



Draft Public Engagement Guide

Partial draft for review January 31, 2024

DRAFT

Metro commits to meaningful public participation because of its power to benefit present and future generations.

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.

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DOCUMENT SUMMARY

The guidance in this document is for Metro staff, the Metro Council, partners, and the public. This guide features three main sections and an appendix:

Section 1 – About the Public Engagement Guide

Provides background information on the guide and presents Metro’s Guiding Principles for Meaningful Public Engagement.

Section 2 – Information for community members: Be informed, get involved

Provides information about Metro’s work, ways to stay informed and opportunities to get involved. This section includes community advisory committees and grants and sponsorships available at Metro.

Section 3 – Planning for public engagement: a guide for Metro staff

Provides guidance for Metro staff about how to plan, deliver and evaluate public engagement activities for programs, policies and investments.

Appendix – Supplemental tools and resources

Provides a list of supporting information and resources for users of the guide.

Updating the guide

Once the 2024 guide is adopted, Metro staff will review and update it every three to five years starting in 2027. With every review, there must be a 45-day public comment period before adoption. Metro staff recommend that the Metro Council adopts each updated guide by resolution.

Thank you to the Public Engagement Review Committee

The Public Engagement Review Committee advised Metro staff and Council on the content of this guide. The committee is tasked with advising the Metro Council on engagement practices. Representatives from Clackamas, Multnomah and Washington counties make up the committee. Members in 2023-24 included:

Community members: Carine Arendes, Isaiah Jackman, Makerusa Porotesano, Michael Foley

Community-based organizations: Alisa Kajikawa with APANO, Diana Ospina Lara with Hispanic Metropolitan Chamber, Henry Miller with The Street Trust

Local government staff: Amanda Garcia Snell with Washington County, Cameron Ruen with Clackamas County, JR Lilly with Multnomah County

SECTION 1. ABOUT THE PUBLIC ENGAGEMENT GUIDE

Introduction

The Public Engagement Guide is a flexible tool with information to enable meaningful connections and collaboration between community members, and Metro staff, the Metro Council, local governments, local businesses, and nonprofit organizations. Metro is committed to advancing racial equity, climate resilience and building shared prosperity for our communities.

Public participation is an important part of planning for future transportation projects, parks and natural areas, garbage and recycling, affordable housing and supportive services, and arts and culture venues. Members of the public can use the guide learn how to provide input on Metro decisions.

The Metro Council, staff and Metro advisory committees use the guide along with policies across the organization to plan and carry out engagement activities. The guide strengthens Metro’s engagement practices by inviting more voices to the table to listen and learn from one another. It supports policymakers to make informed decisions that point the organization in a direction of growth and accessibility.

This guide supports Metro’s efforts toward repairing past harms and building accountability to the people Metro serves. It also offers an opportunity to create shared understanding about basic engagement terminology and best practices for inclusive and meaningful public engagement.

Desired outcomes:

- People have accessible information and meaningful opportunities to participate in programs, services, or decision-making processes at Metro.
- Metro creates welcoming spaces that encourage civic leadership and connection through community-led activities and building capacity for ongoing engagement.
- The Metro Council makes decisions that are well-informed and responsive to the needs and perspectives of the diverse communities of greater Portland.

History of the guide

Past versions of the guide

Metro is required to periodically update a public engagement guide as the designated Metropolitan Planning Organization by the State of Oregon and the United States Federal Highway Association. The purpose of the guide is to inform and involve the public in regional transportation planning as one of the conditions of receiving federal grants that Metro awards to local cities and counties for transportation projects.

Metro adopted its first Public Engagement Guide, formerly known as Public Involvement Policy for Transportation Planning, in 1995 and updated it in 2004 and 2009. The last version of the Public Engagement Guide was adopted in 2013 after a period of research, community outreach activities and a public comment period.

In 2019, during the impacts of the COVID-19 pandemic, Metro did not conduct a full update to the guide; instead, Metro informed the public about regional transportation planning work within a document called [“Be involved in building a better system for getting around greater Portland.”](#) The relevant information in that document is updated and included in the current version of the guide.

What led to changes in the 2024 version?

The 2024 guide generally follows a similar structure to the 2013 version. The similarities include a list of guiding principles, important information for the public, guidance for staff on how to plan and evaluate engagement activities, and an appendix with supplemental resources. The updates in this guide reflect best practices for public participation.

Metro works towards building a culture of learning for Metro staff and the greater Portland region by convening diverse voices and applying their input.

Metro’s work is always evolving and has shifted over time as a result of continued learning and the development of several new guiding policies, such as:

- The [Strategic Plan to Advance Racial Equity, Diversity and Inclusion](#)
- The [2030 Regional Waste Plan](#)
- The Strategic Recovery Framework
- The [2018 Affordable Housing Bond](#)
- The [2019 Parks and Nature Parks Bond](#)
- Updates to the Regional Transportation Plan and the Metropolitan Transportation Improvement Program.

Below is a list of some of the changes at Metro since 2013 that influence Metro’s community outreach practices:

- Metro, as the region’s designated Metropolitan Planning Organization, receives guidance from the United States Federal Highway Administration as part of their responsibilities for regional transportation planning. The most recent guidance related to the public engagement guide include:
 - Simplify the guide through summaries, visuals, and other techniques to ensure the information is easy to understand for the widest possible audience.
 - Inform the public about Metro’s outreach efforts at key decision points in the regional transportation planning work.
 - Include information about all of Metro’s service departments.
 - Include explicit procedures for outreach with traditionally underserved populations.
 - Include criteria or a process to evaluate the effectiveness of outreach activities.

- Conduct a 45-day public comment period before adopting the new public engagement guide.
- In 2016 Metro adopted the Strategic Plan to Advance Racial Equity, Diversity and Inclusion. (See summary in Appendix A). Putting the Strategic Plan into practice led to more engagement opportunities for community members, such as advisory committees for government oversight; culturally specific education programs; community partnerships with organizations that are led by Black people, Indigenous people, people of color and young people; and participation in regional transportation planning. Other outcomes have included things like improving access to parks and nature and to garbage and recycling service.

The goals of the plan are:

- Goal A: Metro convenes and supports regional partners to advance racial equity.
 - Goal B: Metro meaningfully engages communities of color.
 - Goal C: Metro hires, trains and promotes a racially diverse workforce.
 - Goal D: Metro creates safe and welcoming services, programs and destinations.
 - Goal E: Metro's resource allocation advances racial equity.
- In 2021, Metro developed a tool called the Racial Equity Framework to support staff in applying an equity lens to project planning. This planning tool ensures staff considers resources, impact, research and critical questions about public engagement early in their project planning processes. This tool includes a worksheet, tools, resources and step-by-step instructions for applying the framework.
- Staff trainings, guidance and new procedures:
 - All staff are required to receive yearly trainings on racial equity and gender inclusion.
 - Staff also have access to optional training opportunities on topics like trauma-informed care, climate resilience, public participation, Tribal Government Affairs and other topics related to Metro's work.
 - Metro created guidelines to simplify contracting processes for community partnerships and reduce barriers for public participation in public engagement events. Guidelines include providing childcare, providing translation and interpretation services, offering transportation or participation stipends, and meaningfully including community members in decision-making processes.
- In 2020 a COVID-19 Community Engagement Policy was created to reflect Metro's commitment to racial equity through inclusive engagement within the context of a public health crisis. The policy calls for Metro to apply practices that make it possible for Black people, Indigenous people and people of color to reclaim and use their power to influence needed changes in their community.
- In 2020, Metro launched a pilot grant program to support community-based organizations in civic engagement activities.
- In 2021, Metro hired a Tribal Policy Liaison to build a formal process to involve and consult Tribes as independent government partners. Metro invites Tribes to participate

in key regional decisions that may impact cultural resources, treaty rights or otherwise be of interest to Tribes. Besides Metro's efforts to build better relationships with Tribes, Metro also offers more trainings and opportunities for staff to learn about Tribal affairs and about engaging with Urban Indigenous community members.

- The unequal impacts from the global COVID-19 pandemic, the wildfires in Oregon in 2020, and the international uprisings after a police officer killed George Floyd during an arrest have continued to deepen our collective understanding about the need to lead with race in regional governance.
 - For example, Metro made improvements to security practices at the Metro Regional Center and developed a policy that prohibits hateful speech and behavior at the public garbage and recycling transfer stations Metro manages. These changes are designed to make Metro buildings more welcoming and safer for Black, Indigenous, Asian-American, and people of color, people who speak limited English, and people experiencing houselessness.
- In 2023, the Metro Council adopted eight new Guiding Principles for Meaningful Public Engagement. The update integrates the guidance from members of the Public Engagement Review Committee made up of local government staff, community partners and community members, along with input from the Metro Council and Metro staff. The new guiding principles serve as the foundation of the Public Engagement Guide in 2024.
 - The Metro Council last adopted guiding principles for public involvement in 1997. Those principles were updated for the 2013 guide. The 2013 principles, along with the principles of the COVID-19 Community Engagement Policy, informed the guiding principles in the 2024 guide. This guide includes more information on how to use the guiding principles.

Metro's Guiding principles for meaningful engagement

The guiding principles inform planning and carrying out virtual and in-person public engagement activities. They create a foundation to sustain an equitable and democratic culture of collaboration and accountability at Metro.

Metro's priorities help advance racial equity, climate resilience and shared prosperity within the services offered to the public. The guiding principles reflect Metro's values related to communicating and engaging with the diverse communities it serves.

The success of Metro's engagement efforts depends on the ability to meet people where they are and to consider people's diverse needs and personal experiences when making decisions about Metro services, programs, policies, or investments.

Metro's guiding principles are:

1. Public participation is an essential part of Metro's decision-making.
2. Transparency about decision-making is fundamental to successful public service and includes communicating about project outcomes and the impact of community contributions to the process.
3. Meaningful public engagement processes apply equity, diversity and inclusion strategies and tools to help identify and address the needs of impacted, underserved, and historically excluded communities.
4. Engagement and communications are accessible, informative, timely and inclusive of a rich diversity of lived experiences and perspectives.
5. Collaboration and capacity-building efforts with community-based organizations, programs, initiatives, and individuals that are impacted, underserved, or historically excluded are essential to address regional issues equitably.
6. Intergovernmental collaboration, coordination, and consultation are essential to address regional issues holistically and efficiently.
7. Evaluation of engagement activities during and after a project encourages responsiveness, growth, and process improvement.
8. Adaptive project timelines allow for meaningful engagement with the most impacted audiences early and throughout the project.

Language check!

Meaningful public engagement includes the perspectives of people and communities who may be negatively affected by Metro decisions. It is rooted in nurturing relationships, taking into consideration the communication and engagement needs of participants. It acknowledges the role trauma plays in people's lives. Meaningful public engagement requires transparency with participants about how their input can affect change.

Putting the guiding principles into practice

Many factors affect how Metro engages with people, businesses, nonprofits and government partners. Besides needing tools to adapt to diverse communications needs, each department at Metro is also unique. So, each new project has a different goal, focus, timeline and geographic or community impact.

Metro staff should review the following information in addition to Section 3 “Guidance for staff: planning for public engagement,” when planning new projects. This information will help staff assess their needs and decide what communications or public outreach approach might be most effective for their project.

The information in the next table offers context and guidance for users of the guide to deepen their understanding of each principle. The information was developed with input from the Public Engagement Review Committee, the Committee on Racial Equity, the Metro Council and Metro staff.

Staff can use this information to shape each project:

Desired outcomes of principle	Putting it into practice
<p>Principle 1 Public participation is an essential part of Metro’s decision-making.</p>	
<p>For people</p> <ul style="list-style-type: none"> • People use their power to affect changes they need. • Metro’s decisions meet the needs of the diverse communities they serve. <p>For Metro</p> <ul style="list-style-type: none"> • Staff, Metro Council and partners are informed about the needs of the diverse communities they serve. • Metro develops sustainable, equitable and impactful policies. 	<ul style="list-style-type: none"> • Metro budgets adequately for public engagement and communications. • Metro acknowledges that solving complex regional issues and repairing past harms requires a civically engaged public. • Public engagement is valued as part of the technical project management processes. • Metro offers ongoing engagement opportunities beyond specific projects. • Metro convenes and connects diverse perspectives to each other to build a culture of collaboration and learning.

Desired outcomes of principle

Putting it into practice

Principle 2

Transparency about decision-making is fundamental to successful public service and includes communicating about project outcomes and the impact of community contributions to the process.

For people

- **Important information is easy to find and easy to understand.**
- **People generally understand Metro’s major decisions and how Metro arrived at those decisions.**
- **Participants feel their time and input is valued even after engagement activities are complete.**

For Metro

- **Metro is accountable to the communities they serve.**
- **Metro maintains and promotes internal practices that make it easy to share important information with people in a timely manner.**

- Metro’s website is accessible and easy to navigate.
- Metro staff responds to public information requests in a timely manner.
- Summary reports are written in plain language and are easily accessible to staff and the public.
- Metro staff provides documents in multiple languages relevant to key audiences.
- Metro creates a repository of existing input from the public for use in future projects.
- *New or ongoing projects:* Metro clearly describes project goals, key decision-points, decision-making structures, and the purpose for public engagement. People are informed about the potential impact public input can have.
- *After project completion:* Metro shares information about what informed major decisions, who was engaged, and major trade-offs considered within the process. Metro reports back to participants and interested parties.

Desired outcomes of principle	Putting it into practice
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Principle 3

Meaningful public engagement processes apply equity, diversity and inclusion strategies and tools to help identify and address the needs of impacted, underserved, and historically excluded communities.

For people

- **Communities participate or lead in developing the solutions to complex regional problems based on their personal experiences.**
- **Harm during or after engagement processes is avoided and discussed if it happens.**
- **The needs of those most affected and with the least institutional power are considered first.**

For Metro

- **Metro puts into practice the Strategic Plan to Advance Racial Equity, Diversity, and Inclusion.**
- **Metro works towards accountability and repair of past harms.**
- **Metro’s approach to governing is to put people first.**
- **Metro ensures compliance with Civil Rights Laws**

- Metro staff apply a racial equity strategy to their planning processes.
- Metro hires a workforce that is representative of the communities they serve.
- Staff has access to useful trainings in topics such as trauma-informed care, best practices for facilitation, racial, gender and disability justice, and how to consult with Tribal governments.
- Metro develops processes for identifying when trauma triggers or harm happen during engagement activities as well as for resolving them.

Tools to consider:

- Metro’s Racial Equity Framework (with power-mapping guidance)
- The Spectrum of Community Engagement to Ownership by Rosa Gonzalez
- [White Supremacy Culture Characteristics](#) by Tema Okun.

Desired outcomes of principle

Putting it into practice

Principle 4

Engagement and communications are accessible, informative, timely and inclusive of a rich diversity of lived experiences and perspectives.

For people

- **Important Information is easy to find and understand.**
- **People of different backgrounds and experiences feel included and see themselves represented in Metro’s work.**

For Metro

- **Metro creates a welcoming environment for all people in both physical and digital spaces.**
- **Metro staff increase public participation in projects and programs.**
- **Metro eliminates or reduces common barriers to participation to increase accessibility for all.**

- Metro applies inclusive communications strategies and tools to ensure people with different needs and abilities can be informed or get involved.
- Metro invests in reducing or eliminating common barriers to public participation.
- Metro provides high quality language access services so that people who speak limited English can meaningfully participate.
- Metro hosts gatherings and online spaces that are trauma-informed and responsive to the unique language and cultural norms of participants.
- Metro invests in supporting staff through tools, trainings, and research.
- Staff are culturally responsive to prevent harm when they interact with people.
- Metro invests in local communities throughout the region beyond specific projects.
- Metro develops minimum communications and engagement practice standards for staff.

Desired outcomes of principle	Putting it into practice
<p>Principle 5 Collaboration and capacity-building efforts with community-based organizations, programs, initiatives, and individuals that are impacted, underserved, or historically excluded are essential to address regional issues equitably.</p>	
<p>For people</p> <ul style="list-style-type: none"> • Individuals grow their civic leadership and use their power toward justice and liberation. • Community organizations persist as community assets. <p>For Metro</p> <ul style="list-style-type: none"> • Metro advances shared prosperity through capacity building. • Increases participation by historically excluded residents. • Metro makes decisions that are well-informed by the needs of the people they serve. • Metro directs resources towards non-project specific engagement activities to continue building and nurturing relationships. 	<ul style="list-style-type: none"> • Metro creates partnerships with shared agreements – partnerships that are mutually beneficial. • Metro ensures community partners are well-resourced to meet project goals and outcomes, and to reduce burnout. • Metro works to reduce barriers to participate in community engagement activities. • Metro’s engagement practices support developing civic leadership among people Metro serves.
<p>Principle 6 Intergovernmental collaboration, coordination, and consultation are essential to address regional issues holistically and efficiently.</p>	
<p>For people</p> <ul style="list-style-type: none"> • Regional issues related to transportation, affordable housing, garbage and recycling, parks and natural areas and civic leadership are managed in a holistic manner. • People engaged at various levels of government have a similar experience. <p>For Metro</p> <ul style="list-style-type: none"> • Metro contributes to a culture of civic leadership as a regional convener. 	<ul style="list-style-type: none"> • As a regional government Metro convenes city, county, state, and Tribal governments to manage and resolve regional issues holistically and efficiently. • Metro learns about the unique needs, experiences, and geographic connections of partner agencies, such as cities, counties and Tribal governments. • Metro consults with Tribes as sovereign nations applying a government-to-government relationship approach.

Desired outcomes of principle	Putting it into practice
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Principle 7

Evaluation of engagement activities during and after a project encourages responsiveness, growth, and process improvement.

For people

- **People can influence improvements to government processes by participating in evaluations.**

For Metro

- **Staff develop shared learning and improve engagement practices.**
- **Staff are innovative and responsive.**
- **Metro staff practice self-reflection and avoid perfectionism.**

- Metro works with partners to define goals and metrics to measure effectiveness of engagement and communications practices.
- Metro staff seek participant feedback after engagement opportunities and adapt as needed.
- Metro staff have the space in their work plan to practice self-evaluation.
- Metro works to improve its culture by collaborating, clearly communicating, and avoiding perfectionism.

Principle 8

Adaptive project timelines allow for meaningful engagement with the most impacted audiences early and throughout the project.

For people

- **People feel like their time and input is valued.**
- **People gain trust for Metro’s decisions and work.**

For Metro

- **Staff gain knowledge to improve future engagement and communications activities.**
- **Metro’s approach to governing puts people first.**

- Metro responds to unexpected information or situations whenever possible.
- Public input can influence a change in a project’s direction.
- Timelines may be shortened if staff or Council have the necessary information to understand the impacts of their decisions, or when responding to an unexpected emergent need such as a natural disaster or public health crisis.

Appendix A

Legal requirements and guidelines for the public engagement guide

Metro is required to adopt and periodically update a public engagement guide as the designated Metropolitan Planning Organization by the State of Oregon and the United States Federal Highway Association.

Legal responsibilities and guidelines

This Public Engagement Guide establishes consistent guidelines to ensure people have meaningful opportunities to be involved in the regional planning process. The guide also provides examples of the tools and techniques that Metro may use to communicate with and receive input from the public.

Following the Federal Highway Administration, 23 CFR 450.316(a), this guide serves as Metro's documented, "process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process."

In accordance with the Federal Transit Administration circular, FTA C 4702.1B, this guide serves as Metro's documented, "outreach plan to engage minority and limited English proficient populations, as well as a summary of outreach efforts made since the last Title VI Program submission. A recipient's targeted public participation plan for minority populations may be part of efforts that extend more broadly to include other constituencies that are traditionally underserved, such as people with disabilities, low-income populations, and others."

Federal requirements

- Moving Ahead for Progress in the 21st Century Act (MAP-21), public Law 112-141 as passed by Congress and signed by President Barack Obama on July 6, 2012.
- The National Environmental Policy Act of 1969 (NEPA), (included in Appendix C for more information).
- Title VI of the 1964 Civil Rights Act, 23 USC 140, 23 CFR 200, and 49 CFR 21.
- Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations, signed Feb. 11, 1994 by President Bill Clinton.
- Executive Order 13166 – Improving Access to Services for Persons with Limited English Proficiency, signed Aug. 11, 2000 by President Bill Clinton.
- Americans with Disabilities Act (ADA) of 1990, 42 USC 126 and 49 CFR 27.19.
- Age Discrimination Act of 1975, 42 USC. Sections 6101-6107.

Oregon state requirements

- Administrative Rules of the Oregon Department of Land Conservation and Development Commission, Oregon Statewide Goal 1 - Citizen Involvement, OAR 660.
- Oregon Revised Statute Comprehensive Land Use Planning Coordination, ORS 197.
- Oregon Revised Statute Local Government Planning Coordination; Coordination Agreements, ORS 195.020 to 195.040.
- Oregon Revised Statute Opportunity for Public Comment on New Fee or Fee Increase, ORS 294.160.
- Oregon Transportation Plan Public Involvement Policy (2009).
- Public Records Act, ORS 192.410 to 192.505.
- Public Meetings Law, ORS 192.610 to 192.690.

Metro requirements

- Metro Charter, Office of Citizen Involvement.
- Resolution No. 97-2433, Metro Citizen Involvement Principles.
- Ordinance No. 12-1275, Establishing the Metro Public Engagement Review Committee.
- Resolution No.12-4375, Metro Diversity Action Plan.
- Resolution No. 16-4708, Strategic Plan to Advance Racial Equity, Diversity, and Inclusion
- Resolution No. 19-1431, the 2030 Regional Waste Plan
- Resolution No. 23-5331, Metro's New Guiding Principles for Meaningful Public Engagement
- Resolution No. 22-5293, Incorporating Inclusive and Plain Language Best Practices




Metro | Strategic plan to advance racial equity, diversity and inclusion
Executive summary



Metro is committed to working together with people, businesses, nonprofit organizations and public partners to create a Portland region where:

- All individuals and communities benefit from a strong economy with quality, living-wage jobs, stable and affordable housing, safe and reliable transportation, and a healthy environment with clean air and water.
- Racial equity is recognized as the backbone of good governance. To ensure the success of everyone, we must work together to end inequities that affect historically marginalized communities. We must remove barriers so that everyone can realize their full potential and contribute to and participate in our collective community and economy.
- Our public structures, institutions and processes address social and economic disparities for people of color. Those disparities are rooted in a history of discriminatory laws, policies and practices.
- Diversity is celebrated and all communities meaningfully participate in public decision-making.

The strategy

Metro will build upon and strengthen its ongoing equity work by implementing interrelated strategies to create long-term institutional, structural and cultural change:

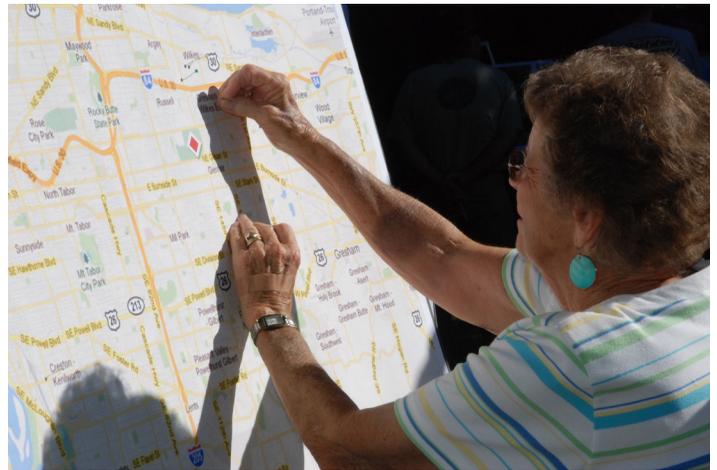
Lead with racial equity Focusing on eliminating the disparities that people of color experience in all aspects of social well-being, especially in those related to Metro's policies, programs, services and public spaces.

Broaden the impact Addressing the disparities that affect the most marginalized to generate solutions that address the needs of all other historically marginalized groups.

Generate support to create real and lasting cultural change Building a structure for Metro leaders, staff and region partners including community to engage in conversations about race, make concrete and measurable institutional changes and create a foundation for on-going reflection and needed change within the organization and Portland region.

Partner with communities of color Ensuring that members of these communities are involved in Metro's equity efforts to create greater trust and accountability.

Measure progress Measuring and recognizing milestones and improvements to increase and maintain momentum along the route to greater racial equity and change.



Why racial equity?

The Portland metropolitan area's population is growing and changing. Like most of the nation, our cities and counties are becoming more diverse. It is projected that by the year 2045, people of color will be the majority in the United States.

Our current and future diversity will help develop and maintain sustainable economic growth if we proactively address the issue of racial equity. Research shows that places that attain more economic growth are those with greater racial inclusion and smaller racial income gaps.

Unfortunately, most communities of color in the Portland area currently experience the worst economic and social outcomes of any demographic group, due to a long history of exclusionary and discriminatory policies.

To prepare for a healthy and prosperous future, Metro, other cities and counties, schools, community and philanthropic organizations, and businesses are taking a long, hard look at equity. It's not only the right thing to do; it's the smart way to improve our present and plan for our future.

There is no need to choose between equity and economic growth. Equity and community diversity positively impact the larger economy and have become the superior economic growth model across the country.

By addressing the barriers experienced by people of color in the Portland metropolitan area, we will effectively also identify solutions and remove barriers for other groups, like women, low-income residents, people with disabilities, LGBTQ community, older adults and young people. The result will be that all people in the Portland area will experience better outcomes.

Organizational goals, objectives and actions

This strategic plan is built around five long-term goals. The goals are deliberate guideposts that direct Metro in creating specific objectives, actions and measures of evaluation and accountability as the agency works to help the Portland area reach its equitable and prosperous destination.

The proposed actions are centered on those that the entire agency can do to advance racial equity, diversity and inclusion. A major deliverable of this strategic plan is for each Metro department and venue to develop its own equity action plan specific to their programs, policies and services within 24 months of the adoption of this strategic plan.

The strategic plan will also work together with the Diversity Action Plan to increase the effectiveness of Metro's diversity, equity and inclusion work. Building on the foundation created by the Diversity Action Plan, the Strategic Plan will provide Metro leadership and staff additional tools and authority to make change.

Equity and Equality

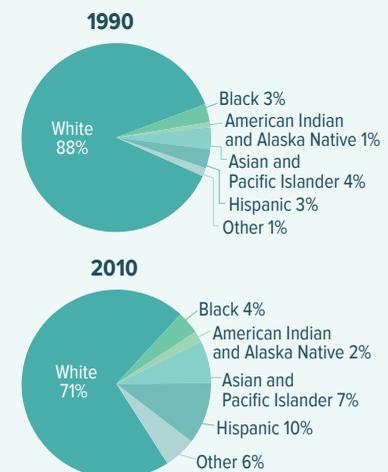
Not everyone needs glasses to see. But those that do require a specific prescription to enable them to see. Some people are severely visually impaired or are blind.

Equality: Believing that everyone should get the same glasses regardless of their specific need.

Equity: Understanding that some have greater visual difficulties than others, therefore only those that need glasses get them and each prescription fits that person's specific needs. Some people are blind, so they need entirely different solutions to perceive things that seeing people experience through sight.

The region is diversifying ...

PERCENT OF POPULATION BY RACE/ETHNICITY
Tri-county region. Source: US Census, 1990, 2010 SF1-QTP6



... but regional inequities persist.

MEDIAN HOUSEHOLD INCOME, BY RACE/ETHNICITY
Portland MSA, 2011-2013. Source: US Census, American Community Survey three-year estimates





ABOUT METRO

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 24 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

METRO COUNCIL PRESIDENT

Tom Hughes

METRO COUNCILORS

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Council District 4
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AUDITOR

Brian Evans

To learn more visit
oregonmetro.gov/equity

Five Strategic Goals

The five long-term strategic goals identified in this plan are:

A. Metro convenes and supports regional partners to advance racial equity.

Metro brings together diverse partners from across the Portland metropolitan region to reduce racial disparities and improve outcomes in communities of color through coordinated and innovative approaches. Metro leads by convening decision-makers and providing research and technical support to assist local jurisdictions in equity initiatives. Metro also proactively convenes regional partners to support a racially diverse construction workforce.

B. Metro meaningfully engages communities of color.

Community relationships based on trust, policies that strengthen community involvement and community oversight of implementation ensure that communities of color are meaningfully engaged and influence the Metro decisions and programs that impact their lives. Metro commits to co-creating with the community, learning from the collective wisdom and building the capacity of community leaders.

C. Metro hires, trains and promotes a racially diverse workforce.

Metro has an organizational culture that is welcoming and inclusive of all people of color. Through training and hiring practices that break down barriers for applicants of color, Metro achieves a racially diverse workforce with opportunities for advancement and strong retention and promotion rates for staff of color. All Metro staff receives the training and support necessary to become culturally proficient and equitably serve all residents of the Portland metropolitan region.

D. Metro creates safe and welcoming services, programs and destinations.

Communities of color are aware of and feel welcome to access Metro's diverse services, programs and destinations. Through better understanding of the needs of culturally specific communities and the impacts of its programs and services, Metro provides safe and welcoming environments and experiences that enrich the lives of community members.

E. Metro's resource allocation advances racial equity.

Metro advances economic opportunities for communities of color through various avenues including equitable contracting practices, distribution of investments, and grant programs.



Attachment C – Regional Transportation Planning

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 in serving 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.

Community 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

For the reader.

A blue icon of a person walking will point out information specific to public involvement.





Stay informed → oregonmetro.gov/rtp



Subscribe for updates → oregonmetro.gov/subscribe

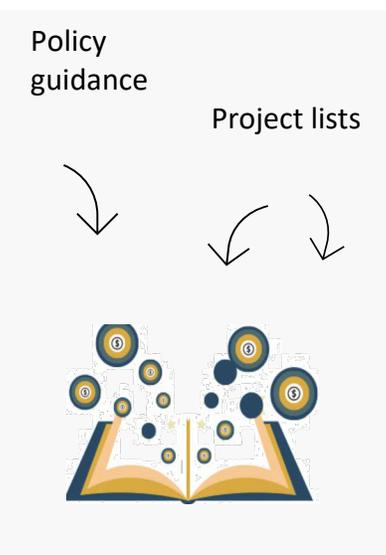
Questions? transportation@oregonmetro.gov

Long-range transportation planning for a growing region

Regional Transportation Plan

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.

Components of a regional transportation plan



The regional transportation plan has two main sections:

1. The **policy guidance** section sets the vision, goals, performance targets and guidelines for greater Portland’s system of roads, bridges, bikeways, sidewalks and transit.
2. **Two project lists** that include priority projects from local, regional, or state planning efforts that also include opportunities for public input as they were developed by those entities.

Clackamas, Multnomah and Washington counties and cities within each county recommend priority projects for their jurisdictions in partnership with county coordinating committees. Oregon Department of Transportation (ODOT), the Port of Portland, TriMet, SMART and other agencies work with the 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. **Constrained:** the projects that fit within a constrained budget of federal, state and local funds can reasonably expect over 25 years under current funding trends.
2. **Not constrained:** additional strategic priority investments (not constrained to the budget based on current funding trends) that could be built with additional resources.

To qualify for federal or state transportation funding, a project must be included on the “constrained” list of the active Regional Transportation Plan. Prior to finalization, these lists are assessed to determine how well they are meeting the policy priorities identified in the policy section of the plan.

UPDATES → Required every 5 years → Next update is in 2028

The plan is updated with input from community members, business, community leaders and governments.

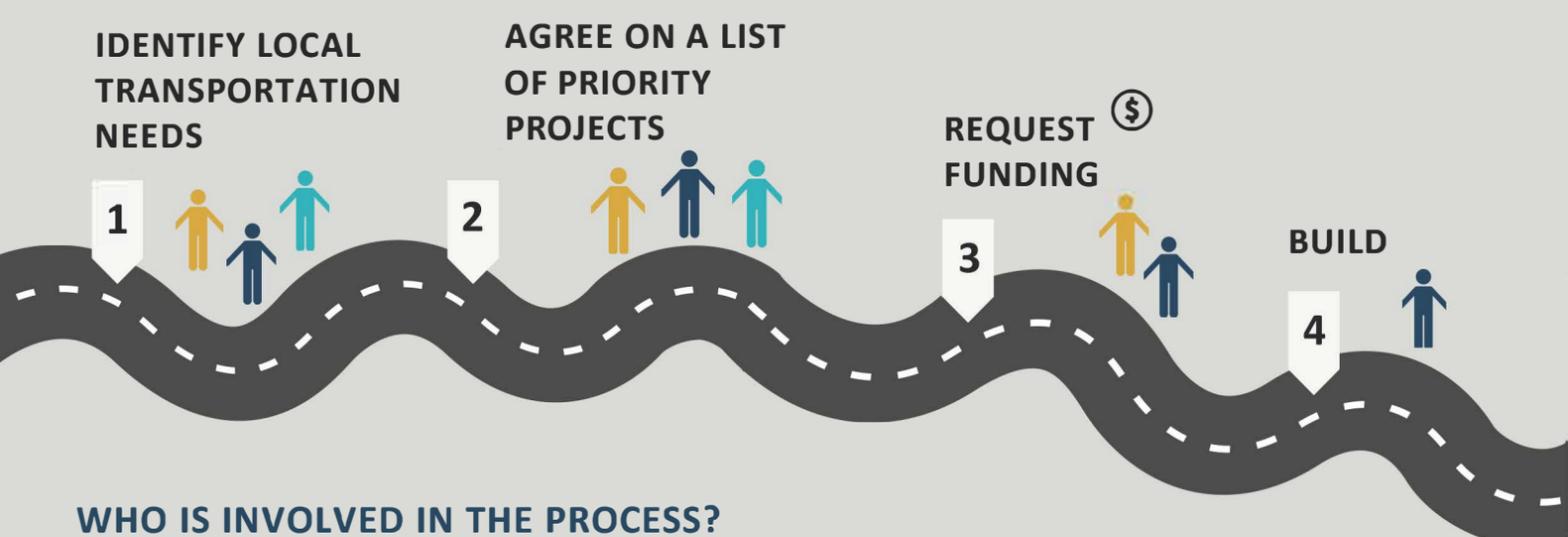
Information about the updates are sent via email to subscribers.

The engagement process for the 2028 update will begin in 2025.



THE PROCESS TO IDENTIFY, FUND, BUILD

Providing people with access to safe, reliable and affordable ways to get around requires ongoing planning, collaboration and coordination.



WHO IS INVOLVED IN THE PROCESS?

REGIONAL ENGAGEMENT

Metro is the regional leader responsible for:

- setting priorities for improvements, distributing federal funds for local projects
- providing guidance to local governments on local outreach.

LOCAL ENGAGEMENT

Local city and county governments are responsible for:

- identifying local priorities for funding
- participate in JPACT
- informing and involving residents to identify needs

JOINT POLICY ADVISORY COMMITTEE

Members: State, regional, city, and county governments and transportation agencies like Oregon Department of Transportation (ODOT) and TriMet.

Responsibilities: Make recommendation of final list of priority projects for funding before the list is adopted by the Metro Council.

- Metro must host public feedback opportunities
- Metro invites Tribal governments and other agencies to consult in the process.
- local governments must engage with local communities in the process

COMMUNITY

Title VI of the Civil Rights Act and other laws and regulations require that governments engage with historically marginalized groups including people of color and people living with disabilities in decisions about transportation improvement plans.

IDENTIFYING PROJECTS



The **Regional Transportation Plan** includes policies and a list of priority projects for the next 20 years.

FUNDING PROJECTS



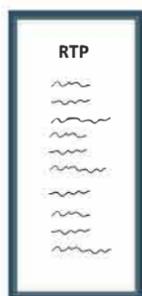
The **Metropolitan Transportation Improvement Plan (MTIP)** reports how federal transportation money will be spent in the region.

1 REGIONAL ENGAGEMENT
Policies are developed at a regional level, providing a framework for regional lists of projects

LOCAL ENGAGEMENT & ASSESSMENT
Cities, counties and agencies independently assess their needs and create a local desired projects list.

REGIONAL ENGAGEMENT
Cities share their lists with their county and neighboring cities

2 LOCAL ENGAGEMENT & ASSESSMENT
Local, city, county and regional projects are brought together in an updated priority project list within the RTP.



3 LOCAL CONSIDERATION
Individual cities and counties can pursue federal funds for projects included in the RTP project list

LOCAL AND REGIONAL ENGAGEMENT AND ASSESSMENT
Proposed projects are given funding through Trimet, ODOT, SMART and Metro. Often federal funds will be paired with local funds in order to fully fund projects.



ASSESSMENT
Funding projects and programs for the whole region are reported in the MTIP

4 PROJECT SPECIFIC ENGAGEMENT AND ASSESSMENT
Funded projects are put into development by their respective agencies

PROJECTS ARE BUILT

Overview of the process

Local transportation system planning

Freeway and highway system planning (ODOT)

Transit system planning (TriMet/SMART)

Other regional planning

Though not directly part of Metro's process to update the Regional Transportation Plan (RTP), cities and counties update local transportation plans to be consistent with the policies of the RTP and reflect local priorities. Not all projects from these plans move into the larger RTP because transportation investments relying on local funding sources do not have included unless they may have a significant impact to the environment or Environmental Justice.

ODOT, TriMet and SMART periodically update their system plans for both capital (new, expanded or major improvements to facilities) and operational improvements. On occasion, there are cross-agency plans that may lead to projects that could leverage or benefit from other identified investments. These would qualify for inclusion in the RTP project lists.

Each responsible jurisdiction or agency has its own timing and develops its own process for engaging the public through the update of their transportation system plan, and 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.

Questions for public involvement: What are the transportation challenges that need to be addressed? What should be the priority investments to meet the transportation needs on the local (or highway or transit system) level?

Regional Transportation Plan project phases and engagement questions

Phase 1: Update initiation *(about the first six months)*

What are the key transportation challenges that need to be addressed? What policies are should be examined? How can the planning process engage a broader audience? How does Metro ensure a transparent and equitable process?

Phase 2: Update framework development *(about 12 months)*

What are the transportation challenges that need to be addressed? What is working in the transportation system? What has changed (or is changing that needs to be considered when planning for the future of the transportation system? What kind of system do we want to see in 25 years?

Phase 3: Building the shared strategy *(about 12 months)*

Are these the right goals and values to lead the project list and policy changes? Is this draft getting us to our priority outcomes, meet our goals and align with our shared values?

Phase 4: Adopting the plan *(about the final 6 months)*

Will this get us to our priority outcomes, meet our goals and align with our shared values? What needs to be considered when moving forward with these projects and policies? What policies need further refinement?

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, 2022
- Cornelius, 2018
- Durham, *exempt*
- Fairview, 2017
- Forest Grove, 2014
- Gladstone, 2017
- Gresham, 2013
- Happy Valley, 2014
- Hillsboro, 2019 (*scheduled*)
- Johnson City, *exempt*
- King City, 2024
- Lake Oswego, 2017
- Maywood Park, *eligible for exemption*
- Milwaukie, 2018
- Multnomah County, 2016
- Oregon City, 2013
- Portland, 2018
- Rivergrove, *exempt*
- Sherwood, 2014
- Tigard, 2022
- Troutdale, 2022
- Tualatin, 2014
- West Linn, 2016
- Wilsonville, 2016
- Washington County, 2024
- Wood Village, 2017



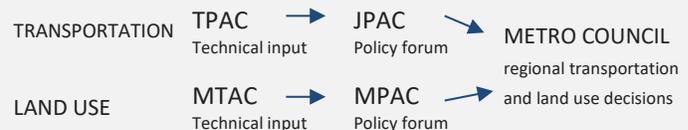
Other system plans are created by Oregon Department of Transportation, TriMet, SMART and Metro through its high-capacity transit (MAX, rapid bus) planning processes, which is addressed below in the Investment Areas program section.

Questions for public involvement: What are the transportation challenges that need to be addressed? What should be the priority investments to meet the transportation needs on the local (or highway or transit system) level?



Decision making structure, RTP

Advisory ladder



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.



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, (first six months of the update process), 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.

Metro uses multiple strategies to engage people during the update initiation, including 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

Questions for public involvement: What are the key transportation challenges that need to be addressed? What policies are outdated, restrictive or do not consider the key elements and implementation challenges? How can the planning process engage more people, businesses and other stakeholders (especially those who have been historically excluded from governmental decision-making)? How does Metro ensure a transparent and equitable process?

Update framework development About two and a half years before the Regional Transportation Plan update is due, due (and for about 12 months of the process), 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.

Metro uses multiple strategies to engage people to inform the framework development, including: 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.

Questions for public involvement: What are the transportation challenges that need to be addressed? What is working in the transportation system? What has changed (or is changing) in jobs, education, housing, moving goods, accessing services, and the environment that needs to be considered when planning for the future of the transportation system? What kind of system do we want to see in 25 years?

Building the shared strategy About a year and a half before the Regional Transportation Plan update is due, due (and about 12 months of the process), 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.

Engagement opportunities include: 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.

Questions for public involvement: (Confirm at the beginning of this phase:) Are these the right goals and values to lead the project list and policy changes? (As the project lists and policies are coming together:) Is this draft [list or policy] getting us to our priority outcomes, meet our goals and align with our shared values?

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.

Engagement opportunities include: 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.

Questions for public involvement: When implemented, will this (list or policy) get us to our priority outcomes, meet our goals and align with our shared values? What needs to be considered on the local and regional levels when moving forward with these projects and policies? What policies need further refinement (ahead of or as part of a future update)?

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).

Engagement opportunities include: 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 social media feeds.

During updates to the Regional Transportation Plan, information and notices are sent via email to members of the transportation planning 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 mentioned here, 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.

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 4.

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

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



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The National Environmental Policy Act

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

NEPA

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.

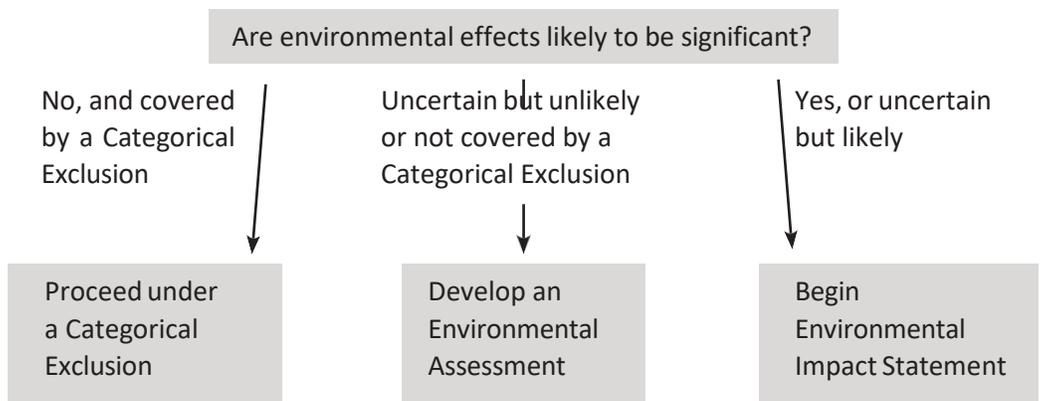
The environmental impact assessment process required by NEPA also serves as a framework to ensure compliance with environmental requirements such as the Endangered Species Act, the National Historic Preservation Act, the Environmental Justice Executive Order, and other federal, tribal, state and local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



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.

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), and a public comment period is required.

Environmental Assessment

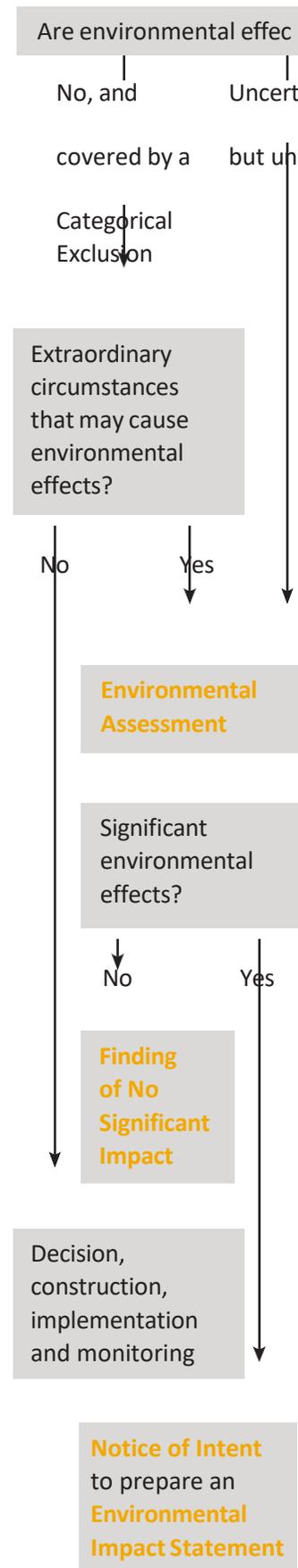
The agency develops an Environmental Assessment under any of the following conditions:

- 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/rto grants

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.

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 4.

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.

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.

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.

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.

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, see page 4.



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
Juan Carlos Gonzalez, District 4
Sam Chase, District 5
Bob Stacey, District 6

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Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet’s website at www.trimet.org.

For more information, visit
oregonmetro.gov/participate

