

March 16, 2018

To: Metro Council  
Portland City Council  
Oregon Transportation Commission

From: Portland's Bureau Budget Advisory Committee

Re: Development of the 2018 RTP

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Every five years, the region creates a vision for our transportation system outlining our highest priorities for the next twenty years. It was encouraging to hear a strong and clear call for a focus on equity and safety in the recent public process, including at the March 2nd Metro Leadership Forum.

If this call for **prioritizing equity and safety** is to be more than just words and meet the stated goals of the Climate Smart Strategy, the Active Transportation Plan and Racial Equity Plan, Metro Council should take seriously their responsibility to use the RTP process to guide the effective and fair use of federal funding. Meeting this responsibility will require that the Council provide clear direction to local governments, TriMet, and ODOT about how they can use the next few months effectively to improve on the Draft 2018 RTP. We think this requires clear direction on potential changes and clear documentation of these changes for public review. The current project list and investment strategy show that as a region we are not, in fact, planning to build a transportation system that will allow us meet our goals by 2040 -- most notably, our equity, safety, climate, and congestion goals will not be met without significant changes to the RTP draft project list and RTP policies.

We recommend the following actions:

1. A transformational 82nd Avenue Vision Zero equity/safety project, at a scale similar to the State's recent investment in Outer Powell, should be added by ODOT to the Constrained RTP in years 1-10.
2. The immediate actions in the RTP should call for \$2-3 million for planning and designing this transformational project on 82nd Avenue in a way that will allow for a jurisdictional transfer.
3. We are concerned that the equity analysis used at the March 2nd Leadership forum limits the effectiveness of the data to identify the impacts of investments based on race due to the inclusion of youth and seniors. We recommend that analysis is provided for first by race & english as a second language, then with the addition of low-income, and finally with children and seniors.

4. Metro should provide more specific and accessible data that documents the fact that if you live in a historically marginalized community, you are much more likely to be killed or seriously injured, while walking, biking, or driving, based on where you can afford to live.
5. Metro should provide a summary of how the RTP meets the specific measures provided to the Land Conservation and Development Commission for showing compliance with State law regarding greenhouse gas reductions. The equity community worked in partnership to establish these specific measures as part of the Climate Smart Strategy. We are saddened that a summary of performance against these measures was not included in the 82-page “Finalizing Our Shared Plan for the Region: Discussion Guide for Policymakers” used at the March 2 Leadership Forum. We think it is the obligation of Metro staff to share, for each of the 20+ measures, how close the Draft 2018 RTP comes to meeting these goals and if they cannot meet these goals how this will change the plan.
6. Metro should request that all of the projects on the High Injury Network should be reviewed and enhanced to meet safety objectives. There should be a summary of how much of the project is dedicated to safety improvements. This will allow a more effective Title VI of the Civil Rights Act “benefits and burdens” analysis on historically-marginalized communities.
7. Agencies should document all of the changes that they have made, since Metro’s March 2 Leadership Forum, to better achieve equity and safety goals based on Metro’s analysis and public feedback. Metro should provide a simple template so that this information can be effectively shared with all community stakeholders, including historically-marginalized communities.
8. Metro should be providing more input in the RTP analysis of the costs of housing and transportation affordability. Two of the four equity objectives identified in the 2014 RTP process included cost of housing [Objective 9.3 Housing Diversity – Use Transportation Investments to achieve greater diversity of housing opportunities by linking investments to measures taken by local governments to increase housing diversity. Objective 9.4 Housing and Transportation Costs – Reduce the share of households in the region spending more than 50% of household income on housing and transportation.] This issue has become an even bigger equity concern since 2014. The lack of a good metric for identifying how RTP projects are impacting this goal is not a good reason to be silent on the serious equity issue and its impacts.
9. The 10-year constrained project list should have an equal amount of funding for active vs. non-active transportation projects.

10. As part of the public review of the draft project list and policies, Metro should ask every jurisdiction to identify their top five equity projects.

Again, it is encouraging to hear the community prioritize equity and safety, especially because Metro committed to ensuring the 2018 RTP will comply with the Climate Smart Communities Plan and will include Metro's Equity Plan.

It is Metro's responsibility, under Title VI of the Civil Rights Act, to ensure the region effectively documents the "benefits and burdens" of past investments of federal funding and analyzes the impacts that future investments will have on historically-marginalized communities.

Please let us know if you cannot meet the requests of this letter.

Thank you.

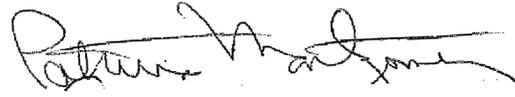
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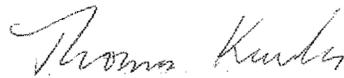
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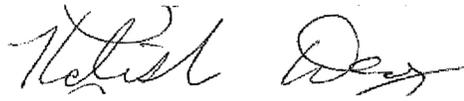
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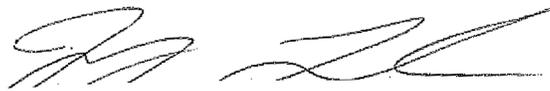
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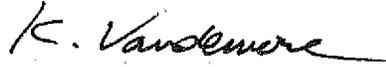




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