



Be involved in building a better system for getting around greater Portland

Roads and transit lines don't stop at the city line – and neither do most residents, goods or services.

Among its responsibilities to plan for and serve the people of a growing region, Metro is authorized by Congress and the State of Oregon to coordinate and plan investments in the transportation system for the greater Portland three-county area. Metro uses this authority to expand transportation options, make the most of existing streets and improve public transit service.

Metro works collaboratively with cities, counties and transportation agencies to decide how to invest federal highway and public transit funds in greater Portland. It creates a long-range transportation plan, leads efforts to expand the public transit system, and helps make strategic use of a small subset of transportation funding that Congress sends directly to metropolitan planning organizations.

Metro relies on the experiences and perspectives of the diverse range of people that call greater Portland home to help create solutions that work for all residents.

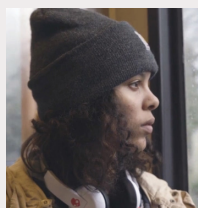
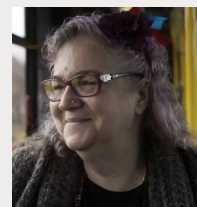
Greater Portland voices

There are many stories from the nearly 2 million residents across our region. Three residents share their perspectives and challenges in getting around.

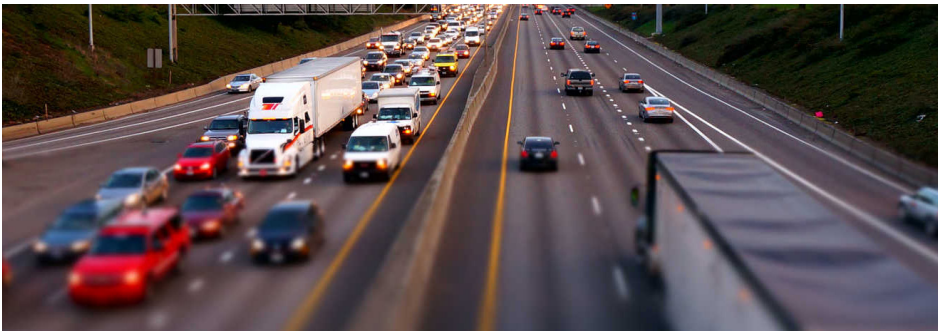


"I know that we had the snow recently, so that made driving very difficult in some areas because there were a lot of potholes. And besides that, I think traffic in general [is a problem], depending on the area. My commute can be anywhere from 40 minutes to an hour and a half." – Adam, Cornelius resident

"I use a mobility scooter if there's a long distance in between places I'm traveling... I do have to drive on the streets sometimes, because the sidewalks are bad. I mean, there are places where there are no sidewalks and it leaves the necessity to ride in the road with a mobility scooter, or even with a walker." – Annadiana, Forest Grove resident



"My ideal transportation experience would be one where I didn't necessarily have to transfer from route to route so often, because that's where I tend to miss more buses and have to wait for longer periods of time." – Tana, Portland resident



Planning for a growing region

Regional Transportation Plan

oregonmetro.gov/rtp

The Regional Transportation Plan is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the greater Portland region. The plan – coordinated with local and regional land use plans – identifies current and future transportation needs, investments needed to meet those needs, and what funds the region expects to have available over the next 25 years to make those investments a reality.

Federal regulators require updates every four or five years. The most recent Regional Transportation Plan was adopted in December 2018. The next update is scheduled for 2023.

The Regional Transportation Plan comprises two main parts: the policy section and the project lists. The policy section sets the vision, goals, performance targets and guidelines for greater Portland's system of roads, bridges, bikeways, sidewalks and transit.

The project lists are priority projects from local, regional or state planning efforts that included opportunities for public input. Clackamas, Multnomah and Washington counties and cities

within each county recommend priority projects for their jurisdictions at county coordinating committees. ODOT, the Port of Portland, TriMet, SMART and other agencies work with county coordinating committees and the City of

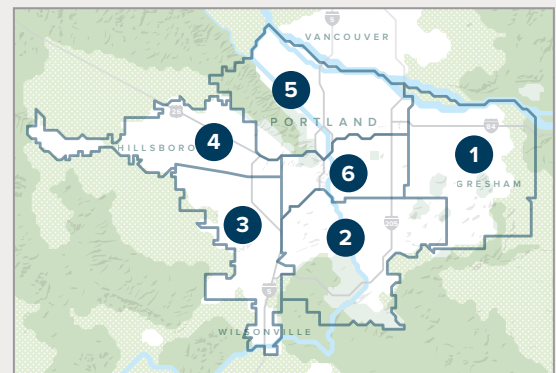
Portland to recommend priority projects. The City of Portland recommends projects after reviewing priorities with its community advisory committees.

The project lists are separated into two categories:

1. the projects that fit within a constrained budget of federal, state and local funds the greater Portland region can reasonably expect over 25 years under current funding trends
2. additional strategic priority investments (not constrained to the budget based on current funding trends) that could be built with additional resources.

Who is Metro?

Metro serves more than 1.5 million people in Clackamas, Multnomah and Washington counties. The agency's boundary encompasses Portland, Ore. and 23 other cities – from the Columbia River to the bend of the Willamette River near Wilsonville, and from the foothills of the Coast Range near Forest Grove to the banks of the Sandy River at Troutdale.



Metro district map

The Metro Council consists of a president, elected regionwide, and six councilors who are elected by district every four years in nonpartisan races. The Metro Auditor, elected regionwide, is responsible for oversight of Metro's annual financial statements and for conducting performance audits.

The council appoints a chief operating officer to carry out council policies and manage Metro operations. The chief operating officer oversees a diverse workforce of more than 1,600 employees including park rangers, economists, teachers, scientists, designers, planners, animal keepers, stagehands and cartographers. Hundreds of volunteers lend a hand at Metro's parks, cemeteries, natural areas, offices and visitor venues.

In order to qualify for federal or state transportation funding, a project must be included on the “constrained” list.

Prior to finalization, these lists are assessed to determine how well they are meeting the policy priorities identified in the Regional Transportation Plan.

Be involved

The development of updates to the Regional Transportation Plan is a multi-year process, with multiple opportunities to be involved.

Local transportation system plans

As mentioned, projects submitted to the Regional Transportation Plan are from local, regional or state planning efforts that included opportunities for public input. The first step in influencing what transportation project will be included in the Regional Transportation Plan – and be built – is to be involved in these plans.

Cities and counties are responsible for creating transportation system plans that are periodically updated to stay consistent with the Regional Transportation Plan and reflect local transportation priorities. Each city and county develops its own process for engaging the public through the update of their transportation system plan.

Though there is not a set schedule for these plans to be updated, they are typically updated every four to seven years. Below is a list of cities and counties and the year of their last transportation system plan update.

- Beaverton, 2010
- Clackamas County, 2013
- Cornelius, 2018
- Durham, *exempt*

Decision-making structure, Regional Transportation Plan

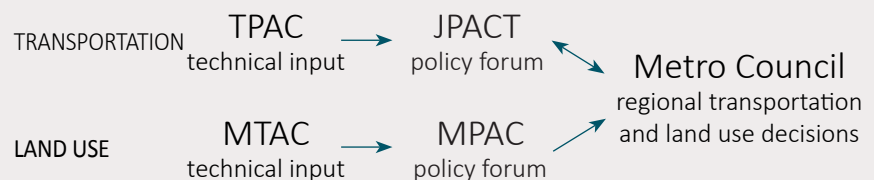
Decisions for the Regional Transportation Plan are shared between the Metro Council and the Joint Policy Advisory Committee on Transportation, or JPACT. JPACT – comprising 17 members that serve as elected officials or representatives of transportation agencies across the region – is responsible for the direction and details of the plan, and the Metro Council either approves the plan without changes or refers the plan back to JPACT.

To aid with technical details of the plan, JPACT is advised by the Transportation Policy Alternatives Committee, or TPAC. TPAC’s 21 members consist of technical staff from the same governments and agencies as JPACT, plus a representative from the Southwest Washington Regional Transportation Council and six community members appointed by the Metro Council.

Since the Regional Transportation Plan has implications on the region’s land use (how we develop and expand for future jobs and housing), the Metro Council is also advised on the plan by the Metropolitan Policy Advisory Committee, or MPAC. MPAC comprises 21 voting members representing cities, counties, special districts and the public through three community representatives, as well as six non-voting members.

While MPAC advises the Metro Council on growth management and land use issues at the policy level, the Metro Technical Advisory Committee, or MTAC, provides input to MPAC at the technical level.

Advisory ladder



- Fairview, 2017
- Forest Grove, 2014
- Gladstone, 2017
- Gresham, 2013
- Happy Valley, 2014
- Hillsboro, 2019 (*scheduled*)
- Johnson City, *exempt*
- King City, *exempt*
- Lake Oswego, 2014
- Maywood Park, *eligible for exemption*
- Milwaukie, 2015
- Multnomah County, 2016
- Oregon City, 2013
- Portland, 2016
- Rivergrove, *exempt*
- Sherwood, 2014

- Tigard, 2010
- Troutdale, 2013
- Tualatin, 2013
- West Linn, 2016
- Wilsonville, 2013
- Washington County, 2014
- Wood Village, 2017

Other system plans are created by Oregon Department of Transportation, TriMet, SMART and Metro through its high capacity transit (MAX, rapid bus) planning processes, which is addressed below in the Investment Areas program on page 8.



Regional leadership forums

To help ensure the 2018 Regional Transportation Plan addressed the challenges and trends facing our region, the Metro Council convened a series of four regional leadership forums as part of the update.

Forum participants included members of MPAC, JPACT and state legislators and community and business leaders from throughout the greater Portland region, who brought their lived-experience perspectives, built relationships with elected officials and challenged those officials to think differently about the issues.

Working side-by-side, these regional and state leaders brought 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 together.



Update initiation About three years before the Regional Transportation Plan update is due, Metro works with decision-makers, partners and known stakeholders to identify additional stakeholders to engage; develop project goals, work plan and public engagement plan; and compile data and analysis tools.

Typical engagement opportunities: stakeholder interviews, online surveys, discussion groups focused on historically marginalized communities, development of interested persons contact list, online stories of the transportation challenges facing residents, public comment at committee meetings

Update framework development About two and a half years before the Regional Transportation Plan update is due, Metro works with decision-makers, partners, stakeholders and the public to identify key trends and challenges in transportation; refine the vision for the region's transportation system, the outcomes-based evaluation framework and the priorities for the Regional Transportation Plan; and update the revenue forecast.

Typical engagement opportunities: online surveys, discussion groups or forums focused on historically marginalized communities, updates to interested persons contact list, online stories of the transportation challenges facing residents and how the current transportation system is working for people, public comment at committee meetings

Building the shared strategy About a year and a half before the Regional Transportation Plan update is due, Metro works with decision-makers, partners, stakeholders and the public to identify policy changes; begin

updating the project lists; assess the performance of the project lists as an investment strategy across economic, social equity and environmental outcomes; and refine the project lists as an investment strategy to better achieve priority outcomes.

Typical engagement opportunities: online surveys, discussion groups or forums focused on historically marginalized communities, work groups convened to address specific policy topics, updates to interested persons contact list, online stories of the transportation challenges facing residents and how the current transportation system is working for people, review and comment (letter, email, public communication at committee and council meetings) of draft policies and assessment of draft investment strategy

Adopting the plan Starting about six months before the update is due, Metro works with decision-makers, partners, stakeholders and the public to refine a legislative draft of the Regional Transportation Plan that will be taken through the final decision-making process.

Typical engagement opportunities: updates to interested persons contact list, minimum 35-day review and comment (letter, email, phone, public comment at committee and council meetings) of the draft Regional Transportation Plan, testimony at hearings, online survey on the key themes and results of the draft plan

Amending the plan Occasionally, the Regional Transportation Plan is amended prior to a scheduled update. This may be necessary if an individual project is listed as being in a planning phase in the plan but

now is moving to an implementation phase, or if funds are unexpectedly available for a project that was listed as an additional strategic priority investment (and must now move to the constrained budget list to qualify for those funds).

Typical engagement opportunities: updates to interested persons contact list, minimum 35-day review and comment (letter, email, phone, public comment at committee and council meetings) of the draft Regional Transportation Plan, testimony at hearings

Stay informed

Information about the Regional Transportation Plan – as well as other stories about the greater Portland region’s transportation system and how it affects our quality of life – are published periodically on Metro News (oregonmetro.gov/news). These stories are also promoted on Metro’s Facebook and Twitter feeds.

During updates to the Regional Transportation Plan, information and notices are sent via email to members of the interested persons list (sign up at oregonmetro.gov/subscribe).

During key comment opportunities, notices with requests to share are sent to neighborhood association/CPO, local agency newsletter, transportation management association and community based organization partners and contacts (see page 6).

In addition to the methods above, ads are placed in local newspapers to announce the formal comment period and scheduled hearings associated with the adoption of the plan.

Metropolitan Transportation Improvement Program

oregonmetro.gov/mtip

The Metropolitan Transportation Improvement Program, or MTIP, documents how all federal transportation money is to be spent in the greater Portland region over the next four years. The MTIP also documents state- and locally-funded projects deemed regionally significant. In order to qualify for state and federal funds, the projects listed in the MTIP must be included in the Regional Transportation Plan. Thus, the MTIP is often referred to as the document that puts the Regional Transportation Plan into action.

As the federally- and state-authorized metropolitan planning organization for the greater Portland region, Metro is required to prepare and administer the MTIP. Metro works in cooperation with all of the region’s local agencies – including the cities, counties and the Port of Portland, the regional transit agencies (TriMet and SMART) and ODOT to incorporate and implement all the federally funded and regionally significant projects into the MTIP.

Metro staff coordinates with sponsoring agencies to determine the expected timing of project phases and seeks to schedule expected revenue to planned work phases in each year of the program. The goal is to assure that all regionally funded projects are consistent with local and regional plans, are consistent with and state and federal and requirements, have funding that is reasonably expected to be available and are able to advance in a timely, logical fashion.

Metro staff assesses the final MTIP programming (list of projects scheduled to be built) for compliance with federal requirements including performance-based programming, civil rights and environmental impacts.

The most recent MTIP was adopted in 2017 for federal fiscal years 2018-21. The next MTIP is planned for 2020.

The MTIP is incorporated without change into the State Transportation Improvement Program, or STIP, Oregon’s statewide four-year transportation capital improvement program. Like the

Decision-making structure, MTIP

The MTIP is compiled from information submitted by the lead agencies on the projects for which federal funds will be used – including ODOT, TriMet, SMART, the Port of Portland and the cities and counties – or the agency in charge of distributing specific federal dollars, as in the case of Metro’s regional flexible funds (see page 18).

Adoption of the MTIP is shared between the Metro Council and JPACT. To aid with technical details of the program, JPACT is advised by TPAC. For more information on JPACT and TPAC, see the decision-making structure for the Regional Transportation Plan section on page 3.

Notices with requests to share

During key comment opportunities, notices with requests to share are sent to neighborhood associations, citizen participation organizations, and community planning organizations. Because of the number of neighborhood associations and CPOs in the region, Metro employs a “phone tree” technique, sending the notice to city and county contacts and asking them to share with associations and organizations in their jurisdictions. Currently, Metro sends notices to:

- City of Beaverton Neighborhood Program manager
- City of Cornelius city manager
- City of Forest Grove Community Development director
- City of Gresham Office of Neighborhoods and Community Engagement
- City of Happy Valley Community Services & Public Safety director
- City of Lake Oswego Long Range Planning
- City of Milwaukie Community Programs coordinator
- City of Portland Office of Neighborhood Involvement
- City of Oregon City Community Development director
- City of Tigard Neighborhood Program coordinator
- City of Tualatin Office of the City Manager
- City of West Linn Citizen Engagement coordinator
- City of Wilsonville Community Development director
- Clackamas County Public and Government Affairs manager
- Multnomah County Office of Citizen Involvement
- Washington County Citizen Participation Organization Program coordinator

In addition, Metro sends notices to local agency newsletter and transportation management association partners and contacts:

- Ride Connection, Inc.
- TriMet
- Westside Transportation Alliance
- Intertwine Alliance
- GoLloyd
- Washington County Land Use and Transportation Department
- Explore Washington Park
- South Waterfront Community Relations

Metro also sends notices to community based organization partners, usually through individual relationships built through ongoing partnerships and other engagement activities, asking them to distribute to their organization and constituencies as they see fit. These often include:

- | | |
|--------------------------------------------------|--------------------------------------------|
| • 1000 Friends of Oregon | • OPAL |
| • AARP | • Oregon Environmental Council |
| • Asian Pacific American Network of Oregon | • Oregon League of Conservation Voters |
| • Bike Portland | • Oregon Sierra Club |
| • Building Trades | • Oregon Tradeswomen, Inc. |
| • Center for Intercultural Organizing | • Oregon Walks |
| • Centro Cultural | • Rosewood Initiative |
| • Coalition of Communities of Color | • Safe Route to Schools |
| • Community Cycling Center | • Self Enhancement, Inc. |
| • EcoDistricts | • Street Trust |
| • Immigrant & Refugee Community Organization | • Transportation for America |
| • Latino Leadership Network of Washington County | • Urban League of Portland |
| • Latino Network | • Unite Oregon |
| • Metropolitan Alliance for Workforce Equity | • Washington County Citizen Action Network |
| • Momentum Alliance | • Verde |
| • Native American Youth and Family Center | |

MTIP, Oregon's STIP covers a four-year period, and is updated every three years.

Be involved

The development of Metropolitan Transportation Improvement Program is a multi-year process, since the beginning policy conversations guide how the several jurisdictions and agencies program and document their portions of the larger MTIP.

The jurisdictions and agencies are responsible for any necessary public engagement to inform decisions on their programming. For instance, Metro funds regional programs and local projects through funding from specific federal programs and engages the public in these decisions. This process, currently referred to as the regional flexible funds allocation process, is addressed on page 18.

However, the development of the MTIP itself is primarily a technical exercise to ensure the projects that are scheduled and funded over the next four years are consistent with local and regional plans, are consistent with state and federal and requirements, have funding that is reasonably expected to be available and are able to advance in a timely, logical fashion.

This means that public engagement for the MTIP is designed more towards promoting governmental coordination, transparency and accountability towards those goals than to help shape a plan on a local or regional level.

MTIP initiation About two years before the MTIP is due, Metro works with decision-makers and

partners to update the MTIP policies, building an agreement on how jurisdictions and agencies are expected to demonstrate how MTIP projects are consistent with local and regional plans, are consistent with state and federal and requirements, have funding that is reasonably expected to be available and are able to advance in a timely, logical fashion.

Typical engagement opportunities: Review and comment (letter, email, phone, public comment at committee and council meetings) of the draft MTIP policies

Adopting the MTIP Starting about nine months before the MTIP is due, Metro works with decision-makers and partners to create a legislative draft of the MTIP that will be taken through the final decision-making process. The draft MTIP is published about five months before JPACT and the Metro Council are scheduled to take legislative action.

Typical engagement opportunities: minimum 30-day review and comment (letter, email, phone, public comment at committee and council meetings) of the draft MTIP, testimony at hearings, online survey on high level performance analysis of the draft MTIP

Amending the MTIP Occasionally, the active MTIP is amended. This may be necessary if additional funding becomes available or if conditions on the ground lead jurisdictions to delay one project in favor of another.

Typical engagement opportunities: minimum 30-day review and comment (letter, email, phone, public comment at committee and council meetings) of the MTIP amendment

Stay informed

Information about the development of the MTIP – as well as other stories about the greater Portland region's transportation system and how it affects our quality of life – are published periodically on Metro News (oregonmetro.gov/news). These stories are also promoted on Metro's Facebook and Twitter feeds.

During key comment opportunities for the MTIP, notices with requests to share are sent to neighborhood association/CPO, local agency newsletter, transportation management association and community based organization partners and contacts (see page 6).

In addition to the methods above, ads are placed in local newspapers to announce the formal comment period and scheduled hearings associated with the adoption of the MTIP.

Agencywide community partnership program

Since the Metro Council's adoption in 2016 of the Strategic Plan to Advance Racial Equity, Diversity and Inclusion, departments and programs across the agency are experiencing first-hand how the racial equity strategy can help create value for the public with plans, programs and policies informed by the communities Metro serves.

One of the most visible and impactful examples of this inclusive approach are the agencywide community partnerships that shape how Metro engages with communities experiencing the most disproportionate outcomes in the greater Portland region. The program operates through a unique financial agreement model calling for goals and deliverables co-created by Metro and its community partner. This approach develops the capacity of both the agency and organization to identify, explore and address the social, historical and institutional barriers to Metro's services and decision-making processes.

The program is expanding the diversity of voices and perspectives at decision-making tables. By bringing youth of color from partner organizations to serve on the advisory groups supporting the Southwest Corridor Equitable Development Strategy and explore together the impacts of a proposed light rail line on their community, Metro is planning for the future with youth whose lives will be most impacted by decisions made today.

Investment Areas program and high capacity transit development

Metro's Investment Areas program guides development of high capacity transit (MAX, rapid bus, rapid streetcar) projects and supporting walking, biking and roadway investments in major transportation corridors. With partners, the program develops shared investment strategies that align local, regional, state, federal, community and private interests to leverage resources and maximize benefits.

Metro partners with cities, counties, the state, TriMet and the federal government to plan land use and transportation investments to connect downtowns, main streets and employment areas around the region. Some of these plans result in new high capacity transit like the Orange Line MAX connecting Portland and Milwaukie. Other plans, such as the East Metro Connections Plan, focus on roadway, bus transit, walking and biking investments needed to better serve the community.

Metro leads the planning, analysis and much of the public engagement. State and local transportation agencies are responsible for construction of roadway, walking and biking facilities, while TriMet and, if applicable, other transit agencies are responsible for construction and operation of transit system improvements.

Metro's Investment Areas program also guides land use implementation projects such as brownfields assessment, economic development analysis and industrial site readiness. Public engagement for these types of

projects is tailored for the partnerships, scope and goals for each project. The information below expresses the typical project and public engagement phases of a transportation corridor plan that may lead to a high capacity transit investment.

Be involved

The development of an Investment Areas plan – especially a plan that may have a high capacity transit investment – is a multi-year process, with multiple opportunities to be involved.

Regional Transportation Plan

The prioritization of areas to study for high capacity transit investment and the project to study the transportation needs of an area are included in the Regional Transportation Plan. For instance, the Powell-Division transit and development study (which will lead to enhanced bus service on Division Street from Portland to Gresham) and the Southwest Corridor Plan (which is studying a MAX line from Portland to Tigard and Bridgeport Village) were high priority connections in the Regional High Capacity Transit System Plan, part of the 2010 Regional Transportation Plan, and the study and planning projects for the two areas were included in the Regional Transportation Plan project list.

Local land use planning

Depending on the project, there may be a step of examining and updating the local land use plans (e.g., zoning, focused investment) to identify ways to leverage a potential transit investment to further meet local goals for growth, housing and jobs.

For the Southwest Corridor Plan, for instance, the study and planning project led by Metro was preceded by efforts by the City of Portland (with the Barbur Concept Plan), the City of Tigard (Tigard High Capacity Transit Land Use Plan) and the City of Tualatin (Linking Tualatin). Each of these plans had their own public process to examine how the cities would like to develop or redevelop in key areas that could be connected with and supported by an investment in transit infrastructure.

Investment strategy: project initiation At the least, one goal of an Investment Areas project is to develop, with partners and the public, an investment strategy – a coordinated set of infrastructure and other investments across jurisdictions that together provide more benefit and better outcomes than if the investments were made separately without a critical eye to the goals, scheduling and effects of the other improvements.

Metro first works with partners, stakeholders and the public to determine the scope of the study and planning project, determining the breadth of the study – both in physical area as well as in the issues that it will address. Often referred to as “scoping,” this phase determines the goals for the project, including defining the problem the project is meant to solve. Later phases of the project determine potential solutions to study further, though ideas for what is needed are collected from the partners, stakeholders and the public. Note that there may be an additional scoping process as part of the NEPA review, addressed on page 10.

Typical engagement opportunities: stakeholder interviews, neighborhood association/CPO and community based organization discussions, online surveys, canvassing at community events, focus groups, discussion groups focused on historically marginalized communities, development of interested persons

contact list, online stories of the transportation challenges facing residents in the area, public comment at committee meetings

Investment strategy: wide range of options and screening criteria Once the project has a clear scope, Metro works with partners, stakeholders and the public to determine what potential solutions could work together to solve the defined problem. This can include assessing local, regional and state transportation plans to determine what infrastructure and other investments have been identified as needed to meet community and transportation goals as well as identifying new ideas that can meet those needs.

Either as part of this phase or as its own phase, engagement activities also ask, “Given that we can’t afford all solutions, how should we prioritize?” This means asking the public to help the project team and decision-makers determine what criteria will be

Decision-making structure, Investment Area projects

Decision-making for Investment Area projects are tailored for each project’s partnerships, scope and goals. If there are both regional land use and transportation components, the project will ultimately follow the structure that the Regional Transportation Plan follows (see page 3), with MTAC advising MPAC, who advises the Metro Council on land use issues, and TPAC advising JPACT, who advises (with some co-authority) the Metro Council on transportation issues.

To provide the project team direction through the development of the investment strategy and, if applicable, the NEPA process (see pages 10-14), there is typically a steering committee appointed by the Metro Council. The steering committee usually comprises elected and other officials representing the jurisdictional partners. The steering committee’s recommendations hold weight with MPAC, JPACT, the Metro Council and the partner jurisdictions, who often need to take their own legislative action on the investment strategy and high capacity transit decisions.

Emerging practices call for direct community representatives to also be included on the steering committee to represent historically marginalized communities during these decisions. Through some parts of the process – especially when community leaders are not members of the steering committee – a community advisory committee may be appointed to consult on issues that may affect different community interests.

used to decide which solutions should move forward as a part of a final investment package.

Answers to this may focus on environmental impact, community development opportunities, transportation safety, transportation options, reduction in traffic through a certain area, or cost and availability of funding.

Typical engagement opportunities: online surveys, canvassing at community events, open house or community forum, online stories of the transportation challenges facing residents in the area, public comment at committee meetings

Defining the investment

strategy Using information from the partners, stakeholders and the public, the project team develops a draft investment strategy and recommends next steps for further project development for any major transportation investment (such as a high capacity transit line or major roadway project). Metro then works with decision-makers, partners, stakeholders and the public to refine the investment strategy to be used by partners to prioritize investments and any additional planning efforts to leverage local, regional, state and federal dollars.

Typical engagement opportunities: online surveys, neighborhood association/CPO and community based organization discussions, open house or community forum, public comment at committee meetings

High capacity transit

refinement If it is determined through the investment strategy development that the investment area is a viable candidate for a high capacity transit investment to meet local and regional transportation goals, the project may go through a phase of refining what high capacity transit options (both type – MAX, rapid bus, rapid streetcar – and to/from where) should be further pursued. For the Southwest Corridor Plan, for instance, previous work had determined that streetcar would be unable to meet the transportation goals of the corridor connecting Portland, Tigard and Tualatin, and the refinement phase determined that rapid bus service would not be feasible to meet the future transit demand of the corridor, leading to further study for a new MAX line.

Typical engagement opportunities: online surveys, canvassing at community events, neighborhood association/CPO and community based organization discussions, open house or community forum, public comment at committee meetings

NEPA With almost any high capacity transit investment, the greater Portland region must rely on a combination of local, regional, state and federal funding. Due to the federal component of any financing plan, Metro must comply with the National Environmental Policy Act, or NEPA, to identify impacts to the human and natural environment.

Pages 11-14 specifically focus on potential NEPA processes and how public engagement affects those decisions, mainly adapted from A Citizen's Guide to the NEPA from the Council on Environmental Quality. For more detailed information, visit ceq.doe.gov.

A NEPA Environmental Impact Statement process (from Scoping through the Final Environmental Impact Statement) can take 2 to 4 years.

Typical engagement opportunities: online surveys, canvassing at community events, neighborhood association/CPO and community based organization discussions, open houses or community forums, online stories of the transportation challenges facing residents in the area, public comment at committee meetings, testimony at hearings

The National Environmental Policy Act

Understanding the environmental impact assessment process helps your voice be heard.

NEPA

Jurisdictions planning major transportation projects must adhere to NEPA when using or expecting to use federal dollars.

When a major transit project is being considered within the greater Portland region, Metro is the lead agency during planning, and TriMet takes the lead on engineering and construction.

Learn about the many layers of NEPA and about the opportunities to be involved in projects that affect you and the future of the region.

The National Environmental Policy Act was signed into law on Jan. 1, 1970. NEPA established a process to assess the environmental effects of proposed government funded projects. If federal funds are likely to be used, this assessment must be undertaken before decisions are made in order to ensure citizen involvement and to make better informed decisions.

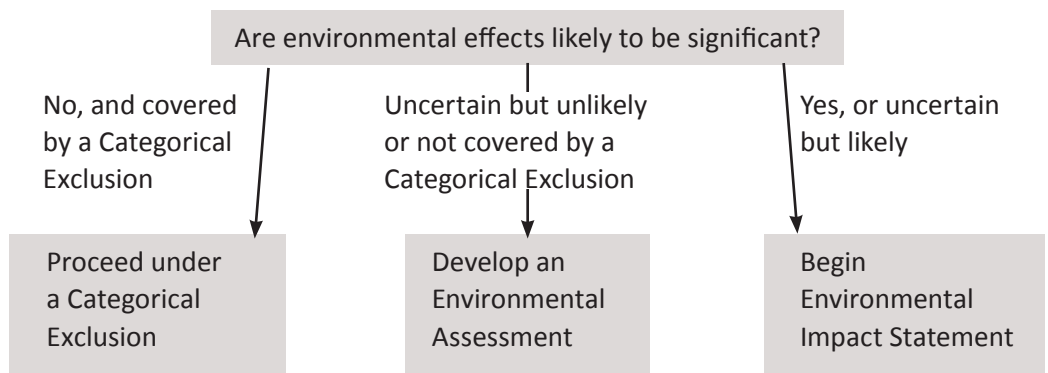
The environmental impact assessment process required by NEPA also serves as a framework to ensure compliance with environmental requirements such as the Endangered Species Act, the National Historic Preservation Act, the Environmental Justice Executive Order, and other federal, tribal, state and local laws and regulations.

For this reason, the assessment process covers not only effects to the natural environment but also the effects to all aspects of the human environment, including aesthetic, historic, cultural, economic, social and health effects, whether adverse or beneficial. NEPA does not require the selection of the environmentally preferable alternative, nor does it prohibit adverse environmental effects, but it does require decision-makers and the public to be informed of the environmental consequences of a proposed project. Possible steps to mitigate any environmental effects are also identified and defined during the assessment process.

The NEPA process

Once a government agency identifies a need for action and develops a proposal for a solution, it must determine if the action would create significant environmental effects. If the agency determines that the actions would not have a significant effect on the quality of the human environment, then it may proceed with the action under an existing Categorical Exclusion. If the agency is uncertain but finds it unlikely that the action would have significant effect on environmental quality, or if the action is not covered by a Categorical Exclusion, it can complete an Environmental Assessment. If the agency is aware that the action may cause significant environmental effects, the agency would proceed to prepare for an Environmental Impact Statement.

Determining the right NEPA process



Categorical Exclusion

A Categorical Exclusion is based on an agency's previous experience with the environmental effects of a type of action; examples include making minor renovations to facilities and reconstructing trails on public lands. Previous Environmental Assessments (see below) may have shown no significant negative impact to the environment, so the agency may amend their regulations to include the action as a Categorical Exclusion to streamline the process of repeating the action.

Federal rules specify what can be a Categorical Exclusion and what must follow another NEPA process. Additionally, the agency must ensure there are no extraordinary circumstances that may cause the action to have significant environmental effects in order to proceed with a proposed action under a Categorical Exclusion.

Public input For an agency to create a Categorical Exclusion, a draft of the procedure or procedures is published in the Federal Register (accessible at [federalregister.gov](https://www.federalregister.gov)), and a public comment period is required.

Environmental Assessment

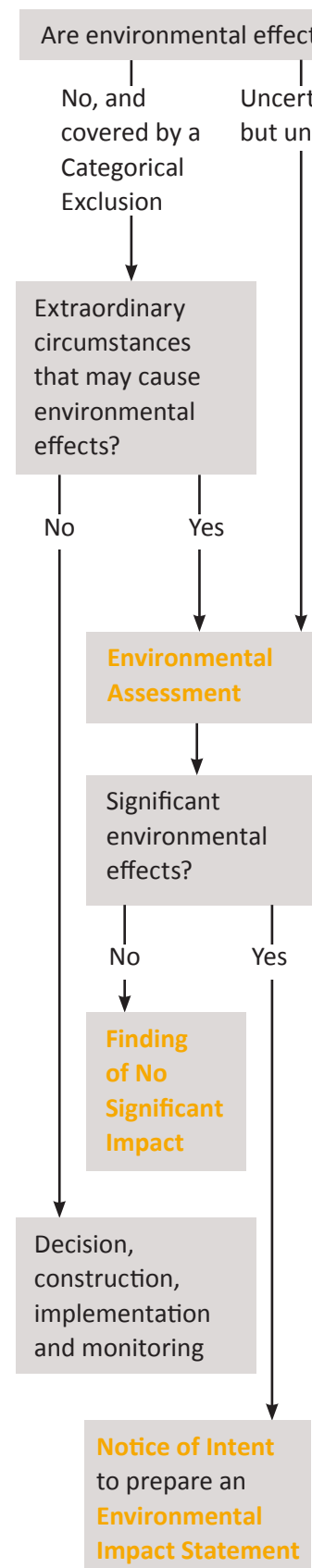
The agency develops an Environmental Assessment under any of the following conditions:

- the agency does not have a Categorical Exclusion that covers the proposed action
- there would be extraordinary circumstances that may cause the action to have environmental effects beyond would be covered by the Categorical Exclusion
- the agency is uncertain of the environmental effects of the proposed action.

The Environmental Assessment determines the significance of the environmental effects of the proposed action and examines alternative means to meet the need for action. The assessment provides evidence and analysis to determine whether the preparation of an Environmental Impact Statement is needed.

Finding of No Significant Impact The Environmental Assessment concludes with either a Finding of No Significant Impact or a determination to prepare an EIS. A Finding of No Significant Impact gives the reasons why it was determined that there would be no significant environmental impacts in the implementation of the action. Examples include an urban streetcar project that travels in existing roadways or a short light rail extension through vacant land that is not environmentally sensitive.

Public input In preparing the Environmental Assessment, the agency is required to involve regulatory agencies and the public to the extent practicable. An agency may choose to mirror the Scoping and/or Environmental Impact Statement public input processes (see next page), notify identified interested parties on the status of the assessment or make available the assessment and a draft Finding of No Significant Impact to interested members of the public. If the type of proposed action hasn't been done before by a particular agency or if the action is something that would typically require an Environmental Impact Statement, the agency is required to make the draft Finding of No Significant Impact available for public review and comment for 30 days.





Environmental Impact Statement

If the proposed action will, or even may, significantly affect the human or natural environment, the agency must prepare an Environmental Impact Statement. The EIS process is more detailed than a Categorical Exclusion or Environmental Assessment, with specific stages that have their own requirements.

Notice of Intent The EIS process begins with the publication of a Notice of Intent to prepare an EIS for the proposed action. The notice is published in the Federal Register and gives a brief description of the action as well as possible alternatives. It also describes the scoping process and how the public can participate.

Stage 1: Scoping Scoping defines the purpose of and need for the project and the alternatives being considered for additional study. During Scoping, the agency determines the range and extent of issues to be addressed in the analyses, identifying issues, project contacts, interested parties and recommendations for the potential solution. Scoping also works to identify issues that will not be significant, or those that have been adequately covered in prior environmental review, and eliminates them from detailed review in the EIS.

Public input As part of the 30-day Scoping process, the agency identifies interested persons and invites them to participate in the EIS process. Public participation helps identify a fuller range of issues and reasonable alternatives that the agency can evaluate through the EIS process. The agency may conduct public meetings or hearings and will request comments from federal, tribal, state and local agencies that may have interests in the matter.

Stage 2 (if needed): Refinement The Scoping process is intended to explore and narrow the potential solutions and range of issues to be addressed in the EIS. The agency may choose to continue to refine the results of or resolve issues raised during those processes with a Refinement study.

Public input During the Refinement study, the agency may choose to mirror or expand the public input process used during the Scoping process.

Stage 3: Draft Environmental Impact Statement A Draft Environmental Impact Statement includes a Purpose and Need Statement that articulates the problem that the proposed action is meant to resolve. The DEIS objectively evaluates the alternatives and addresses the reasons for eliminating alternatives that are not included for detailed study. All reasonable alternatives that meet the purpose and need of the project and a no-action alternative are evaluated in enough detail that a reader can compare and contrast the environmental effects of the alternatives. The analysis includes the full range of direct, indirect and cumulative effects of the alternatives.

Public input A notice in the Federal Register and other local and regional public notices announce the availability of the DEIS for review and comment. The comment period for a DEIS is anywhere from 45 to 60 days. During the comment period, the agency may conduct public meetings or hearings and will request comments from federal, tribal, state and local agencies that may have an interest in the matter. The agency analyzes all comments and conducts further environmental analysis as necessary in order to prepare the Final Environmental Impact Statement.

Stage 4: Final Environmental Impact Statement The Final Environmental Impact Statement responds to the comments received from the public and other government agencies during the DEIS public comment period as well as defines and commits the agency to specific mitigation of specific impacts. The responses can be in the form of changes from the Draft to the Final EIS, factual corrections, modifications to the analyses or alternatives or consideration of new alternatives. A copy or summary of the comments and their responses are included in the FEIS.

Public input When the agency publishes the FEIS, the Environmental Protection Agency publishes a notice in the Federal Register. The notice begins the waiting period of at least 30 days, during which decision-makers consider the Purpose and Need, weigh the alternatives, balance objectives and make a decision. During the 30-day period, the FEIS is available for public review.

Record of Decision The final step in the process is the Record of Decision, which:

- documents the final decision
- identifies alternatives considered, including the environmentally preferred alternative
- discusses mitigation plans, including enforcement and monitoring commitments
- addresses all factors that were contemplated in reaching the decision
- defines how to proceed with the proposed action
- serves as the decision from the federal government that the project is allowed under NEPA.

Supplemental statements

An agency may be required to prepare a Supplemental Draft Environmental Impact Statement or Supplemental Final Environmental Impact Statement. These may be used to address a substantial change in the proposed action, new circumstances or information relevant to environmental concerns, or specific environmental concerns that may have not been fully realized in the DEIS or FEIS. The comment process and time periods for an SDEIS or Supplemental FEIS would be same as those of the DEIS or FEIS, respectively.

BUILDING THE PROJECT

Preliminary engineering

Concurrent with the FEIS, preliminary engineering advances the project's design from approximately 5 percent to 30 percent engineering in order to establish the cost for the final project.

Final design After the Record of Decision is issued, final design work brings design from 30 percent to 100 percent complete, finalizes the finance plan, purchases property, and begins advance construction (the relocation of utilities in conflict with construction areas, etc.). Final construction follows, and then operations can begin.

This information is mainly adapted from A Citizen's Guide to the NEPA from the Council on Environmental Quality. For more detailed information, visit ceq.doe.gov

Stay informed

Information about Investment Areas projects – as well as other stories about the greater Portland region’s transportation system and how it affects our quality of life – are published periodically on Metro News (oregonmetro.gov/news). These stories are also promoted on Metro’s Facebook and Twitter feeds.

Throughout the project, information and notices are sent via email to members of the interested persons lists. People can sign up for these lists by visiting the project page (visit oregonmetro.gov/participate to see active Investment Areas projects – like the Southwest Corridor Plan – as well as other things that Metro is working on).

During key comment opportunities, notices with requests to share are sent to area neighborhood association/CPO, local agency newsletter, transportation management association and community based organization partners and contacts (see page 6).

In addition to the methods above, ads are placed in local newspapers to announce the formal comment period and scheduled hearings associated with the adoption of any significant plan or decision, including decisions coming from NEPA processes that come out of the Investment Areas work.

Greater Portland voices

Young people are among those who can benefit most from reliable, fast transit. So what do they think about proposed a Southwest Corridor MAX line?

“I feel like it can really help people that live down in Tigard that go to college in Portland. My sister doesn’t have really enough money to be able to get there because of the time distance. Getting from here to PSU and back and having work – it can be really challenging for her, like time-crunching. I feel like for a lot of people, it could be really useful to have an alternative way to be able to get from here down to Portland because having it will clear out roads just a little bit, and more people will be on this.” – Gabriel, Tigard resident



“I think it would allow people, especially older people or disabled people, to get places a lot easier. I help organize a lot of community events, and I know a lot of people can’t come when they want to come just because they have no way of getting there.

I think it would be a really positive thing for the community because it allows people to get places that they want to go, which gets them more engaged in local businesses and small businesses and the community center, and stuff like that. Once those places are more accessible, more people are going to come, so that’s better for the local community’s economy.” –Maya, Portland resident

“My hope is that eventually, when I come back from college, or whatever I do after high school, I’m able to see easy transportation available to people all throughout the Southwest Portland area, extending all the way out past the suburbs to cities that would love to get connected. There’s always going to be something in Portland or something along the way for them. Connecting them would probably be super beneficial and good for everyone.” – Adam, Tigard resident





Resources for communities

Regional Travel Options grants

oregonmetro.gov/rtogrants

It's not enough just to build a transportation system with options to walk, bike, take transit or ride share. People need to know how to access those options and understand the benefits. Regional Travel Options grants fund projects that create safe, vibrant and livable communities by increasing the use and understanding of travel options.

Eligible applicants include government agencies, educational institutions and nonprofit organizations, and projects must be carried out within the urbanized areas of Clackamas, Multnomah and Washington counties. Grants are funded through federal dollars, allocated through what is currently referred to as the regional flexible funds process (see page 18).

Every two years, the program elicits project proposals. The last funding cycle completed in November 2016, when the program announced awards for the 2017-2019 grant cycle, with a total of \$2.5 million awarded in three categories:

- Program grants support activities that connect people to travel option information, education and opportunities.

- Enhancement grants provide funding for items that assist people traveling by transit, foot or bicycle, such as bicycle parking or way-finding signage and street markings.
- Planning grants support planning projects, aimed at further defining a regional travel options program or series of strategies at the local level. Ideally, a plan would build upon planning guidance found in a transportation system plan.

Application solicitation for the next round of Regional Travel Options grants is expected in summer 2018.

About the Regional Travel

Options program The program improves air quality and reduces car traffic by helping people drive less and use travel options such as walking, biking, transit, vanpooling or carpooling. Reducing the number of cars on the road cuts vehicle emissions, decreases congestion and promotes healthier communities. The program includes:

- a coordinated education and outreach effort to efficiently use public dollars to reach key audiences
- an employer outreach program to save employers and employees money

- a regional Safe Routes to School effort that supports local education programs in schools to teach kids how to walk and bicycle to school safely
- a regional rideshare program that makes carpooling safer and easier and helps people with limited transit access have options to get around
- funding for bicycle racks, wayfinding signage and other tools that help people to walk and bicycle
- funding for pilot projects to test new ways to reach the public through technology or innovative engagement methods.

Be involved

The Regional Travel Options Strategy is expected to be approved by the JPACT and the Metro Council in spring 2018.

Strategy update To update the strategy, Metro works with stakeholders, including cities, counties and previous grantees, applicants and potential applicants.

Typical engagement opportunities: updates to interested persons contact list, workshop series to address the elements of the strategy, review and comment (letter, email, phone, public comment at committee and council meetings) of the draft Regional Travel Options Strategy

Stay informed

Information about Regional Travel Options program, projects, sponsorships and grants – as well as other stories about the greater Portland region's transportation system and how it affects our quality of life – are published

periodically on Metro News (oregonmetro.gov/news). These stories are also promoted on Metro's Facebook and Twitter feeds.

To be notified for the next round of Regional Travel Options grants or any updates to the strategy, join the interested persons list by emailing rto@oregonmetro.gov.

Decision-making structure, Regional Travel Options program

The program is guided by the 10-year strategy, adopted by JPACT and the Metro Council. The strategy defines the mission, goals and objectives for the program. Metro manages the program, with input provided by TPAC on the grantmaking process and other major program elements. Grant applications are reviewed by a committee of TPAC members and community stakeholders for recommendation to JPACT and the Metro Council. For more information about TPAC and JPACT, see the decision-making structure for the Regional Transportation Plan on page 3.

Transportation System Management and Operations program projects

oregonmetro.gov/tsmo

Transportation System Management and Operations strategies provide money-saving, multimodal solutions that relieve congestion, optimize infrastructure investments, promote travel options and reduce greenhouse gas emissions.

Using a relatively small award from what are currently referred to as regional flexible funds, the program improves the efficiency of the transportation system, providing funding to public-agency partners with regionally prioritized projects to make the system flow more smoothly and safely –without the huge costs of road construction.

These projects include information used by TripCheck.org and relied on by third parties such as Google Maps for current traffic, variable travel information signs and better synced traffic lights. For instance, a project to better coordinate traffic signals in downtown Beaverton improved travel time through the heavily congested area by as much as 12 percent on major arterials like Canyon Road and Farmington Road – and made walking easier by adding more opportunities for someone to get a walk light to cross these busy roads.

Program funding is typically awarded to city and county governments, though prior grantees have included institutions such as Portland State University for data collection, processing and visualization projects.

The latest allocation was in March 2015 for the 2016-2019 funding cycle. Application solicitation for the next round of Regional Transportation System Management and Operations grants is expected winter 2019.

Be involved

The Regional Transportation System Management and Operations Strategy is expected to be updated in 2019, though the current plan is valid through 2020.

Strategy update To update the strategy, Metro works with stakeholders, including cities, counties, the state and transit agencies.

Engagement opportunities will likely include a series of stakeholder workshops to address the elements of the strategy, learning opportunities to consider national best practices and emerging needs, plus public review and comment opportunities (letter, email, phone, public comment at committee and council meetings) of the draft Regional Transportation Systems Management and Operations Strategy

Decision-making structure, Regional Transportation Systems Management and Operations program

The program is guided by the 10-year strategy, adopted by JPACT and the Metro Council. The strategy defines the vision, goals, objectives and policies for the program. Metro manages the program, with input provided by TPAC on the project funding process and other major program elements. Project proposals are prioritized by TransPort, a subcommittee of TPAC, for recommendations to TPAC, JPACT and the Metro Council. For more information about TPAC and JPACT, see page 3.

Regional flexible funds

oregonmetro.gov/rffa

Almost everyone can point to an improvement they'd like to see on a roadway or street, a trail connection or sidewalk gap they'd like to see filled. Every few years, Metro has an opportunity to work with residents, businesses and local governments to help make fixes like these around greater Portland.

Funding is provided to the development and construction of local transportation projects. Recent allocations have prioritized projects that make it safe and convenient to walk, bicycle or access transit, and projects that support economic development and the efficient movement of freight.

Regional flexible funds come from three federal grant programs: the Surface Transportation Program, the Congestion Mitigation/Air Quality Program and the Transportation Alternatives Program. These programs allow greater discretion on how the monies are spent – hence the term “flexible” – which allows for greater focus on local priorities and innovative solutions to transportation challenges.

Neighbors step up for better streets

Thousands of people participated in the most recent regional flexible fund cycle, which distributed about \$130 million expected in 2019-21 to make getting around greater Portland easier and safer.

A concerted grassroots campaign helped convince leaders to award regional flexible funds to improve sidewalks and crosswalks in Southeast Portland's Brentwood-Darlington.

At a hearing before the Metro Council in October 2016, Meesa Long brought councilors a map of sidewalks in southeast Portland, marked by red lines that crisscross all over except in a few patches, most visibly a rectangle at the bottom of the map.



“That rectangle is Brentwood-Darlington,” Long, who sits on the board of the Brentwood-Darlington Neighborhood Association, told the Metro Council. “So as you can see, we are lacking in infrastructure.”

She led a powerful neighborhood campaign that amassed more than a thousand petition signatures, ultimately helping secure a \$2.2 million flexible fund allocation that the Portland Bureau of Transportation will match with \$3.1 million from fees assessed on new development.

From the Metro Council to city planners, those involved in the process were impressed with the effort and the stories of what the grant would mean to the community.

“We’ve never seen a thousand-person handwritten petition in my 15 years in this agency,” said Greg Raisman, traffic safety program specialist at PBOT, the agency responsible for developing the project.

Once the funding was announced, Brentwood-Darlington neighbors expressed their relief and appreciation.

“We’re doing better to take care of each other,” said Jamica Woodard, who has five small school children. “For us to survive, we gotta do better for each other. That’s good that the Metro Council sees that this neighborhood is important enough to create safety for us.”

“This [grant] should empower children,” said resident Gail Kiely, “that if you speak up and make your case in a calm and logical manner, government will listen and respond appropriately. Everyone is so divided. I am hoping this is a message of hope and progress.”

Be involved

The development of the regional flexible funds allocation is a multi-year process, since the beginning policy conversations guide how the funds will be appropriated.

Policy update About two years before the funds are awarded, Metro works with partners, stakeholders and the public to update the policies guiding the allocation process. This will set the stage to determine how much of these funds go to things like bond payments for transit projects, how much will go to support regional programs and grants – such as the Regional Travel Options and Regional Transportation Systems Management and Operations grants addressed on pages 16 and 17 – and how much will go to support local jurisdictions to build key projects.

Typical engagement opportunities: online survey on key themes, review and comment (letter, email, phone, public comment at committee and council meetings) of the draft policies

Allocation process About six months after the policy update, Metro begins discussions with partners to finalize the how the funds will be allocated. Once it is determined how much will go to local jurisdictions for their key projects, Metro solicits applications from the jurisdictions. These are evaluated by a technical panel and put forth for public comment.

Typical engagement opportunities: online survey showing where the applicant projects are and what they would achieve, minimum

30-day review and comment (letter, email, phone, public comment at committee and council meetings) of the projects and technical evaluation, testimony at hearings

Stay informed

Information about the development of the regional flexible funds allocation process – as well as other stories about the greater Portland region's transportation system and how it affects our quality of life – are published periodically on Metro News (oregonmetro.gov/news). These stories are also promoted on Metro's Facebook and Twitter feeds.

During the allocation process comment opportunity for these funds, notices with requests to share are sent to neighborhood association/CPO, local agency newsletter, transportation management association and community based organization partners and contacts (see page 6).

Decision-making structure, regional flexible funds

Decisions for regional flexible funds is shared between the Metro Council and JPACT. To aid with technical details of the program, JPACT is advised by TPAC. For more information on JPACT and TPAC, see the decision-making structure for the Regional Transportation Plan section on page 3.

A technical panel of city, county, agency and community partners independently evaluate the allocation applications to produce technical scores based on criteria drawn from the policy direction provided by JPACT and Metro Council. These scores are offered as part of the comment opportunity and considered as TPAC makes its recommendation to JPACT and the Metro Council.

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.

Metro Council President

Lynn Peterson

Metro Councilors

Shirley Craddick, District 1

Christine Lewis, District 2

Craig Dirksen, District 3

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For more information, visit
oregonmetro.gov/participate