



2023 Regional Transportation Plan update

JPACT and Metro Council RTP Workshop 1

Updating Our Vision and Goals for the Future
of Transportation

*A summary of the June 30, 2022 workshop with Council and JPACT,
which includes a discussion on the 2023 Regional Transportation
Plan process, vision statement, and goals.*

June 2022



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting minutes

Meeting: JPACT & Metro Council RTP Workshop 1
Date: Thursday, June 30, 2022
Time: 7:30 a.m. to 9:30 a.m.
Place: Conservation Hall of the Oregon Zoo, 4001 SW Canyon Rd, Portland, OR 97221
Livestream: <https://www.youtube.com/watch?v=gqjOMBt7tEY&t=0s>
Purpose: Launch series of workshops with Council and JPACT, discuss 2023 Regional Transportation Plan process, vision statement and goals.
Outcome(s): Prioritized and consolidated goals for 2023 RTP, refine vision statement.

Attendance

Members present

Councilor Shirley Craddick (JPACT Chair)
Councilor Christine Lewis (Deputy President)
Councilor Juan Carlos Gonzalez
Councilor Mary Nolan
Councilor Gerritt Rosenthal
Commissioner Nafisa Fai
Commissioner Paul Savas
Chris Warner, Chief of Staff for Commissioner Jo Ann Hardesty
Mayor Travis Stovall
Mayor Steve Callaway
Kathy Hyzy, Milwaukie City Councilor President
Rian Windsheimer
Sam Desue
Mayor Anne McEnerny-Ogle

Affiliation

Metro Council
Metro Council
Metro Council
Metro Council
Metro Council
Washington County
Clackamas County
City of Portland

Cities of Multnomah County
Cities of Washington County
Cities of Clackamas County
Oregon Department of Transportation
TriMet
City of Vancouver

Alternates present

Michael Orman

Affiliation

DEQ

Members excused

Council President Lynn Peterson
Councilor Duncan Hwang
Commissioner Jessica Vega Pederson
Curtis Robinhold
Carley Francis
Commissioner Temple Lentz

Affiliation

Metro Council
Metro Council
Multnomah County
Port of Portland
Washington Department of Transportation
Clark County

Staff present

Allison Brown
Camille Pearce

Affiliation

JLA Public Involvement
JLA Public Involvement

Observers present

Chris Ford
Brendan Finn
06/30/22

Affiliation

ODOT
ODOT

Glen Bolen
Mayor Julie Fitzgerald
Councilor Baumgardener
Tom Markgraf
JC Vannatta

ODOT
City of Wilsonville
City of West Linn
TriMet
TriMet

Key Takeaways

Below are the major themes based on the participants' comments and feedback during the workshop:

- Incorporate safety and security as the main priorities
- Need to redefine the term use to describe the geographical area so that it resonates with the people it serves
- Consider how the state can become a global leader in transportation
- Improve the climate action plan and incorporate it more thoroughly into the goals
- Strive to create complete communities
- Reduce number of goals to approximately five, proactive goals

Welcome & Introductions

Councilor Shirley Craddick (Metro) began the workshop with attendance.

Councilor Christine Lewis (Metro) then gave opening remarks. Current trends suggest people want more from transportation. It shapes our community and every lives. The Regional Transportation Plan (RTP) will act as a blueprint to guide investment in all modes of travel and movement of goods and freight across the region. This document also acts a reference for how we achieve future growth and climate goals. Metro will strive to invite more voices to the table and show how government and community can work together to overcome challenges.



Allison Brown (Facilitator with JLA) then gave an overview of meeting protocols and agenda. The focus of the workshop is to review and update the region's transportation goals and vision statement.

2023 RTP: Context and Background

Councilor Craddick gave a brief presentation on the RTP, its history, and the workshop's role. The RTP is a twenty-year plan that is updated every five years. It serves as a tool for local, regional, and state action towards a common vision for the future. This plan includes investment priorities and connects with the climate action plans to achieve the region's climate goals.

The 2018 RTP included extensive engagement, including over 19,000 touch points with residents and key stakeholder groups in the region. The 2023 RTP will continue to build on these extensive engagement efforts with this workshop acting as the initial effort. 2022 is very different than 2018,

and Metro wants to make sure the vision and goals of the plan fits the region's future and where we are today.

Margi Bradway (Metro) then reviewed the current RTP goals, which this workshop will seek to refine and narrow. She charged the group with thinking about the future with the understanding of what has been done in the past.

The current RTP goals are:

- Vibrant communities
- Shared prosperity
- Transportation choices
- Reliability and efficiency
- Safety and security
- Healthy environment
- Healthy people
- Climate leadership
- Equitable transportation
- Fiscal stewardship
- Transparency and accountability



Small group breakouts

Allison then led the group into the small group exercises. The workshop consisted of four small groups comprised of the following participants:

- Table 1 - Councilor Craddick, Steve Callaway, Sam Desue, Commissioner Paul Savas
- Table 2 - Councilor Lewis, Commissioner Fai, Chris Warner, *Michael Orman*
- Table 3 - Councilor Gonzalez, Councilor Nolan, Rian Windsheimer, *Temple Lentz*
- Table 4 - Councilor Rosenthal, Mayor Anne McEnerny-Ogle, Councilor Kathy Hyzy, Mayor Stovall

Goals & Priorities

During the first exercise, Allison invited the group to review the current RTP goals and define their top priorities. She encouraged them to consolidate goals whenever possible and consider their reasoning for these conclusions.

One participant asked Allison to clarify if they are aiming to narrow the priorities down to a specific number. Allison responded the groups should do whatever they feel is right, and Margi confirmed.

Table 1

This group began their introduction by recognizing



the importance of developing achievable goals. They also stated their main priority is safety and security. The group affirmed their desire for communities and transportation systems to be safe.

The group defined the following top priorities:

- A combination of five goals into the first priority - Shared prosperity, transportation choices, reliability and efficiency, and equitable transportation.
- Safety and security.
- Healthy environment and healthy people.
- For the region to be a climate leader.
- Fiscal stewardship.

The group transitioned the goals of vibrant communities and transparency and accountability to the vision statement. They also noted climate action effort needs to be improved and should include reduction in greenhouse gas emissions as well as the impact on future generations.

Table 2

This table also recognized safety and security as a main priority. They felt vibrant communities and shared prosperity were more suited for the vision statement and less about outcomes.

The group defined the following top priorities:

- Climate and environment
- Equitable
- Reliability and efficiency
- Fiscally transformative

They also noted there is no definition for the best return on investment in terms of fiscal stewardship, which could be a place where we transform the current system. Transparency and accountability have a place within government planning and some application within the regional transportation system.

Table 3

This group sought to define five goals that are proactive and help chart a vision for the future. One participant noted the effort should consider land use and finding a balance between transportation and land use choice.

The group defined the following top priorities:

- Vibrant and prosperous communities
- Modernization in electrification and safety
- Climate leadership
- Racial equity and equitable transportation
- Themes of good government

Table 4

This group focused more on the spirit of the goals and offered several observations. The RTP needs to be forward thinking in terms of using advancing technology as well as recognize the need to put climate and housing first. The focus should be on complete communities and transportation networks. This can be achieved through connecting communities to the level that's necessary, rather than at the same level throughout.

The group includes representatives from Vancouver, Gresham, Milwaukie, and various communities within the Metro region, and these communities have vastly different needs and experiences with the transit system. The region is growing economically, and the built environment plays a critical role in meeting the growing communities' needs. It's important to recognize these communities within the plan.

The transportation system should be resilient as well as reliable, efficient, and attractive. To achieve these things, we need to think about how to efficiently allocate our resources. Transportation options should meet various community needs and directly serve its people.

"Even though this is a Regional Transportation Plan, our land use does very directly impact all of these things. We're trying to create a system that has the potential to support complete communities."

- Kathy Hyzy, City of Milwaukie

The RTP goals have different implications for the individual experience and the collective experience. The group liked the idea of having five main goals and charged the group with considering how these goals serve the individual, the system, and the intersection between these two. They group also noted that freight was missing in this conversation, clarifying that "goods" is not the same as "freight." They liked table 3's thoughts on adaptability and table 1's idea to reduce redundancy. Lastly, the group encouraged everyone to read the RTP and consider what the future system looks and how we will address the defined goals. The encouraged thinking about the transportation system more broadly as the Portland-Vancouver transportation system.

Discussion

Allison then asked the group if they had any questions for each other. The following summarizes the questions and comments provided by the workshop participants.

One participant asked the workshop to consider how are these goals going to be used. These goals would be organized differently if they were stated as priorities, pillars, or goals. Margi responded that the RTP includes priorities, plans, and projects, and the goals provide a lens to view all three and have various applications in each circumstance. The participant also wondered whether all projects should meet all the goals or a portion of the goals. Margi noted modeling and analysis are tools Metro uses to look into these details. When they develop a project, they look at the plans within the lens of the RTP as part of the first efforts.



One participant noted the group has defined several values and outcomes but wondered how these will be transformed into goals. Margi noted Metro's process starts with values as part of the process – they are meant to inform rather than define the goals and objectives.

One participant asked how Metro plans to measure performance of the previous RTP and whether this kind of evaluation has helped the region progress in the past. For example, what projects have been completed, did we do the planning in Chapter 8 of the RTP that we said we would do and what needs still exist or have emerged since the last update to the plan. Margi responded that task is a heavy technical lift that happens at the staff level. Metro takes an assessment on what has been accomplished, the current needs, and a network analysis to determine gaps or where we are falling short of where we want to be. This information will help inform updating the 2023 RTP. Another participant asked if the whole system undergoes similar performance measurement, and Margi noted Metro staff are working on a needs analysis of the whole system (that includes identifying gaps) and offered to discuss further offline.

Vision statement

Allison then led the final small group exercise to discuss the following vision statement and how it can be refined to capture the goals they prioritized.

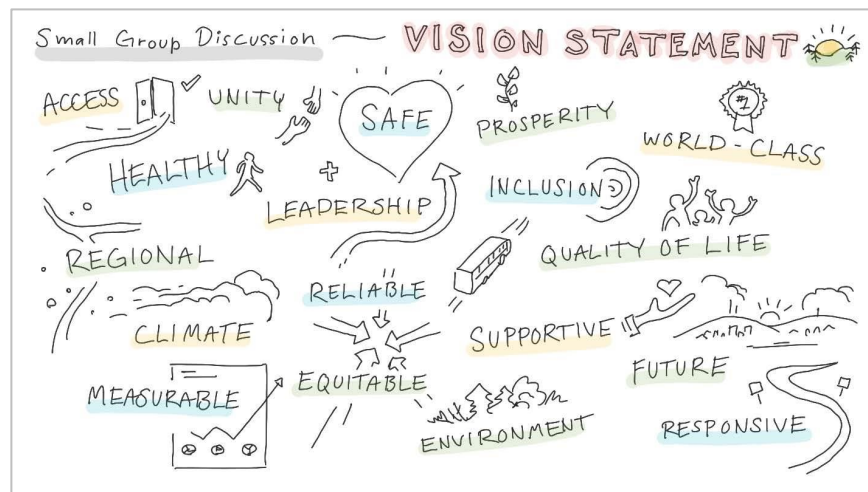
In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.

She asked the group to consider if the current vision reflects the region's priorities and where we are now in 2022. The goal of this exercise is to change, shape, or refine the vision statement.

Table 1

This group noted how the goals have changed over the years, but the vision statement has not and therefore needs more clarity. They suggested the following edits:

"In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a regionally balanced, reliable, healthy, accessible, affordable, and environmentally responsible transportation system."



The group mused about whether to Vancouver and if they want to be included. Margi affirmed that the federal transportation designation of the Metro area includes Vancouver and their MPO, the Southwest Washington Regional Transportation Council (SW RTC). There is no question they are included in the TMA.

"Our federal designation as a Transportation Management Agency (TMA), which by definition includes [the] City of Vancouver and our colleagues across the river. [...] So they are absolutely included in our vision and they are absolutely included in our goals."

Margi

Councilor Lewis charged the group with better serving the people who don't live in Portland proper and be diligent about including Vancouver and the surrounding areas. Commissioner Fai also noted we have to identify a less technical term for the region. It's a matter of helping people identify with the vision and plan and help them understand it serves them, not just Portland. Allison suggested the need to define a regional term that resonates with the folks it serves could be an indication of where JPACT and the Metro Council would like to go with the workshops.

Table 2

The group felt the language "Portland metropolitan area" doesn't resonate with many folks they serve so they used the term "region" as a placeholder in their vision statement reiteration. They also felt the vision statement focuses more on the short term rather than long term vision, so they updated the timeframe to 2050 and offered the following suggestion:

"In 2050, everyone in the region will have access to a safe, reliable, healthy, equitable transportation system making it a great place to live, work, and play."

"We're trying to solve the problem with one tool, but there are two issues there. One is that we have to better serve people who don't live in Portland proper and also acknowledge our neighbors to the north."

- Christine Lewis, Metro Council

Table 3

This group sought to design a bold, concise vision statement that invites and entices the public to engage with the effort and embrace the efforts of the RTP. It was also noted that the vision isn't just constituents and the public – it is the vision we express to the world.

"The RTP will transform our transportation system by 2040 to sustain a healthy environment where everyone prospers."

The vision should not only be considered at the local, regional, and state level but also within a global context. **How do we define our regional transportation system as a world class infrastructure?** What kind of region do we want to be as we move from a medium to a large size region? How do we elevate our region?

The vision statement is a chance to come together as a unified body and will be an important tool the agencies take to legislature and USDOT.

"This vision is not only for our constituents and for our plans, [...] I would like for this to be a vision for what we tell the world. There needs to be a global context."

- Juan Carlos Gonzalez, Metro Council

Table 4

"In 2040, the Portland-Vancouver metro area will have a complete transportation system that prioritizes access to healthy transportation options that meet and exceed the transportation goals."

The RTP is a regional plan and should acknowledge Portland's sister city (Vancouver) within the statement; Safety and healthy environments both capture the nexus of the system and the individual experiences the group spoke of earlier. The vision statement should also tie to specific deliverables and measurable outcomes.

Next Steps & Closing

Allison closed the meeting with an expression of gratitude for the thoughts and perspectives shared from the regional representatives. The team will summarize the feedback and share it with the representatives for their comments. The next workshop will be held in July and continue through the fall.

Councilor Craddick thanked everyone for their time, shared Kim Ellis' contact information, and encouraged those on live stream to provide feedback on the meeting accessibility.

Appendix A: PowerPoint Slides

2023 Regional Transportation Plan

Shaping our goals and vision for the future of transportation

JPACT and Metro Council Workshop 1

June 30, 2022

 Metro



WELCOME

 **Metro Councilor Shirley Craddick**
JPACT Chair

 **Metro Councilor Christine Lewis**
Deputy Metro Council President

AGENDA REVIEW

Facilitator: Allison Brown
JLA Public Involvement

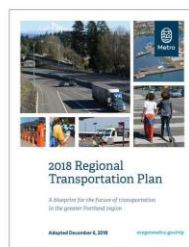
2023 Regional Transportation Plan Context and background

Presenter: Shirley Craddick, Metro Councilor
JPACT Chair

What is the Regional Transportation Plan (RTP)?

20+ year transportation plan

- Sets the vision and goals for moving people and goods safely, reliably and affordably for decades to come
- Uses projections of future population and job growth to identify travel needs and solutions through 2045
- Includes policies and projects
- Coordinates local, regional, and state investments on regional system
- Establishes priorities for federal and state funding



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The RTP is a key tool for implementing the 2040 Growth Concept and Climate Smart Strategy

2040 Growth Concept - regional blueprint for growth (and Climate Smart Strategy)
Adopted in 1995



CLIMATE SMART STRATEGY
Adopted in 2014

Implemented through adopted community and regional plans



Building toward six desired outcomes

6

Inclusive, equitable engagement built the 2018 RTP



7

Many meaningful opportunities to listen, learn and collaborate



8

Partnerships and collaboration will continue in this update



9

2023 RTP timeline



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2023 Regional Transportation Plan Shaping our goals for the future of transportation

Presenter: Margi Bradway
Metro Planning and Development Deputy Director

Current RTP goals

WHAT WE WANT TO ACHIEVE	HOW WE GET THERE
1. Vibrant communities	10. Fiscal stewardship
2. Shared prosperity	11. Transparency and accountability
3. Transportation choices	
4. Reliability and efficiency	
5. Safety and security	
6. Healthy environment	
7. Healthy people	
8. Climate leadership	
9. Equitable transportation	

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Table discussion 1

What's missing?

What feels critical to focus on in this moment?

Do you see opportunities to consolidate some goals together?

**Report back
and group
discussion**

2023 Regional Transportation Plan

**Shaping our vision
for the future of
transportation**

***Facilitator: Allison Brown**
JLA Public Involvement*

Current RTP vision

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

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

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Table discussion 2

How would you update the vision statement to reflect what's most important and your vision for the future of transportation?

**Report back
and group
discussion**



RTP workshop series for JPACT and the Metro Council

- 1 Vision and Goals For the Future of Transportation
6/30/22
- 2 Regional Congestion Pricing Policy
7/28/22
- 3 Safe and Healthy Urban Arterials
8/25/22
- 4 High Capacity Transit Strategy Update/Future of Transit
9/29/22
- 5 Climate Smart Strategy Update
10/27/22

MARK YOUR CALENDARS!

The workshops for JPACT and the Metro Council will be held from 7:30-9:30 AM.

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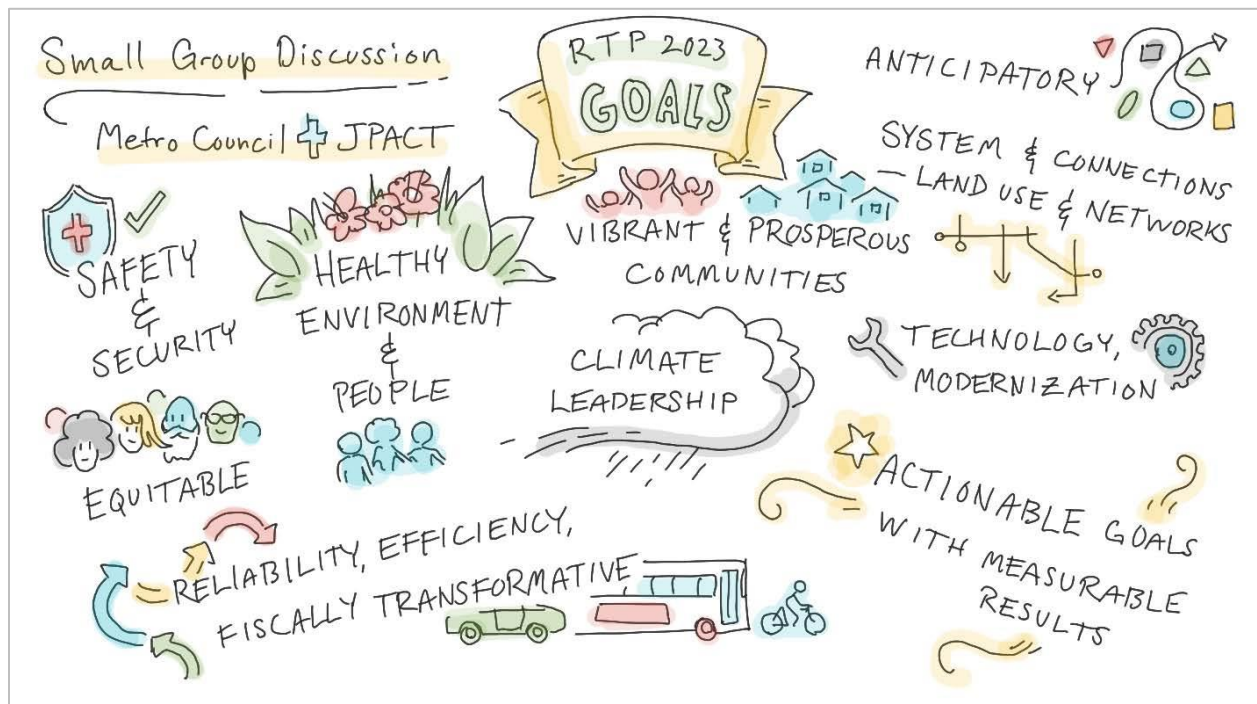
Learn more about the **Regional Transportation Plan** at:



Kim Ellis, AICP
RTP Project Manager
kim.ellis@oregonmetro.gov

oregonmetro.gov/rtp

Appendix B: Visual Illustrations





Appendix C: Other Resources

Meeting:	JPACT & Metro Council RTP Workshop 1
Date:	Thursday, June 30, 2022
Time:	7:30 a.m. to 9:30 a.m.
Place:	Conservation Hall of the Oregon Zoo, 4001 SW Canyon Rd, Portland, OR 97221
Livestream:	https://youtu.be/r2_ZkCoOU_c
Purpose:	Launch series of workshops with Council and JPACT, discuss 2023 Regional Transportation Plan process, vision statement and goals.
Outcome(s):	Prioritized and consolidated goals for 2023 RTP, refine vision statement.

- 7 a.m. Venue opens, optional breakfast.
- Venue setup with 5 small group tables (with assigned seating for participants); food at the back of the room
 - Option for participants to arrive early and mingle
- 7:30 a.m. Welcome & Introductions Councilor Craddick opens the meeting
- Calls the role
 - Invites Councilor Lewis to make opening remarks
 - Councilor Lewis welcomes folks as the Metro Council Deputy President
 - Provides opening remarks
 - Hands back to Allison
 - Allison to introduce herself,
 - Allison to review livestream, group agreements for our discussion, meeting agenda and purpose
- 7:45 a.m. 2023 RTP: Context and Background
- Short presentation on RTP overview by Councilor Craddick (*powerpoint slides*)
 - Staff outlines Goal identified in the 2018 RTP (*powerpoint slides*)
 - Allison facilitated questions/comments from the group (short)
- 8:05 a.m. Small group breakouts: RTP Goals
- Allison to introduce activity: We'll focus first on the RTP goals: these were the concrete things that drove the 2018 update, and were the result of extensive engagement. We recognize that having so many goals (and corresponding objectives) presents some challenges. Our intention in this activity is to choose our top goals for the 2023 update: what is most important to us now? What feels critical to focus on in this moment?
 - Additionally, if you see opportunities to consolidate some goals together, feel free to do so!
 - Allison to explain activity: (*5 mins for explanation, 20 mins in groups, 15 mins report back*) (*turn off table mics when this activity starts*)
 - In table groups, folks to review the 11 goals and select (as a group!) their top 4.
 - Also, groups are invited to consolidate goals

- We have folks at the table to help facilitate (someone pre-selected who is willing to lightly facilitate): they'll just make sure everyone gets a chance to speak, but also going to fully participate
- Allison is available if any group needs help
- Choose someone to report back to the broader group
(turn off table mics when this activity starts)
- Report back:
 - Each group shares their top 4 goals, and the rationale
 - Make sure this is visible/audible for livestream
 - Opportunity for questions/comments
(turn table mics back on when they do report back)
- Let folks know that Metro staff will be taking these priorities and suggestions and refining the goals, and you'll see them again soon.

8:45 a.m. Small group discussion: Vision statement

- Allison to review vision statement
 - Explain the purpose of vision statement, remind folks of where it came from
- Explain that goal today is to review the vision statement, and make sure it mirrors the goals that we just identified as most important
- Yes, this is a wordsmithing activity! We want you to change those words, their order, or edit the statement to best reflect what's most important, and the vision we want to see in the region.
- Table groups to review statement:
 - Discuss together (10 mins) *(turn off table mics during activity)*
 - Report back where they've landed (15 minutes total)
 - Any additional suggestions/options from large group (5 mins): what did you like? What resonates?

9:15 a.m. Next steps

- Outline what happens next, how feedback from meeting will be used
- Feedback for next time?
- Adjourn (try to let folks go before 9:30 for parking!)

9:25 a.m.

- Councilor Craddick to thank participants and attendees, and adjourn the meeting!



2023 REGIONAL TRANSPORTATION PLAN UPDATE

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

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

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

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

WHAT IS THE REGIONAL TRANSPORTATION PLAN?

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

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

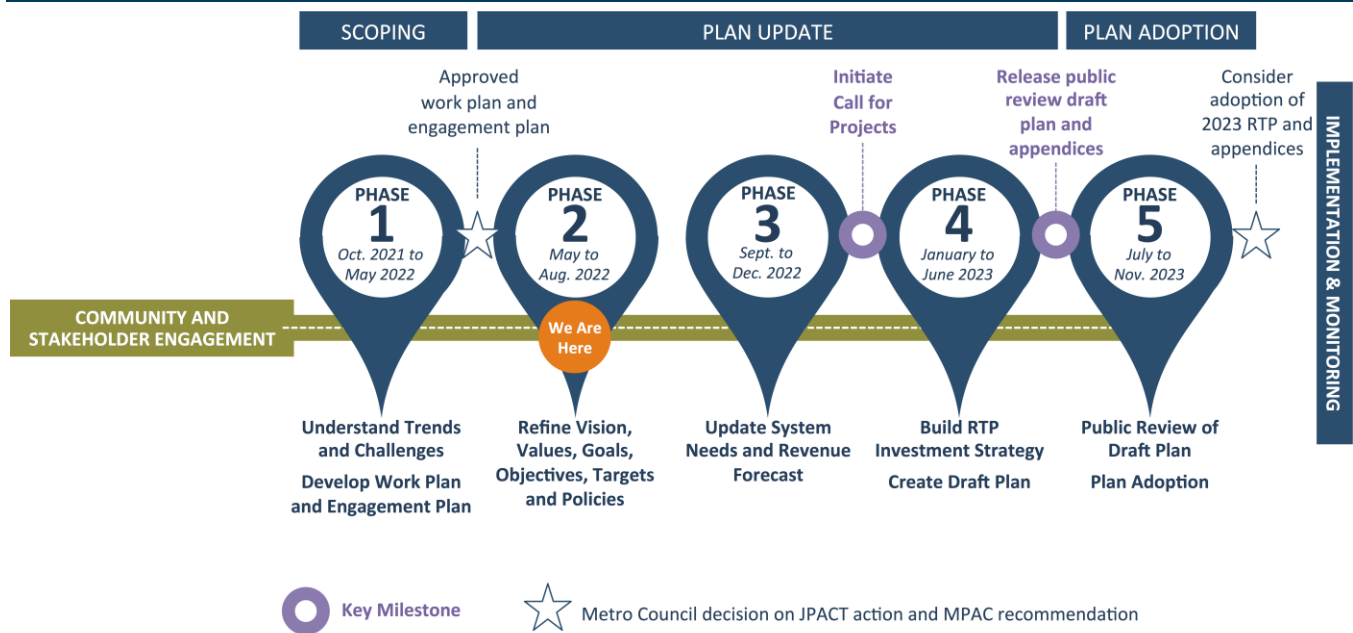
- **a long-term vision** for the region's transportation system;
- **eleven goals and supporting objectives and performance targets** that identify what outcomes the region wants to achieve and indicators to measure progress;
- **policies** that guide decisions and actions in pursuit of our vision and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

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

Figure 1. Elements of the Regional Transportation Plan



WHAT IS THE TIMELINE FOR THE UPDATE?



Scoping

Oct. 2021 to May 2022

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

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

Plan Update

May 2022 to June 2023

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

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

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

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

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

Plan Adoption

July to November 2023

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

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



2018 REGIONAL TRANSPORTATION PLAN GOALS (adopted)

Source: 2018 Regional Transportation Plan (Chapter 2)

GOAL 1: Vibrant Communities

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

GOAL 2: Shared Prosperity

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

GOAL 3: Transportation Choices

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

GOAL 4: Reliability and Efficiency

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

GOAL 5: Safety and Security

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

GOAL 6: Healthy Environment

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

GOAL 7: Healthy People

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

GOAL 8: Climate Leadership

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

GOAL 9: Equitable Transportation

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

GOAL 10: Fiscal Stewardship

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

GOAL 11: Transparency and Accountability

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

CURRENT RTP VISION

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

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



2023 Regional Transportation Plan scoping

Summary of stakeholder interviews

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



Future Trends

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

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

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

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

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

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

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

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

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

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

Vision

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

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

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

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

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

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

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

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

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

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

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

Priority Areas

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

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

"The system should be safe, or it is not a good system."

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

Equity

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

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

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

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

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

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

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

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

Hopes

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

Improved reputation for Metro.

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

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

Visible change. Demonstrate tangible accomplishments and successes.

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

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



2023 Regional Transportation Plan

Summary of public survey #1: Vision and goals

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

Vision

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

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

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

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

Goals

People are supportive of the all RTP goals indicating that they remain important goals for the region.¹

2023 RTP Goals

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

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

There is especially high support for:

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

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

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

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

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

– Survey participant

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

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

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

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

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

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

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

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

Additional analysis of the equity responses is forthcoming.

Survey participants

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

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

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

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

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

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

Table 3. Income (1,024 respondents)

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