

# Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)  
Date: Friday, May 29, 2015  
Time: 9:30 a.m. to 12 p.m. (noon)  
Place: Metro, Council Chamber

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- |                 |             |   |   |
|-----------------|-------------|---|---|
| <b>9:30 AM</b>  | <b>1.</b>   | <b>CALL TO ORDER AND DECLARATION OF A QUORUM</b>  | <b>John Williams, Chair</b>   |
| <b>9:35 AM</b>  | <b>2.</b>   | <b>COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS</b> <ul style="list-style-type: none"><li>• ODOT Bike / Pedestrian Plan Update</li><li>• LCDC approval of Climate Smart Strategy</li></ul>   | <b>John Williams, Chair</b>   |
| <b>9:45 AM</b>  | <b>3.</b>   | <b>CITIZEN COMMUNICATIONS ON AGENDA ITEMS</b>   |   |
| <b>9:55 AM</b>  | <b>4. *</b> | <b>CONSIDERATION OF THE TPAC MINUTES FOR APRIL 24, 2015</b>   |   |
| <b>10:00 AM</b> | <b>5. *</b> | 2018 Regional Transportation Plan Update Kick-off – Information/Discussion <ul style="list-style-type: none"><li>• <i>Purpose: 1) Provide overview, timeline, and process for updating the Regional Transportation Plan. 2) Seek TPAC member input on issues of importance and how the region should work together to address those focus areas</i></li></ul> | <b>Kim Ellis, Metro</b>   |
| <b>10:40 AM</b> | <b>6. *</b> | Regional Transit System Plan and Coordination with TriMet Service Enhancement Plans and SMART Master Plan - Information/Discussion <ul style="list-style-type: none"><li>• <i>Purpose: Provide an introduction/overview and an opportunity for input on the Regional Transit System Plan process</i></li></ul>  | <b>Jamie Snook, Metro<br/>Eric Hesse, TriMet<br/>Stephan Lashbrook, SMART</b> |
| <b>11:20 AM</b> | <b>7. *</b> | Washington County Transportation Study - Information/Discussion <ul style="list-style-type: none"><li>• <i>Purpose: Provide TPAC members with an overview of the study objectives, engagement and coordination process and schedule</i></li></ul>   | <b>Chris Deffebach,<br/>Washington County</b>                                 |
| <b>11:45 AM</b> | <b>8.</b>   | Project of the Month – Sellwood Bridge Information/Discussion <ul style="list-style-type: none"><li>• <i>Purpose: Provide an update on the Sellwood Bridge Project</i></li></ul>  | <b>Ted Leybold, Metro<br/>Karen Schilling,<br/>Multnomah County</b>           |
| <b>12:00 PM</b> | <b>10.</b>  | <b><u>ADJOURN</u></b>   | <b>John Williams, Chair</b>   |

Upcoming TPAC Meetings:

- Friday, June 26, 2015
- Friday, July 31, 2015
- Friday, August 28, 2015

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

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

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## 2015 TPAC Work Program

*As of 5/21/15*

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

<p><b><u>June 26, 2015</u></b></p> <ul style="list-style-type: none"> <li>• MTIP and RFFA Policy Update, public comment draft – <u>Information/Discussion</u> (Dan Kaempff &amp; Grace Cho; 30 min)</li> <li>• Metro Equity Strategy - <u>Information/Discussion</u> (Patty Unfred, Juan Carlos Ocana-Chú; 40 min)</li> <li>• Powell-Division Action Plan <u>Action/Recommendation</u> (Brian Monberg; 45 min)</li> </ul>	<p><b><u>July 31, 2015</u></b></p> <ul style="list-style-type: none"> <li>• Quarterly Report on MTIP Amendments (Chair comments; 5 min)</li> <li>• 2018-2022 Regional Travel Options (RTO) <ul style="list-style-type: none"> <li>▪ Strategic Plan Update Process and Timeline – <u>Information/Discussion</u> (Dan Kaempff; 45 min)</li> <li>▪ Travel and awareness survey results <u>Information/Discussion</u> (Grace Cho, Ted Leybold; 20 min)</li> </ul> </li> <li>• Metro Transportation Model 5-Year Plan (Information/Discussion; Dick Walker, 30 min)</li> <li>• <i>ODOT Bike/Pedestrian Plan Update</i> <u>Information/Discussion</u> (Amanda Pietz; 30 min)</li> </ul>
<p><b><u>August 28, 2015</u></b></p> <ul style="list-style-type: none"> <li>• RTP and MTIP Transportation Equity Analysis work program - <u>Information/Discussion</u> (Grace Cho &amp; Ted Leybold; 25 min)</li> <li>• ODOT Rough Roads Ahead Presentation <u>Information/Discussion</u> (Kelly Brooks, 20 min)</li> <li>• ODOT State of the System Report <u>Information/Discussion</u> (Kelly Brooks, 20 min)</li> <li>• <i>Regional Infrastructure Supporting Our Economy (RISE) Export Strategy Work Program Update (Siegel)</i></li> </ul>	<p><b><u>September 25, 2015</u></b></p> <ul style="list-style-type: none"> <li>• 2018 Regional Transportation Plan Update – Review draft work program – <u>Information/Discussion</u> (Ellis, Morell, 40 min)</li> <li>• MTIP and RFFA Policy Update Public Comments – <u>Information/Discussion</u> (Cliff Higgins; 20 min)</li> <li>• Equity Strategy Act Plan draft review – <u>Information/Discussion</u> (Unfred, Ocana-Chú, 40 min)</li> </ul>
<p><b><u>October 30, 2015</u></b></p> <ul style="list-style-type: none"> <li>• MTIP Amendments Quarterly Report – (Chair comments; 5 min)</li> <li>• MTIP &amp; RFFA policy update - Work Session (Dan Kaempff / Grace Cho; 45 min)</li> <li>•</li> </ul>	<p><b><u>November 20, 2015</u></b></p> <ul style="list-style-type: none"> <li>• MTIP &amp; RFFA – Recommendation (Leybold, Kaempff)</li> </ul>
<p><b><u>December 18, 2015</u></b></p>	

**Parking Lot:**

- MTIP Obligation & Performance Report (Jan 2016)
- MAP-21 Implementation
- Atlas of Regional Mobility Corridors
- ODOT Enhance/Fix-It Process
- Regional Travel Options Travel Survey results
- TAP project delivery contingency fund pilot – report out of results (Leybold, Cho)

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# Climate Smart Strategy

for the Portland metropolitan region

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

# 2014



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE  
April 24, 2015  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

John Williams  
Karen Buehrig  
Lynda David  
Chris Deffebach  
Don Odermott  
Nancy Kraushaar  
Karen Schilling  
Jared Franz  
Cora Potter  
Adrian Esteban  
Carol Gossett  
Nick Fortey  
Nina DeConcini  
Lanny Gower

AFFILIATION

Metro  
Clackamas County  
Southwest Washington Regional Transportation Council  
Washington County  
City of Hillsboro, representing Cities of Washington Co.  
City of Wilsonville, representing Cities of Clackamas Co.  
Multnomah County  
Community Representative  
Community Representative  
Community Representative  
Community Representative  
Federal Highway Administration  
Oregon Department of Environmental Quality  
Community Representative

MEMBERS EXCUSED

Kelly Brooks  
Eric Hesse  
Steve White  
Michael Williams  
Katherine Kelly

AFFILIATION

Oregon Department of Transportation  
TriMet  
Community Representative  
Washington State Department of Transportation  
City of Gresham, representing Cities of Multnomah Co.

ALTERNATES PRESENT

Alan Snook  
Phil Healy  
Chris Strong  
Peter Hurley  
Alan Lehto

AFFILIATION

Oregon Department of Transportation  
Port of Portland  
City of Gresham, representing Cities of Multnomah Co  
City of Portland  
TriMet

STAFF: Ted Leybold, Grace Cho, Chris Myers, Dan Kaempff, Lake McTighe, Lisa Hunrichs, Tom Kloster

**1. CALL TO ORDER AND DECLARATION OF A QUORUM**

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 updated members on the following items:

- Quarterly Report on MTIP Amendments & Programming Changes
- Project of the Month – to be provided next month to discuss Sellwood Bridge

TPAC members shared the following updates:

- Ms. Karen Schilling shared an update regarding the 4<sup>th</sup> Annual Charrette in Sullivan’s Gulch and encouraged members to attend.

**3. CITIZEN COMMUNICATIONS ON AGENDA ITEMS**

There were none.

**4. CONSIDERATION OF THE TPAC MINUTES FOR FEBRUARY 27, 2015**

MOTION: Ms. Karen Schilling moved and Ms. Carol Gossett seconded the motion to adopt the TPAC minutes from March 27, 2015.

ACTION: With all in favor, the motion passed.

**5. APPROVAL OF 015-16 UPWP - RECOMMENDATION**

Mr. Chris Myers provided an update and request for recommendation on the Draft 2015/2016 Unified Planning Work Program. This is a federally-required document that ensures efficient use of federal planning funds. Mr. Myers reminded members of the purpose of this document and clarified a previous question regarding the reallocation of the transit project development funds. None of those projects will be included in the UPWP as each of those projects is in a different phases of funding and/or project delivery. In addition, he noted that the MPA boundary map and a few other minor map inaccuracies have been updated and corrected at members’ request.

At the previous TPAC meeting (March 27, 2015) Steve White had asked whether various layers could be added to the maps for clarification. Mr. Myers advised the committee that the maps included were the required MPA maps, and other maps were provided for context. So while additional layers might be helpful in some settings, the boundary lines were too close to actually show on the map and would provide no additional information.

Member comments included:

- Ms. Chris Deffebach requested clarification and Mr. Myers confirmed that the funding could be spent for anything within the urban reserves because those are within the within the MPA boundary.

MOTION: Chris Deffebach moved and Alan Snook seconded to approve and refer the recommendation to JPACT at their meeting on May 14, 2015.

ABSENTIONS: Mr. Peter Hurley abstained.

ACTION: With all in favor, the motion passed.

**6. OREGON CLEAN FUELS PROGRAM – INFORMATION /DISCUSSION**

Ms. Nina DeConcini introduced Ms. Cory-Ann Wind, ODEQ lead staff for Oregon Clean Fuels program, and provided members with some context for the agenda topic. With the Climate Smart Strategy recently adopted, she noted that it is timely to bring an update about the fuels program to JPACT, other advisory committees, and regional decision makers.

Ms. Wind provided a presentation about the Oregon Clean Fuels program. House Bill 2186, passed by the Oregon Legislature in 2009, authorized the Oregon Environmental Quality Commission to adopt low carbon fuel standards to reduce greenhouse gas emissions from Oregon's transportation fuels by 10 percent over a 10-year period. In 2010, DEQ convened an advisory committee to explore technical issues and policy choices for implementing HB2186, now called the Clean Fuels Program. In April 2012, Gov. Kitzhaber directed DEQ to move forward with the program in two separate phases: Phase One included information gathering and a "reporting only" requirement for fuel providers to report the types of fuels that they bring into the state. Phase Two used information that was gathered during Phase One to design the second phase of the program: implementation and reduction of carbon intensity. DEQ has been implementing Phase 1 since January 2013. On March 12, 2015, Governor Brown signed SB 324 into law. The bill removes the Dec. 31, 2015 sunset date and allows DEQ to move forward with implementing the Clean Fuels Program and to review mechanisms to continue the costs of implementing the program. The 2015 year remains a reporting-only year. Carbon reductions will be required beginning in 2016.

Ms. Wind also discussed the economics and details of the program. She noted that all of Oregon's transportation fuel is from out of state. All petroleum is imported through the pipeline to Oregon. Ninety percent of those fuels come from Washington. The program will ensure that fuel importers and producers of ethanol and biodiesel fulfill their reporting obligations and then meet the standards. Fuels including gas, diesel, biodiesel, and ethanol are required to participate in the program. Others can participate and comply in order to generate carbon credits. DEQ documents the transaction of those credits through quarterly and annual compliance reports.

California and British Columbia each have programs that are on track to reduce carbon production by 10 percent by 2017. There is no federal equivalent or production mandate.

The Clean Fuels program is on track to meet 2017 goals, although the program has not yet reached the implementation phase.

The original study included a macro-economic impact analysis which indicated that the program would be a net positive for the state because Oregon doesn't have in-state fuel production. Any fuels that can be produced in Oregon are a benefit to the state. Because it's cheaper than gas and diesel, diversification of fuel sources also has a positive impact and will help the retail customer in the end.

Member comments included:

- Mr. Peter Hurley requested clarification and Ms. Wind confirmed that the reduction threshold was not set in the bill. DEQ will hold the public process for that and the environmental commission will set the rules with stakeholders. The goal is to balance the impact to retail consumers.
- Ms. Wind responded to Ms. Deffebach's questions about fuel credits and how those work for importers.
- Mr. Hurley requested information about the continuation of the program and Ms. Wind confirmed that the future plan was to reduce transportation fuel emissions by 20 percent by 2035. She also



confirmed that California has implemented a clean fuel program and are considering emission reductions of greater than 10 percent in the future. Oregon participated with Washington, California, and British Columbia in a recent forum by the International Center for Clean Transportation which reached the conclusion is that there is enough lower carbon fuel to supply the entire west coast region through 2030. Washington does not have a low carbon fuel standard; however, a suite of climate related actions is currently being negotiated in the Washington legislature. The mid Atlantic / New England area is reviewing actions they might take, including implementing a reporting-only program.

- Ms. Carol Gossett asked how the fuel regulations are affecting the economy and the creation of new jobs. She also asked about the effect on fuel cost to consumers and how it might impact low income families and those who live far from light rail and other transportation options. Ms. Wind cited a macro-economic analysis that was completed in 2010. In that study, the outcomes were positive for citizens with lower income levels, job creation, and fuel expenditures. No recent studies have been performed but parallel discussions are underway regarding ozone or other impacts. She noted that citizens with lower incomes do not have access to newer vehicles, but it's possible that price volatility would be reduced with greater access to a variety of fuels.
- Karen Schilling asked about the projected costs for the program. Ms. Wind noted that the program has been in place since 2009 but hasn't had a cost impact yet because the reporting phase is underway. She also indicated that there are safeguards in the statute to ensure emergency supplies. For example, if a rail line was impacted by a natural or other event, the standard can be tweaked or the program modified so that regulated parties won't be in a situation where they cannot comply. Other programs are underway but costs impact estimates are still speculative.

## **7. AIR QUALITY IN THE PORTLAND METROPOLITAN REGION – INFORMATION/DISCUSSION**

Ms. Grace Cho (Metro), Ms. Rachel Sakata (DEQ), and Ms. Aida Biberic (DEQ) provided an overview of the Portland region's air quality.

Ms. Cho provided context for presentation and provided information about the region's air quality history. From the 1970s to 1990s the region struggled with issues related to regulated pollutants, ground level ozone (O<sub>3</sub>) and carbon monoxide (CO) emissions. Noncompliance with federal standards prompted a rigorous process to regulate the region's air quality, and implement mitigation strategies to achieve attainment status. It also resulted in the development of a 10 year State Implementation Plan (SIP), creation of emissions budgets, and other policies. As a result, the region's air quality has improved. However, two specific pollutants are still cause for concern: ozone and fine particulates.

Ms. Biberic discussed the history, maintenance, and future plans for managing ozone issues in the Portland region. She noted that ground level ozone is not emitted directly but is formed in the atmosphere, most readily on hot, sunny days. Vehicle, solvent, and other exhausts emit the precursors to ozone (nitrogen dioxide and volatile organic compounds). Ozone is quenched by another vehicle exhaust emission, nitric oxide. This prevents it from forming in heavily trafficked areas. Ozone formation takes about 45 minutes in the atmosphere. The ideal weather conditions for high ozone production include temperatures above 90 F, lots of sunshine, and wind speeds at or below 5 mph.

Actions taken in the Portland region to reduce ozone emissions in the recent past include:

- Motor Vehicle Inspection and Maintenance Program
- Emission Standards for VOC Point Sources
- New Source Review Program

- Industrial Emission Management Program
- Voluntary Parking Ratio Rules
- Employee Commute Options Program
- Barge Loading Rules
- Aerosol Paint Rules
- Motor Vehicle Refinishing Rules
- Public Education and Outreach.
- Gasoline Station Stage I and II Vapor Recovery

The Portland region is currently in compliance for ozone; however, the USEPA is set to adopt a new emissions standard in October 2015. Based on proposed new standards, the region is unlikely to be identified as out of compliance, but ground-level ozone is a pollutant we need to continue to monitor because of our region's past history.

Ms. Sakata provided information regarding particulate matter, which consists of a mix of very small droplets of smoke, soot, and dust. The health effects of particulate matter are varied – it can be easily inhaled and reach the deepest part of our lungs, causing respiratory disease, asthma attacks, heart problems, and premature death. Primary PM is a chief concern in Oregon while secondary PM (liquid particles [droplets] formed from gases) is principal concern in the Eastern U.S. EPA sets both an annual and a daily standard. Generally, Oregon has not had any difficulties meeting the annual standard. However, a number of communities are violating or close to violating the daily standard. There are three monitors in our region, located in Hillsboro, Beaverton and SE Portland. In 2011 and 2013, Hillsboro exceeded the standard. However, compliance with the daily standard is based on a three year rolling average. The concern is that Hillsboro has the highest monitored readings and because it is getting very close to the standard, any future years of poor air quality could result in a violation of the standard. This could lead to the area becoming designated as nonattainment, which has adverse health and economic impacts to the community. Such a designation would trigger 25-year process of reacquiring attainment status and demonstrating maintenance, the impacts of which may include: legal requirements for the state to reduce pollution, setting different emissions budgets across different sectors that contribute to the pollution problem, imposing stricter requirements on new and expanding industries (which could also be a deterrent to attracting new business), and adverse transportation implications. This would also likely include strategies to control wood smoke (banning all uncertified woodstoves, and mandatory woodstove bans during poor air quality days).

Ms. Cho reminded members that some issues are being addressed, but a proactive strategy to reduce averages will allow the region avoid possible future ramifications.

Member comments included:

- Adrian Esteban would like to see 2014 results. Ms. Sakata noted that the averages were reduced during winter 2014/2015 because the weather was warmer and there was less wood stove burning.
- Chris Deffebach noted that Washington County Health Human Services group has been working to communicate wood smoke issues. Some state funding is available for retrofitting wood stoves which is a much more efficient use of money than targeting transportation; it can be a great way to reduce emissions in a more targeted way.
- Don Odermott would like to learn how construction projects affected those results for some of the larger projects in the area.

- Members agree that a presentation at JPACT would be helpful but would like to hear more at TPAC before moving forward.

## **8. REGIONAL TRANSIT PROVIDERS UPDATE – INFORMATION/DISCUSSION**

An overview of services by regional transit providers in the greater metropolitan area was provided by:

- Stephan Lashbrook, SMART
- Jim Quintana, C-Tran
- Julie Stephens, Sandy Area Metro
- Julie Wehling, Canby Area Metro
- Cora Potter, Ride Connection
- Additional services in the area that were mentioned but not detailed included Colombia County Transit and PCC Rock Creek, the North by Northwest connector and Salem-Kaiser, a SMART partner between Wilsonville and downtown Salem.

Member comments included:

- Mr. Alan Lehto noted some of the funding mechanisms that support these rural and connective services, including payroll taxes which fund fixed route ridership , federal flexible funding such as 5310 which pays for some of the shuttles, and Oregon’s Special Transportation Fund (STF) which is distributed by TriMet to each of these service providers. The STF funding is very important as it is now taking the place of cuts in other financial support such as the Business Energy Tax Credit (BETC) and Rural Jobs Access-Reverse Commute (JARC) funding, which was a federally-provided program for rural areas.
- It was also noted that Ride Connection services are close to one third of the rides for seniors and people with disabilities in the area.

Chair Williams reminded the committee that agenda topic suggestions are welcome and that topics to be discussed at TPAC meeting on May 29, 2015 include presentations regarding the Regional Transportation Plan update, the regional transit plan and service coordination efforts, the Washington County transportation study, and an update on the Sellwood Bridge project.

**9. ADJOURN** Chair Williams adjourned the meeting at 11:55 a.m.

Respectfully submitted,



Lisa Hunrichs, Planning and Development

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APR 24, 2015**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
<b>1.0</b>	Agenda	4/24/2015	Meeting agenda	042415T-01
<b>1.0</b>	Work Program	4/24/2015	Work program	042415T-02
<b>4.0</b>	Meeting Minutes	3/27/15	Meeting minutes	042415T-03
<b>5.0</b>	Staff Report	n/a	Staff Report regarding Resolution 15-4623	042415T-04
<b>5.0</b>	Document	4/24/2015	Draft UPWP, April 2015	042415T-05
<b>5.0</b>	Exhibit	n/a	Exhibit B, Resolution 15-4623. Metro Self-Certification	042415T-06
<b>6.0</b>	Handout	4/24/2015	ODOT – Oregon Clean Fuels Program Bulletin	042415T-07
<b>7.0</b>	Memo	4/14/2015	Air Quality Status for the Portland Metropolitan Region	042415T-08

# Metro | Memo

DATE: May 20, 2015  
TO: TPAC, MTAC and Interested Parties  
FROM: Kim Ellis, Principal Transportation Planner  
SUBJECT: 2018 Regional Transportation Plan Update

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## PURPOSE

This memo and attachment 1 provide an introduction and overview of the 2018 Regional Transportation Plan (RTP) update process. The memo poses several questions for consideration by the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

The purpose of these initial discussions is to begin identifying what topics or issues are most important for the update to address and how the region should work together to address them. The discussion will inform development of a work plan and engagement strategy for consideration by the Metro Council and the Joint Policy Advisory Committee (JPACT) this fall.

## BACKGROUND

Twenty-five years ago, the region adopted the 2040 Growth Concept vision to preserve and protect our unique quality of life and help shape the growth expected over the next 50 years. Since that time, Metro and the communities of the Portland metropolitan region have taken a collaborative approach to planning for and implementing transportation investments that make our region one of the most livable in the country.

In 2015, we are halfway there – and there is still much to accomplish between now and 2040. A growing and increasingly diverse population, concerns about inequities, public health, safety, affordability, aging infrastructure, and congestion, and limited investment dollars call for leadership, new partnerships, and thoughtful deliberation to identify innovative solutions to ensure our region remains a great place to live, work and play.

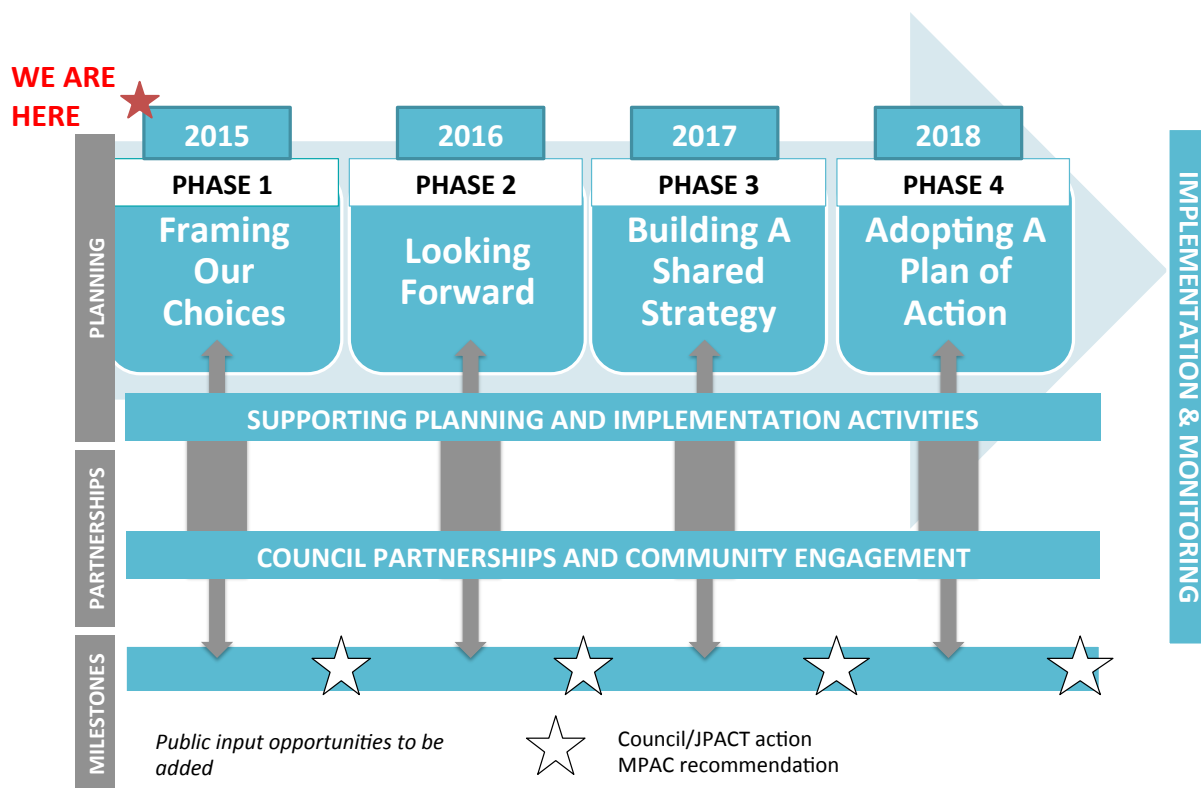


**FIGURE 1. Attributes of great communities**  
Six desired outcomes for the region were endorsed by the Metro Policy Advisory Committee and approved by the Metro Council in Dec. 2010.

As the federally-designated Metropolitan Planning Organization (MPO), Metro is responsible for leading and coordinating updates to the RTP every four years to help us respond to the needs of our changing region. The last major update was completed in 2010, and resulted in adoption of an outcomes-based approach to guide transportation planning and decision-making in the region. A minor update to the plan occurred in 2014.

The existing plan, the 2014 RTP, must be updated by the end of 2018 to meet federal and state requirements. Figure 2 presents the general timeline for the plan update.

**FIGURE 2. 2018 Regional Transportation Plan Update timeline**



The 2018 RTP update will be a collaborative effort. During the update, the Metro Council will work with local, regional and state partners, community leaders and others throughout the region to update the region’s shared vision and investment strategy to meet current and future transportation needs over the next 25 years. The update will implement the Regional Active Transportation Plan adopted in July 2014 and the region’s Climate Smart Strategy adopted in December 2014. The process will include development of a Regional Transit System Plan and update the:

- 2004 Designing Livable Streets case studies, tools and best practices
- 2010 Regional Freight Plan
- 2010 Regional Transportation System Management and Operations Plan
- 2010 High Capacity Transit System Plan *(as a component of the new Regional Transit System Plan)*

- 2012 Regional Transportation Safety Plan
- 2012 Regional Travel Options Strategic Plan.

Engaging local, regional and state partners, community leaders and interested public in the update is critical to help ensure that as our shared region grows and we make investments in the transportation system, we preserve and protect what residents value most. Through the update, policymakers will consider public input and work together to face the difficult decisions of how to make the most of limited funds to achieve community visions and regional desired outcomes, and build confidence that our public dollars are spent wisely.

#### **NEXT STEPS**

The RTP is a key tool for shaping growth in the region and connecting people to their jobs, families, school and other important destinations in the region. Attachment 1 provides an overview of the: (1) RTP, (2) reasons for updating, (3) proposed timeline, key activities and anticipated milestones, (4) sixteen proposed focus areas to be addressed in the update, (5) partnerships needed to support the update, (5) coordination with relevant projects and programs, (6) federal and state requirements that must be addressed in the update and (7) the regional decision-making process.

The information will be presented to JPACT and the Metro Policy Advisory Committee (MPAC) on June 11 and June 24, 2015, respectively. Input received from the regional advisory committees and other partners over the summer will be used to shape a final work plan and engagement strategy to be considered for approval by the Metro Council and JPACT in Fall 2015.

#### **ACTION REQUESTED**

TPAC and MTAC are requested to discuss the following questions:

1. What are your hopes and desires for this RTP update?
2. What three focus areas are most important to address in this RTP update? Is there anything missing? (See Attachment 1, pages 8-11)
3. Who should we be working with in this RTP update?
4. How would you like to stay engaged in the process?

#### Attachment:

1. GETTING THERE: 2018 Regional Transportation Plan Update Background (*May 14, 2015*)



## GETTING THERE | 2018 REGIONAL TRANSPORTATION PLAN UPDATE BACKGROUND

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

From Summer 2015 to Fall 2018, the Metro Council will work with local, regional and state partners to update the Regional Transportation Plan (RTP) to meet current and future transportation needs over the next 25 years. This document provides an overview of the: (1) RTP, (2) reasons for updating, (3) proposed timeline and key activities, (4) sixteen proposed focus areas to be addressed in the update, (5) partnerships needed to support the update, (5) coordination with relevant projects and programs, (6) federal and state requirements that must be addressed in the update and (7) the regional decision-making process. Starting in May 2015, the Metro Council and staff will engage regional advisory committees and other partners to gather input to further shape a final work plan and engagement strategy to be considered for approval by the Metro Council and the Joint Policy Advisory Committee in Fall 2015.

### WHAT IS THE REGIONAL TRANSPORTATION PLAN?

The Regional Transportation Plan (RTP) serves as a blueprint to guide investments in the region’s transportation system for all forms of travel – motor vehicle, transit, bike, and pedestrian – and the movement of goods and freight. The plan identifies current and future regional transportation needs, investments recommended to meet those needs, and local, regional, state and federal transportation funds the region expects to have available over the next 25 years to make those investments a reality. The plan contains:

- **a long-term vision** for the region’s transportation system;
- **goals, objectives and performance targets** that identify what we want to achieve by 2040;
- **a financial plan** that identifies how we will pay for investments;
- **a shared investment strategy** that includes major local, regional, state and federally-funded transportation investment priorities that help accomplish the plan’s goals; and
- **an action plan** that identifies short, medium and long-term partnerships and actions needed to accomplish the plan’s goals.

**Figure 1. Elements of the Regional Transportation Plan**



Financial plan, Shared investment strategy, and Action plan are components that help accomplish the plan’s goals.



## WHY DOES THE PLAN NEED UPDATING?

Over the past 25 years, Metro and the communities of the Portland metropolitan region have taken a collaborative approach to planning and implementing transportation investments that have made our region one of the most livable in the country. The RTP has been a key tool for shaping growth in the region and connecting us to our jobs, families, school and other important destinations in the region.

Because of the region’s dedication to working together to make local and regional plans a reality, we have set a wise course for managing growth and making strategic investments in the region’s transportation system. However, we still have work to do. A growing and increasingly diverse population, concerns about inequities, public health, safety, affordability, aging infrastructure, and congestion, and limited investment dollars call for leadership, new partnerships, and thoughtful deliberation to identify innovative solutions to ensure our region remains a great place to live, work and play.



As the federally-designated Metropolitan Planning Organization (MPO), Metro is responsible for leading and coordinating updates to the RTP on a regular basis that help us respond to the needs of our changing region. The last major update to the plan was completed in 2010. A minor update to the plan occurred in 2014. The existing plan, the 2014 RTP, must be updated by the end of 2018 to meet federal and state requirements. The update provides an opportunity to define how we will continue working together to address our shared challenges over the next 25 years in ways that will lead to healthy, resilient and equitable communities and a strong economy.

**Figure 2. History of Regional Transportation Plan updates (1992 to 2018)**

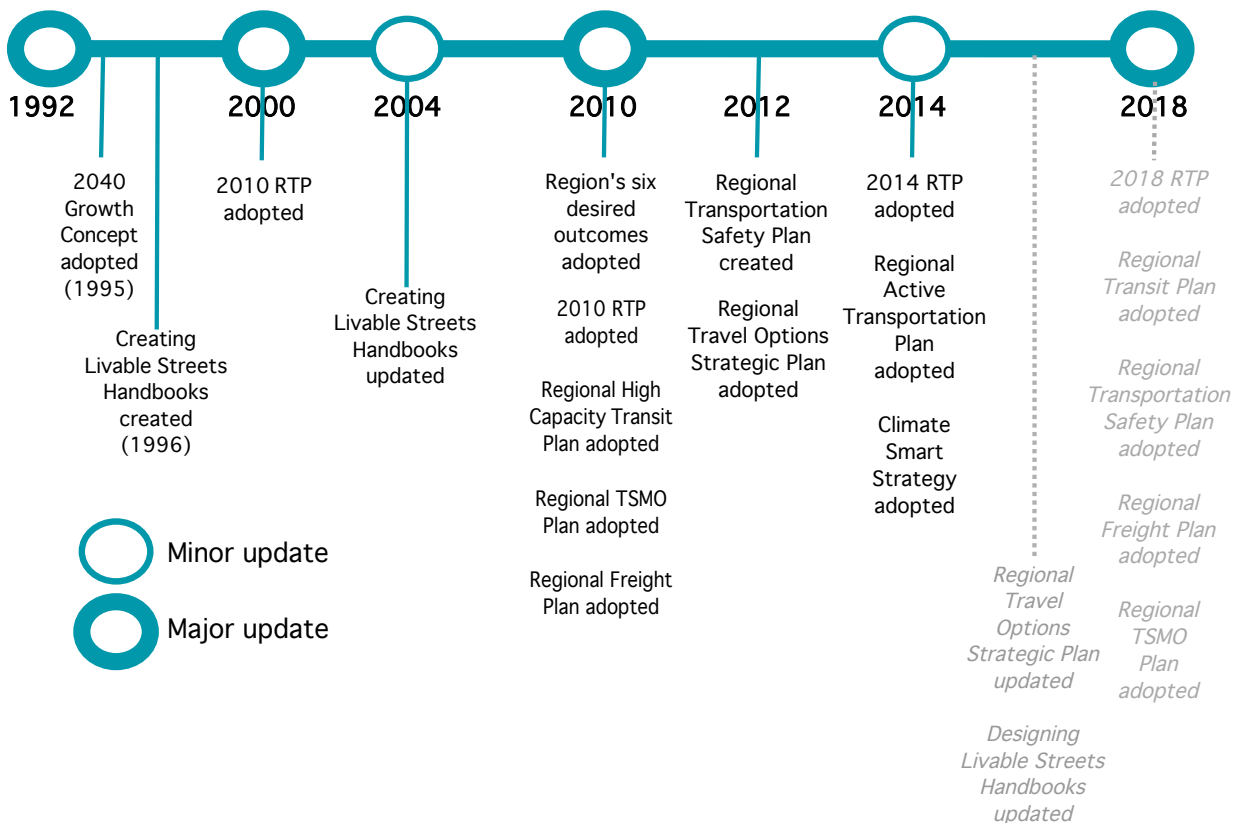
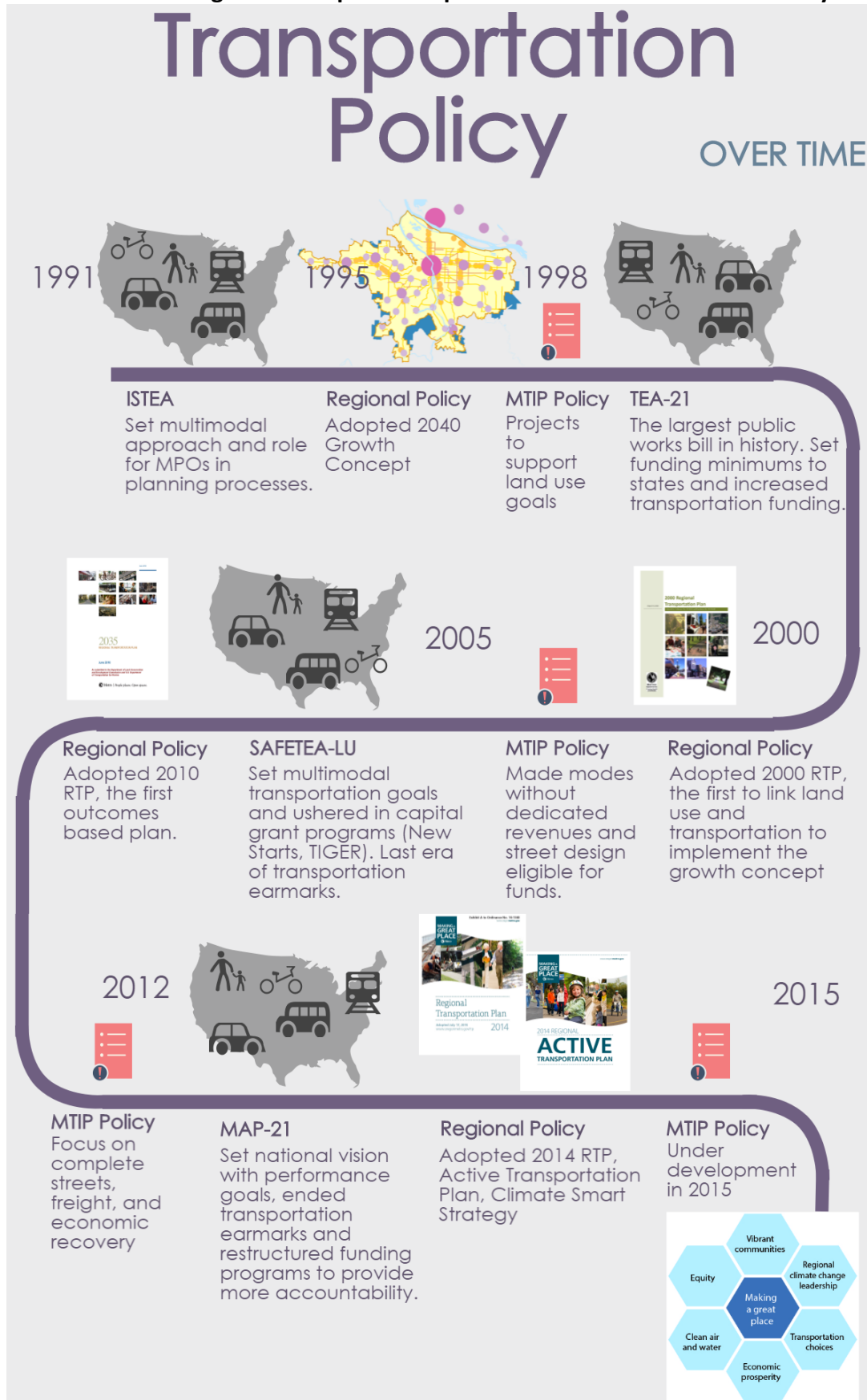


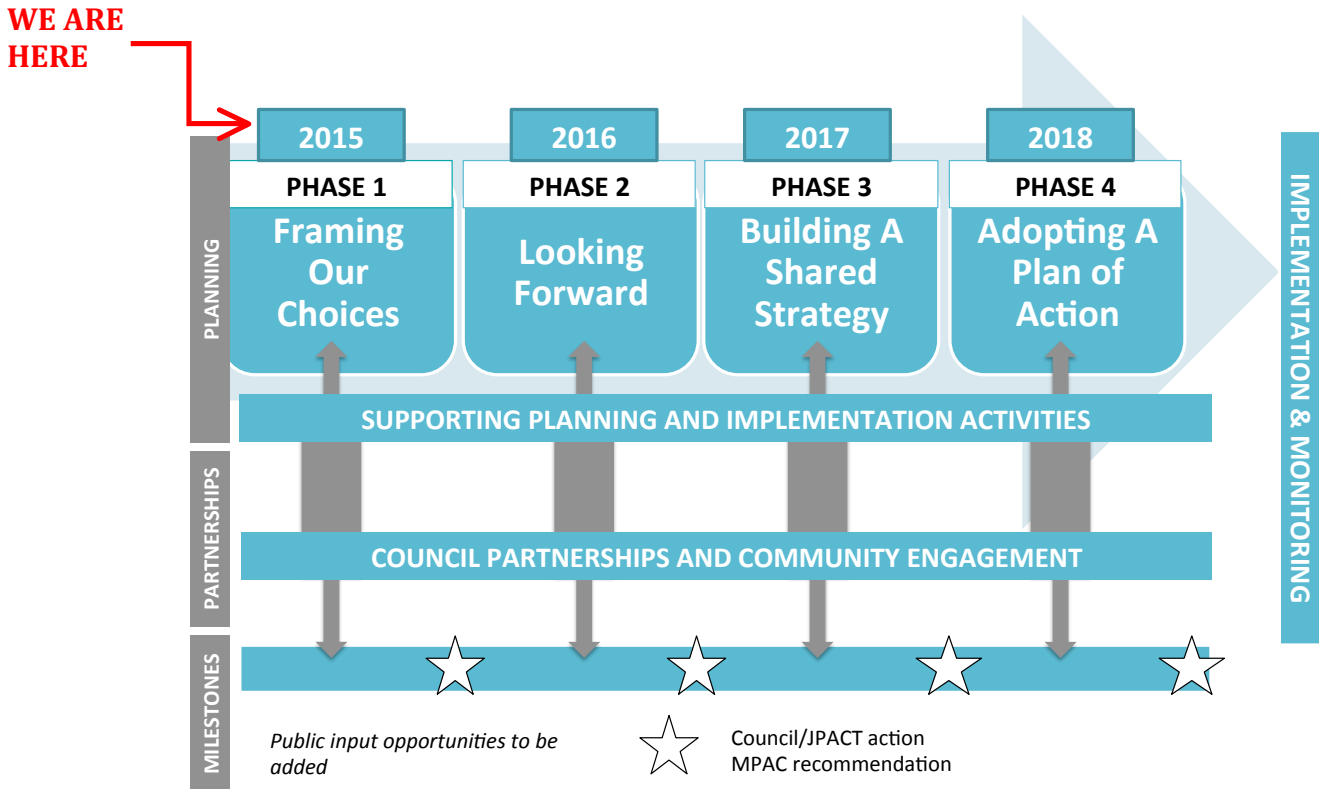
Figure 3. How federal and regional transportation policies have evolved since the early 1990s



## WHAT IS THE PROPOSED TIMELINE?

The RTP update is proposed to be completed in four phases, beginning in Summer 2015 and concluding in the Fall 2018. During the update, local partners and community leaders throughout the region will work together to update the region’s shared vision and investment strategy to meet current and future transportation needs over the next 25 years. Through this update, policymakers will consider public input and work together to face the difficult decisions of how to make the most of limited funds to achieve community visions and regional desired outcomes, and build confidence that our public dollars are spent wisely.

Figure 4. Proposed timeline for the 2018 Regional Transportation Plan Update



### PHASE 1 | 2015

#### FRAMING OUR CHOICES: WHERE ARE WE NOW AND WHERE ARE WE HEADED?

*DESIRED OUTCOME: Engage partners to understand key trends and choices facing the region*

The first phase of the process will involve engaging local, regional, state and community partners to identify the regional challenges and focus areas to be addressed in the update and how the region should work together to address them. Regional challenges are defined as areas in which the region is falling short of regional goals. The purpose of this early work is to build an understanding of what is important to decision-makers and other partners, how the updated plan can better meet community needs and priorities, address regional challenges, and provide direction and focus to the overall planning effort. During this phase, background work will also be conducted to collect needed data, document how the transportation system is performing today and gather early input on current and future transportation needs and priorities.

Phase 1 Key Activities	
Planning	<b>Document key trends</b> shaping the region’s future, highlighting where we have been, where we are now and the opportunities and challenges looking forward
	<b>Identify regional challenges and policy choices</b> to be considered through the process
	<b>Establish goals and desired outcomes for the process</b> , work plan and engagement strategy
	<b>Develop work plan and community engagement strategy</b>
	<b>Develop data, tool and methods</b> to support the identification of regional transportation needs (gaps and deficiencies) and the evaluation of investment priorities <ul style="list-style-type: none"> <li>Assess baseline and future conditions of the region’s transportation system, assuming there are no changes to existing plans, policies and programs</li> </ul>
Partnerships & Engagement	Engage partners to identify key trends and choices to be addressed in the update ( <i>Summer and Fall 2015</i> )
	Engage partners to identify desired process outcomes, and shape work plan and community engagement strategy ( <i>Summer and Fall 2015</i> )
Milestone	Metro Council and JPACT approve work plan and community engagement strategy ( <i>Fall 2015</i> )

## PHASE 2 | 2016

### LOOKING FORWARD: WHERE DO WE WANT TO GO?

*DESIRED OUTCOME: Build shared understanding what we value and what is most important to achieve with our investments and actions*

The second phase of the process will include updating the region’s transportation vision, policy and evaluation framework and financial assumptions for the next 25 years. The updated policy framework and related performance measures will be used for two purposes: (1) to identify where the region is meeting its transportation goals or falling short, and (2) to identify how the region will assess the impact of projects and programs that are identified for inclusion in the plan’s shared investment strategy. An updated regional transportation needs and opportunities assessment will be created to inform project list updates. A call for project list and system map updates will also be released during this phase. A draft Regional Transit Plan will be developed and updates to existing topic and modal plans will also identified, including the Regional Freight Plan, Regional Travel Options Strategic Plan and the Regional Transportation Safety Plan. Opportunities for input on updates to the topic and modal plans will be identified during Phase 1.

Phase 2 Key Activities ( <i>draft</i> )	
Planning	<b>Update the shared vision</b> <ul style="list-style-type: none"> <li>Update shared vision – where do we want to be in 2040?</li> <li>Update goals and objectives – how do we get there?</li> <li>Update performance measures and targets – how do we measure progress? <ul style="list-style-type: none"> <li>Update performance targets data and methods</li> <li>Update system evaluation framework, data and methods</li> <li>Update performance monitoring framework, data and methods</li> </ul> </li> <li>Define principles to guide development and evaluation of region’s shared investment strategy</li> </ul>
	<b>Update the evaluation framework</b> <ul style="list-style-type: none"> <li>Refine indicators to report on shared investment strategy performance across environmental, economic and equity outcomes</li> <li>Define process and policy direction to guide update to list of transportation investments and system evaluation</li> </ul>

<b>Phase 2 Key Activities (draft)</b>	
	<b>Update financial framework</b> <ul style="list-style-type: none"> <li>• Update local, regional, state and federal revenue forecast</li> <li>• Define funding targets for shared investment strategy</li> </ul>
	<b>Identify transportation needs and opportunities</b> <ul style="list-style-type: none"> <li>○ Update topic and modal plans,<sup>1</sup> Designing Livable Streets tools and best practices and parking management approaches, develop Regional Transit Plan and identify opportunities to further implement the Regional Active Transportation Plan and the Climate Smart Strategy</li> <li>○ Identify opportunities to support increased use of alternative fuel vehicles, transportation electrification, connected vehicles, driverless vehicles and other advanced technologies</li> <li>○ Identify potential transportation risks and vulnerabilities to inform how to make the region more resilient to natural and security hazards, climate change and extreme weather events</li> </ul>
<b>Partnerships &amp; Engagement</b>	Engage partners to identify regional transportation needs, opportunities and possible solutions <i>(Jan. – July 2016)</i>
	Engage partners to identify outcomes most important to residents, businesses, policymakers and others in the region to refine vision, goals, objectives and performance targets <i>(Jan. – July 2016)</i>
	Engage regional advisory committees to shape principles to guide development and evaluation of shared strategy and indicators to report performance <i>(July – Oct. 2016)</i>
<b>Milestone</b>	Metro Council and JPACT approve direction on development of shared investment strategy, including regional priorities and performance and funding targets <i>(MPAC, JPACT and Council in Oct. and Nov. 2016)</i>

### PHASE 3 | 2017

#### **BUILDING A SHARED STRATEGY: WHAT WILL IT TAKE TO GET THERE?**

*DESIRED OUTCOME: Build shared strategy of investments, strategies and actions*

The third phase of the process will include updating the region’s investment priorities and actions recommended for the next 25 years. Staff will develop and evaluate options that prioritize investments and strategies following the strategic direction provided by JPACT and the Metro Council. Opportunities for input on the updated project lists, evaluation results and shared investment strategy will be identified during Phase 1.

<b>Phase 3 Key Activities (draft)</b>	
<b>Planning</b>	<b>Develop draft shared investment strategy</b> <ul style="list-style-type: none"> <li>• Solicit and coordinate updates to list of the region’s transportation investment priorities and regional system maps               <ul style="list-style-type: none"> <li>○ Incorporate local transportation system plan and corridor refinement plan updates</li> <li>○ Address identified regional transportation needs and opportunities</li> </ul> </li> <li>• Develop and evaluate options that prioritize transportation investments, strategies and actions to achieve the vision</li> <li>• Report on performance of system investments in meeting the vision</li> <li>• Compile draft regional shared investment strategy</li> </ul>
	<b>Evaluate draft shared investment strategy</b>

<sup>1</sup> Regional Transportation Safety Plan, Regional Travel Options Strategic Plan, Regional Transit System Plan, Regional Freight Plan, and Transportation System Management and Operations Plan.

Phase 3 Key Activities (draft)	
	<ul style="list-style-type: none"> <li>○ Conduct and report on system-level evaluation of investment priorities relative to plan's goals, objectives and performance targets</li> <li>○ Identify tradeoffs and choices</li> </ul>
	<b>Refine draft shared investment strategy based on engagement and performance evaluation</b>
	<b>Develop action plan to support implementation</b> <ul style="list-style-type: none"> <li>○ Identify near-term, medium-term and long-term strategies and actions to support implementation</li> </ul>
	<b>Prepare draft topic and modal plans</b>
<b>Partnerships &amp; Engagement</b>	Engage partners to review draft list of transportation investment priorities and system performance to shape draft shared investment strategy and finance plan ( <i>Spring 2017</i> )
	Engage partners to shape draft near-term, medium-term and long-term action plan to support implementation ( <i>Summer-Fall 2017</i> )
	Engage regional advisory committees to finalize recommendations to the Metro Council on direction for draft 2018 Regional Transportation Plan ( <i>Aug.-Dec. 2017</i> )
<b>Milestone</b>	Metro Council and JPACT provide direction on policy and financial frameworks, investment priorities, strategies and actions, subject to final public review and air quality conformity analysis ( <i>MPAC, JPACT and Council in Nov. and Dec. 2017</i> )

## PHASE 4 | 2018

### ADOPTING A PLAN OF ACTION: HOW DO WE MOVE FORWARD TOGETHER?

*DESIRED OUTCOME: Adopt shared strategy of investments, strategies and actions*

The final phase of the update will provide additional opportunities for review and input on the overall draft plan and federally-required air quality conformity determination prior to consideration by the Metro Policy Advisory Committee (MPAC), Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

Phase 4 Key Activities (draft)	
<b>Planning</b>	Compile draft plan and technical documentation
	Conduct air quality conformity analysis
<b>Partnerships &amp; Engagement</b>	Release public review draft 2018 RTP for 45-day public comment period ( <i>June 2018</i> )
	Release Air Quality Conformity Determination for 30-day public comment period ( <i>June 2018</i> )
	Consult with Federal and state agencies ( <i>June 2018</i> )
	Engage regional advisory committees to finalize recommendations to the Metro Council on adoption of 2018 Regional Transportation Plan ( <i>Aug.- Nov. 2018</i> )
<b>Milestone</b>	MPAC recommends and Metro Council and JPACT adopt 2018 RTP ( <i>Nov. 2018</i> )
	Metro Council and JPACT adopt 2018 RTP Air Quality Conformity Determination ( <i>Nov. 2018</i> )

## HOW CAN THIS UPDATE ADVANCE PROGRESS TOWARD OUR DESIRED OUTCOMES?

Twenty-five years ago, the region established the 2040 Growth Concept vision to preserve and protect our unique quality of life and to help shape the growth expected over the next 50 years. In 2015, we are halfway there – and there is still much to accomplish between now and 2040.

Our region is facing the challenges and opportunities that come with growth. At the same time, several trends are shaping our transportation needs and the tools available to address them. How well we work together to respond to our shared challenges and the trends affecting us will determine how sustainable, prosperous and livable our region will be in 2040.

Sixteen focus areas have been identified to be addressed in the 2018 RTP update. They were identified in the 2014 RTP update, during development of the 2014 Climate Smart Strategy and through federal MAP-21 rulemaking.

The focus areas are organized within five key tracks that will inform updating the plan:

- Track 1: Update Shared Vision
- Track 2: Update Evaluation Framework
- Track 3: Update Financial Framework
- Track 4: Update Designing Livable Streets tools and best practices
- Track 5: Update the Shared Regional Investment Strategy and Action Plan

Different partnerships and levels of effort will be required to address each track. Some focus areas are required to be addressed to respond to state and federal requirements. The final work plan will need to balance scope, schedule and available resources.

### Track 1: Update Shared Vision

The focus of this track will be working with partners to update the region's vision for the transportation system and goals, objectives and performance targets that identify specific outcomes communities want to achieve with investments in the transportation system to realize the plan's vision and six desired regional outcomes.

### Key trends that will shape our future

1. The Portland metropolitan region continues to grow and become more diverse.
2. There is a growing consumer market for diverse housing and lifestyle options - one size does not fit all.
3. Across the board, people continue to drive less but as we grow more people and goods are using the transportation system.
4. Communities and businesses continue to demand safe, affordable and reliable travel options for everyone.
5. Despite significant investments to make our transportation system safe, traffic-related crashes continue, contributing to congestion and other significant economic and social costs.
6. Community design and how we choose to get around increasingly impacts the air we breathe and the social, economic, and environmental effects of a changing climate.
7. Freight travel patterns continue to change at a global and local scale as globalization of imports and exports grows and strains ports and other freight systems and online shopping continues to increase demand for home delivery.
8. We're in the middle of a technology boom that continues to shape how we move and share information.
9. Investments in our transportation system have not kept pace with our growing region.
10. Our infrastructure is aging and not as resilient as it could be.
11. We face a funding gap as our needs outpace our resources.
12. Our economic prosperity is increasingly dependent on healthy people, a healthy planet, a safe, resilient and reliable transportation system, equity and a strong economy.

## Track 2: Update Evaluation Framework

The focus of this track will be working with partners to advance the region's performance based planning efforts to address MAP-21 and the Climate Smart Strategy, and further align the region's investment priorities with the plan's goals, performance targets, and expected resources. This work will help demonstrate how investments in the transportation system will help achieve the six desired regional outcomes. This track will include further development of data, methods and analytic tools needed to improve our ability to measure the impacts of investment options across economic, equity and environmental goals to make the most of limited dollars by achieving multiple outcomes.



### Mobility & reliability

Updating the region's mobility policy and comprehensive approach for managing and monitoring congestion to enhance mobility for people and goods and inform investment priorities.



### Economic prosperity

Expanding the region's consideration of transportation's role in supporting economic development, job creation, and access to work and other essential destinations to inform investment priorities.



### Transportation equity

Expanding the region's consideration of equity in identifying the transportation needs of communities of concern to inform investment priorities and ensure equitable distribution of benefits and burdens.



### Public health

Expanding the region's consideration of health outcomes in the planning process to inform planning, design and investment priorities.



### Air quality & the environment

Expanding the region's consideration of the effects of the transportation system on greenhouse gas, air toxics and criteria pollutant emissions and the natural environment to inform investment priorities.

## Track 3: Update Financial Framework

The focus of this track will be working with transportation providers to document and update the region's forecast for the amount of funding expected to be available to address current and future transportation needs.



### Transportation funding

Updating the region's forecast of expected transportation funding.



## Track 4: Update Designing Livable Streets Tools and Best Practices

The focus of this track will be working with partners to update the Regional Transportation Safety Plan and transportation design policies, tools and guidance related to improving the safety of the transportation system for all users and reducing traffic-related deaths and serious injury crashes.



### Transportation safety

Updating the Regional Transportation Safety Plan and strategies for reducing traffic-related deaths and serious injuries to inform investment priorities.



### Transportation design and placemaking

Updating and clarifying transportation design policies and guidance related to arterial crosswalk spacing, transit and freight supportive street designs, auxiliary lanes, grade separated arterial intersections and sizing of arterials and throughways to advance multi-modal transportation.

## Track 5: Update the Shared Regional Investment Strategy and Action Plan

The focus of this track will be working with partners to update a regional assessment of current and future transportation needs and opportunities for potential solutions, update regional plans for transit, freight and management of the transportation system and related investment priorities, and update the region's shared regional investment strategy and action plan. The action plan will identify near-term, medium-term and long-term partnerships and actions to support implementation.



### Maintenance and repair

Demonstrating that we are keeping our existing roads, bridges and transit networks in a state of good repair.



### Management of the transportation system

Updating the region's plans for managing demand and making the most of investments that have already been made in the transportation system.



### Transit

Developing a regional transit plan that updates the region's vision for community and regional transit connections and other investments and actions needed to support expanded service.



### Freight and goods movement

Updating the region's freight plan and freight action plan to support freight and goods movement and access to industrial areas and intermodal facilities.



### Resiliency and preparedness

Identifying potential transportation risks and vulnerabilities to inform investment priorities and actions to make the region more resilient to natural hazards, climate change and extreme weather events.



### Technology

Expanding the region's understanding of emerging vehicle technologies and opportunities to support increased use of alternative fuel vehicles, connected vehicles, and other advanced technologies.



### **Parking management**

Updating the region's parking policies and tools to reflect the range of approaches available for different types of development to make efficient use of vehicle parking and support land use and transportation goals.

A more detailed work plan will be developed during the first phase of the project.

## **HOW WILL THE UPDATE BE COORDINATED WITH OTHER EFFORTS?**

Activities that support project and program planning and implementation will be conducted by Metro and other partners concurrent with the update process. Some of these activities will provide input for updating policies, investment priorities and actions. Staff will seek opportunities to coordinate and collaborate with these other programmatic efforts and initiatives at Metro and at other organizations and public agencies.

### **Relevant Metro projects and programs include, but are not limited to:**

- Regional Transit Plan development
- Oregon Innovation Award work plan
- Refinements to the transportation equity analysis data and methods for the 2018 RTP update and 2019-21 Metropolitan Transportation Improvement program and Regional Flexible Fund Allocation
- Updates to the Atlas of Regional Mobility Corridors, the Regional Freight Plan, the Regional Transportation Safety Plan, the Regional Transportation System Management and Operations Plan and the Regional Travel Options Strategic Plan
- Update to Designing Livable Streets case studies, tools and best practices
- Diversity, Equity, and Inclusion (DEI) Initiative and development of Metro Equity Strategy and Action Plan
- Metro Equitable Housing Initiative
- Metropolitan Economic Atlas and Investment Areas Action Plan development
- Southwest Corridor Project
- Powell-Division Transit and Development Project

### **Relevant partner projects and program include, but are not limited to:**

- City and county transportation system plan updates, area plans and studies
- TriMet's development of Service Enhancement Plans
- South Metro Area Regional Transit (SMART) Transit Master Plan update
- Washington County Transportation Futures Study
- Updates to the ODOT Region 1 Active Transportation Needs Inventory, Interchange Atlas, Facility Bottleneck and Solutions Feasibility Assessment, and performance measures for State highways
- Port of Portland and Portland Business Alliance Economic Impacts of Congestion Study
- MAP-21 Target Setting and Data and Tools Development (ODOT, TriMet and SMART)

## WHAT LOCAL, REGIONAL AND STATE PARTNERSHIPS ARE NEEDED?

Partnerships and collaboration will be essential to the 2018 RTP update. Engaging local, regional and state partners, community leaders and interested public in the update is critical to help ensure that as our region grows and we make investments in the transportation system, we preserve and protect what residents value most. A collaborative approach reinforces the importance of shared responsibility for the region's transportation system and building healthy, equitable communities and a strong economy.



A more detailed outreach and engagement strategy will be developed during the first phase of the project. It will be coordinated with and help leverage other engagement efforts across the agency and seek to be more inclusive of historically underrepresented community voices.

### **Interested public**

Interested people who live and work in the three-county region.

### **Community leaders and organizations**

Leaders of business and community-based organizations concerned with safety, public health, equity, environmental justice, economic development, freight, transit, biking, walking, environmental protection, climate change, land use and housing, and serving the needs of historically underrepresented communities including people of color, people with low-incomes, older adults, youth, people living with disabilities, and people with limited ability to speak English.

### **Local and regional governments**

Elected officials and staff from Metro, city and county governments and special districts.

### **Academia & philanthropic foundations**

The academic and philanthropic community, including the Transportation Research and Education Consortium, Mark O. Hatfield School of Government at Portland State University and non-profit foundations.

### **State and federal governments**

Policymakers and staff from state commissions and directors of state and federal agencies.

## WHAT FEDERAL REQUIREMENTS MUST BE ADDRESSED?

Updates to the RTP are governed by a number of federal requirements that must be met in order for the plan to be approved by the U.S. Department of Transportation and for federal transportation dollars to continue flowing to the region.

### **Air quality conformity**

Future vehicle-related emissions of common air pollutants must remain below regional emissions budgets approved by the Environmental Protection Agency.

### **Transportation equity**

Transportation planning and funding decisions must not have disproportionate impacts on communities of concerns, including communities of color, people living with disabilities, people with low incomes, older adults and youth, and people with limited English proficiency.

### **Congestion management documentation**

Metro must undertake efforts to identify the location, extent and severity of congestion in the region for the purpose of identify alternative ways to use existing and future transportation facilities efficiently and effectively.

### **Financial constraint**

Funding from existing or anticipated revenue sources must be reasonably expected to be available to be included in the financial framework assumption to build, operate and maintain the transportation investments recommended in the plan.

### **Performance management and target setting**

Consistent with MAP-21, Metro must establish performance measures and targets to inform decision-making on transportation priorities and monitor the region's progress in support seven national goals for transportation investments.

### **Other requirements**

- Consideration of Federal Planning Factors
- Public participation
- Interagency consultation
- Environmental mitigation discussion
- Safety
- System management and operations
- Freight planning considerations

## WHAT STATE REQUIREMENTS MUST BE ADDRESSED?

Updates to the RTP are governed by a number of state requirements that must be met in order for the plan to be approved by the Land Conservation and Development Commission. The RTP is a Regional Transportation System Plan (TSP) under state law. TSPs for cities and counties located within an MPO area must be consistent with both the statewide Transportation Planning Rule and the RTP, which is adopted to meet Federal requirements.

### **Statewide Planning Goals**

- Consistency with Statewide Planning Goals
- Citizen involvement
- Consistency with adopted state transportation plans
- Interagency consultation

### **Transportation Planning Rule**

Transportation planning must be conducted in coordination with land use plans to identify a system of multi-modal transportation facilities and services adequate to serve planned land uses and adopt standards to demonstrate progress towards increasing transportation choices and reducing auto reliance.

### **Metropolitan Greenhouse Gas Reduction Targets Rule**

Metro must adopt performance measures and targets that will be used to monitor progress in implementing the region's adopted Climate Smart Strategy and assess whether additional or corrective actions are needed.

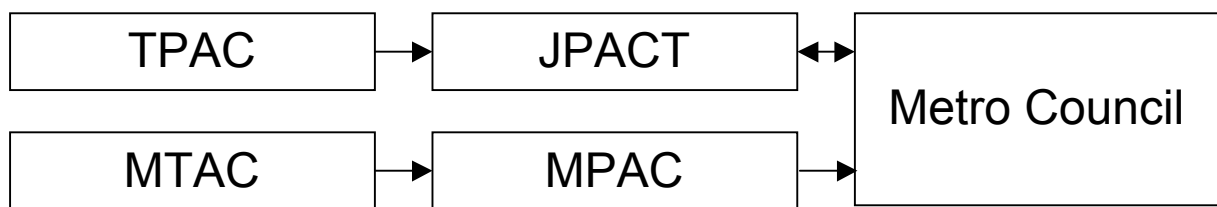
## WHAT IS THE DECISION-MAKING PROCESS?

The RTP update will rely on Metro’s role as the designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region and an existing decision-making structure. As the MPO, Metro is charged with developing a long-range transportation plan in cooperation with representatives of local jurisdictions and agencies involved in regional transportation services and facilities.

The Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will make recommendations at key decision points based on input from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC).

The arrows in Figure 5 show how the technical advisory committees make recommendations to the policy advisory committees, and the policy advisory committees make recommendations directly to the Metro Council. The two-way arrow between JPACT and the Metro Council indicates that for final adoption of the RTP the Metro Council must approve the plan as recommended by JPACT. JPACT is a 17-member committee composed of elected officials from local jurisdictions and directors of state and regional transportation agencies.

**Figure 5. Regional Transportation Decision-Making Framework**



Integral to this decision-making process is providing timely opportunities for partners and the public to provide meaningful input to the Metro Council and the policy and technical advisory committees prior to key milestones throughout the RTP update.

Federal requirements also call for compliance with Title VI of the Civil Rights Act and additional consultation with state and federal resource agencies, and tribal groups not represented on Metro’s existing committee structure. Opportunities for consultation with these groups will be identified in coordination with Federal Highway Administration (FHWA) staff.

Topic specific working groups and expert peer review panels may also be formed to advise Metro staff on key work plan tasks, such as:

- Transportation equity
- Transportation finance
- Performance measures and target setting
- Transit
- Transportation safety and design
- Local implementation

## HOW CAN I STAY CONNECTED?

A project website is under development and will be available at [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp).

To be added to the 2018 RTP update “interested parties” list, send e-mail to [rtp@oregonmetro.gov](mailto:rtp@oregonmetro.gov).



DATE: May 19, 2015  
 TO: TPAC, MTAC and Interested Parties  
 FROM: Jamie Snook, Principal Transportation Planner  
 SUBJECT: Regional Transit System Plan

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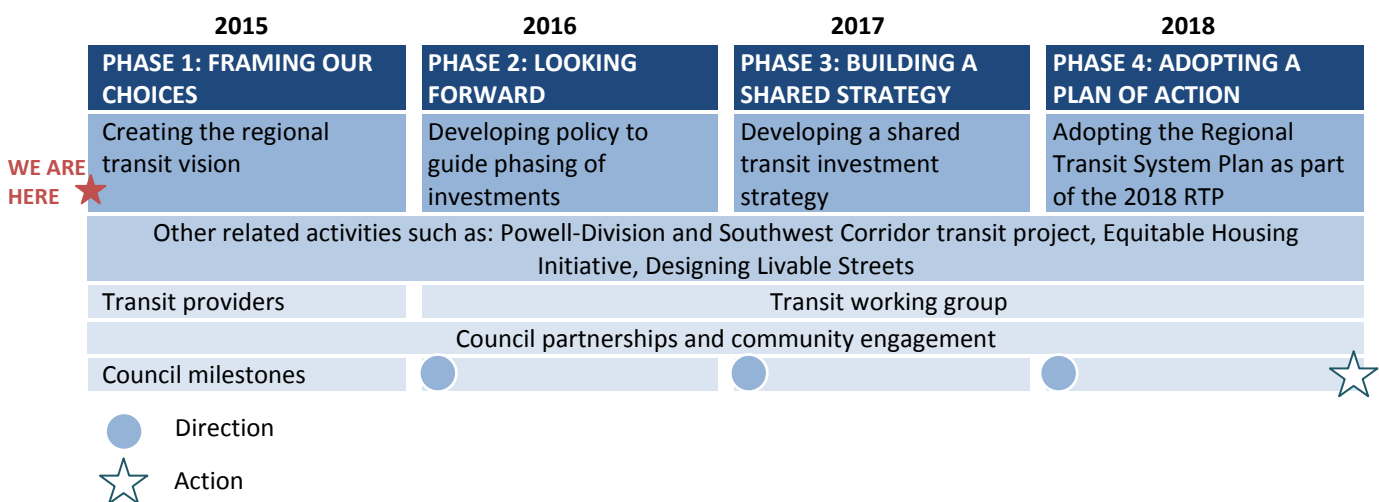
**PURPOSE**

The purpose of this memorandum and attachment is to provide an introduction and overview of the Regional Transit System Plan process. The Regional Transit System Plan (RTSP) will serve as the transit component of the 2018 Regional Transportation Plan update and provide a coordinated vision and strategy for transit in the Portland metropolitan region.

The plan will be developed in coordination with the Future of Transit vision being developed by TriMet through its Service Enhancement Plans and with the South Metro Area Regional Transit (SMART) Master Plan. Reflecting the Future of Transit vision, the plan will also include community connector services that provide important connections between regional centers, jobs, schools and other community destinations.

The RTSP will be a collaborative effort to inform the 2018 RTP update and implement the Climate Smart Strategy recommendation around transit. Figure 1 presents the general timeline for development of the plan.

**FIGURE 1: Regional Transit System Plan timeline**



The RTSP builds on the transit element of the Climate Smart Strategy adopted in 2014, and the Regional High Capacity Transit (HCT) System Plan and the Transit System Expansion Policy, adopted in 2010 as part of the 2035 RTP. The RTSP will help guide investments in the region for bus service as well as future capital investments in high capacity transit, including bus rapid transit, rapid streetcar, light rail and commuter rail. The plan will provide regional partners with a blueprint for prioritizing transit service and transit-supportive improvements that support the regional transit vision.

#### **NEXT STEPS**

The RTSP work plan will be a part of the 2018 RTP Work Plan and engagement strategy being developed this summer/fall (2015).

The first phase of work will begin this summer, continuing through early 2016. Starting this summer, Metro will convene the various transit providers and form a transit working group to develop 1) background information, 2) the RTSP work plan and 3) a draft shared regional transit vision. More information about the transit working group's role and opportunities for participation will be provided at a future meeting.

The Regional Transit System Plan Process Overview will be presented to Metro Council at a work session on May 28, 2015 and to the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC) on June 11 and June 24, 2015, respectively.

#### **ACTION REQUESTED**

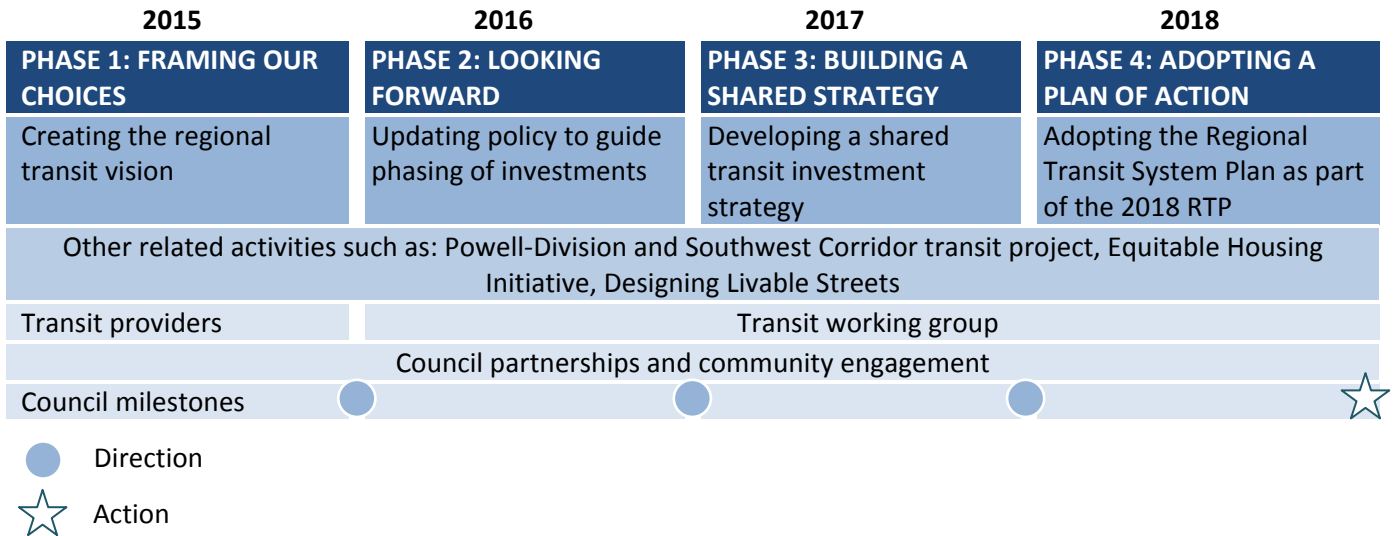
TPAC and MTAC are requested to discuss the following questions:

1. What is most important for the Regional Transit System Plan to address?
2. Do you have specific goals for the Regional Transit System Plan?
3. How would you like to be engaged in the process?

#### Attachment:

1. Regional Transit System Plan Process Overview (*May 2015*)
2. SMART's Updating Wilsonville's Transit Master Plan (*May 2015*)
3. TriMet's Service Enhancement Plan Fact Sheet
4. TriMet's Westside Service Enhancement Plan

**2016 Regional Transit System Plan  
PROCESS OVERVIEW  
SUMMER 2015 TO FALL 2018**



**WHAT IS THE REGIONAL TRANSIT SYSTEM PLAN?**

The Regional Transit System Plan (RTSP) will serve as the transit component of the 2018 Regional Transportation Plan update and provide a coordinated vision and strategy for transit in the Portland metropolitan region. The plan will be developed in coordination with the Future of Transit vision being developed by TriMet through its Service Enhancement Plans and with the South Metro Area Regional Transit (SMART) Master Plan. Reflecting the Future of Transit vision, the plan will include community connector services that provide important connections between regional centers, jobs, schools and other community destinations.

The RTSP builds on the Regional High Capacity Transit (HCT) System Plan and the Transit System Expansion Policy, adopted in 2010. The RTSP will help guide investments in the region for bus service as well as future capital investments in high capacity transit, including bus rapid transit, rapid streetcar, light rail and commuter rail. The plan will provide local and regional partners with a blueprint for prioritizing transit and transit-supportive improvements that support the regional transit vision.

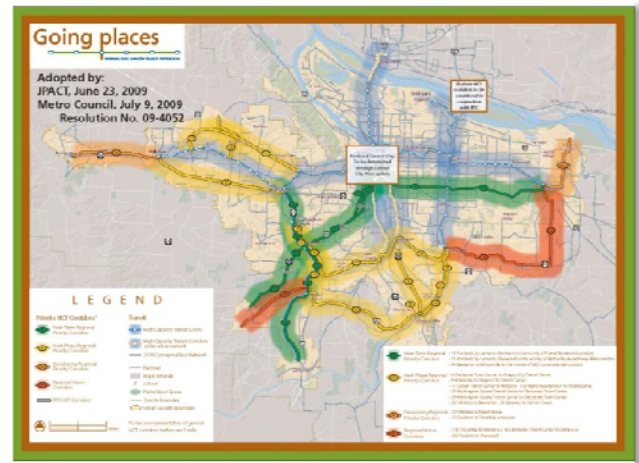




## WHY IS THE REGIONAL TRANSIT SYSTEM PLAN NEEDED?

A regional transit system plan will provide a coordinated vision and strategy for making transit more convenient, frequent, accessible and affordable. The regional transit system will:

- build upon of the HCT Plan
- provide a long term transit system vision
- implement the recommendations from the Climate Smart Strategy recently completed and adopted
- provide for the transit modal component of the 2018 Regional Transportation Plan
- identify a process to prioritize transit and transit-supportive improvements.



## HOW WILL THE PLAN BE DEVELOPED?

There are four key phases to development of the plan: Vision/Partnerships, Planning/Policy, Transit Investment Strategy and Adoption/Implementation. The Regional Transit System Plan is guided by an overall policy framework consisting of the 2040 Growth Concept, the Regional Framework Plan and the Regional Transportation Plan. The plan will be an element of the 2018 RTP update and further implement the Climate Smart Strategy.



## PHASE 1: WHAT WILL BE INCLUDED IN THE TRANSIT VISION?

The transit vision is a comprehensive look at the transit service, major capital investments and supporting elements of the region's transit network, such as access to transit improvements and transit priority treatments. Service improvements include current and future transit networks of the **providers** listed below.

- Canby Ferry
- Canby Area Transit (CAT) Dial-A-Ride
- Clackamas Community College Shuttle (CCC Xpress)
- Clackamas County Transportation Reaching People (TRP)
- C-TRAN
- Forest Grove's GROVELink
- Lake Oswego's Mary's Wood Shuttle
- Linkbus Newberg Town Flyer Ride Connection
- Mt Hood Express Sandy Area Metro (SAM)
- Portland International Airport shuttle services
- Sandy Area Metro (SAM)
- SMART
- South Clackamas Transportation District (SCTD)
- Swan Island Evening Shuttle
- TriMet
- Tualatin Employee Shuttle

Capital investments include the **high capacity transit options** identified in the Regional High Capacity Transit Plan, such as the Southwest Corridor and Powell-Division Transit Projects. The supporting elements of the vision include a variety of **policies, programs and identified improvements that support the transit vision**, including:

- Climate Smart Strategy
- Regional Active Transportation Plan
- Regional Transportation Safety Plan
- Mobility Corridors
- Regional Travel Options (RTO) and Regional Transportation System Management and Operations (TSMO) Plans
- Transit Oriented Development (TOD) Strategic Plan
- Local land use and transportation plans

## PHASE 2: WHAT IS THE TRANSIT SYSTEM EXPANSION POLICY?

The planning phase of the project will consist of revising the transit system expansion policy to provide the region with a clear and transparent process for prioritizing improvements based their readiness and performance. For service improvements, the transit system expansion policy will reflect the policies and prioritization processes of the service providers. For major capital investments in HCT, the policy will provide criteria for evaluating readiness and performance to define the region’s priorities for seeking federal funding. The policy will also support project sponsors who want to move forward but may not meet the readiness criteria by providing tools, best practices and other support. Finally, the policy will guide coordinated investment in the supporting elements that may be needed for the service and major capital improvements to succeed.



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## PHASE 3 &4: HOW DO TRANSIT INVESTMENTS GET IMPLEMENTED?

It’s not enough to identify the readiness of a transit improvement; there also needs to be a concerted effort to identify what and how transit investments are implemented. A regional investment strategy will provide a framework for funding and implementation. How improvements are funded and implemented will depend on the type of project, though leveraging coordinated investment will be a goal for all types of improvements.

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## HOW DOES THIS PLAN SUPPORT OTHER EFFORTS?

By clearly defining the vision and implementation strategy for transit improvements throughout the region, the RTSP will support the 2018 Regional Transportation Plan update and other relevant projects and programs, including but not limited to Metro’s Equitable Housing Strategy Initiative, Active Transportation Plan, Regional Safety Plan, Design Livable Streets, Regional Travel Options Strategy among others. A collaborative approach reinforces the importance of shared responsibility for the success of region's transit system in helping build healthy, resilient and equitable communities and a strong economy.





## TriMet's Service Enhancement Plans

At TriMet, we're taking a new look at how transit service can be improved to better serve the Portland metro region. Through 2014 and into 2015, we'll be asking riders, residents, neighborhood groups, local jurisdictions, schools and businesses for feedback to help create a shared vision for the future of transit.

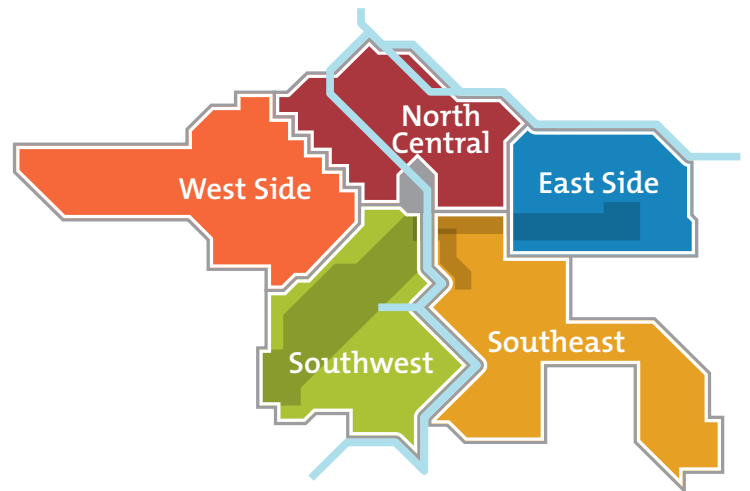
### Why create Service Enhancement Plans?

It's been over a decade since we took a comprehensive look at our network of bus services. Changing demographics and increasing population and employment have changed how people need to connect to jobs and services. Now, it's time to work together to create a new, shared vision for how transit can best serve our region.

### Process

We have divided our region into five areas: Westside, Southwest, Southeast, Eastside and North/Central. We're conducting a separate planning process within each of the areas.

During the process, we take a look at existing ridership patterns and projected land use changes within each area, and we conduct outreach with communities to learn about desired improvements. We want to hear from as many people as possible, so you'll see us attending neighborhood association and community group meetings, talking one-on-one with employers and institutions, conducting surveys, and attending events throughout the region.



### Outcomes

Each Service Enhancement Plan will create a shared vision for what transit could become. Specifically, each will identify:

- near-term bus service improvements that can be made soon with modest cost
- long-term bus service improvements to implement over time
- partnerships with cities, the county and businesses to improve access to bus and light rail stops

## Timeline

The vision for Westside was completed in 2014. Work in the other areas is now under way.

- **Westside:** Completed in 2014
- **Southwest:** Ongoing through 2014
- **Southeast:** 2014-2015
- **Eastside:** 2014-2015
- **North/Central:** 2014-2016

## Please get involved!

Share your feedback and learn about upcoming involvement opportunities at [trimet.org/future](http://trimet.org/future).



Available in other formats.

## **Updating Wilsonville's Transit Master Plan**

### **South Metro Area Regional Transit (SMART)**

Wilsonville's existing Transit Master Plan (TMP) was adopted as a subset of the local Transportation System Plan in 2008, after a lengthy public involvement process. A main focal point of the 2008 TMP was preparing for the arrival of TriMet's WES commuter rail, which began service to Wilsonville in early 2009.

SMART successfully implemented the provisions of the 2008 Plan that called for service changes to focus on WES train arrivals and departures.

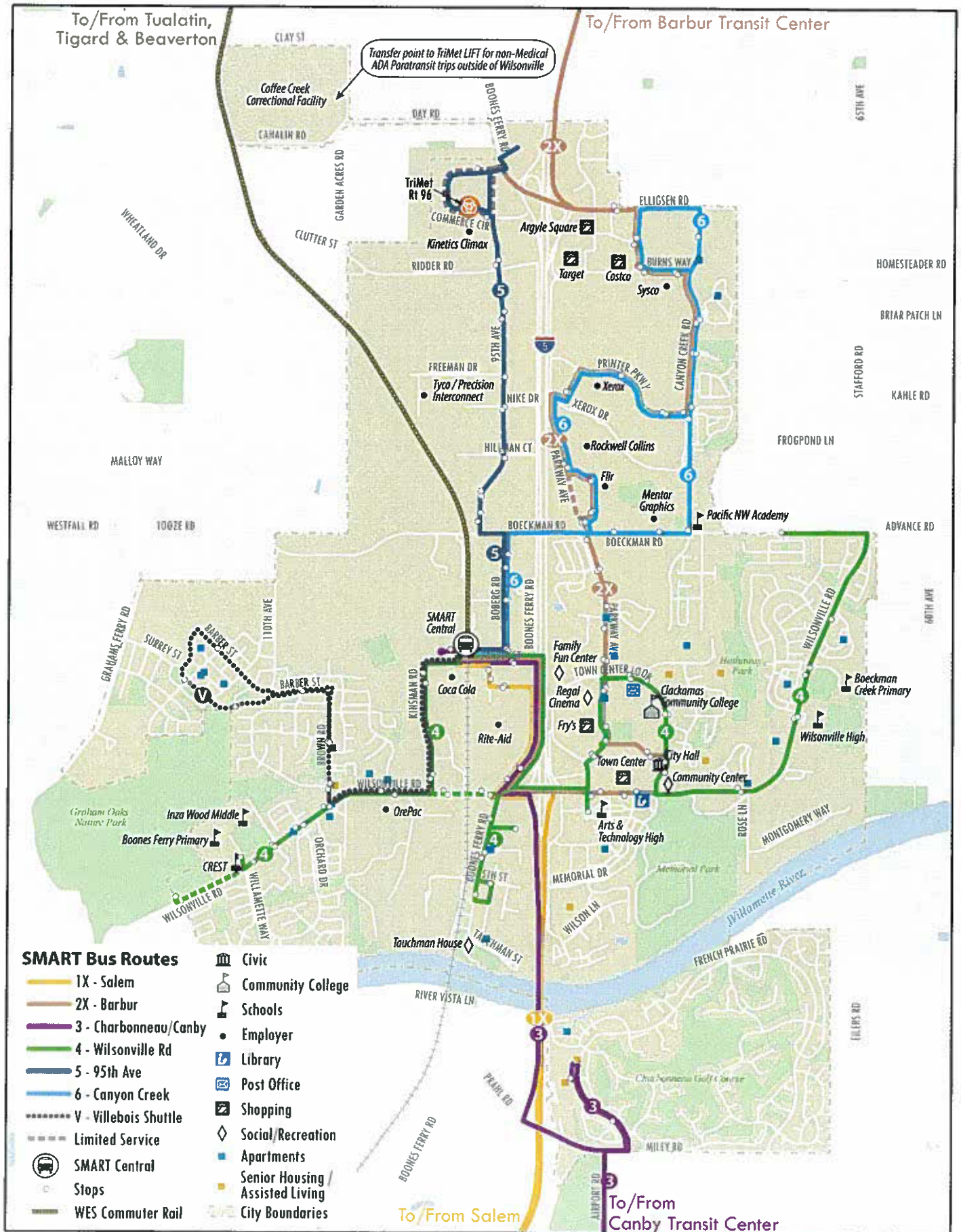
It is now time to undertake a thorough update of the existing TMP with a longer range view of transit services in and around Wilsonville. A Task Force of local citizens and business representatives was established to play an advisory role.

The first meeting of SMART's Planning Task Force was held in April, and began with a review of existing conditions. The meeting was well attended and Task Force members said the following about their experience using SMART's services:

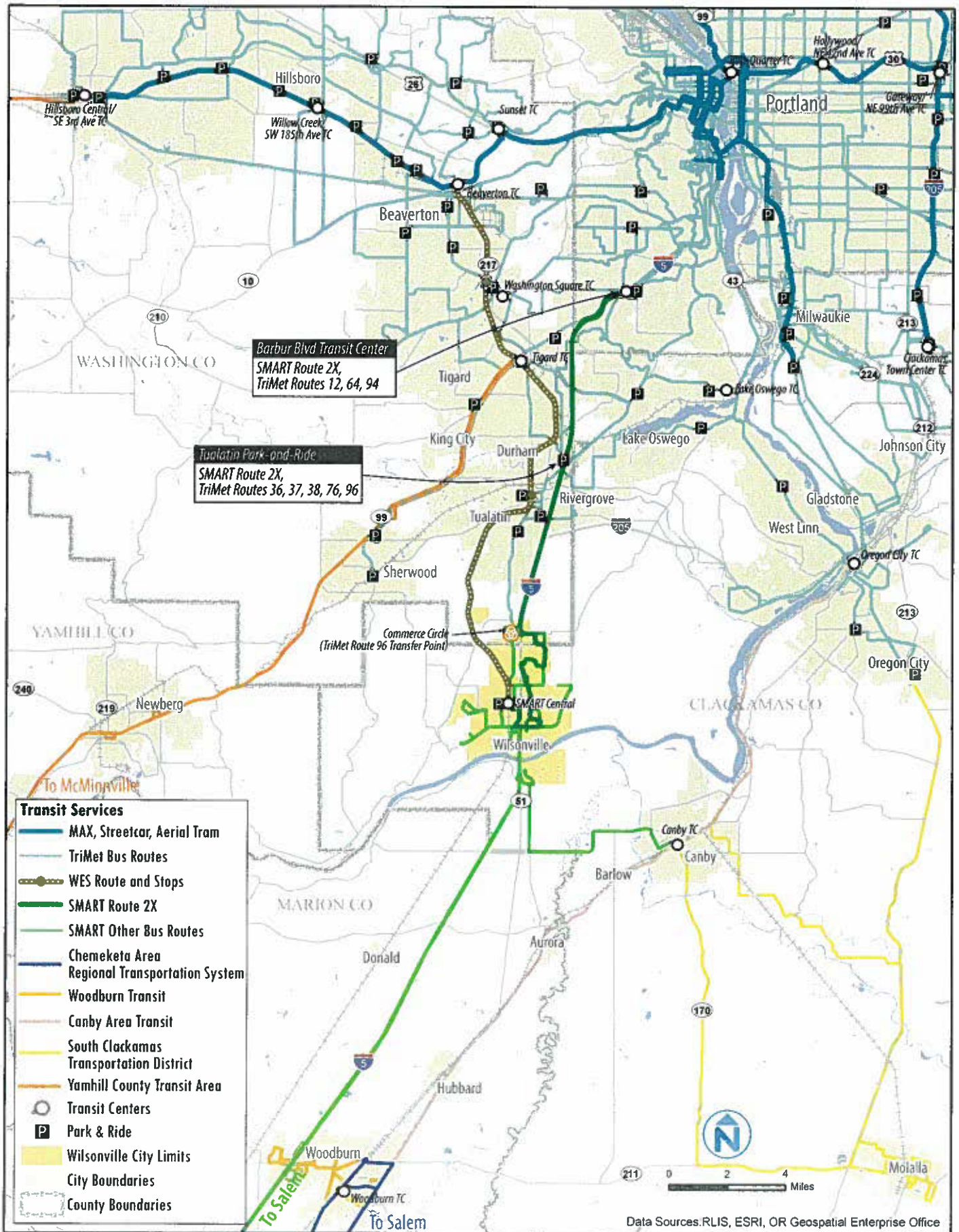
- Two people who commute from Wilsonville to Salem for work – and who would like to see more service on the 1X route between the two cities;
- One person who commutes from Portland to Wilsonville – and who would like to see more convenient service on the 2X route between Downtown Portland and this community;
- One person from a local industry who reported that his company is now offering their employees assistance with transit fares;
- One person who rarely rides transit because there are no bus stops in her neighborhood;
- Several people who rely on SMART's dial-a-ride service; and
- Two people who rely on solely on transit because they no longer have cars since moving to Wilsonville.

The next meeting of SMART's Planning Task Force will be held in June. The entire update process is expected to take roughly one year.

# SMART Fixed-Route Transit Service



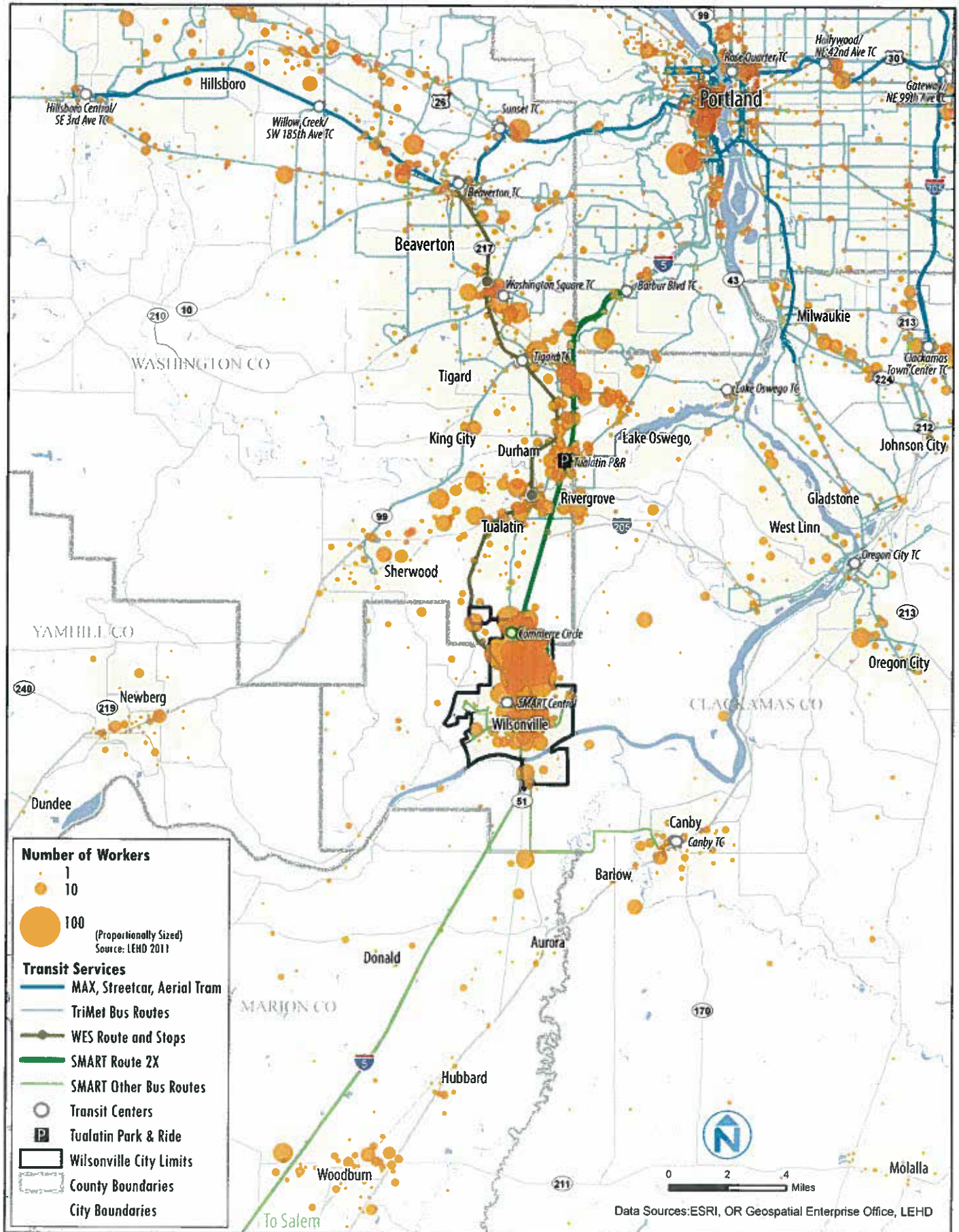
# Regional Transit Services in/near Wilsonville Area



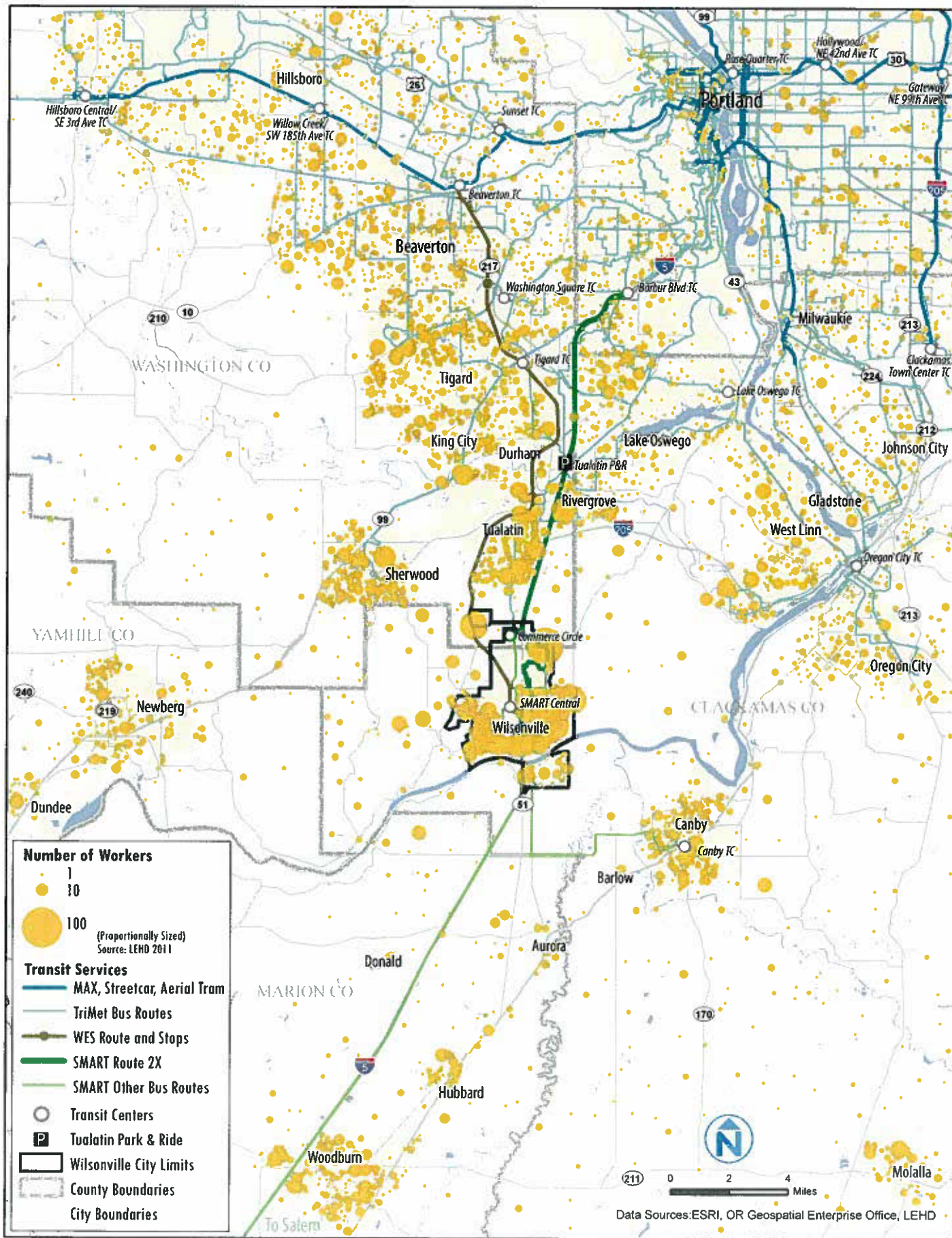
Data Sources: RLIS, ESRI, OR Geospatial Enterprise Office



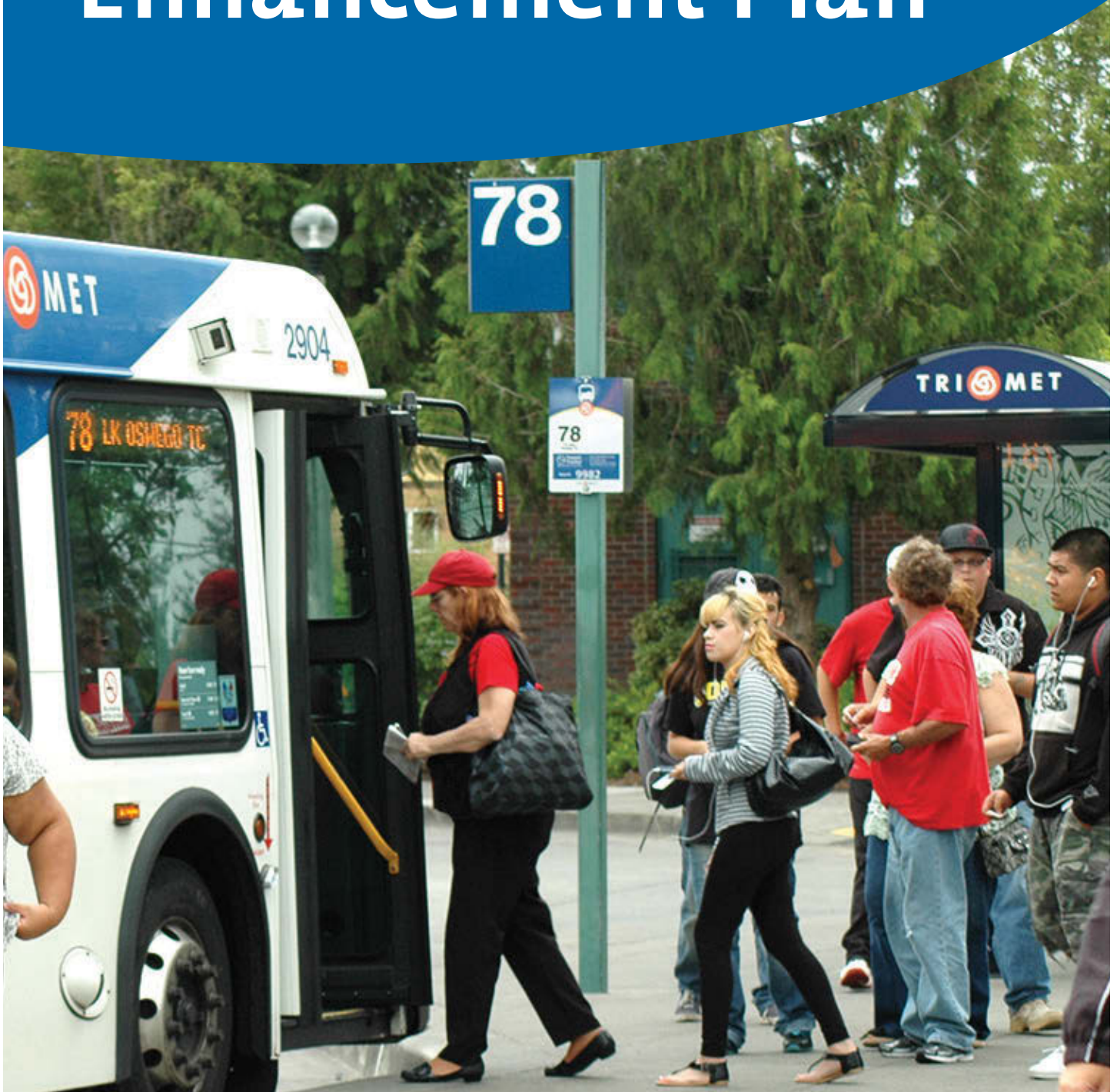
# Work Locations of Wilsonville Residents, 2011



# Residential Locations of Wilsonville Workers, 2011



# Westside Service Enhancement Plan



September, 2013



**A note from  
TriMet  
General Manager,  
Neil McFarlane**

Dear Reader,

Do you wish the bus ran later or more frequently? Would you like a bus line to come closer your home? Would you like to take TriMet to work, school, appointments or recreation? These are the types of questions we asked when researching the Westside Service Enhancement Plan (WSEP)—our roadmap for future transit service investments in Beaverton, Hillsboro, Cornelius, Forest Grove and Washington County.

The WSEP is a proposal to improve transit connections between growth areas on the Westside. It proposes to improve service frequencies, a new approach to transit in difficult-to-serve areas, and calls for more sidewalks and safe crossings. The first improvements will occur this fall with route and frequency improvements on Line 47-Baseline/Evergreen and Line 48-Cornell.

But it is one thing to create a plan, and another to fully implement it. We cannot carry out this plan alone—it will take partnerships. Partnerships (with both private and public entities) are required to ensure that our customers can safely access bus stops using sidewalks and safe crossings, and that TriMet buses can move past traffic congestion with signal priority and bus lanes. Working together, we can create the total transit system.

And, the WSEP is just the beginning. This summer we launched a similar effort in Southwest (Tigard, Tualatin, King City, Durham, Sherwood, Lake Oswego, West Linn and SW Portland) and the Eastside (East Portland, Gresham, Fairview, Wood Village and Troutdale). Future plans will also focus on Portland and Clackamas County.

As you read through this plan, I hope you see your vision for TriMet service on the Westside, because it was your community that helped us create it.

Regards,

A handwritten signature in green ink that reads "Neil McFarlane". The signature is fluid and cursive, written in a professional style.

TriMet General Manager  
Line 12, 17, 43 Rider

## Westside Service Enhancement Plan

The Westside is leading Oregon out of the recession with corporate expansions, business recruitments, new neighborhood development, and surging enrollment at Portland Community College. With this growth, we're developing a plan to grow, too.



**Rising employment:** Westside employment is growing as companies like Intel, Nike and Kaiser Permanente expand operations, new tech companies arrive, and retail stores locate in the Westside shopping centers of Progress Ridge Townsquare, Cedar Mill Crossing and the Streets of Tanasbourne.

**New and expanding neighborhoods:** Tanasbourne, Orenco, Bethany, and Progress Ridge have seen significant residential and commercial growth in the past decade. New communities are being planned in North Bethany, South Hillsboro, Amber Glen and Northwest Forest Grove.

**Swelling PCC enrollment:** PCC Rock Creek has added 10,000 students in the last ten years and will remain an important piece of the Westside's economic future.

**Infrastructure upgrades:** Roads and sidewalks are being improved through the Major Streets Improvement Program (MSIP) and more upgrades are being planned for Aloha/Reedville and the Tualatin Valley Highway corridor.



The Westside Service Enhancement Plan outlines a future vision for transit in Beaverton, Hillsboro, Cornelius, Forest Grove and areas of Washington County, north of Scholls Ferry Rd. This vision was developed with the help of dozens of partners, public and private, around the Westside. The plan aligns future improvements with current and projected needs by recommending better transit connections, improved frequency, safer pedestrian facilities, and increased access to jobs and community services. The plan also highlights opportunities to partner with local jurisdictions and the private sector to make it easier for people to reach and use transit. The plan identifies:

- near-term service enhancements that can be made with little or no additional cost
- long-term service improvements and expansion when revenues allow
- opportunities for partnering with the public and private sectors to improve access to transit including walking and biking to bus, MAX and WES

TriMet's commitment to improved transit service on the Westside includes the restoration of Frequent Service on TV Highway and on the MAX Blue and Red lines as top priorities.

## Westside Story

### From Tualatin Valley Farms to Silicon Forest

Historically, agriculture was the primary economic force in the Tualatin Valley. Today, farmers still grow fruits, vegetables, nuts, grass seed, and Christmas trees in the valley, often exporting their products out of state and overseas. With numerous wineries and vineyards, the Tualatin Valley also plays an important role in the Oregon wine industry.

However, as new development arrives, so do new enterprises. Nicknamed 'The Silicon Forest', the Westside is now the center of the state's high-tech industry and home to hundreds of companies designing and manufacturing products ranging from computer chips (Intel, TriQuint), to solar panels (SolarWorld), to electron microscopes (FEI), and LCD monitors (Planar Systems). The Westside is also a hub for the region's sports and outdoor apparel industry (Nike, Columbia Sportswear). In addition, the area has thousands of entry-level customer service jobs such as call centers (Netflix,

Farmers Insurance), shopping centers (Cedar Mill Crossing, Progress Ridge Townsquare, Streets of Tanasbourne), and as of summer 2013, ballpark vendors (Hillsboro Hops).



Nonetheless, challenges to the area's transportation network come with the expansion of these industries. For example, Intel is in the midst of a \$6 billion expansion of its Ronler Acres campus, Kaiser Permanente will soon open its new \$344 million medical campus, and Nike is pursuing a \$150 million expansion on its campus. All three developments will bring more traffic to the Westside. Though Intel and Nike operate shuttles to MAX, they will not be enough to stem the flow of traffic brought on by their growth. As these large employers grow, the public and private sectors must develop transportation solutions together—even looking to solutions sponsored by large employers in other metro areas, such as Microsoft and Google, which provide extensive, privately contracted transit services to their employees.

### **Newcomers drive housing growth**

Large numbers of new residents are attracted to the Westside as employment opportunities grow. Between 1990 and 2010, Washington County's population grew by some 70 percent from 311,554 to 529,710, much of it on the Westside. The growth in population has resulted in new residential and commercial development. Recent housing development in the Bethany, North Hillsboro, Tanasbourne, Orenco, Progress Ridge, and Century Blvd. areas draw residents with a mix of incomes—high income earners to single family homes and low to middle income earners to apartments and townhomes. Meanwhile, established neighborhoods near the downtowns of Hillsboro and Beaverton, Aloha-Reedville and Cornelius attract middle income residents and seniors. Additionally, large-

scale communities are being planned for South Hillsboro, North Bethany, AmberGlen, northwest Forest Grove, Barnes Rd., and South Cooper Mountain, much of it with retail businesses, services and housing within walking distance of each other. New apartments with ground floor retail are also rising in Downtown Hillsboro, hailing a new era of downtown living on the Westside.

Many newcomers arrive not only from out of state, but from overseas. This includes Spanish speaking workers in a variety of industries in Hillsboro, Cornelius, Forest Grove, and Aloha/Reedville and permanent and temporary high-tech employees from Asia and Europe living in Hillsboro, Beaverton, and Bethany. These new arrivals are part of the broad cultural diversity that now exists on the Westside.

### **PCC prepares the Westside for the future**



Portland Community College's (PCC) Rock Creek and Willow Creek campuses are vital for workforce development on the Westside. With over 25,000 students, PCC offers a variety of programs that include technology and trades classes supported by Westside employers like SolarWorld, Genentech and Hillsboro Aviation. With PCC's enrollment growing by 10,000 students in ten years, new classes have been offered along MAX at Willow Creek and Pacific University in Downtown Hillsboro.

### **Taking the lead on infrastructure**

With the growth and diversification of jobs and the robust workforce development efforts, the Westside has been transforming from an agricultural community to a major economic engine for both the region and the State of Oregon. As a result, roads that were initially used to transport agricultural products from farms to markets are now major thoroughfares supporting new urban developments. In response, the Westside jurisdictions are actively upgrading transportation infrastructure to keep up with the growth in population and jobs.

Washington County oversees and funds much of this effort through the Major Streets Improvement Program (MSTIP), a program funded by a county property tax levy dedicated to improving major roadways. Unique to the region, MSTIP improvements include repaving, road widening, sidewalks, crosswalks, bicycle lanes, and signals. Since its introduction, MSTIP has funded 111 projects worth \$555 million. With this commitment to quality transportation facilities, Westside communities continue to plan for future infrastructure with recent planning processes for TV Highway, Aloha-Reedville and Downtown Beaverton.



Yet, despite these efforts, the Westside street network will always have the imprint of its farm to market road legacy. For example, a relatively small number of streets span the Westside while others lead to dead ends or rural, 2-lane roads. Additionally, there are large concentrations of jobs located in the north portion of the Westside along Highway 26 and housing located to the south and east. Consequently, traffic is funneled to a fairly small number of major streets, leading to significant congestion during peak travel times. Congestion and delay challenges TriMet's buses as well as other commercial and private vehicle drivers.

## TriMet on the Westside



## The region's transit past

Tualatin Valley Stages operated bus service to Beaverton, Hillsboro, Tigard, Tualatin, Forest Grove, Cedar Mill, Garden Home, and McMinnville from the 1930's through the 1960's. TriMet bought out Tualatin Valley Stages in 1970 when the company faced bankruptcy. As part of the buyout, TriMet acquired all routes, operators, maintenance workers, and equipment. Total weekday ridership on the lines averaged below 10,000 rides. TriMet has since maintained many of the same bus routes operated by Tualatin Valley Stages including bus routes on Beaverton-Hillsdale Highway, Cornell Rd., and TV Highway and added new ones as the region grew.

In the early-to mid-1980's TriMet built a series of transit centers and other transit facilities on the Westside and increased service on some bus lines. Bus lines were re-oriented to those transit centers to allow better travel within the Westside, not just to and from Portland.



## Westside MAX: An economic game changer

The next major change to transit on the Westside came with the introduction of a new mode to the area: light rail. In September 1998, TriMet opened the 18-mile Westside MAX Blue Line extension between Downtown Portland and Downtown Hillsboro. The \$963.5 million project includes 16 stations, 3,698 parking spaces located between Sunset Transit Center and Downtown Hillsboro and a three-mile-long tunnel through the west hills. It provided the first new transportation link across the west hills in more than a generation.

Westside MAX provides regional mobility for residents of all incomes and connects people to employment opportunities that may not otherwise exist. With more than \$3.2 billion of development occurring within a 1/2 mile of the line, Westside

MAX has and continues to reshape development patterns—most prominently at Orenco Station, a model for semi-urban development. Westside bus service and WES commuter rail complement MAX by providing intra-county trips that connect with employment areas to the north and south of MAX.

## Moving forward: TriMet in the new century

Since the opening of Westside MAX in 1998, TriMet has:

- Extended the MAX Red Line from Downtown Portland to Beaverton Transit Center, better connecting the Westside to Portland International Airport and increasing trips on MAX between Beaverton and Portland by 60%;
- Upgraded bus service on TV Highway between Forest Grove and Beaverton to Frequent Service running roughly every 15 minutes all day, seven days a week;
- Opened Oregon’s only commuter rail line, the Westside Express Service (WES), running between Beaverton Transit Center and Wilsonville in partnership with Washington County, Beaverton, Tigard, Tualatin and Wilsonville;
- Maintained all Westside bus lines during 2009-2012 service cutbacks, finding cost efficiencies by eliminating low ridership trips and restructuring routes such as the lines on Cornell and Evergreen for better service.

## Westside Service Enhancement Process

The Westside Service Enhancement process has identified new markets for transit and developed solutions to serve them. The process included:

- demographic analyses
- public survey research, and
- extensive outreach to jurisdictions, neighborhoods and businesses.

## Connecting the dots: maps & surveys

Mapping residential and employment data from the U.S. Census Bureau provided new information about where people live and work. TriMet identified potential service improvements for the largest concentrations of Westside citizens who live in proximity to where they work. The Census was also used to map concentrations of people by average age, income, and race/ethnicity to ensure recommendations support TriMet’s commitment to transit equity.

TriMet also received survey responses from over 600 individuals about their travel on the Westside. The survey validated many of the findings revealed throughout the process.

## Listening and learning

Discussions with each local jurisdictions provided insight into where future employment, residential, and infrastructure growth will occur. TriMet also embarked on a 6-month listening tour, meeting with more than 40 community stakeholders, ranging from employers (large and small), neighborhood associations, Citizen Participation Organizations, business associations, and community-based social service providers. The listening tour was vital for developing the plan and laid the ground work for future partnerships that will be essential for the Plan’s implementation.

## Findings

TriMet’s research revealed five key findings:

### 1. Transit Connections

The transit grid is incomplete, making it difficult to complete some trips without multiple transfers. Additionally, MAX doesn’t run directly to Portland International Airport. Finally, there is no rapid service between employment areas in the north and communities to the south such as Tigard, Tualatin, and Sherwood.

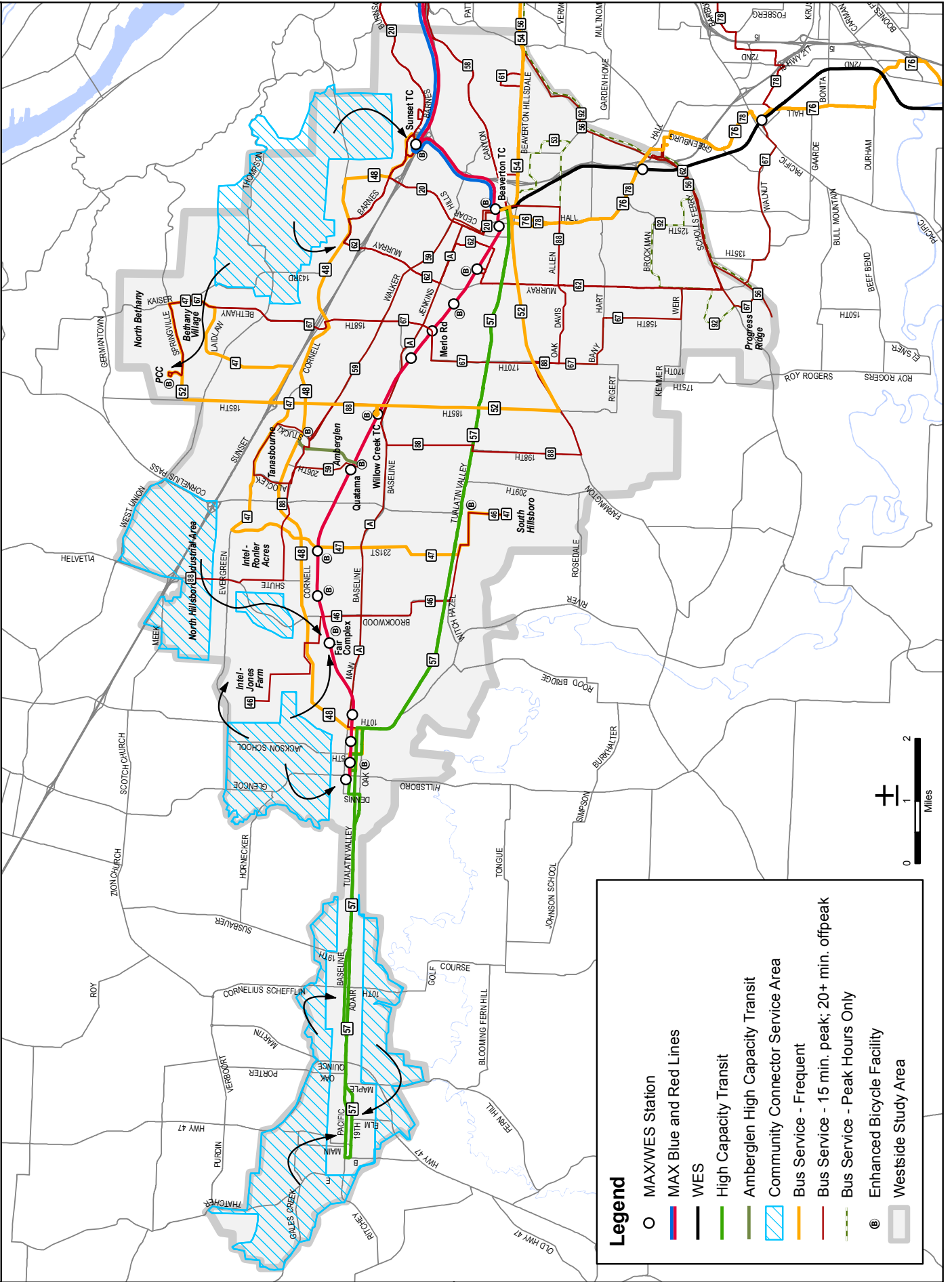


*“The Westside Economic Alliance Transportation Committee has provided significant input to TriMet staff in the development of the plan.”*

**Pam Treece**  
Executive Director,  
Westside Economic Alliance

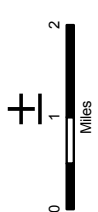


# Westside Service Enhancement Plan Vision



**Legend**

- MAX/WES Station
- █ MAX Blue and Red Lines
- █ WES
- █ High Capacity Transit
- █ Amberglen High Capacity Transit
- █ Community Connector Service Area
- █ Bus Service - Frequent
- █ Bus Service - 15 min. peak; 20+ min. offpeak
- █ Bus Service - Peak Hours Only
- Ⓢ Enhanced Bicycle Facility
- ▭ Westside Study Area





## Opportunities for action

Realign bus routes to strengthen a more complete north-south and east-west grid, extend MAX Red Line service to Hillsboro and provide frequent or express services on key north-south corridors.

### Complete the grid of bus lines

Extend or change eight bus routes so they better connect with areas of current development and future growth—residential and employment—and with MAX and Frequent Service Lines, especially going north-south. Improvements include:

- **North Hillsboro to South Hillsboro**  
Realigned bus service running from Intel Jones Farm to the future South Hillsboro via Brookwood Ave. and TV Highway and connecting with MAX at the Fair Complex/Hillsboro Airport Station.
- **PCC Rock Creek to South Hillsboro**  
Realigned bus service traveling between PCC Rock Creek and the future South Hillsboro connecting with Bethany Village, Tanasbourne, Intel Ronler Acres, Cornell Rd. employers and retail, TV Highway and MAX at Orenco/NW 231st Ave Station.
- **Washington Square to South Cooper Mountain**  
Extension of service along Scholls Ferry Rd. to Murray Scholls Town Center, Progress Ridge Townsquare, and future development in South Cooper Mountain.
- **Beaverton Transit Center to Tanasbourne**  
Realigned bus service on Walker Rd. between Beaverton Transit Center and Tanasbourne connecting with Cedar Hills Crossing, the AmberGlen employment area, Kaiser Permanente’s Westside Medical Center, the Aloclek employment area and MAX at the Quatama/205th Ave Station.

- **Merlo to Progress Ridge/Tigard**  
Extension of service south of the Merlo Rd/158th Ave MAX station connecting with South Beaverton, the Progress Ridge Townsquare, and the Tigard Transit Center.
- **Willow Creek to the North Hillsboro Industrial Area**  
Extension of service to Cornell Rd., Orenco, Intel Ronler Acres, and the North Hillsboro Industrial Area via Shute Rd. and Brookwood Parkway.
- **Downtown Portland to Progress Ridge**  
Extension of peak period express service from downtown Portland to Progress Ridge Townsquare.
- **Downtown Hillsboro to Downtown Beaverton**  
New bus line running between Hatfield Government Center and Beaverton Transit Center via Baseline Rd. and Jenkins Rd. connecting downtown Hillsboro, Willow Creek Transit Center, Nike, Cedar Hills Crossing and Beaverton Transit Center.



### MAX Red Line to Hillsboro and other high capacity transit

Consider extending MAX Red Line service to Hillsboro to provide direct service between the Silicon Forest and Portland International Airport. Among the options to consider are switching the western end-of-line destinations between MAX Blue and Red lines with the Red Line serving Downtown Hillsboro and the Blue Line terminus at Beaverton Transit

Center. Another option being studied is an extension of the Red Line to a station west of Beaverton with Blue Line service continuing to Downtown Hillsboro. The impacts on customers, operations, and cost for both options are still being studied.

TriMet and the City of Hillsboro are also studying options for transit connections between the Quatama/NW 205th Ave MAX station and the AmberGlen/Tanasbourne area. Among the options being reviewed are a MAX extension, streetcar, and rapid bus services. This transit connection is a major lynchpin for development in the Tanasbourne Regional Center.

Though WES ridership has grown significantly since its opening, demand has not indicated that frequent, midday service can be cost-effective (this is a common issue with commuter rail lines throughout the country). TriMet will continue to monitor boardings to determine if and when WES is ready for frequency improvements and midday service.

### **New limited stop bus service to South Washington County**

New limited stop bus service originating from park and rides in Sherwood and Tualatin and traveling to the employment areas to the north would help provide greater mobility to supplement north/south roadways overburdened with traffic. These lines would also serve Tigard, South Beaverton, TV Highway and Cornelius Pass Rd. This recommendation will be explored further during the Southwest Service Enhancement Plan process in 2013-14.

## **2. Frequency and Travel Time**

Frequency is a prime concern for transit users. Several bus lines on the Westside operate with

insufficient frequency to make them attractive to a broad range of riders. Potential customers are deterred from riding transit if they fear missing their bus and having to wait a long time for the next one to arrive.

Travel time is also an important factor for people when making trips from home or work. As the Westside grows and traffic congestion increases, it takes longer for buses to complete their routes. This makes transit less reliable and depresses ridership potential.

### **Opportunities for action**

TriMet's experience and national research have shown that transit ridership increases significantly when delay is reduced and travel time is decreased with frequency improvements and transit priority treatments such as bus lanes and signal timing.

#### **Restore frequency on MAX and Frequent Service lines**

TriMet's first priority on the Westside is to restore 15-minute frequency on the MAX Blue and Red lines and on TV Highway as revenues increase.

#### **Faster trips, less waiting on TV Highway**

Frequent, express service should be developed for TV Highway. While the corridor is well suited for rapid bus with potential for signal priority and bus lanes, an alternatives analysis may also include high capacity transit development (i.e., MAX and WES extensions).

#### **New Frequent Service bus lines**

Expand the Frequent Service Line network upgrading the highest ridership bus lines to 15 minute frequency all day. Better frequency on these lines would significantly improve service to downtowns Beaverton and Hillsboro, Orenco,



*“TriMet’s Westside Service Enhancement Plan will assist Kaiser Permanente in ensuring that the public has an equitable transit solution to access affordable, quality healthcare. Improved transit will also provide over 1,000 employees who work at our Gold LEED certified Kaiser Permanente Westside Medical Center sustainable options to commute to work.”*

### **Shannon Mayorga**

*Human Resources, Kaiser Permanente  
TriMet Transit Equity and Access Advisory Committee*

Tanasbourne, Cedar Mill, Sunset Transit Center, Bethany, Willow Creek, Aloha/Reedville, Nimbus, South Hillsboro and PCC Rock Creek.

### **Increase frequency of local service**

All local bus service on the Westside should operate every 15 minutes or better during the morning and afternoon commute times. Midday service frequency will be determined by demand, but should not operate any less often than every 30 minutes if the demand grows as expected.

### **Implement transit priority treatments**

Throughout Portland, signal technology extends green signals when a bus is running late and on 82nd Ave. in Clackamas, ODOT provides bus only lane treatments to reduce delay to bus passengers. TriMet wants to apply similar treatments to the Westside, and is partnering with Washington County to seek grants to fund priority treatments on Cornell Rd. and TV Highway.

## **3. Pedestrian Environments**

Transit riders are pedestrians first and last. A safe pedestrian network is key to building and sustaining transit ridership. However, more than a quarter of respondents to the survey said that there are sidewalk gaps between their home and the nearest transit stop. Also, wide streets and long distances between signals have made it more difficult to cross the street safely, especially for seniors and people with disabilities.

### **Opportunities for action**

TriMet will continue to partner with local cities, the County and ODOT to improve the pedestrian environment, however the cities and County must make pedestrian improvements a higher priority

and invest more of their transportation funds in improvements.



### **Pedestrian Network Analysis**

TriMet's recent *Pedestrian Network Analysis* report identifies locations near transit stops where pedestrian improvements are needed (e.g., sidewalk infill, curb ramps, landing pads, and safer crossings using signals or "flashing beacons", etc.). Cities, the County, and ODOT can give more people access to transit and improve the local quality of life and safety by using the *Pedestrian Network Analysis* as a blueprint for where to build safe crossing treatments and sidewalks. The technical report includes more details on needs and opportunities.

### **Safe crossings vs. road widening**

Roadway widening to accommodate increased traffic conflicts with transit access by making it more difficult to cross the street safely to reach a bus stop. Washington County and the individual Westside jurisdictions in partnership with TriMet must continue to seek a balance between all means of transportation in order to address current and future challenges.



*"TriMet's expanded service to PCC's Rock Creek campus is helping the college realize our goal of making education available for every kind of student. We believe in providing access to an affordable, quality education—no matter their location, age, ethnicity, level of education or financial status. TriMet is a key partner in our commitment to the community."*

### **Mark Gorman**

*Specialist, Transportation Demand Management,  
Portland Community College*

### **Intersection curb radius**

Because intersection crossings are so important for access to transit and for residents and employees to be able to walk anywhere on the Westside, TriMet encourages cities, the County, and ODOT to re-evaluate standards and existing dimensions of curb radius at intersections. Large curb radii increase crossing distances and invite faster turning speeds for motor vehicles which leaves pedestrians exposed to dangerous interactions with fast-moving vehicles. Consider treatments such as truck aprons to reduce turning radius and crossing distance. Reducing crossing distance can also reduce the amount of time intersections need for each individual signal cycle or traffic movement, potentially reducing delay or at least the perception of delay, to pedestrians and drivers. Cost effective pilot projects can be implemented using striping or plastic “candlestick” pylons.

### **Bus stop landing pads**

Concrete pads between sidewalks and curbs allow people with mobility devices to board and deboard buses from the sidewalk and encourage transit usage by people who can walk or bike to the bus stop. Without the landing pads, riders either must walk through wet, muddy and potentially unstable surfaces, or worse, they step into the street itself to get on or off the bus. The concrete pads also provide opportunities to install shelters at stops with high ridership, making riding transit more attractive and competitive with other options.

## **4. Last Mile Solutions**

There are thousands of jobs located in close proximity to the Westside MAX stations, but just beyond the average distance that many people will walk—many call this “the last mile.”

### **Opportunities for action**

Transit extensions and connections are one solution for bridging the last mile, but other strategies offer effective and affordable solutions to help people travel between MAX and large employers.

### **Mobility hubs**

More than just bike or car sharing, mobility hubs bring together all transportation options—transit, carpooling, bicycling, shared options, transportation information—into one location. Customers use either the internet or mobile connections to get information about and reserve available options for their trip. TriMet assisted with the City of Hillsboro’s grant application to the Bloomberg Foundation to

design and implement the region’s first mobility hubs. Though the project wasn’t funded, TriMet will continue to assist Hillsboro and its partners in finding funding for the project.

### **Increased transit frequency**

As already discussed, more frequent bus service on those lines that provide connections to MAX makes short bus rides over the “last mile” more attractive by significantly cutting the amount of waiting time compared to time on the bus.

### **Employer-provided or other community shuttle connections**

Several large Westside employers and one homeowners association (Forest Heights) provide private shuttle services between their locations and MAX. This is a common practice among large employers in other parts of the country, such as Seattle and San Francisco, where companies like Microsoft, Google, Facebook and Apple provide transit services for their employees.

### **Key bikeways**

New or improved bikeways and trails that connect MAX stations with employment centers and other destinations would make it easier for cyclists to use transit. These improvements would also help to prioritize potential improvements in bike parking as demand increases with usage over time.

### **Bicycle storage at MAX stations**

Secure and covered bike parking for all day or overnight storage at MAX stations makes it easier for customers to ride a bicycle to/from MAX without having to bring it on the train.

### **Bike and/or car sharing**

Shared bike or car options at MAX stations—possibly on an employer subscription basis—can be the answer to the last mile problem.

## **5. Low Ridership Areas**

Some areas simply have too few people, an undeveloped street network, or lack the mix of land uses to support traditional fixed-route transit. These areas don’t generate enough rides for cost effective fixed-route service.

### **Opportunities for action**

A new type of transit service called “Community Connector Service” is proposed for areas with limited ridership potential. Community Connector Service can be tailored to the community served and could range from low-cost fixed route bus ser-

vices to flexible shuttle services. This type of service will be feasible if the traditional cost structure for transit is modified or another entity operates the service. Based on current development, future plans, and local aspirations, Westside communities where Community Connector Service appears most appropriate include Forest Gove, Cornelius, North Hillsboro, Dawson Creek, Rock Creek, Cedar Mill and Forest Heights.

### **Reformed cost structure**

Subject to labor contract negotiations, TriMet may look to develop a new structure for operators that allows for tiers of drivers based on experience. Less experienced operators at a lower cost per hour would be assigned to Community Connector Services, lowering the cost per ride and therefore making the service financially feasible to operate. Another option would be for TriMet to contract with a private company to operate the service subject to labor contract changes.

### **A new entity**

A joint-powers authority could be developed between TriMet and local jurisdictions to operate Community Connector Services. This entity would be able to hire operators or contract service that could serve a broader range of community areas and still be cost-effective.

### **Another operator**

TriMet can work with jurisdictions to identify other funding opportunities that would allow jurisdictions to contract for shuttle services themselves. In early 2013, the City of Forest Grove was awarded a Job Access/Reverse Commute federal grant to operate a shuttle service in the community.

## **Implementation**

### **Phasing and partnership opportunities**

Implementation of the Westside Service Enhancement Plan recommendations will occur incrementally as TriMet's revenues increase with an improved economy and favorable labor contract. Jurisdictions can help guide which plan recommendations occur first by making plans to fund pedestrian and transit priority improvements. Ridership growth is most likely to occur if service improvements are packaged with upgrades to the pedestrian environment. The following table and map pair bus service improvements with areas where pedestrian upgrades should occur. These locations were determined using the data from TriMet's Pedestrian Network Analysis report and may already have planned improvements via the MSTIP program. TriMet seeks to partner with jurisdictions to increase transit service in concert with the pedestrian improvements illustrated on the next page.

## **Conclusion**

TriMet supports efforts for continued economic growth and prosperity with a continuing increase in the quality of life for communities and employers on the Westside. We are committed to supporting our partners' efforts by increasing the effectiveness and importance of transit through new lines, better frequencies, new projects and partnerships for innovative service, reduced delay and better access. More than ever, future residents and employees will rely on TriMet to get them where they need to go.

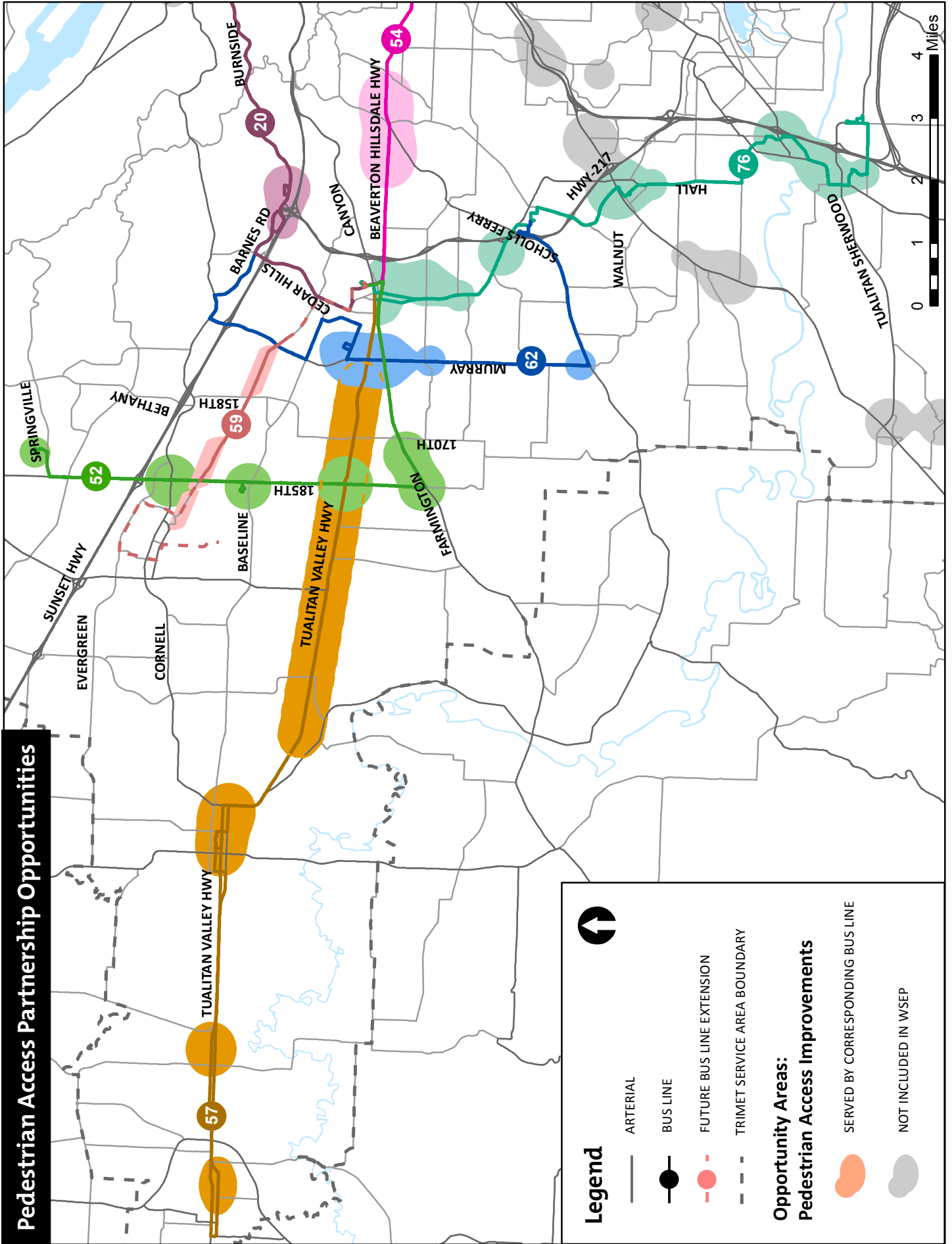


<b>Transit Improvement</b>		<b>Sample Locations for Pedestrian Improvements</b>	
<b>Line 20</b>	Increase frequency to 15 minute service peak; 15-30 minute service midday and nights.	Barnes–Leahy to Sunset Transit Center entrance	Install enhanced pedestrian crossings near bus stops
<b>Line 52</b>	Increase to Frequent Service–15 min. service all day, everyday	Springville–PCC to 185th	Complete the sidewalk network on Springville Road; Install new enhanced pedestrian crossings near bus stops
		185th/Evergreen	Enhance the pedestrian crossing experience
		185th/Cornell	Enhance the pedestrian crossing experience
		185th/Baseline	Enhance the pedestrian crossing experience
		185th/TV Highway	Enhance the pedestrian crossing experience
		Farmington–170th to 185th	Complete the sidewalk network; Install new enhanced pedestrian crossings near bus stops
<b>Line 54</b>	Increase to Frequent Service–15 min. service all day, everyday	Beaverton-Hillsdale Hwy–99th to Shattuck Rd.	Install new enhanced pedestrian crossings near bus stops
<b>Line 57</b>	High capacity transit	Pacific and 19th–Highway 47 to Douglas	Complete the sidewalk network
		Baseline–10th to 20th	Complete the sidewalk network; Install new enhanced pedestrian crossings near bus stops
		Baseline–10th to 17th Oak– 10th to 17th Washington–Dennis to Adams	Complete the sidewalk network
		TV Highway	Develop TV Highway Corridor Plan recommendations

<b>Transit Improvement</b>		<b>Sample Locations for Pedestrian Improvements</b>	
<b>Line 59</b>	Change route to serve Beaverton Transit Center and Tanasbourne/AmberGlen Regional Center; increase frequency to 15 minute service peak; 20-30 minute service midday and nights	Walker Rd.–Murray to 158th	Complete the sidewalk network; Install new enhanced pedestrian crossings near bus stops
		Walker Rd.–167th to 185th	Complete the sidewalk network; Install new enhanced pedestrian crossings near bus stops
		Walker Rd.–185th to Von Neumann	Complete the sidewalk network; Install new enhanced pedestrian crossings near bus stops
<b>Line 62</b>	Increase frequency to 15 minute service peak; 15-30 minute service midday and nights.	Millikan–Murray to Hocken	Complete the sidewalk network
		Murray–Millikan to Allen	Install new enhanced pedestrian crossings near bus stops
		Murray and Scholls Ferry	Enhance the pedestrian crossing experience
<b>Line 76</b>	Increase to Frequent Service–15 min. service all day, everyday	Hall–Farmington to Hart	Install new enhanced pedestrian crossings near bus stops
		Hall–Greenway to Scholls Ferry	Install new enhanced pedestrian crossings near bus stops
		Greenberg–Tiedeman to Pacific Highway	Install new enhanced pedestrian crossings near bus stops
		Upper Boones Ferry–Bridgeport to Martinazzi	Complete the sidewalk network; Install new enhanced pedestrian crossings near bus stops

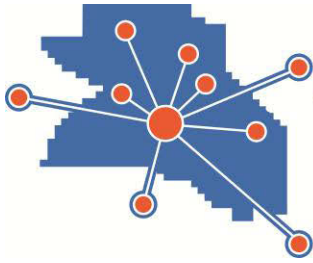


# Pedestrian Access Partnership Opportunities



Available in other formats





# Washington County Transportation Futures Study

Exploring options • Informing choices

## Overview

In 2013, the Oregon Legislature provided funding for the **Washington County Transportation Futures Study** to evaluate long-term transportation strategies and investments needed to sustain the county's economic health and quality of life in the coming decades. The study will inform future choices and decisions by considering the potential changes Washington County may face in the coming decades, beyond 2040. This forward-thinking study will advance through a five phase process (see page 2) in an effort to answer the following questions:

- What values related to land use and transportation are important to the community?
- How will emerging transportation trends and new technologies affect future travel?
- What are the transportation impacts of two different plausible land use scenarios: 1) consistent with adopted plans and current trends, and 2) an alternative scenario based on factors that could significantly change how we travel, population growth, and our economy.
- What types of transportation investments and strategies could address these future needs and what are the trade-offs?

The evaluation of the transportation investment and strategy options will consider impacts on mobility, access, safety, efficiency, the environment, health, and other values important to the community and will form the basis of a community discussion. The final report will help policy-makers set the direction for the future by identifying areas of agreement and transportation priorities for further evaluation and refinement.

## Engagement and Coordination

The study is being conducted in a way that is open and transparent with opportunities throughout the study for participation including three online open houses at key milestones.

Washington County's **Department of Land Use & Transportation** (LUT) is leading this study under the direction of the **Board of County Commissioners** (Board). The Board appointed a **Study Advisory Committee** (SAC) comprised of a diverse group of civic leaders to advise staff on how the study's approach, strategies and analysis address transportation needs, reflect emerging trends and community values.

**Elected officials and staff from cities and agencies** (Washington County Coordinating Committee, Planning Directors and Transportation Advisory Committee) as well as a number of **ad-hoc work groups** will be convened to review and provide input on work products at key milestones and advise on specific technical, health and equity, regional and environmental issues.

## For More Information

Visit [www.WCTransportationFutures.org](http://www.WCTransportationFutures.org) to stay informed as the study progresses, sign up for updates, or provide comments to the project team. You can also contact the project team by phone at 503-846-6737 or by email at [wctfs@co.washington.or.us](mailto:wctfs@co.washington.or.us).

For information in alternative formats, other languages, or to request a printed version of study documents, contact Sylvia Ciborowski at 503-235-5881.

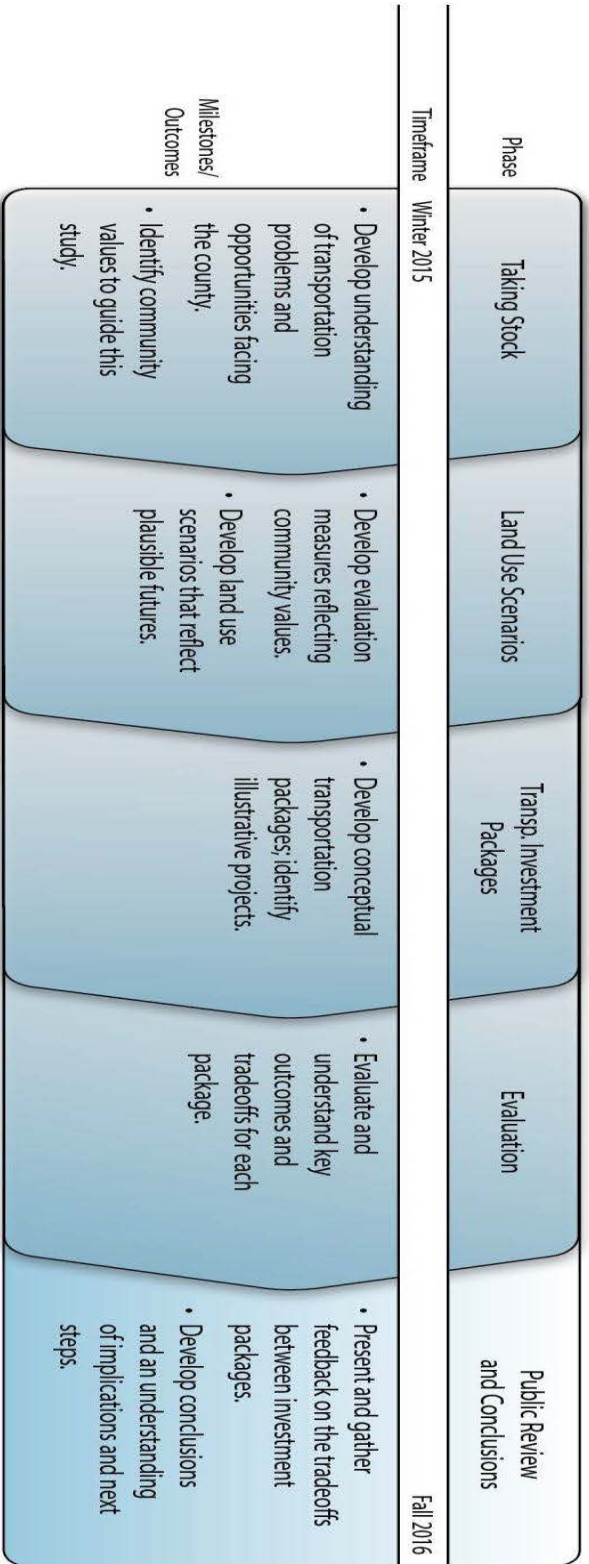
# Washington County Transportation Futures Study

May 11, 2015

## Washington County Transportation Futures Study Process

March 12, 2015

★ = Input  
✓ = Update  
◆ = Action



### Committees

Committee	Taking Stock	Land Use Scenarios	Transp. Investment Packages	Evaluation	Public Review and Conclusions
Study Advisory Committee (SAC)	★	★	★	★	★
Wa. Co. Coordinating Committee (WCCC)	✓	✓	✓	✓	✓
Board of County Commissioners (BCC)	✓	✓	✓	✓	◆
Interagency and Technical Coordination	←				
Public Role	Refine values; contribute input on factors influencing future land use conditions.		Review transportation packages.		Discuss tradeoffs between investment packages.

Materials following this page were distributed at the meeting.

## Getting there

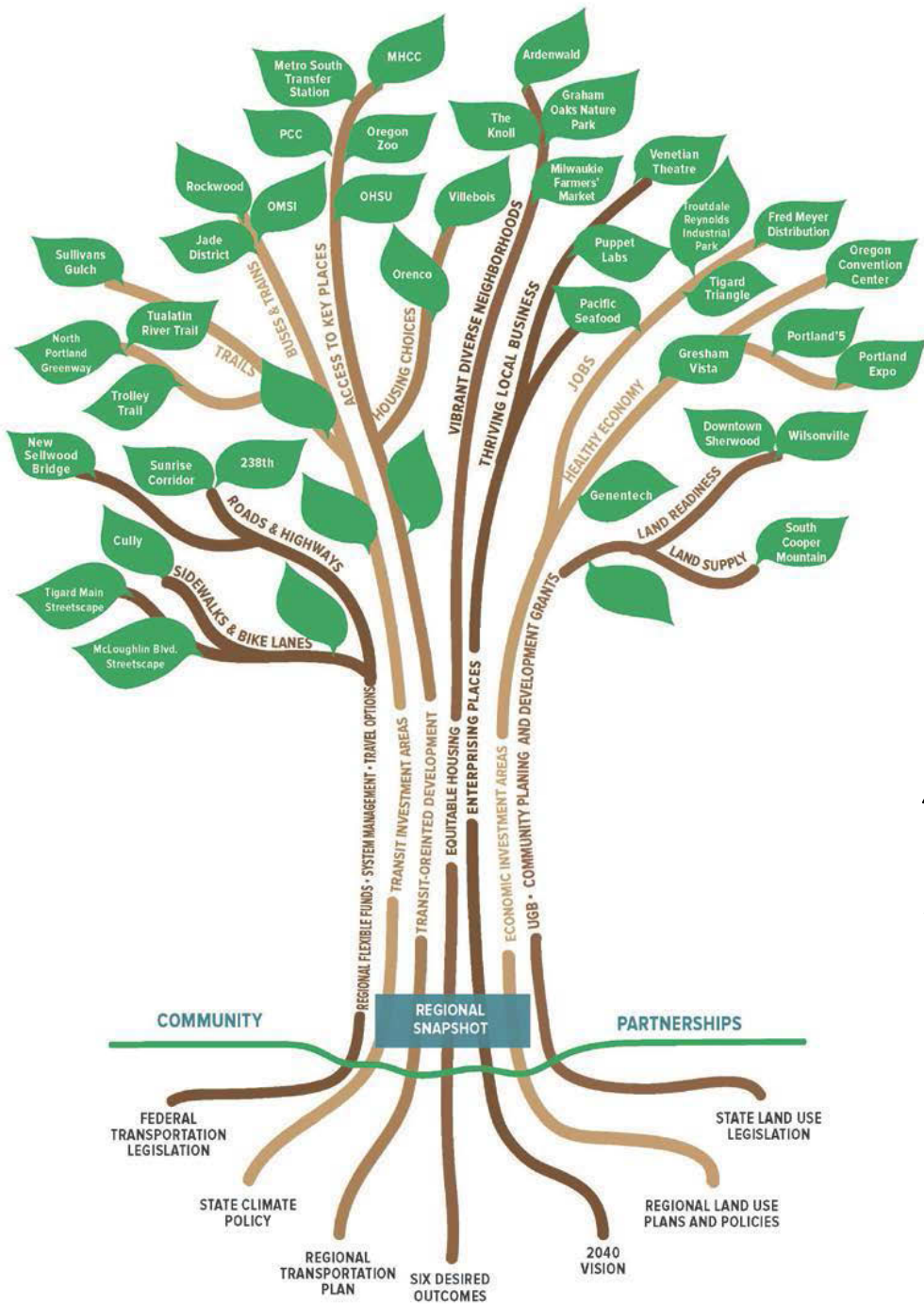


# 2018 Regional Transportation Plan update

Transportation Policy Alternatives Committee  
May 29, 2015

*Kim Ellis, project manager*





# My Place in the Region:

*A framework for partnerships, planning and implementation*

# WHY CARE ABOUT THE 2018 RTP?







## It's about taking care of what we have...

*Mary lives in Hillsdale. She loves the neighborhood's business vitality and the views from the hills, but she's concerned about getting potholes fixed on streets in the area.*

## ...and building great communities.

*Robert and Becky live near Barbur Boulevard in Southwest Portland. They walk in the neighborhood to restaurants, grocery stores, the barber and dentist. But they'd like to see safer places to walk so they don't have to walk in the shoulder or bike lane.*



# As the MPO, Metro is responsible for...

- **Regional Transportation Plan (RTP)**
- Unified Planning Work Program
- Air Quality Conformity
- Congestion Management Plan
- Metropolitan Transportation Improvement Program

*MPO = metropolitan planning organization*



# What is the RTP?

Vision

Goals, objectives and performance targets

Financial plan

Shared investment strategy

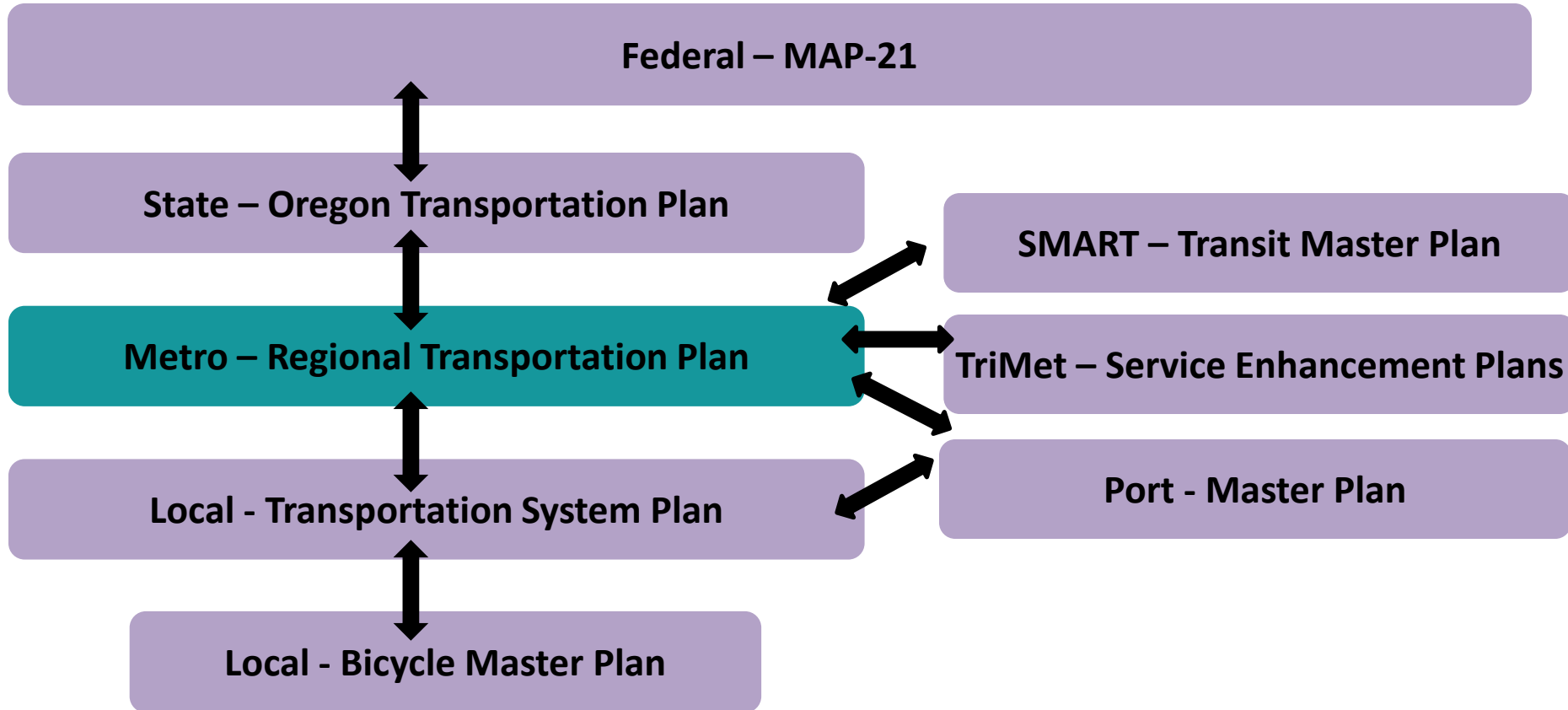
Action plan

# Why is it important?

- Blueprint to guide investments in the region's transportation system
- Sets the stage for what communities will look like in the future
- Coordinates local, regional, and state investments and actions
- Establishes priorities for state and federal funding



# Cooperation and coordination is key

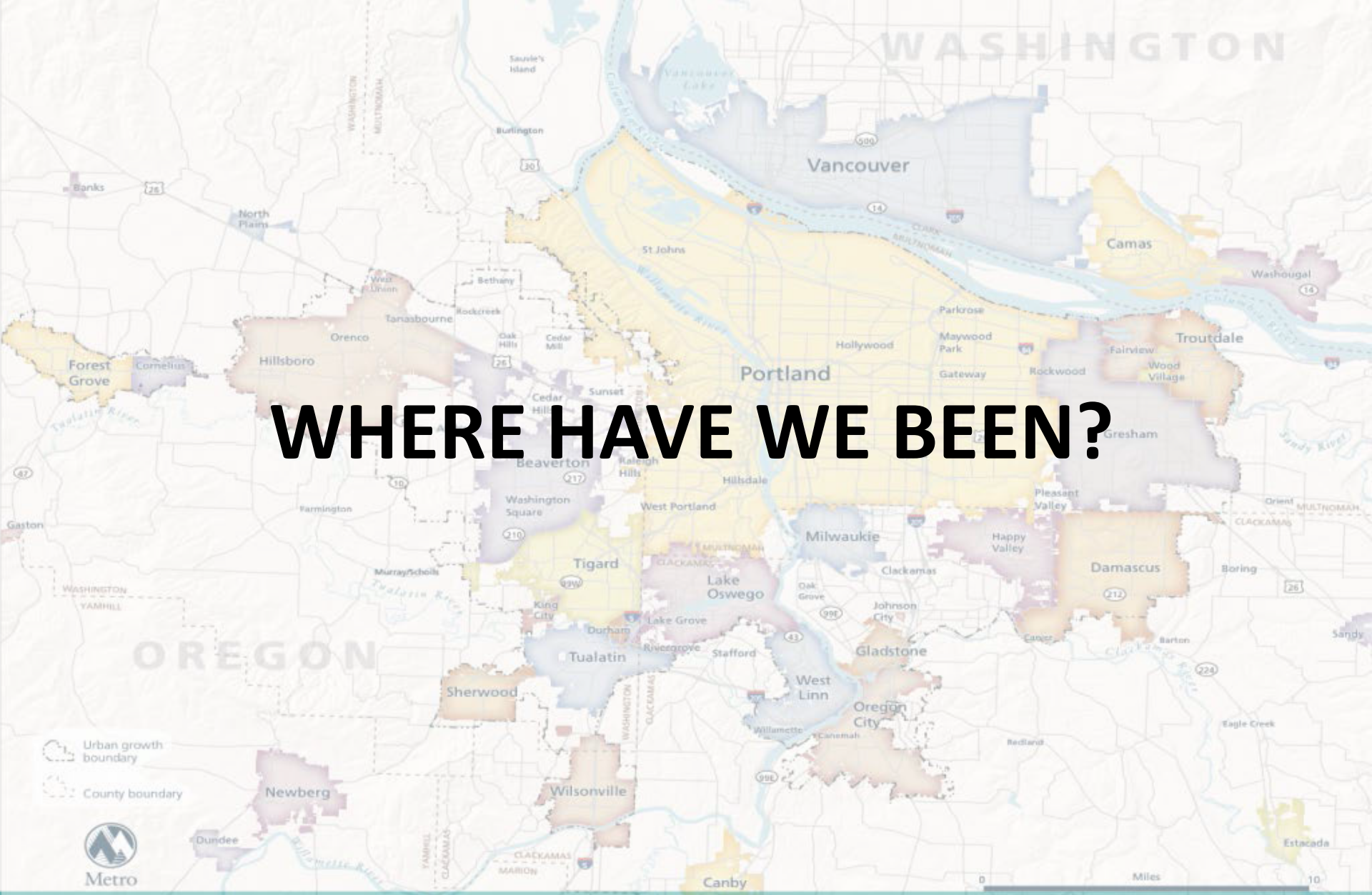


# Why now?

- Implement the Climate Smart Strategy and Regional Active Transportation Plan
- Opportunity to address issues deferred in 2010 and 2014 updates and new issues
- Opportunity to refine and calibrate existing plan components
- Comply with new federal laws
- Required at least every 4 years



# WHERE HAVE WE BEEN?





# 2040 Growth Concept:

*Regional strategy built with community plans and visions*



**Adopted in 1995**

# Building toward six desired outcomes



**Vibrant  
communities**



**Equity**



**Economic  
prosperity**



**Transportation  
choices**

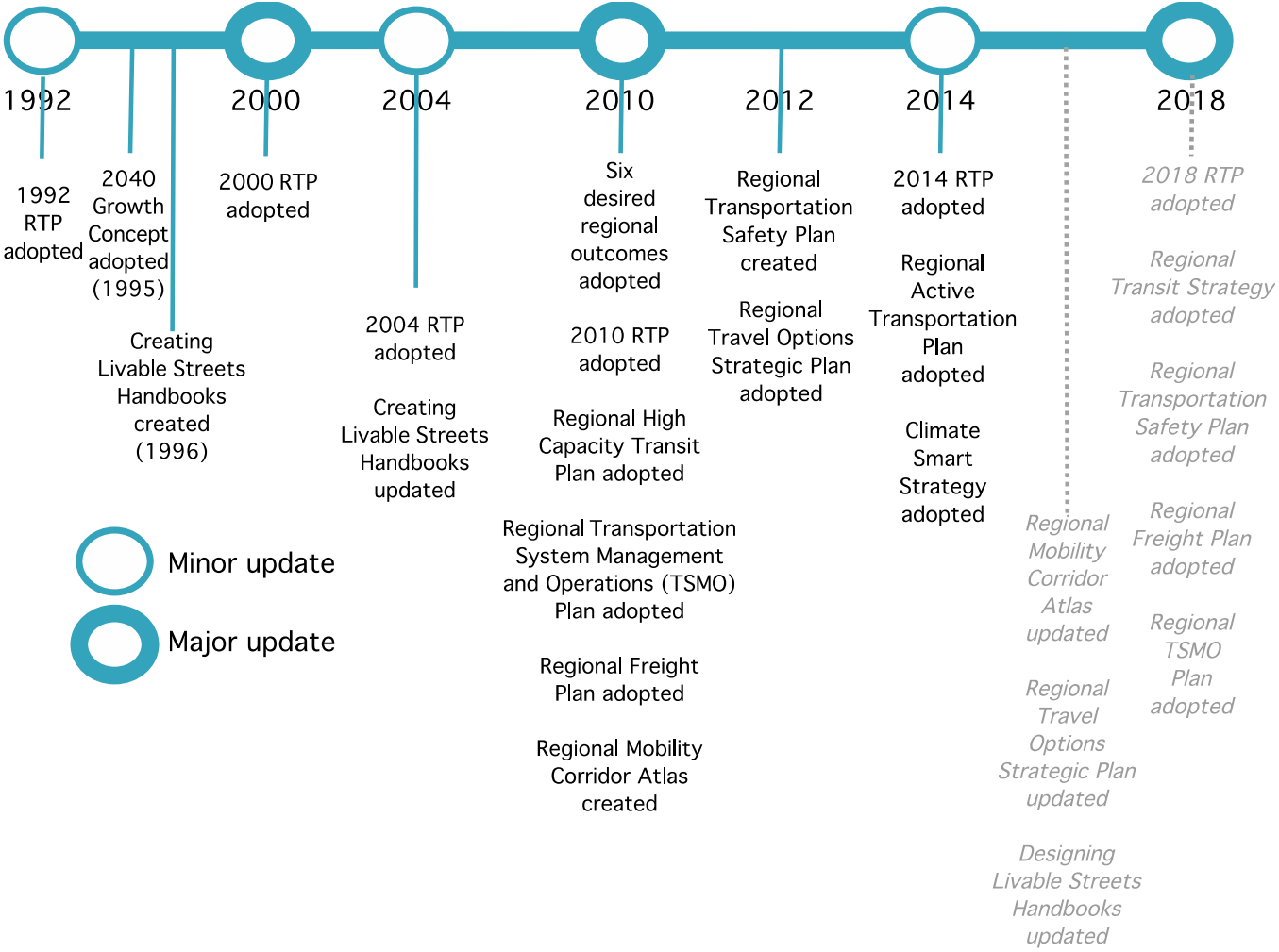


**Clean air & water**



**Climate leadership**

# A historical perspective of the RTP



See page 2 of Getting there: 2018 RTP Update Background

# Halfway to our 50 year vision

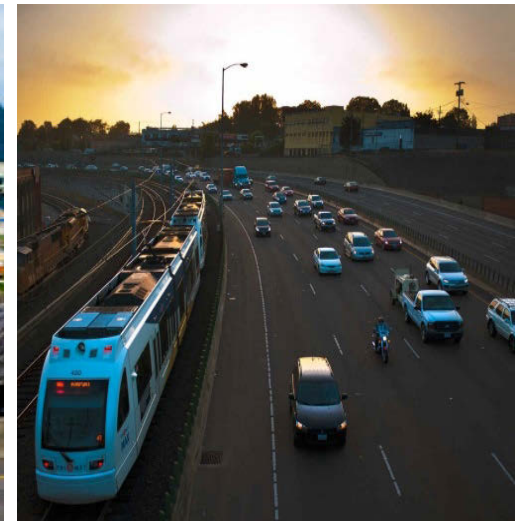
*How are we doing?*

*What have we learned?*

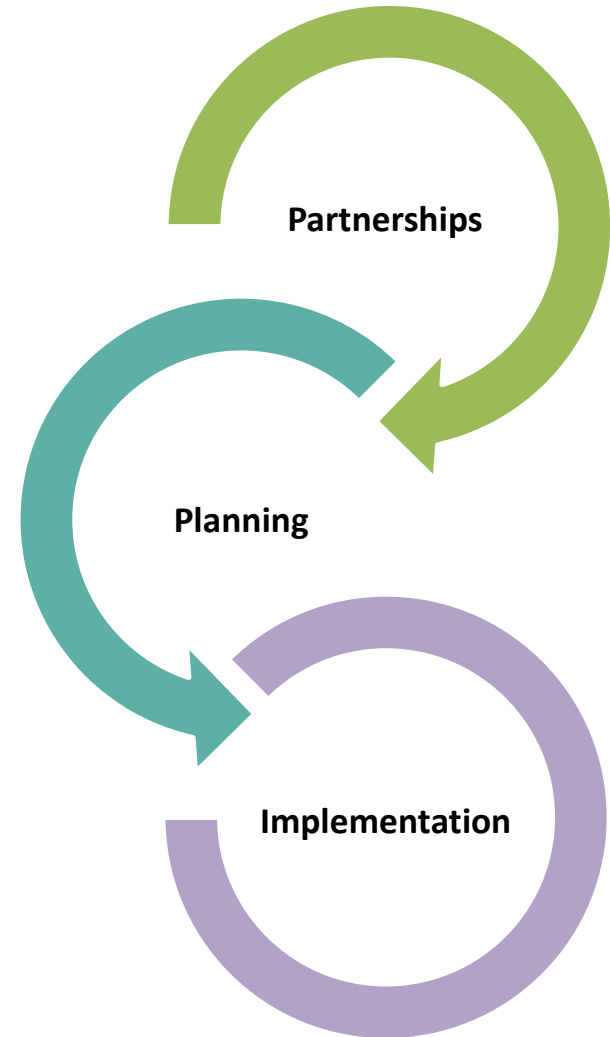
*What's working?*

*What has changed?*

*Where do we go from here?*

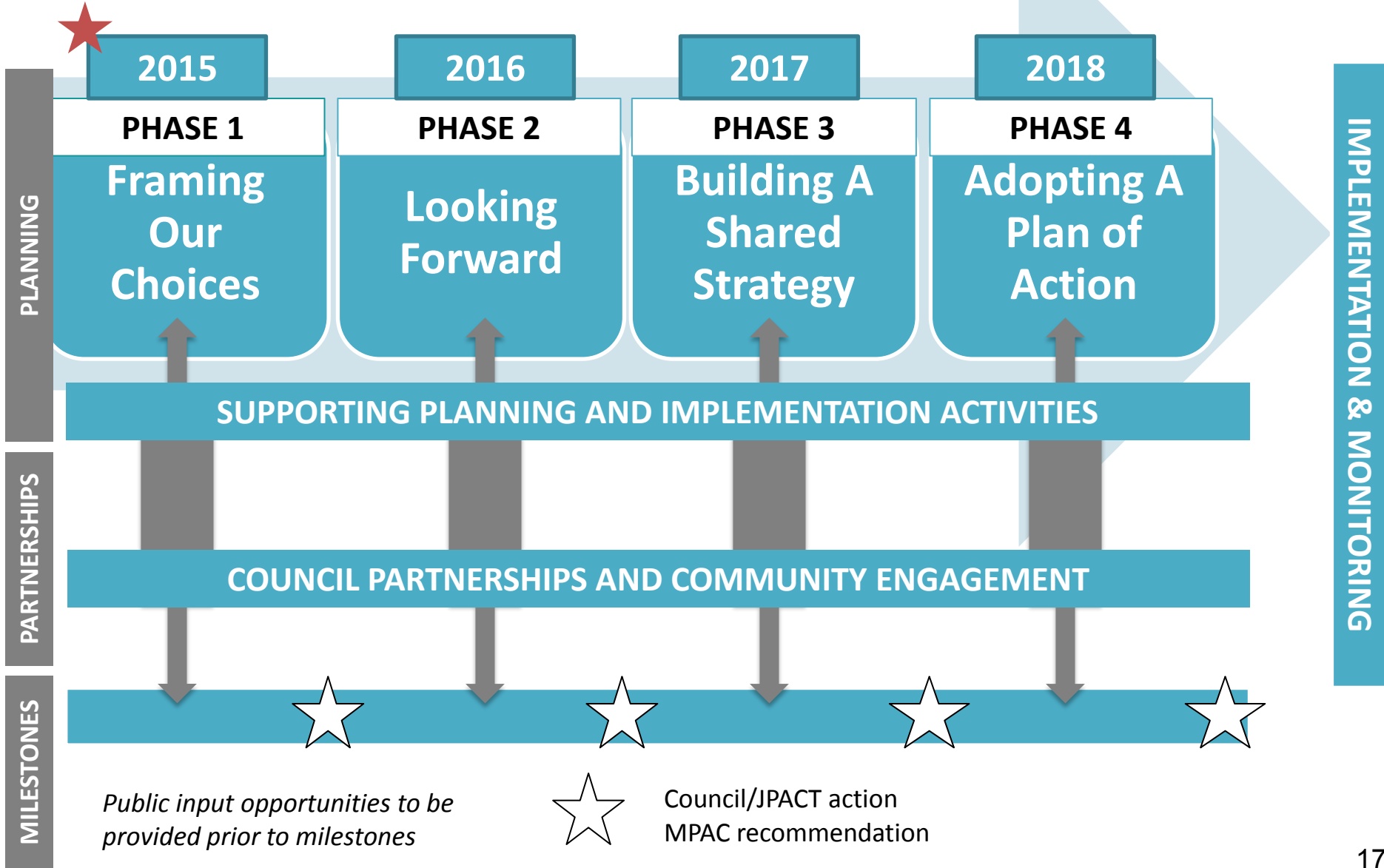


**HOW CAN THIS  
UPDATE ADVANCE  
PROGRESS TOWARD  
OUR DESIRED  
OUTCOMES?**



# Timeline

WE ARE HERE



# What partnerships are needed?



We have a shared responsibility for making our transportation system safe and reliable, building healthy communities and supporting a strong economy.

*See page 12 of Getting there: 2018 RTP Update Background*

# Key planning and engagement activities

1

Update shared vision

2

Update evaluation framework

3

Update financial framework

4

Update designing livable streets tools & best practices

5

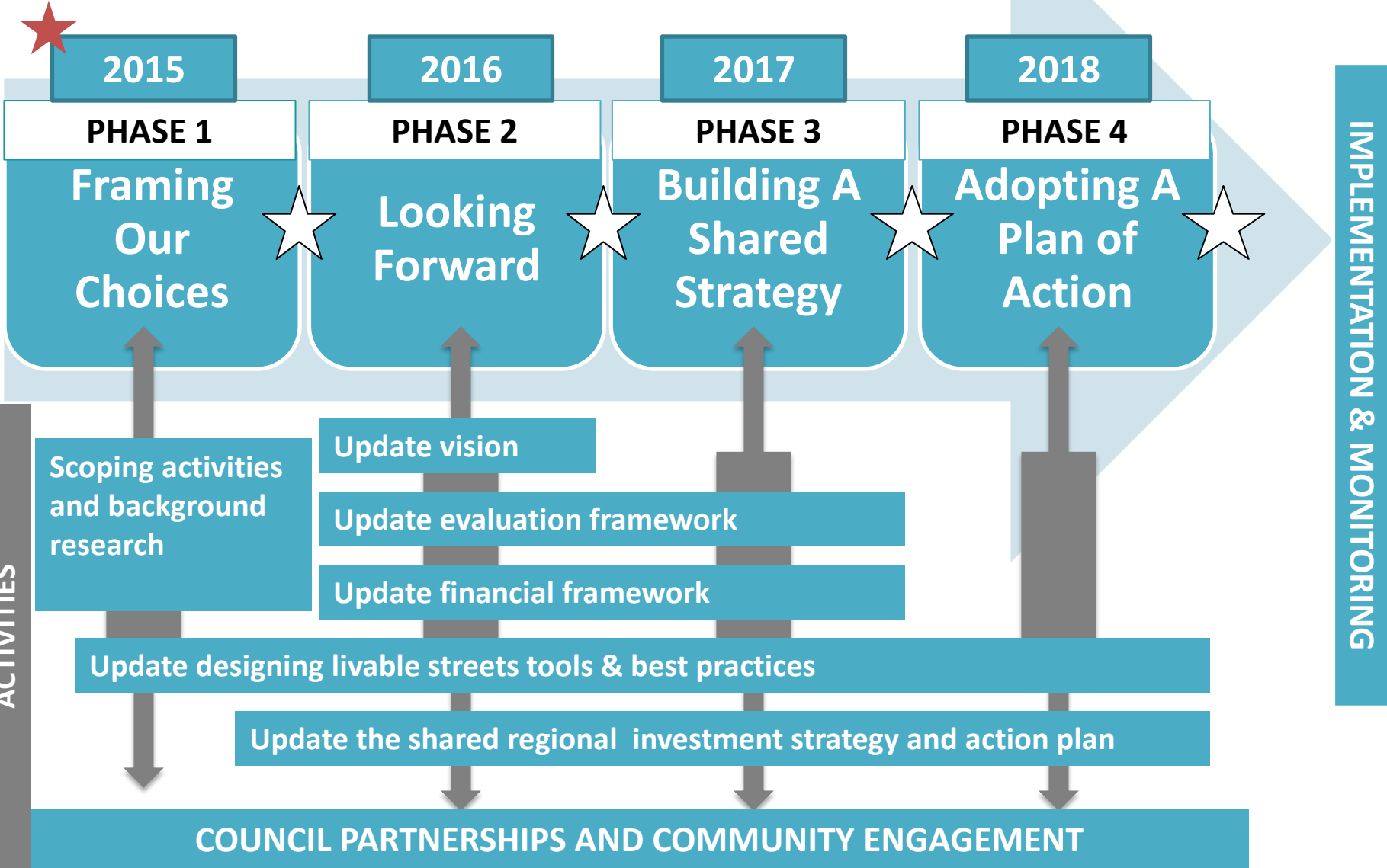
Update the shared investment strategy and action plan

*See pages 8 – 11 of Getting there: 2018 RTP Update Background*



# Key planning and engagement activities

WE ARE HERE



# Components to be updated

2004 Designing Livable Streets tools and best practices

2010 Regional High Capacity Transit Plan

*as part of development of the Regional Transit Strategy*

2010 Regional Freight Plan

2010 Transportation System Management and Operations Plan

2010 Atlas of Regional Mobility Corridors

2012 Regional Transportation Safety Plan

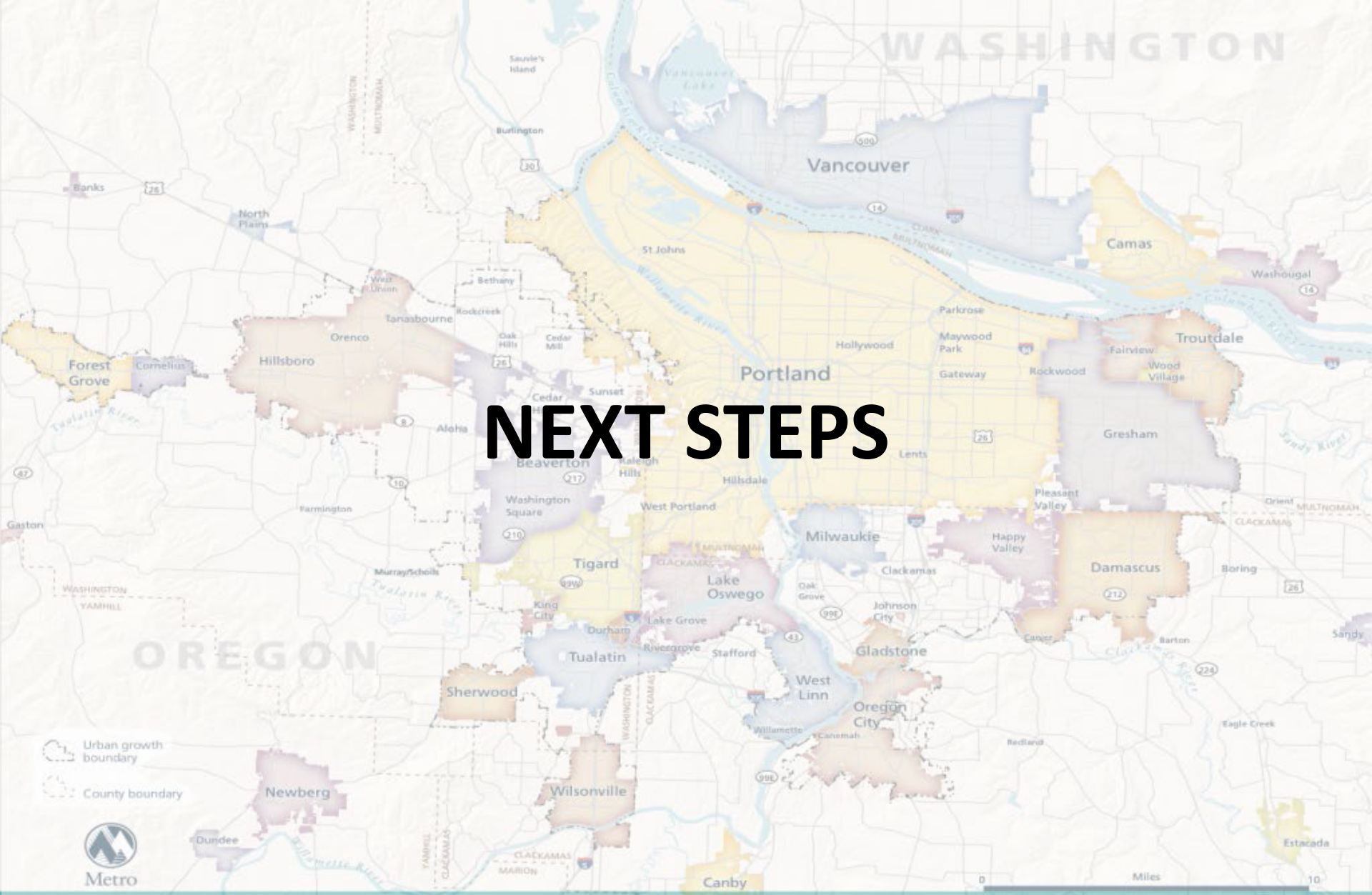
2012 Regional Travel Options Strategic Plan

*See page 10 of Getting there: 2018 RTP Update Background*

# Other focus areas to consider

- Mobility and reliability
- Economic prosperity
- Transportation equity
- Public health
- Air quality and the environment
- Maintenance and repair
- Resiliency and preparedness
- Technology
- Parking management
- Others?

*See pages 9 – 11 of Getting there: 2018 RTP Update Background*



# NEXT STEPS

# Shaping the work plan

**MAY 29 & JUNE 3**

TPAC and MTAC discuss priorities and desired outcomes for update

**JUNE 11 & 24**

JPACT and MPAC discuss priorities and desired outcomes for update

**SUMMER**

Outreach to further shape work plan priorities and desired outcomes for update

# Oregon Innovation Award kicks-off RTP outreach



*Received in partnership with  
1000 Friends of Oregon*

- Introduce/discuss with regional advisory committees (May-June)
- Community summit (June)
- Introduce/discuss with county-level coordinating committees and other partners (June-August)
- On-line comment opportunity (July)

# Shaping the engagement strategy





## Transportation connects people to their jobs . . .

*Marlon lives in Beaverton and works in Tigard. He takes transit to get to work but also loves to walk the trails that crisscross Washington County, because he feels safe being separated from busy traffic.*





**. . . their family and other places they care about.**

*David G. has lived in Tigard for decades and still loves walking his dog around the community. But he's really concerned about traffic, especially on Highway 99W and when he drives I-5 to see his kids in Washington State.*

# Adoption schedule

- Present initial draft work plan and engagement strategy to Council and regional advisory committees (September)
- Refine, prepare final draft for TPAC, MTAC and MPAC recommendation and JPACT/Council approval (October-November)

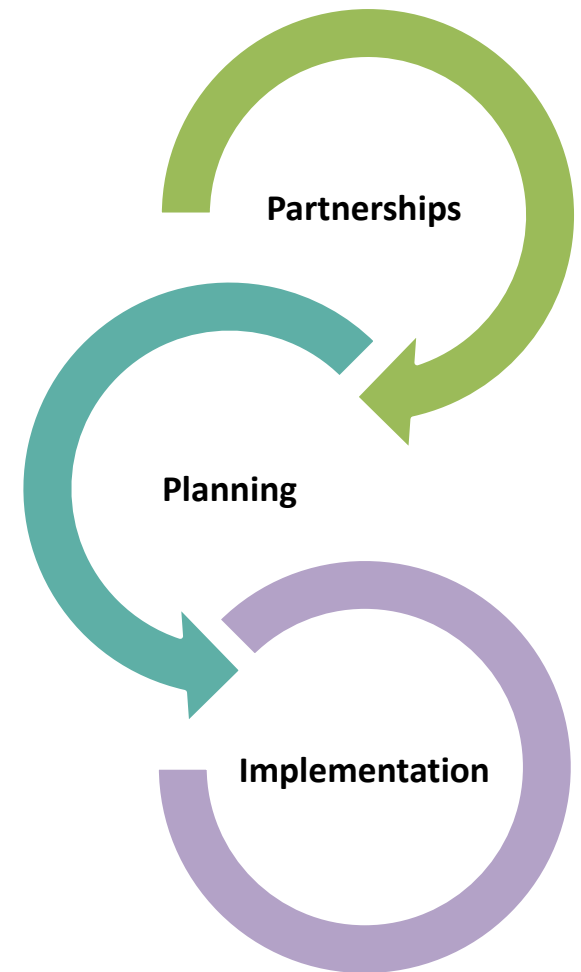
# QUESTIONS TO CONSIDER TODAY

## PARTNERSHIPS

- Who are the key partners we should be working with in this update?
- How would you like to stay engaged in the process?

## PLANNING

- What three focus areas are most important to address in this update?
- What are your hopes and desires for this update?





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



## Getting there



*by transit*

# Regional Transit Strategy

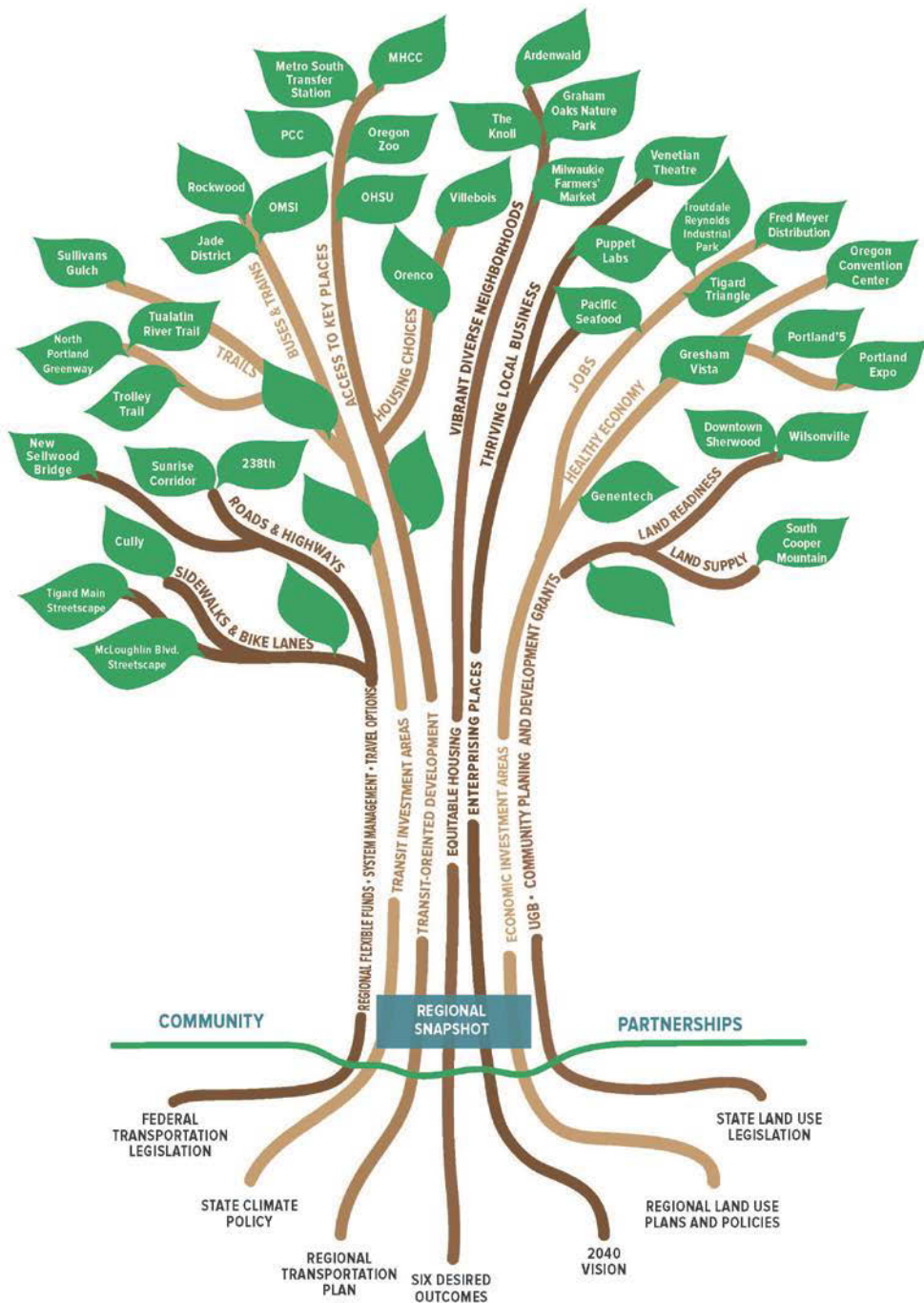
*a component of the 2018 RTP*

TPAC | May 29, 2015

*Eric Hesse, Strategic Planning Coordinator, TriMet*

*Stephan Lashbrook, Transit Director, SMART*

*Jamie Snook, Principal Planner, Metro*



**My Place in the Region:**  
*A framework for partnerships, planning and implementation*

# TriMet Service Enhancement Plans and the Regional Transit Strategy



**Eric Hesse**  
**Strategic Planning Coordinator**

# Service Enhancement Plans

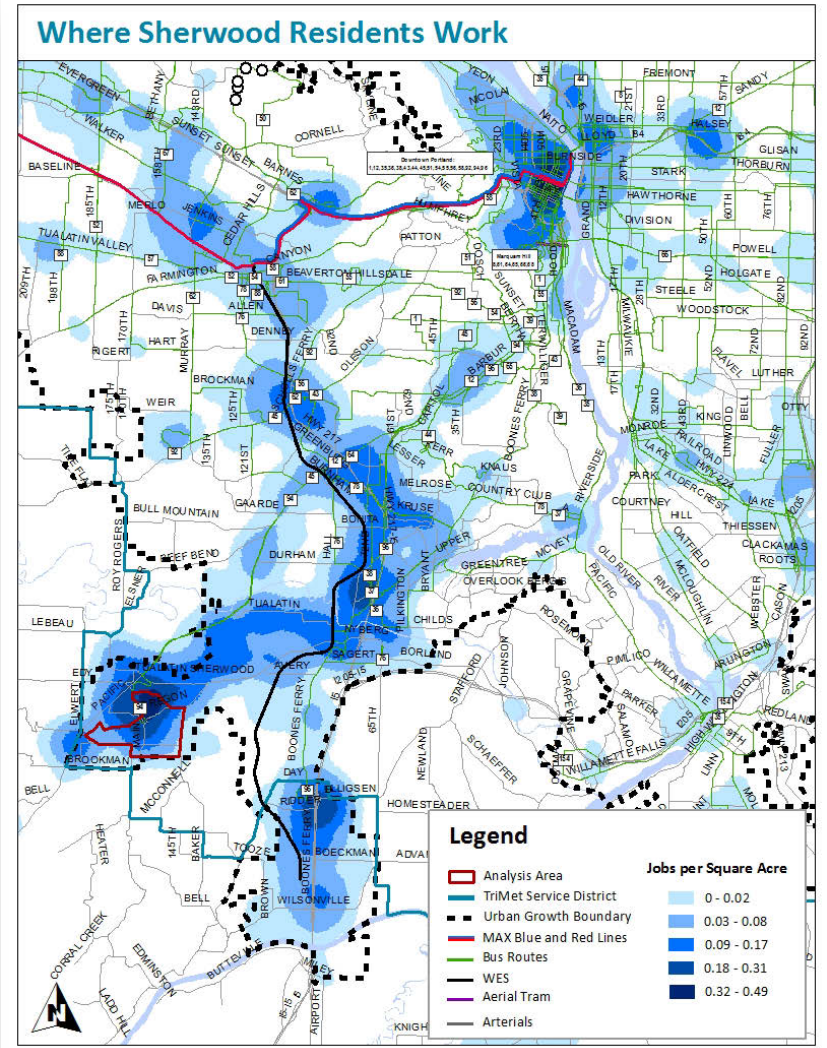
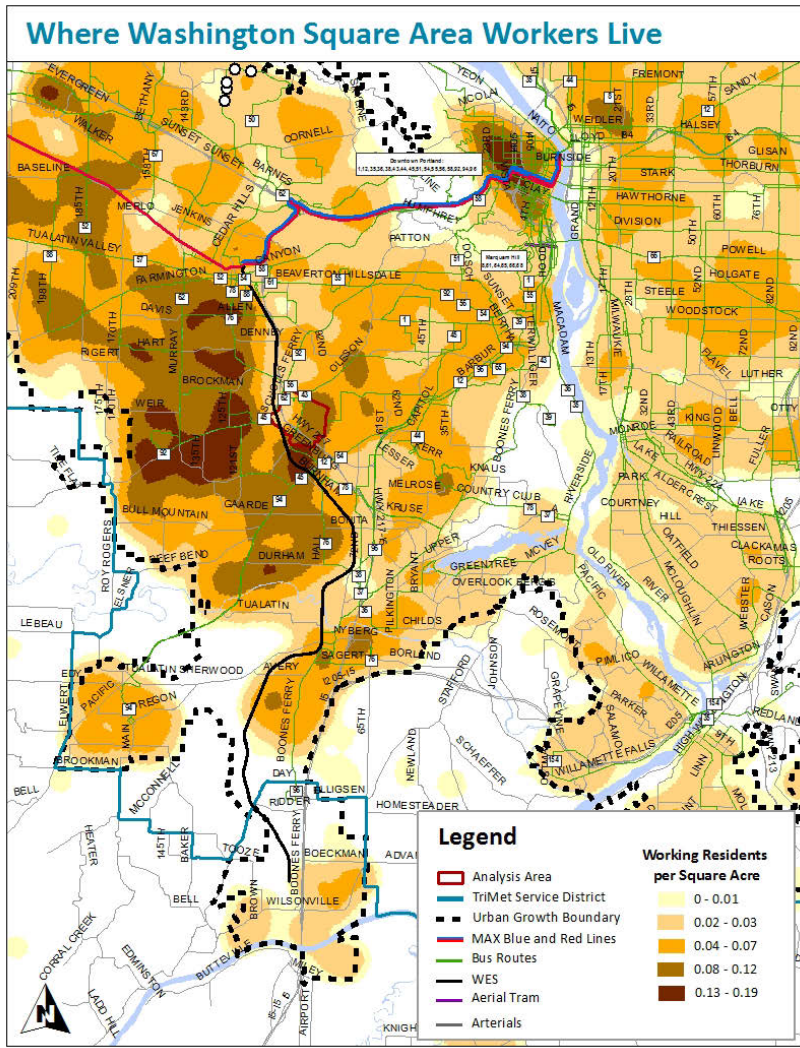
*A shared vision for the Future of Transit*



- Better serve the growing region
- More local and regional service
- Focuses on improving bus service
- Connections to jobs, education and services in communities and throughout the region



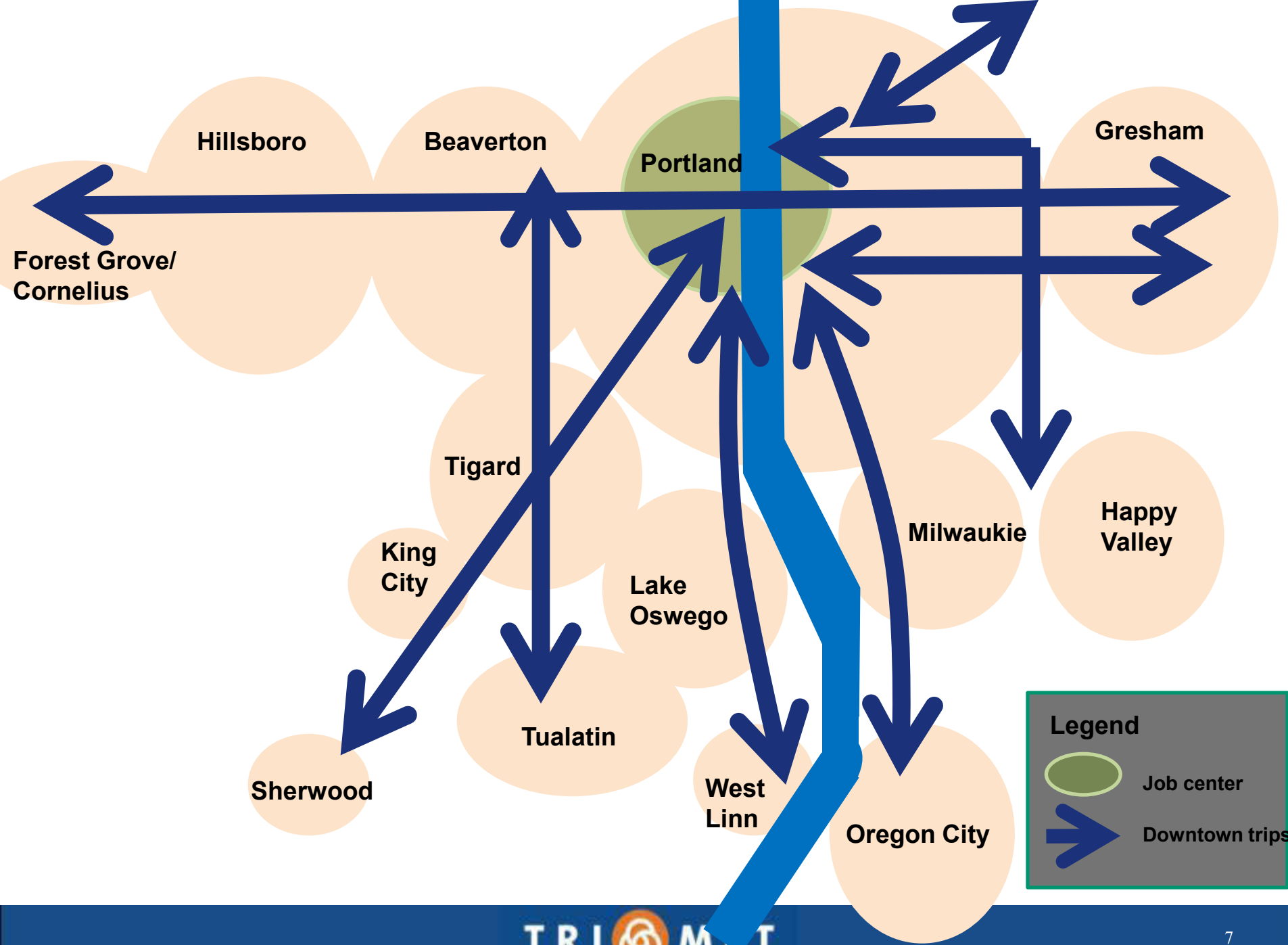
# Where People Live & Work



# Community Outreach

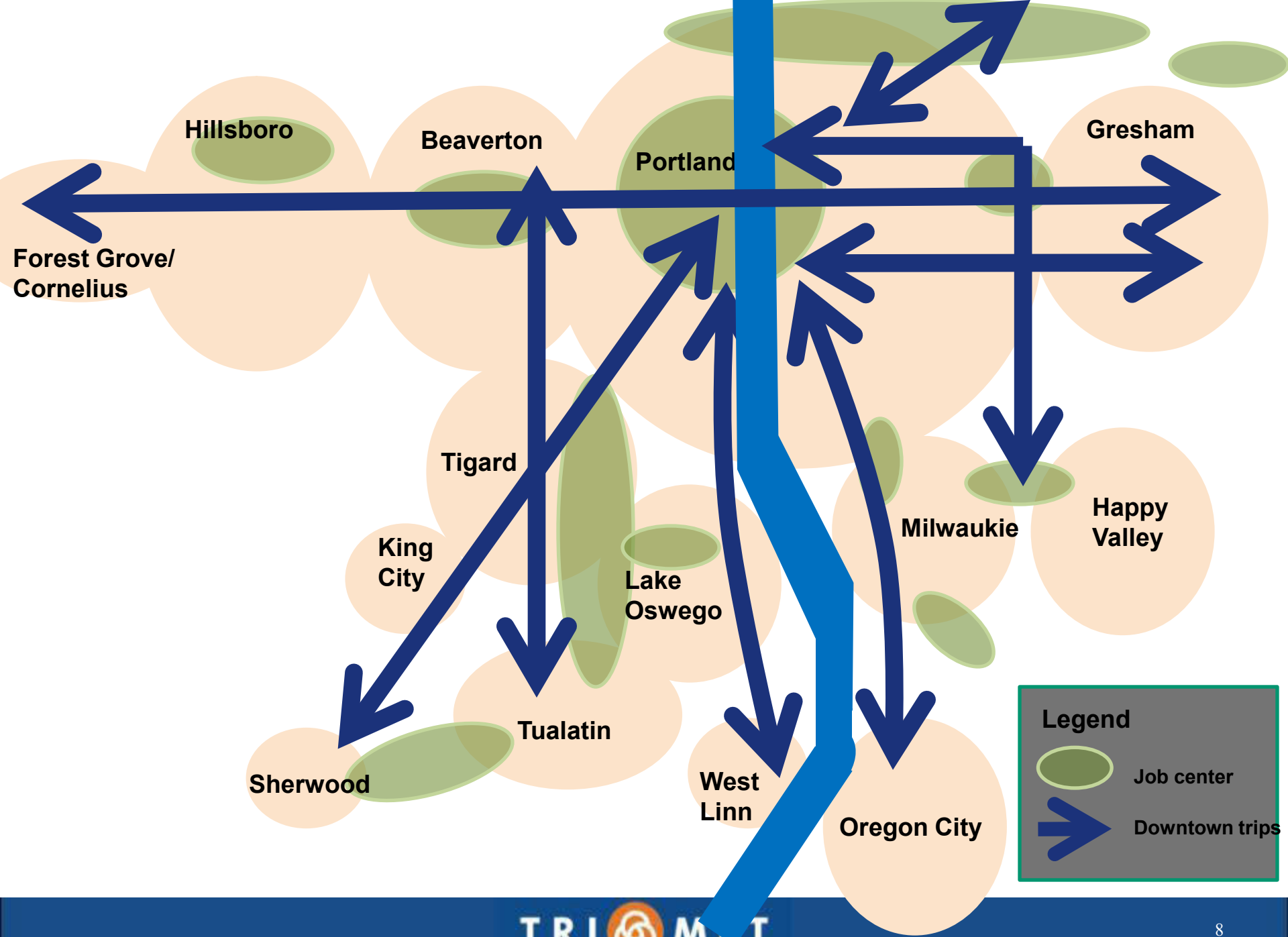


- **Community meetings**
- **Surveys**
- **Onboard & transit center outreach**
- **Focus groups**
- **Outreach to communities of concern**
  - Limited English
  - Low income
  - Minority
  - Youth
  - Seniors



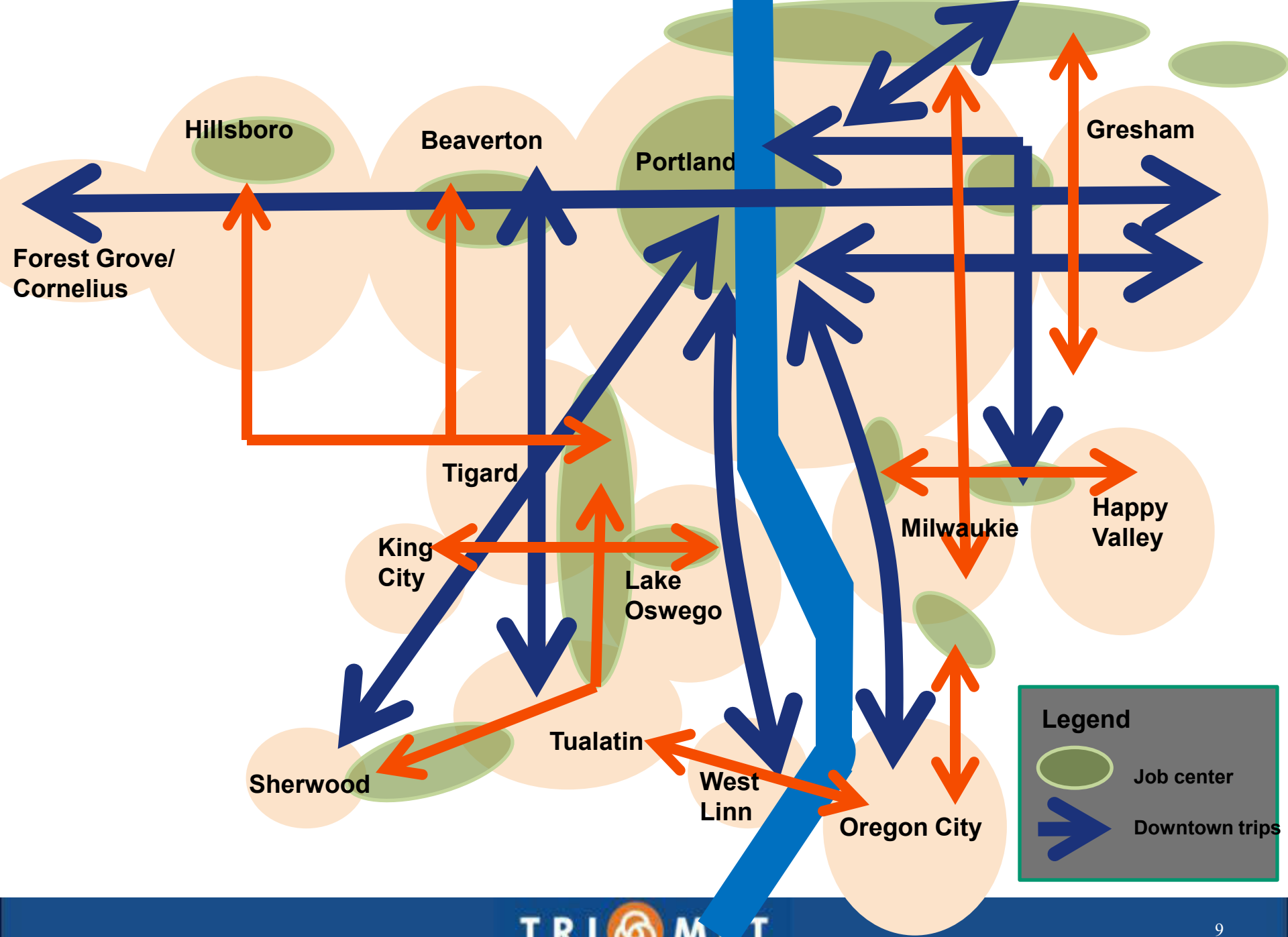
**Legend**

-  Job center
-  Downtown trips



**Legend**

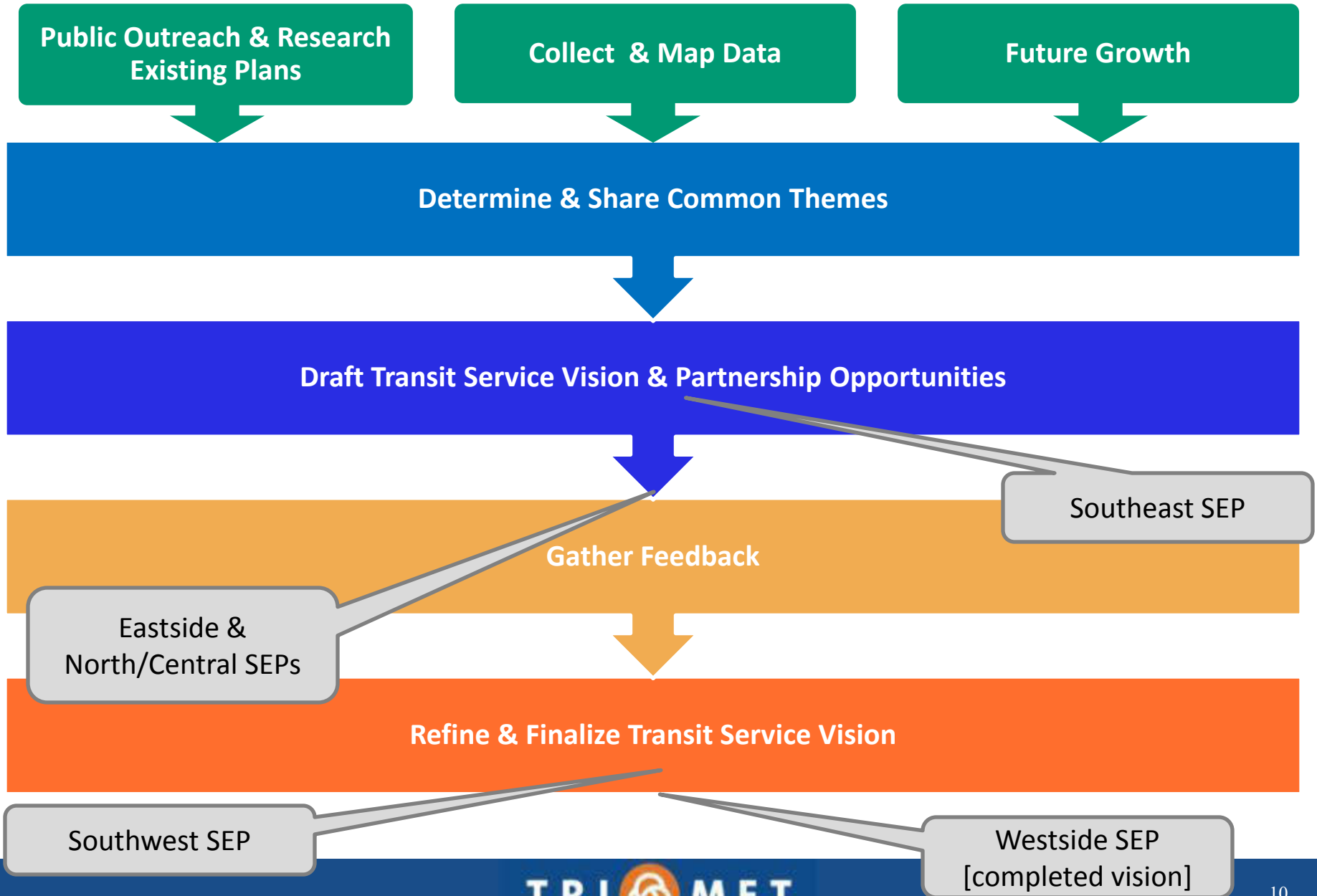
-  Job center
-  Downtown trips



**Legend**

-  Job center
-  Downtown trips

# Where We Are In The Process





Schedule

- Westside: Plan Completed
- Southwest: Completion in Summer
- Eastside: Completion in 2015
- Southeast: Completion in 2015
- North/Central: Completion in 2015

# What We've Learned: Eastside

- More North-South service
  - 148<sup>th</sup>, 162<sup>nd</sup>, 223<sup>rd</sup>
  - 122<sup>nd</sup>, 181<sup>st</sup>, Kane Dr.
- Better connections to jobs
  - Airport Way & Columbia Corridor
  - Gresham Vista Business Park
  - Troutdale Reynolds Industrial Park
  - Southshore Corporate Park
- Better connections to education
  - Reynolds, Centennial, & Springwater Trail High Schools
  - Mount Hood Community College
- Connections to Powell-Division Bus Rapid Transit



# What We've Learned: North/Central

- Better connections to job centers
  - Rivergate
  - Columbia Corridor
  - Eastside-Westside Connections
  - PDX/Cascade Station
- More coverage in neighborhoods
  - Cully, E. Columbia, NW Heights, River District
- Improved frequency and/or span
  - Swan Island, Rivergate
- New connections to strengthen the grid
  - Service across Fremont Bridge
  - Service on SE 20th

# What We've Learned: Southeast

- Better connections between neighborhood and job centers
  - Clackamas, Milwaukie, and Johnson Creek industrial areas
  - North-south service in inner Southeast Portland
  - Service to South Oregon City
  - Service to downtown Portland (Sep. 2015)
- Improved frequency, span and/or weekend service
  - Improvements to lines 32-Oatfield, 75-Cesar Chavez/Lombard, 79-Clackamas/Oregon City, and 155-Sunnyside
  - Improvements to lines 28-Linwood, 33-McLoughlin, 34-River Rd (Sep. 2015)
- Connections to Orange Line and Powell-Division BRT

# What We've Learned: Southwest

- More frequency, span and weekend service
  - New Frequent Service on lines 35-Macadam, 44-Capitol Highway, and 76-Beaverton/Tualatin
- Better connections between neighborhoods and job centers
  - Tualatin-Sherwood Rd.
  - 72<sup>nd</sup> Ave. & Tigard Triangle
  - Kruse Way
  - Progress Ridge/River Terrace
  - Lake Grove
  - Salamo Rd.
- Better connections to education centers
  - PCC Sylvania
  - Marquam Hill from Southwest

# Service Guidelines Framework

- TriMet Board set policy direction
- Priority considerations drive service planning decisions
- Annual Service Plan reflects Guidelines

# SEP Visions Become the Template

## Annual Service Plan

### Maintain

Capacity &  
Reliability

Schedule & detail  
tweaks

### Optimize & Restore

Restore Frequent  
Service Levels

Optimize routes  
& schedules

### Increase

Increase spans &  
frequencies

Add new lines

Reconfigure lines

# Annual Service Plan

## Maintain

In current projected budget

Based on numerical triggers of overloads and on-time performance

## Optimize & Restore

Restoration complete by FY16

Optimization generally offset by other savings in service

## Increase

New revenue

Annual decision-process based on needs and growth (five main considerations on next slide)

# Service Guidelines: *Priority Considerations*

- Equity
- Demand
- Productivity
- Connections
- Growth



- TriMet is now on stable financial footing to maintain service for long term
- The Future of Transit is a Portland Metro region interconnected by bus and rail service
- Partnership needed to support safety, access, and reliability
- Will require additional funding in the long-term
- We want you involved in developing the visions for the future of transit





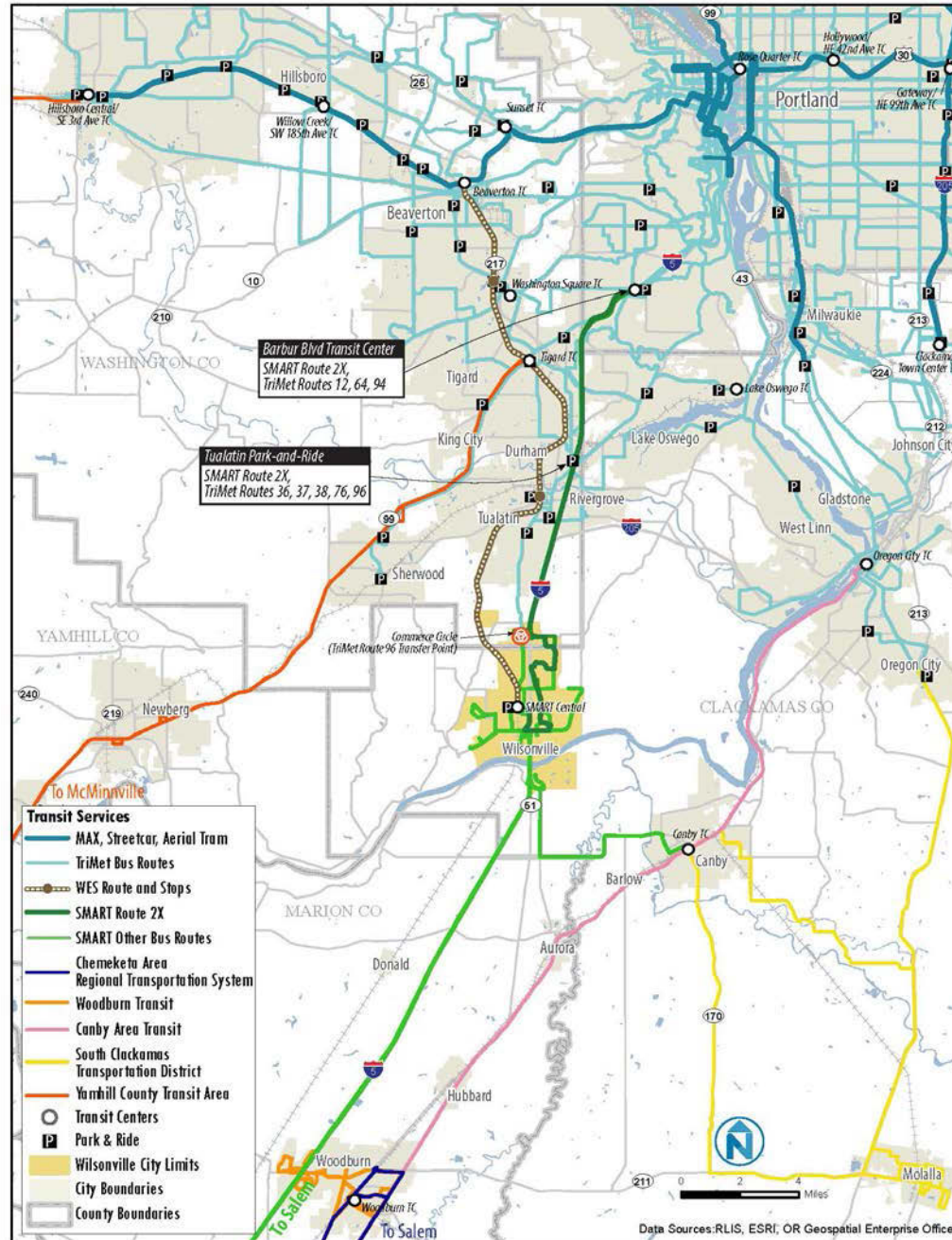
[www.trimet.org/future](http://www.trimet.org/future)

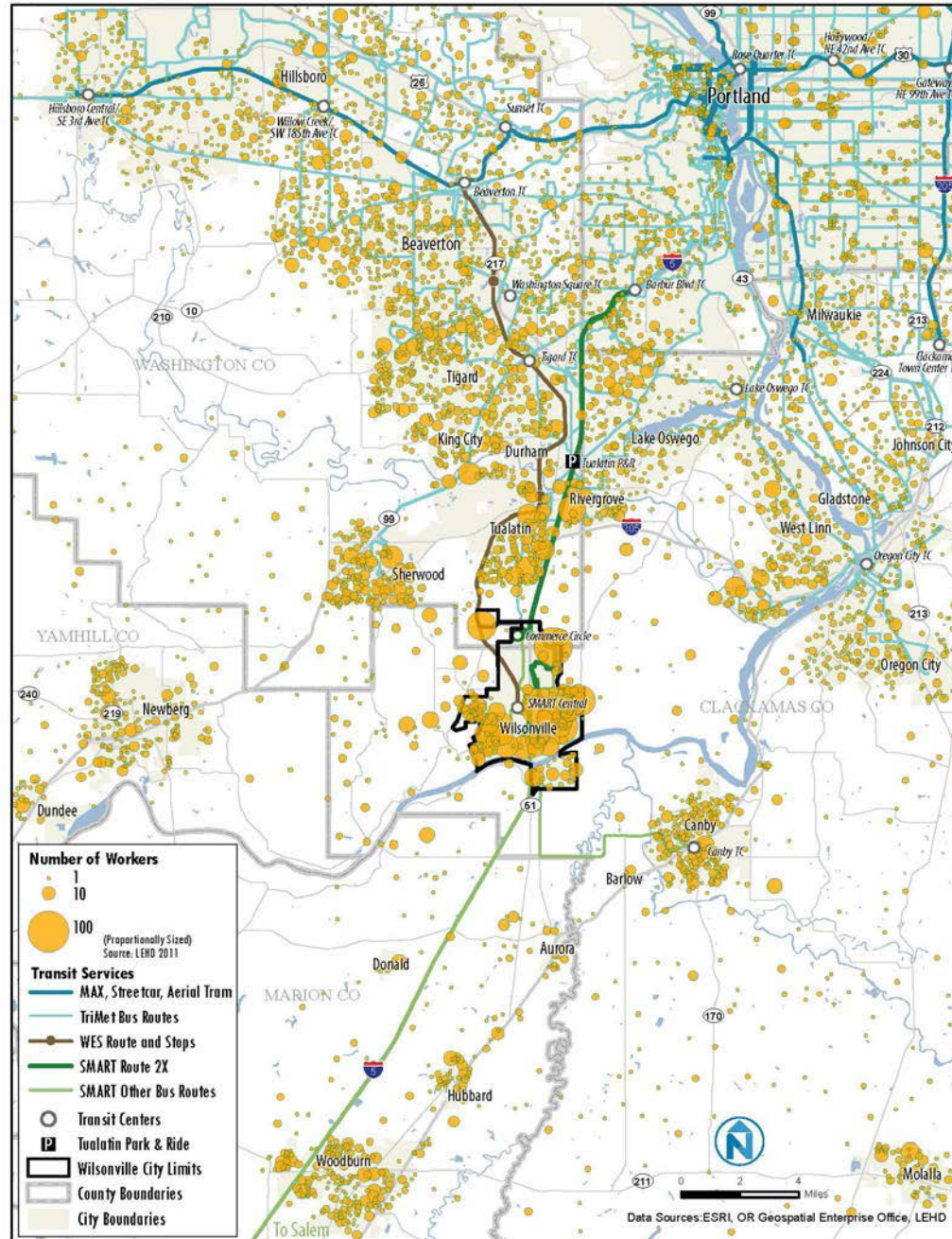
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# UPDATING WILSONVILLE'S TRANSIT MASTER PLAN

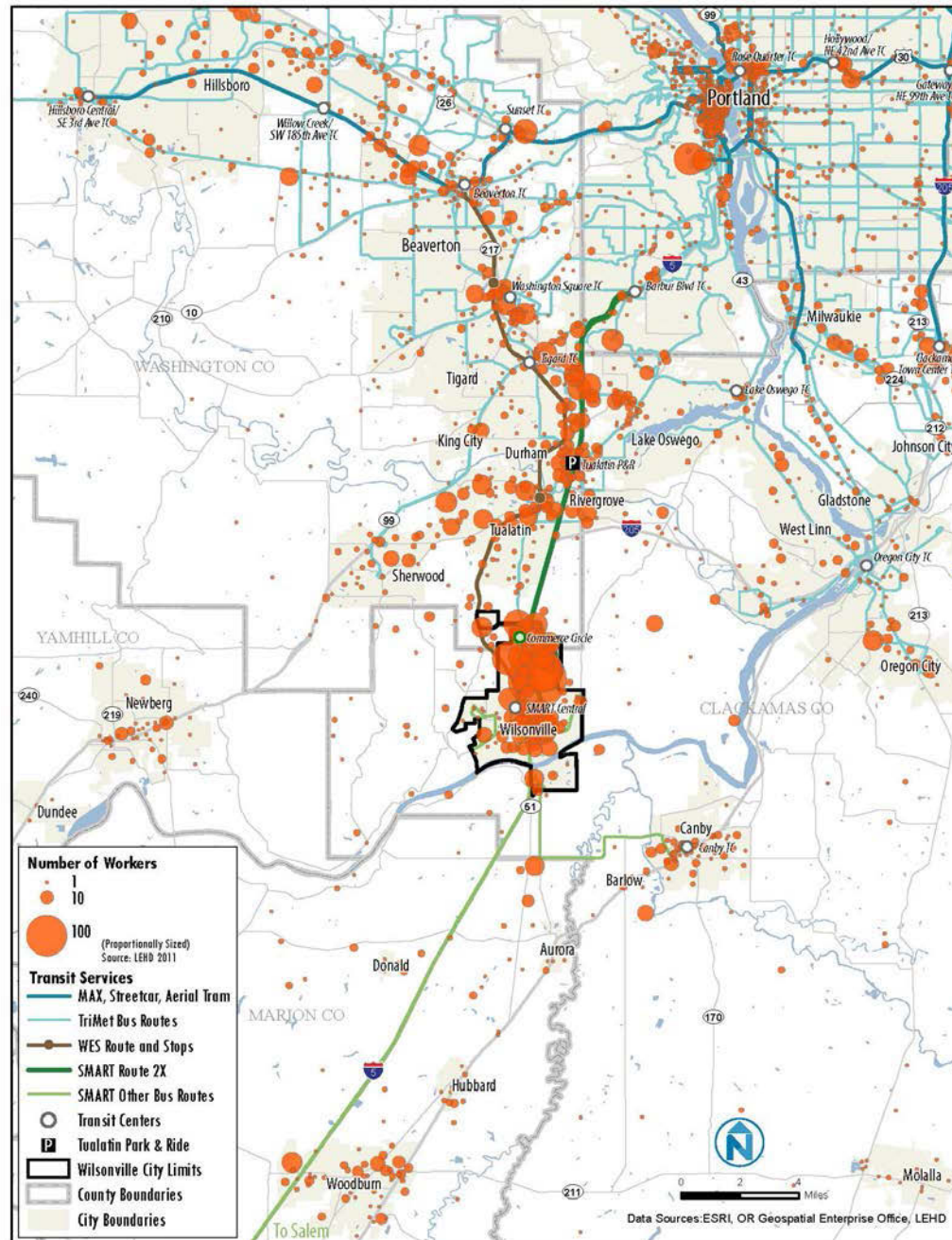
South Metro Area Regional Transit (SMART)

Stephan Lashbrook, SMART





Work Locations of Wilsonville Residents, 2011





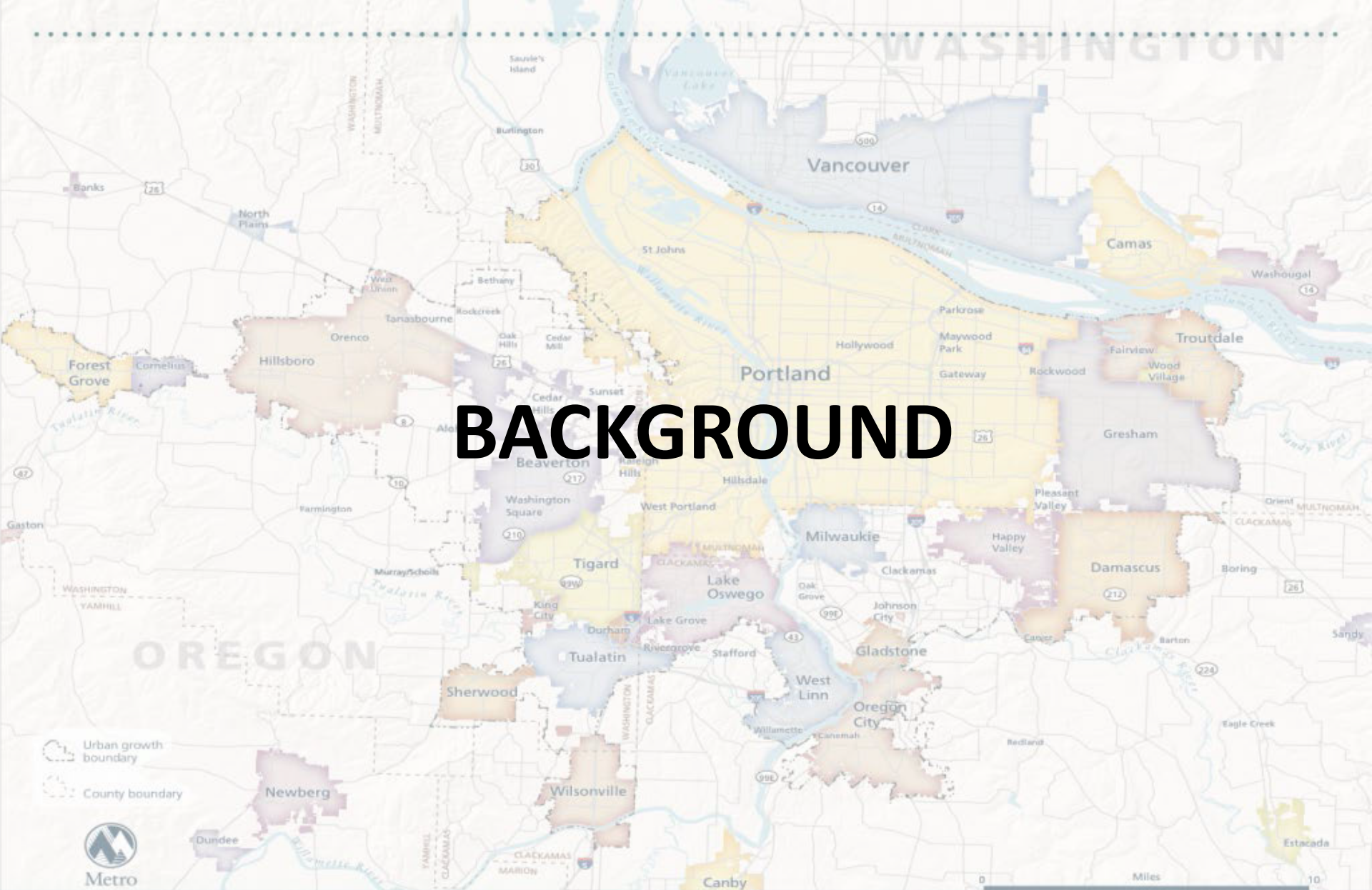
## Meet Carl . . .

*Carl is from Hong Kong. He lives near 82<sup>nd</sup> and Division and takes the bus every day to class at Portland State University.*

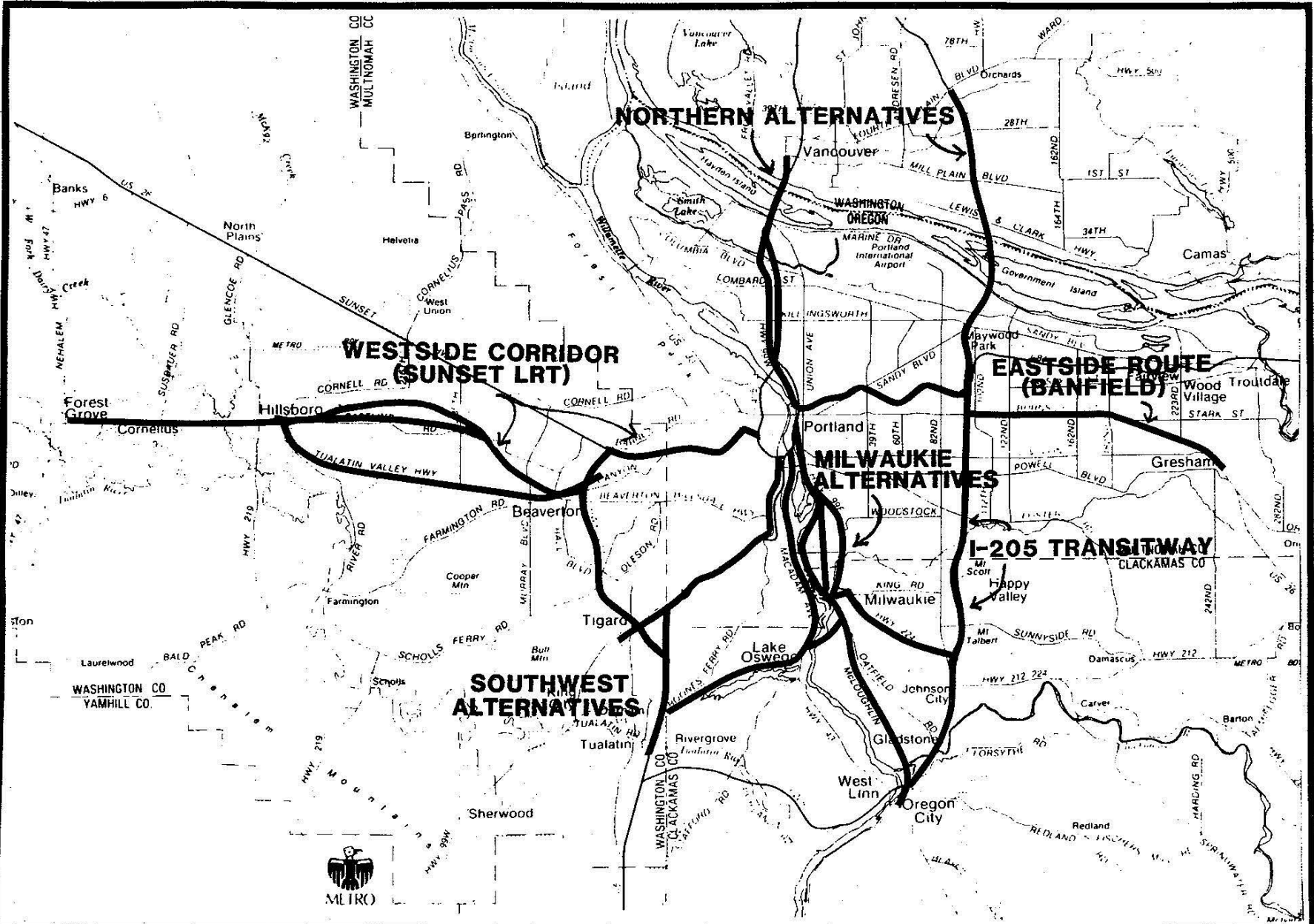
## Meet Sherice . . .

*Sherice lives near NE Killingsworth Street and takes the #72 to class at PCC Southeast. She is a Mom and a Grandma, going back to school to study counseling and art. She is hoping to be an art therapist.*





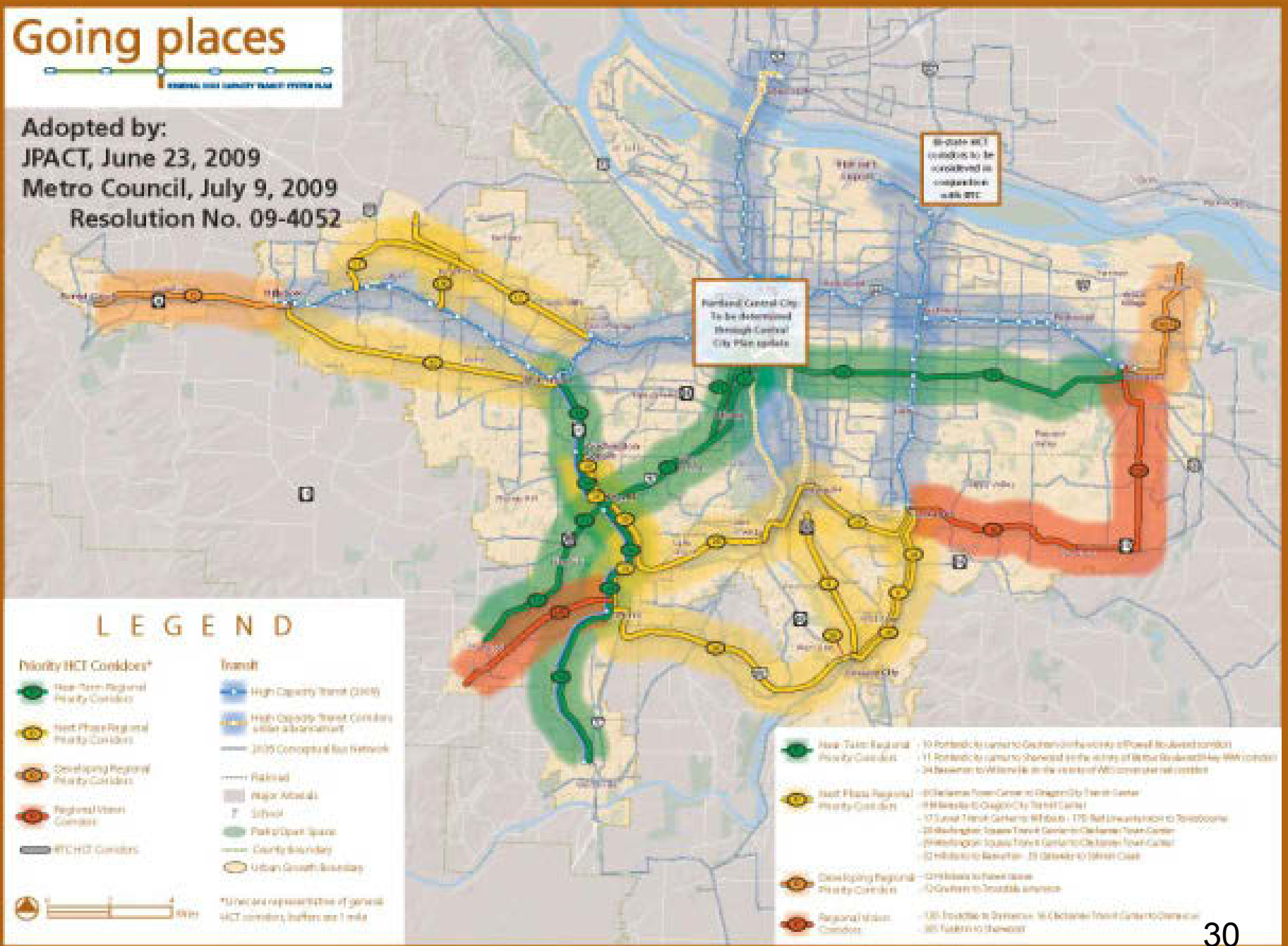




# Going places



Adopted by:  
 JPACT, June 23, 2009  
 Metro Council, July 9, 2009  
 Resolution No. 09-4052



Finalist Central City  
 To be determined  
 through Central  
 City Plan update

Bi-state rail  
 corridor to be  
 coordinated in  
 conjunction  
 with RTD

## LEGEND

- |  |  |
|--|--|
| <b>Priority HCT Corridors*</b>         | <b>Transit</b>   |
| Near-Term Regional Priority Corridors  | High Capacity Transit (2009)   |
| Next-Phase Regional Priority Corridors | High Capacity Transit Corridors under development                      |
| Developing Regional Priority Corridors | 2010 Conceptual Bus Network  |
| Regional Vision Corridors              | Railroad   |
| RTD HCT Corridors                      | Major Arterial   |
|  | Street   |
|  | Park/Open Space  |
|  | County Boundary  |
|  | Urban Growth Boundary  |
| 0 5 10 Miles                           | *Lines are representative of general HCT corridors; buffers are 1 mile |

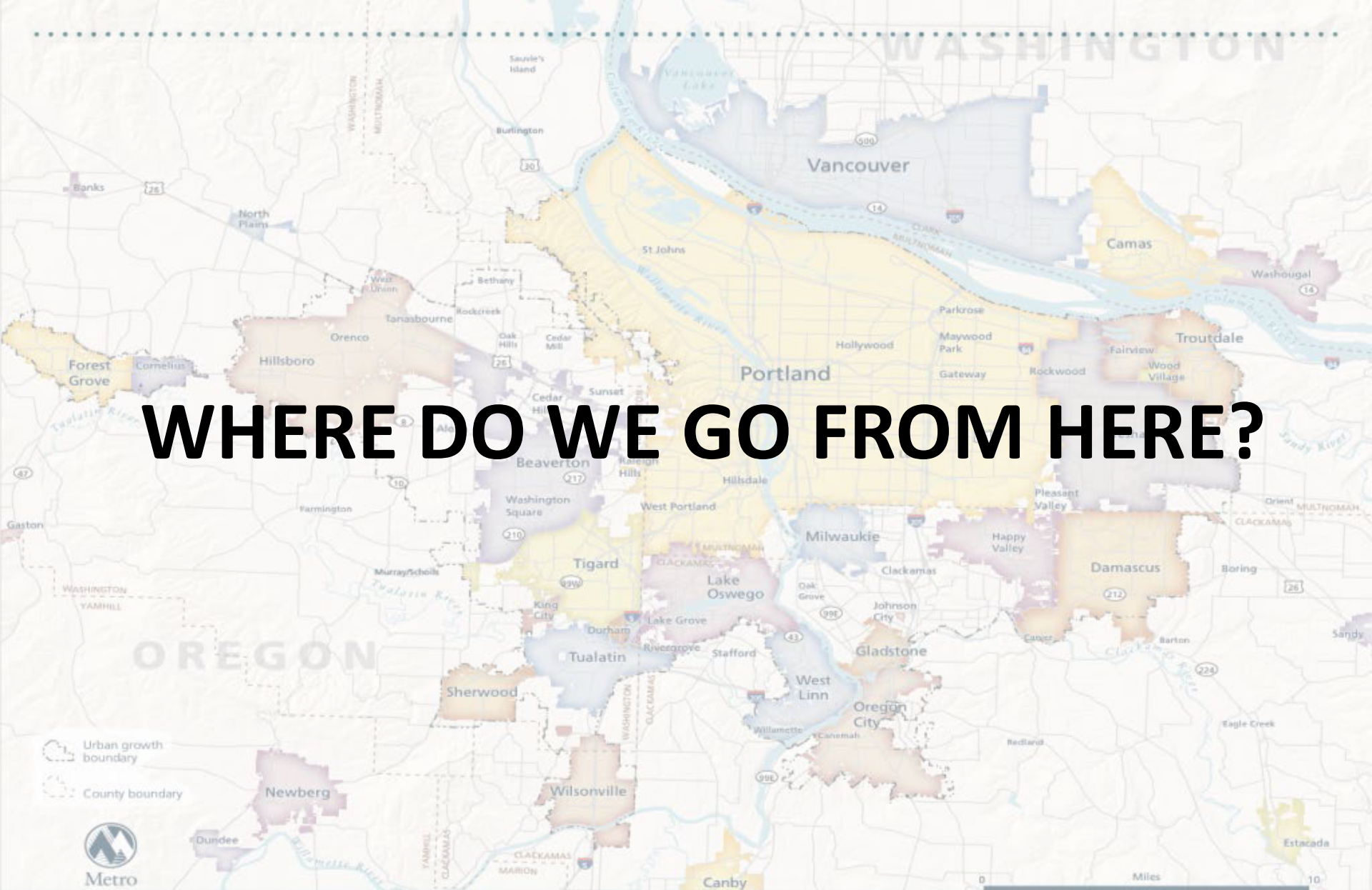
- |  |  |
|--|--|
| Near-Term Regional Priority Corridors  | <ul style="list-style-type: none"> <li>10 Fort/Lenoir Center to Davidson on Highway 101/Power Boulevard corridor</li> <li>11 Fort/Lenoir Center to Charlotte on the way of the New River/Highway 101/Power Boulevard</li> <li>14 Research Triangle Park to the west of I-405 on the rail corridor</li> </ul>   |
| Next-Phase Regional Priority Corridors | <ul style="list-style-type: none"> <li>16 Charlotte Town Center to Davidson City Center</li> <li>18 Research Triangle Park to Charlotte</li> <li>17 Laurel Terrace Center to I-85/285</li> <li>175 Ballantyne Station to Dilworth</li> <li>20 Washington Square Transit Center to Charlotte Town Center</li> <li>21 Washington Square Transit Center to Charlotte Town Center</li> <li>22 Hillside Station - 23 (285) to (285) West</li> </ul> |
| Developing Regional Priority Corridors | <ul style="list-style-type: none"> <li>19 Hillsdale to Ballantyne</li> <li>19 (285) to (285) West</li> </ul>   |
| Regional Vision Corridors              | <ul style="list-style-type: none"> <li>181 (285) to (285) West - 181 (285) to (285) West</li> <li>181 (285) to (285) West</li> </ul>   |

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# Next Generation of HCT Plan...

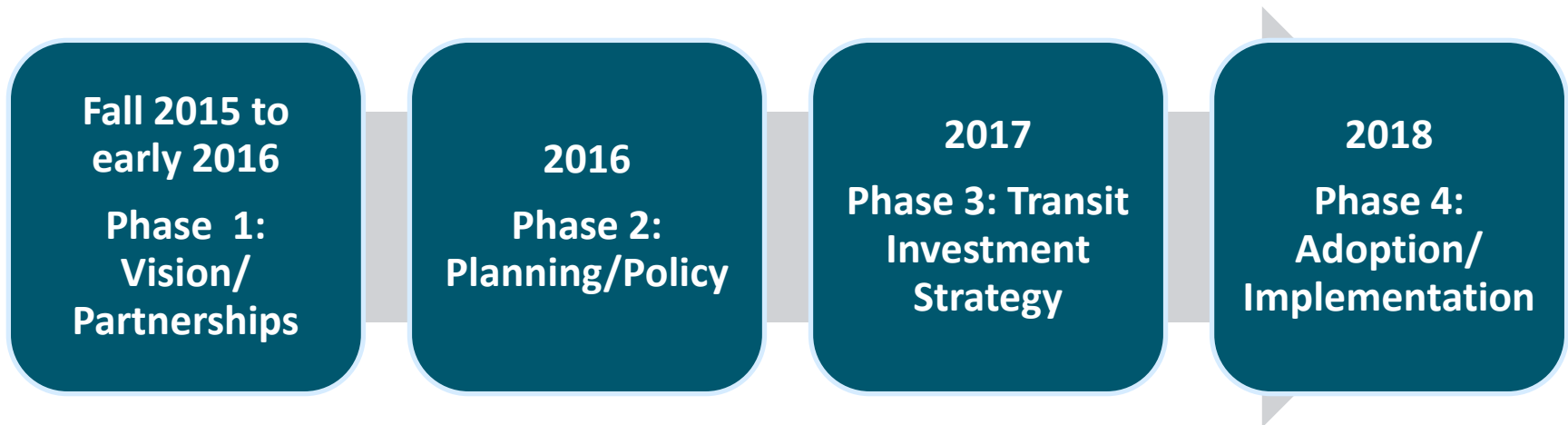
## **Regional Transit Strategy:**

- ❑ Update the High Capacity Transit (HCT) Plan and the System Expansion Policy
- ❑ Incorporates TriMet's Service Enhancement Plans and SMART's Master Plan
- ❑ Supports Climate Smart Strategy recommendation
- ❑ Coordinated transit vision and transit system expansion policy
- ❑ Transit modal component of the 2018 RTP



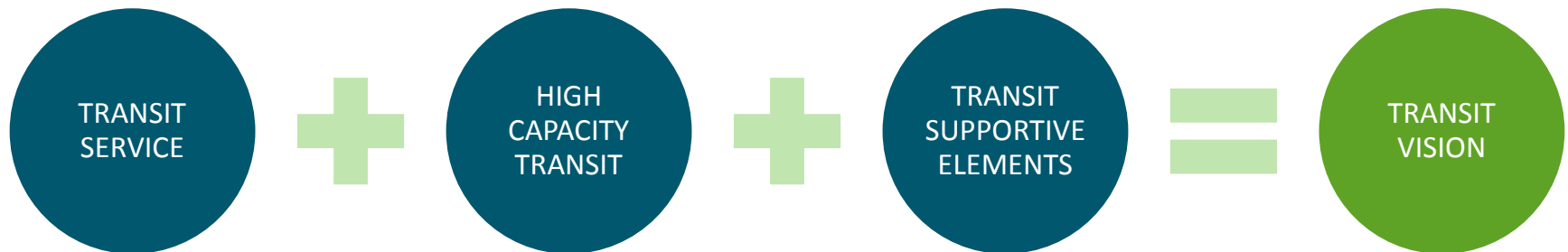
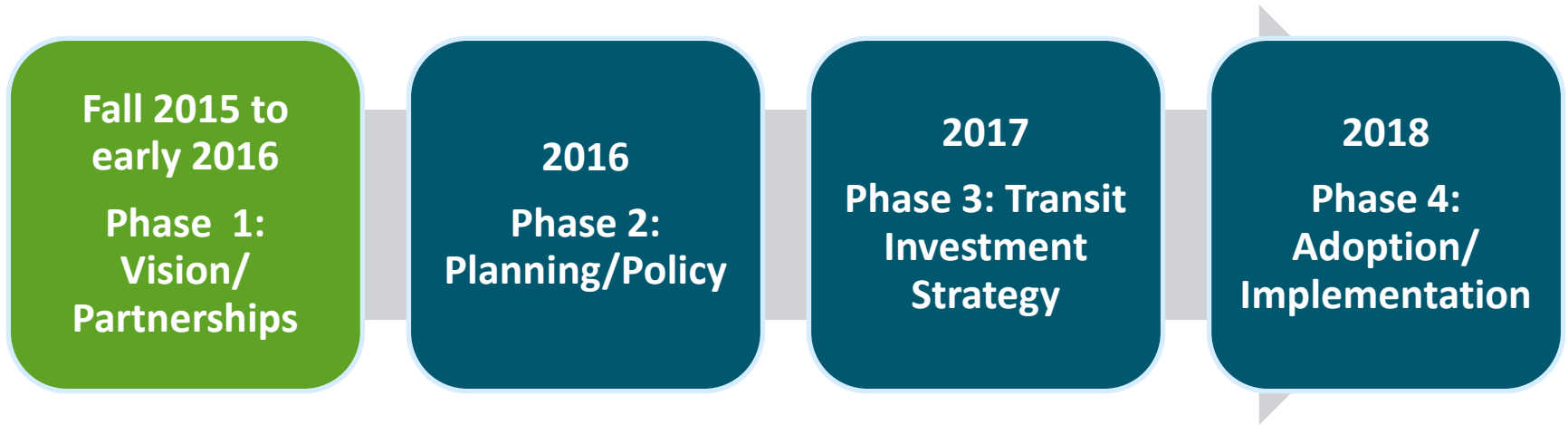
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# Four key phases to the Regional Transit Strategy...

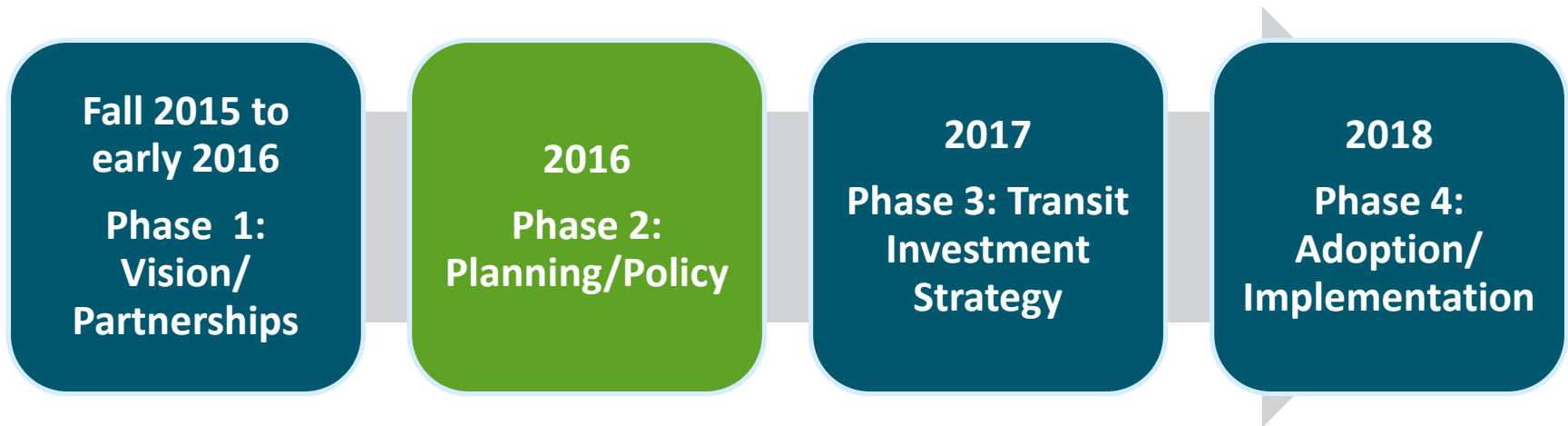


# PHASE 1: Vision/Partnerships

(fall 2015-early 2016)

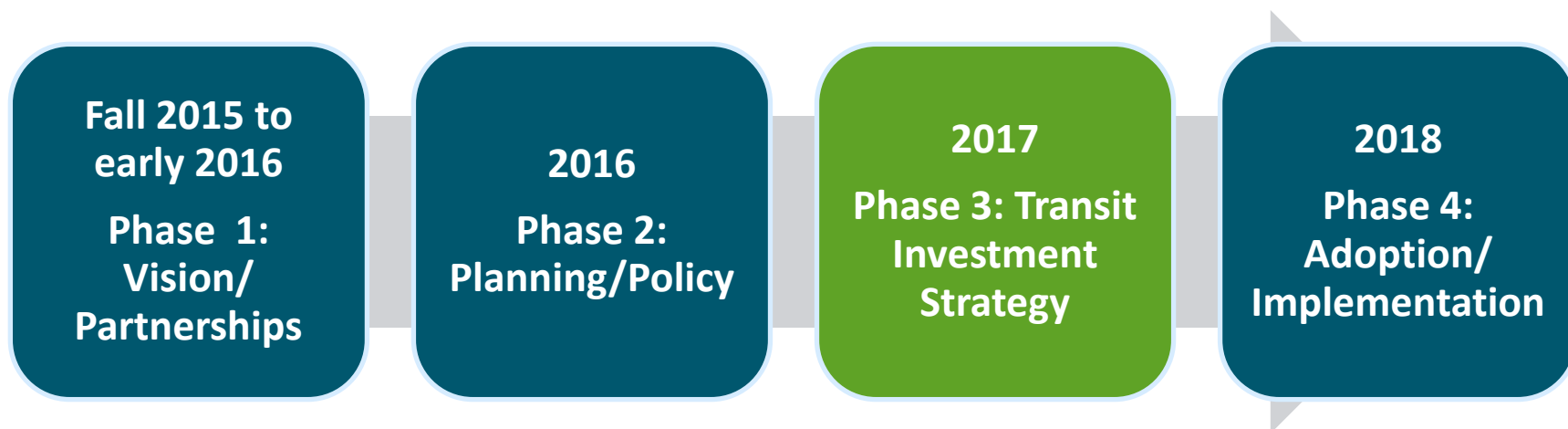


## PHASE 2: Planning/Policy (2016)



- ❑ What investments are next?
- ❑ What other actions are needed?
- ❑ What are the steps to implementation?
- ❑ What are the roles and responsibilities?

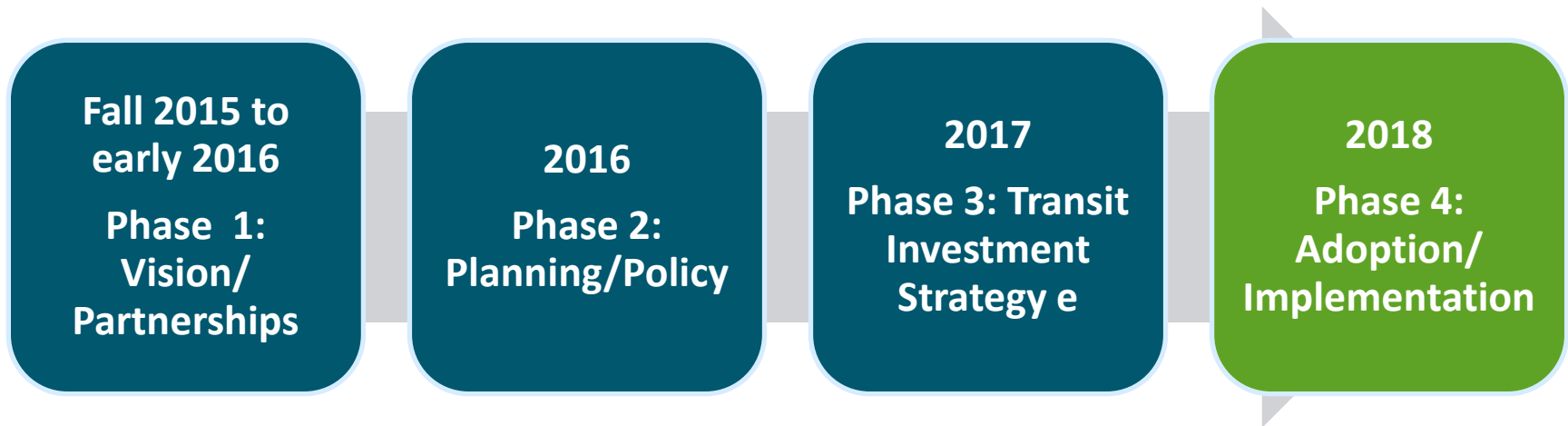
# PHASE 3: Transit Investment Strategy (2017)



- ❑ Coordinated set of transit investments
- ❑ Inform transit and transit supportive investments for the RTP



# PHASE 4: Adoption/Implementation (2018)



- ❑ Adopt as part of the 2018 RTP
- ❑ Guide how transit investments advance
- ❑ Clarify roles and responsibilities
- ❑ Lead to implementation



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# Ways to be involved

- ❑ Public engagement
- ❑ Community based organizations
- ❑ Special events
- ❑ Focused workshops
- ❑ Transit working group
- ❑ TPAC/JPACT
- ❑ MTAC/MPAC
- ❑ Metro Council



## Meet Dale . . .

*Dale is retired and lives in the Parkrose neighborhood in Northeast Portland. He rides the MAX and his bike to get to his bank in downtown Gresham.*

## Meet Sarah . . .

*Sarah was born and raised in Southwest Portland and moved back a decade ago. She takes the bus to work and to Timbers and Thorns games at Providence Park. She is a huge soccer fan.*



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# Questions for TPAC consideration

- ❑ What is most important for the Regional Transit Strategy to address?
- ❑ Do you have specific goals for the Regional Transit Strategy?
- ❑ How would you like to be engaged in the process?



Thank You!