

Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, January 30, 2015
Time: 9:30 a.m. to 12 p.m. (noon)
Place: Metro, Council Chamber

- | | | | |
|----------|----|---|--|
| 9:30 AM | 1. | CALL TO ORDER AND DECLARATION OF A QUORUM | John Williams, Chair |
| 9:35 AM | 2. | COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS | John Williams, Chair |
| | * | • Quarterly Report on MTIP | |
| | * | • Transportation Alternatives Program Contingency Fund Update | |
| 9:45 AM | 3. | CITIZEN COMMUNICATIONS ON AGENDA ITEMS | |
| 9:50 AM | 4. | * CONSIDERATION OF THE TPAC MINUTES FOR NOVEMBER 21, 2014 | |
| 9:55 AM | 5. | * Comment Letter on State Transportation Options Plan | Ted Leybold, Metro |
| | | • <u>Purpose</u> : Refine comment letter to submit to Oregon Transportation Commission on State Transportation Options Plan | |
| 10:20 AM | 6. | * Federal Transportation Policy | Andy Cotugno, Metro |
| | | • <u>Purpose</u> : Review and comment on draft federal policy | |
| 10:40 AM | 7. | Seismic Retrofitting to Improve Resilience of State Highways | Bruce Johnson, ODOT |
| | | • <u>Purpose</u> : Provide TPAC with information and understanding of seismic retrofitting of state highways | |
| 11:00 AM | 8. | Cost of Congestion Study Presentation | Susie Lahsene, Port of Portland |
| | | • <u>Purpose</u> : Share results of Cost of Congestion analysis | |
| 11:20 AM | 9. | <u>ADJOURN</u> | John Williams, Chair |

Upcoming TPAC Meetings:

- Friday, February 27, 2015
- Friday, March 27, 2015
- Friday, April 24, 2015

* Material will be distributed in advance of the meeting

Material will be distributed at the meeting.

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលំអររើសអើងសូមចូលទស្សនាការបោះពុម្ពផ្សាយ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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2015 TPAC Work Program

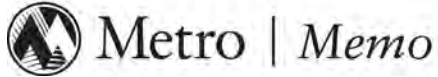
As of 01/22/15

*Items in italics are tentative; **bold** denotes required items*

<u>January 30, 2015</u> <ul style="list-style-type: none">• Quarterly Report on MTIP Amendments & Programming Changes (Chair comments)• Transportation Alternatives Program memo (Chair comments)• Cost of Congestion Study (Port of Portland; 20 min)• Seismic Retrofitting to Improve Resilience of State Highways (Bruce Johnson, ODOT; 20-30 min)• Comment letter of the State Transportation Options plan (Ted Leybold; 20 min)	<u>February 27, 2015</u> <ul style="list-style-type: none">• New TPAC Community Representatives (John Williams, 15 min)• TSMO/RT0 presentation: grant & project selection results (Caleb Winter/Dan Kaempff, 60 min)• Draft 2015-16 UPWP – <u>Information/Discussion</u> (Chris Myers; 25 min)• <i>Rough Roads Ahead Presentation (ODOT)</i>• <i>State of the System Report (ODOT)</i>
<u>March 27, 2015</u> <ul style="list-style-type: none">• Approval of Final 2015-16 UPWP – (Chris Myers; 15 min)• MTIP and RFFA Policy Report Work Program (Ted Leybold; 30 min)	<u>April 24, 2015</u> <ul style="list-style-type: none">• Quarterly Report on MTIP Amendments & Programming Changes (Chair comments portion; 5 min)• Air Quality Update (Grace Cho & DEQ Staff TBD)

Parking Lot:

- TriMet Service Enhancement Plan Update (presentation by TriMet – fall/winter)
- Travel model update
- Regional Infrastructure Supporting Our Economy (RISE) update
- Community Planning and Development Grants update
- JPACT Finance Subcommittee definition of regional system



Date: January 23, 2015
To: TPAC and Interested Parties
From: Ted Leybold and Pamela Blackhorse
Subject: TIP adjustments for October – December 2014

Below is the summary of Transportation Improvement Program amendments, programming adjustments and financial plan adjustments for the October through December 2014. These adjustments are distributed to TPAC on a quarterly basis.

Please contact us if you have any questions.

2012-15 MTIP Programming Adjustments: First Quarter of FFY 2015

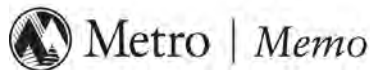
The following FFY12-15 MTIP amendments, programming adjustments or financial plan adjustments were processed in the period October through December 2014.

MTIP 2nd Quarter, FY 2014-15

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
824	19108	Portland Metro Area Clean Diesel Upgrade	Administrative	N/A	DEQ	Pat Fisher	Slip to 2015 and correct funding allocation
825	19100	US26 ATMS/ITS	Administrative	N/A	ODOT	Matt Freitag	Advance PE to 2015 in the 15-18 STIP and add to 12-15 STIP and MTIP to advance PE
826	19204	I-205 Pacific Hwy - Abernathy Bridge	Administrative	N/A	ODOT	John Coplantz	Add a new IM project for design only
827	14429	Kinsman Road: SW Boeckman to SW Barbur	Administrative	N/A	Wilsonville	Tom Weatherford	Remove locally funded CN phase. Funds will be added back in the 15-18 STIP update.
828	13502	NE Columbia Blvd at MLK Jr. Blvd	Administrative	N/A	Portland	David Arena	Transfer \$215K from CN to increase RW and slip RW to 2015.
829	18785	US26 - SE Cesar E Chavez Blvd - Wolf Dr	Administrative	N/A	ODOT	Kyle Crate	Amend the 12-15 and 15-18 MTIP to change project name and round the PE up and CN down.
830	18340	NW Thurman St: Macleay Park Bridge Rehab	Administrative	N/A	Portland	Notification	Slip RW phase to 2015
831	15190	OR99W: N Victory Blvd - N Argyle St (Portland)	Administrative	N/A	ODOT	STP-FP Notification	Increase UR phase to 175000 by adding funds from R1 finance plan.
832	17704	OR8 (TV Highway: SW 185th Ave	Administrative	N/A	ODOT	STIP-FP Notification	Increase RW on K17704 to \$390K by moving funds from CN phase.
833	16968	OR99W: Gaarde/McDonald Intersection Improvements	Administrative	N/A	ODOT	STIP-FP Notification	Increase CN by adding local agency funds and correct rounding issues.
834	18443	Metro Drive Less Connect Rideshare Campaign (13/15)	Administrative	N/A	Metro	Ivan Presvny	Slip the Other phase to 2014 and add funds from Key #16930.
835	19054	Wilsonville SMART Employer Program - 2015	Administrative	N/A	SMART	Patty Fink	Correct funding to the amount shown in Amendment 12-15-040 and slip funds to 2015.
836	17302	SMART Bus Maintenance & Bus Related Improvements	Administrative	N/A	SMART	Patty Fink	Change the name and description of K17302 and correct rounding
837	14440	SW Capitol Highway: Multnomah to Taylors Ferry	Administrative	N/A	Portland	STIP-FP Notification	Slip PE to 2015
838	15598	OR 99-E Bridge at Kellogg Lake	Administrative	N/A	Milwaukie	STIP-FP Notification	Slip PE to 2015 and correct rounding.
839	17459	TTIP Enhancement for Arterial Traveler Information	Administrative	N/A	ODOT	STIP-FP Notification	Slip the OTH phase to 2015

840	15599	OR213 Harmony Sunnyside Rds Sidewalk/Sig Impv	Administrative	N/A	Clackamas County	STIP-FP Notification	Slip RW to 2015 and correct rounding
841	17264	French Prairie Bridge: Boones Ferry Rd - Butteville Rd	Administrative	N/A	Wilsonville	STIP-FP Notification	Slip PL phase and correct rounding.
842	17267	Twenties Bikeway: NE Lombard - SE Crystal Springs	Administrative	N/A	Portland	STIP-FP Notification	Slip RW to 2015
843	17458	ITS Network Equipment	Administrative	N/A	ODOT	STIP-FP Notification	Slip OTH phase to 2015
844	18006	Vehicle Electrification	Administrative	N/A	Metro	STIP-FP Notification	Slip PL & OTH phase to 2015 and correct rounding.
845	18020	Sandy Blvd: NE 230th Ave - NE 238th Dr (Wood Village)	Administrative	N/A	Multnomah County	STIP-FP Notification	Slip RW to 2015 and correct rounding.
846	18021	East Portland Active Transportation to Transit	Administrative	N/A	Portland	STIP-FP Notification	Slip RW to 2015 and correct rounding
847	16150	OR213: Intersection Improvements Couch - Division	Administrative	N/A	ODOT	STIP-FP Notification	Increase RW on k16150 OR213: Intersection Improvements Couch - Division to \$777000 by moving funds from CN
848	18029	SMART Bus/Rail Transit Enhancements FY14	Administrative	N/A	SMART	Patty Fink	Slip the OTH phase to 2015 of K18029 SMART Bus/Rail Transit Enhancements FY14 and correct rounding
849	18027	SMART Preventive Maintenance FY14	Administrative	N/A	SMART	Patty Fink	Slip the Oth phase for K18027 SMART Preventive Maintenance FY14
850	18019	Arata Rd - 223rd - 238th (Fairview/Wood Village)	Administrative	N/A	Multnomah County	ODOT	Slip RW and correct rounding for K18019 Arata RD: NE 223rd-NE 238th
851	17888	SE Holgate & Ramona 122nd-136th Ave Sdwk/Portland	Administrative	N/A	Portland	STIP-FP Notification	Slip the CN phase to 2015
852	17306	SMART Preventive Maintenance FY13	Administrative	N/A	SMART	Patty Fink	Slip the OTH phase of K17306 to 2015 and correct rounding...and correct fund type in TT.
853	17304	SMART Bus/Rail Transit Enhancements FY13	Administrative	N/A	SMART	Patty Fink	Slip the OTH phase of K17304 to 2015
854	18314	Regional ITS Architectural Update	Administrative	N/A	Metro	STIP-FP Notification	Slip the PL phase to 2015
855	18311	Durham Rd/Upper Boones Ferry Rd. OR99W - I-5	Administrative	N/A	Tigard	STIP-FP Notification	Slip PE to 2015.
856	18308	N/NE Columbia Blvd Traffic/Transit Signal Upgrade	Administrative	N/A	Portland	STIP-FP Notification	Slip PE to 2015 and correct rounding
857	18280	Cedar Creek/Tonquin Trail: Roy Rogers Rd - OR99W	Administrative	N/A	Sherwood	STIP-FP Notification	Slip the PL phase to 2015

858	18026	Cedar Creek/Tonquin Trail: OR99W - Murdock Rd.	Administrative	N/A	Sherwood	STIP-FP Notification	Slip PE and RW to 2015 and correct rounding
859	18024	Regional Over-dimensional Truck Route Plan	Administrative	N/A	Portland	STIP-FP Notification	Slip PL phase to 2015 and correct rounding
860	18023	Burgard/Lombard @ North Time Oil Road Intersection	Administrative	N/A	Portland	STIP-FP Notification	Slip RW to 2015 and correct rounding
861	18779	OR213: SE Lindy St - SE King Rd	Administrative	N/A	ODOT	STIP-FP Notification	Advance PE from 2015 to 2014.



Date: January 30, 2015
To: Transportation Policy Alternatives Committee
From: Grace Cho, Transportation Planner
Subject: Transportation Alternatives Program (TAP) Project Delivery Contingency Fund – Progress Report

Purpose

To provide a progress report to TPAC member of the Transportation Alternatives Program (TAP) Project Delivery Contingency Fund. This is an informational item.

Introduction

In 2013 the Metro Council, through recommendation by the Transportation Policy Alternatives Committee (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT), adopted a Transportation Alternatives Program (TAP) Project Delivery Contingency fund as a tool to support the implementation of eleven projects (as identified in **Attachment A**) impacted by the transition from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to Moving Ahead Toward Progress in the 21st Century (MAP-21) federal transportation program. Since the inception of the fund, two requests for a combined total of \$60,684 have been made. This memorandum describes the nature of the requests and outcomes.

Background

As the metropolitan planning organization (MPO) for the urban area of the Portland region, Metro receives and distributes different sources of federal transportation funds. Under the new federal funding programs outlined in the federal MAP-21 authorization, several programs were collapsed to create the Transportation Alternatives (TA) program. The TA program establishes metropolitan planning organizations (MPOs) and State Department of Transportation (DOT) to administer the program jointly based on a population share formula. From the formula, Metro expects to administer half of the TA funds available to the region and ODOT will administer the remaining half of TA funds as part of a statewide funding program. The TA funding formula went into effect immediately.

Eleven local transportation projects selected for funding by ODOT will now be partially funded by Metro due to changes under the federal MAP-21 authorization. **Attachment A** lists the eleven projects affected. When originally selected for funding, these projects had access to ODOT project implementation contingency funds to address unexpected costs and ensure timely implementation. Without access to contingency funds, projects could face significant delays, higher administrative costs and possible cancellation and repayment of development costs.

Metro staff formed an ad-hoc working group that developed options to address this issue in early 2013 and in June 2013, TPAC made a recommendation to move forward with a preferred proposal to create project delivery contingency fund for the eleven affected projects by the TE to TAP federal

funding program transition. At the August 2013 JPACT meeting, JPACT approved draft legislation to enable the Metro contingency fund and the Metro Council ratified the TAP contingency fund in September 2013. The TAP Project Delivery Contingency Fund became effective in September 2013.

Transportation Alternatives Program Project Delivery Contingency Requests

Since the implementation of the program, two requests have been made for contingency funds. The requests were made by:

Requestor	Project	Amount Requested	Reason	Project Status
City of Beaverton	SW Birchwood Road Sidewalk Project	\$25,684	Construction bids came in greater than the engineer's estimate for construction. There was a shortfall between the 110% construction deposit and the lowest construction bid.	Project completed
City of Forest Grove	B Street Sidewalks Project	\$35,000	Unexpected costs in project development preventing ability to put down 110% construction deposit.	Project goes to bid in Spring 2015

The City of Beaverton approached Metro for contingency funds in Fall 2013 to complete the SW Birchwood Road: 87th to Laurelwood sidewalk project when the construction bids returned to build the project. The lowest construction bid received was greater than the combined engineer's estimate for the construction costs and additional 10% construction cost contingency (as required by ODOT). As a result, the City of Beaverton had a project shortfall of \$51,386. Based on a screening of the City of Beaverton's TAP Project Delivery fund application, Metro staff recommended awarding \$25,684 in contingency funding. The project was completed in Fall 2014.

The City of Forest Grove approach Metro for contingency funds in Fall 2014 to complete the B Street: 23rd Street to Primrose sidewalk project when the City ran into project delivery difficulties in trying to put down the required construction cost deposit (110% of the engineer's estimate) to take the project into construction bid. In completing the project development, the project team saw an increase in construction costs than originally scoped due to the necessary federal requirements for construction. As a result, the estimated shortfall is \$89,000. Based on a screening of the City of Forest Grove's TAP Project Delivery fund application, Metro staff recommended awarding \$35,000 in contingency funding. The project is scheduled to be completed in Summer 2015.

Health of the Transportation Alternatives Program Project Delivery Contingency Fund

Requestor	Project	Amount Requested	TAP Contingency Funds Available
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City of Beaverton	SW Birchwood Road Sidewalk Project	\$25,684	\$120,000
City of Forest Grove	B Street Sidewalks Project	\$35,000	\$94,316
Total Amount Remaining in Fund			\$59,316

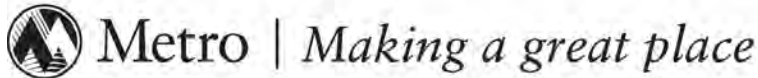
Approximately \$59,000 is available in the TAP Project Delivery Contingency Fund. At this time three of the original eleven projects remain eligible to request funding.

Next Steps

Metro staff will continue to bring periodic updates to TPAC with the progress of the program until the fund is expended. Questions can be directed to Ted Leybold or Grace Cho.

Attachment A**Projects Impacted by Transition from the Transportation Enhancements (TE) and Safe Routes to Schools (SRTS) funding programs to the Transportation Alternatives (TA) funding program**Status as of December 2014

Project Name	Project Sponsor	Total TE or TAP \$	Project Status	Requested Contingency Funding
SW Birchwood Road: 87 th – Laurelwood Sidewalk	Beaverton	\$398,000	Project Completed	Yes - \$25,684
Springwater Trail: Rugg Road – Dee Street	Clackamas County Parks	\$1,200,000	Project Completed	No
SE 122 nd Avenue and 132 nd Avenue Sidewalk Connections	Clackamas County	\$607,538	In right-of-way phase. Target bid date for September 2015	No
Willamette Greenway Trail: Chimney Park – Pier Park	Metro	\$1,499,000	Project Complete	No
SE Holgate and Ramona: 122 nd Avenue – 136 th Avenue Sidewalk	Portland	\$1,351,800	PE in progress	No
B Street: 23 rd Avenue – Primrose	Forest Grove	\$350,000	Submitting final PS&E in December 2014. Going to bid in April 2015	Yes - \$35,000
NE 172 nd Avenue: Halsey Street to Glisan Street	Gresham	\$169,000	Project Completed	No
SE Lake Road: Where Else Lane to Freeman Road	Milwaukie	\$233,724	Project cancelled. Funds rolled into 14064	No
Pedestrian Crossings at Four Schools	Portland	\$455,827	Gone to Bid November 2014	No
SW Leahy Road and W Stark Street	Washington County	\$411,000	Project Completed	No
Portland-Milwaukie LRT: Kellogg Lake Bridge M/U Path	TriMet & Milwaukie	\$1,000,000	Project Completed	No



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE (TPAC)

Nov. 21, 2014

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Karen Buehrig
Chris Deffebach
Adrian Esteban
Nick Forte
Carol Gossett
Eric Hesse
Katherine Kelly
Nancy Kraushaar
Dave Nordberg
Karen Schilling

AFFILIATION

Clackamas County
Washington County
Community Representative
Federal Highway Administration
Community Representative
TriMet
City of Gresham, representing cities of Multnomah County
City of Wilsonville, representing cities of Clackamas County
Oregon Department of Environmental Quality
Multnomah County

MEMBERS EXCUSED

Mike Clark
Lynda David
Judith Gray
Susie Lahsene
Heather McCarey
Cora Potter
Satvinder Sandhu
Mychal Tetteh
Steve White
Rain Windsheimer

AFFILIATION

Washington State Department of Transportation
Southwest Washington Regional Transportation Council
City of Tigard, representing cities of Washington County
Port of Portland
Community Representative
Community Representative
Federal highway Administration
Community Representative
Community Representative
Oregon Department of Transportation

ALTERNATES PRESENT

Kelly Brooks, Lainie Smith
Phil Healy
Peter Hurley
Don Odermott

AFFILIATION

Oregon Department of Transportation
Port of Portland
Representing cities of Washington County
City of Hillsboro, representing cities of Washington County

STAFF: Roger Alfred, Grace Cho, Kim Ellis, Dan Kaempff, Tom Kloster, Ted Leybold, John Mermin, Jim Middaugh, Peggy Morell, Jill Schmidt, and John Williams.

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

Chair John Williams declared a quorum and called the meeting to order at 9:36 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Williams reminded committee members that Nov. 21 is the last day to apply for TPAC citizen representative positions.

3. CITIZEN COMMUNICATIONS ON TPAC AGENDA ITEMS

There were none.

4. CONSIDERATION OF THE MINUTES FOR OCTOBER 31, 2014

MOTION: Approval of the minutes as amended.

ACTION: With all in favor the motion passed.

Ms. Karen Schilling was not in attendance at the October meeting, but her alternate Joanna Valencia was.

5. Climate Smart Communities Scenarios Project: Ordinance No. 14-1346B

Ms. Kim Ellis of Metro updated members that the Transportation Policy Alternatives Committee (TPAC) had returned their amendments to the Joint Policy Advisory Committee on Transportation (JPACT) The Toolbox and framework were areas that the Metro Technical Advisory Committee (MTAC) and JPACT wanted TPAC to focus their discussion on. MTAC did not make their final recommendation to MPAC on Wednesday and deferred their recommendations to the Metro Policy Advisory Committee meeting on Dec. 3. Ms. Ellis directed members to changes made to Ordinance 14-1346B since the TPAC meeting on Oct. 31 on pages 3 and 4 where the Toolbox was refined and will be subject to further review. Also on page five there is additional similar language as in the "whereas causes".

Member comments included:

Ms. Karen Schilling of Multnomah County asked for a clarification between the source of red and blue refinements. Ms. Ellis responded that the blue refinements were brought forth to MPAC and JPACT on Nov. 7 and the red refinements came out of the JPACT discussion on Nov. 13.

Ms. Ellis added that in Exhibit A, the Public Review Draft had small changes. It was added that the goal is greenhouse gas mitigation, but there are other issues regarding climate change to be addressed. These changes are identified in Exhibit E.

Ms. Ellis noted that changes to Exhibit A can be found in Exhibit E.

MOTION: Mr. Eric Hesse moved and Ms. Nancy Kraushaar seconded to approve the amendments to Ordinance No. 14-1346B: Clarifying the Star Ratings system by taking out the bullets in the framework plan and clarifying which RTP is being identified

ACTION: With all in favor the motion passed.

6. 2015-2017 Regional Travel Options Grants: Guidance on sub-regional prioritization

Mr. Dan Kaempff of Metro gave a presentation on Regional Travel Options (RTO) Grants to provide information to County Coordinating Committees for selecting the grant proposals they wish to receive sub-regional targeted funds. There is \$2.1 million available in grants for projects that carry out RTO goals and objectives between 2015-2017. These funds will become available July 1, 2015. The minimum award for the general grants is \$50,000 and there are two new subcategories for 2015. The 2 new subcategories are enhancements, receiving \$50,000, and planning, receiving \$75,000. \$1,975,000 is available as general funding with sub-regional targets of Portland, Washington County, East Multnomah County and Clackamas County receiving \$677, 420 of the funds, leaving a remainder of \$1,297,580. To qualify for the RTO Grants, recipients must be eligible to receive federal funds such as private-not for profit agencies, government agencies, and educational institutions. Examples of eligible projects would be outreach and marketing, public engagement, wayfinding, traveler information, end-of-trip facilities, and promotion of healthy and active living. The applications for these grants are due Dec. 19, 2014.

7. Opt in and Online Engagement Update

Pivot Group consultants Dave Nieuwstraten, Chelsea Radich, and Steve Boespflug provided an overview of the Pivot Group and improvements they are making to Opt In and online engagement tools:

Mr. Nieuwstraten explained that the Pivot Group is an agency specializing in market research, marketing consulting, creative services, web development, and training.

Mr. Boespflug provided a definition on Opt In, an online research tool used to engage the public in Metro's research needs assessment. Under Title Six, there are obligations to reach out to underserved communities. The membership for the 24,000 members who have signed up does not accurately represent the demographics of the region.

Consultants representing Pivot indicated that they are open to mathematical weighting for better population representation and that their next steps regarding best practices included shared visibility, shorter surveys, and expanding mobile solutions.

Ms. Radich added that Pivot will put together a final report of their findings and recommendations to make surveys more accessible to a wider range of people, decrease reliance on mathematical weighting, increase scientific options, and create a user friendly summary of the results of the research available to the public.

8. ADJOURN

Chair Williams adjourned the meeting at 11:59 a.m.

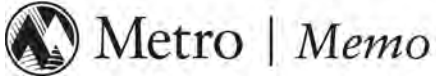
Respectfully Submitted,

A handwritten signature in cursive script, reading "Botond Kovacs". The signature is written in dark ink and is positioned above the printed name of the Recording Secretary.

Botond Kovacs, Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF NOV. 21, 2014

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
2.0	Handout	11/21/14	Measuring What we Value-transportation performance meeting notice	112114T -01
5.0	Letter	11/13/14	Columbia Corridor Association letter of support for the Climate Smart Communities Strategy	112114T -02
5.0	Memo	11/17/14	Climate Smart Communities Scenarios Project: TPAC Recommendation to JPACT Requested	112114T -03
6.0	Memo	11/21/14	2015-2017 RTO Grants Selection Process & Sub-Regional Prioritization	112114T -04



Date: January 22, 2015
To: JPACT and Interested Parties
From: Ted Leybold & Dan Kaempff
Subject: State Transportation Options Plan

At its January 8th meeting, JPACT approved a draft comment letter to the Oregon Transportation Commission on the public comment draft of the state Travel Options plan, subject to review and comment by TPAC. The letter is attached and expresses the region's support for the state to adopt policies regarding its role and interest in travel options as an integral part of the state transportation system. It is expected that individual agencies and organizations within the Metro region will submit additional comments on the draft plan regarding issues of interest specific to them.

Please be prepared by the meeting to provide your support for the letter as written or to offer edits you desire to have incorporated. The letter will be sent to the OTC following the TPAC meeting.

Oregon Transportation Commission
355 Capitol Street NE
Salem, OR 97301

Dear Chair Baney and Commission Members:

The Metro region is pleased to offer its support for ODOT's draft State Transportation Options (TO) Topic Plan. The Plan represents a significant achievement in helping to define how to develop a transportation system that is forward looking and will meet the needs of the public both now and into the future.

The groundbreaking nature of this plan should not be overlooked. To our knowledge, no other state has developed such a detailed policy document around Transportation Options. The Plan reflects an evolutionary step in ODOT's adoption of an integrated, multi-modal approach to investing in Oregon's transportation system. A key principle of this approach is to ensure the public understands the travel options available to them and can choose the means of travel that is best for their specific needs. The TO Plan provides a framework for investing in the work needed to accomplish this outcome.

In particular, we appreciate the Plan's recognition of the work accomplished locally in the Metro region over the past 20 years and in other local efforts throughout the state. The work of implementing TO is accomplished by a wide variety of partner agencies and organizations, all helping to inform, educate and motivate the public to make travel choices that have multiple benefits to our environment, economy and the livability of our communities.

As you're aware, the Metro region is the home of a significant percentage of Oregon's population, as well as being a major employment hub for people living in the areas surrounding our region. The needs of managing our multi-modal transportation system are many, and complex. This plan will help us to better work with our surrounding communities and find new methods for reducing auto trips to and within the region.

Looking ahead, the Plan provides a policy framework for ODOT to consider project selection through a new lens, weighing the need to build against the opportunity to reduce demand. This can help us better manage our existing transportation assets while we're strategically investing in system upgrades and maintenance.

Finally, we particularly acknowledge the extensive public outreach effort that has accompanied this project. ODOT has done exemplary work to engage with a broad group of interested parties to understand their perspectives and needs. The Plan reflects the unique and varied nature of Oregon's communities, and provides a vision that unifies and supports the state as a whole.

Thank you for your efforts in creating this Plan. We support and encourage its adoption, and we look forward to partnering with you in its implementation.

Sincerely,

Tom Hughes
President, Metro Council

Craig Dirksen
Metro Councilor
Chair, Joint Policy Advisory Committee on Transportation

DRAFT

PORTLAND REGION POSITION ON FEDERAL TRANSPORTATION POLICY AND FUNDING

Investment in a multi-modal transportation system is important for the region, the state and the nation to reach its goals for economic growth and prosperity, community livability and environmental sustainability and to ensure there is an equitable ability of all members of the community to benefit. In particular, the "2014 Economic Impacts of Congestion" documents the dependence of the economy of Oregon and the Portland region on a transportation system that moves goods, provides access to labor and increases productivity. Further, investing in improvements to reduce congestion will provide \$1.1 billion in economic benefits and provide \$2.40 in return on investment for every \$1 expenditure on improvements. This needed investment requires commitment at the federal, state and local levels. The state and local governments have stepped up substantially to increase their level of investment and are aggressively pursuing further increases. However, the federal government has not stepped up and the overall share of investment by the federal government is shrinking as a percent of the total. With this in mind, the following are the key policy messages from the Portland region to our Congressional delegation.

INCREASE INVESTMENT

- Substantially increase the level of federal investment in all parts of the multi-modal surface transportation system, preferably with some form of highway user fees and with a renewed expression of commitment through addition to the Highway Trust Fund. This is the foundation of the federal highway program, providing the certainty and stability of formula funds for highways, roads and streets to each state and metropolitan area.
- The region specifically supports the proposal by Congressman Blumenauer to increase and index the gas tax and the proposal by Congressman DeFazio to adopt a tax on each barrel of crude oil. Both approaches continue the long standing federal practice of funding transportation through user fees in recognition of those that benefit paying the fees. The region further supports Congressman Blumenauer's proposal to sunset the gas tax to encourage conversion to a mileage based fee and to expand the application of Road User Charge pilot projects to more states to increase the understanding and awareness of this approach.
- With an increased commitment of funding resources, adopt a 5-6 year authorization bill to provide certainty and stability to the planning, engineering and programming process.
- If there is not an increased funding commitment, maintain status quo levels (with a modest allowance for inflation) and limit the authorization bill to a two-year period.

EXPANDED POLICY INTENT

With an increase in funding and 5-6 year certainty, it is feasible to expand the scope of the federal transportation program and invest in matters that need increased attention.

- Continue the basic program structure established through MAP-21 including the consolidation into a limited number of funding categories.
- Continue the TIGER program at the \$500-600 million per year level and incorporate it into the Highway Trust Fund as an on-going part of the transportation program. The TIGER program has provided an important competitive funding source for innovative highway, transit bike and pedestrian projects and should be established on a reliable continuing basis.
- Consistent with the GROW America Act introduced by USDOT, consider establishing additional categories of competitive grants. Competition reinforces local innovation leading to better transportation investments.
- Expand the federal ability to support transportation investment through better credit options including increased application of the TIFIA program and relaxing limitations on the use of tolls for both raising revenue to fund maintenance and improvement of the transportation system and peak period demand management.
- In recognition of the increased competition and expansion into Core Capacity projects, increase the funding commitment for the Fixed Guideway Capital Investment Grant Program (New Starts and Small Starts programs).
- Continue to expand the focus on freight by establishing funding for formula and competitive grant programs as well as funding for Projects of National and Regional Significance, but ensure freight is addressed in a multi-modal manner including urban and intercity trucking, rail, marine, air cargo and intermodal connections.
- Restore the Highway Bridge Replacement and Rehabilitation Program which was eliminated through MAP-21.
- Increase the level of investment in and the certainty of funds for passenger rail service.
- Consistent with the policy direction established through MAP-21, implement performance based planning and programming of funds to improve the transparency and accountability of decision-making. However, avoid a “one size fits all” approach and ensure performance metrics are comprehensive in nature covering not only measures of the condition and operation of the transportation facilities themselves but the community benefits that result such as safety, economic prosperity, affordability for the user, health, climate change and equity.
- Clarify language for FTA sponsored joint development projects directing that they are intended to both provide for an economic return on the transit investment and produce more economically and socially successful communities as a result of the transit investment.
- Add an emphasis on improved access to employers and funding for “last mile” access.
- Increase the suballocation of funds to metropolitan planning organizations.
- Continue to pursue methods of streamlining federal requirements to speed up project delivery while maintaining the requirements for intergovernmental cooperation, community involvement, inclusion and equity and environmental impact.
- Renew the Commuter Parity Act providing comparable tax benefits to transit users as auto commuters.

- Expand the emphasis on safety including reduced serious injuries and deaths across all modes and on all parts of the transportation system. Establish separate safety targets for bike and pedestrian modes.
- Consistent with MAP-21, continue the federal transportation investment in university research centers and programs.

PROJECT ACTIVITIES

Certain projects are significantly impacted by the administrative practices of the federal agencies and support from the delegation may be needed in the following areas;

- The Southwest Corridor and the Powell Division Corridors are progressing through the federal New Starts/Small Starts process with considerable FTA oversight.
- Passenger rail improvement between Eugene, Portland, Seattle and Vancouver BC is being pursued by Oregon, Washington and the Province of British Columbia. The scope of upgrade in Oregon is now under consideration in a Draft Environmental Impact Statement with considerable oversight by FRA.
- There is a legislative proposal in the DOT bill to revise the criteria for US Coast Guard permitting of a new bridge over navigable waters to also take into consideration the needs of rail, aviation, transit and highway traffic. This may be important for any possible future replacement for the Interstate Bridge.
- The region is targeting significant redevelopment around light rail and street cars stations which often involves significant FTA oversight. It is important to the region that investing in these sites be for the community goals of the area not just to capture the increased property value from the transit investment.
- There is currently a process underway with the US Army Corps of Engineers to consider alternate approaches for rehabilitation of the Locks at Willamette Falls and the reopening to public commercial and recreation service. This would enable the full length of the Willamette River to resume its historic function as an important transportation route.

Materials following this page were distributed at the meeting.



2014

ECONOMIC IMPACTS OF CONGESTION

on the Portland-metro and Oregon economy

About this report

In 2005, the Portland Business Alliance, Port of Portland, Oregon Department of Transportation, METRO, and several other public and private sector partners completed a groundbreaking study titled, “The Cost of Congestion to the Economy of the Portland Region.” The study provided key information about the importance of investing in our transportation system, particularly roads and highways, as a critical part of our economy.

The study concluded that geography and past investments have made Portland-metro a sea and air gateway as well as a regional rail and highway hub. As a result, the region’s economic competitiveness is heavily dependent on an efficient and reliable transportation system. The 2005 study found that even with planned improvements, our transportation system would not keep pace with projected increases in freight and general traffic. Failing to adequately invest in our transportation system would result in a potential loss to the regional economy of \$844 million annually by the year 2025 – that’s \$782 per household per year – and 6,500 permanent jobs.

When completed in 2005, the study gained national recognition. As recently as July 2014, the White House issued a report titled, “An Economic Analysis of Transportation Infrastructure Investment,” which referenced the study’s findings and the impact of congestion to businesses.

As we have learned through other research, our region and state are uniquely trade dependent. Between 2004 and 2011, Oregon’s trade-related employment grew 7.5 times faster than total employment. In addition, about 90 percent of Oregon exporters are small- to medium-sized businesses. Today, it remains critical to our economy and our quality of life that we adequately invest in improvements that ensure an efficient and reliable transportation system.

This 2014 study provides a better understanding of how congestion and transportation barriers affect the entire state’s economic competitiveness.

It identifies the current economic foundation of the region and the state. It also shows our reliance on the state’s transportation system to move goods, ensure access to labor and increase productivity, all of which impact revenues accruing to the state for vital public services. The study then compares two scenarios – a congested future based on no additional transportation revenues and an improved future that includes new financial resources. The result quantifies the benefit to the economy and to jobs due to increased investment.

Like the previous study, business interviews were conducted to gain better insight into how businesses are coping with transportation and congestion challenges. Travel models made

available from four metropolitan planning organizations around the state, including Portland, mid-Willamette Valley, Bend and Corvallis, were used to show the results.

The study seeks to answer the following questions:

- ▶ What are the impacts of highway congestion on the economic performance of Oregon and major metropolitan areas of the state?
- ▶ How has congestion affected business transportation decisions and operations in the state?
- ▶ How have the effects of congestion changed since the 2005 Cost of Congestion study?
- ▶ What are the effects of transportation investment on the state’s economy?

“Congestion can affect a region’s economy by reducing its competitiveness resulting in significant impacts on employment and economic output.”

Introduction

Oregon's transportation system is the backbone of the state's economy. A well-maintained, resilient, and efficient network of highways, rail, air and waterborne transportation is essential. It supports the businesses that provide the jobs and revenues needed to underpin the resource-based, traditional manufacturing and advanced biotech and computer/electronics technologies that characterize the state's economy.

Oregon's ability to retain its quality of life in an increasingly global economy rests to a great degree on our ability to provide well-paying jobs in the diverse array of industries that trade with the rest of the U.S. and the rest of the world. To maintain its advantage as an attractive location for businesses of all types, including those in the industrial sectors that offer middle-income jobs, Oregon must support, retain and attract workers and businesses best suited to the emerging demands of the domestic and international marketplace.

One of the key business requirements needed to grow and succeed in a highly competitive marketplace is the ability to maintain consistently high levels of productivity. This requires that the costs to move materials needed to produce goods in every sector of the economy, and the costs to move finished products to their final markets, must remain competitive. Transportation congestion increases the cost of business operations and

reduces productivity. Chronic delay linked to congestion can affect the economy by reducing competitiveness resulting in significant impacts on employment and economic output. Oregon, as a West Coast logistical hub, is particularly vulnerable to the impacts of increasing congestion.

Additional investment is needed to maintain Oregon's connections with global and domestic markets and to remain competitive with other states that are planning large investments in their transportation infrastructure. This report finds that:

- ▶ Oregon's competitiveness is largely dependent on efficient transportation. More than **346,400 jobs** are transportation related, or transportation dependent, meaning that system deficiencies threaten the state's economic vitality.
- ▶ Businesses report that traffic congestion and travel delays cost money, forcing changes in business operations and location decisions.
- ▶ Additional investments would generate **8,300 jobs, \$1.1 billion in benefits,** and a **\$2.40 return** for every \$1 of investment, by 2040.

BY THE NUMBERS:

\$300 billion.

Value of all goods moved in Oregon on all modes of transportation in 2012.

346,400.

Number of transportation-related and transportation-dependent jobs in Oregon in 2013.

36.9 million.

Total annual hours of travel time saved in Oregon if additional transportation investments are made. This equals 27 hours per household.

8,300.

Oregon jobs generated as a result of additional transportation investments by 2040.

\$928 million.

Additional Oregon annual economic output/sales generated by businesses due to an improved transportation system by 2040.

\$1.1 billion.

Annual income and non-monetary benefits of additional transportation investments to Oregon, or \$788 per household, by year 2040.

\$2.40.

The potential return for every \$1 invested in the state's transportation system.

What the data show

Role of transportation in Oregon's economy

The state's economy and job base are transportation dependent, especially on its highways, for the connections they provide to domestic and international markets.

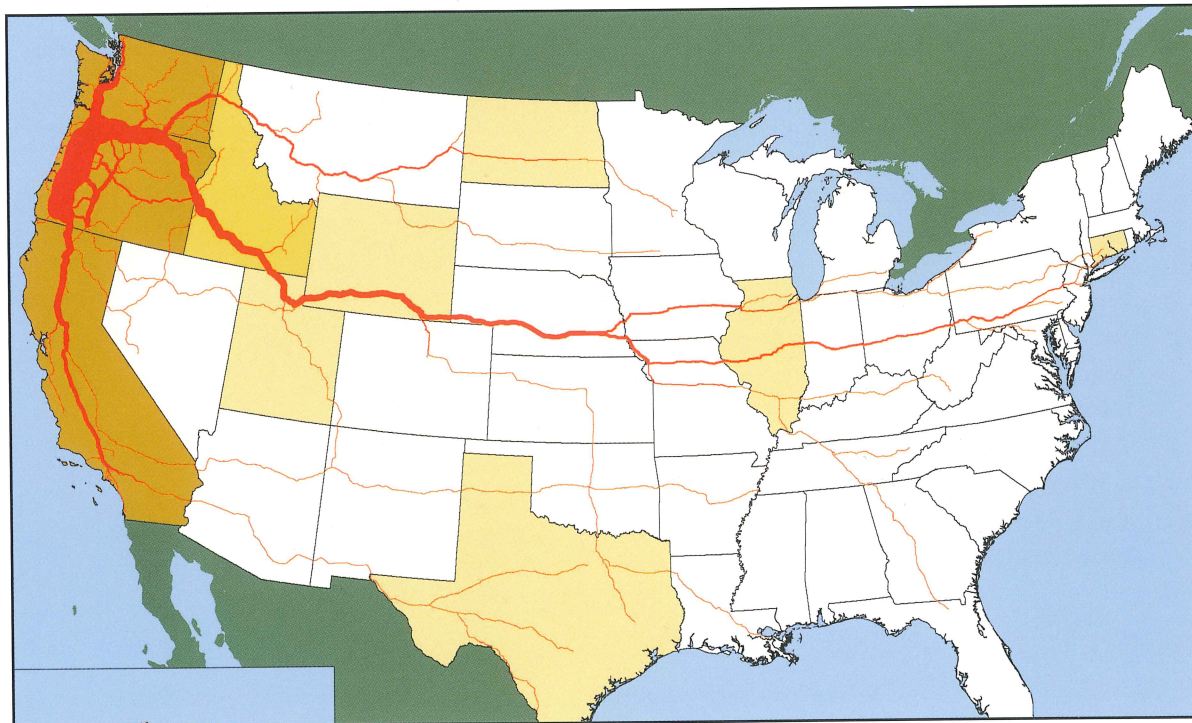
Oregon's geographic location makes it a key component of U.S. West Coast logistics, serving as a major hub for domestic and international

freight. The state provides key international air and maritime gateways, as well as an important junction of critical transcontinental highways. Oregon is served by 23 port districts, including nine with inter-modal freight terminals; 23 railroads, including high-capacity transcontinental mainlines of both western Class 1 railroads; and 97 public-use airports, including seven with commercial airline service. Portland-metro in particular ranks fifth among western metropolitan regions in international

shipments. However, all of these modes depend on efficient and reliable highway access for freight shipments and business deliveries, as well as passenger travel for business. This is because trucks are the workhorse of the system, linking businesses throughout the state to the global marketplace and providing the "last mile" connection to inter-modal facilities, business operations and end users, as shown in **Figure 1**.

Traded-sector industries – those industries that provide goods and services outside of Oregon and bring money back into the state economy – are particularly reliant on an efficient transportation network. Exports from these industries are shipped through most major ports on the U.S. West Coast. These industries also are critical to statewide economic growth and job creation. In Oregon, the top traded-sector industries include wood product

Figure 1: Major flows by truck to, from and within Oregon, 2040

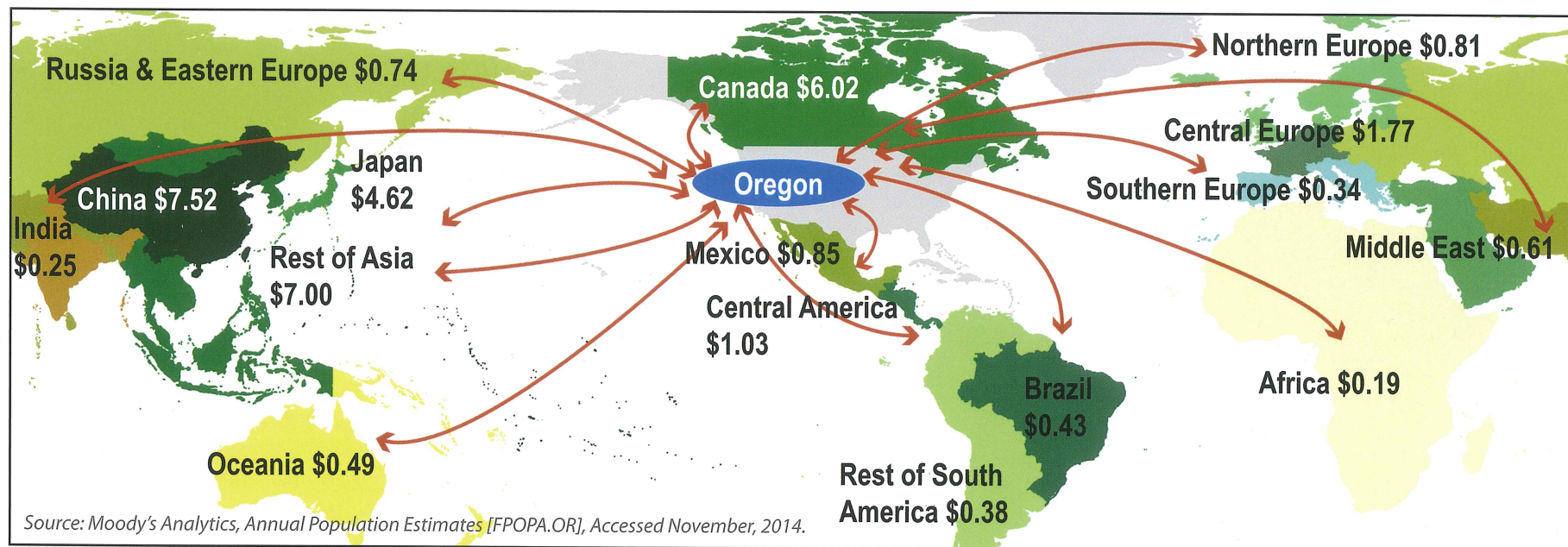


Source: U.S. Federal Highway Administration.

INTEL CORPORATION

Intel Corp. is one of the world's largest designers and producers of essential technologies that serve as the foundation for the world's computing devices. Hillsboro, Oregon is home to the company's largest site for fabrication, testing and wafer production. Missed flight connections require Intel to reschedule shipments and are costly due to the limited usable life of dyes used in production and manufacturing of chip sets.

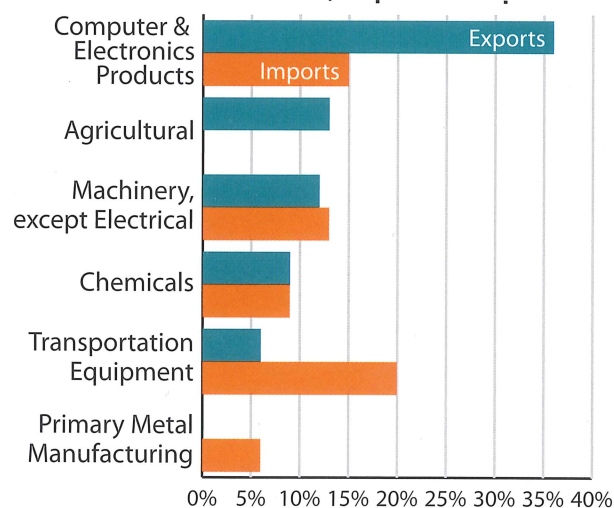
Figure 2: Oregon import and export trade in billions of dollars by trade market



manufacturing, forestry, agriculture, computer and electronics manufacturing, beverage manufacturing, and metal manufacturing. See **Figures 2 and 3.**

The statistics clearly indicate how important these traded-sector industries are to the Oregon economy. Overall, the Oregon **transportation system carried \$300 billion** worth of goods in 2012, more than the entire Oregon gross domestic product (GDP) of \$205 billion. About \$215 billion, or 72 percent of total value, is carried by truck. When considering transportation-related and transportation-dependent jobs in the traded industries, more than **346,400 jobs are reliant on an efficient transportation network** – or nearly **20 percent of all statewide jobs.**

Figure 3: Oregon top five industries' share of international trade, imports & exports



Source: WiserTrade International Trade Industry Data, accessed October 2014. Federal Highway Administration, Freight Analysis Framework 3, 2012, Values, accessed November 2014.

CENTRAL OREGON TRUCK CO.

Central Oregon Truck Company is an over-the-road, irregular route, 48 state carrier located in Redmond, Oregon. The impacts of congestion reduce productivity delivering consumed products that can not be recovered. This cost is ultimately passed back to the consumers of all products. Since the transportation industry has heavily regulated work hours, it makes avoiding peak travel times nearly impossible for all carriers. According to Central Oregon Truck Company, the better the roads are maintained and the more efficient roadway travel is, the greater the payback to consumers of any and all products.

Business interviews

For this study, the businesses listed here were asked about congestion and its effects on their business. Companies involved in exports (international and domestic), transportation services and regional distribution were chosen because of their economic importance to the Portland-metro region.

Agriculture/Natural Resource

- Anderson Hay & Grain Co.
- Boise Cascade Co.
- Hampton Affiliates
- Imperial Stock Ranch
- Pacific Seafood
- Roseburg Forest Products

Advanced Manufacturing

- Genentech
- Intel Corp.

Logistics Service Providers

- Central Oregon Truck Co.
- Expeditors International of Washington, Inc.
- Oregon Transfer Co.
- Summit NW

Manufacturing/Food Production

- Chris King Precision Components
- Craft Brew Alliance
- Oregon Iron Works
- Schnitzer Steel

Retail Distribution

- Columbia Sportswear Co.
- The Kroger Company (Fred Meyer)

The transportation system's impact on business competitiveness

Congestion and travel delay due to deficiencies in the transportation system are already impacting businesses throughout the state, hurting their competitiveness.

Interviews with statewide business leaders underscore the fact that transportation is critical to business competitiveness and sustained business growth in Oregon. Due to increasing congestion, businesses report that they are drastically altering operations in order to keep a competitive edge.

Although some businesses in the report are not located in the metro areas studied, almost all either distribute products in these areas or need to pass through them to get to ports or other operational centers. See **Figure 4**. As a result, congestion in metropolitan areas, including Portland-metro, can affect operational decisions and in some cases the costs of resource-based companies throughout the state.

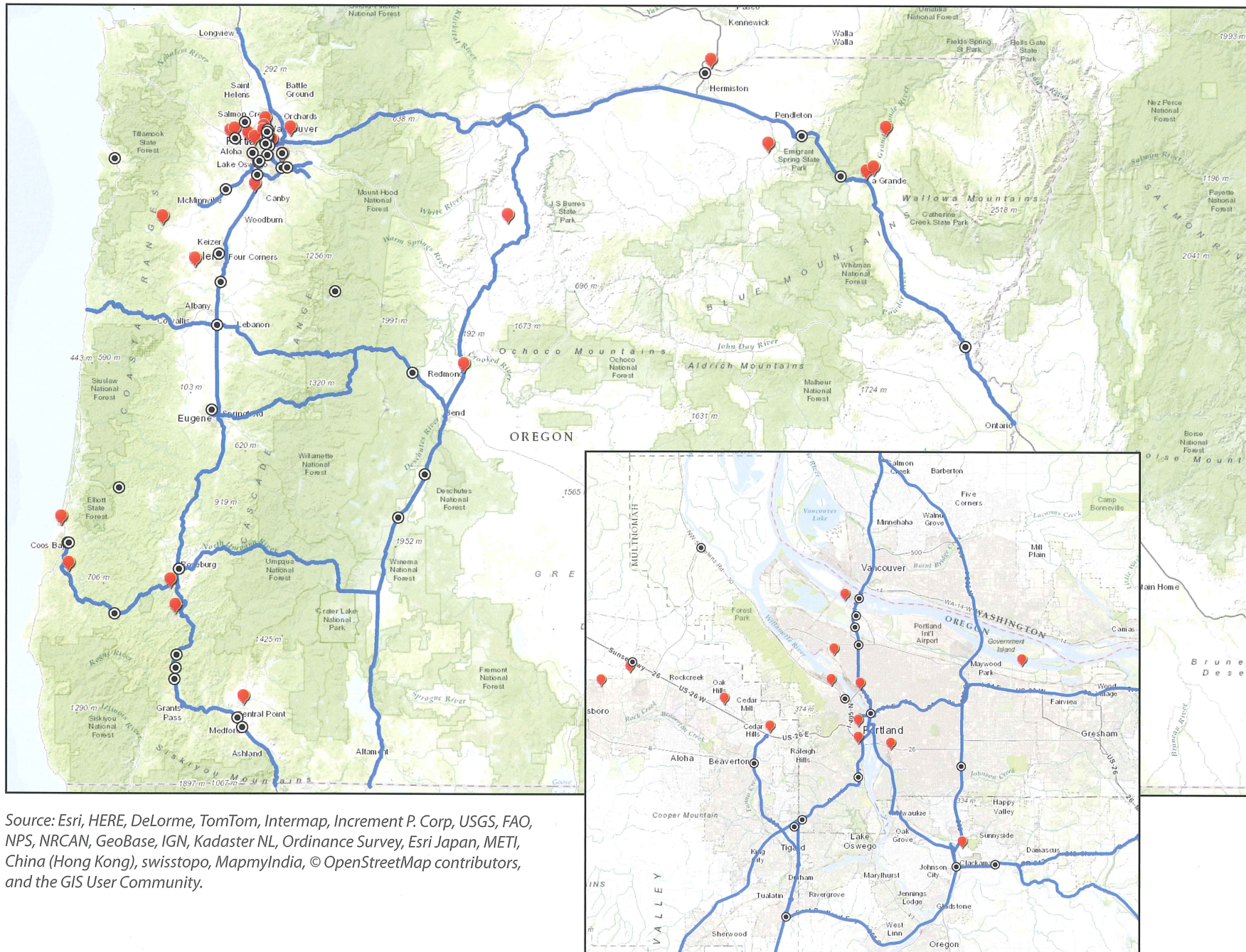
Changes in business operations are nearing the limits of what a business can do to overcome transportation congestion before it becomes a severe issue. Many respondents reported that they have implemented staggered shifts, added evening and overnight operations, and are increasing operation during “off-off-peak” hours, with some delivery shifts now starting as early as 2 a.m. However, the businesses are making these operational changes in the face of regulatory limits on driver hours, worries of driver safety and limits to when they can feasibly deliver to customers. For those businesses that

cannot shift to off-off-peak hours, managers report “lost turns” on truck deliveries due to congestion, meaning that a truck can take on fewer delivery routes in a day compared to the recent past when there was not as much congestion. Moreover, businesses reported that increasing congestion result in a competitive disadvantage of operating in Oregon.

New issues emerging for businesses also highlight the importance of transportation infrastructure. Businesses are focusing on exports for business growth, requiring reliable access to all U.S. West Coast international gateways and reliable service at ports and airports both inside and outside of Oregon. Demand for transportation services serving foreign markets is growing faster than the demand for domestic markets. Furthermore, businesses are optimizing costs by relying more on transportation service providers such as third-party logistics companies and for-hire transportation services, thereby minimizing direct operating risks and passing them onto another party.

Businesses were also asked to comment on any concerns or plans they have regarding the resiliency of the transportation system to seismic events. Many businesses reported high vulnerability to a seismic event if major transportation links were disrupted, with some more localized businesses reporting an inability to sustain themselves in the event of long-term transportation system failure. Thus, in addition to the reliability of the transportation network, the resiliency of the network is also of concern to Oregon businesses.

Figure 4: Coping with congestion; key routes (blue), bottlenecks (black) and businesses interviewed (red)

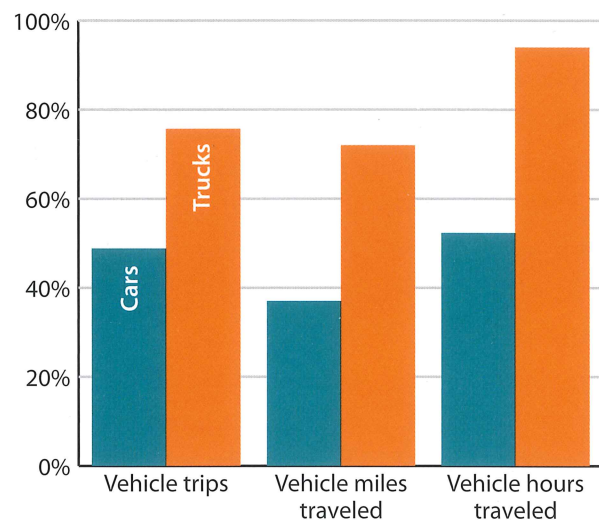


Source: Esri, HERE, DeLorme, TomTom, Intermap, Increment P. Corp, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community.

HAMPTON AFFILIATES

Hampton Affiliates produces dimensional lumber with six sawmills located throughout the Pacific Northwest. There are three mills in Oregon (Willamina, Tillamook and Warrenton.) They produce about 2 billion board feet of wood products per year with roughly 500 million board feet of exports. They rely extensively on for-hire firms for their outbound shipments that require about 45,000 truckloads per year. Hampton's costs have gone up dramatically in the last five years due to congestion, new driver rules and lack of drivers.

Figure 5: Portland-metro projected travel increases, 2010-2040



Source: Portland Metro

Overall impacts of congestion and travel delay on the economy

Failure to adequately invest in the transportation system results in significant losses to Oregon's economy, job base and quality of life.

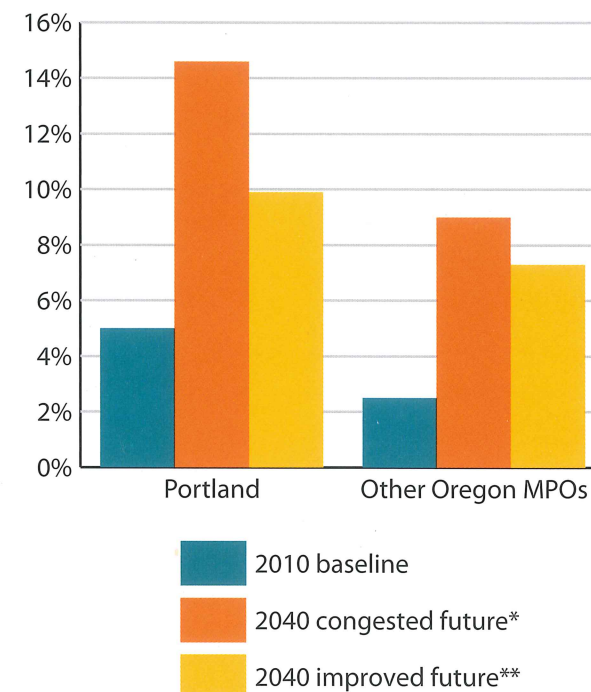
Transportation system assessments for the metropolitan regions included in this study (Portland, Salem/Mid-Willamette Valley, Bend and Corvallis) suggest that congestion is becoming an increasing problem statewide and that investments in infrastructure can strongly mitigate these conditions.

Over time, as more trips are generated in the state, traffic increases cause additional congestion and reduce reliability on the highway network for both passenger cars and trucks. See **Figure 5**. For example, in 2010, 5 percent of all travel time in Portland-metro took place in congested conditions (e.g. in slow, stop-and-go traffic). This is expected to triple to 15 percent of all trips by 2040. Put another way, by 2040, the average Portland-metro household will experience **69 hours of congestion annually**, or nearly two work weeks spent in congested conditions, if only the currently programmed improvements are made, as shown in **Figure 6**. Additional future investments would reduce this amount to 37 hours per household. In other Oregon metropolitan areas, congestion will increase to 18 hours per household by 2040 without new investments. That figure could be reduced by two-thirds, to six hours per household, with additional investments. In total, new transportation investments would **save**

Oregonians 36.9 million hours of travel time or an average of 27 hours per household, as shown in **Figure 7**.

These travel time savings from new investments translate to significant economic impacts. With additional transportation investments these savings would generate an additional **8,300 jobs**

Figure 6: Improved future transportation funding reduces percent of travel time in congestion

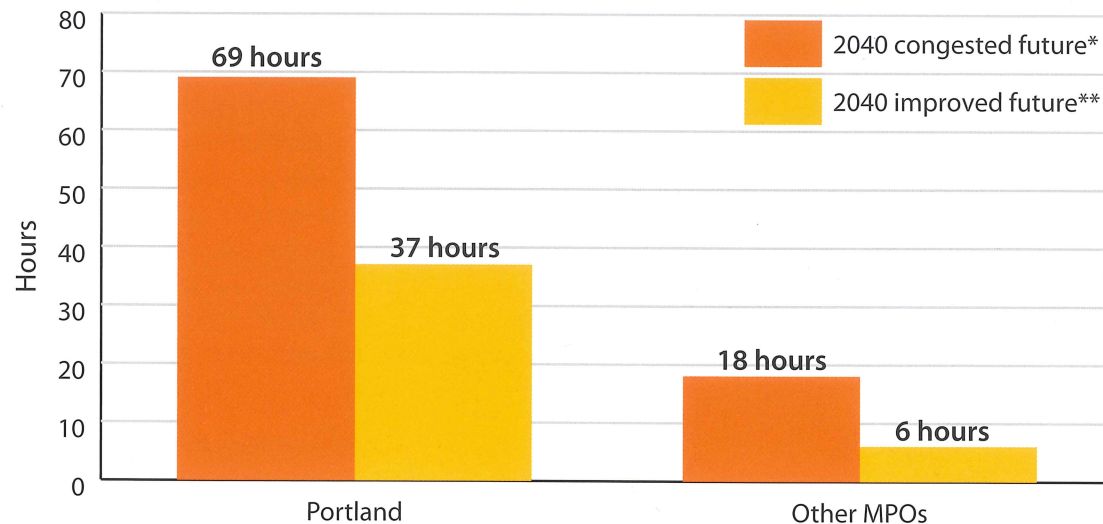


* Based on no investment beyond current funding.

** Based on fully funded Regional Transportation Plans.

Source: Portland Metro and Oregon DOT Office of Planning. Travel demand model estimates provided directly, October 2014.

Figure 7: Improved future transportation funding reduces congestion, hours per household in slow, stop-and-go traffic



* Based on no investment beyond current funding.

** Based on fully funded Regional Transportation Plans.

Source: Calculations from EDR Group based on travel demand model estimates. Household data from Moody's Analytics, Total Households [FHHOLDA], Accessed October 2014.

GENENTECH

For Genentech, perishability is a key concern and missed air shipments require that products be stored under controlled conditions. When outbound shipments are missed, products must be held in Hillsboro, where the cost of storage, monitoring of tightly controlled conditions and re-dispatching significantly increase overall costs.

“Due to increasing congestion, businesses report that they are drastically altering operations in order to keep a competitive edge.”

by 2040; \$928 million in output; \$530 million in GDP or value added; and \$380 million in wages and compensation to employees.

This study also finds that by 2040, improving the transportation system investment levels specified in current state and metropolitan area long-range Regional Transportation Plans would generate economic benefits for the state growing to nearly **\$1.1 billion per year** by 2040, as shown in **Figure 8**. Cumulatively, Oregon would receive over \$24 billion in benefits from these transportation investments, returning over **\$2.40 for every dollar spent** on improving the transportation system.

Figure 8: Economic benefits for Oregon per year by 2040

	Portland-metro	Other study metros	Total
Economic benefits*	\$822,000,000 (\$908 per household)	\$327,000,000 (\$744 per household)	\$1,058,000,000 (\$788 per household)
Jobs**	5,897	2,421	8,318

* Includes GDP, traveler non-monetary benefits and societal benefits.

** Change to average annual employment level.

Source: EDR Group

Conclusion

The rewards are high if new investments are made. However, the risks are great for the economy and quality of life in Oregon if additional investments are not undertaken soon. Oregon risks erosion of its competitive position in domestic and international markets as the cost to move goods increases due to congestion. This means thousands of jobs and billions of dollars for the Oregon economy.

Understanding both the benefits and potential risks of transportation infrastructure investment is important. This study is intended to provide useful information to the public, the business community and government decision-makers as they work to reach consensus on transportation policy, prioritize projects and make funding decisions.

Business, civic and government leaders should engage in a discussion about transportation system deficiencies in terms of congestion and resiliency. It impacts costs for businesses, job opportunities, business competitiveness and ultimately state revenue used to fund vital public services. It is critical to continue to invest in the transportation system in order to protect and enhance the state's economy and quality of life.



Thank you to our funding partners.

A number of companies and organizations contributed to the funding of this report and the Value of Jobs initiative, including:

AAA Oregon/Idaho

Bank of America

Cambia Health Solutions

CenturyLink

Columbia Sportswear

ESCO Corporation

Ferguson Wellman Capital Management

Fred Meyer

The Greenbrier Companies

Intel Corporation

Key Bank

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Melvin Mark Companies

Miller Nash LLP

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NW Natural

Oregon Health & Science University (OHSU)

Oregon State Building & Construction Trades Council

Oregon Trucking Association

Pacific Power

Portland General Electric

Safeway Inc.

Schnitzer Steel

The Standard

Steel Rives

Travel Oregon

United Postal Service (UPS)

U.S. Bank

Vigor Industrial

Walmart

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Oregonian Media Group

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The Portland Tribune & Community Newspapers

For more information about this report or other Value of Jobs studies, go online to www.valueofjobs.com.

- ▶ 2014 Check-up on the Portland-Region's Economic Health
- ▶ Portland-Metro's Health Care
- ▶ International Trade & The Portland Harbor's Impact
- ▶ 2013 Check-up on the Portland-Region's Economic Health
- ▶ Higher Education & Regional Prosperity
- ▶ 2012 Check-up on the Portland-Region's Economic Health
- ▶ Portland-Metro's Manufacturing Sector
- ▶ Land Availability: Limited Options
- ▶ Portland-Metro's Traded Sector
- ▶ 2011 Check-up on the Portland-Region's Economic Health
- ▶ International Trade study
- ▶ 2010 Check-up on the Portland-Region's Economic Health

About the Value of Jobs Coalition

The Value of Jobs Coalition is based on the premise that in order to have a prosperous, healthy Portland region with a good quality of life, we need more private-sector jobs. The coalition began with an economic study in the fall of 2010, which uncovered troubling economic data about the Portland-metro region. A number of other studies have followed that highlight the region's economic opportunities and challenges. Find out more at: www.valueofjobs.com.

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Portland, OR 97201
www.valueofjobs.com



Metro | Memo

Date: January 22, 2015
To: JPACT and Interested Parties
From: Ted Leybold & Dan Kaempff
Subject: State Transportation Options Plan

At its January 8th meeting, JPACT approved a draft comment letter to the Oregon Transportation Commission on the public comment draft of the state Travel Options plan, subject to review and comment by TPAC. The letter is attached and expresses the region's support for the state to adopt policies regarding its role and interest in travel options as an integral part of the state transportation system. It is expected that individual agencies and organizations within the Metro region will submit additional comments on the draft plan regarding issues of interest specific to them.

Please be prepared by the meeting to provide your support for the letter as written or to offer edits you desire to have incorporated. The letter will be sent to the OTC following the TPAC meeting.

Oregon Transportation Commission
355 Capitol Street NE
Salem, OR 97301

Dear Chair Baney and Commission Members:

The Metro region is pleased to offer its support for ODOT's draft State Transportation Options (TO) Topic Plan. The Plan represents a significant achievement in helping to define how to develop a transportation system that is forward looking and will meet the needs of the public both now and into the future.

The groundbreaking nature of this plan should not be overlooked. To our knowledge, no other state has developed such a detailed policy document around Transportation Options. The Plan reflects an evolutionary step in ODOT's adoption of an integrated, multi-modal approach to investing in Oregon's transportation system. A key principle of this approach is to ensure the public understands the travel options available to them and can choose the means of travel that is best for their specific needs. The TO Plan provides a framework for investing in the work needed to accomplish this outcome.

In particular, we appreciate the Plan's recognition of the work accomplished locally in the Metro region over the past 20 years and in other local efforts throughout the state. The work of implementing TO is accomplished by a wide variety of partner agencies and organizations, all helping to inform, educate and motivate the public to make travel choices that have multiple benefits to our environment, economy and the livability of our communities.

As you're aware, the Metro region is the home of a significant percentage of Oregon's population, as well as being a major employment hub for people living in the areas surrounding our region. The needs of managing our multi-modal transportation system are many, and complex. This plan will help us to better work with our surrounding communities and find new methods for reducing auto trips to and within the region.

Looking ahead, the Plan provides a policy framework for ODOT to consider project selection through a new lens, weighing the need to build against the opportunity to reduce demand. This can help us better manage our existing transportation assets while we're strategically investing in system upgrades and maintenance.

Finally, we particularly acknowledge the extensive public outreach effort that has accompanied this project. ODOT has done exemplary work to engage with a broad group of interested parties to understand their perspectives and needs. The Plan reflects the unique and varied nature of Oregon's communities, and provides a vision that unifies and supports the state as a whole.

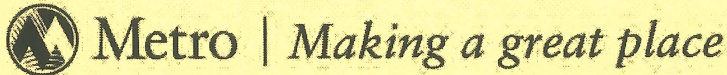
Thank you for your efforts in creating this Plan. We support and encourage its adoption, and we look forward to partnering with you in its implementation.

Sincerely,

Tom Hughes
President, Metro Council

Craig Dirksen
Metro Councilor
Chair, Joint Policy Advisory Committee on Transportation

DRAFT



2015 TPAC Work Program

As of 01/22/15

*Items in italics are tentative; **bold** denotes required items*

<u>January 30, 2015</u> <ul style="list-style-type: none">• Quarterly Report on MTIP Amendments & Programming Changes (Chair comments)• Transportation Alternatives Program memo (Chair comments)• Cost of Congestion Study (Port of Portland; 20 min)• Seismic Retrofitting to Improve Resilience of State Highways (Bruce Johnson, ODOT; 20-30 min)• Comment letter of the State Transportation Options plan (Ted Leybold; 20 min)	<u>February 27, 2015</u> <ul style="list-style-type: none">• New TPAC Community Representatives (John Williams, 15 min)• TSMO/RTO presentation: grant & project selection results (Caleb Winter/Dan Kaempff, 60 min)• Draft 2015-16 UPWP – <u>Information/Discussion</u> (Chris Myers; 25 min)• <i>Rough Roads Ahead Presentation (ODOT)</i>• <i>State of the System Report (ODOT)</i>
<u>March 27, 2015</u> <ul style="list-style-type: none">• Approval of Final 2015-16 UPWP – (Chris Myers; 15 min)• MTIP and RFFA Policy Report Work Program (Ted Leybold; 30 min)	<u>April 24, 2015</u> <ul style="list-style-type: none">• Quarterly Report on MTIP Amendments & Programming Changes (Chair comments portion; 5 min)• Air Quality Update (Grace Cho & DEQ Staff TBD)

Parking Lot:

- TriMet Service Enhancement Plan Update (presentation by TriMet – fall/winter)
- Travel model update
- Regional Infrastructure Supporting Our Economy (RISE) update
- Community Planning and Development Grants update
- JPACT Finance Subcommittee definition of regional system



OREGON

TRANSPORTATION OPTIONS PLAN

Public Review Draft

WHAT IS THE TRANSPORTATION OPTIONS PLAN?

The Oregon Transportation Options Plan provides policy guidance for state and local partners to enhance and expand transportation access while ensuring that transportation investments are efficient and support broader community goals such as growing the economy and improving personal and environmental health. The Oregon Transportation Options Plan:

- Identifies opportunities to expand transportation choices
- Looks to increase funding opportunities for transportation options programs and investments
- Provides information to better integrate transportation options into local, regional, and state transportation planning

Policies, strategies, and programs described in the Oregon Transportation Options Plan promote efficient use of existing transportation system investments, reducing reliance on the single-occupancy vehicle and facilitating use of walking, biking, transit, and rideshare. While transportation infrastructure and operations are critical to the success of a balanced transportation system, this Plan focuses on the programs, strategies, and investments that support the efficient use of transportation infrastructure.

WHAT ARE THE BENEFITS OF TRANSPORTATION OPTIONS?

The Oregon Transportation Options Plan promotes an efficient, reliable, and affordable transportation system to support Oregon's growing population and economy. Transportation options affect how Oregonians in all regions of the state travel. Providing transportation choices to residents, employees, and visitors contribute to the outcomes listed below.

- **Efficiency:** Maximize transportation system efficiency by increasing capacity of existing infrastructure
- **Reliability:** Manage system congestion and improve the reliability of transportation for people and goods
- **Reduced cost:** Reduce transportation costs for system providers, operators, travelers, and the general public
- **Access:** Provide travel opportunities for those who may not otherwise be able to access needed information, goods, and services
- **Other community goals:** Support state, regional, and local goals related to economy, environment, community, and public health by providing transportation choices



WHAT ARE TRANSPORTATION OPTIONS?

Historically transportation option strategies have been referred to as transportation demand management (TDM) with a focus on commute trips and system management. The Transportation Options Plan includes these elements, but expands this definition to also recognize the value of facilitating opportunities to choose different travel options and meet diverse needs.

HOW CAN YOU PROVIDE INPUT?

The Oregon Transportation Commission has released the Draft Oregon Transportation Options Plan for public review and comment through January 30, 2015. Join us at the Oregon Transportation Commission Hearing on January 15th, 2015 in Salem, or submit emailed or written comments to:

Email: Michael.D.Rock@odot.state.or.us

Address: Oregon Department of Transportation
Transportation Development Division, Planning Section
555 13th Street NE, Suite 2, Salem, OR 97301-4178

For more information, please visit www.oregon.gov/ODOT/TD/TP/Pages/toplan.aspx



WHO PARTICIPATED IN THE PLAN PROCESS?

- **Policy Advisory Committee (PAC):** The PAC represents a broad range of community interests statewide and served as a key conduit of stakeholder input.
- **Stakeholder Interviews:** The project team met with more than 50 ODOT internal agency and external stakeholders to document existing conditions information and identify issues and opportunities.
- **Focus Groups:** Seven focus groups were conducted to tap the insight and knowledge of issue-based experts on the Plan's proposed policies and strategies.
- **Website:** The public can sign up for project updates and have opportunities to directly email project staff. www.oregon.gov/ODOT/TD/TP/Pages/toplan.aspx



WHAT ARE THE GOALS?



Goal 1: Safety

To provide a safe transportation system through investments in education and training for roadway designers, operators, and users of all modes.



Goal 2: Funding

To establish an optimized transportation system with funding for transportation options equally considered with other programs at the state, regional, and local levels, with strategic partnerships that support jurisdictional collaboration, and with public and private sector transportation investment.



Goal 3: Accessibility

Expand the availability, information, and ease of use of transportation options, improving access to employment, daily needs, services, education, and travel to social and recreational opportunities.



Goal 4: Mobility and System Efficiency

To improve the mobility of people and goods and the efficiency of the transportation system by managing congestion, enhancing transportation system reliability, and optimizing transportation investment through transportation options.



Goal 5: Economy

To enhance economic vitality by supporting job creation and retention, decreasing household spending on transportation, supporting vibrant local businesses, and helping goods move reliably.



Goal 6: Health and Environment

To support healthier natural and built environments by developing and promoting transportation options that reduce the environmental impacts of motorized travel and allow more people to incorporate physical activity in their daily lives.



Goal 7: Land Use and Transportation

To ensure land use planners, developers, and decision makers have transportation options tools and strategies to implement livable development patterns by supporting the availability, access, and co-location of transportation options.



Goal 8: Coordination

To work collaboratively with public and private partners to integrate transportation options into local, regional, and state planning processes, operations and management, and investment decisions.



Goal 9: Equity

To support the diverse transportation needs of people of all ages, abilities, income levels, and ethnicities throughout Oregon.



Goal 10: Knowledge and Information

To provide Oregonians and visitors with easily accessible information about the full range of transportation options available to them, to improve the customer experience through increased human capital, and to help customers match options with individual travel needs.

Metro hotsheet

Project updates
January 2015

Parks and nature

Metro's parks and natural areas preserve more than 14,000 acres of our region for recreational enjoyment and environmental protection. Supported through voter-approved bond measures and a 2013 property tax levy, Metro's parks and natural areas attract hundreds of thousands of visitors from around our region.

Willamette Falls Legacy Project: New agreements with site owner George Heidgerken and Portland General Electric have secured public access to Willamette Falls. The agreements allow Metro and its partners – Oregon City, Clackamas County and the State of Oregon and its Regional Solutions team – to continue moving forward with plans for a public riverwalk along the Willamette River at the former Blue Heron paper mill site in downtown Oregon City. By drawing people to Willamette Falls, the riverwalk will spur private development to transform the site into a scenic destination and a vibrant neighborhood of homes, shops, businesses and perhaps even a hotel or light industry. For more information, contact Kathryn Krygier, 503-797-1732

Planting season: A potentially record-setting planting season is in the works with 524,000 bareroot plants set to go into the ground this winter at 37 sites. The champion is Smith and Bybee Wetlands Natural Area with 105,000 plants. This year's total surpasses last year's total of 433,800 plants. For more information, contact Jonathan Soll, 503-797-1727.

Land and transportation

Working together, our region can reduce traffic, improve our economy and maintain the qualities that make this region a great place. Metro works with 25 cities and 3 counties to protect local community values and preserve our region's farms and forests.

Growth Management Decision: Following the Metro Council's unanimous acceptance of the Urban Growth Report in December, long range planning staff and councilors are continuing with discussions with MPAC, local partners and other stakeholders about key issues that will help the region make a 2015 growth management decision. For more information, contact Ted Reid, 503-797-1768.



Metro
Making a great place

Following the unanimous adoption of the **Climate Smart Strategy** by the Metro Council on Dec. 18, the region will begin working with local partners to pursue the shared short-term priorities included in the strategy, including seeking additional transportation funding from the Oregon Legislature, advancing infrastructure projects with a high emission reduction potential, and supporting cleaner and more efficient fuel technologies. For more information, contact Kim Ellis, 503-797-1617.

The **Powell-Division Transit and Development Project** will hold the inaugural meeting of its Safety and Security workgroup on Jan. 12. The conversation is an opportunity for anyone interested in safer walking and bicycling, as well as security, on the new bus rapid transit line to share concerns and ideas for the corridor from Portland to Gresham. For more information, contact Brian Monberg, 503-797-1621.

The **Southwest Corridor Plan** is beginning an 18-month focus on local priorities, following the recommendation of the project steering committee at its Dec. 8 meeting. In January, the project team will begin focusing on South Portland, talking about possible high capacity transit, local transit and roadway, bicycle and pedestrian improvements. For more information, contact Noelle Dobson, 503-797-1745.

The Development Center launches a new **Enterprising Places** grant program in January. The program provides grants in 22 emerging main streets and commercial districts around the region. Two kinds of grants are available: storefront improvement grants and district transformation grants. For more information, contact Lisa Miles, 503-797-1877.

The **Oregon Brownfields Coalition**, which Metro has helped convene, anticipates the release of a statewide report on brownfields in January. This will precede the legislation in the 2015 Oregon Legislature aimed at supporting redevelopment of these polluted sites. For more information, contact Brian Harper, 503-797-1833.

Metro's **Equity Strategy** program will deliver a final Equity Framework Report to the Equity Strategy Advisory Committee on Jan. 26. The report serves as an instrument for Metro to organize its efforts to track regional equity and is a foundational piece in building an Equity Strategy and Action Plan for Metro later in 2015. For more information, contact Pietro Ferrari, 503-797-1917.

Visitor venues

Metro's visitor venues: The Oregon Zoo, the Oregon Convention Center, the Expo Center and Portland's 5 Centers for the Arts, support the livability of our region and promote economic development and tourism.

The **Oregon Zoo** tested its new pool for pachyderms in December. The 160,000-gallon swimming hole in the new Elephant Lands exhibit is more than 80 feet wide, and is deep enough that an elephant can submerge itself completely if it wants. For more information, contact Stephanie Cameron at 503-220-2447 x5447.