

# Agenda



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: JPACT & Metro Council RTP Workshop 1  
Date: Thursday, June 30, 2022  
Time: 7:30 a.m. to 9:30 a.m.  
Place\*: Conservation Hall of the Oregon Zoo, 4001 SW Canyon Rd, Portland, OR 97221  
Livestream: <https://youtu.be/gqjOMBt7tEY>  
Purpose: Launch series of workshops with Council and JPACT, discuss 2023 Regional Transportation Plan process, vision statement and goals.  
Outcome(s): Prioritized and consolidated goals for 2023 RTP, refine vision statement.

*\*The workshop will take place in person, but will be streamed online for folks to observe. The workshop will have some small group discussion that online attendees will not be able to take part in, but the report out of these groups will be observable online.*

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7 a.m.	Venue opens, optional breakfast & mingling.
7:30 a.m.	Welcome & Introductions <i>JPACT Chair Craddick, Deputy Metro Council President Lewis, and Facilitator Allison Brown</i>
7:45 a.m.	2023 RTP: Context and Background <i>JPACT Chair Craddick and Facilitator Allison Brown</i>
8:05 a.m.	RTP Goals: Small group discussion & report back <i>Small group activity of participants &amp; then report back to the whole group</i>
8:45 a.m.	Vision Statement: Small group discussion & report back <i>Small group activity of participants &amp; then report back to the whole group</i>
9:15 a.m.	Next steps
9:25 a.m.	Adjourn



## 2023 REGIONAL TRANSPORTATION PLAN UPDATE

Transportation shapes our communities and our everyday lives. Access to transit, biking and walking connections, and streets and highways where traffic flows allows us to reach our jobs, schools and families. It connects us to the goods and services we depend on and helps keep nature and recreation opportunities within reach. Investment in the transportation system to provide safe, healthy, accessible and reliable options for getting around is important for the region's long-term prosperity and quality of life.

As the federally designated Metropolitan Planning Organization (MPO), Metro is responsible for leading and coordinating updates to the [Regional Transportation Plan](#) every five years. Together, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint approval of updates to the plan. The plan was last updated in 2018. The next update is due by Dec. 6, 2023, when the current plan expires.

The greater Portland region is facing urgent challenges. The impacts of climate change, generations of systemic racism, economic inequities and the pandemic have made clear the need for action. Safety, housing affordability, homelessness, and public health and economic disparities have been intensified by the global pandemic. Technology is changing quickly and our roads and bridges are aging.

During 2022 and 2023, Metro will engage local, regional and state partners, business and community leaders and the public to update the RTP through the year 2045. This document provides background about the RTP and timeline for the update.

### WHAT IS THE REGIONAL TRANSPORTATION PLAN?

The RTP is the greater Portland area's long-range plan that guides planning and investments in the region's transportation system for all forms of travel – motor vehicle, transit, biking, and walking – and the movement of goods and freight.

The plan identifies current and future regional transportation needs, investment priorities to meet those needs, and local, regional, state and federal transportation funds the region expects to have available to make those investments. The plan contains:

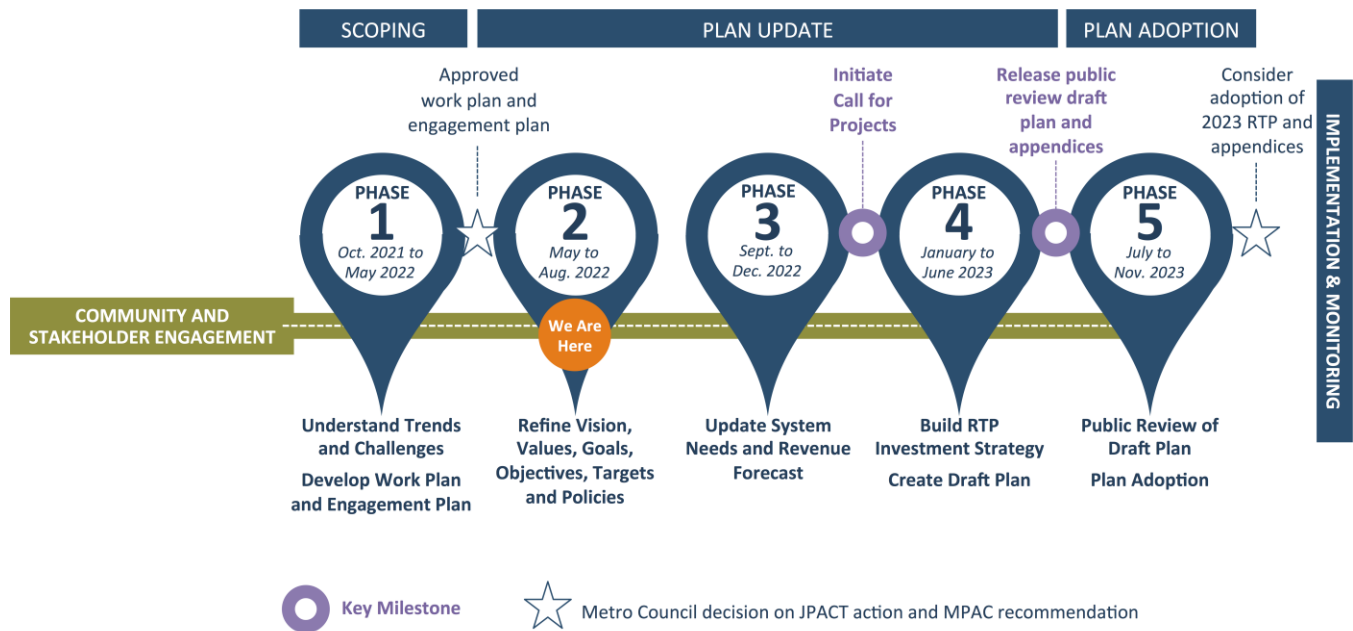
- **a long-term vision** for the region's transportation system;
- **eleven goals and supporting objectives and performance targets** that identify what outcomes the region wants to achieve and indicators to measure progress;
- **policies** that guide decisions and actions in pursuit of our vision and goals;
- **a financial plan** that identifies how the region will pay for investments; and
- **an investment strategy** that includes major local, regional and state transportation investment priorities that address transportation needs and help achieve the vision and goals identified in the plan.

Together these elements guide planning and investment decisions to meet the transportation needs of the people who live, work and travel in greater Portland today and in the future.

Figure 1. Elements of the Regional Transportation Plan



## WHAT IS THE TIMELINE FOR THE UPDATE?



### Scoping

Oct. 2021 to May 2022

- Seek Metro Council, JPACT and MPAC feedback on trends and challenges facing the region and priorities for the update to address.
- Engage local, regional, state and community partners and the public to inform the overall scope of the update and process that will guide the development of the updated plan.

**Decision:** JPACT and the Metro Council approval of work plan and public engagement plan (by Resolution). (April and May 2022)

### Plan Update

May 2022 to June 2023

- **Data and Policy Analysis:** Update vision, goals and policies and document how people travel and performance of the transportation system today by August 2022 to inform regional needs analysis and project list updates.
- **Revenue and Needs Analysis:** Update revenue forecast and complete needs analysis by December 2022 to support updating investment priorities.

**Milestone:** Call For Projects released. (anticipated in January 2023)

- **Investment Priorities:** Update project list priorities, evaluate performance and seek community feedback on updated priorities from Jan. to June 2023.

- **Draft Plan and Investment Strategy:** Prepare public review draft plan and investment strategy.

**Milestone:** Public review draft 2023 RTP and appendices released for 45-day public comment period. (anticipated in July 2023)

### Plan Adoption

July to November 2023

- **~July 1 to Aug. 14, 2023:** 45-day public comment period with hearings, briefings to regional policy and technical advisory committees and county coordinating committees and other stakeholders, and Consultation activities with tribes and state, federal and resource agencies.
- **Sept. and Oct.:** MTAC and TPAC consider public comment and recommendations to MPAC and JPACT.
- **Oct. and Nov.:** MPAC and JPACT consider public comment and recommendations to the Metro Council.
- **Nov. 30:** Metro Council considers final action.

**Decision:** JPACT and the Metro Council consider adoption of the plan (by Ordinance). (anticipated in November 2023)



## **2018 REGIONAL TRANSPORTATION PLAN GOALS (adopted)**

*Source: 2018 Regional Transportation Plan (Chapter 2)*

### **GOAL 1: Vibrant Communities**

The greater Portland region is a great and affordable place to live, work and play where people can easily and safely reach jobs, schools, shopping, services, and recreational opportunities from their home by walking, biking, transit, shared trip or driving.

### **GOAL 2: Shared Prosperity**

People have access to jobs, goods and services and businesses have access to workers, goods and markets in a diverse, inclusive, innovative, sustainable and strong economy that equitably benefits all the people and businesses of the greater Portland region

### **GOAL 3: Transportation Choices**

People throughout the region have safe, convenient, healthy and affordable options that connect them to jobs, school, services, and community places, support active living and reduce transportation-related pollution.

### **GOAL 4: Reliability and Efficiency**

The transportation system is managed and optimized to ease congestion, and people and businesses are able to safely, reliably and efficiently reach their destinations by a variety of travel options.

### **GOAL 5: Safety and Security**

People's lives are saved, crashes are avoided and people and goods are safe and secure when traveling in the region.

### **GOAL 6: Healthy Environment**

The greater Portland region's biological, water, historic and cultural resources are protected and preserved.

### **GOAL 7: Healthy People**

People enjoy safe, comfortable and convenient travel options that support active living and increased physical activity, and transportation-related pollution that negatively impacts public health are minimized.

### **GOAL 8: Climate Leadership**

The health and prosperity of people living in the greater Portland region are improved and the impacts of climate change are minimized as a result of reducing transportation-related greenhouse gas emissions.

### **GOAL 9: Equitable Transportation**

The transportation-related disparities and barriers experienced by historically marginalized communities, particularly communities of color, are eliminated.

### **GOAL 10: Fiscal Stewardship**

Regional transportation planning and investment decisions provide the best return on public investments.

### **GOAL 11: Transparency and Accountability**

Regional transportation decisions are open and transparent and distribute the benefits and burdens of our investments in an equitable manner.

# CURRENT RTP VISION

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

**Vision approved by the Metro Policy Advisory Committee, Joint Policy Advisory Committee on Transportation and the Metro Council in May 2017.**





# 2023 Regional Transportation Plan scoping

## Summary of stakeholder interviews

*In December 2021 Metro contracted with JLA Public Involvement to conduct 40 interviews with local, regional, and state public officials and staff, business groups and community-based organizations. The interviews identified issues and ideas that Metro should consider for the 2023 Regional Transportation Plan (RTP).*



### Future Trends

**Stakeholders weighed in on changes they have observed and long-term trends to consider during the RTP process.**

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

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

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

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

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

**Transit.** Transit is seen as essential for reducing congestion, improving transportation equity, and reducing greenhouse gas emissions. Investments and strategies that rebuild ridership will be an important near-term goal.

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

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

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

### Vision

**Stakeholders provided their feedback on the existing Regional Transportation Plan vision.**

*"Everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options."*

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

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

**Stakeholder suggested changes to the Vision: consider more emphasis on...**

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

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

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

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

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

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

## Priority Areas

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

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

*“The system should be safe, or it is not a good system.”*

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

## Equity

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

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

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

Most agreed that such a system should be affordable, safe, accessible, convenient, and provide equal opportunity for users. However, the perceptions of who should be the primary beneficiaries of an equitable system varied. Suggested focus included “everyone”, “people of color”, “underserved areas”, and “the most vulnerable users.”

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

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

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

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

## Hopes

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

**Improved reputation for Metro.**

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

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

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

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

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



## 2023 Regional Transportation Plan

# Summary of public survey #1: Vision and goals

*Metro hosted an online public survey from February 14 to April 4, 2022, during the scoping phase of the 2023 Regional Transportation Plan (RTP). The survey collected input from 1,372 participants. This is a high-level summary of the input received on the vision and goals.*

### Vision

**The 2018 RTP vision continues to be aligned with many people's vision for the future of transportation in the greater Portland region.**

**Vision: Everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.**

Most survey respondents (65% people) indicated that the 2018 RTP vision matches their vision for transportation well or very well. Twenty percent (20%) of respondents indicated that the vision does not or does not very well match their vision. The most frequent comments made about the vision were related to:

- **Elevating addressing the climate impacts of transportation** (30 comments)
- **The vision being too vague or all-encompassing to be effective** (26 comments)

### Goals

**People are supportive of the all RTP goals indicating that they remain important goals for the region.<sup>1</sup>**

#### 2023 RTP Goals

1. **Vibrant communities**
2. **Shared prosperity**
3. **Transportation choices**

4. **Reliability and efficiency**
5. **Safety and security**
6. **Healthy environment**
7. **Healthy people**
8. **Climate leadership**
9. **Equitable transportation**

There is especially high support for:

- **Safety and security** (84% of respondents rated important)
- **Healthy environment** (81% of respondents rated important)
- **Vibrant communities** (78% of respondents rated important)

However, most people think **the region is *not* making good progress on achieving the goals.**

**Safety and security are a top concern.** It was the most important goal to the highest number of survey respondents. **The region is also performing the lowest on safety and security, according to survey respondents.** Sixty-nine (69%) of respondents indicated that greater Portland is not doing very well toward meeting this goal.

Most of the more than 100 survey comments about safety and security focused on traffic safety including crashes and driving behavior.

"I think about safety for our kids who have to walk on the sides of the roads because our streets don't have sidewalks, or how I'm forced to use my vehicle out of the safety of my kids because I don't want us to get hit while walking half a mile to our destination."

— Survey participant

<sup>1</sup> The survey did not include the two process goals: fiscal stewardship and transparency and accountability.



These comments most often referred to concerns about **speed, lack of enforcement and the vulnerability of people walking, biking and living near roadways.**

Commenters also voiced concerns about safety on transit and in public spaces related to crime and violence. There were several comments that requested a distinction be made between the security of goods and the safety of people. Respondents also indicated that **the region is not making good progress toward meeting the following goals:**

- **Shared prosperity** (58% indicated that we are not doing very well)
- **Vibrant communities** (58% indicated that we are not doing very well)
- **Climate leadership** (58% indicated that we are not doing very well)
- **Equitable transportation** (56% indicated that we are not doing very well)

Respondents indicated that the **region is doing ok on:**

- **Reliability and efficiency** (52% indicated that we are not doing very well)
- **Transportation choices** (48% indicated that we are not doing very well)
- **Healthy environment** (48% indicated that we are not doing very well)

The survey asked **how transportation in greater Portland equitable could be more equitable.** There were 502 comments. Some of the themes include:

- Affordable transit
- Increase transit accessibility
- Increase transportation choices
- Involve communities experiencing inequities in decision-making
- Equitable funding sources for transportation

Additional analysis of the equity responses is forthcoming.

## Survey participants

The survey was provided in English, Spanish and a screen-reader accessible version. Upcoming 2023 RTP surveys will be bolstered by outreach through community liaisons with the goal of increasing participation in under-represented communities. Groups that are underrepresented in respondent information by 4 percent or more are indicated **in red.**

**Table 1. County of residence** (1,066 respondents)

County	Survey Percent	2020 Census
Clackamas	17%	19%
Multnomah	58%	47%
Washington	<b>24%</b>	34%
Clark	1%	--
Other	17.1%	

**Table 2. Race/ethnic identity** (1,066 respondents)

Racial or ethnic identity	Survey Percent*	2020 census
American Indian/Native American or Alaska Native	2%	3%
Asian or Asian American	<b>4%</b>	11%
Black or African American	3%	5%
Hispanic, Latino or Spanish origin	<b>5%</b>	14%
Pacific Islander	1%	1%
White	74%	66%
Other	3%	--
An ethnicity not included here	4%	--
Prefer not to answer	12%	--

\* Participants could select as many race/ethnicity identities as applicable. Therefore, the total is greater than 100%.

**Table 3. Income** (1,024 respondents)

Annual household income	Survey Percent*	2020 census
\$10,000 to \$19,999	2%	5%
\$20,000 to \$29,999	<b>2%</b>	6%
\$30,000 to \$39,999	<b>3%</b>	7%
\$40,000 to \$49,999	<b>4%</b>	14%
\$50,000 to \$74,999	<b>7%</b>	17%
\$75,000 to \$99,999	15%	13%
\$100,000 to \$149,999	<b>14%</b>	19%
\$150,000 or more	19%	20%
Don't know/prefer not to answer	19%	--