



Oregon

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April 17, 2008

TO: Land Conservation and Development Commission

FROM: Richard Whitman, Director
Robert Cortright, Transportation Planning Coordinator

SUBJECT: **Agenda Item 6, May 1-2, 2008 LCDC Commission Meeting**

METRO'S REGIONAL TRANSPORTATION PLAN REVIEW AND SCHEDULE

I. AGENDA ITEM SUMMARY

Metro has requested Commission approval of two actions related to completion and adoption of the 2035 Regional Transportation Plan (RTP). ORS 197.274(2) authorizes Metro to request review of its plans by the Commission "in the manner of periodic review," and Metro has submitted such a request. In addition, Metro has requested that the Commission approve a work plan for completion and adoption of the 2035 RTP that extends beyond the one-year deadline in the Transportation Planning Rule (TPR).

Together, the two actions would result in adoption of the state component of the 2035 RTP in Fall 2009, with Commission review in Winter-Spring 2010.

A. Type of Action and Commission Role

ORS 197.274(2) authorizes the Commission to consent to review Metro's submission of the RTP in the manner of periodic review. The statute does not provide criteria or other requirements for Commission consideration of the decision whether to consent.

OAR 660-012-0016(2)(b) authorizes the Commission to approve a work program for completion of RTP updates. The Commission's decision is not directed or constrained by the rule.

B. Staff Contact Information

For additional information about this agenda item please contact Bob Cortright at 503-373-0050, ext. 241, or by email bob.cortright@state.or.us.

II. RECOMMENDATION

The director recommends, based on the information contained in this report, that the Commission: (1) agree to review Metro's adoption of the 2035 RTP¹ in the manner of periodic review as provided by ORS 197.274(2); and (2) approve Metro's work plan for completion and adoption of the 2035 RTP as provided in the TPR (OAR 660-012-0016(2)(b)).

III. BACKGROUND

Preparation and adoption of the RTP is a key element of Metro's responsibilities to plan for growth in the Portland metropolitan area. The current effort involves preparation of a major update to the 2000 RTP, which was acknowledged by LCDC in 2001. Metro's update will address several significant issues:

- Substantial population and employment growth forecast for the region to 2035
- Continued implementation of the 2040 growth concept
- The substantial gap between transportation projects included in existing plans and likely funding
- Development of performance measures to guide planning and investment priorities
- Implementation of Metro's "New Look" Initiative
- Revising the RTP to address transportation needs associated with urbanization of areas added to the UGB in 2004

Metro's work on the 2035 RTP is important to the department and Commission. The Commission's approval of Metro UGB amendments in 2004 anticipated additional transportation planning for the newly added areas to assure that they develop to planned densities and in a manner that supports the region's efforts to implement the TPR. Metro's efforts are also important because work by Metro provides a useful model for efforts by other urban areas to better integrate land use and transportation planning.

IV. ANALYSIS

A. Commission Review of the 2035 RTP in the "Manner of Periodic Review"

ORS 197.274(2) authorizes Metro to request review its plans by the Commission "in the manner of periodic review:"

¹ The 2035 Regional Transportation Plan is adopted by Metro as both the federal "regional transportation plan" (RTP) to comply with federal law and the state "regional transportation system plan" (RTSP). Metro refers to the distinct elements that make up the federal and state plans as the "federal component" and the "state component of the RTP. For purposes of this report, RTP means the "state component" of the RTP which Metro intends to adopt as its regional transportation system plan (RTSP) to comply with the TPR.

“With the prior consent of the Land Conservation and Development Commission, Metro may submit to the Department of Land Conservation and Development an amendment to the Metro regional framework plan or to a component of the regional framework plan in the manner provided for periodic review under ORS 197.628 to 197.650, if the amendment implements a program to meet the requirements of a land use planning statute, a statewide land use planning goal or an administrative rule corresponding to a statute or goal.”

On November 14, 2007, the department received a request from Metro staff for the Commission to agree to review the Metro RTP. A copy of Metro’s request is included as Attachment A. At its June 2007 meeting, the Commission received a briefing from Metro staff about the RTP. At that time Metro indicated it would likely make the request for Commission review.

Procedurally, review “in the manner of periodic review” means that the adopted RTP would be reviewed for goal compliance by DLCD and the Commission rather than by LUBA. Upon adoption by the Metro Council, the RTP would be submitted directly to DLCD for review for compliance with the statewide planning goals using the process for review of completed periodic review tasks set forth in OAR 660, Division 25. This process allows interested parties to submit objections for department consideration, includes review by the department, and allows the director to approve or remand the submittal or refer it to the Commission for a decision. If the Commission were to decline Metro’s request, Metro’s adoption of the RTP would, like other plan amendments, be appealable to the Land Use Board of Appeals (LUBA).

The department supports Metro’s request for review of the 2035 RTP in the manner of periodic review. As noted above, the RTP update will address a number of significant and complicated policy issues of interest to the Commission and that are likely to involve interpretation of the TPR or that may raise important policy making questions for the Commission. Review in the manner of periodic review provides the Commission – and interested parties – with the opportunity for a broader consideration of important issues and their implications than if the RTP were to be appealed and reviewed by LUBA.

In March, department staff conferred with the Commission’s Transportation Subcommittee (Commissioners Worrix and Jenkins) to discuss Metro’s request and the department’s recommendation. The subcommittee members support the department’s recommendation that the Commission agree to review the RTP in the manner of periodic review. The department has also consulted with ODOT staff, and they are supportive of Metro’s request.

If the Commission agrees to Metro’s request, the department would work with Metro to arrange regular briefings to either the Commission’s Transportation Subcommittee or the Joint OTC-LCDC Subcommittee on key issues in 2035 Regional Transportation Plan. Metro’s proposed work plan for development of the 2035 RTP includes a series of proposed LCDC and OTC briefings beginning in September or October 2008.

B. Commission Approval of a Work Plan for RTP Adoption

In 2006, the Commission amended the TPR to clarify procedures for coordination of transportation planning in metropolitan areas. A key objective of these changes was to link TPR timelines for plan updates with corresponding federal requirements, which require that metropolitan area plans be updated at four-year intervals.

The amended TPR directs state-required plan updates to be prepared in coordination with updates to the federally required RTP. The amended rule sets specific timelines for local actions to assure state and federal plans are consistent with one another:

- Within 30 days of adoption or amendment of the federal RTP, local governments must either adopt findings that the federal plan is consistent with existing, locally adopted plans, or provide the department with notice of a proposed post-acknowledgment plan amendment initiating necessary conforming amendments to the state-required regional transportation system plan (RTSP).
- Within one year of adoption or amendment of the federal RTP, local governments must adopt any conforming amendments needed to the regional transportation system plan. Local governments may take more than one year where the Commission has approved a work plan allowing additional time. (OAR 660-012-0016(2)(b))

On December 13, 2007, Metro adopted the federal component of its 2035 RTP. At that time, Metro staff advised that corresponding amendments and adoption of the “state component” of the 2035 RTP (i.e. the Regional Transportation System Plan) would be accomplished within one year. In February, Metro staff advised that, following additional analysis, they now believe necessary amendments will take two years. Since February, Metro staff have worked with DLCDC staff, local governments and ODOT to prepare a more detailed schedule for completion of the 2035 Regional Transportation Plan.

A letter from Michael Jordan, Metro’s Chief Operating Officer, transmitting Metro’s request is included in Attachment B. Metro’s proposed work plan is included as Attachment C. The proposed work plan and schedule calls for adoption of the 2035 Regional Transportation System Plan by Fall 2009, which would mean review by the Commission in Winter/Spring 2010.

V. COMMISSION OPTIONS

The Commission may:

1. Accept or decline Metro’s request for the Commission to review the 2035 Regional Transportation Plan in the manner of periodic review as set forth in ORS 197.274(2);
or

2. Approve or disapprove of Metro's proposed work plan for preparation and adoption of the 2035 RTP; or
3. Request further information from the department or Metro before acting on either or both of Metro's requests.

VI. DEPARTMENT RECOMMENDATION AND DRAFT MOTION

The department recommends that the Commission support the director's recommendation and accept Metro's request for the Commission to review the 2035 RTP in the manner of periodic review as set forth in ORS 197.274(2), and approve Metro's proposed work plan for preparation and adoption of the 2035 Regional Transportation Plan.

Proposed Motion: I move that the Commission approve Metro's request for the Commission to review the 2035 Regional Transportation Plan in the manner of periodic review as set forth in ORS 197.274(2) and approve Metro's proposed schedule for preparation and adoption of the 2035 Regional Transportation Plan as set forth in Attachment C.

Alternative Motion (1): I move that the Commission decline Metro's request for the Commission to review the 2035 Regional Transportation Plan in the manner of periodic review as set forth in ORS 197.274(2).

Alternative Motion (2): I move that the Commission approve Metro's request for the Commission to review the 2035 Regional Transportation Plan in the manner of periodic review as set forth in ORS 197.274(2) and approves Metro's proposed schedule for preparation and adoption of the 2035 Regional Transportation Plan modified as follows: * * *

ATTACHMENTS:

- A. November 14, 2007 letter from Michael Jordan to John VanLandingham
- B. April 10, 2008 letter from Michael Jordan to John VanLandingham
- C. 2035 Regional Transportation Plan Update, State Component Work Program, 17 pages

ATTACHMENT A
November 14, 2007 letter from Michael Jordan to John VanLandingham



METRO

November 13, 2007

John VanLandingham, Chair
Land Conservation & Development Commission
635 Capitol Street NE, Suite 150
Salem, OR 97301-2540

Subject: Request for Periodic Review of Update to Metro's Regional Transportation Plan (RTP)

Dear Mr. VanLandingham:

As you know from our briefing to you last June, Metro is updating the Regional Transportation Plan (RTP) for the Portland metropolitan region. This is a major undertaking for the region and will be a significant step toward accomplishment of the goals of Metro's 2040 Growth Concept. It is important for the region and the state - given the critical role that transportation facilities in the region play in the state's economy - that this effort succeed.

The Metro Council has considered the two options available for achieving compliance with state planning laws for the updated RTP. One option is to treat the amendments to the RTP as "post-acknowledgement plan amendments," in which case review is by the Land Use Board of Appeals upon appeal. The second option is review by the Commission in the periodic review process. Periodic review is available by way of ORS 197.274(2), which authorizes the Land Conservation and Development Commission (LCDC) to accept Metro's RTP Update into the periodic review process, upon Metro's request.

Metro has found the periodic review process - in which LCDC acknowledged the 2000 RTP and a series of amendments to the Regional Framework Plan and urban growth boundary (UGB) - to be a much better process for a decision of the magnitude, importance and complexity of the current RTP Update. Metro found the department to be a very helpful partner in addressing and resolving the many issues that arose in development of the 2000 RTP.

For these reasons, on behalf of the Metro Council, I ask the Commission to accept Metro's 2035 RTP Update into periodic review. The region is already hard at work on the update. Department staff - Bob Cortright, Meg Fernekees and others - have already been helpful in advising Metro

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Subject: Request for Periodic Review of Update to
Metro's Regional Transportation Plan (RTP)
November 13, 2007

since the beginning of the current update process. Metro is committed to providing periodic briefings of the Commission as you see fit. Our current schedule calls for completion of the state component of the RTP update in Fall 2008. If the Commission agrees to accept the update into the periodic review process, we will work with the department to establish a work program and schedule for the review.

Sincerely,

A handwritten signature in cursive script, appearing to read "Michael Jordan".

Michael Jordan
Metro Chief Operating Officer

cc: Cora Parker
Metro Council
Rob Halliburton
Meg Fernekees

ATTACHMENT B

April 10, 2008 letter from Michael Jordan to John VanLandingham



METRO

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LAND CONSERVATION
AND DEVELOPMENT

April 10, 2008

John VanLandingham, Chair
Land Conservation and Development Commission
635 Capitol Street NE, Suite 150
Salem, Oregon 97301-2540

Subject: Request for Periodic Review and Approval of Work Plan for Update to Metro's
Regional Transportation Plan (RTP)

Dear Mr. VanLandingham:

As you know from our briefing to you last June, Metro is updating the Regional Transportation Plan (RTP) for the Portland metropolitan region. On December 13, 2007, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council adopted the federal component of the 2035 RTP to meet the Safe, Accountable, Flexible, and Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU) and other federal planning requirements. The U.S. Department of Transportation approved the plan and related documentation on February 29, 2008, formally concluding the federal component of the 2035 RTP update.

The 2035 RTP provides an updated blueprint to guide transportation planning and investments in the Portland metropolitan region – including development of the state component of the 2035 RTP. In November 2007, we requested LCDC to accept the state component of the RTP update into the periodic review process as allowed under ORS 197.274(2). The request was made in anticipation of beginning the state component of the update in March 2008.

My staff developed a work program for the state component of the RTP update in consultation with Department of Land Conservation and Development (DLCD) and Oregon Department of Transportation (ODOT) Region 1 staff, Metro's Advisory Committees and other regional planning partners. The Metro Committee for Citizen Involvement reviewed the public participation plan element of the work program.

On behalf of the Metro Council, I am pleased to transmit to you a copy of the approved federal component of the RTP along with the proposed work program for the state component of the update for your review. The work program exceeds the one-year timeline allowed under the Transportation Planning Rule (TPR). Section 660-12-0016(2)(b) specifies that "...updates shall be prepared and adopted in coordination with the federally required plan update...and shall be adopted no later than one year from the adoption of the RTP...update or according to a work plan approved by the

commission." It is our hope that with your staff participation in our process to date and a review of the enclosed work program that it is possible to obtain your approval of our work program and periodic review request on May 1.

I appreciate the cooperation and constructive participation of your staff in our efforts and look forward to working with the Commission to successfully complete state component of the 2035 RTP update.

Sincerely,



Michael Jordan
Metro Chief Operating Officer

cc: Jason Tell, ODOT Region 1
Bob Cortright, DLCD
Metro Council

/attachments

ATTACHMENT C
2035 Regional Transportation Plan Update, State Component Work Program



METRO

2035 REGIONAL TRANSPORTATION PLAN UPDATE State Component Work Program

1.0 OVERVIEW

The 2035 Regional Transportation Plan (RTP) update represents the first significant update to the plan since 2000. The Metro Council initiated the update in Fall 2005 to address state and federal requirements. The process is using an outcomes-based approach to better integrate land use, transportation, economic and environmental objectives into the planning process.

In January 2007, the 2035 RTP update timeline and process was expanded by the Metro Council, at the recommendation of the Joint Policy Advisory Committee on Transportation (JPACT), to allow for completion of the federal component of the 2035 RTP before the current plan expired on March 5, 2008. The expanded timeline would also allow for additional technical analysis and policy development to address state and regional planning requirements in 2008.

On December 13, 2007, JPACT and the Metro Council adopted the federal component of the 2035 Regional Transportation Plan (RTP) to meet the Safe, Accountable, Flexible, and Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU) and other federal planning requirements. The federal component provides an updated blueprint to guide transportation planning and investments in the Portland metropolitan region – including development of the state component of the 2035 RTP. The U.S. Department of Transportation approved the federal component on February 29, 2008.

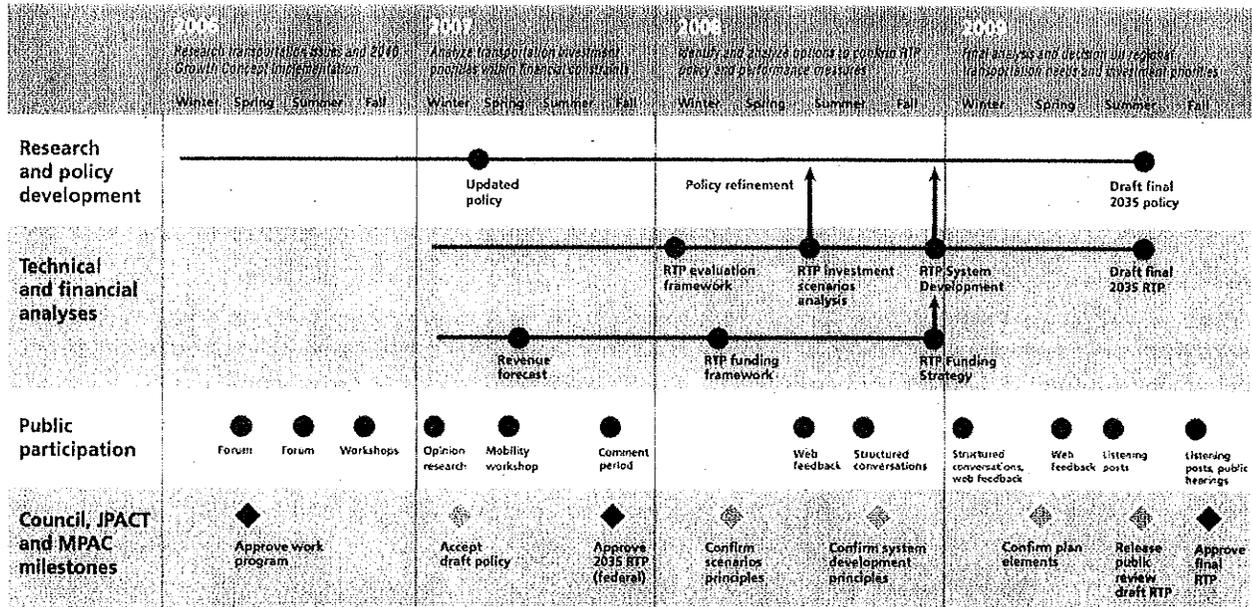
This document is a work program for the state component of the RTP update, integrating feedback from local and state agency representatives and the key issues to be addressed. This document supplements the overall work program approved by MPAC, JPACT and the Metro Council by Resolution No. 06-3661. It has three sections:

- 1.0 Overview of the RTP** provides context for the RTP update, summarizing Metro's role in transportation planning and the decision-making framework that guides these activities, and the specific issues and objectives to be addressed as part of the 2035 RTP update.
- 2.0 Technical Analysis and Policy Development** summarizes the major technical and policy development tasks to be completed during the state component of the 2035 RTP update. The tasks were developed in consultation with the Metro Advisory Committees and ODOT and DLCD staff.
- 3.0 Public Participation Plan** summarizes the stakeholder engagement and outreach components that will inform development of an updated 2035 RTP plan and support the decision-making role of the Metro Council, Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC) and the participatory role of public agencies, other identified stakeholder groups and the general public.

The work program integrates with the overall *Making the Greatest Place* planning process, coordinates with development of a *Regional Plan for Freight and Goods Movement*, *High Capacity Transit System Plan* and *Regional Transportation System Management and Operations Plan*, and responds to key technical, policy and process issues identified by the Metro Council and Metro Advisory Committees during the federal component of the RTP update.

Figure 1 and Attachment 1 to this work program show the schedule and key tasks for the process. All chapters of the federal component of the 2035 RTP will be subject to refinement during this update. Approval of a final 2035 RTP, pending air quality conformity analysis is anticipated in December 2009.

Figure 1. 2035 RTP Update Major Tasks and Milestones



1.2 WHAT IS METRO'S ROLE IN TRANSPORTATION PLANNING

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area. As the MPO, Metro is responsible for updating the long-range metropolitan transportation plan, also referred to as the Regional Transportation Plan (RTP), every four years in cooperation with the agencies that own and operate the region's transportation system. Metro is also responsible for developing a regional transportation system plan (TSP), consistent with Oregon Transportation Planning Rule (TPR) requirements.

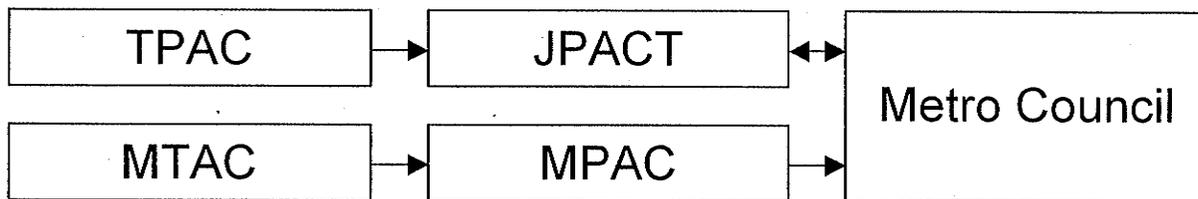
1.3 REGIONAL CONSULTATION, COORDINATION AND DECISION-MAKING STRUCTURE

Metro's transportation planning activities are guided by a decision-making framework that consults and coordinates the perspectives of federal, state, regional and local government agencies, citizens and interest groups as part of the process. Metro's targeted stakeholders and planning partners include the 25 cities, three counties and affected special districts of the region, Oregon Department of Transportation (ODOT), Oregon Department of Environmental Quality, Port of Portland, SMART, TriMet and other interested community, business and advocacy groups as well as state and federal regulatory officials. Metro also coordinates with the City of Vancouver, Clark County Washington, the Port of Vancouver, the Southwest Washington Regional Transportation Council (RTC), C-Tran, the Washington Department of Transportation, the Southwest Washington Air Pollution Control Authority and other Clark County governments on bi-state issues. This broad spectrum of stakeholders is the primary focus of the public participation plan described in Section 3.0.

Metro facilitates this consultation, coordination and decision-making through four advisory committee bodies –the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC). In addition, the Metro Committee for Citizen Involvement (MCCI) provides advice to the Metro Council on how to best engage residents in regional planning activities. **Figure 2** displays the regional transportation decision-making process.

Figure 2.

Regional Transportation Decision-Making Process



Source: Metro

1.3.1 On-Going Agency Coordination and Consultation Activities

The process will continue to rely on this existing decision-making structure for development, review and adoption of the plan. MPAC, JPACT and the Metro Council will make recommendations at key decision points based on input from TPAC, MTAC, the Bi-State Coordination Committee, the Council-appointed Regional Freight Plan Task Force and the public participation process. In the event that differences occur between MPAC and JPACT, joint MPAC/JPACT meetings will be held to discuss and reconcile differences and address other critical policy issues.

Role of Metro Policy Advisory Committees

All transportation-related actions (including federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies.

Under state law, the RTP serves as the region's transportation system plan (TSP). As a result, the Metro Policy Advisory Committee (MPAC) also has a role in approving the regional transportation plan as a land use action, consistent with statewide planning goals and the Metro Charter. MPAC makes recommendations to the Metro Council on land use issues. In addition, the Bi-State Coordination Committee advises the Southwest Washington Regional Transportation Commission (RTC), and JPACT/Metro on issues of bi-state significance. JPACT and the RTC Board cannot take action on an issue of major bi-state transportation significance without first referring the issue to the Bi-State Coordination Committee for their consideration and recommendation.

Recommendations from the Regional Freight TAC will be forwarded to the Regional Freight and Goods Movement Plan Task Force. The Task Force will make its recommendations to TPAC, MTAC, MPAC, JPACT and the Metro Council. The recommendations will be forwarded to the 2035 Regional Transportation Plan process for adoption into the region's long-range transportation system plan.

Role of RTP Policy Work Groups

The process will utilize policy work groups to address specific policy issues and include members of established policy advisory committees.

- Regional Freight Task Force¹ (*carried over from federal component*)
- RTP Funding Task Force (*new*)

Role of RTP Technical Work Groups

Opportunities to hold joint TPAC/MTAC workshops will be identified throughout the process. In addition, the process will utilize topical work groups to address specific technical and policy development issues in a small group setting. The following work groups have been identified to date:

- Regional Freight Technical Advisory Committee² (*carried over from federal component*)
- Performance Measures Work Group (*carried over from federal component*)
- Regional Bicycle Policy Work Group (*new*)
- Transportation Planning Rule (TPR) Work Group (*new*)
- High Capacity Transit Technical Team (*new*)

The work groups include TPAC and MTAC members and other individuals with expertise in the topical area being addressed. Additional work groups will be formed as needed throughout the process. Recommendations from the work groups will be forwarded to TPAC and MTAC for recommendations prior to JPACT, MPAC and Metro Council consideration.

Coordination with the Oregon Transportation Commission, Land Conservation and Development Commission and State/Federal Resource Agencies

Periodic briefings of the Oregon Transportation Commission (OTC) and the Land Conservation and Development Commission (LCDC) will occur to provide status reports and gather input at key milestones in the process. SAFETEA-LU provisions for additional consultation with state and federal resource agencies, and tribal groups not represented on Metro's existing committee structure will continue to be met through a consultation meeting with the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the ODOT and ten state and federal transportation, natural resource, cultural resource and land-use planning agencies.

1.4 PROJECT GOALS³

The following project goals will guide the overall approach for development of the 2035 Regional Transportation Plan.

- (1) Develop an updated 2035 RTP that complies with state and federal regulations and implements *Making the Greatest Place* policy direction.
- (2) Create an outcomes-based plan that better advances regional policies, public priorities and local efforts to implement the 2040 Growth Concept given forecasted population growth and dwindling financial resources in the region.

¹ The Regional Freight and Goods Movement Task Force is comprised of 33 members from the community, private and public sectors, representing the many elements of the multimodal freight transportation system and community perspectives on freight.

² The Freight Technical Advisory Committee (TAC) is comprised of public sector staff from the local, regional, and state agencies operating within Metro's jurisdictional boundaries. The TAC provides input and review of technical work products for the Regional Freight and Goods Movement Plan.

³ Excerpted from work program approved by MPAC, JPACT and the Metro Council in 2006.

- (3) Actively engage and consult with transportation system providers, public agencies, business groups, community organizations, advocacy groups, state and federal resource agencies, and the general public (including traditionally under-represented groups) in plan development through the use of targeted outreach techniques.

1.5 PROJECT OBJECTIVES⁴

The following project objectives direct the development of the 2035 Regional Transportation Plan. The project will:

- ✓ Improve community awareness and understanding of regional transportation system needs and funding issues.
- ✓ Develop a set of desired outcomes that reflect public priorities for managing and improving the regional transportation system.
- ✓ Develop an outcomes-based evaluation approach and performance measures to assess 2040 implementation, regional transportation needs and deficiencies, and measure and prioritize transportation projects.
- ✓ Analyze current fiscal realities, transportation funding trends and transportation funding options to inform development of an updated financially constrained revenue forecast.
- ✓ Identify issues, needs and deficiencies in the regional transportation system and develop recommended solutions and strategies to address them in support of the Region 2040 Growth Concept.
- ✓ Assess and refine current regional transportation policies to implement public priorities and the *Making the Greatest Place* policy direction.
- ✓ Reconsider projects in the current RTP based on revenue availability, public priorities and *Making the Greatest Place* policy direction.
- ✓ Strengthen the relationship between transportation policies and projects in the RTP and transportation funding decisions.
- ✓ Prioritize infrastructure, system management and demand management projects and programs for all travel modes to meet the desired outcomes and implement the *Making the Greatest Place* policy direction.
- ✓ Assess and refine current implementation strategies, including performance measures and corridor refinement studies, to implement public priorities and the *Making the Greatest Place* policy direction to achieve desired outcomes.
- ✓ Integrate with planning efforts to update the Region 2040 Growth Concept implementation tools (*New Look*) and develop the *Regional Freight and Goods Movement Plan* and the *Metro-Region Plan for Transportation System Management and Operations* (TSMO).
- ✓ Comply with Oregon's Statewide Planning Goals, the Transportation Planning Rule (TPR), state transportation plans and the Federal SAFETEA-LU provisions.

⁴ Excerpted from work program approved by MPAC, JPACT and the Metro Council in 2006.

1.6 KEY PRODUCTS

The following products will be developed during the state component of the plan update:

- RTP Outcomes-Based Evaluation Framework – Preliminary and final performance measures, evaluation criteria and targets that are linked to RTP Goals and Objectives
- Mobility Corridors Atlas that serves as a diagnostic tool for the Congestion Management Process (CMP) that is tracked over time and used as the basis for identifying needs and solutions
- Updated RTP System Maps to reflect updated regional system definition and High Capacity Transit Study recommendations
- RTP Investment Scenarios Analysis Report: Key Findings and Recommendations
- RTP System Development Principles and Evaluation Criteria
- RTP System Analysis Report: Key Findings and Recommendations
- RTP Funding Strategy, including a long-term action plan and funding commitments for investment priorities
- 2035 RTP Discussion Draft Document
 - updated RTP policy and regional performance measures
 - regional investment strategy
 - new urban area and corridor refinement planning guidance
 - updated financially constrained system of investments
 - “reasonably likely” system of investments adequate to meet planned land uses per TPR
- Public Comment Report
- Air Quality Conformity Determination
- Regional, State and Federal Findings

1.7 COORDINATION WITH OTHER METRO PLANNING ACTIVITIES

This planning effort will be conducted within the context of guiding federal, state, and regional transportation and land use policy and requirements. In addition, Metro is concurrently updating the region’s long-range growth management plan, supporting transportation plan (the RTP), and implementation tools in the *Making the Greatest Place* planning effort (formally called the New Look). By working within the umbrella of the *Making the Greatest Place*, the RTP update will take into consideration how regional transportation investments affect land use, the economy and the environment. **Table 1** summarizes key linkages between the RTP update and the *Making the Greatest Place* process. The RTP analysis recommendations will be forwarded for consideration as part of the *Making the Greatest Place* process.

Table 1. Key Linkages Between the New Look Tasks and Regional Transportation Plan Tasks

Making the Greatest Place Tasks	RTP Update Tasks
<ul style="list-style-type: none"> • <i>Performance-Based Growth Management Framework</i> 	<ul style="list-style-type: none"> ▪ <i>RTP Evaluation Framework & Performance Measures</i>
<ul style="list-style-type: none"> • <i>New Look Investment Scenarios Analysis</i> • <i>New Look Regional Infrastructure Analysis</i> 	<ul style="list-style-type: none"> ▪ <i>RTP Investment Scenarios Alternatives Analysis</i> ▪ <i>High Capacity Transit Study Alternatives Analysis</i>

Making the Greatest Place Tasks	RTP Update Tasks
<ul style="list-style-type: none"> • <i>Regional Infrastructure Strategy</i> 	<ul style="list-style-type: none"> ▪ <i>RTP Funding Strategy</i>
<ul style="list-style-type: none"> • <i>Urban & Rural Reserve Designations</i> • <i>Local aspirations in UGB</i> 	<ul style="list-style-type: none"> ▪ <i>RTP System Development</i>

In addition, Metro is in the process of developing a unified performance measurement system (PMS) to measure the effectiveness of agency activities. The Metro Council developed a set of result-oriented goals and objectives, updated in 2006, to strategically focus Metro’s resources to achieve the outcomes of great places, a healthy environment and economic vitality in the Portland metropolitan region. These goals and objectives, along with the critical success factors that direct Metro’s internal operations, will guide Metro’s activities as a regional government. Eventually the PMS will be used to guide the agency budget process to ensure the agency’s resources are allocated most effectively to achieve desired outcomes. The RTP performance measures work will continue to be coordinated with this broader agency-wide effort.

Other Metro planning activities that will be coordinated with the 2035 RTP update include:

- completion of the regional plan for freight and goods movement (*Spring/Summer '08*)
- development of a Regional Transportation System Management and Operations (TSMO) Plan (*Spring/Summer '09*); and
- development of the High Capacity Transit System Plan for the region (*Winter '09*).

Each of these efforts will be designed to specifically produce policy refinements, projects and strategies that can be amended into the RTP. The needs assessment work for these projects will be coordinated with system analysis conducted as part of the 2035 RTP.

1.8 POST-ADOPTION IMPLEMENTATION ACTIVITIES

The final RTP adoption will trigger a number of follow-up activities at the state, regional and local level. Each of these activities will include a public involvement process. The following is a summary of the other planning processes that will be affected by the 2035 RTP and their respective relationship to the RTP.

1.8.1 RTP and the Metropolitan Transportation Improvement Program

The fundamental building block for funding transportation improvements in Portland Metropolitan region is the RTP. An important tool in implementing the RTP is the Metropolitan Transportation Improvement Program (MTIP). The MTIP schedules and identifies funding sources for projects of regional significance to be built during a four-year period. Federal law requires that all projects using federal funds be included in the MTIP. Projects in the MTIP must be included in the RTP financially constrained system.

While the financially constrained system should provide the basis for most MTIP funding decisions, other projects from the RTP may be selected for funding. In this event, the RTP financially constrained system will be amended to include the project or projects. In addition, when amending the financially constrained system, continued financial constraint must be demonstrated by identifying additional revenues or removal of other projects from the financially constrained system. Such amendments to the RTP also require a conformity determination of compliance with federal and state air quality regulations, except in the case of exempt projects.

1.8.2 Corridor Refinement Plans

The Transportation Planning Rule (TPR) defines “refinement plans” as “an amendment to a TSP which resolves, at a systems level, determinations on function, mode, or general location which where deferred

during transportation system planning because detailed information needed to make those determinations could not be reasonably obtained during the process.” The 2004 RTP identifies 18 corridor refinement plans. An effort will be made to reduce the number of corridor refinement plans carried forward into the 2035 RTP to provide more certainty to future local, regional and state planning efforts.

Refinement plans are sometimes warranted before specific projects or actions that meet an identified transportation need can be adopted into the RTP. The plans involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. Metro and ODOT generally initiate and lead necessary refinement planning in coordination with affected local, regional and state agencies. Examples of corridor refinement plans currently underway include: the Columbia River Crossing project, I-5/99W Connector and the Sunrise Project.

1.8.3 Transportation Project Development

The Transportation Planning Rule (TPR) defines “transportation project development” as “implementing the transportation system plan (TSP) by determining the precise location, alignment and preliminary design of improvements included in the TSP based on site-specific engineering and environmental studies. In some cases, specific transportation solutions cannot be settled as part of the RTP update due to the level of analysis required to make that determination. In these cases, a proposed project undergoes a more detailed analysis of the project’s social, environmental, community and economic impacts and various project alternatives. For these corridors, “placeholder” solutions and rough cost estimates will be included in the list of RTP projects. After a project has successfully passed through this phase, it may move forward to right-of-way and construction phases.

1.8.4 Local Transportation System Plans

Transportation System Plans (TSPs) are long-range plans that guide multi-modal transportation investments at the local level. The state Transportation Planning Rule requires most cities and counties in the Metro region to complete TSPs. These plans must be consistent with RTP (and OTP) policies, projects and performance measures. Local TSPs must identify transportation needs for a 20-year planning period, including needs for regional travel within the local jurisdiction. TSPs combine the best transportation improvements that address a need, and are consistent with overall local comprehensive plan objectives. TSPs may also identify refinements to the regional transportation system to be incorporated during the next RTP update.

Table 2 provides a general outline of the respective roles of the RTP, Metropolitan Transportation Improvement Program (MTIP), corridor refinement plans and local transportation system plans (TSPs).

Table 2. Key RTP Implementation Activities

Activity	Major Focus
Regional Transportation Plan	<ul style="list-style-type: none"> ▪ Establishes overall long-term transportation policy for region. ▪ Defines regional system elements that provide backbone for local systems. ▪ Defines regional mobility corridor management and refinement planning agenda.
Metropolitan Transportation Improvement Program	<ul style="list-style-type: none"> ▪ Schedules and identifies funding sources for projects of regional significance to be built during a four-year period. ▪ Includes all projects using federal funds, including funds that ODOT allocates through the STIP, public transportation funds administered by the transit agencies TriMet and SMART, and regional “flexible funds” that Metro allocates every two years through its Regional Flexible Funds (RFF) process. ▪ MTIP projects must be in RTP financially constrained system.

Activity	Major Focus
Corridor Refinement Plan	<ul style="list-style-type: none"> ▪ <i>Recommends amendments to RTP in the form of policy and projects.</i> ▪ <i>Coordinated with mobility corridor management strategies and Congestion Management Program (CMP).</i>
Transportation Project Development	<ul style="list-style-type: none"> ▪ <i>Responds to general RTP directive about need, function, mode and general location by developing detailed corridor or corridor segment solutions.</i> ▪ <i>Completes environmental work consistent with the National Environmental Policy Act (NEPA), including preparation of an environmental impact statement or environmental assessment.</i> ▪ <i>Develops detailed corridor specific management strategies, such as transportation system management and operations (TSMO) plan, access management plan or interchange area management plan (IAMP).</i> ▪ <i>Completes preliminary engineering by determining the precise location, alignment and preliminary design of improvements based on site-specific engineering and environmental studies.</i> ▪ <i>Conducts right-of-way acquisition activities.</i>
Local Transportation System Plan	<ul style="list-style-type: none"> ▪ <i>Establishes local transportation policy.</i> ▪ <i>Defines local system as a complement to the region system.</i> ▪ <i>Further develops solutions identified at the RTP level.</i> ▪ <i>Identifies refinements for next RTP update.</i>

2.0 TECHNICAL ANALYSIS AND POLICY DEVELOPMENT TASKS

This section summarizes the major technical and policy development tasks to be completed during the state component of the 2035 RTP update. The tasks were developed in consultation with the Metro Advisory Committees and ODOT and DLCD staff. The tasks described in this section will be integrated with the public participation plan described in Section 3.0.

TASK 1: RTP FUNDING FRAMEWORK AND STRATEGY DEVELOPMENT (MARCH '08 – MARCH '09)

Transportation finance must undergo significant change over the life of the Regional Transportation Plan (RTP). The RTP update process has addressed financial realities from the outset, recognizing that federal, state and local funding for infrastructure investments is not keeping pace with needs, particularly for operations, maintenance and preservation (OM&P) of existing public assets but also needed expansion of the system. Fragmented ownership and inadequate funding mechanisms pose additional challenges to providing an efficient and well-coordinated transportation system. In addition to raising issues around funding of transportation capital and OM&P needs, the federal component of the 2035 RTP also identified a more than \$7 billion capital shortfall.

This work program will address the growing disconnect between funding shortfalls and governance of the region's transportation system to define a long-term strategy to funded needed investments in order to successfully implement the 2040 Growth Concept and sustain the region's economic prosperity and livability. The state component of the RTP update will seek to develop innovative and stable funding sources to address current and future transportation needs. The fundamental state requirement for the RTP is to develop a plan that is adequate to serve planned land uses. In addition, the region (through the RTP) and local governments (in local transportation system plans) must have a financing strategy that supports implementation of local and regional plans.

Major objectives of this task are to:

- Strengthen the relationship between transportation policies and projects in the RTP and transportation funding decisions.
- Confirm the regional transportation system definition.
- Reach agreement on funding responsibility for different elements of the regional system.
- Establish an array of transportation finance options and evaluate options for feasibility and ability to address the finance shortfalls.
- Define what funding sources should be targeted to meet the various transportation needs in the region.
- Define long-term action plan for investment priorities and list of “reasonably likely” investments.

TASK 2: RTP BICYCLE POLICY REFINEMENT (MARCH – MAY '08)

The role of bicycling in the regional transportation system has grown greatly in recent years and will continue to grow as the region addresses looming environmental, economic and public health concerns. Background research and outreach for the 2035 RTP update determined that greater levels of bicycle infrastructure have led to increased ridership and safety, but that challenges remain. New bicycle facilities have not been built as fast as growth in ridership. Many suburban areas face obstacles due to a lack of connecting streets and large auto-focused intersections. All across the region, there may be a large number of potential cyclists being left out, since they do not feel safe using bicycle lanes on high-traffic/high-speed arterials.

RTP Bicycle policy responded to these challenges by acknowledging that arterials are not always the best routes for bikeways, but maintaining that the regional bicycle system corresponds to the arterial network (and multi-use trails). The RTP has a responsibility to provide continuous bicycle connections on arterial streets, which are usually the best connections to regional destinations along corridors as defined in the 2040 Growth Concept. The RTP calls for bikeway gaps to be addressed through bicycle lanes, or bicycle boulevards on parallel collector/local streets off of the regional system when there are right-of-way constraints or when arterial spacing guidelines are not met. The RTP also calls for future analysis of “user preferences and behavioral responses to bikeways on low and high traffic streets.” During the public comment period for the federal component of the RTP update, Metro received several comments regarding its bicycle policy, including arguments for why it does not adequately address recent trends regarding bicyclists travel behavior.

Major objectives of this task are to:

- Address unresolved bicycle policy issues from federal component public comment period, including safety, route spacing and intermodal connections.
- Achieve consensus for a regional bicycle system and policy that addresses concerns of the BTA and City of Portland and works for the entire region.
- Recommend refinements to RTP bicycle system policies, including an updated RTP bicycle system map and Potential Actions to reflect updated policy.

TASK 3: RTP EVALUATION FRAMEWORK DEVELOPMENT (JANUARY – MAY '08)

The 2035 Regional Transportation Plan (RTP) update is embracing new ways to think holistically and strategically about how best to efficiently and effectively move people and freight around and through the Portland metropolitan region. A key element is the development and application of an outcomes-based

evaluation framework that will serve as the basis for identifying and evaluating transportation needs, guiding the region's investment decisions and monitoring plan implementation over time.

The RTP refers to the process of plan development, evaluation and monitoring over time as "performance management." Within this framework, the RTP uses "goal," "objective," "indicator," "performance measure," and "benchmark" to label the distinct elements of the RTP outcomes-based evaluation framework. To meet state planning requirements, the RTP must demonstrate that it defines an adequate transportation system to serve planned land uses. Additional work is needed to identify an aggregate set of performance measures to make this determination, evaluate system performance, and also consider a broader set of potential benefits and negative impacts.

Through evaluation and monitoring, the region will come to better understand the extent to which investments in the transportation system are achieving desired outcomes (as expressed in the RTP Goals and Objectives) and the best return on public investments. This work will also satisfies benchmarks mandated by the Oregon Transportation Planning Rule (TPR) and federal requirements to establish a performance monitoring system as part of the region's Congestion Management Process (CMP) Program.

Major objectives of this task are to:

- Develop an outcomes-based evaluation framework that uses performance measurement to monitor overall system performance and 2040 Growth Concept implementation, assess regional transportation needs and deficiencies, and prioritize regional transportation investments.
- Establish three layers of performance measures – region-wide, mobility corridors and community building that are directly tied to RTP Goals and Objectives and coordinated with the Performance-Based Growth Management Framework.
- Develop a mobility corridor atlas to organize reporting of current and future performance to use as a diagnostic tool and meet on-going Congestion Management Process (CMP) monitoring requirements.
- Evaluate the proposed performance measures in the context of consistency with the State Transportation Planning Rule's standards for increasing the availability of transportation choices and reducing automobile reliance⁵ and the Oregon Highway Plan Mobility Standards, including Actions 1F.3 and 1F.6⁶.

TASK 4: RTP INVESTMENT SCENARIOS ANALYSIS (MARCH-NOVEMBER 2008)

The RTP investment scenarios analysis is intended to provide policy makers with better information about new 2035 RTP policies and the implications of different transportation policy choices. The analysis is intended to evaluate the effects of distinct transportation policy choices on the future of the Portland metropolitan region as part of testing the new RTP policies approved in the federal component of the update. This analysis will examine a series of four conceptual motor vehicle and transit systems for their ability to serve forecast 2035 population and employment growth and support the 2040 Growth Concept. Each of the four scenarios is based on a "What if" policy-theme focus from the 2035 RTP, resulting in a distinct mix and level of transit service, motor vehicle system investments and system management strategies in each scenario. The analysis will be conducted simultaneously with other *Making the Greatest*

⁵ See 0060-012-035(4) and (5).

⁶ Action 1F.3 refers to potential alternative highway mobility standards and Action 1F.6 refers to the performance standard to "avoid further degradation" when transportation improvements are not planned within the planning horizon to meet adopted performance standard(s).

Place "Cause and Effect" land use scenarios and analysis to be conducted as part of the High Capacity Transit System Plan in Task 5.

Methodology

MPAC, JPACT and the Metro Council will provide direction on the policy variables to be tested in each of the scenarios. The RTP scenarios will be developed with the regional travel demand model for the purpose of modeling and analysis. The Metroscope model will be used to evaluate the land use effects of each of the transportation networks. Geographic Information System (GIS) will be used to evaluate the potential environmental impacts. This approach will allow a comprehensive analysis of the relative strengths and weaknesses of each scenario in achieving the RTP goals.

The results of the analysis will be reported using the RTP Outcomes-Based Evaluation Framework developed in Task 3. Recommendations for the *Making the Greatest Place* effort and RTP policy refinements will be developed based on what is learned through this analysis. The RTP investment scenarios analysis is also intended to be a starting point for the System Development Phase of the RTP process, which includes analysis of 2 to 3 "hybrid" alternatives in Task 6.

Major objectives of this task are to:

- Evaluate distinct transportation investment policy choices that frame the boundaries of the political landscape and public opinion.
- Test RTP policies to better understand the effect of different transportation investments packages on travel behavior and development patterns.
- Test proposed performance measures to determine which measures can best evaluate whether the transportation system is successful in meeting regional goals and policies.
- Evaluate the relative effect and cost of different transportation investments packages in order to recommend what combinations of investments, tools and strategies are needed to best support the 2040 Growth Concept and other regional goals and policies.
- Provide recommendations to guide RTP System Development ("RTP hybrid analysis" and development of recommended alternative).

TASK 5: HIGH CAPACITY TRANSIT SYSTEM PLAN (DECEMBER 2008 – APRIL 2009)

The Regional High Capacity Transit System Plan task is designed to guide future regional high capacity transit capital investments, which could include bus rapid transit, streetcar, light rail, and commuter rail, by evaluating and prioritizing new projects and extensions to existing lines using the RTP as a base. Transit has a significant role in supporting the 2040 Regional Growth Concept. The 2040 Growth Concept calls for focusing future growth in the Central City, regional and town centers, station communities, and 2040 corridors. The regional street system has carried public transit for more than a century, beginning with the streetcars in 1872 and evolving into a combination of vans, buses, streetcars, an aerial tram, light rail and commuter rail today.

The regional transit system concept presented in the 2035 Regional Transportation Plan (RTP) responds to significant growth in population and jobs in the areas outside of the Portland Central City. The regional transit system concept calls for fast and reliable high capacity transit connections between the central city and regional centers that serves longer regional trips at a higher operating speed than regional bus service. In addition, the concept calls for convenient and reliable regional transit bus service on the majority of the regional arterial system. Streetcars are also being considered within the City of Portland through a separate Streetcar System Plan. All of these services require passenger infrastructure at stops and stations and a pedestrian system that connects to adjacent streets and neighborhoods.

Although streetcar is not considered to be HCT in the RTP, this planning process will analyze streetcar based on HCT performance criteria. The plan will analyze HCT cost and ridership, transit markets, safety

and security, land use, financial feasibility, traffic/freight impacts, and include a public and jurisdictional involvement process. This study will be conducted as part of the state component of the 2035 Regional Transportation Plan update and will be closely coordinated with a Streetcar System Plan that is under development by the City of Portland. An amendment to the RTP may result.

Major objectives of this task are to:

- Test HCT policies defined in federal 2035 RTP to determine effect on transit performance, and ability to support broader mobility, land use, and urban form objectives.
- Develop and test new HCT and complementary bus service expansion concepts, including HCT to town centers, defined through HCT system plan.
- Recommend refinements and/or amendments to 2035 RTP transit policies and projects through the HCT development of concepts.
- Prioritize regional HCT projects for future investment and recommend funding strategies to implement needed investments.

TASK 6: RTP SYSTEM DEVELOPMENT (DECEMBER 2008 – APRIL 2009)

The “cause and effect” understanding gained through Tasks 4 and 5 will guide the design and analysis of subsequent “RTP hybrid alternatives.” The “hybrid analysis” will consider “blended” packages of transportation investments together with different levels of funding and, to the extent possible, land use variations identified through the Urban/Rural reserve track of the *Making the Greatest Place* effort. The “hybrid analysis” will draw from the current RTP investment pool and new ideas/strategies explored in the “Cause and Effect” scenarios to develop more realistic, yet ambitious combinations of transportation investments to implement the 2040 Growth Concept vision and meet state planning requirements. The analysis will inform development of a recommended “state” system of transportation investments and identification of the tools and actions needed to best support the 2040 Growth Concept vision for land use, transportation, the economy and the environment.

Major objectives of this task are to:

- Identify needs and deficiencies in the regional transportation system and develop recommended solutions and strategies to address them in support of the Region 2040 Growth Concept.
- Reconsider projects in the current RTP based on revenue availability, public priorities and *Making the Greatest Place* policy direction.
- Prioritize infrastructure, system management and demand management projects and programs for all travel modes to meet the desired outcomes and implement the *Making the Greatest Place* policy direction.
- Draft findings of compliance with Oregon’s Statewide Planning Goals, the Transportation Planning Rule (TPR), state transportation plans and the Federal SAFETEA-LU provisions.

TASK 7: RTP ADOPTION PROCESS (SEPTEMBER – DECEMBER 2009)

This task is focused on a formal 45-day public comment period on a discussion draft 2035 RTP. Public hearings will be conducted in each of the three counties and the City of Portland on the review draft. The Metro Council and local elected officials on JPACT and MPAC will host these hearings as part of regular meetings. An open house-style “listening post” accompanying each hearing will feature informational displays about the process, technical analysis and recommended draft plan.

Major objectives of this task are to:

- Provide an opportunity for interested parties to express ideas and concerns about the discussion draft plan policies, projects and implementation strategies.
- Provide detailed information about the 2035 RTP update, decision-making process, technical analysis and project timeline.
- Compile a public comment report that responds to all comments received prior to the final decision by MPAC, JPACT and the Metro Council.

TASK 8: POST-ADOPTION FEDERAL AND STATE CONSULTATION (DECEMBER 2009 – MAY 2010)

This task is focus on documenting compliance with federal and state planning requirements. LCDC has been requested to consider the 2035 RT under periodic review.

Major objectives of this task are to:

- Complete air quality conformity determination to corroborate that the updated plan meets federal and state air quality requirements.
- Provide an opportunity for interested parties to comment the results of the air quality conformity determination and document all public comments received prior to approval of the conformity determination by JPACT and the Metro Council.
- Document compliance with Oregon's Statewide Planning Goals, the Transportation Planning Rule (TPR), state transportation plans and the Federal SAFETEA-LU provisions.

3.0 PUBLIC PARTICIPATION PLAN COMPONENTS

Successful outcomes of this ambitious RTP update process depend on the active participation of state, regional and local decision makers, transportation providers, professional staff, other stakeholders, residents of the region and transportation users. This section describes the stakeholder engagement and outreach components that will inform development of an updated 2035 RTP plan and support the decision-making role of the Metro Council, Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). The plan was developed in consultation with the Metro Committee for Citizen Involvement and Metro Advisory Committees.

Major objectives of the public participation plan are:

- Ensure that all the public participation requirements are met as articulated in SAFETEA-LU, the Metro Public Involvement Policy for Transportation Planning, Title VI of the Civil Rights Act and the Environmental Justice Executive Order.
- Obtain meaningful input from stakeholders and the general public to inform the update process at key junctures and decision points, to ensure that the RTP reflects broad regional views, projected transportation needs and realistic funding strategies.
- Clearly communicate key issues and findings to stakeholders and the general public to ensure transparency throughout the decision-making process.
- Ensure adequate public notice of public review and comment opportunities.
- Ensure that the general public, including populations traditionally under-represented in transportation decision-making, have opportunities for adequate and effective involvement and that their perspectives reach decision-makers.

Key public participation events held during development of the federal component of the RTP included two regional forums, a series of stakeholder workshops, a scientific public opinion survey, a mobility workshop, presentations to business and community groups, and public open houses and hearings. The

state component of the RTP will continue to emphasize collaboration with public and private sector leaders, community groups, businesses and residents of the region, and includes a strong educational component.

A variety of engagement methods will be used throughout the remainder of the process. Metro will offer continual updates and periodic interactive feedback opportunities on the project website; educational packets, technical workshops, and structured conversations to solicit input from and provide information to state and local governments and other key stakeholders (business groups and freight transporters, transportation users and residents of the region); updates in electronic newsletters distributed through a list of self-identified interested parties; articles in Metro Councilor newsletters; editorial briefings with major media; and presentations by Metro Councilors and transportation planning staff.

The state component of the RTP will eventually be integrated with the federal RTP, which may be refined based on analyses conducted as part of updating the state component. A public review draft of the final RTP will be released for a 45-day public comment period in Fall 2009. Comments will be gathered through an online form, by fax, U.S. mail, email and oral testimony opportunities at formal hearings.

Schedule of key outreach/involvement activities 2008

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Structured Conversations										•		
Web-page status reports	•	•	•	•	•	•	•	•	•	•	•	•
E-newsletters			•		•			•			•	
Interactive feedback (Web)								•			•	
Media outreach								•			•	

2009

Listening Posts					•				•	•		
Web-page status reports	•	•	•	•	•	•	•	•	•	•	•	•
E-newsletters	•		•		•		•		•		•	
Interactive feedback (Web)					•							
Public comment/hearings									•	•		
Media outreach					•				•	•	•	•

Audience

Main audience: 25 cities, 3 counties, 5 transit districts and port districts that serve the Portland-Vancouver metropolitan region as well as state and federal regulatory agencies.

Methods of communicating with/involving this audience: Local, state and federal government participation will be coordinated through meetings, discussions and presentations at Metro advisory committees—MTAC, TPAC, MPAC, JPACT—county coordinating committees, technical work groups and briefings of the Oregon Transportation Commission (OTC) and Land Conservation and Development Commission (LCDC). Other methods will include elected officials events, technical workshops, fact sheets and issue papers.

Secondary audience: The City of Vancouver, Clark County, Washington and the Southwest Regional Transportation Council, community-based organizations and advocacy groups; transportation users such as the freight and business community; the general public including traditionally underrepresented groups.

Methods of communicating with/involving this audience: Metro website (information and interactive offerings); visuals, structured conversations, fact sheets, e-newsletters, civic journalism in community and major newspapers, presentations, and a public comment period that includes listening posts and public hearings.

Underserved groups to be considered: Elderly and disabled people; minority, low income and non-English-speaking groups.

Methods of communicating with/involving this audience: The RTP update process will proactively promote equity in the decision-making process. Notices will be distributed through community newspapers, with structured conversations and topical workshops designed to solicit feedback from traditionally under-represented populations at key decision points. Key fact sheets and other relevant materials will be translated into Spanish as needed, and made available on Metro's project website and through community-based organizations.

Final program or project implementation/policy decision date: MPAC, JPACT and the Metro Council adopt the RTP in December 2009, pending completion of the federally required Air Quality Conformity Determination and formal consultation with the U.S. Department of Transportation and the Land Conservation and Development Commission.

ATTACHMENT 1

Regional Transportation Plan Update Timeline

