that deliver on goals • Full force leadership to pursue local and regional funding sources. E.g. Milwaukie just passed to fund Ped/Bike laws.

Key takeaways from the conversation

- Full force leadership in support of vision
- Inspiration with vision and clearly explaining what will happen in 20 years with no investment (status quo)

Areas of agreement

- Leadership at every level that inspires and presents a clear vision

Areas of disagreement

- None noted.

Table 5

Additional actions	Their efforts
<ul style="list-style-type: none"> • We need consensus first; people on the same page before we can decide where we're headed • Consensus means having all parties present. • Engage your community in the process of funding and priorities • Let's have a do-over to engage communities; how do we come together as a team? • Without funding, projects are just ideas • Involving communities in discretionary priorities from the beginning 	<ul style="list-style-type: none"> • Have all the players at the table across the region; consensus on projects but also funding; how do you prioritize? • New voices • Diverse perspectives • Cost sharing and consensus on projects and how to pay for them. • Conversations are not happening between government and corporations • These are problems that we've had for awhile; these are not unique problems to our region. • A new group with a balance of power, interests that represents all stakeholders

Key takeaways from the conversation

- Need a coalition of diverse perspectives; priorities coming communities. Who would run it?
- Maybe a new entity with all the stakeholders involved.

Areas of agreement

- None noted.

Areas of disagreement

- None noted.

Table 6

Additional actions	Their efforts
<ul style="list-style-type: none"> • JPACT identifies regional issues and is well positioned to build coalitions • Personally lack a lot of knowledge and most people don't know • People need to be at the decision making table • Community has voiced distrust in government • Need to change the attitude that people need to come to government to participate • People need to design solutions; patronizing to convince voters • Expand the idea of expertise and qualification so more people will participate • Much is driven by laws and it is complex, but much more needs to be done • We don't know enough about how government works 	<ul style="list-style-type: none"> • A lot hinges on the State Legislature; need all this to build a funding package • Public education more broadly • Accountability is a big issue with the public perspective • Coalition building, meeting folks is the solution • Government needs to go to the people, communities; see them as the solution design, inclusivity • More education on issues, processes; people can deal with complexity

Key takeaways from the conversation

- This is a complex topic, so good messaging and education are needed for reaching the public
- Disingenuous to ask for strong messaging for a ballot measure when that could be avoided through good public engagement and buy-in from the beginning

Areas of agreement

- Need to hear more from the community
- Community needs more representation in Metro
- Accountability for all government

Areas of disagreement

- A lot of what Metro does is driven by law, which limits ways for Metro to reach some goals from "agreement" section.

Table 7

Additional actions	Their efforts
<ul style="list-style-type: none"> • New voices in building a coalition • Huge step/absolutely necessary • Be smart about how to engage • The translation of the work to the diverse, new voices • Respect different interests, but recognize community • Have to be specific to what you want • Community visioning; robust • Want to go big; have to build region wide consensus • Victim of the majority; that is how we operate • Engage more with people • Younger and older ages • Nothing gets done without lots of balance in all of that • All voices at the table 	<ul style="list-style-type: none"> • Connect with nonprofits and social/human services with touch diverse populations • Haven't seen Metro's RTP have that big visioning process • Our transportation planning leaves other out (input) • Stop spending 95% of funding on 65% peoples' needs • The people who vote are the 65% • Community coalition/need to identify the needs • Identify the projects that get our good goals

Key takeaways from the conversation

- Visioning and needs identification is necessary
- Broad voice and lots of new/diverse community
- Need to be specific of what we are buying if going after new funding
- This RTP is not going to get us there
- Need to represent the projects/investments of those who are not at this table today
- Discussed examples of big visioning and getting to a specific project list
- Specificity is important, but how you get there/to that specificity is incredibly important

Areas of agreement

- None noted.

Areas of disagreement

- None noted.

Table 8

Additional actions	Their efforts
<ul style="list-style-type: none"> • Staging of efforts • Everybody has to have a dog in the fight • What are our common challenges? • Must identify what impacts people today, so that they'll support investments for tomorrow • Create an ongoing, inclusive conversation • Find projects that can create PPP's • Show value and accountability • Does it (funding) come back to where it came from? 	<ul style="list-style-type: none"> • Should we be doing more incremental efforts • Make sure everyone sees something that they'll benefit from • Need to see more opportunities for non-government groups to be involved • Look for opportunities for highway system to finance itself

Key takeaways from the conversation

- We can be successful if everyone contributes and everyone sees something they can benefit from.
- Public needs to have ongoing involvement and participation

Areas of agreement

- Regional coalition like LA's model is key to success
- Need to look for creative solutions to pricing strategies

Areas of disagreement

- None noted.

Table 9

Additional actions	Their efforts
<ul style="list-style-type: none"> • Build coalition • Identify projects • Show that taxpayer dollars are well spent; show the value • Make agreements at forums, then go to the public • Build trust with the public • Focus on talking to people • Region focused (not Portland focused) • Make plans before knowing new technology • People don't work where they live 	<ul style="list-style-type: none"> • Slowly building trust before presenting funding • Build trust by showing that funding was used the way we said it would • Addressing congestion caused by freight trucks; use funding to find creative new ways to move freight

Key takeaways from the conversation

- Build trust when asking for money from taxpayers
- Region focused
- Congestion caused by “all players”, particularly freight
- Coming up with an agreement

Areas of agreement

- Unknown technology presents challenges
- Congestion is terrible
- Oregon voters don't want to fund transportation

Areas of disagreement

- None noted.

2018 REGIONAL TRANSPORTATION PLAN

CONNECTING OUR PRIORITIES TO OUR VISION



September 23, 2016

REGIONAL LEADERSHIP FORUM 3

- STAY FLEXIBLE
- CREATING SHARED VALUE
- JPACT MAKES THE PLAN
- WE HAVE CHALLENGES, AND WE NEED TO BE **COURAGEOUS**
- WE NEED TO ALIGN WITH PUBLIC TO FIND LONG-TERM SOLUTIONS
- DEFINE INVESTMENTS - WHAT ARE WE BUYING?

- PLEASE **SHARE**
- BE OPEN-MINDED
- LET'S WORK TOGETHER

THERE ARE BARRIERS, BUT WE HAVE A LOT OF MOMENTUM

STOP BEING CAUTIOUS - BE COURAGEOUS

CONFIRMING OUR SHARED **BOLD VISION**

WHAT DO WE THINK ABOUT OUR DRAFT VISION?

- > IS IT TOO VAGUE?
- > DEFINE ECONOMIC PROSPERITY BETTER
- > INCLUDE AN EFFICIENCY STATEMENT
- > 'GET AROUND' COULD BE MORE PURPOSEFUL
- > ADD WORDS ABOUT SPEED & CONGESTION
- > A GREATER SENSE OF EQUITY
- > STRONGER LOOK TOWARD THE FUTURE
- > TRANSPORTATION ISSUES FIRST?
- > 'GET AROUND' IS NOT INCLUSIVE OF MODES/NEEDS
- > BETTER STATE PROBLEMS TO SOLVE
- > IMPLY THE EFFORT BEING MADE
- > KEEP THE IDEA OF OPTIONS IN MIND

STAND UP FOR EACH OTHER - DEMAND ACCOUNTABILITY

WHY & HOW

- GAS TAX IS 1/2 OF OUR RESOURCES
- BUT... CAN'T KEEP UP WITH INFLATION...
- AND... FUEL EFFICIENCY DIMINISHES INCOME

(SUPPORTING) CONGRESS IS HOLDING UP THE HIGHWAY TRUST FUND...

- MAINTAINING EXISTING IS PRIMARY; CONGESTION, SEISMIC RETROFIT AND TRANSIT INVESTMENT FOLLOW

PROCESS:

- WE HAVE - FOCUSED TEAMS AND DEDICATION
- OPENNESS, AND COMMUNITY INVOLVEMENT
- FUNDING FOR TRANSIT NEEDS ADDRESSING

WE MUST **GO BIG**

...AND MAKE OUR PLANS LONG-TERM FOCUSED

FEDERAL CONVERSATION HAS BEEN ABOUT FINANCING, NOT FUNDING

... WHICH REQUIRES A FUNDING SOURCE ...

FOCUS IS ON THE STATE

THE STATE HAS A REVENUE ISSUE... STILL... TRANSPORTATION IS A PRIORITY

TECH IS KEY TO THE FUTURE

REGIONAL VOICES - SOLUTIONS

@darrancools

2018 REGIONAL TRANSPORTATION PLAN

Regional Leadership Forum 3 | Connecting Our Priorities to Our Vision | Oregon Convention Center, Portland OR | Dec. 2, 2016

The Metro Council convened the Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT), state legislators and community and business leaders to foster leadership and collaboration to address regional transportation challenges through the 2018 Regional Transportation Plan. Working together across interests and communities can help ensure every person and business in the Portland metropolitan region has access to safe, reliable, affordable and healthy ways to get around. Find out more at oregonmetro.gov/rtp.

Graphic recording created by Darren Cools for Metro.



Graphic recording of conversations from Regional Leadership Forum 3. The illustrations were created by Darren Cools for Metro to support the 2018 Regional Transportation Plan. Find out more at oregonmetro.gov/rtp.

Questions?

Regional transportation planning
503-797-1750
transportation@oregonmetro.gov

Regional Transportation Plan

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

Building a path to funding our vision

We know the transportation funding landscape is changing and that we don't have the resources needed to invest in all parts of our transportation system.

In forums 1 and 2, we heard the call for a comprehensive investment strategy that links land use and transportation while taking steps to keep the system safe and in good condition, ramp up investment in transit, technology, biking, and walking, meet seismic needs, and address key freight and roadway bottlenecks.

While no region has discovered a magic recipe for stable and predictable funding for all modes of transportation, several regions have recently chosen to develop a regional, stable funding mechanism for their transportation system, including the Seattle area, the Bay Area and Los Angeles. Each region tailored their approach and investment priorities to fit the needs and values of their communities.

The actions below were summarized from discussions in Regional Leadership Forums 1 and 2 as ways to build a path to funding our vision.

A) Bring people together

- Build a regional coalition that includes new voices and diverse perspectives

B) Show value and accountability

- Identify projects that deliver on regional goals and work together to fund them
- Show that limited taxpayer dollars are being spent wisely
- Show the value of investment by measuring and reporting how investments support our vision for the future

C) Grow the funding pie

- Advocate for more funding from federal and state sources
- Pursue new regional funding sources
- Raise more funding locally



Background information to support discussion

Connecting our priorities to our vision

A shared vision and goals for the future of transportation

In Regional Leadership Forums 1 and 2, there was consensus that a bold vision and more funding are needed to build a 21st century transportation system. Forum 3 is an opportunity to work together to confirm our shared vision, define our near-term priorities for addressing regional transportation challenges, and identify an initial list of actions needed to build a path to future funding.

Draft vision

Our shared vision for the future of transportation provides the direction for building a transportation system that serves all people and businesses of the Portland metropolitan region. It will serve as a foundation for identifying our investment priorities and measuring progress toward building the transportation future we want.

The draft vision statement was summarized from Regional Leadership Forums 1 and 2 discussions and additional engagement activities in 2015 and 2016.

Draft vision statement

Our region's shared economic prosperity and quality of life are sustained by a transportation system that provides every person and business in the region access to safe, reliable, healthy and affordable ways to get around.

In order to realize our vision for a transportation system that serves all people and businesses, we need goals and objectives to keep us moving forward and targets to measure our progress.

Regional transportation goals

The Regional Transportation Plan goals were first adopted by the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) in the 2010, after significant engagement with communities, residents, businesses and stakeholders throughout the region. In 2014, the Metro Council and JPACT approved the addition of a new goal to reduce greenhouse gas emissions.

Adopted RTP goals

1. Foster vibrant communities and efficient urban form
2. Sustain economic competitiveness and prosperity
3. Expand transportation choices
4. Emphasize effective and efficient management of the transportation system
5. Enhance safety and security
6. Promote environmental stewardship
7. Enhance human health
8. Demonstrate leadership on reducing greenhouse gas emissions
9. Ensure equity
10. Ensure fiscal stewardship
11. Deliver accountability



Printed on recycled-content paper. Nov. 30, 2016

Regional Leadership Forum 3
Dec. 2, 2016
Oregon Convention Center, F149-152

oregonmetro.gov

#RTP2018



The list of adopted Regional Transportation Plan goals on the previous page is provided as a resource for forum participants to increase awareness of the adopted goals currently guiding the region's transportation planning and decision-making.

The outcomes-based goals provide the objectives and targets needed to reach our vision for the future. They help us measure the progress we are making toward our vision.

Addressing our most urgent challenges through our investment priorities

We know the transportation funding landscape is changing and building a world-class transportation system requires steady, long-term investment. But we don't have the resources we need to invest in all parts of our transportation system.

Given the region's limited resources, we must determine which challenges are most urgent to address as we begin to shape our investment strategy for the next 10 years and beyond. Below is a summary of challenges that have been identified from online engagement activities in 2015 and 2016, previous forum discussions, technical research, and interviews with businesses and community members.

Regional transportation challenges

- Aging infrastructure
- Climate change and air quality
- Congestion and unreliable travel times
- Crashes and fatalities
- Earthquake vulnerability
- Gaps in transit, biking and walking connections
- Housing and transportation affordability and displacement
- Social inequity and disparities
- Technological changes

Building the future transportation system we want means investing in a mix of projects and programs that address these challenges in ways that also help us realize our vision and goals. Identifying the challenges that are priorities for the region to focus on in the next ten years is the first step in shaping an investment strategy to build the future we want.

Our investment priorities reflect our values and determine which goals we will advance over the next 25 years. Without a commitment to our vision and goals through shared investment, they are simply targets on the horizon.

Projects and programs

A summary of the types of investments – projects and programs – in the current RTP as well as other desired investments identified in previous forums and engagement activities in 2015 and 2016 follows.

The summary is provided as a resource to help forum participants understand the types of investments that will help address the region's transportation challenges.

Investments for addressing our regional transportation challenges

Projects

-  **Bridge and road maintenance**
Bridge and road pavement resurfacing, preventive maintenance, preservation and rehabilitation
-  **Bus and rail vehicle maintenance and replacement**
Preventive maintenance for fleet and facilities, transit vehicle replacement, etc. to keep system in good repair
-  **Complete streets for all users**
Modernize street and intersection designs to reduce conflicts and better serve all modes and users
-  **Freight access to industry and ports**
Road and railroad crossing upgrades, port and intermodal terminal access improvements, rail yard and rail track upgrades
-  **Freeway expansion**
Interchange fixes, strategic widening, auxiliary lane additions in areas of consistent bottlenecks
-  **High occupancy vehicle/tolled lanes, express lanes**
High occupancy vehicle (HOV) lanes, high occupancy tolled (HOT) lanes or managed lanes with new freeway capacity
-  **Main street retrofits**
Retrofit streetscapes in areas with shopping, restaurants and local services to include street trees, improved lighting, street furniture, such as benches, garbage bins, wider sidewalks, bike parking, etc.
-  **Seismic upgrades**
Retrofit roads and bridges to increase resiliency to earthquakes, particularly major river crossings
-  **Street connections and expansion**
New arterial and collector street connections, strategic widening, highway overcrossings, etc.
-  **Transit service enhancement and expansion**
Increased bus service coverage, speed and frequency, MAX and streetcar extensions, expanded WES commuter rail service, employee and community shuttles, separate travel lanes for buses, etc.
-  **Walking and biking connections**
Protected and/or separated bike lanes, sidewalks, crosswalks and curb ramps on major streets, off-street trails, etc.

Programs

-  **Affordable transit pass program**
Provide affordable transit passes to students, seniors and low-income riders
-  **Programs and incentives to reduce vehicle trips**
Regional travel options programs, paid and timed parking in centers, encourage walking, biking, use of transit, carpooling, carsharing, ridesharing, telecommuting, etc.
-  **Smart technology and traffic management**
Traffic signal and transit priority coordination, vehicle charging stations, clearing crashes quickly, etc.
-  **Transit amenities**
Bus shelters and benches, passenger boarding areas, transit stop and station access, lighting at stops, etc.
-  **Transit oriented development**
Policy and market incentives to encourage building higher-density, mixed-use projects in centers and along corridors served by high capacity and frequent transit
-  **Transportation safety and education programs**
Improved and expanded Safe Routes to Schools programs, speed enforcement, Safe Routes to Transit programs, etc.
-  **Transportation services for older adults and people with disabilities**
On-call paratransit services, door-to-door pick up, etc.

Other tools that could be supported by policies

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

3 Building a path to funding our vision

Actions we can take

We know the transportation funding landscape is changing and that we don't have the resources needed to invest in all parts of our transportation system.

The actions below were summarized from discussions in Regional Leadership Forums 1 and 2 as ways to build a path to funding our vision.

A) Bring people together

- Build a regional coalition that includes new voices and diverse perspectives

B) Show value and accountability

- Identify projects that deliver on regional goals and work together to fund them
- Show that limited taxpayer dollars are being spent wisely
- Show the value of investment by measuring and reporting how investments support our vision for the future

C) Grow the funding pie

- Advocate for more funding from federal and state sources
- Pursue new regional funding sources
- Raise more funding locally

Table discussion 2

1. What additional actions do we need to take?
2. Where would you like to focus your efforts to improve our funding situation?
 - Build a regional coalition that includes new voices and diverse perspectives
 - Identify projects that deliver on regional goals and work together to fund them
 - Show that limited taxpayer dollars are being spent wisely
 - Show the value of investment by measuring and reporting how investments support our vision for the future
 - Advocate for more funding from federal and state sources
 - Pursue new regional funding sources
 - Raise more funding locally



Discussion guide

Connecting our priorities to our vision

Welcome to the third Regional Leadership Forum

The Metro Council welcomes members of the Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT), state legislators, community and business leaders and other interests from across the Portland metropolitan region to help shape and evaluate the 2018 Regional Transportation Plan.

In Regional Leadership Forums 1 and 2, participants expressed interest in building a bold vision and setting the stage for more funding in order to address regional transportation challenges and build the future we want.

Forum 3 is an opportunity to think about what a shared vision for that future looks like. This discussion guide is a tool for documenting your ideas and feedback.

Please leave this discussion guide on your tables when you leave. All responses will be collected and compiled.

Your input will be used to help design and evaluate a 10-year and 25-year investment strategy that will come back to MPAC, JPACT and the Metro Council in 2017.

Name:

Affiliation:

Desired outcomes for the day

Work across interests and communities to shape the 2018 Regional Transportation Plan:

- Confirm our vision
- Identify our most urgent transportation challenges
- Identify actions needed to build a path to future funding

Regional Leadership Forum 3
Dec. 2, 2016
Oregon Convention Center, F149-152

oregonmetro.gov



#RTP2018



1 A shared vision for the future of transportation

Draft vision statement*

Our region's shared economic prosperity and quality of life are sustained by a transportation system that provides every person and business in the region access to safe, reliable, healthy and affordable ways to get around.

Large group discussion

- 1. How well does the draft vision reflect your vision for our transportation future?
1 2 3 4 5
(not at all) (completely)
2. What additional feedback do you have on the draft vision statement?

2 Addressing our most urgent challenges through our investment priorities

Table discussion 1

Considering the regional transportation vision, goals and funding reality:

- 1. What three challenges (listed to the right) are most urgent for the region to focus on in the next 10 years with our current funding reality?
2. What did you consider when making your choices?

The most urgent challenges for the region to focus on in the next 10 years (choose three)**

(Descriptions of the investment types are in the background information.)

- Aging infrastructure
Investments that address this challenge:
• Bridge and road maintenance
• Bus and rail vehicle maintenance and replacement

- Climate change and air quality
Investments that address this challenge:
• Complete streets for all users
• High occupancy vehicle/tolled lanes, express lanes
• Programs and incentives to reduce vehicle trips
• Smart technology and traffic management
• Street connections and expansion
• Transit oriented development
• Transit service enhancement and expansion
• Walking and biking connections

- Congestion and unreliable travel times
Investments that address this challenge:
• Freeway expansion
• Freight access to industry and ports
• High occupancy vehicle/tolled lanes, express lanes
• Programs and incentives to reduce vehicle trips
• Street connections and expansion
• Smart technology and traffic management
• Transit oriented development
• Transit service enhancement and expansion
• Walking and biking connections

- Crashes and fatalities
Investments that address this challenge:
• Main street retrofits
• Complete streets for all users
• Transit amenities
• Transportation safety and education programs
• Transportation services for older adults and people with disabilities
• Walking and biking connections

- Earthquake vulnerability
Investments that address this challenge:
• Bridge and road maintenance
• Bus and rail vehicle maintenance and replacement
• Seismic upgrades

- Gaps in transit, biking and walking connections
Investments that address this challenge:
• Complete streets for all users
• Street connections and expansion
• Transit amenities
• Transit service enhancement and expansion
• Transportation services for older adults and people with disabilities
• Walking and biking connections

Add your challenge here

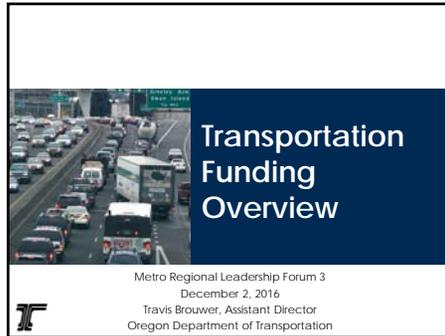
- Investments that address this challenge:
•
•
•
•

- Housing and transportation affordability and displacement
Investments that address this challenge:
• Affordable transit pass program
• Complete streets for all users
• Transit oriented development
• Transit service enhancement and expansion
• Walking and biking connections

- Social inequity and disparities
Investments that address this challenge:
• Affordable transit pass program
• Complete streets for all users
• Street connections and expansion
• Transit amenities
• Transit service enhancement and expansion
• Transportation safety and education programs
• Transportation services for older adults and people with disabilities
• Walking and biking connections

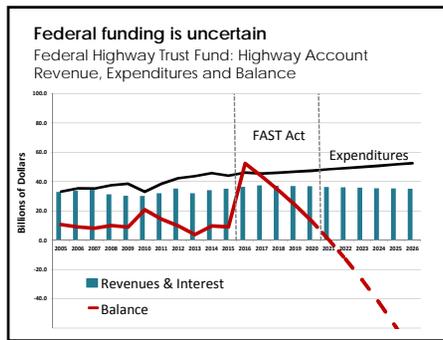
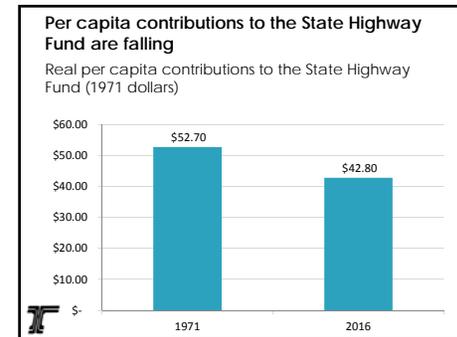
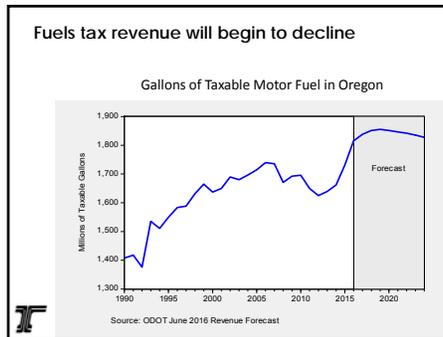
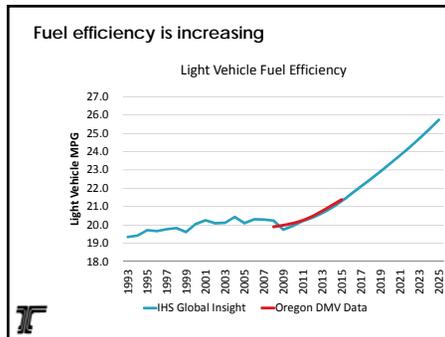
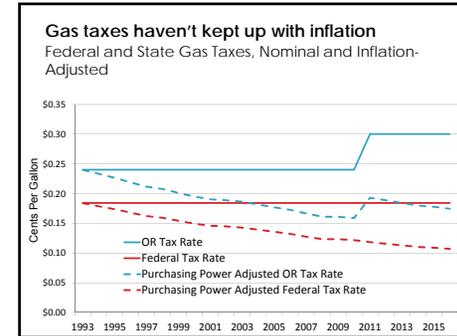
- Technological changes
Investments that address this challenge:
• Emerging market-based technologies
• Smart technology and traffic management
• Transportation safety and education programs

* The draft vision statement was summarized from Regional Leadership Forums 1 and 2 discussions and additional engagement activities in 2015 and 2016.
** The summary of challenges have been identified from online engagement activities in 2015 and 2016, previous forum discussions, technical research, and interviews with businesses and community members.



Transportation Funding Overview

Metro Regional Leadership Forum 3
December 2, 2016
Travis Brouwer, Assistant Director
Oregon Department of Transportation





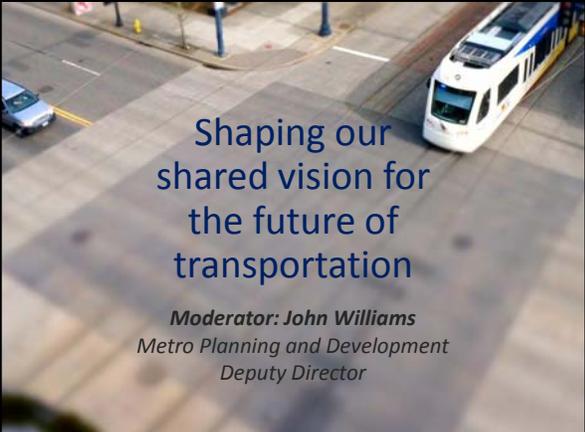
2018 Regional Transportation Plan
**Connecting our priorities
to our vision**
Regional Leadership Forum 3



Share the conversation
#RTP2018
@oregonmetro
WiFi login
Network: **OCC WIFI**
Login: **metro**
Password: **3302**

WELCOME

Metro Councilor Craig Dirksen
JPACT Chair
Tim Clark
Wood Village Council President
MPAC Chair



Shaping our
shared vision for
the future of
transportation
Moderator: John Williams
Metro Planning and Development
Deputy Director

DRAFT VISION
Our region's shared economic prosperity
and quality of life are sustained by a
transportation system that provides
every person and business in the region
with access to safe, reliable, healthy and
affordable ways to get around.

Attachment 8

Group discussion

How well does the draft vision statement reflect your vision for our transportation future?

Group discussion

What additional feedback do you have on the draft vision statement?

Federal and state funding reality

*Moderator: Elissa Gertler
Metro Planning and Development Director*

Travis Brouwer, Assistant Director
Oregon Department of Transportation

Drew Hagedorn, Chair
Oregon Transportation Forum

Questions and group discussion

BREAK
10 to 10:15 a.m.

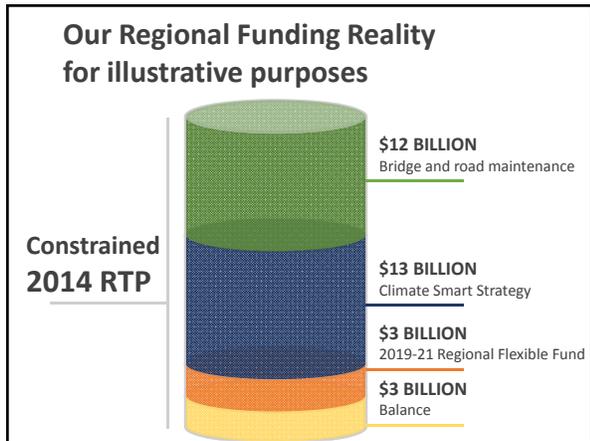
Attachment 8


Share the conversation
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Password: 3302

Our regional funding reality

Moderator: Elissa Gertler
Metro Planning and Development Director



Questions and group discussion

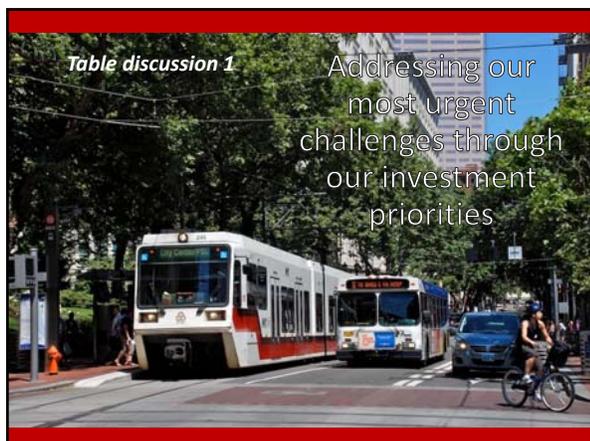


Table discussion 1

What three challenges are most urgent for the region to focus on in the next 10 years with our current funding reality?

Attachment 8

Table discussion 1

What did you consider when making your choices?

Table discussion 2

Building a path to funding our vision



Table discussion 2

What additional actions do we need to take?

Table discussion 2

Where would you like to focus your efforts to improve our funding situation?

Next steps

Where are we headed in 2017?



Please leave your completed discussion guides and evaluations on the table



Share the conversation
#RTP2018
@oregonmetro

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Network: OCC WIFI
Login: metro
Password: 3302



**Connecting our priorities
to our vision**

**Regional Leadership
Forum 3**

Key takeaways from Forum 2

**Technology and data
are tools, not
solutions.**

Key takeaways from Forum 2

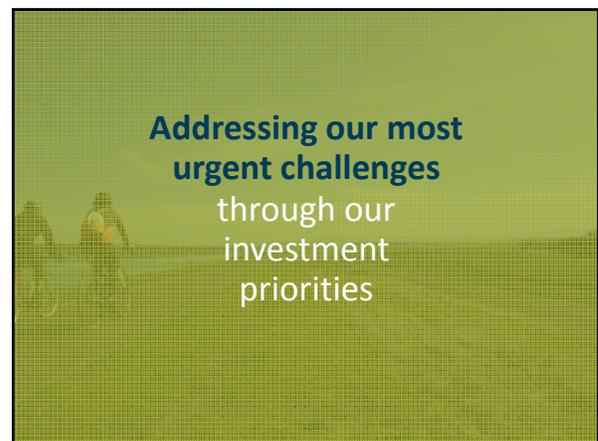
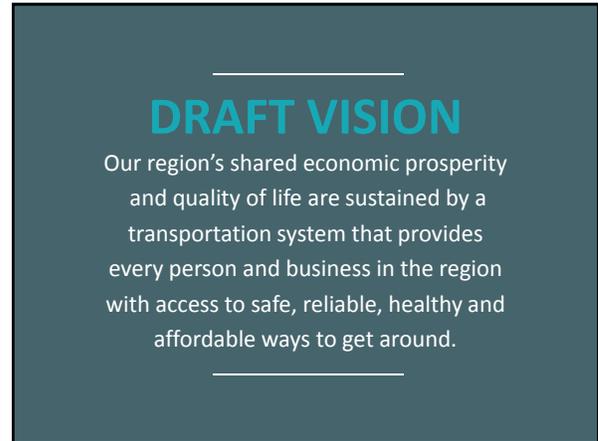
**Keep people and goods
connected and moving
with smart investments
and measurable results.**

Key takeaways from Forum 2

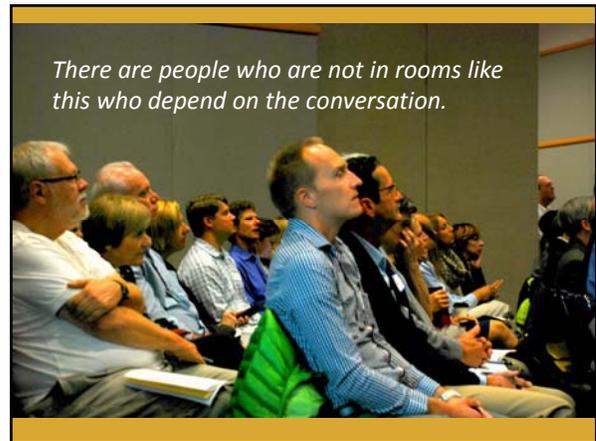
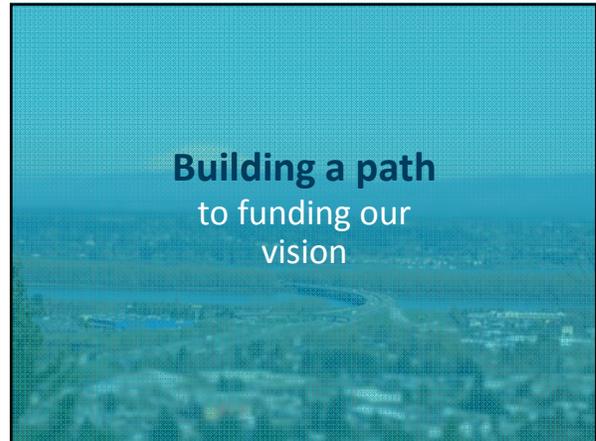
**Take steps to strengthen
public confidence and
demonstrate benefits of
transportation investments.**

Key takeaways from Forum 2

**Coalitions need strong
leadership and leaders
need strong coalitions.**



Attachment 8



Regional Leadership Forum 3

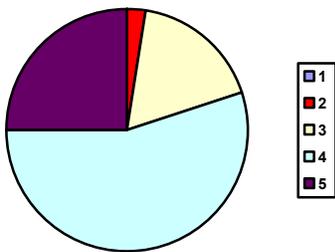
Connecting our priorities to our vision

FORUM EVALUATION SUMMARY

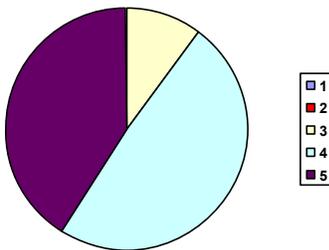
Event evaluation

On a scale of 1 (poor) to 5 (excellent), please rate the following:

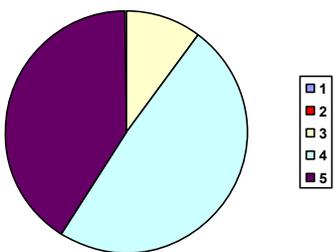
a. Meeting agenda and process



b. Facilitation

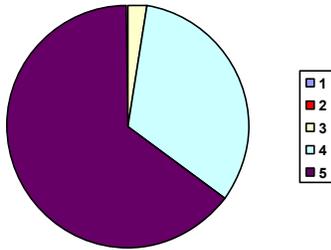


c. Materials

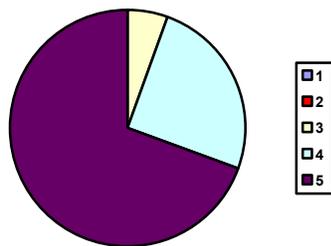


On a scale of 1 (poor) to 5 (excellent)

d. Venue



e. Registration process



Based on your experience of today's forum:

1. What was the best part of the morning?

- Federal, state (4) and regional funding reality
- Table discussion and table presentations (6)
- Loved the illustrator upfront (2)
- The interchange between participants during group discussion
- Opportunity to listen to diversity of opinions
- Breakfast was awesome! Very flavorful! The first part of the morning (to 10 a.m. break) was a slog but it was necessary to get our heads through to the problem for the second half of the day
- Wheeler's call to action (3)
- The mix between community groups, business and elected leaders.

2. What could have been better?

- Integrate human beings at the center of the issue. Tear down silos between social needs and infrastructure.
- More explicit discussion on action needs. More representation in audience and on panels of labor unions and people of color
- Yes – more consideration of the WA side of the river needs to be incorporated
- Better framing of the challenges prior to discussion
- Would like to participate in tactical planning for 2017 legislative session lobbying/advocacy

- I arrived a bit late, so may have missed it, but please include at least one POC [person of color] speaker sometime
- The discussion guide maybe should have addressed funding sources before challenges
- Need more discussion about a strategy to achieve adequate funding
- Table assignments – no time to get into "in depth" level
- Some individuals spoke too frequently and dominated the discussions
- Reaching out to marginalized communities
- Need forum 4 to finish this
- Limiting the "soapbox" assertions
- More focused large group conversation, perhaps more _____
- Focus is too MPA; include both MPOs [Clark Co., WA]
- I had advocated for getting the draft vision before the group – but I found it sad and hard to start off with just negativity first thing. That's why I spoke up to try to build some common ground first – ugh.
- The restructuring of reporting out from the groups. The shrillness needs to stop.
- More time for discussion (3), shorter presentations
- Actionable next steps
- The corn was pretty corny
- Everything was great except for the guy from Hillsboro Chamber of Commerce and Craig Dirksen, to be real
- Talking about specific projects
- I wish the materials were more flexible to engage with
- Too much time was spent on the mission statement (2); a smaller sub-committee could have presented several ideas to choose from.
- Should not have a visual exercise ("seed corn") that erroneously suggests that we "have" \$25 billion without further effort
- Less time on vision statement, instead could have focused on the top level priorities. There's little agreement on these yet.
- A bias to action
- Seed corn funding was confusing – \$3 billion RFFA did not make sense to me?

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

- Yes, having courageous conversations with everyone invited to the table
- B+ What is the coalition and when will we get going?
- Yes, input from a diverse group is important (2)
- No. We're don't think radically. We're resting on our laurels and need to lead the nation in progressive ideas about transportation, land use, and affordability.
- No clue. All of the discussion in funding is not yet connected to policy choices and the other pieces in progress with RTP 2018 (versus what we already have in RTP 2014 & 2010).
- Yes, because we are working to finding a voice
- I do not see any workforce goals in this entire project. This is missing a huge swath of our transit plan.
- I feel that we are behind mainly with campaigning for the monies, we need a strong coalition that can propel our sector to the future instead of trying to keep up
- I'm sure the RTP is on track, but am concerned the pursuit for funding will not be more aggressive
- We keep talking about a bold vision but we have not come close to creating one
- I'm not clear on what "the plan" is. According to the summary, yes, except there needs to be language describing how the transportation infrastructure will be built and operated and the

economic opportunity therein, including good paying construction jobs, business revenue, and training opportunities for the community. This should be required.

- Too bound to "political correctness." Too little understanding of how, jobs/economy/industry works. Serving "people's needs" to the exclusion of a productive economy will fail.
- Hard to say. The focus needs to be on implementation and actually getting what needs to be done, done.
- Vision needs to be reworked – focus on outcomes
- Continue to develop the linkages between transportation planning and access to public transit, as well as acknowledging and anticipating the _____ of transportation investments on affordability of housing and transit.
- Not sure. Plan needs to be about transportation.
- No. Funding, no bias to action.
- It really concerns me that equity and community engagement are not yet part of JPACT and this plan and etc.
- I think we need to know more specific commitments before we attempt to build a coalition in support – e.g. that we don't just be expanding roadways without caring for social justice and inequities
- Not concrete yet
- This one is fine, but we need a new, comprehensive "community vision" for the next RTP update. The goals and priorities have to be carefully gathered from the broader community before project lists are developed.
- Yes (3)
- Not sure (2)
- The intention of what they are trying to do is very good

4. Other

- Good job getting the mix of participants
- Good job on agenda setting and facilitation
- The bell worked
- Good job getting mics all over
- I heard complaints that the invite was not sent multiple times to catch those who forgot to initially RSVP
- Some individuals co-opted the discussion
- Can't this be closer to the MAX station, as opposed to the far end of the conv center?
- Insufficient time to discuss
- Apparently mine [RSVP] didn't make it in
- Wish I had more time to speak with my table members
- [Materials] Not totally inclusive of all issues for RTP
- Flow was really good
- Discussion guide excellent – people were really using
- Heard many comments on food – excellent
- No disposable cups
- Good [food service] layout

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

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

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

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Auditor

Brian Evans

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700

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