 **Metro** | *Agenda*

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)  
Date: Thursday, July 11, 2013  
Time: 7:30 to 9 a.m.  
Place: Metro Regional Center, Council Chamber

---

- |                |           |  |                                 |
|----------------|-----------|--|---------------------------------|
| <b>7:30 AM</b> | <b>1.</b> | <b>CALL TO ORDER, DECLARATION OF A QUORUM &amp; INTRODUCTIONS</b>  | <b>Carlotta Collette, Chair</b> |
| <b>7:32 AM</b> | <b>2.</b> | <b>CITIZEN COMMUNICATIONS ON JPACT ITEMS</b>   | <b>Carlotta Collette, Chair</b> |
| <b>7:35 AM</b> | <b>3.</b> | <b>UPDATES FROM THE CHAIR &amp; COMMITTEE MEMBERS</b>  |                                 |
|                |           | <ul style="list-style-type: none"><li>• Welcome Interim Planning &amp; Development Department Director Steve Wheeler</li><li>* • Regional Active Transportation Plan Process and Timeline Update</li><li>• October 20-23 Rail~Volution Conference</li><li>• Legislative Update</li><li>• Community Investment Initiative Regional Infrastructure Enterprise Draft Recommendations</li><li>• Transportation Alternatives Program Transition Funding</li><li>• State Transportation Improvement Plan Process Update</li><li>• Brief Recap and Highlights from July 10 Joint MPAC/JPACT Tour of the Willamette Falls Legacy Project</li><li>• Next JPACT Meeting Scheduled for August 1</li></ul> | <b>Jason Tell, ODOT</b>         |
| <b>7:50 AM</b> | <b>4.</b> | <b>** CONSIDERATION OF THE MINUTES FOR JUNE 13, 2013</b>   |                                 |
| <b>7:55 AM</b> | <b>5.</b> | <b>* Overview of Federal Transportation Regulations and Funding – <u>INFORMATION ON UPCOMING ACTION</u></b>  | <b>Tom Kloster, Metro</b>       |
| <b>8:05 AM</b> | <b>6.</b> | <b>Regional Flexible Fund Allocation: Step 1 Region-wide Programs – <u>INFORMATION</u></b>   | <b>Ted Leybold, Metro</b>       |

*Continued on back...*

**8:40 AM**    **7.**    \*    **2014 Regional Transportation Plan Work Program –  
INFORMATION**    **Tom Kloster, Metro**

- Review Work Program & Timeline

**9 AM**    **8.**    **ADJOURN**    **Carlotta Collette, Chair**

**Upcoming JPACT meetings:**

- **August 1, 2013** – regular JPACT meeting (*Note, one week early in observance of Eid al Fitr on August 8*)
- **September 12, 2013** – regular JPACT meeting

\* Material available electronically.

\*\* Material will be distributed in advance of the meeting.

# Material will be provided at the meeting.

*For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: [kelsey.newell@oregonmetro.gov](mailto:kelsey.newell@oregonmetro.gov). To check on closure or cancellations during inclement weather please call 503-797-1700.*

**Metro's nondiscrimination notice**

Metro respects civil rights. Metro fully complies with Title VI of the Civil Rights Act of 1964 that bans discrimination on the basis of race, color or national origin. For more information on Metro's civil rights program, or to obtain a Title VI complaint form, visit [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights) or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. All Metro meetings are wheelchair accessible. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1536 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 7 business days in advance of the meeting to accommodate your request. For up-to-date public transportation information, visit TriMet's website at [www.trimet.org](http://www.trimet.org).

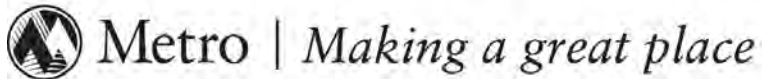
## **2013 JPACT Work Program**

7/3/13

<b><u>May 9, 2013</u></b> <ul style="list-style-type: none"><li>• 2013-15 UPWP and MPO self-certification – Action requested</li><li>• 2035 RTP Amendments – Action Requested</li><li>• Climate Smart Communities: Updated Phase 2 Investment Choices and Evaluation Criteria – Action</li><li>• Regional Flexible Fund projects – Public Input Process – Information</li></ul>	<b><u>June 13, 2013</u></b> <ul style="list-style-type: none"><li>• Regional Active Transportation Plan – Information</li><li>• 2014 Regional Transportation Plan update – Informational/Discussion</li><li>• Transit funding and the MTIP Process – Information</li><li>• Transportation Control Measure Substitution: Air Quality Compliance Briefing – Information</li></ul>
<b><u>July 11, 2013</u></b> <ul style="list-style-type: none"><li>• Regional Active Transportation Plan Process and Timeline – Comment from the Chair</li><li>• RFFA Step 1 Region-wide Programs - Information</li><li>• 2014 RTP update work program – Information/ Discussion</li></ul>	<b><u>August 1, 2013</u></b> <ul style="list-style-type: none"><li>• Recommendation to STIP Committee on ODOT Enhance projects – Action</li><li>• Regional Active Transportation Plan – Discussion</li><li>• Metro Administered Transportation Alternative Program Project Delivery Contingency Fund: Proposal – Information</li><li>• Transportation Control Measure Substitution: Air Quality Compliance Briefing – Action</li></ul>
<b><u>September 12, 2013</u></b> <ul style="list-style-type: none"><li>• Local Coordinating Committee RFFA Public Hearings Summaries – Information</li><li>• Southwest Corridor Plan – report on Steering Committee recommendation – discussion/action</li><li>• Acceptance of work done to date on the Regional Active Transportation Plan – Action</li></ul>	<b><u>October 10, 2013</u></b> <ul style="list-style-type: none"><li>• RFFA projects – Action</li><li>• Southwest Corridor: Steering Committee Recommendation – Information</li><li>• Recommendation to Metro Council – Transportation Control Measure Substitution – Action</li></ul>
<b><u>November 14, 2013</u></b> <ul style="list-style-type: none"><li>• Climate Smart Communities: Phase II findings – Information</li><li>• Public engagement guide – Action</li></ul>	<b><u>December 12, 2013</u></b> <ul style="list-style-type: none"><li>• Climate Smart Communities: Phase II findings – Discussion</li></ul>

### **Parking Lot:**

- Regional Indicators briefing
- Hole-in-the Air Rulemaking – Review Comment Letter
- Post 2013 Legislative Session update



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION  
June 13, 2013  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman  
Carlotta Collette, Chair  
Shirley Craddick  
Nina DeConcini  
Denny Doyle  
Donna Jordan  
Charlie Hales  
Kathryn Harrington  
Neil McFarlane  
Diane McKeel  
Paul Savas  
Jason Tell

AFFILIATION

City of Vancouver  
Metro Council  
Metro Council  
Oregon Department of Environmental Quality  
City of Beaverton, representing Cities of Washington Co.  
City of Lake Oswego, representing Cities of Clackamas Co.  
City of Portland  
Metro Council  
TriMet  
Multnomah County  
Clackamas County  
Oregon Department of Transportation, Region 1

MEMBERS EXCUSED

Shane Bemis  
Roy Rogers  
Steve Stuart  
Don Wagner  
Bill Wyatt

AFFILIATION

City of Gresham, representing Cities of Multnomah Co.  
Washington County  
Clark County  
Washington State Department of Transportation  
Port of Portland

ALTERNATES PRESENT

Lisa Barton Mullins  
Bart Gernhart  
Susie Lahsene

AFFILIATION

Cities of Multnomah County  
Washington State Department of Transportation  
Port of Portland

**STAFF:** Michelle Bellia, Beth Cohen, Andy Cotugno, Colin Deverell, Kim Ellis, Mia Hart, Tom Kloster, Ted Leybold, Robin McArthur, Lake McTighe, Josh Naramore, Kelsey Newell, Ramona Perrault, Nikolai Ursin, Ina Zucker.

**1. CALL TO ORDER, DECLARATION OF A QUORUM& INTRODUCTIONS**

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:32 a.m.

**2. CITIZEN COMMUNICATIONS ON IPACT ITEMS**

There were none.

### **3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS**

Chair Collette updated members on the following items:

- Senator Bruce Starr is seeking \$2 million for a Westside transportation study.
- HB 3316 will be amended to call for the Secretary of State to conduct an audit of TriMet.
- ConnectOregon, SB 260 and HB 2310, are in Ways and Means to determine which bill will advance or if the two bills will merge, in addition to determining the level of funding.
- The Clackamas County Rural ACT, HB 2945, did not go through.
- VMT fees, HB 2453, would charge a per-mile fee for vehicles with an equivalent of 55 MPG or more. SB 810, which would create a voluntary stop-in program, was amended into HB 2453. HB 2453 was heard in the Ways and Means Committee. The bill requires 36 votes in the House and 18 votes in the Senate to move forward.
- The prior OMPOC meeting discussed the Hole-in-the-Air Rule and scenario planning conducted by Oregon's MPOs, notably Eugene-Springfield and Corvallis-Albany. Alignment selection for the Oregon Passenger Rail Project is scheduled for Fall 2013 and new Talgo trains, "Mt. Jefferson" and "Mt. Bachelor," are in testing. The next OMPOC meeting will be held May 16 in Bend. Mayor Denny Doyle has agreed to be the JPACT representative.
- The Climate Smart Communities Project (CSC) was presented to the Land Conservation and Development Commission (LCDC). The LCDC expressed their support of the project and assigned Jerry Lidz as the project liaison from the commission. On June 8 the Council recommended staff move forward with analysis. Results on strategies, investment levels, and policies to achieve greenhouse gas reduction targets are available fall 2013. Councilor Kathryn Harrington stated the LCDC sub-committee, Local Officials Advisory Committee (LOAC), has received updates on CSC findings and analysis and ensured the projects were presented at the Oregon League of Cities Conference. LOAC expressed their appreciation and support of Metro's work with the CSC.
- JPACT issued two letters of support for the TIGER V grant program for the Canyon Road project and the Portland Marine Terminal project. Both projects ranked equally and JPACT did not identify a priority project.

Mr. Jack Burkman provided an update on the I-5 bridge replacement, which is in its second special session. Washington State needs to approve a budget to assess the source of funding for the bridge replacement by Washington.

Mr. Jason Tell of ODOT provided an update on "Hole in the Air" Freight Plan Amendments, statute ORS 366215. In accordance with state law, amendments to Oregon Highway Plan were created in 2011 and an administrative rule was released for public comment on June 1. A public hearing on the proposed rule will be held July 15 at Wilsonville City Hall. Members expressed concern in regards to how the amendment will affect intermodal connectors.

### **4. CONSENT AGENDA**

**MOTION:** Councilor Harrington moved, Councilor Donna Jordan seconded, to adopt the JPACT Minutes for May 9, 2013.

**RESULT:** With all in favor, the motion passed.

## **5. TRANSIT FUNDING AND THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM**

Mr. Neil McFarlane of TriMet provided context for the Metropolitan Transportation Improvement Program (MTIP) by summarizing the retrenchments at TriMet over the past five years, including reductions in service and salaries and fare increases. TriMet has set aggressive targets to increase ridership, increase funding, and maintain cost structure. Mr. McFarlane emphasized the importance of all regional jurisdictions working together on the regional transit system and highlighted the Transit Investment Priorities (TIP) as an important funding source.

Mr. Ted Leybold of Metro provided an overview of the MTIP. The MTIP ensures financial capacity for projects, coordinates project implementation to planning activities and between agencies, provides public transparency of the funding process, and fulfills a requirement to maintain federal funding. In order to coordinate project implementation and funding and to ensure compliance with federal planning direction, all federally funded and regionally significant transportation projects must be in the MTIP to be eligible for funds.

Mr. Eric Hesse of TriMet stated the TIP serves as TriMet's policy framework for decision making about investment priorities and capital improvements with partners. TIP is undergoing changes, including network design and management criteria and incorporating new policy standards into the evaluation process through Federal Title VI. TriMet is looking to provide more information to the general public to understand and improve the safety and efficiency of transit operations through route, stop, and jurisdictional information. The intention is to bridge service requests with technical analysis to define the needs of riders.

Service Enhancement Plans is a different approach to service planning. Mr. Hesse provided an overview of each district's vision, beginning with the Westside, encompassing Beaverton, Hillsboro, Cornelius, Forest Grove, and Washington County, to define the model given the changes in residential growth since its last transportation study. TriMet is hoping to complete jurisdictional analysis within the next several years and move forward with regional priorities and implementation. The Westside plan focused on listening and learning through conducting listening tours and a public survey to assesses the regional vision, coupled with demographic analysis to study working and living patterns. The plan identifies near-term low-cost improvements, long-term vision for service, public/private partnerships for improved operations, and access to transit needs and pedestrian improvements. Service Enhancement Plans will guide transit growth in CSC, specifically in Scenario C. Full implementation will require a reform in TriMet's cost structure, continued employment growth, and partnerships for safer streets and transit policy.

FY 14 budget priorities focus on fiscal stability and service reliability as the two key agency priorities. TriMet's FY14 budget works to ensure long-term fiscal stability by addressing employee and retiree medical benefits and pension funding. The elements of service reliability assume no fare increases and service cuts, state of good repair, and service fixes concerning overcrowded transit lines and improved connections. FY 14 budget assumptions include modest growth, no federal funding surprises, and that TriMet's current labor contract proposal is successful. Priorities are replacing buses and adding operators to accommodate the agency's revised service hours policy.

The MTIP Regional Flexible Funds (RFFA) is historically focused on Regional Rail Bonds and Bus Stop Development, and Employer Outreach. Mr. Hesse highlighted the successes of the Bus Stop Development Program and noted the program is no longer directly funded as a stand-alone

program by regional flexible funds. The improvements needed are often not within TriMet's control. The Portland-Milwaukie LRT is on time and within budget for a September 2015 opening.

There are several MAP-21 funding impacts including transit enhancements: 5307 Urbanized Area Formulas is stable, but vulnerable; 5337 State of Good Repair increased \$5.5 million; 5339 Bus Formula increased \$2.7 million to help accelerate bus replacements; JARC is no longer funded; New Freedom is eliminated and has been incorporated into 5310 the Elderly and Disabled Transportation Program.

Member discussion included:

- Members inquired what the payroll tax represents as a percent of the federal budget. Mr. Hesse stated the payroll tax ranges from 60% to 65% of the operating budget.
- Members commented that transit is facing a common problem related to emphasizing the importance of operations and maintenance, which is a difficult area to engage the public and policymakers.
- Members asked which topics resonated with MPAC member at the June 12 meeting. Mr. Hesse stated MPAC members were excited about the visions in development, but expressed concern in regards to attainability of costs given current economic conditions. Mr. Hesse commented that working together to develop and implement these visions is crucial and cited the Service Enhancement Plans as a different approach to support this discussion.
- Members asked about where fare collection fits in with improving ridership. Mr. Hesse stated TriMet is working on a mobile ticketing app, which will transition into an electronic system, to increase efficiency, flexibility, and cost effectiveness related to fare collection.

## **6. REGIONAL ACTIVE TRANSPORTATION PLAN**

Councilor Harrington introduced herself as the Active Transportation Plan (ATP) Council liaison and provided an overview of the project. The ATP was developed with the regional Stakeholder Advisory Committee, as an action plan stemming from the RTP 2035. The ATP addresses public demand for solutions related to safety and comfort for biking and walking in the region and increased access to transit.

Ms. Lake McTighe of Metro provided a brief overview of the Active Transportation Plan (ATP). The ATP is a modal plan (similar to the RTP freight and HCT plans) informing the RTP, originally identified as an implementation activity in the 2035 RTP. The importance of the plan is attributed to social and economic benefits through increasing safety, independence, for walking and bicycling and access to transit through active transportation choices. The ATP is a vision for the future that builds on existing plans to knit together local projects and routes to achieve a complete and seamless regional network that makes accessing destinations easy, comfortable, and safe.

Most of the ATP routes and policies are not new – they build on existing local plans. What is new is updated and new functional classifications for regional walking and bicycling routes/facilities. Suggested design guidelines are new for the RTP but are drawn from designs currently used in the region which are proving to lead to more walking and bicycling. The plan focuses on examining key corridors currently used for bicycling for future development. Bicycle network functional classes are categorized as Regional Bicycle Parkways as the 'spine of the network,' Regional Community Bikeways connecting to Parkways, and Local Bikeways on low traffic streets. Pedestrian network

functional classes are categorized as Regional Pedestrian Parkways, Community Pedestrian Corridors, and Local Pedestrian Connectors. ATP policies include making walking and bicycling the most convenient and enjoyable transportation choices for short trips; developing a well-connected regional network of complete streets and off-street paths that is integrated with transit and prioritize safe, convenient and comfortable pedestrian and bicycle access for all ages and abilities; ensuring that the regional active transportation network equitably serves all people; completing pedestrian and bicycle networks; utilizing data and analysis to guide transportation investments.

Ms. McTighe noted the supplemental handout shows track changes of recommended policies and implementing actions and a brief overview of questions and comments to clarify what the plan will and will not do. Communities have voiced their desire to expand choices related to their mode of transportation, most notably in short trips. The ATP will not require local jurisdictions to build pedestrian or bicycle projects above or beyond minimum requirements already established in local plans. Additionally, the plan will not add requirements to the RTFP, change current regional funding policies, reallocate funding, or require that jurisdictions add new projects to the RTP.

A draft plan will be finalized by June 30, 2013. Input on the plan from Metro Council and advisory committees will take place in July and August and seek acceptance August through September. The ATP will be incorporated into the RTP in November 2014 and potential changes to the Regional Transportation Functional Plan will take place in the 2018 RTP update.

Member discussion included:

- Ms. Diane McKeel stated Multnomah County supports Question 11 on the staff responses handout in regards to how the ATP will approach minimizing impact on the natural environment and habitat sensitive areas.
- Members expressed concern in regards to the policy implications of the intersection between bike and freight routes and suggested separating bicycle and pedestrian routes from freight routes. Ms. McTighe stated the ATP recognizes there are different approaches that will work better in different communities and trail versus on-street routes can be assessed in each community individually.
- Members suggested changing the language to read, “consider updating,” to highlight the discrepancy between making the ATP the regional priority for funding, as opposed making the ATP available for a jurisdictional discussion of regional priorities. Councilor Harrington commented that the region acknowledges an existing multi-modal system. The ATP is looking to update techniques and how to advance the existing system for the future.
- Members suggested examining how to increase ridership per dollar in lieu of discussing prioritization of funding in the future.

## **7. AMENDMENT TO THE AIR QUALITY MAINTENANCE PLAN**

Ms. Nina DeConcini of the Oregon Department of Environmental Quality updated members on the amendment to the Air Quality Maintenance Plan. The amendment is in relation to Carbon Monoxide (CO), which is an ambient air quality pollutant. The amendment to the CO plan averages out commitment to transit and increase in transit service over the life cycle of the plan to consider changes in the economy over time. The amendment requires a rulemaking with the Oregon Environmental Quality Commission in October, following a public process in the summer.

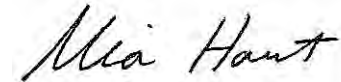


Mr. McFarlane stated there was a large growth in transit and ridership in last 25 years, but one year of significant decrease in the last five years and lower growth since due to the recession. Averaging transit service over an extended period of time is a more accurate approach, in view of the regional transit investments which span 50 to 100 years.

**ADJOURN**

Chair Collette adjourned the meeting at 9:02 A.M.


Respectfully Submitted,



Mia Hart

Recording Secretary

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
5.0	PowerPoint	6/13/13	Transit Coordination with the MTIP	061313j-01
6.1	Handout	6/11/13	Updated Regional ATP Policy Recommendations and Follow Up Actions	061313j -02
6.2	Handout	6/12/13	Questions and staff responses regarding the ATP	061313j-03
6.3	PowerPoint	5/9/2013	A Regional Active Transportation Plan	061313j-04

 **Metro** | *Memo*

Date: July 3, 2013  
To: Joint Policy Advisory Committee on Transportation and interested parties  
From: Lake McTighe, Transportation Planner  
Subject: Update on process, timeline and next steps for the Regional Active Transportation Plan

---

The development of the ATP was identified as a follow up implementation activity in the 2035 RTP. The implementation activity identified the need for a plan to coordinate local visions and plans to develop a complete pedestrian and bicycle network integrated with transit. The ATP is intended to better prepare the region to take advantage of funding opportunities for active transportation and to invest strategically and efficiently so that past and ongoing local efforts add up to a comprehensive, connected and complete network to better serve citizens. Metro and partners, including a regional Stakeholder Advisory Committee, have been working on the development of the ATP since January 2012. Identifying tools to help achieve local and regional transportation goals, plans and targets for active transportation is a key focus of the project.

A draft of the ATP is available for JPACT and other stakeholders for review, discussion and refinement. (See attached link to the plan and appendices.)

At the September 12 meeting, staff will be seeking a recommendation from JPACT to accept work completed to date (including changes/refinements made in July and August) on the ATP and to move forward working with jurisdictions, agencies and stakeholders to prepare amendments to the Regional Transportation Plan and project list at part of the RTP update in 2014. *A draft of the acceptance resolution is attached.*

In response to members of JPACT and other stakeholders, Metro has revised the timeline to review and refine the draft plan. The revised timeline is provided below.

June 25 Metro Council work session – *update on process and timeline, overview of plan elements*

June 26 MPAC- *update on process and timeline, overview of plan elements*

June 28 TPAC - *update on process and timeline, response to questions and concerns*

July 10 ATP Stakeholder Advisory Committee – *discussion and provide direction to staff on recommendation to Metro Council*

July 11 JPACT – *comments from the chair, update on process and timeline*

July 19 TPAC – *discussion and provide direction to staff on recommendation to Metro Council*

July 18 Metro Council work session – *discussion and provide direction to staff to refine plan*

July 17 MTAC - *discussion and provide direction to staff on recommendation to Metro Council*

August 1 JPACT - *discussion and provide direction to staff on recommendation to Metro Council*

August 14 MPAC - *discussion and provide direction to staff on recommendation to Metro Council*

August 21 MTAC - *recommendation to MPAC on acceptance of work done to date on the*

August 30 TPAC- *recommendation to JPACT on acceptance of work done to date on the ATP, recommendation to Metro Council*

September 11MPAC - *action on acceptance of work done to date on the ATP, recommendation to Metro Council*

September 12 JPACT - *action on acceptance of work done to date on the ATP, recommendation to Metro Council*

September 26 – *Metro Council action on recommendation from MPAC and JPACT*

***Integration into the RTP will involve refining the plan with stakeholder input and drafting changes/updates to the RTP.***

- August through September 2013– Refine elements of the ATP based on stakeholder input
- October - June 2014 - Networks and policies recommended for incorporation into the RTP
- 2018 RTP update – ATP changes to the Regional Transportation Functional Plan considered

# MAKING A GREAT PLACE



## What is active transportation?

Active transportation is getting where you need to go actively. Walking, riding a bicycle, using a mobility device and accessing public transportation are all active travel.

Active travel has health benefits, helps keep our air and water clean, reduces household transportation costs, creates vibrant communities, relieves congestion, improves mobility for freight and supports economic development.

## Stakeholder Advisory Committee

Hal Bergsma, Tualatin Hills Park and Recreation District

Allan Berry, City of Fairview

Todd Borkowitz

Aaron Brown

Brad Choi, City of Hillsboro

Jeff Owen, TriMet

Roger Geller, Portland Bureau of Transportation

Heidi Guenin, Upstream Public Health

Suzanne Hansche, Elders in Action

Katherine Kelly, City of Gresham

Lori Mastrantonio-Meuser, Clackamas County

Kate McQuillan, Multnomah County

Councilor Jose Orozco, City of Cornelius

Shelley Oylear, Washington County

Lidwien Rahman, ODOT

Derek J. Robbins, City of Forest Grove

Stephanie Routh, Oregon Walks

Rob Sadowsky, Bicycle

Transportation Alliance

Allan Schmidt, Portland Parks and Recreation

# A Regional Active Transportation Plan (ATP)

## What is the ATP?

- **Vision.** A collaborative effort of a regional Stakeholder Advisory Committee and stakeholders that builds on existing networks and successes.
- **Plan.** The plan knits together local projects and routes to achieve a complete and seamless network that makes accessing destinations easy, comfortable and safe.
- **Policies.** A set of policies and actions to help achieve local and regional plans, desired outcomes, goals and targets.

## What will the plan do?

- **Update regional bicycle and pedestrian networks maps.** The ATP networks build on the existing pedestrian and bicycle networks in the 2035 Regional Transportation. A few new routes were identified in the planning process. Many routes are already built out. The new networks make use of existing routes and identify corridors where the demand for walking and bicycling currently exist or are anticipated to grow. Access to transit and key destinations is emphasized.
- **Provide a vision for the role active transportation can play in achieving the region's desired outcomes.** Benefits associated with active travel play a role in achieving adopted regional outcomes.
- **Provide new and updated functional classifications for the bicycle and pedestrian networks.** Functional classes clarify how regional active transportation routes function in the broader transportation network. Many active transportation routes are also routes used by freight and transit. Pedestrian and bicycle



Trips made by bicycling have increased over 190% since 1994.



Active transportation makes using transit easier – it helps complete the last mile.



Making trips actively keeps people healthy and happy.

#### Learn more:

[www.oregonmetro.gov](http://www.oregonmetro.gov) – search for active transportation

#### Get in touch:

503-797-1660 or  
lake.mctighe@oregonmetro.gov

functional classes describe the ideal vision for routes, with the understanding that plans and projects need to be developed in a context sensitive manner and balance all modes. Bicycle parkways are a new functional class intended to provide a direct, connected spine of bikeways linking the region. Pedestrian parkways are a new functional classification and mirror frequent transit routes and connect people to essential destinations.

- **Provide suggested design guidelines.** Guidelines are based on accepted best practices. Local jurisdictions can choose to meet the optional guidelines or to implement projects using minimum requirements. The purpose of the design guidelines is to illustrate the potential, with the understanding that constraints and tradeoffs will be addressed as projects are designed.
- **Identify guiding principles.** Principles to guide development of projects to result in an active transportation network that will support achieving regional transportation goals.
- **Identify bicycle, pedestrian and trail projects in the RTP that achieve outcomes.** Many projects to complete the plan are already in the RTP. Some new projects will be recommended. Projects are identified that will help increase access and safety, increase safety and access for underserved communities, and increase pedestrian and bicycle activity.
- **Build on existing regional policies for walking and bicycling and suggest actions to help implement policies.** Five policies are identified to help implement local and regional visions for walking and bicycling. Actions are suggested steps that will help achieve policy outcomes.

### What does it not do?

- Does not require that local jurisdictions build pedestrian or bicycle projects above or beyond minimum requirements.
- Does not add any requirements to the Regional Transportation Functional Plan (the RTFP) the RTP's implementing plan. Updates to the RTFP will be considered in the 2018 update of the RTP.
- Does not change regional funding policies. Follow up ATP actions do recommend exploring changes to regional flexible funds as a tool to implement the plan and could be undertaken in the next MTIP policy update process.
- Does not reallocate current funding.
- Does not require that jurisdictions add new projects to the RTP.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE ) RESOLUTION NO.  
REGIONAL ACTIVE TRANSPORTATION )  
PLAN TO ACKNOWLEDGE WORK ) Introduced by Councilor Kathryn Harrington  
COMPLETED TO DATE

WHEREAS, the Metro Council, through adoption of policies in the 2035 Regional Transportation Plan (RTP), supports the completion of a fully developed regional active transportation network; and

WHEREAS, the RTP identifies development of a Regional Active Transportation Plan (ATP) as an implementation activity that is a critical part of the identified strategy to develop the regional active transportation network; and

WHEREAS, planning and implementing a regional active transportation network is a component of the Metro Council's work on climate change and green house gas reduction; and

WHEREAS, the Metro Council adopted Resolution No. 11-4239 (For the Purpose of Supporting Development of a Regional Active Transportation Plan) directing staff to apply for a Transportation Growth Management grant application to the Oregon Department of Transportation to help fund the Regional Active Transportation Plan; and

WHEREAS, Metro worked with a regional Stakeholder Advisory Committee and other stakeholders to develop the ATP, which updates the regional pedestrian and bicycle networks, proposes new functional classifications, design guidelines, policies and implementing actions that will help achieve the region's Six Desired Outcomes, local and regional transportation plans, goals and performance targets; and

WHEREAS, the ATP recommended project list will be available for cities, counties and agencies to consider incorporating into the RTP project list; and

WHEREAS, local plans are not required to be consistent with the ATP until it is adopted into the RTP; NOW THEREFORE

BE IT RESOLVED that the Metro Council:

- 1. Accepts the Regional Active Transportation Plan, attached to this resolution as Exhibit A, and acknowledges work completed to date.
- 2. Directs staff to work with jurisdictions, agencies and stakeholders to prepare amendments to the Regional Transportation Plan and project list at part of the RTP update in 2014.

ADOPTED by the Metro Council this X day of September, 2013.

---

Tom Hughes, Council President

Approved as to form:

Alison Kean Campbell, Acting Metro Attorney

MAKING A  
GREAT  
PLACE



CLICK HERE FOR FULL REPORT



REGIONAL

# ACTIVE TRANSPORTATION PLAN

REVIEW DRAFT

JULY 2013



[www.oregonmetro.gov](http://www.oregonmetro.gov)

# **Existing Conditions, Findings and Opportunities Report**

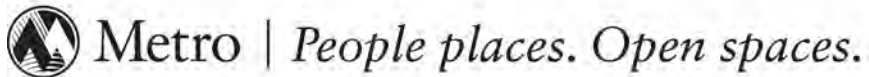
Regional Active Transportation Plan

August 28, 2012

**DRAFT 2– Advisory Committees and Metro  
Council Review Copy**



**Metro** | *Making a great place*



August 8, 2012

Bill Blosser, Chair  
Oregon Environmental Quality Commission  
811 SW Sixth Avenue  
Portland, OR 97204-1390

Dear Chair Blosser and Members of the Commission:

We are writing in support of the proposed substitution in how the transit component of our transportation control measures (TCMs) is documented. Since late 2011, we have been working with TriMet, the Department of Environmental Quality (DEQ) and Environmental Protection Agency (EPA) to address a flaw in how the transit TCM is calculated.

As originally adopted, increases in transit service in our region are tracked on a rolling five-year average as a way to ensure continued progress toward the 10-year goal of averaging at least one percent growth in transit service per year, as required in the State Implementation Plan (SIP) per our TCM. Because our region has a strong commitment to transit, we easily exceeded this level of service growth for many years, until the dual impact of rapidly rising fuel prices and the Great Recession in 2008 resulted in a brief period of transit service reductions.

Our transit service levels have since rebounded, and we continue to exceed the overall growth in transit set by the TCMs, as required by the SIP. However, the existing calculation method of our transit TCM under-calculates the region's overall 10-year commitment to transit. The proposed substitution before the Commission simply recognizes this broader trend, and uses an overall average as the method of calculation. The new method is a more intuitive way to measure our commitment to transit, as it better captures the cumulative air quality benefits that come from the overall amount of bus, streetcar, light rail and commuter rail services that is available on our system.

To date, we have not had to rely on the TCMs to demonstrate air quality conformity, but we continue to see the TCMs as an important reminder of the many benefits of making major investments in transit service and bicycle and pedestrian infrastructure. This includes leveraging the 2040 Growth Concept, our regional strategy for managing growth in the region, and allocating our overall regional emissions budget with economic growth in mind.

As you know, we are currently involved in the Climate Smart Communities project, a collaborative regional effort to meet statewide targets for greenhouse gas emissions. While the TCMs were not adopted with climate change in mind, they nevertheless serve as an important part of the climate scenarios that we are evaluating, as they are core to the no-sprawl land use strategy that is at the heart of the Climate Smart project.

Once the Commission has acted on the proposed TCM substitution this fall, we will be adopting it into our own plans, as it will become the basis for a critical update to the Regional Transportation Plan (RTP) in 2014. The TCM substitution will also be used to conform an updated Metropolitan

Transportation Improvement Program (MTIP) in 2014 that will allocate \$96.6 million in federal flex funds to an array of projects and program that heavily emphasize transit, bicycle and pedestrian improvements, moving our region forward in our effort to further implement the 2040 plan.

Thank you for the opportunity to comment, and for your support of our efforts to create a vibrant, healthy, sustainable region.

Sincerely,

Carlotta Collette,  
Metro Councilor and JPACT Chair

Tom Hughes  
Metro President

DRAFT



## Metro | Memo

Date: July 11, 2013  
To: JPACT  
From: John Mermin, Senior Transportation Planner  
Re: 2014 Regional Transportation Plan (RTP) work program

---

### Introduction

In 2014, Metro is required to complete a periodic update of the Regional Transportation Plan (RTP) in order to maintain continued compliance with the federal Clean Air Act. The U.S. Department of Transportation (DOT) and the U.S. Environmental Protection Agency (EPA) approved and acknowledged the 2035 RTP air quality conformity determination on Sept 20, 2010. Under federal regulations, the RTP must be updated every four years to ensure that the plan adequately addresses future travel needs and is consistent with the federal Clean Air Act.

As a result, a new plan demonstrating conformity with the Clean Air Act must be approved and acknowledged by US DOT and US EPA in a formal conformity determination by September 20, 2014, when the current US DOT/US EPA conformity determination for the 2035 RTP expires. Staff is proposing to submit the updated plan to USDOT/EPA by July 24, 2014 to allow time for their review prior to conformity expiring. If the conformity determination expires, the plan is considered to “lapse,” **meaning that federally-funded transportation improvements could not be obligated during the lapse period.** This consequence would apply to engineering, right-of-way acquisition or construction of any federally funded or permitted transportation project, except those defined as exempt because they do not have the possibility of increasing vehicle emissions.

### Scale of 2014 RTP update

An important related project currently underway is the state mandated Climate Smart Communities (CSC) project which is required to be completed by December 2014 and is expected to have major recommendations for the Regional Transportation Plan. Because of the short timeline, limited available resources and overlap with the CSC project, the 2014 RTP work program must be scaled to focus on critical policy and project updates needed in the near term, while deferring less urgent or developed issues to the subsequent RTP update (which will also incorporate CSC recommendations). See attached work program summary.

A major focus of the 2014 update will be on meeting state and federal requirements, and incorporating a few regional initiatives including the Regional Active Transportation Plan, Regional Safety Plan and establishing a definition and policy for auxiliary lanes. The next RTP update (which will be required to be adopted by 2018) is proposed to be a more expansive effort that involves broader public discussion of plan policies and projects. Projects included in this update will be limited to those that have have been subject to a previous public process. This approach continues the past cycle of every other update reopening a discussion of the RTP on a more fundamental level.

### **Background on the RTP**

The 2035 RTP was developed to include separate layers of planned projects and programs that respond to differing federal and state planning mandates. These layers are:

- the **2035 RTP federal priorities** (AKA “financially constrained system”), which responds to federal planning requirements, and is based on a financial forecast of limited funding (“reasonably likely”) over the 20-year plan period. To be eligible for federal funding, projects must be included in the financially constrained system.
- the **2035 RTP Investment Strategy** (AKA “state system”) which responds to state planning requirements to develop a system that adequately serves the region’s land use vision, the 2040 Growth concept, and assumes significant new revenue over the 20-year plan period.

### **Next Steps**

This summer staff will develop materials to inform major tasks, e.g. existing conditions, policy updates and a project solicitation packet. The Fall will include assembly of major work products, e.g. updating project lists within each sub-region. The Winter will include modeling and evaluation of system performance and the Spring will include public comment on the draft plan and adoption proceedings.



## 2014 Regional Transportation Plan

*John Mermin, Project Manager*

**GOAL:** Adoption of a Regional Transportation Plan that advances the region’s six desired outcomes and meets federal and state requirements.

### **METRO ROLE:**

Adopt a Regional Transportation Plan that is informed by local and regional goals, technical analysis, and advisory committee and stakeholder input.

### **PROGRAM OBJECTIVES:**

- Provide the Metro Council with a sound basis for an informed decision to update the Regional Transportation plan
- Emphasize the need for local and regional investments to achieve vibrant downtowns, main streets, and employment areas
- Increase regional coordination
- Comply with Oregon’s Statewide Planning Goals and the Federal MAP-21 provisions
- Adopt the plan prior to its federal air quality conformity expiration date, thus avoiding a “lapse” that would stop the flow of federal transportation funds to our region

### **WORK PROGRAM ELEMENTS:**

This work program will be accomplished using the following approach:

- Coordinate with local jurisdictions and State to develop financially constrained revenue forecast
- Set up a process for local coordinating committees (and Portland/Port of Portland) to submit updated project lists for the financially constrained system as well as the more aspirational “state” system that fit within revenue projections
- Model the financially constrained system and demonstrate conformity with the Clean Air Act.
- Update policy elements of the RTP to address federal and state requirements and recent regional initiatives
- Defer less urgent or less developed elements to next RTP update – see table on page two.

### **RELATED PROJECTS/PROGRAMS:**

- Climate Smart Communities Scenarios
- Metropolitan Transportation Improvement Program
- Transportation Control Measures revisions
- Metro Equity Strategy
- Integrated mobility corridors (SW Corridor/East Metro Connections Plan)
- Regional Safety Plan
- Regional Active Transportation Plan



**EXTERNAL PARTNERS:**

- Local jurisdictions and special districts
- Transit agencies - TriMet and SMART
- Oregon Department of Transportation
- Oregon Department of Environmental Quality
- Port of Portland
- State of Oregon Department of Land Conservation and Development
- Business and community advocacy groups

**RTP UPDATE: STAGING THE 2014 AND 2018 UPDATES**

2014 RTP update (2040 planning horizon)	2018 Update (2045 Planning horizon)
<p><u>Federal Requirements</u></p> <ul style="list-style-type: none"> <li>• MAP-21 &amp; other Federal Requirements               <ul style="list-style-type: none"> <li>○ EJ and Title VI updated planning analysis requirements</li> </ul> </li> <li>• National Highway System (NHS)</li> <li>• MAP-21 performance management targets</li> </ul> <p><u>State Requirements</u></p> <ul style="list-style-type: none"> <li>• Projects &amp; Functional class changes               <ul style="list-style-type: none"> <li>○ Corridor Plans (Southwest Corridor, East Metro Connections Plan, TV Highway)</li> <li>○ Local TSPs (Beaverton, Tigard, Tualatin, Wood Village, Oregon City, Wilsonville, Gresham, Milwaukie, Clackamas County)</li> </ul> </li> <li>• Freight functional class update</li> </ul> <p><u>Regional Initiatives</u></p> <ul style="list-style-type: none"> <li>• Active Transportation Plan (existing conditions and policies)</li> <li>• Regional Safety Plan recommendations</li> <li>• Auxiliary lane definition and policy discussion</li> </ul>	<p><u>Federal Requirements</u></p> <ul style="list-style-type: none"> <li>• New reauthorization requirements</li> </ul> <p><u>State Requirements</u></p> <ul style="list-style-type: none"> <li>• Climate Smart Communities recommendations</li> <li>• Mobility policy update to respond to Oregon Highway Plan amendments</li> <li>• Local TSPs</li> </ul> <p><u>Regional Initiatives</u></p> <ul style="list-style-type: none"> <li>• Regional Transportation Functional Plan (RTFP) update</li> <li>• EJ policy update to incorporate Metro equity Strategy</li> <li>• Parking policy update</li> <li>• Regional Travel Options Strategic Plan recommendations</li> <li>• Regional Freight plan recommendations</li> <li>• Regional TSMO plan recommendations</li> <li>• High Capacity Transit System Expansion policy</li> </ul>

## KEY MILESTONES AND DECISIONS TIMELINE

1. Metro Council direction on work program	June 2013
2. Release RTP project solicitation packet with revenue targets	October 2013
3. Begin conformity testing of project list with new TCMs	January 2014
4. Release Draft Plan for 45-day public comment period	March 2014
5. Complete final air quality conformity analysis release for 30-day public comment period	May-June 2014
6. Adopt plan and submit for federal and state review	July 2014
7. 2035 Regional Transportation Plan conformity expires	September 2014

## EVENTS AND PRODUCTS TO ACTUALIZE KEY MILESTONES

### **Milestone 1 (Council direction on work program):**

June 2013: Council discussion of proposed work program  
 June-July 2013: Share work program with TPAC, MTAC, JPACT, MPAC

### **Milestone 2 (Release of RTP project solicitation packet with revenue targets):**

Spring 2013: Develop draft revenue forecast  
 Summer 2013: Get feedback on forecast from local partners at TPAC finance workgroup  
 Summer 2013: Develop materials for solicitation packet including updated existing conditions & mobility corridor atlas, get feedback from TPAC on draft version  
 Summer 2013: Share enhancements to transportation model at September TPAC

### **Milestone 3 (Begin conformity testing of project list with new TCMs):**

Spring 2013 Agreement on new TCMs  
 Fall 2013 Approval of new TCMs  
 Fall 2013 Review updated policy edits responding to federal & state requirements, and regional initiatives (regional safety plan, active transportation plan, definition/policy on auxiliary lanes)  
 Fall 2013 Coordinate with Metro equity work group  
 January 2014 Code projects for modeling

### **Milestone 4 (Release Draft Plan for 45-day public comment period):**

Winter 2014 Share pilot project assessment of projects within one mobility corridor  
 Winter 2014 Complete system performance and AQ modeling of federal and state systems  
 Winter 2014 Complete environmental justice benefits and burdens analysis and Title VI disparate impacts analysis  
 Winter 2014 Propose adjustments to plan based on systems performance results  
 March 11, 2014 Brief Metro Council prior to release of draft document for public comment  
 March 12, 2014 Brief MPAC prior to release of draft document for public comment  
 March 13, 2014 Brief JPACT prior to release of draft document for public comment  
 March 21–May 5, 2014 Release draft plan for public comments (45-days)

### **Milestone 5 (Release final air quality analysis for 30-day public comment period):**

May 2014 Revise plan based on comments received in 45-day public comment period  
 May 2014 Code any project changes for final round of modeling  
 May 6, 2014 Provide Metro Council preview of potential refinements from public comments  
 May 7, 2014 Provide MPAC preview of potential refinements from public comments

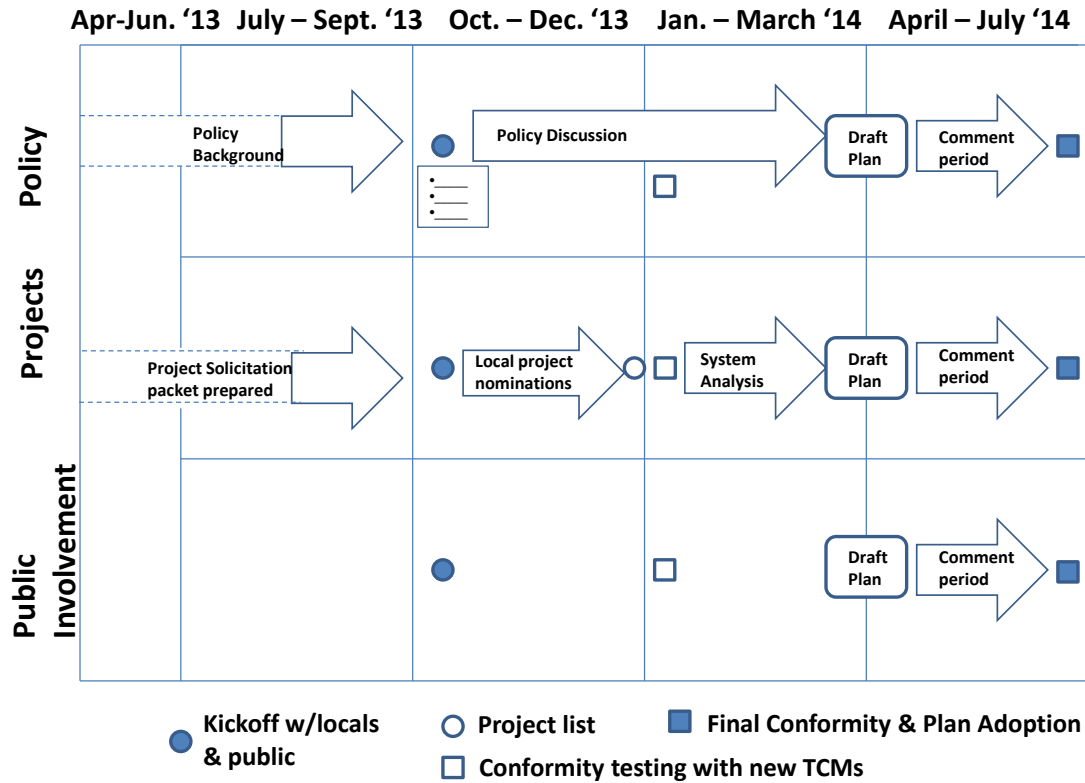


May 8, 2014 Provide JPACT preview of potential refinements from public comments  
 May 8, 2014 Begin Air Quality Conformity modeling  
 May 18, 2104 MTAC briefing  
 May 30, 2014 TPAC briefing  
 June 2 – July 2, 2014 Public comment on AQ conformity (30-days)

**Milestone 6 (Adopt plan and submit for federal and state review):**

June 4, 2014 MTAC - Recommendation  
 June 19, 2014 Metro Council - First reading  
 June 25, 2014 MPAC - Recommendation  
 June 27, 2014 TPAC - Recommendation  
 July 10, 2014 JPACT - Action  
 July 17, 2014 Metro Council - 2<sup>nd</sup> reading and Final Action  
 July 24, 2014 Transmit adopted RTP to US DOT & DLCD for review  
 Sept 20, 2014 2035 RTP conformity expires

**2014 RTP Update Timeline**



**RESOURCES ALLOCATED, TOTAL FY 2013-2014**

Staff: 2.6 FTE in Planning & Development, 1.0 FTE in Research Center, 0.08FTE in Government Affairs  
 Materials and Supplies: \$41,000

[www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)



# 2014 Regional Transportation Plan update



**JPACT**

**July 11, 2013**

Tom Kloster, RTP manager



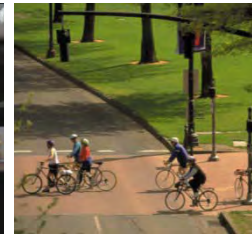
Metro | *Making a great place*

# What is an RTP?

- Required for all metropolitan regions
- Long range (20 years +) blueprint – guides regional and local planning
- Meets several federal & state requirements
- Financially constrained list of projects provides threshold for federal funding
- Supports the 2040 Growth Concept & desired outcomes.

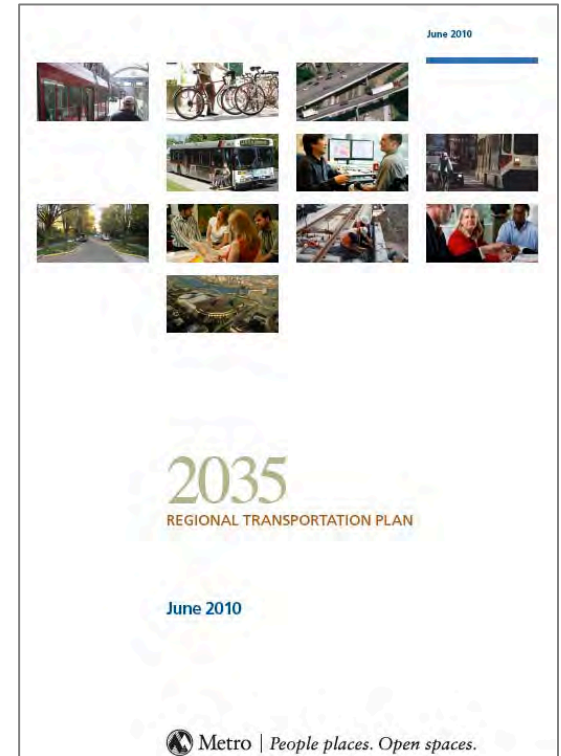
# What outcomes does the RTP help achieve?

- Vibrant Communities
- Equity
- Economic prosperity
- Clean Air & Water
- Transportation choices
- Regional climate change leadership



# Why Now?

- Required every 4 years
- Current plan expires September 2014
- If plan “lapses” we **cannot obligate any federal transportation funds**



# Federal Requirements (2014)

- MAP-21 & other new Federal requirements
  - Environmental justice and other Title VI updated planning requirements
  - National Highway System
  - Performance measurement



# State Requirements (2014)

- Projects & functional classification changes
  - **Corridor plans** (Southwest, East Metro, Tualatin Valley Highway)
  - **Local TSPs** (Beaverton, Tigard, Tualatin, Wood Village, Troutdale, Oregon City, Wilsonville, Gresham, Milwaukie, Clackamas County)
  - **Freight functional classification** update

# Regional initiatives (2014)

- Active Transportation Plan policies
- Regional Safety Plan recommendations
- Auxiliary lane definition and policy discussion





# What's coming in the next RTP update? (2018)

- Federal
  - New reauthorization requirements
- State
  - Climate Smart Communities Scenarios
  - Oregon Highway Plan - mobility policy update
  - Local TSPs
- Recommended regional initiatives
  - Update regional transportation functional plan, incorporate Metro equity strategy, update parking policy, and more...!

# Timeline...

## End of September 2013

- Project solicitation packet completed
- Financial assumptions finalized
- Policy updates prepared
- Existing conditions “snapshot” completed

## End of December 2013

- Updated project lists submitted to Metro
- Collaboration with Metro equity initiative
- Updated policies

# ...Timeline

## End of March 2014

- Initial air quality testing and system performance complete
- Draft plan released for public review

## July 2014

- Final air quality conformity completed
- Plan adopted and submitted to USDOT and DLCD

# Coordination with other Metro initiatives

- Corridor planning efforts
- Metro Equity Strategy
- Climate Smart  
Communities (e.g. existing  
conditions “snapshot”)
- Others?

# Next Steps

- MTAC briefing
- MPAC briefing

# Questions?



Materials following this page were distributed at the meeting.

ODOT REGION 1: Fix-it Project Listing (2016-2018)

2016-2018 STIP Preservation Allocation \$ 26,100,000  
 Proposed Preservation Project Amount \$ 26,100,000  
 % List 100.0%

Project ID	Project Type	Project	Problem Description	Goals & Objectives	Scoping Estimate	Matched w/ Other Fix-it Projects	Matched w/ Enhance Projects
<b>PRESERVATION - 100% LIST</b>							
F-PR1	Pavement Preservation	OR-211: HWY 213 to Meadowbrook (PE Only)	Road condition is fair to poor. This section of hwy is a very good candidate for 1R treatment to keep it from falling into the 3R category and increasing costs.	Add useful life to the pavement and prevent significant pavement degradation.	\$ 255,000		E18
F-PR2	Pavement Preservation	OR-212: Richey Rd to OR-26	Pavement condition is poor and starting to rapidly deteriorate. This section has cracking, delaminating and pot holes. Maintenance patch has held this section together but will need a 3R treatment. This is a main connector to hwy 26 from I205.	Repair pavement to fair or better condition and improve ADA access, if necessary	\$ 2,666,000	F-SP2	E72
F-PR3	Pavement Preservation	OR-213: Mulino to Blackman's Corner	Pavement condition has started to erode. Showing cracking and pot holes. This pavement is in fair to poor condition. Maintenance patching is needed to keep in the 1R category. This is a good project to assure cost do not significantly increase due to pavement failure.	Bring pavement to fair or better condition,	\$ 2,627,000	F-OP23	E54
F-PR5	Pavement Preservation	OR-99E: SW Berg Parkway to Pudding River	Pavement condition is fair to poor. Bringing this section of roadway to fair or better would ensure that the section does not rapidly deteriorate increasing repair costs. It currently needs maintenance patching as F mix had deteriorated. This is crucial to keep it in the 1R category out to 2018.	Bring pavement to fair or better condition,	\$ 1,866,000		
F-PR6	Pavement Preservation	OR99E: Pine St - SW Berg Pkwy (Canby) Sec. (PE Only)	Road condition is poor. This section is 3R or 4R. Potholes and rough sections. Cracking of pavement sections delaminating.	Bring pavement to fair or better condition.	\$ 300,000		E75
F-PR7	Pavement Preservation	OR-99E: SE Harold St to SE Harrison St	Road condition is fair to poor. Pavement shows cracking and delaminating. This is a 3R section with high traffic. Maintenance paving is currently holding section together and will continue to need further attention.	Bring pavement to fair or better condition.	\$ 7,206,000	F-OP11	E75
F-PR8	Pavement Preservation	US-26: NW Mountaindale Rd to NW Glencoe Rd	Road condition shows evidence of rutting. This section of Hwy is in fair condition as of 2010 and is expected to fall to poor out to 2018. It will be very important to pave this section before it drops further down in the ratings. Cost to repair will be significantly higher and fall out of the 1R category to 3R.	Add useful life to the pavement and prevent significant pavement degradation.	\$ 1,566,000		
F-PR9	Pavement Preservation	US-30: NW Bridge Ave to McNamee Rd **	Pavement condition is poor and starting to rapidly deteriorate. This section of hwy has pot hole, cracking and delaminating. Maintenance patching will be needed to hold its current condition. This section will drop rapidly in condition if not paved out to 2018.	Bring pavement condition to fair or better and prevent significant pavement degradation.	\$ 4,691,000		
F-PR10	Pavement Preservation	OR213: Lindy to King	Road condition is fair to poor.	Bring pavement to fair or better condition.	\$ 2,500,000		
F-PR11	Pavement Preservation	Region 1 Pavement Reserve			\$ 2,423,000		
<b>REGION 1 100% PRESERVATION TOTAL</b>					<b>\$26,100,000</b>		

\*\* Cost is actually \$6,491,000 - Agency priority program is providing \$1.8M towards this project



2016-2018 STIP Operations Allocation  
Proposed Operations Project Amount  
% List

\$ 15,759,450  
\$ 15,775,000  
100.1%

Project ID	Project Type	Project	Problem Description	Goals & Objectives	Scoping Estimate	Matched w/ Other Fix-it Projects	Matched w/ Enhance Projects	
<b>OPERATIONS 100% LIST</b>								
F-OP2	Full Signal Upgrade	OR213: Burnside	Signal is old and difficult/costly to maintain.	Upgrade signal to meet current standards to improve safety of the traveling public.	\$5,675,000			
F-OP4	Full Signal Upgrade	OR213: NE Wasco St. (Portland)	Signal is old and difficult/costly to maintain. The span is supported by a wood utility pole that can result in possible clearance issues.	Upgrade signal to meet current standards to improve safety of the traveling public.				
F-OP5	Full Signal Upgrade	OR213: SE Flavel (Portland)	Signal is old and difficult/costly to maintain.	Upgrade signal to meet current standards to improve safety of the traveling public.				
F-OP6	Full Signal Upgrade	OR213: SE Foster	Signal is old and difficult/costly to maintain.	Upgrade signal to meet current standards to improve safety of the traveling public.				
F-OP7	Full Signal Upgrade	OR213: SE Mill (Portland)	Signal is old and difficult/costly to maintain.	Upgrade signal to meet current standards to improve safety of the traveling public.				
F-OP8	Full Signal Upgrade	OR213: SE Raymond	Signal is old and difficult/costly to maintain.	Upgrade signal to meet current standards to improve safety of the traveling public.				
F-OP9	Full Signal Upgrade	OR213: SE Woodstock Blvd (Portland)	Signal is old and difficult/costly to maintain.	Upgrade signal to meet current standards to improve safety of the traveling public.				
F-OP10	Full Signal Upgrade	OR213: SE Yamhill (Portland)	Signal is old and difficult/costly to maintain. The poles are leaning causing clearance issues. There are also possible ADA issues.	Upgrade signal to meet current standards to improve safety of the traveling public.				
F-OP12	Full Signal Upgrade	TV Highway @ Cedar Hills Boulevard	Signal is old and difficult/costly to maintain.	Upgrade signal to meet current standards to improve safety of the traveling public.		\$965,000		E86
F-OP29	Misc. Signal/ Beacon Upgrades	OR8: SW Hall Blvd (Beaverton)	Signal heads are no longer standard and difficult and costly to maintain	Improve signal visibility and driver recognition of signal indications.				F-SP7; F-SP12
F-OP30	Misc. Signal/ Beacon Upgrades	OR8: SW Hocken	Signal heads are no longer standard and difficult and costly to maintain	Improve signal visibility and driver recognition of signal indications.			F-SP11; F-SP12	E86
F-OP31	Misc. Signal/ Beacon Upgrades	OR8: SW Watson	Signal heads are no longer standard and difficult and costly to maintain	Improve signal visibility and driver recognition of signal indications.			F-SP7; F-SP12	E86
F-OP32	Illumination	99E: Railroad Pedestrian Tunnel in Ore City	The pedestrian tunnel suffers from obsolete fixtures and poor electrical conditions creating poor visibility.	Install approximately 50 luminaries to reduce maintenance costs and increase electrical safety for maintenance personnel. Project will increase visibility in the tunnel, improving safety for public.	\$2,478,000		E75	
F-OP33	Illumination	I-5: Denver, NB Tunnel	Existing luminaries are non-functional, creating dark conditions in the tunnel. This is creating poor visibility into the tunnel from the outside.	Install 88 luminaries to bring tunnel lighting closer to current standards similar to the tunnels that have been re-done at the I-205/I-84 interchange. Improve visibility and safety.				
F-OP37	Illumination	OR217: Allen and Denny Interchanges	The electrical system is old and showing signs of corrosion, creating potential unsafe conditions for maintenance personnel. Corrosion on poles could hasten pole failure, a danger to the public.	Install 44 poles and fixtures to bring existing lighting system up to current standards, improving visibility and safety to the public. Improve safety to maintenance personnel working on electrical system.			E94	
F-OP39	Other Operations	I-84: Farley Slide (PE Only)	Columbia River is eroding a long standing slide on I-84	Stabilize slide to reduce damage to I-84	\$500,000			
F-OP40	Other Operations	LED Replacement Bucket	Existing LED are at the end of their useful life	Funding will be used to purchase LED's	\$200,000			
F-OP41	Other Operations	OR212 @ N. Fork Deep Creek Culvert	Existing culverts are in poor shape and there have been several occasions when the water has flooded the highway causing it to close. This is a major oversized route for Motor Carrier too.	Replace existing culvert	\$1,000,000	F-PR2		
F-OP42	Other Operations	Loop Replacement Bucket	Existing loops are old and not functioning correctly	Funding will be used to update loops	\$300,000			
F-OP43	Other Operations	Misc. Hardware/Software Bucket	Software and Hardware needed for operating the various electronic devices and improving system management effectiveness	Funding will be provided to update hardware and software used by the region for TMOc operations and other systematic needs	\$500,000			
F-OP44	Other Operations	Operations Quick Hit Reserve	Frequently, unanticipated needs are identified between STIP cycle updates	Funding will be used to fund unanticipated operational needs for the region during the 2016-2018 timeframe	\$350,000			
F-OP45	Other Operations	Region 1 Striping Bucket	Highway striping replacement and upgrades	Funding will be provided to various projects though out the region to update or address striping needs	\$200,000	All Pres		
F-OP46	Other Operations	Rockfall Scaling Project	Various locations region wide continue to have rockfalls onto the highway system, which disrupt or close highway traffic.	Project will provide scaling and rockfall mitigation at various sites region wide.	\$3,607,000			
<b>REGION 1 100% OPERATIONS TOTAL</b>					<b>\$15,775,000</b>			

ODOT REGION 1: Fix-it Project Listing (2016)

2016 STIP Safety Allocation \$ 11,740,000  
 Proposed Safety Project Amount \$ 11,375,000  
 % List 96.9%

Project ID	Project Type	Project	Problem Description	Goals & Objectives	Scoping Estimate	Matched w/ Other Fix-it Projects	Matched w/ Enhance Projects
<b>SAFETY 100% LIST</b>							
F-SP2	Safety	OR212, at location exit and entrance ramp with WB Mt Hood Highway (US26).	Stop control. The access across exit on south side creates conflicts.	Improve intersection signing for OR212 and US26, Striping changes, close westerly access to business on south side,	\$ 260,000	F-PR2	
F-SP6	Safety	OR213: Includes leg from S. Union Mills Rd, S. Union Mills Rd, leg to S. Union Mills Rd.	High percentage turning crashes at all legs of intersection.	Install advance warning beacons, intersection geometric improvements.	\$ 520,000		E54
F-SP7	Safety	OR8: TV Highway and Hall and Watson (signal)	Congested urban 5 lane signalized intersection with heavy bus traffic, business access problems.	Upgrade signal, sign improvements, other intersection improvements	\$ 390,000	F-OP29; F-OP31	E87
F-SP8	Safety	OR8: TV Highway and SE 44th, SE 45th Ave (both unlit)	5 lane unsignalized ped crossing between 44th & 45th, business access issues.	Upgrade ped crossing to modern RRFB; improve visibility and delineation of crossing.	\$ 195,000		E87
F-SP10	Safety	OR8: TV Highway and SW 209th Ave (signal)	5-6 lane urban signalized intersection with a high volume of traffic, and business access problems.	Upgrade signal and intersection improvements	\$ 1,300,000	F-SP12	E87
F-SP12	Safety	OR8: Tualatin Valley Highway (MP1.5-16.67)	Deficient signing, signals and striping at the following 40 potential locations: *Canyon Drive; SW 110th; OR217 Interchange; 115th *117th; Tri-Met Park & Ride/Lombard; Hall Blvd; Watson Ave *Cedar Hills Blvd; Hocken; Murray Blvd; 153rd *160th/Milikan; 170th; 178th; 185th; 198th *209th; Cornelius Pass Rd; 229th Ave/SE 67th Ave *234th/Century Blvd; Brookwood/Witch Hazel *Shopping Ctr Entr/24th; SE21st/Minter Br; SE13th/River Rd *Shopping Ctr Entr./SE11th; Maple; Walnut; 10th/Oak *10th/Baseline; SE5th @ Baseline; SE3rd @ Oak *SE3rd @ Baseline; SE2nd @ Oak; S1st/OR219 @Baseline *S1st/OR219 @Oak; SW Main @ Baseline; N14th Ave @ Baseline *N 10th @ Adair; N 10th @ Baseline	Systematic intersection improvements which could include signing, signals, and striping improvements	\$ 2,600,000	F-OP29; F-OP30; F-OP31	
F-SP13	Safety	OR99E: SE McLoughlin Blvd includes Maple St, SE McLoughlin Way, Oak Grove Blvd (signalized).	High percentage turning and rear end crashes concentrated near Maple St and Oak Grove Blvd. Possible issue with SB far side bus pull out. Issue with NB far side bus pull out creating sight distance issues for vehicles.	Enforcement assisted lights, red extension, Ped/Bike/Transit improvements (2 bus pull outs)	\$ 260,000		E75
F-SP14	Safety	US26: Powell Boulevard includes SE 20th Ave, SE 21st Ave (signalized), SE 23rd Ave	High percentage turning and rear end crashes. 4 ped crashes at SE 21st Ave. Very poor visibility of pedestrians, intersection sight distance restricted, permissive left turns on mainline and side street @ SE 21st Ave, no delineation on side street	Signal upgrade w/left turn phasing @ SE 21st Ave, improve intersection sight distance and pedestrian visibility (tree removal), improve signing on mainline, improved illumination.	\$ 1,300,000	F-SP16	E87
F-SP15	Safety	US26: Powell Boulevard includes SE 38th Ave, SE Cesar Chavez (signalized), SE 40th Ave and SE 42nd Ave/SE 43rd Ave (off set signalized).	High percentage turning, rear end and ped crashes within this segment. Ped crashes concentrated @ SE Cesar Chavez to SE 40th Ave. High ped exposure - busy retail area, several bus stops, etc.	Signal upgrade @ SE Cesar Chavez, improve intersection sight distance and pedestrian visibility (tree removal). Safeway building restricting intersection sight distance on SE corner. Improve signing on mainline, Evaluate safety impacts of drop lane. Improve access related crashes	\$ 1,300,000	F-SP16	E87
F-SP17	Safety	US26: Powell Boulevard includes SE 24th Ave, SE 25th Ave, SE 26th Ave (signalized), SE 28th Ave, SE 28th Pl, SE 29th Ave, SE 31st Ave, SE 32nd Ave, SE 33rd Ave	High percentage rear end and ped crashes. High ped exposure, high school, park, Catholic charities, several bus stops, etc. Very poor visibility of pedestrians, intersection sight distance restricted, permissive left turns on side streets.	Signal upgrade w/left turn phasing @ SE 26th and 33rd Ave's, improve intersection sight distance and pedestrian visibility (tree removal), improve signing on mainline, improved illumination, RRFB installation.	\$ 2,600,000	F-SP16	E87

ODOT REGION 1: Fix-it Project Listing (2016)

2016 STIP Safety Allocation \$ 11,740,000  
 Proposed Safety Project Amount \$ 11,375,000  
 % List 96.9%

Project ID	Project Type	Project	Problem Description	Goals & Objectives	Scoping Estimate	Matched w/ Other Fix-it Projects	Matched w/ Enhance Projects
<b>SAFETY 100% LIST</b>							
F-SP19	Safety	US30B: Sandy Blvd includes NE 103rd Ave, NE 104th Ave, NE 105th Ave(signalized), NE 106th Ave, NE 107th Ave.	High percentage turning and rear end crashes concentrated at NE 105 St. EB permissive left turning, WB left turns prohibited, median island with trees obstructs sight distance.	Provide protected lefts and remove median island trees. Evaluate left turn prohibition.	\$ 650,000		
<b>REGION 1 100% SAFETY TOTAL</b>					<b>\$11,375,000</b>		

July 9, 2013

Tom Hughes, President  
Metro Council Carlotta Collette, Chair  
Joint Policy Advisory Committee  
600 NE Grand Avenue  
Portland, Oregon 97232

Dear Members of JPACT and the Metro Council,

The Oregon Freight Advisory Committee and the Portland Freight Advisory Committee have been working on identification of key freight bottlenecks on the regional and statewide transportation system. Many of these chokepoints are ones with which you are most likely familiar. The cost to address the restrictions imposed by these constraints on the system is significant, so when we had the presentation by ODOT staff on the Corridor Bottleneck Operations study and saw the low cost improvements that address several of the key freight bottlenecks through operations upgrades and the addition of auxiliary lanes, we were thrilled.

From our point of view, the implementation of operations and auxiliary lanes in this region is particularly promising and begins to address what is becoming an increasing problem on the system for the region's and statewide businesses- volatility in the system and lack of predictability of travel times.

Oregon's transportation system is the production line for our manufacturing and export businesses trying to sell goods to other markets. A disruption in that line has a ripple effect throughout the economy and puts this region and state at a disadvantage with other locations competing for business. We are keenly aware of increased emphasis on freight mobility and performance at the national level resulting from the requirements of the transportation reauthorization bill, MAP-21, as well as the need to consider improvements to the transportation system necessary to achieve the goals set forth in the President Obama's National Export Initiative. Through our membership, we also recognize the challenge of moving products throughout the system on various modes and the overall importance of doing so for the betterment of Oregon's businesses, job growth and economic health.

Over the next month JPACT and the Metro Council will be asked to approve a very limited scope for updating the Region's Transportation Plan (RTP). As part of that scope Metro staff is proposing to spend limited transportation planning resources to "develop a definition and policy on the use of auxiliary lanes." We are not aware of the problem that needs to be solved regarding auxiliary lanes.

Tom Hughes, President  
Metro Council Carlotta Collette, Chair  
Join Policy Advisory Committee  
July 9, 2013  
Page 2

Currently the RTP states that "throughways are planned to consist of six through lanes plus auxiliary lanes, with grade -separated interchanges or intersections, and serve as the workhorse for regional, statewide and interstate travel." We believe this policy statement clearly allows for the implementation of auxiliary lanes where needed based on the engineering judgment of the facility owner. Auxiliary lanes are used to balance the traffic load and maintain a more uniform level of service on the Highway. They facilitate the positioning of drivers at exits and the merging of drivers at entrances."

Recently built auxiliary lane improvements in the Portland metro area are showing between a 30% and 70% reduction in accidents. These lanes are especially useful for freight vehicles which often require more space for acceleration, deceleration and positioning at entrances and exits than ordinary vehicles.

We believe operation fixes and auxiliary lanes offer a low cost solution to an ever growing transportation challenge on key portions of our transportation. We support their use and are consistent with Metro's desire to look at management solutions that provide a proven, low cost, highly effective tool for improving the safety and operation of our regional system.

We are happy to discuss this with you at your convenience.

Sincerely,



Debra Dunn, Chair  
Portland Freight Committee



Susie Lahsene, Chair  
Oregon Freight Advisory Committee

**DRAFT**



2013

# Annual Report

## LEADERSHIP COUNCIL

**Michael Alexander**  
*Urban League of Portland*

**Thomas Aschenbrener**  
*Impact Philanthropy for  
Progressive Thinkers*

**Craig Boretz**  
*Con-way, Inc.*

**John Branam**  
*Community leader*

**Tom Brian**  
*Former Washington  
County chair*

**Fred Bruning**  
*CenterCal Properties, LLC*

**John Carter**  
*Schnitzer Steel Industries,  
Inc.*

**Steve Clark**  
*Oregon State University*

**Corky Collier**  
*Columbia Corridor Association*

**Aneshka Dickson**  
*Colas Construction, Inc.*

**Angus Duncan**  
*Bonneville Environmental  
Foundation*

**Bart Eberwein**  
*Hoffman Construction*

**Patrick Egan**  
*Pacific Power*

**Erin Flynn**  
*Portland State University*

**Mark Garber**  
*Portland Tribune and  
Community Newspapers*

**Dave Garten**  
*Portland State University*

**Tom Imeson\***  
*Port of Portland*

**Cobi Jackson**  
*Wells Fargo*

**Margaret Kirkpatrick**  
*NW Natural*

**Kurt Koehler**  
*Kryptiq Corporation*

**Don Krahmer**  
*Schwabe, Williamson & Wyatt*

**Nolan Lienhart**  
*ZGF Architects, LLP*

**Ann Lininger**  
*Oregon Iron Works*

**Randy Miller**  
*Produce Row Property  
Management Co.*

**John Mohlis**  
*Oregon State Building &  
Construction Trades Council*

**Marcus Mundy**  
*Mundy Consulting, LLP*

**Jerralynn Ness**  
*Community Action*

**Deanna Palm**  
*Hillsboro Chamber of  
Commerce*

**Dave Robertson\***  
*PGE*

**Joe Rodriguez**  
*Former Superintendent  
Hillsboro Public Schools*

**John Russell**  
*Russell Development*

**Casey Ryan**  
*Riverview Community Bank*

**John Spencer**  
*Spencer Consultants*

**Carl Talton**  
*Portland Family of Funds*

**Joanne Truesdell**  
*Clackamas Community  
College*

**Peter Watts**  
*Jordan Ramis PC*

**Karen Williams**  
*Carroll Community  
Investments, LLC*

**Bill Wyatt**  
*Port of Portland*

**As of June 2013**

*\* CII Leadership Council co-chair*

## THANK YOU PARTNERS

### Regional Infrastructure Enterprise

*Elected officials, RIE focus group*  
*Bernie Bottomly, Portland Business Alliance*  
*John Carroll, Carroll Community Investments*  
*Carlotta Collette, Metro Councilor*  
*Jillian Detweiler, TriMet*  
*Mark Gardiner, Western Financial Group*  
*Lise Glancy, Port of Portland*  
*Tom Hughes, Metro Council President*  
*Keith Leavitt, Port of Portland*  
*Sandi McDonough, Portland Business Alliance*  
*Kirk Olsen, Dermody Properties*  
*Mary Olson, Norris, Olson & Associates*  
*Sean Robbins, Greater Portland Inc.*  
*Colin Rowan, United Fund Advisors*  
*Ken Rust, FEO2*

### Development-Ready Communities

*Stephen Butler, City of Milwaukie*  
*Dominic Colletta, Lane Powell*  
*Colin Cooper, City of Hillsboro*  
*Lise Glancy, Port of Portland*  
*Gene Grant, Davis Wright Tremaine, Urban Land Institute*  
*Bob LeFeber, Commercial Realty Advisors*  
*John Miller, Oregon Opportunity Network*  
*Mayor Doug Neeley, City of Oregon City*  
*Alice Rouyer, City of Tualatin*  
*John Southgate, John Southgate Consulting*  
*Eric Underwood, City of Oregon City*  
*Craig Ward, City of Troutdale*  
*Ramsay Weit, Community Housing Fund*  
*Janet Young, City of Gresham*

### Performance and Equity Measurement

*Demetria Espinoza, Coalition of Communities of Color*  
*Stephen Gomez*  
*Mara Gross, Coalition for a Livable Future*  
*Julia Meier, Coalition of Communities of Color*  
*Elizabeth Morehead, Greater Portland Pulse*  
*Linda Nettekoven, Hosford-Abernathy Neighborhood  
Association*  
*Jeremy Rogers, Oregon Business Plan*  
*Joseph Santos-Lyons, Asian Pacific American Network of  
Oregon*  
*Irene Schwoeffermann, Funders Committee for Civic  
Participation*

### Transportation Funding

*Olivia Clark, TriMet*  
*Andy Cotugno, Metro*  
*Neil McFarlane, TriMet*  
*Jim Whitty, Office of Innovative Partnerships and Alternative  
Funding Manager, ODOT*

### School Facilities and Properties

*Bob Alexander, Portland Public Schools*  
*Bill Becker, Portland Metro STEM Partnerships*  
*Larry Didway, Oregon City School District*  
*Jennifer Garland, Beaverton School District*  
*Linda Johson, Colton School District*  
*Jerry Jones, Gresham-Barlow School District*  
*Jason Jurjevich, Portland State University*  
*Patt Komar, David Douglas School District*  
*Dick Steinbrugge, Beaverton School District*  
*Charles Rynerson, Portland State University*  
*Ruth Scott, Center for Innovative School Facilities*  
*Adam Stewart, Hillsboro School District*  
*CJ Sylvester, Portland Public Schools*

# The challenge

We are fortunate to live in great place. The Portland metropolitan region is a popular place to live and work, partly due to its extraordinary landscape and natural heritage, but also because of our dedication to planning for the future. We have been intentional about how and where we invest for tomorrow.

These investments are the foundation upon which our economy and quality of life are built. Traded sector industries utilize our marine and airport facilities to reach distant markets, workers take our extensive transit network to access jobs, and high-tech companies make use of our abundant water and energy resources to grow. We have preserved farm and forestland and kept nature close to our communities.

But over the last two decades, the quality of life that attracts people and business to the Portland metropolitan region has been slowly declining due to lack of investment. Funds needed just to repair and rebuild the infrastructure that supports our region's growth are dwindling.

As we welcome an anticipated 625,000 new residents within the Urban Growth Boundary over the next 20 years, the cost of building the needed public and private facilities is estimated to be \$27 to 41 billion. Traditional funding sources are expected to cover only half that amount. We need to make the most of the funding we have by leveraging these traditional public resources with private investment.

The region faces additional hurdles related to investment in our economy. While some efforts to fuse public and private resources have been successful, no entity exists to continually integrate these assets on a regional scale. Local permitting and regulatory practices can be unpredictable and perceived to add unnecessary costs, creating barriers to attracting new investment. Our region's school facilities are overcrowded and lack the technology needed to prepare students for higher education and tomorrow's job market. Finally, the region lacks a clear way of measuring the impact of its investments in infrastructure.

As the functional life of our existing roads, bridges, pipes and other public structures built decades ago begins to expire, it is clear that the region's critical infrastructure is living on borrowed time. New tools are required to bring financial, technical and development resources to bear on our shared infrastructure needs, better coordinate and measure our investments, and define a clear path for business expansion. We need to act now to strengthen our economy.

*We need to reinvest in our region's infrastructure to rebuild the economy by putting people back to work and laying the foundation for future economic growth.*



## The response

We all want a region that provides good jobs, safe and reliable transportation, livable neighborhoods, and access to the opportunities that create the quality of life for which our region is known. We need to reinvest in our region's infrastructure to rebuild the economy by putting people back to work and laying the foundation for future economic growth.

Living wage jobs can be created by rebuilding our outdated infrastructure as well as investing in new public structures that are crucial to development. In the years to come, modernized and efficient infrastructure will make our businesses more competitive and help attract and grow innovative companies to invest in job creation in the Portland metropolitan region. Maintaining and improving roads, bridges and transit could save commuters time as well as millions of dollars in fuel costs. Investment in modern transportation infrastructure will save our region's economy nearly \$850 million annually by 2025.

Basic investments in retrofitting aging buildings, including our schools and educational facilities, could reduce energy use by up to 50 percent and put more resources in the classroom. Connecting vacant land with the pipes and pavement needed for development will allow more businesses to grow and thrive.

The region's existing economic development strategies recognize the need for more living wage jobs, growth in traded sectors or specific economic clusters, and greater financial stability for the people who live and raise families here. While many of these strategies specify a range of actions to achieve these goals, they also emphasize that infrastructure is critical to regional competitiveness and job creation. Smart, targeted investments in infrastructure made in alignment with our regional strategies can help stimulate development and grow the economy.

**We have the opportunity to invest now in the economy and quality of life we envision for our region.**

Places around the country that have tackled significant infrastructure challenges have one thing in common: strong, bold leadership from the private sector in partnership with the public sector.

# The Community Investment Initiative

The Portland metropolitan region is not alone in facing these significant challenges. Looking around the country at places that have worked to tackle these problems, those that were successful had one thing in common: strong and bold leadership from the private sector in partnership with the public sector. To meet this need for our region, the Community Investment Initiative (CII) brought together a diverse coalition of more than two dozen leaders from the Portland metropolitan area's business, community and public sectors to create a Leadership Council committed to building the region's economy by making investments in infrastructure that create and sustain living wage jobs.

The Initiative convened the Leadership Council to identify the innovative tools that use existing resources more efficiently, encourage public-private partnerships, and facilitate strategic infrastructure investments, particularly those of regional significance. By leveraging the power of the Leadership Council's extensive network of professional relationships, we can develop a regional approach that integrates previously separate efforts on investments, jobs, development, transportation and equity for a coordinated strategy that allows us to focus and prioritize our resources.

## The strategic plan

In June of 2012, the Leadership Council released a strategic plan that focuses on the challenges to our region's economy and assesses the investments most likely to deliver the greatest benefits region-wide. The resulting four strategies offer an integrated and transformative investment approach that makes the most of existing and future public resources while achieving the greatest economic, environmental and social return for the region. These four strategies are being implemented to move the Leadership Council, stakeholders and the region forward toward creating a resilient economy:

- Invest in infrastructure to catalyze jobs and economic prosperity
- Foster conditions that support development-ready communities
- Ensure the reliable and efficient movement of goods and people across the region
- Protect and enhance our communities' investments in school facilities and properties, now and in the future

In implementing each strategy, the Leadership Council is evaluating where and how to invest in the region's economic future by factoring the impact these investments have on communities through a performance measurement strategy to help ensure the benefits and costs of future growth and change are equitably distributed.

The Leadership Council and its partners have been working throughout the last year to implement the elements of the strategic plan, and much progress has been made.

**The Leadership Council offers its recommendations for a prosperous economy to the community, business and elected leaders of the region.**

The members of the Leadership Council are committed to working with regional leaders to help make targeted investments in the structures that support our region's economy and help create living wage jobs.

# CII Leadership Council Recommendations



## REGIONAL INFRASTRUCTURE ENTERPRISE

Invest in infrastructure to catalyze jobs and economic prosperity



Infrastructure serves as the foundation for the region's economy and the centerpiece issue addressed by the Community Investment Initiative. The roads, bridges, pipes and other public structures that support daily life enable our businesses to connect with markets, get workers to and from job sites, and provide the resources needed to make products and provide services. Without these structures, our economy suffers, and it is increasingly clear that a purely public investment model no longer meets our needs.

To support investment in basic infrastructure, the CII Strategic Plan calls for the creation of a Regional Infrastructure Enterprise (RIE) to leverage private investment through a public-private partnership model to deliver infrastructure investments. The mission of the RIE is to facilitate infrastructure investment that catalyzes living wage job creation, private investment and economic development. Its goal is to focus on the projects in population centers and employment areas that have the most potential to deliver jobs and economic development to the region.

With a three-phased approach, the initial phase of the RIE is envisioned to support development projects by providing technical assistance such as market analysis and permitting assistance, and funding through patient capital or grants. This first phase, which focuses on demonstration projects, will be needed to prove and refine the approach before expanding into later phases of supporting larger projects. It is not intended to supplant local and regional responsibility for priority setting, but instead augment and help deliver existing projects that most of us agree are crucial for the region's economic health.

The RIE will work to:

- facilitate development of key projects that support the economy
- create shovel-ready land for new and expanding businesses
- deploy public-private partnerships to maximize investment resources on key projects
- establish a mechanism for making ongoing strategic investments in merit based projects of regional significance
- advance regional and local goals for development and job creation.

With agreement from key partners, the RIE can be realized. While the concept has buy-in from partners and stakeholders from across the Portland metropolitan region and a way forward through a completed and phased business plan, key steps remain to be taken.

## RECOMMENDATIONS

While the RIE cannot solve the region's problems single-handedly, it will provide an important tool to shore up our most critical economic foundation and grow the jobs that support the services we all rely on.

The Leadership Council recommends:

- the immediate implementation of the Regional Infrastructure Enterprise business plan to help deliver the infrastructure needed to create living wage jobs in the Portland metropolitan region
- the formation of a new partnership between Metro and the Port of Portland, governed by an appointed board of directors, to develop and implement a regional project package that supports our shared economic development goals and generates momentum for securing funding for ongoing investments.

The mission of the Regional Infrastructure Enterprise is to facilitate infrastructure investment that catalyzes living wage job creation, private investment and economic development.



## DEVELOPMENT-READY COMMUNITIES

Foster conditions that support development-ready communities



With its unique land use laws, Oregon has additional complexities related to development and growth. We have worked together as a region to grow responsibly by encouraging development in existing communities and protecting farm and forestland on the edges. But this has also meant a more limited land supply and a need for greater thoughtfulness in planning. While these conditions reflect the values shared by the majority of Oregonians, any added hurdles – real or perceived – to development can create conditions that make private investment and expansion less attractive.

In the strategic plan, the Leadership Council recommended the creation of a development readiness strategy to identify these hurdles and explore solutions. This strategy would pursue good government practices to deliver a more transparent and predictable development process without undermining the spirit of existing regulation.

The CII worked collaboratively with the City of Oregon City in a pilot program to test a development readiness tool and gauge its effectiveness. Those involved agreed that the tool provided valuable insight into a community's development readiness and measured the right variables. More importantly, the use of the tool prompted an in-depth conversation with policy makers and developers about what local jurisdictions could do to spur development in their communities. Using these tools and strategies, local jurisdictions throughout the region can identify their own program's strengths and weaknesses, and recommend specific actions to improve the development review process and streamline permitting while preserving communities' environmental values. These processes are vital for growing businesses and living wage jobs right here in our neighborhoods.

While the program is not intended to meet every need for either the jurisdiction using it or the developer hoping to navigate the permitting process, it provides an effective approach for investigating how a jurisdiction interacts with the businesses and enterprises driving growth in their community.

#### **RECOMMENDATION**

The development-ready communities program illustrates best practices, helps clarify the path through local permitting processes, and supports developers and jurisdictions by providing certainty to those looking to invest in the region. The Urban Land Institute has stepped forward as a partner that may be willing to take this concept and broaden its applicability to the entire region.

The Leadership Council recommends:

- the Urban Land Institute implement the program as part of its emerging Thriving Cities Alliance and broaden its scale to support high quality development outcomes in the region.

Development-ready means communities can attract private investment without adding unnecessary time, risk or uncertainty to the development process.



## TRANSPORTATION FUNDING

Ensure the reliable and efficient movement of goods and people across the region



The Portland metropolitan region's economy is dependent upon transportation. The region sits at the confluence of international marine terminals and inland waterways, the crossroads of two interstate highways and transcontinental rail lines, and hosts the largest airport in the state. Our economy is powered by advanced manufacturing, high-tech industries and specialty trades, all of which rely upon these connections to reach markets both at home and abroad. The efficient and effective movement of people and goods within and through the region is essential to our economic success.

While our need for a safe, reliable and effective transportation system has never been greater, the traditional funding sources that support our roads, bridges and other vital infrastructure are dwindling. Major bottlenecks and congestion cost businesses money and bind our region's ability to grow. While we have done the work to plan for improvements, there are insufficient resources to meet regional needs. In order to ensure our transportation system can accommodate the growing region, a series of investments are needed that improve freight mobility, safety for all modes of travel, and connectivity to jobs.

The Community Investment Initiative is in a unique position to advocate for transportation funding. While the group was organized to exercise its network of professional and civic leaders, the decision-making authority for major transportation projects rests with other bodies, including local jurisdictions and the state Legislature.

The Initiative explored the potential for a broad strategic investment fund for transportation by engaging stakeholders to assess interest and political will. Based on this fact-finding, the Leadership Council agreed in the short term to pursue increases in conventional transportation revenues for targeted priority transportation improvements in the 2015 legislative session, accompanied by a regional and local funding strategy.

In the long term, however, these conventional funding sources need to be replaced. The gas tax, an innovative solution when first implemented in 1919, continues to lose purchasing power due to inflation and the adoption of fuel efficient vehicles. As a viable replacement, the Leadership Council recommended the development of a vehicle miles traveled (VMT) fee assessed on how much one drives and linked to delivering the multi-modal transportation system needed to serve this region. In a prior study, researchers found that a VMT fee is technically feasible and can be implemented fairly simply, providing choices for drivers on how it is collected. Oregon pioneered the gas tax as a model for the 20th century, but we need a model for the 21st century that invests in transportation across all modes of travel.

## **RECOMMENDATION**

Transportation infrastructure plays a vital role in ensuring the economic competitiveness of the region and needs sustained investment, both in the near- and long-term.

The Leadership Council recommends:

- local partners work together to strengthen our regional transportation system by identifying recommendations and goals for the 2015 legislative session and developing next generation transportation funding tools that capture the impact of traffic on roadways.

*In order to ensure our transportation system can accommodate the growing region, a series of investments are needed that improve freight mobility, safety for all modes of travel, and connectivity to jobs.*





## SCHOOL FACILITIES AND PROPERTIES

Protect and enhance our communities' investments in school facilities and properties



A high-quality education is essential in preparing today's young people for the jobs of tomorrow. As knowledge of science, technology and mathematics becomes increasingly relevant to workers in our economy, our students are being short-changed in their earliest years. Thousands of children across the Portland metropolitan region are learning with outdated equipment in aging buildings that are not equipped to handle growing class sizes. They do not have access to the new technologies required to be successful in the 21st century work place, limiting our educators' ability to prepare and develop the future workforce. We are failing to adequately invest in the public structures that serve the next generation of entrepreneurs, doctors and trades people.

In 2012, the Community Investment Initiative recommended the development of a strategy to make the most of existing facilities and plan for new infrastructure investments. In partnership with the Center for Innovative School Facilities, seven local school districts and Metro's Data Resource Center, the Initiative created a State of the Schools Atlas to help school districts prioritize investments based on demographic, facility, student performance and enrollment information. This tool, comprising demographic data and facilities benchmarks, can be used by school districts for analysis to inform decision-making for facility planning and investment based on broad criteria. Additionally, working with experts in school building innovation, the Initiative drafted guidelines for new school construction or renovation to help teachers make better use of technology and their physical classroom space.

## RECOMMENDATIONS

We must do a better job of providing our young people with the tools they need to be successful, beginning in our classrooms and working together to use limited resources in the most effective way possible.

The Leadership Council recommends:

- regional leaders support partner organizations and school districts in using the State of the Schools Atlas to help school districts assess where to prioritize investments in facilities and properties
- continued collaboration with the Oregon Department of Education and local Education Service Districts to consider methods of maintaining and applying the State of the Schools Atlas
- the Metro Data Resource Center provide support services to users of the State of the Schools Atlas on a fee-for-service basis
- Portland State University take the lead on marketing the regional enrollment forecast cost-sharing proposal to local school districts and Education Service Districts
- the Center for Innovative School Facilities take the lead on distribution and assistance in application of the School Facility Guidelines for Technology.

The quality of education and workforce preparedness in the future depends on having 21st century school facilities deliver 21st century programs to every student in the region.



## PERFORMANCE AND EQUITY MEASUREMENT

Prioritize investments that generate jobs, promote opportunity and reduce disparities



The Community Investment Initiative came together under the principle that the Portland metropolitan region is a place where diverse interests collaborate to solve problems.

More than just formulating strategies, the Community Investment Initiative is committed to achieving measurable results across the region, both geographically and demographically. Sustainable, resilient and prosperous economies are those that have low levels of poverty, high per capita income, and generate living wage jobs for their residents. In short, a prosperous region is an equitable region. The success of the Initiative is dependent upon its ability to ensure the benefits and costs of its investments are equitably distributed among the region's communities and the outcomes are effectively communicated to residents, elected leaders and the business community. In response, the Initiative has developed a Performance and Equity Measurement framework (PEM) to shape these critical connections and illustrate how the CII is helping to create living wage jobs.

## RECOMMENDATIONS

In line with our continued goal of using resources more efficiently, performance measurements will make use of existing tools housed within organizations such as the Greater Portland Pulse, Greater Portland Inc., Metro, and Coalition for a Livable Future.

The Leadership Council recommends:

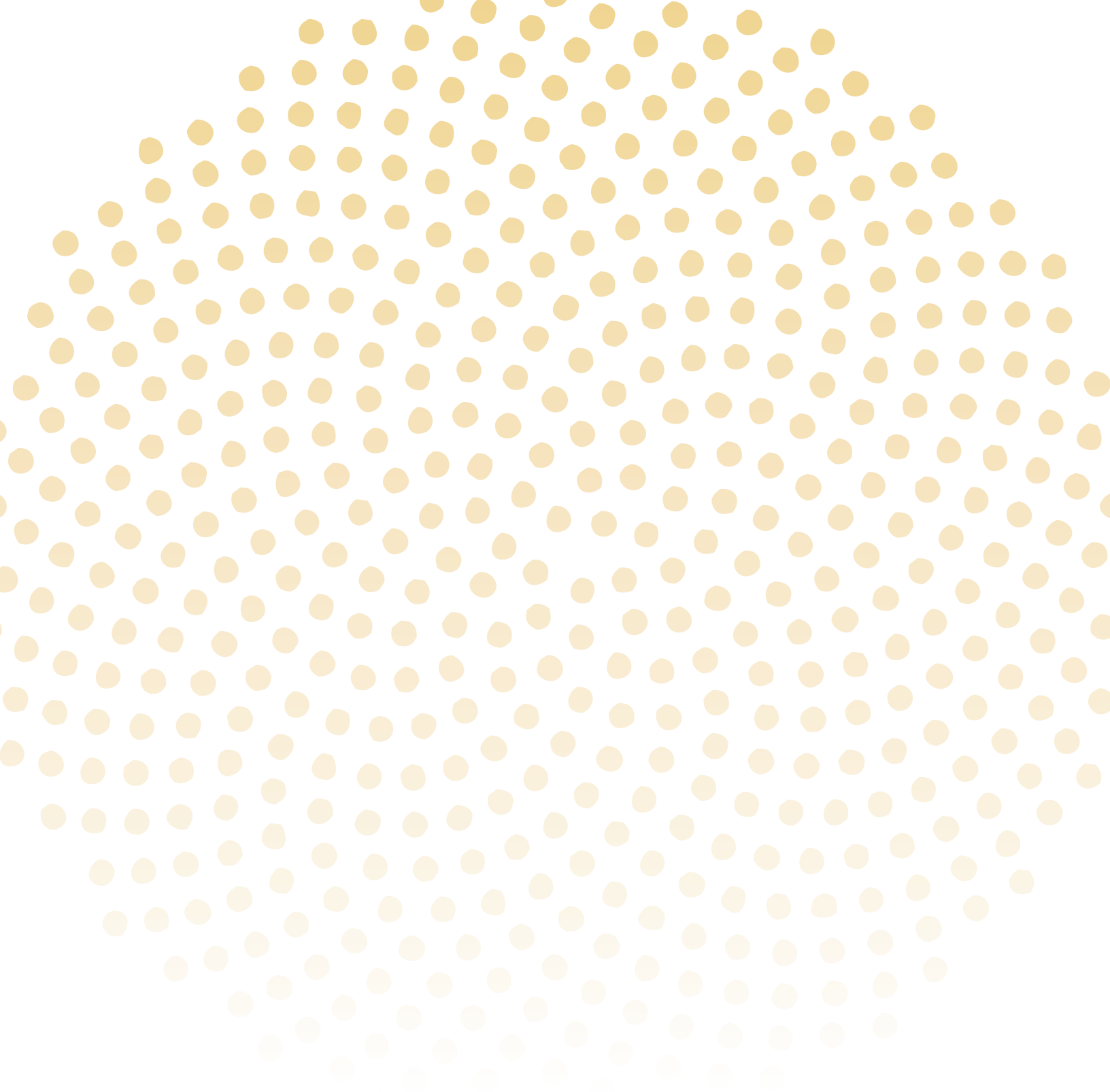
- partner organizations continue to measure the region's living wage jobs, per capita income and poverty rate to help assess the effectiveness of the CII strategies and the impacts of the investments made
- key stakeholders and partners provide feedback on the performance and equity measurement framework and its relationship to the other CII strategies
- partners track and share outcomes of their efforts as they contribute to meeting the CII goals.

Sustainable, resilient and prosperous economies are those that have low levels of poverty, high per capita income, and generate living wage jobs for their residents.

## Next steps

In summary, the Community Investment Initiative Leadership Council recommends:

- the immediate implementation of the Regional Infrastructure Enterprise business plan to help deliver the infrastructure needed to create living wage jobs in the Portland metropolitan region
- a new partnership between Metro and the Port of Portland to develop and implement a regional project package that supports our shared economic development goals and generates momentum for securing funding for on-going investments in our region
- the Urban Land Institute implement the development-ready communities program as part of its emerging Thriving Cities Alliance and broaden its scale to support high quality development outcomes in the region
- local partners work together to strengthen our regional transportation system by identifying recommendations and goals for the 2015 legislative session and developing next generation transportation funding tools that capture the impact of traffic on roadways
- regional leaders support partner organizations and school districts in using the State of the Schools Atlas to help school districts assess where to prioritize investments in facilities and properties
- partner organizations continue to measure the region's living-wage jobs, per capita income and poverty rate to help assess the effectiveness of the CII strategies and the impacts of the investments made.



[www.communityinvestmentinitiative.org](http://www.communityinvestmentinitiative.org)

# Top 10 Things to Know

*about the upcoming RTP update*



**Tom Kloster, AICP**  
*Transportation Planning Manager, Metro*  
[tom.kloster@oregonmetro.gov](mailto:tom.kloster@oregonmetro.gov)

# 10. It's a Federal Mandate



- ❖ The USDOT requires metropolitan regions to maintain a Regional Transportation Plan with updates every four years



- ❖ The RTP must cover a rolling 25-year planning horizon



- ❖ Failing to update an RTP results in a “lapse” and stops the flow of federal transportation

# 9. It's a State Mandate



- ❖ Oregon's planning program includes a transportation planning rule (TPR) that sets forth regional and local requirements that go beyond the federal mandate
- ❖ The TPR also requires regular RTP updates (within 1 year of a federal update), but with less force than the required federal updates
- ❖ The RTP adopted as a land use action under the state framework as a vehicle for implementing the Region 2040 plan



# State Mandate



- ❖ Under the statewide rule, the RTP functions as the regional Transportation System Plan (TSP)
- ❖ The TPR also requires cities and counties to adopt a local TSP that is consistent with the regional TSP
- ❖ Under the statewide rule, updates to the RTP trigger a timeline for local TSP updates

# 8. Regular Updates for a Reason



- ❖ Regular RTP updates are required for good reason, as they ensure our transportation decisions reflect current conditions:
  - *Recent economic and population trends*
  - *Recently adopted corridor plans*
  - *New policies and modal plans*
  - *Recently updated local TSPs*
  
- ❖ Regular RTP updates help avoid RTP amendments for individual projects

# 7. RTP Linked to Clear Air Act



❖ The updated RTP must conform to federal clean air standards in order to take effect



❖ Metro accomplishes this “conformity” demonstration using our regional travel model to evaluate the combined effect of projects in the RTP on air quality



❖ The conformity determination must be “financially constrained” and meet a series of Transportation Control Measures (TCMs) that ensure ongoing investment in clean transportation

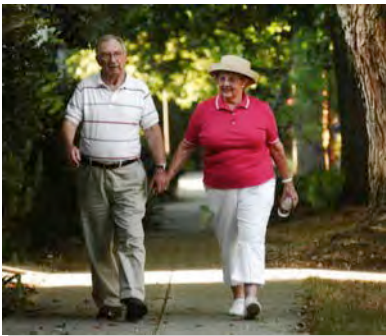
## 6. Air quality is a statewide concern



- ❖ The federal government enforces the Clean Air Act through state implementation plans (SIP)



- ❖ Oregon's SIP is adopted by the Environmental Quality Commission (EQC) and sets forth both state and regional requirements



- ❖ Overall strategy of the SIP is to preserve as much of the overall emissions budget as possible for economic growth

# 5. No air quality violations since 1979



❖ Our regional air quality is very good, both in terms of improvement since the 1970s and compared to other metropolitan regions today



❖ We are only regulated for carbon monoxide (CO) emissions, and have not exceeded the standard since 1979



❖ Under the SIP, we are in “maintenance” status, and assuming no violations in the future, will achieve “attainment” in 2017

## 4. TCMs and Air Quality



- ❖ In the 1990s and in 2006 the Metro region agreed to a series of Transportation Control Measures (TCMs) to ensure that we continue to meet Clean Air Act standards
- ❖ The TCMs are part of the EQC's state implementation plan for air quality
- ❖ Metro must make specific findings on the TCMs in order to conform the RTP to air quality standards and the Clean Air Act

# What are the TCMs?



❖ The TCMs represent an ongoing regional commitment to invest in three areas of clean transportation:

- *increased transit service*
- *more bicycle facilities*
- *more pedestrian facilities*



❖ The region is responsible for tracking our progress in meeting these measures, and we have consistently met or exceeded them in the past



# Changes to the Transit TCM



- ❖ The cumulative effect of reduced transit service during the recent recession is likely to put the region at risk of not meeting our transit TCM under the current tracking method
- ❖ While TriMet expects to add service this year, the TCM is calculated as a rolling 5-year average, which still represents net decrease over five years

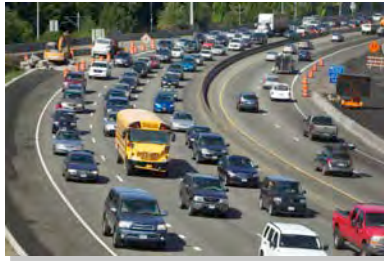


# Upcoming EQC Action



- ❖ Through TPAC, the region has worked with our state and federal to propose a revised tracking method that better captures our long-term commitment to transit service
- ❖ The EQC is expected to act on the proposed change in October, in anticipation of RTP adoption in 2014
- ❖ JPACT and Council will be asked to comment in support of the proposed change

## 2. MTIP draws projects from the RTP



❖ The Metropolitan Transportation Improvement Program (MTIP) draws projects and programs for federal funding from the RTP



❖ MTIP project pool limited to the RTP “financially constrained list”



❖ The MTIP must also be conformed to show compliance with the federal Clean Air Act

# 1. Bringing local projects into the RTP



- ❖ **Local projects must have been adopted through a public process:**
  - ❖ **Local TSPs**
  - ❖ **Area or corridor plans**
  - ❖ **Special action to endorse projects**
  
- ❖ **Metro will solicit new projects and changes to existing projects as part of the update**
  
- ❖ **The overall project list will be subject to an updated regional funding forecast**



**Tom Kloster, AICP**

***Transportation Planning Manager, Metro***

**tom.kloster@oregonmetro.gov**

MAKING A  
GREAT  
PLACE



# MTIP and Regional Flexible Funds

## ODOT Administered Funding

- Fix-It
- Enhance

## Transit Funding

- Urban area support
- New & small starts
- State of good repair
- Special needs

## Regional Flexible Funds

- Rail Bond Payment
- **Region-wide programs**
- Community Investments
  - Active Transportation & Complete Streets
  - Freight & Green Economy
- Regional Economic Opportunity Fund



MAKING A  
GREAT  
PLACE



# Region Flexible Funding

Policy direction: 2016-18 regional flexible funds

Funding targets are set for the existing region-wide programs in this cycle based on their historical allocation levels plus a 3% inflationary increase. The programs will be reviewed prior to the final funding decision.

MAKING A  
GREAT  
PLACE



# Region-wide Programs


## Summary of 2016-18 regional flexible fund allocation



- In-lieu-of-dues MPO support
- Corridor planning & project development
- Transit Oriented Development
- Regional Travel Options
- Transportation System Management & Operations

---

# Providing for a Comprehensive Transportation System

- Identifying and preparing priority projects and services
  - Managing demand and providing travel choices
  - Operating the system efficiently
  - Supporting transportation efficient land development
- 



---

# Programs implement existing policies

## Federal

- Congestion Management Process
- Program support

## State

- Transportation Planning Rule
- Oregon Transportation Plan

## Region

- Six Desired Outcomes
- Region 2040
- Regional Transportation Plan


## Local system plans



---

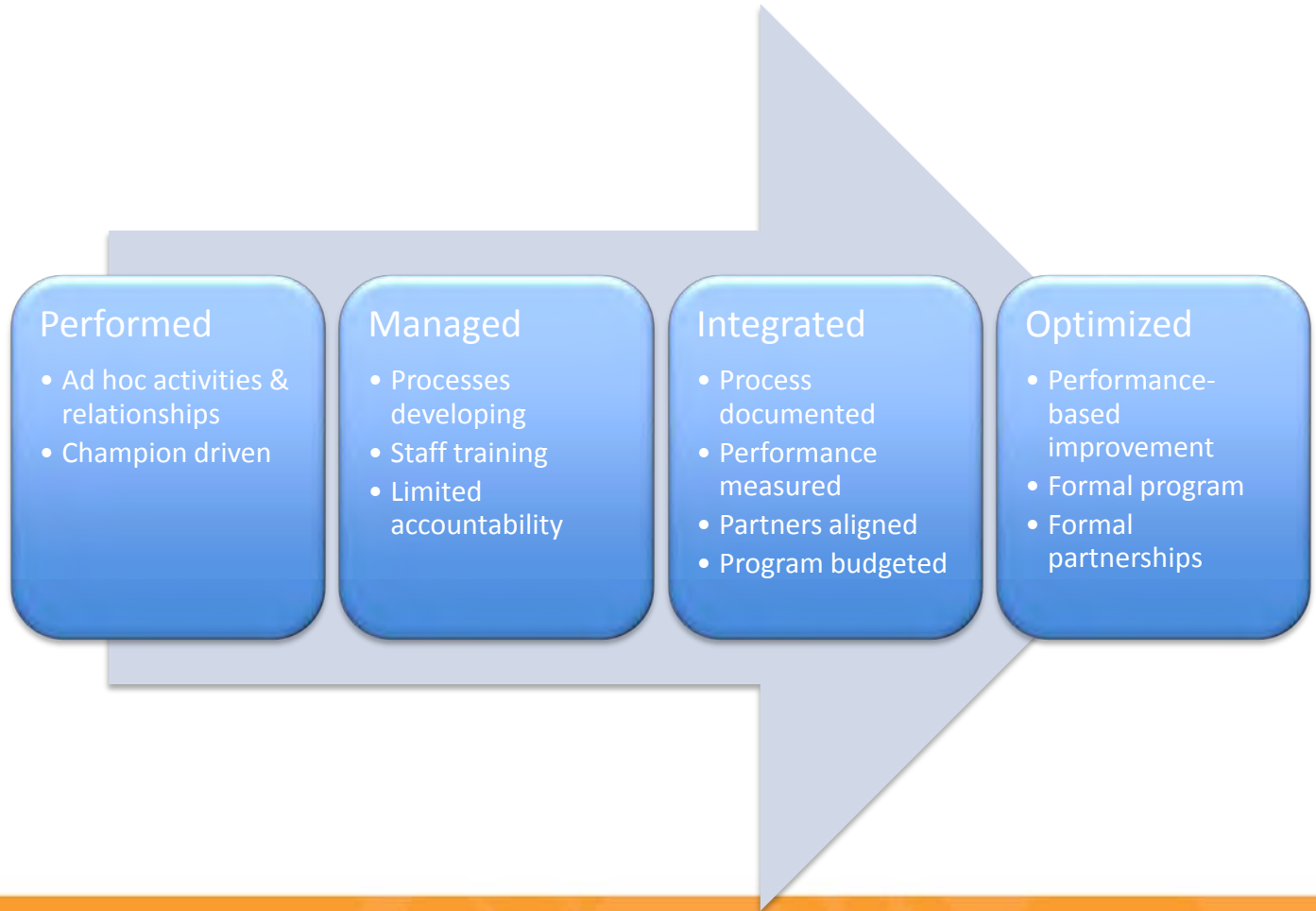
# Why a region-wide program approach?

Required activities, or to:

- Advance the ability of the region to successfully implement a topic area
  - Coordinate technical capacities
  - Provide specialized technical expertise
  - Work of corridor or regional scope
  - Efficiency in delivery
  - Consistent messaging
- 

# Capability Matrix Model

## Levels of program capability



# Implementation tailored to local conditions



- Lead vs. support roles
- Adjustable scope of project and program work

---

# In-lieu-of-dues MPO support

- Regional coordination

(JPACT, TPAC, work groups, and public participation in decision making)

- Regional planning

(UPWP, RTP, Freight Plan, Mobility Corridors and the Congestion Management Process, Bi-State coordination, special projects)

- Project development & funding

(MTIP, RFFA, Best design practices, Local project development)

- Tools and data management

(Economic, demographic & land use forecasting, Technical assistance program, Regional model development)

- Air quality conformity

- Federal grant management & coordination

# MPO support funding

## MPO Funding:

- Federal Planning Grants: 36%
- In-lieu-of-dues Regional Flex Funds: 37%
- TriMet & ODOT Support: 14%
- Metro General Funds: 13%



# In-lieu-of-dues MPO results



- Federal funding to projects
- Consensus on how to advance the region's transportation system
- Allocation, coordination and implementation of more than \$1 billion of project funding
- Enhanced planning tools

---

# Corridor Planning and Project Development

Corridor Planning work is the nexus between long range planning and on-the-ground implementation of investments that advance the six regional outcomes.



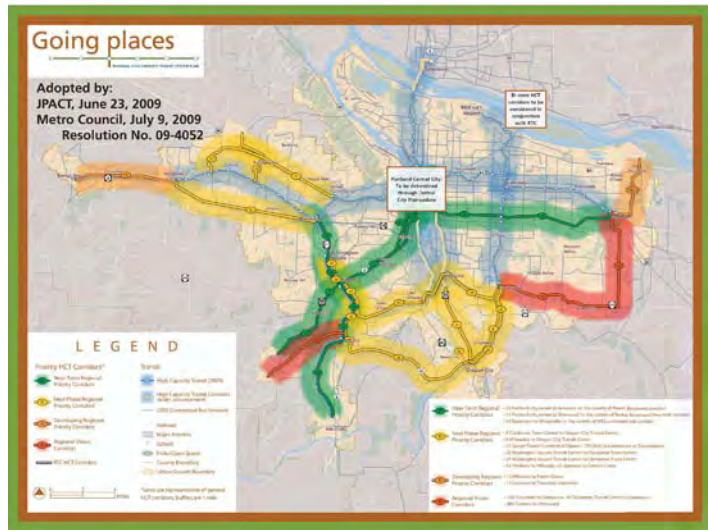
SW Corridor Barbur plan ← future scenario



Portland-Milwaukie light rail bridge – in construction



# Corridor Planning and Project Development



- High Capacity Transit Plan and future transit development
- Portland-Milwaukie light rail
- East Metro Connections Plan
- Southwest Corridor Plan
- Powell-Division Corridor



# Transit Oriented Development (TOD)



Established in 1998, the TOD program is designed to stimulate investment in communities throughout the region, implement the region's 2040 Growth Concept, and help achieve the region's six desired outcomes.

# TOD Program Investment Types



## 1. TOD & Centers Project Investments

Direct investments in private and public development projects



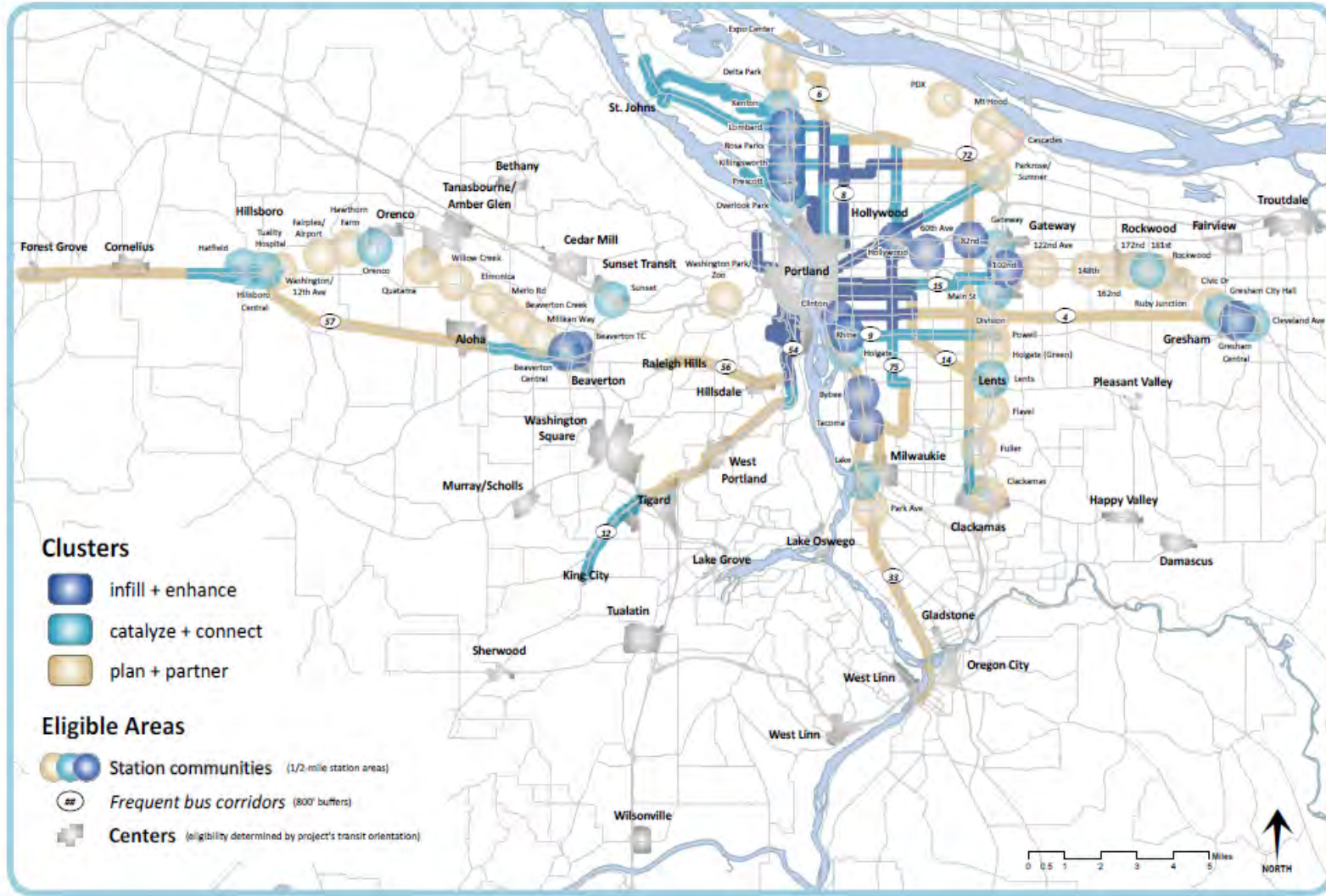
## 2. Metro-owned development sites

Metro owns/co-owns sites in Gresham, Beaverton, Hillsboro and Milwaukie

# TOD Program Strategic Plan

## TOD typology clusters

(transit orientation + market readiness)



### infill + enhance

Infill and enhance transit communities are the most "TOD ready" areas in the region outside of downtown Portland. Given the relative strength of these areas, TOD program project investments should leverage significantly higher residential and/or employment densities, prototypical projects, urban living amenities (e.g. restaurants, shops), and/or workforce housing.

### catalyze + connect

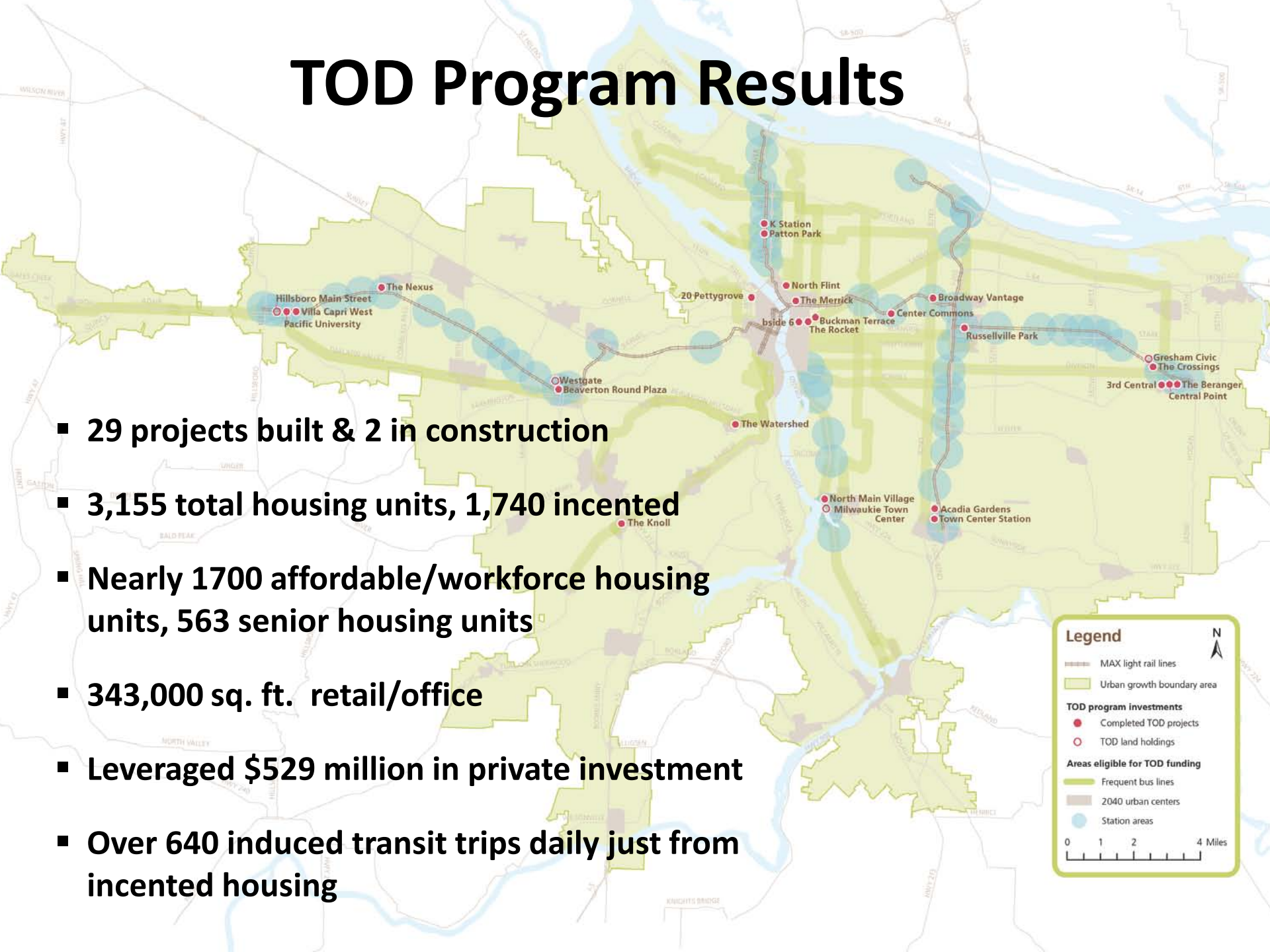
Catalyze and connect areas offer some physical and market foundation for supporting transit-oriented development. Projects that help catalyze future private development, and increase activity levels through density and/or urban amenities are appropriate. There is also an opportunity to work with local jurisdictions to identify placemaking and infrastructure needs to enhance the pedestrian orientation of the street network and provide better connectivity for all modes.

### plan + partner

Plan and partner transit communities are not currently ripe for direct TOD program investments, since they generally lack the built form and market environment that would attract private investment. Given their transit accessibility, however, these areas are ideally suited for station area planning and development implementation technical assistance. The TOD program will work with local and regional partners as strategic opportunities arise to develop partnerships for future projects.

# TOD Program Results

- 29 projects built & 2 in construction
- 3,155 total housing units, 1,740 incented
- Nearly 1700 affordable/workforce housing units, 563 senior housing units
- 343,000 sq. ft. retail/office
- Leveraged \$529 million in private investment
- Over 640 induced transit trips daily just from incented housing



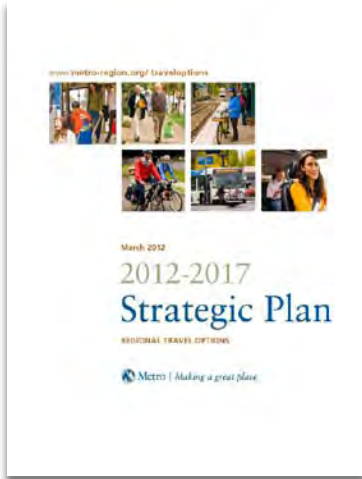
# Regional Travel Options (RTO) Program



The RTO program is designed to help people drive less and use travel options, such as walking, biking, taking transit, vanpooling or carpooling.

# RTO Program Elements

- 2012-2017 Strategic Plan update
- Biennial program evaluation and market analysis
- \$2.1 million grant program
- Regional marketing & sponsorship support, including Drive Less Connect
- Transit agency employer/commuter program
- Regional policy & partner support



# 2003-2013 RTO Program Results



- Large employer share of SOV commute trips reduced 9%
- 9 Individualized marketing campaigns with average 5% SOV trip reduction
- 47 total grants
- Reduction of 30 M miles driven by carpool/vanpool participants





# Transportation System Management & Operations (TSMO)



The TSMO Program invests in multimodal management strategies that optimize infrastructure investments to enhance **reliability, safety, traveler information, and quality of life.**

---

# TSMO Program Elements

## Regional TSMO Plan

- Policy guidance
- Planned Investments

## Mobility Corridor Integration

- Corridor Plans
- Performance Monitoring

## Concept of Operations Planning

- Arterial Performance Data
- Communications Infrastructure

## Grant Management

- Funding allocation
- Contract implementation

## Collaboration & Coordination

- TransPort
  - Trainings & Workshops
- 

# TSMO Program Project Implementation & Outcomes



Improved travel time  
and safety for all  
modes



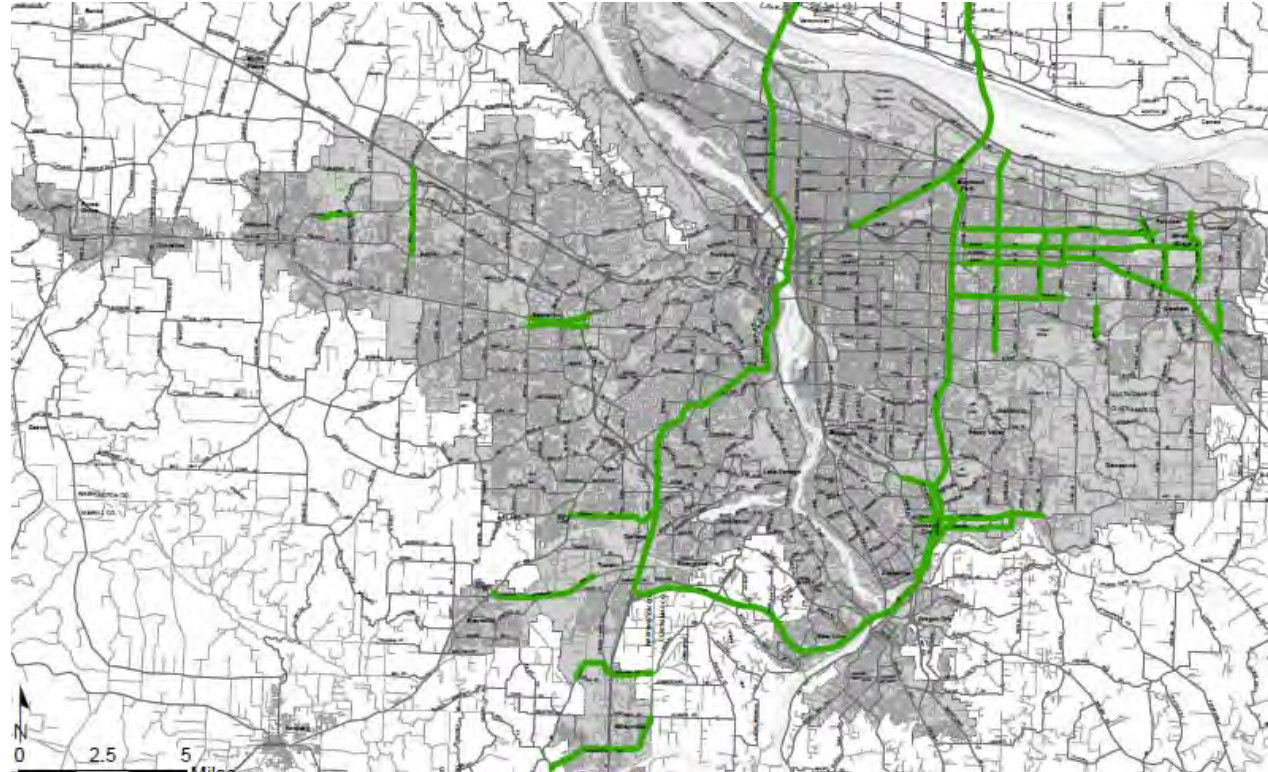
Reduced fuel use  
and vehicle  
emissions



Better traveler  
information



Performance-based  
monitoring and  
decision-making



---

# Questions & Discussion

- Are the purpose and outcomes of the region-wide programs clear?
- Specific questions about a particular program?
- Any further information needed prior to October allocation decision?