

# Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)  
Date: Friday, June 26, 2015  
Time: 9:30 a.m. to 12 p.m. (noon)  
Place: Metro, Council Chamber

---

- |                 |             |   |   |
|-----------------|-------------|---|---|
| <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>  | <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 MAY 29, 2015</b>   |   |
| <b>10:00 am</b> | <b>5. *</b> | 2015-16 Unified Planning Work Program (UPWP) Amendment – <u>Action/Recommendation</u> <ul style="list-style-type: none"><li>• Purpose – Seek approval of the amendment to add the I-84 multi-modal integrated corridor management project. (ICM) to the 2015 UPWP. <u>Recommendation to JPACT</u></li></ul>   | <b>Chris Myers,<br/>Caleb Winter, Metro</b>   |
| <b>10:10 AM</b> | <b>6. *</b> | Update on Regional Freight Planning Activities / Recommend Amendment to MTIP – <u>Action/Recommendation</u> <ul style="list-style-type: none"><li>• Purpose: Provide an update on regional planning activities. Request approval of the amendment to the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to allocate \$250,000 of existing regional freight analysis and project development funds to the freight demand modeling and data improvement project. <u>Recommendation to JPACT</u></li></ul> | <b>Richard Walker, Metro</b>                  |
| <b>10:20 AM</b> | <b>7. *</b> | MTIP and RFFA Policy Update – Work to Date - <u>Information/Discussion</u> <ul style="list-style-type: none"><li>• Purpose: provide a brief update on the activity to date and discuss the process for the MTIP and RFFA policy leading into and after the public comment period.</li></ul>   | <b>Dan Kaempff &amp;<br/>Grace Cho, Metro</b> |
| <b>10:40</b>    | <b>8. *</b> | Powell-Division Action Plan - <u>Action/Recommendation</u> <ul style="list-style-type: none"><li>• Purpose: Provide an overview of the Powell-Division Transit Action Plan, and the action plans for cities of Gresham and Portland. <u>Recommendation to JPACT to approve the Powell-Division Transit Action Plan.</u></li></ul>   | <b>Malu Wilkinson, Metro</b>                  |
| <b>11:25 AM</b> | <b>9. *</b> | Metro Equity Strategy - <u>Information/Discussion</u> <ul style="list-style-type: none"><li>• Purpose: Discuss the process to finalize the Equity Strategy Action Plan and opportunities for partners to shape the process; request input on the timeline and process.</li></ul>  | <b>Juan Carlos Ocana-Chiu, Metro</b>          |
| <b>12:00 PM</b> | <b>10.</b>  | <b><u>ADJOURN</u></b>   | <b>John Williams, Chair</b>                   |

**Upcoming TPAC Meetings:**

- Friday, July 31, 2015
- Friday, August 28, 2015
- Friday, September 25, 2015

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

For agenda and schedule information, call 503-797-1750.  
To check on closure/cancellations during inclement weather please call 503-797-1700.

# Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights) or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at [www.trimet.org](http://www.trimet.org).

## Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1890 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

## Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights) або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1890 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

## Metro 的不歧视公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1890（工作日上午8點至下午5點），以便我們滿足您的要求。

## Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullaan dadweyne, wac 503-797-1890 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

## Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1890를 호출합니다.

## Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、[www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。までお電話ください公開会議で言語通訳を必要とされる方は、Metroがご要請に対応できるよう、公開会議の5営業日前までに503-797-1890（平日午前8時～午後5時）までお電話ください。

## សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

## إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإبداء شكوى ضد التمييز، يرجى زيارة الموقع الإلكتروني [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1890 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

## Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1890 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan. Notificación de no discriminación de Metro.

## Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Si necesita asistencia con el idioma, llame al 503-797-1890 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

## Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1890 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

## Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1890 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

## Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1890 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lw m ua nte ntawm lub rooj sib tham.





## 2015 TPAC Work Program

*As of 6/17/15*

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

<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> (Caleb Winter, Marne Duke; 20 min)</li> </ul> </li> <li>• Metro Transportation Model 5-Year Plan (Information/Discussion; Dick Walker, 30 min)</li> <li>• ODOT Bike/Pedestrian Plan Update <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>• 2018 RTP and 2019-21 MTIP Transportation Equity Analysis work program - <u>Information/Discussion</u> (Grace Cho, Ted Leybold; 25 min)</li> <li>• SW Corridor Project Update <u>Information/Discussion</u> (Wilkinson, 40 mins)</li> <li>• Designing Livable Streets Update - <u>Information/Discussion</u> (Lake McTighe; 25 min)</li> <li>• <i>ODOT Rough Roads Ahead Presentation</i> <u>Information/Discussion</u> (Kelly Brooks, __ min)</li> <li>• <i>ODOT State of the System Report</i> <u>Information/Discussion</u> (Kelly Brooks, __ min)</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> (Kim Ellis, Peggy Morell, 40 min.)</li> <li>• MTIP and RFFA Policy Update Public Comments – <u>Information/Discussion</u> (Cliff Higgins; 20 minutes)</li> <li>• Equity Strategy Act Plan draft review – <u>Information/Discussion</u> (Patty Unfred, Juan Carlos Ocana-Chíu, 40 mins)</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) <u>Information</u></li> <li>• MTIP &amp; RFFA policy update - Work Session <u>Information/Discussion</u> (Dan Kaempff, Grace Cho; 45 min)</li> <li>• 2018 Regional Transportation Plan Update – Review draft work program –<u>Recommendation to JPACT</u> (Kim Ellis, 30 min.)</li> <li>• Regional Transit Strategy - <u>Information/Discussion</u> (Jamie Snook; 30 min)</li> </ul>
<p><b><u>November 20, 2015</u></b></p> <ul style="list-style-type: none"> <li>• MTIP &amp; RFFA – <u>Recommendation</u> (Grace Cho, Dan Kaempff)</li> </ul>	<p><b><u>December 18, 2015</u></b></p> <ul style="list-style-type: none"> <li>• SW Corridor Draft Mode Recommendation <u>Information/Discussion</u> (Wilkinson, 40 mins)</li> </ul>
<p><b><u>January 2016</u></b></p>	<p><b><u>February 2016</u></b></p>

**Parking Lot:**

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>• MTIP Obligation &amp; Performance Report (Jan 2016)</li> <li>• MAP-21 Implementation</li> <li>• Atlas of Regional Mobility Corridors</li> <li>• Regional Infrastructure Supporting Our Economy (RISE) update (Siegel)</li> </ul> | <ul style="list-style-type: none"> <li>• ODOT Enhance/Fix-It Process</li> <li>• TAP Project Delivery Contingency Fund Pilot Report (Leybold, Cho)</li> <li>• Metropolitan GHG Target Rulemaking (DLCD)</li> <li>• Regional Freight Strategy Update (Collins)</li> </ul> |
|---|---|



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE  
May 29, 2015  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

John Williams  
Karen Buehrig  
Lynda David  
Chris Deffebach  
Don Odermott  
Nancy Kraushaar  
Karen Schilling  
Eric Hesse  
Katherine Kelly  
Nick Fortey  
Adrian Esteban  
Carol Gossett  
Steve White  
Jared Franz

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  
TriMet  
City of Gresham, representing Cities of Multnomah Co.  
Federal Highway Administration  
Community Representative  
Community Representative  
Community Representative  
Community Representative

MEMBERS EXCUSED

Michael Williams  
Dave Nordberg  
Cora Potter  
Lanny Gower

AFFILIATION

Washington State Department of Transportation  
Oregon Department of Environmental Quality  
Community Representative  
Community Representative

ALTERNATES PRESENT

Alan Snook  
Phil Healy  
Peter Hurley

AFFILIATION

Oregon Department of Transportation  
Port of Portland  
City of Portland

STAFF: Ted Leybold, Lake McTighe, John Mermin, Lisa Hunrichs, Tom Kloster, Peggy Morell, Kim Ellis, Jamie Snook

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

Chair John Williams declared a quorum and called the meeting to order at 9:35 a.m.

**2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS**

Chair Williams updated members on the following items:

- Ms. Kim Ellis provided a brief update about the Land Conservation and Development Commission's (LCDC) approval of the Climate Smart Strategy. LCDC approved the strategy as adopted by the Metro Council last December, and the strategy will be further implemented through the 2018 Regional Transportation Plan update. Ms. Ellis provided a copy and a link to the final Climate Smart Strategy report, which consolidates all the elements that were adopted by the Metro Council. She reported that LCDC also directed the Department of Land Conservation and Development (DLCD) to create a rulemaking advisory committee to make recommendations to the commission on proposed 2040 greenhouse gas emissions reduction targets to better align with horizon years of long range transportation plans statewide. The commission directed that the advisory committee should address whether targets should be set for two newly designated metropolitan areas (Albany area and Middle Rogue). The rulemaking advisory committee would also be asked to conduct review of the process of metropolitan area transportation planning to explore how efforts to reduce greenhouse gas emissions from transportation can be better coordinated with related state and federal requirements. Ms. Ellis suggested that the rulemaking process be a possible future topic at TPAC. TPAC members expressed interest in having further discussion about the target rule as the process develops.
- ODOT Bike / Pedestrian Plan Update (deferred to discuss at TPAC meeting on July 31, 2015).

TPAC members shared the following updates:

- Karen Schilling announced that she will be retiring as of July 1, 2015. Joanna Valencia will be taking her place on TPAC beginning in July 2015.

### **3. CITIZEN COMMUNICATIONS ON AGENDA ITEMS**

Mr. Ron Swaren of 1543 SE Umatilla Street, Portland, observed that he has long been an advocate for the western arterial highway, which he believes would solve our interstate traffic problems in a cost-effective way. It has been conceived as an industrial highway that would link four highways to improve industrial transport and freight management. He asked TPAC members to consider that preformed and/or elevated sidewalks could be a solution to the bike lanes and walking path limitations in various areas around the city, specifically on Barbur Boulevard and in the SW Corridor.

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

**MOTION:** Ms. Nancy Kraushaar moved and Mr. Eric Hesse seconded the motion to adopt the TPAC minutes from April 24, 2015, with the following amendments.

Ms. Amanda Ownings attended as an alternate representing the cities of Clackamas County, and Mr. Peter Hurley had abstained from approving the minutes since he had not been present at that meeting.

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

### **5. 2018 REGIONAL TRANSPORTATION PLAN UPDATE KICK-OFF**

Ms. Kim Ellis (Metro) provided an overview, timeline, and process for updating the Regional Transportation Plan (RTP). Ms. Ellis reminded members that the RTP provides the policy framework for many of the activities that Metro is responsible for as the federally-designated metropolitan planning organization, including the Unified Planning Work Program, air quality conformity, monitoring and managing congestion, Metropolitan Transportation Improvement Program. TPAC

members were invited to provide input on priority focus areas to be addressed through the 2018 RTP update and how the region can best work together to address those focus areas.

Member comments included:

- Chris Deffebach asked if Metro Council approval of the UGR in 2015 would determine the new land use allocation. Due to timing, the initial recommendation from staff is to use the adopted 2040 growth forecast. Staff agreed to look at this issue further as part of developing the work plan for the RTP update.
- Karen Schilling observed that “underserved populations” and other specific groups could be engaged directly. By leveraging established relationships with organizations, it might be possible to learn more from those populations that could provide critical and valuable feedback. Ms. Ellis agreed and asked TPAC members to consider how Metro could partner with TPAC members in engagement work, leverage relationships or established meetings, and stay connected throughout the project timeline
- Mr. Eric Hesse noted that leveraging of relationships and ensuring key engagements strategies will be critical to the success of the project, and will be a strong approach. Encouraging the team to take the time needed to ensure that strategies developed as part of the Climate Smart Strategy process are included.
- Mr. Steve White encouraged the team to work with community-based organizations to increase the value of input, to build capacity within organizations to participate in the process, and ensure that their expertise is leveraged.
- Ms. Katherine Kelly noted that it will be important to identify funding strategies such as those discussed in the Climate Smart Strategy process. She encouraged the development of tangible and objectively defined steps to ensure funding availability that will lead to implementation.
- Mr. Don Odermott noted that engagement with businesses and grassroots organizations, allows support to be built for transit in general and the RTP, specifically. He noted challenges and travel issues on west side (OR 217/OR 219) and expressed hope that the plan will reflect those content issues that are affecting jurisdictions throughout the region.
- Ms. Nancy Kruashaar suggested an increased focus on collaboration with businesses and noted that this could be a good opportunity to focus the RTP on public health, safety, and equity issues. As part of that, she noted that this RTP update might provide opportunity to make alternative modes of transit more accessible so as to improve mobility and relieve congestion for freight and other traffic throughout the region. She also noted the importance of identifying and developing new funding sources and strategies.
- Mr. Jared Franz asked how equity goals could be met if long range growth modeling and planning are colorblind and class blind. Ms. Ellis stated that the growth forecast does include income information but does not include race or ethnicity detail at this time. Metro is currently working to build that capacity and Ms. Ellis will report back to the committee.
- Steve White noted that hospitals and the health/business community could be a good resource to involve during planning efforts. Ms. Ellis noted that schools, universities, and other organizations are bringing key perspectives to other planning processes, so outreach is planned to ensure involvement from those communities.

## **6. REGIONAL TRANSIT SYSTEM PLAN AND COORDINATION WITH TRIMET SERVICE ENHANCEMENT PLANS AND SMART MASTER PLAN**

Ms. Jamie Snook (Metro), Mr. Eric Hesse (TriMet), and Mr. Stephan Lashbrook (SMART) provided an introduction and process overview of the Regional Transit Strategy (formerly known as the Regional Transit System Plan) and discussed how project partners are working to coordinate efforts that are

reflective of the region's needs. Mr. Hesse provided an overview of TriMet's Service Enhancement Plan and discussed efforts to ensure that plans fit with the shared vision for the community. He detailed some of the areas of focus and encouraged feedback from TPAC members as the plans are being shaped. Mr. Lashbook of SMART discussed connections to the smaller transit providers throughout the region. He reminded members of the various master plan updates underway including those in Wilsonville and the statewide effort. He asked members to consider what it will take to implement the Climate Smart Strategy, to encourage people to change habits and begin using alternative modes of transit; and what funding strategies can be put in place to accomplish those objectives. Ms. Snook provided historical context for the overall RTP planning process, how the Regional Transit Strategy (RTS) fits within that project, and the importance of building partnerships throughout the region to ensure that the RTS reflects a shared vision and investment strategy for the region.

Member comments included:

- Mr. White noted that equity impacts for transit depend on accompanying housing strategy. He suggested the inclusion of a housing component that allows people to live near where transit investments are being made. He noted the opportunity for the project to meet both transportation and land use goals and suggested that transit-oriented development could be included.
- Ms. Karen Beuhrig noted the importance of financing and to discuss how projects can be funded, since many of the smaller transit providers have different opportunities for funding. She suggested that senior centers might be a valuable resource to include in the conversation and noted that it is important to discuss how to grow districts to ensure coverage.
- Ms. Kraushaar asked which factors were guiding the service enhancement process; for example: existing conditions, transit oriented development, or market trends. Mr. Hesse clarified that the SEPs are focused on service improvements and supporting access investments that need to be made. Other issues that are continuously analyzed include crime prevention through environmental design, visibility, safety, and reliability. These issues are being scrutinized more fully through the service enhancement review and coordination with the RTS process.
- Nancy – state is doing a review of statewide transit. Connect with the state's study. Noted the importance of ensuring that citizens understand how the connections work.
- Mr. Odermott called the committee's attention to the north / south travel demand issues in the Tualatin Valley and cautioned that innovative, out-of-the-box thinking would be necessary to try to encourage citizens to use transit and reduce single-car commute demand, especially from those commuting from Colombia County to jobs in the sunset corridor. He noted that viable choices must be available to support a sea change for transit conditions in that area.
- Mr. Peter Hurley suggested two components that might provide opportunity for success with the Regional Transit Strategy: if going to achieve climate smart outcomes equity, affordability. 2. Review the synergy component of the short list of actions in Climate Smart Communities. Transit is successful when other components are in place and when access to transit is safe and easy, when demand management programs are in place, and when the adequate land use (job or housing) densities are in place. Success components and clear target for what we are attempting to achieve. City of Portland is working with TriMet with support from DLC/ODOT is working with TGMO funding for a project called Growing Transit Communities to analyze the components needed to make transit successful in corridors. Mr. Hurley noted that this information would be available and valuable to development of regional transit strategy.

**7. WASHINGTON COUNTY TRANSPORTATION STUDY**

Ms. Chris Deffebach (Washington County) provided an overview of the study objectives, engagement and coordination process and schedule for Washington County’s transportation study.

**8. PROJECT OF THE MONTH - SELLWOOD BRIDGE**

Ted Leybold (Metro) provided an overview the purpose and intent of “Project of the Month” presentations. This initiative is intended to provide an ongoing opportunity to demonstrate how planning, policy, and programming lead to real projects, and to discuss outcomes of planning work that have sometimes taken years to come to fruition. As projects are shared at both TPAC and JPACT, discussion about the planning and implementation of those projects may provide lessons that will help shape future policy development.

Mr. Leybold introduced Ian Cannon, Project Manager for the Sellwood Bridge Replacement project who has been working on the project since 2003. Mr. Leybold noted that the regional involvement centered around three different efforts, South Willamette River Crossing Study which led to an application from Multnomah County for regional flexible funds in 2006, and Tiger III prioritization. The study was completed in 1999 which demonstrates how far ahead projects must be planned and discussed.

Mr. Cannon provided TPAC members with an overview of the funding sources, project partners, challenges, and successes of the project to date.

Members were pleased to have the opportunity to hear about this project, and encouraged additional future presentations.

**9. ADJOURN** Chair Williams adjourned the meeting at 12:00 p.m.

Respectfully submitted



Lisa Williams, Training and Development



**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 29, 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	5/29/2015	Meeting agenda	052915T-01
<b>1.0</b>	Work Program	5/29/2015	Work program	052915T-02
<b>4.0</b>	Meeting Minutes	4/24/15	Meeting minutes	052915T-03
<b>5.0</b>	Memo	5/20/2015	2018 Regional Transportation Plan Update	052915T-04
<b>5.0</b>	Handout	5/14/2015	Getting There   2018 Regional Transportation Plan Update Background	052915T-05
<b>6.0</b>	Memo	5/19/2015	Regional Transit System Plan	052915T-06
<b>6.0</b>	Handout	May 2015	2016 Regional Transit System Plan Process Overview – Summer 2015 to Fall 2018	052915T-07
<b>6.0</b>	Handout	n/a	The Future of Transit – TriMet’s Service Enhancement Plans	052915T-08
<b>6.0</b>	Handout	May 2015	Updating Wilsonville’s Transit Master Plan	052915T-09
<b>6.0</b>	Handout	Sept. 2013	Westside Service Enhancement Plan	052915T-10
<b>7.0</b>	Handout	5/11/2015	Washington County Transportation Futures Study	052915T-11

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FISCAL	)	RESOLUTION NO. 15-4633
YEAR 2015-16 UNIFIED PLANNING WORK	)	
PROGRAM (UPWP) TO ADD THE I-84	)	Introduced by Chief Operating Officer
MULTIMODAL INTEGRATED CORRIDOR	)	Martha Bennett with the concurrence of
MANAGEMENT PROJECT	)	Council President Tom Hughes

WHEREAS, the Unified Planning Work Program (UPWP) describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2015-16; and

WHEREAS, the FY 2015-16 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY 2015-16 UPWP is required to receive Federal transportation planning funds; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council approved the 2015-16 UPWP update in May of 2015; and

WHEREAS, this resolution amends the FY 2015-16 UPWP to include one I-84 Multimodal Integrated Corridor Management (ICM) project; and

WHEREAS, an Integrated Corridor Management Deployment Planning Grant was recently awarded for this project and therefore the I-84 Multimodal (ICM) project was not included in the adopted FY 2015-16 UPWP; and

WHEREAS, all Federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2015-16 UPWP; now therefore

BE IT RESOLVED that the Metro Council hereby amends the FY 2015-16 UPWP to add the I-84 Multimodal Integrated Corridor Management Project as shown in the attached Exhibit A.

ADOPTED by the Metro Council this \_\_\_\_ day of 2015.

\_\_\_\_\_  
Tom Hughes, Council President

Approved as to Form:

\_\_\_\_\_  
Alison R. Kean, Metro Attorney

## **I-84 Multimodal Integrated Corridor Management**

### **Description:**

US DOT's Intelligent Transportation Systems (ITS) Joint Program Office (JPO) awarded Metro and agency partners an Integrated Corridor Management Deployment Planning Grant February 24, 2015. Integrated Corridor Management (ICM) grants will help combine numerous information technologies and real-time travel information from highway, rail, transit and bike operations.

This work aligns with the Regional TSMO Plan, supporting the vision to “collaboratively and proactively manage [the region’s] multimodal transportation system.” The ICM study furthers the goals and objectives of the TSMO plan including reliability for travelers and goods movement; transportation safety and security; environment and quality of life; and, providing comprehensive multimodal traveler information to people and business.

As TSMO partners strive towards real-time information for operations and travelers, this study takes strategies a step forward. ICM is described as a “system of systems” which refers to both the technology and coordination protocols between agencies. ICMs in other regions identify a multitude of scenarios including crashes, weather hazards and major events. A real-time coordinated response will help provide safe and reliable transportation options.

Travelers can use real-time information to avoid congestion and find alternate routes or transportation systems, such as transit or bike. Shippers can receive information concerning the entire network, not just one route. Such tools can help engineers make better decisions about congestion management by recommending where traffic should flow and onto which systems commuters should be shifted based on up-to-the-second data.

### **Objectives**

- Implement a systematic multimodal approach, complete with performance measures and evaluation approaches, in accordance with multimodal mobility corridor concepts.
- Balance mobility, safety and access considerations.
- Improve multimodal access for corridor users.
- Better manage freight mobility in the corridor.
- Leverage intelligent transportation system (ITS) technologies to become even more active and integrated.
- Balance state and local needs in transportation planning and operations.

### **Previous Work**

Previous projects to this ICM study are those implemented under the TSMO Plan, coordinated by the TSMO Regional Mobility Program in the UPWP, and related projects by agency partners. ODOT manages and operates I-84 with a communications network, signals, ramp meters, cameras, and variable message signs. TriMet operates three MAX lines and bus service throughout the corridor, monitored with an updated CAD/AVL system and communications. Multnomah County manages six of the Willamette River bridges, including the Burnside, Broadway, Hawthorne and Morrison. City of Gresham shares fiber optics and will install arterial variable message signs. City of Portland operates approximately 382 signalized intersections within the proposed corridor, including 16 traffic cameras. The agencies in the corridor already cooperate to share equipment, share data and coordinate incidents from operations centers.

The TSMO Regional Travel Options (RTO) program supports transportation demand management in the corridor working with both residents and employees in Portland and Gresham to reduce drive-alone trips

and increase trips by transit, biking and walking. ODOT and TriMet serve travel information at TripCheck.com and TriMet.org.

Portland State University houses and manages Portal, the region's database archive of traffic, transit, bike and walk data, plus operating conditions such as weather and incident data.

**Methodology:**

Metro will serve as project manager for this effort, with significant support from a project team from partner agencies and support through TransPort, the TSMO subcommittee to the Transportation Policy Alternatives Committee (TPAC). This project will follow the process for completing an Integrated Corridor Management Deployment Planning Grant, described in the US DOT ITS JPO guidance documents and their direction to grantees.

The project will complete the following components:

- Stakeholder Participation Plan – identifying the process to generate input and support from a cross section of stakeholders at key points in the concept development
- Vision, Goals and Objectives - refining the desired vision, measurable goals and objectives for ICM in the I-84 corridor.
- ICM Operational Alternatives - developing an initial set of operational alternatives to achieve the desired vision, measurable goals and objectives
- Alternative Analysis – bundling operational strategies into operational scenario packages for modeling and evaluation
- Infrastructure Improvements – comparing existing/planned assets with ICM asset requirements to identify a set of improvements
- Relationships and Procedures – identifying issues and recommending actions for ICM operations
- Project Management Plan (PMP) – preparing the ICM guiding document
- System Engineering Management Plan (SEMP) framework – preparing a structure for systems engineering as the ICM project progresses towards implementation
- Final Report – preparing a final document (I-84 Corridor ICM Regional Concept of Transportation Operations (RCTO))

**Tangible Products Expected in FY 2015-16:**

- Fully Executed IGA, Consultant Contract, and Notice to Proceed (1st Quarter FY 2015-16)
- Alternative analysis including modeling results and evaluation (3<sup>rd</sup> Quarter FY 2015-2016)
- Project Management Plan, Systems Engineering Management Plan and Final report (RCTO) (4<sup>th</sup> Quarter FY2015-2016)

**Entities Responsible for ICM Activity:**

Metro – Lead Agency

ODOT – Contract Manager

ODOT, TriMet, Multnomah County, City of Portland, City of Gresham, PSU – Project Team

TransPort – Cooperate/Collaborate

**Schedule for Completing Activities:**

Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description.

**Funding History:**

**FY 2015-16 Costs and Funding Sources:**

<b>2015-16</b>	<b>Requirements:</b>				<b>Resources:</b>		
	Personal Services	\$	63,137		ICM-DPG-2013/ICM Deployment	\$	191,680
	Interfund Transfers	\$	25,663		Metro	\$	6,845
	Materials & Services Consultant \$00,000	\$	150,800		Local Partners	\$	41,075
	<b>TOTAL</b>	<b>\$</b>	<b>239,600</b>		<b>TOTAL</b>	<b>\$</b>	<b>239,600</b>
	<b>Full-Time Equivalent Staffing</b>						
	Regular Full-Time FTE		.40				
	<b>TOTAL</b>		<b>.40</b>				

## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 15-4633, FOR THE PURPOSE OF AMENDING THE FY 2015-16 UNIFIED PLANNING WORK PROGRAM (UPWP) TO INCLUDE THE I-84 MULTIMODAL INTEGRATED CORRIDOR MANAGEMENT PROJECT.

---

Date: June 9, 2015

Prepared by: Chris Myers  
(503) 813-7554

### BACKGROUND

On May 14, 2015, the Metro Council adopted the FY 2015-16 Unified Planning Work Program (UPWP) via Resolution No. 15-4623 (“FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2015-16 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH THE FEDERAL TRANSPORTATION PLANNING REQUIREMENTS”).

This resolution is an amendment to the FY 2015-16 UPWP to add the I-84 Integrated Corridor Management Project. This change in project budget requires a legislative amendment as the amount of new funds exceeds \$200,000. Per federal requirements, all transportation planning projects that are federally funded are required to be included in the UPWP. The UPWP project narrative for the I-84 Integrated Corridor Management Project is included as Exhibit A.

US DOT’s Intelligent Transportation Systems (ITS) Joint Program Office (JPO) awarded Metro and agency partners an Integrated Corridor Management Deployment Planning Grant for \$191,680 plus an additional \$47,920 in local matching funds for a total of \$239,600. Integrated Corridor Management (ICM) grants will help combine numerous information technologies and real-time travel information from highway, rail, transit and bike operations.

This work aligns with the Regional TSMO Plan, supporting the vision to “collaboratively and proactively manage [the region’s] multimodal transportation system.” The ICM study furthers the goals and objectives of the TSMO plan including reliability for travelers and goods movement; transportation safety and security; environment and quality of life; and, providing comprehensive multimodal traveler information to people and business.

### ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition
2. **Legal Antecedents** – Metro Council Resolution No. 15-4633: FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2015-16 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH

THE FEDERAL TRANSPORTATION PLANNING REQUIREMENTS, adopted by the Metro Council on May 14, 2015.

3. **Anticipated Effects** – Approval will mean that grants can be submitted and contracts executed so work can commence on this project between now and June 30, 2016, in accordance with established Metro priorities.
4. **Budget Impacts** – None anticipated.

**RECOMMENDED ACTION**

Approve Resolution No. 15-4633 and amend the FY 2015-16 UPWP.



Date: June 17, 2015  
To: TPAC and Interested Parties  
From: Ted Leybold, Resource Development Manager  
Tim Collins, Senior Transportation Planner  
Subject: Regional Freight Funding Update

---

**Purpose**

To provide TPAC members an update on the status of regional flexible funds allocated to planning activities in the freight initiatives and green economy fund category. The update will provide background to the upcoming request to allocate some of these funds to development of the regional freight model.

**Introduction**

In the two previous cycles of allocating regional flexible funds, a total of \$1,000,000 has been allocated to planning activities within the Green Economy and Freight Initiatives funding category. These allocations are summarized below in Table 1.

Table 1: Allocation of Regional Flexible Funds to Freight Initiatives and Green Economy activities

2014-15 Cycle		
	Freight and Passenger Rail Study	\$400,000
	Over-dimensional Truck Routes	\$100,000
2016-18 Cycle		
	Regional Freight Initiatives and Green Economy Planning Activities – Scope TBD	\$500,000
Total		\$1,000,000

Since the allocation decisions, there has been progress on these and other freight and economic development activities that have and will continue to impact how these funds will be spent on planning activities within the region.

**Summary of New Freight and Economic Planning Activities**

Freight and passenger rail planning activities has progressed in the region since the allocation of regional flexible funds to this activity. In November 2014, the region was awarded a federal grant to improve the ability to model the movement of freight within and through the region by better understanding how different industry and commodity sectors make their travel decisions when shipping or receiving products. This will allow the region to better understand the current and future needs of these industries as the region grows. While the federal grant will pay for updating



the mechanics of the travel forecasting model, funding is needed to complete travel survey work of the various industries within the region to understand and define the variables that impact their travel decisions as a data input to the model. A request to allocate regional freight and green economy planning funds for this work will be presented to you this month.

The state Rail and Public Transit Division has since completed an Environmental Impact Study of the Higher Speed Passenger Rail Corridor between Portland and Eugene. The Port of Portland has also completed an analysis of Class I freight rail access to Port facilities in the region. These studies have addressed some of the issues intended for study in the Regional Freight and Passenger Rail study. A group of regional project stakeholders met in early 2015 to review the scope of the regional study and has recommended delaying the initiation of the study until after completion of the Over-dimensional truck route study and that the freight and passenger rail study scope could be reduced to reflect updated needs. A placeholder budget of \$200,000 was agreed as reasonable until detailed refinement of the planning scope is determined.

The regional over-dimensional truck route study is underway. As the final scope was negotiated between project partners, it was determined an additional \$25,000 would be needed to complete the project scope. This adjustment was completed through an amendment to the Metropolitan Transportation Improvement Program (MTIP) and Unified Planning Work Program (UPWP).

Additionally, the Portland region was one of six metropolitan regions in the country to benefit from an assessment by the Brookings Institute on a strategy to increase exports by area businesses. Increasing exports is a strategy, in this case promoted by a federal initiative, as a means to increase wealth and jobs in the region. This effort led to further interest in better understanding the relationship of transportation investments and potential for economic growth by industry clusters within the region. Funding for a Metropolitan Export Atlas to address this work was approved as a part of the 2015-16 UPWP.

Also recently completed was a complementary study of Westside Freight Logistics, with specific recommendations on improving access of the high tech cluster in Washington County to Portland Airport and the nearby freight consolidation and logistics facilities. This was a specific application of developing a transportation improvement strategy around a specific industry cluster to ensure it retains viable transportation access to its supply chains and markets.

**Current Status**

Table 2 below is a summary of the current status of the regional freight planning activities and funding. This is intended to be an update to provide the full context of these funds so that you can develop a recommendation on the proposal regarding allocation of some of these funds toward Freight Model development.

Over-dimensional Truck Routes	\$125,000
Passenger & Freight Rail	\$200,000 (placeholder)
Freight Model development	\$300,000 (proposed for approval)
Metropolitan Export Atlas	\$200,000
Export Atlas Implementation/Industry Cluster(s) Logistics	\$175,000 (placeholder)
Total	\$1,000,000



Date: June 17, 2015  
To: TPAC and Interested Parties  
From: Richard Walker, Modeling Services Manager  
Bud Reiff, Principal Researcher and Modeler  
Subject: Freight Demand Modeling & Data Improvement Project

---

### **Purpose**

To provide TPAC members with an update of the Freight Demand Modeling and Data Improvement Project and seek TPAC's recommendation to amend the 2015-2018 MTIP to fund data collection to support the continued development of the freight demand model.

### **Introduction and Background**

The Freight Demand Modeling and Data Improvement Project was approved by Metro Council for the UPWP in December 2014. At the time of approval, the project narrative described two funding sources, the initial \$350,000 SHRP2 C20 Freight Modeling Implementation Assistance grant to fund model development, and an undetermined allocation of Regional Freight Analysis and Project Development funds for freight data to support model estimation, calibration, and validation. The data allocation was to be within the range of \$250,000 to \$450,000, with final amount to be determined following completion of initial project tasks to develop a Model Implementation Plan and a Data Plan.

The project got underway in March of this year. The draft data plan is complete. An initial \$100,000 in STP funds was transferred through an administrative MTIP amendment so that early data needs could be met and to ensure that the project can proceed on schedule. After reviewing data funding options prepared by the contractor, Metro staff recommends a total funding of \$350,000, including the \$100,000 already allocated. These federal funds will be matched by a donation of \$40,059 in in-kind Metro services to develop freight networks and zones, land use and demographic data, and other input data.

### Project Background

Metro was selected to receive one of four Freight Model Implementation Assistance grants under the federal SHRP2 C20 Freight Demand Modeling and Data Improvement Project. This model will replace Metro's current truck model with a hybrid freight model that both represents multi-modal freight flows through elements of national and regional supply chains and simulates the movement of individual trucks and shipments on local networks. The SHRP2 funds will be used for model development. Model estimation and calibration will also require collection of behavioral data from shippers and receivers representing a wide range of industries, common and contract freight carriers, businesses that operate non-freight commercial vehicles, warehouse managers, and logistics agents. The establishment surveys will gather data about industry type and size, commodities shipped and received, shipment size and frequency, and truck fleet data. Truck operators will be asked to complete diaries that provide details on all truck movements, including

type and quantity of goods delivered and picked up at each stop, over a 24-hr period. Additional freight data, such as GPS truck tracking data and truck counts will also be collected.

#### Key Project Objectives:

- Develop tools to enable a more comprehensive analysis of infrastructure needs and policy choices pertaining to the movements of goods. The following are examples:
  - Infrastructure needs to support the region's export sectors
  - Effects of vehicle length or weight restrictions on roads and bridges
  - Local market potential for electric-powered freight vehicles
  - Policies that affect location of warehouse and distribution facilities
- Develop more detailed network assignments by truck type, which support regional environmental analysis, as well as local traffic operations and engineering analysis.
- Develop freight forecasts that are responsive to changes in economic forecasts, changing growth rates among industrial sectors, and changing rates of economic exchange and commodity flows between sectors.
- Replace trip-based truck model with more realistic tour-based model.

#### **Amendment Request**

According to the amendment procedures described in Chapter 6 of the MTIP, amendments which propose major changes in scope require approval from JPACT and Metro Council. In review of the amendment requested, staff identified the transfer of funding to the Freight Demand Modeling and Data Improvement Project would need to undertake a formal amendment request. A description of the requested amendment rationale is below. The process for gaining approval by JPACT and the Metro Council for a formal amendment requires a recommendation to approve legislation by TPAC.

#### *Reasons to Support the Request*

The freight model will require three types of data to support model development and application: behavioral data for model estimation; observed travel data outcomes for model calibration and validation; and model input data describing transport networks and zone systems, warehousing and major distribution facilities, employment/establishments, households, supply chain relationships and national commodity flows.

“Behavioral” data is distinct from other sources of observed travel data in that it ideally includes information on the context or purpose of travel, types and quantities of commodities transported, origins and destinations, linkages between stops on a tour, arrival and departure times, and attributes of the establishments involved in each travel event. There is no source of current local behavioral data for this purpose

The model input data and observed travel data are expected to cost approximately \$50,000 in transferred funds and \$40,000 in in-kind Metro services. The proposed \$250,000 transfer will result in a total of approximately \$300,000 to fund the establishment surveys and truck diaries.

The contractor was instructed to prepare three behavioral data collection options ranging from \$200,000 to \$400,000. They differed primarily in data collection method, sample size, and the expected number of completed responses. In general, larger sample size results in greater market segmentation in the final model; more industries, commodity types, truck classes, carrier types, truck tour patterns, etc.

Metro Planning and Development and Research Center staff reviewed the funding options in light of other current and anticipated projects that also rely on Regional Freight Analysis and Project Development Program funding. (Please refer to accompanying memo). Staff determined that this recommendation will respect all anticipated needs within this funding cycle. Furthermore, the data collected in this effort will not be limited to development of this valuable tool for freight analysis, but will also be available to directly support the other freight initiatives in this region.

After subsequent negotiations, the contractor has refined the data plan to include some elements of the higher-level funding option within the mid-level budget. The contractor feels that this plan will produce sufficient data for the model to delineate the region's key freight market segments.

**Recommendation**

Metro staff recommends TPAC approving the resolution to amend the 2015-2018 MTIP to allocate \$250,000 of existing regional freight analysis and project development funds to the Freight Demand Modeling & Data Improvement Project. (Draft Resolution 15-4637)

**Next Steps**

If approved, Metro staff will take the amendment legislation to the July JPACT meeting.



Date: June 17, 2015  
To: TPAC and Interested Parties  
From: Dan Kaempff, Principal Transportation Planner  
Grace Cho, Assistant Transportation Planner  
Subject: 2018-2021 MTIP and 2019-2021 RFFA Policy Update – Progress to Date and Next Steps

---

### **Purpose**

To provide TPAC members a brief update on the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) and the 2019-2021 Regional Flexible Fund Allocation (RFFA) policy development and the next steps leading to public comment.

### **Introduction**

The MTIP is a federally required schedule of transportation investments administered by Metro, ODOT, TriMet and SMART, and monitors implementation of federal policies for the Portland metropolitan region during a four-year cycle. The current effective MTIP addresses the transportation investment programmed for fiscal years 2015 through 2018.

The objectives of establishing the MTIP and RFFA policy direction are:

1. Defining JPACT and Metro Council's role in coordinating with the ODOT and Transit (TriMet and SMART) administered prioritization processes for the MTIP adoption; and
2. Defining objectives, criteria, and other policy direction of the RFFA

Setting the policy direction is the first step in developing the 2018-2021 MTIP and the 2019-2021 RFFA. The policy direction defines the expectations of the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council in coordinating the three different funding allocations approved in the MTIP, and defines the policy objectives for the prioritization of federal transportation discretionary funding for the RFFA. The preliminary estimated funding forecast for the 2019-2021 RFFA is approximately \$125 million.

### **Summary of Process to Date**

The policy update discussions began in March 2015 with Metro staff presenting at the Transportation Policy Alternatives Committee (TPAC) and JPACT. Since the early TPAC and JPACT meetings, Metro staff has held two workshops, presented at coordinating committee meetings and the City of Portland's interdepartmental meeting, held discussions with community-based organizations, advocacy organizations, and with the Metro Council to gather input from interested stakeholders, local staff, and elected officials.

Input gathered from these discussions have shaped two proposals: 1) a draft proposal for the 2018-2021 MTIP, which outlines coordination activities for the allocation processes to make up the MTIP; and 2) a set of investment package options for the 2019-2021 RFFA. Neither of the proposals is in a final draft form, but instead is intended to facilitate public comment on the broad policy options of how the MTIP and RFFA can implement new direction from the Regional Transportation Plan.

More information and details of discussions about the 2018-2021 MTIP policy and the 2019-2021 RFFA policy can be found in the materials for Workshop #3 which will be distributed in a separate mailing. The workshop will be held after TPAC on June 26, 2015. The workshop is open for anyone to participate.

**Getting to Public Comment**

The workshops have been the main forum to gather input on the policy direction and allow stakeholders an opportunity to dig into the details of the policy direction. At the third workshop, the goal is to be at a level of comfort with a collaboratively developed set of proposals for both the 2018-2021 MTIP and the 2019-2021 RFFA to release for public comment. These proposals are not intended to serve as the final staff recommendation, but rather to provide an opportunity for public comment and provide a high level of direction.

TPAC members are being asked to have confidence in the determination made by the workshop participants, many of which are TPAC members, as to whether the proposals are at a stage to release for public comment to gather broader feedback. Public feedback from the larger community is intended to inform the development of the final draft policy. Those discussions are scheduled for fall through winter 2015.

Additionally, TPAC members are being asked to inform their JPACT members about the process. A request to release the proposed options for public comment will be made to JPACT on July 9, 2015. Metro staff will check in at the end of the Workshop to again gauge the level of confidence on whether to proceed to the July 9<sup>th</sup> JPACT meeting.

**Next Steps**

Following the public comment period, the policy update for the 2018-2021 MTIP and the 2019-2021 MTIP will return to TPAC and JPACT for discussion, refinements, and ultimately shaping and recommending approval for adoption. Metro staff is slated to return to TPAC in September to report on the comments received during the public comment period. Additionally, in October and November staff will be working with TPAC and JPACT to utilize the feedback received to develop an adoption draft of the policy report, including any refinements to the criteria to be used for 2019-2021 RFFA as part of a preferred policy option. The adoption of the 2018-2021 MTIP and 2019-2021 RFFA policy direction is tentatively scheduled for late fall or early winter 2015, but this action may move into 2016 if additional time is needed for discussion. The timeline below lists anticipated dates of key activities.

*Anticipated timeline*

<b>Activity</b>	<b>General Date/Timeframe</b>
Completion and Acknowledgement of Draft Financial Forecast	March 2015
Release MTIP/ RFFA Draft Work Program	March 2015
Begin Policy Update Discussions	March - June 2015
Meet with Sub-Regional Coordinating Committees	May 2015
Begin TPAC and interested stakeholder workshops	April - June 2015
Public Comment Period (45 days) on MTIP/ RFFA Policy Update	July/August 2015
Revision Period for MTIP/RFFA Policy Update	August/September 2015
Council Work Session, TPAC and JPACT Presentations of Final MTIP/RFFA Policy Update	October/November 2015
2018-2022 MTIP/2019-2021 RFFA Policy Adoption by JPACT and Council	November/December 2015
2019-2021 RFFA Solicitation Process Begins	January 2016

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE ) RESOLUTION NO. 15-4634  
POWELL-DIVISION TRANSIT AND )  
DEVELOPMENT PROJECT TRANSIT ACTION ) Introduced by Councilors Shirley Craddick  
PLAN and Bob Stacey

WHEREAS, the Metro Regional High Capacity Transit (HCT) System Plan identified a new HCT corridor in the vicinity of Powell-Division as one of the top three near-term regional priority corridors; and

WHEREAS, Metro Council Resolution 12-4345, adopted May 2012, designated the Powell-Division HCT Corridor as the next regional priority and amended the Unified Planning Work Program to reflect this priority; and

WHEREAS, Resolution No. 14-4496 (For the Purpose of Creating and Appointing Members of a Steering Committee for the Powell-Division Transit and Development Project) established a Steering Committee to provide recommendations to Metro Council regarding the project; and

WHEREAS, over the past fifteen months, the Steering Committee has deliberated and made key recommendations for the project, including identification of the recommended future regional transit line, documented within the Transit Action Plan attached to this Resolution as Exhibit A; and

WHEREAS, the Steering Committee’s decisions have been shaped by broad and inclusive engagement of the diverse communities and interests within the 15-mile corridor; and

WHEREAS, the cities of Portland and Gresham have concurrently studied land uses within the corridor and created strategies for the Powell-Division HCT Corridor that are consistent and integrated with the HCT analysis and community goals; and

WHEREAS, the Transit Action Plan advances a bus rapid transit project with the general route of inner SE Powell Boulevard transitioning to SE Division Street to Downtown Gresham, connecting to Mt. Hood Community College; and

WHEREAS, there are decisions to be made before final identification of the future transit alignment, including analysis and consideration of route options in Portland and Gresham, and before the Metro Council can consider endorsement of a Locally Preferred Alternative (LPA) for the project, anticipated in 2016; now therefore,

BE IT RESOLVED that the Metro Council:

1. Endorses the Powell-Division Transit Action Plan, attached to this Resolution as Exhibit A, including its identification of a future bus rapid transit project with the general route of inner SE Powell Boulevard transitioning to SE Division Street to Downtown Gresham, connecting to Mt. Hood Community College.
2. Directs staff to work with the Steering Committee to finalize the definition of the future transit project including route decisions in Portland and Gresham as part of the Locally Preferred Alternative (LPA).

3. Directs staff to commence work on the actions set forth in the Action Plan, including regional supportive actions to be accomplished in coordination with the work of the cities of Gresham and Portland.

ADOPTED by the Metro Council this XX day of September, 2015.

---

Tom Hughes, Council President

Approved as to form:

Alison R. Kean, Metro Attorney





**POWELL-DIVISION**  
**TRANSIT AND DEVELOPMENT PROJECT**

**Transit Action Plan**

June 2015



# TABLE OF CONENTS

## Executive summary

- Background .....4
- Action plan purpose .....4
- Transit alternatives considered .....5

## Transit action plan

- Steering Committee recommendation.....6
- Action Plan strategies.....8
- Actions to advance the transit project .....9
- Regional supportive actions ..... 10
- Timeline ..... 12

## Decisions forming the transit action plan

- Forming the Powell-Division Steering Committee (January 2014)..... 14
- Project outcomes and goals (June 2014) ..... 16
- Purpose and need statement (June 2014) ..... 17
- General route and modes advanced (September 2014)..... 18
- Routes advanced (March 2015) ..... 19

# EXECUTIVE SUMMARY

## BACKGROUND

The Powell-Division Transit and Development Project is a partnership of the cities of Gresham and Portland, Multnomah County, the Oregon Department of Transportation, TriMet and Metro. The project began in January 2014 with the establishment of a decision-making body made up of community members, business interests, educational institutions and elected leaders. The Steering Committee was created to advise Metro Council to establish a policy decision for high capacity transit.

The Steering Committee considered findings from extensive public engagement and technical analysis and advanced transit alternatives using a consensus-based decision-making process.

The decisions they have reached to-date form the action plan that will go to local jurisdictions and Metro Council for endorsement.

The Powell-Division corridor was identified as a regional priority in 2010 through a comprehensive engagement process and looking at the needs for better transit during the High Capacity Transit System Plan. In 2012, decision makers from around the region agreed that planning for improved transit in the Powell-Division corridor should be next to move forward.

## ACTION PLAN PURPOSE

This Action Plan shares the recommendations of the Steering Committee based on the technical work and public engagement to date. This includes a recommendation for future transit and regional actions that can be undertaken to support the future public investment. This Action Plan is supported by plans developed by the cities of Gresham and Portland.

The planning phase of the Powell-Division Transit and Development Project will result in actionable plans for key places (future station areas) and improved mobility to address long-standing infrastructure and investment issues along Powell-Division.

The **transit action plan** identifies a preferred near-term high capacity transit solution for the corridor that safely and efficiently serves high ridership demand, improves access to transit, is coordinated with related transportation investments, and recognizes limited capital and operational funding. The solution will include mode and general alignment.

The **local action plans** create a vision and development strategy for key places that promotes community-driven and supported economic development and identifies tools and strategies that mitigate the impacts of market pressures that cause involuntary displacement.

**Spring 2014**

**Range of alternatives**

A wide range of potential transit alignments were suggested by project partners and the public.



**Summer 2014**

**Screening**

A narrower range of transit alternatives was developed and screened through public engagement and technical analysis.



**September 2014**

**Steering Committee**

On September 29, the steering committee reached consensus on advancing the general route of inner Powell Boulevard transitioning to Division Street.



**Winter 2014/2015**

**Evaluation of options**

A set of route options in Gresham and Portland were screened through public engagement and technical analysis.



**March 2015**

**Steering Committee**

On March 16, the steering committee chose to remove the Ross Island Bridge, the Cesar Chavez and 92nd Ave options in Portland, and the Kane option in Gresham from consideration.



4/15/2015

**TRANSIT ALTERNATIVES CONSIDERED**

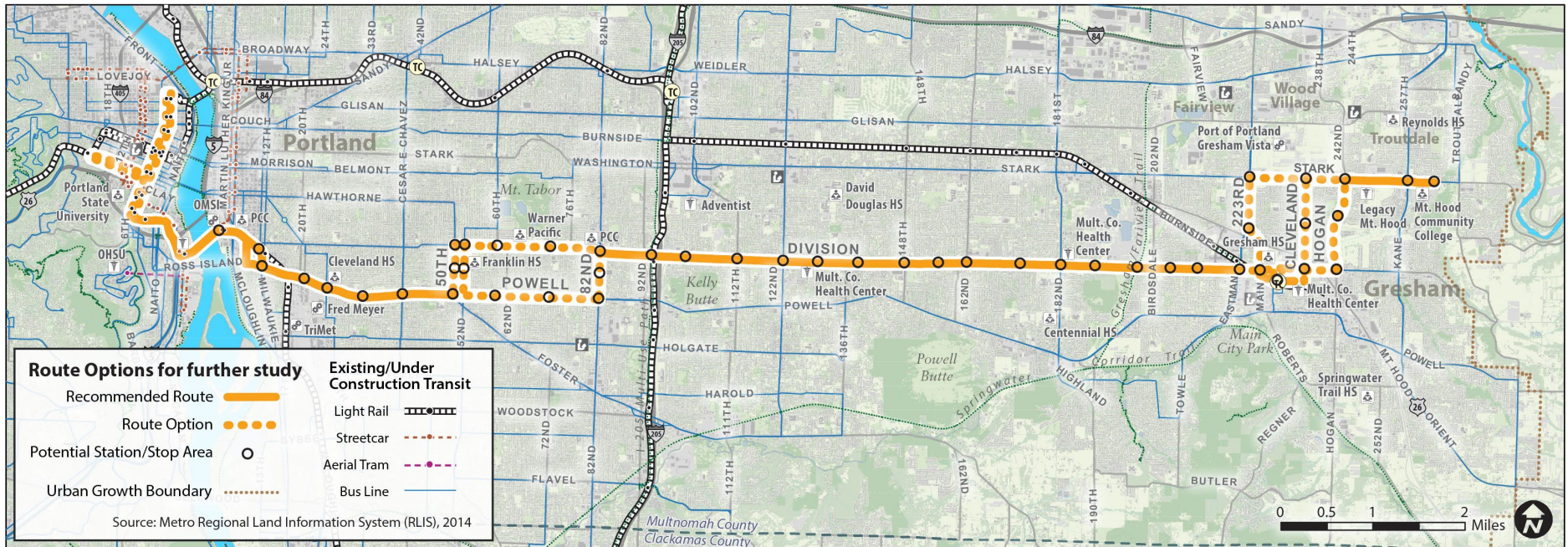
Through technical analysis and evaluation and extensive public engagement, alternatives that included a range of routes were identified and advanced by the Steering Committee.

**PUBLIC ENGAGEMENT**

Public input informed Steering Committee decision-making at each project milestone. Between January 2014 and June 2015, broad-reaching public engagement included the following.

- **In-person engagement:** More than 250 community briefings took place throughout the 15-mile corridor.
- **Online engagement:** Six surveys reached nearly 2,000 people and an interactive map comment tool generated more than 1,500 comments.
- **Equity engagement:** Culturally specific community events reached members of the Latino, Russian-speaking, Chinese, Vietnamese, African American, African immigrant, Chuuk, Tongan, Bhutanese and Native American communities and information and input opportunities were available in Spanish, Russian, Chinese and Vietnamese.

# STEERING COMMITTEE RECOMMENDATION



**The transit action plan advances a bus rapid transit project with the general route of inner Powell Boulevard transitioning to Division Street to Downtown Gresham, connecting to Mt Hood Community College.**

The Steering Committee has unanimously advanced the Tilikum Crossing to cross the Willamette River; unanimously advanced 82nd Avenue and chose to continue studying 50th and 52nd avenues; and advanced three route options (Main/223rd, Cleveland, and Hogan Road) to connect to Stark Street and Mt Hood Community College.



## STEERING COMMITTEE RECOMMENDATION

### Steering Committee recommendation on June 1: Advance Powell-Division into Project Development.

The project is ready to advance into Project Development.

Approximately a 2-year process, Project Development will ready the project for a federal grant application, final design and construction. Coordination will continue with Portland's and Gresham's station area opportunity area work. Project Development will begin preliminary engineering, environmental approvals under the National Environmental Policy Act, and the development of a finance plan to identify funding for the full construction of the project.

The Steering Committee will finalize the definition of the future transit project, including reaching decisions on:

- Routing in Downtown Portland, the Portland north/south crossover option between SE 50th and 82nd, and the Gresham north/south option to connect to Mount Hood Community College.
- Station spacing and locations in relation to the transit network and underlying service characteristics.
- Design treatments, including the cross section, design and related transportation infrastructure (road, bicycle and pedestrian)



# ACTION PLAN STRATEGIES

## BACKGROUND

The following pages provide the strategies to advance for the project, consistent with the project goals.

**Actions to Advance the Transit Project** list the required steps needed to move the bus rapid transit project into construction and operation.

**Regional Supportive Actions** identify steps to be conducted regionally to support the project goals for transportation, well-being, equity, and efficiency and the vision for future transit supporting community and economic development.





## ACTIONS TO ADVANCE THE TRANSIT PROJECT

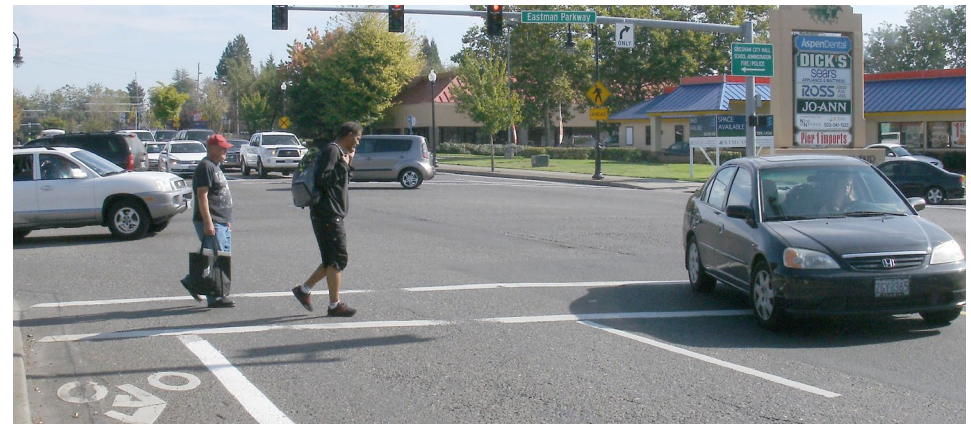
	Action	Timing	Responsibility
T1	Entry to Project Development from Federal Transit Administration	June-July 2015	TriMet
T2	Project decision making body: Continue the Steering Committee to provide recommendation on the preferred transit alternative	2015-2016	Metro, TriMet
T3	Actively support and engage the local city action plans in station area design, transportation investments, land use, and development	July 2015 - 2020	Metro, ODOT, TriMet, Multnomah County, Gresham, Portland
T4	Finalize transit supported transportation projects to be included in design, including access and safety improvements for walking and biking developed as part of the project bicycle element and pedestrian access analysis.	March 2015-December 2015	Metro, ODOT, TriMet, Multnomah County, Gresham, Portland
T5	Coordinate the design of the bus rapid transit project with other funded capital projects including the following: <ul style="list-style-type: none"> <li>• Central City Multi-modal Safety Improvements (PBOT) • Powell-Division Safety and Access to Transit (TriMet) • 20s Bikeway (PBOT) • Powell Safety Project - US26: SE 20th Ave to 33rd Ave (ODOT) • Foster Road Streetscape Project (PBOT)</li> <li>• 82nd Avenue Safety Improvements at Division St and other locations (ODOT)</li> <li>• Outer Powell Transportation Safety Project (ODOT) • East Portland Access to Transit (PBOT) • East Portland Access to Employment and Education Multimodal Improvements (PBOT) • East Metro Connections Plan • Division Street Corridor Project (Gresham) • Stark Street (Multnomah County/Gresham).</li> </ul>	January 2014 - 2020	Metro, ODOT, TriMet, Multnomah County, Gresham, Portland
T6	Service planning for bus service in the corridor with the bus rapid transit line	January 2014 - 2020	TriMet
T7	Engineering for bus rapid transit route, including station design	July 2015 - 2017	TriMet
T8	Environmental process under the National Environmental Policy Act (NEPA)	2016-2017	Metro
T9	Action on the Locally Preferred Alternative by local jurisdictions, JPACT, and Metro Council	2016	Metro, ODOT, TriMet, Multnomah County, Gresham, Portland
T10	Update local Transportation System Plans, TSP System Improvements Project List, Capital Improvement Project Lists, and the Regional Transportation Plan to ensure the relevant project description and cost reflects the BRT project definition recommended by the Steering Committee during the Project Development phase.	2016	Metro, ODOT, TriMet, Multnomah County, Gresham, Portland
T11	Finance Plan for full funding of the project: Develop strategy and finalize partner commitments for funding design, construction, and operation.	2016-2017	TriMet, Metro
T12	Project Rating from Federal Transit Administration	2017	TriMet

## REGIONAL SUPPORTIVE ACTIONS

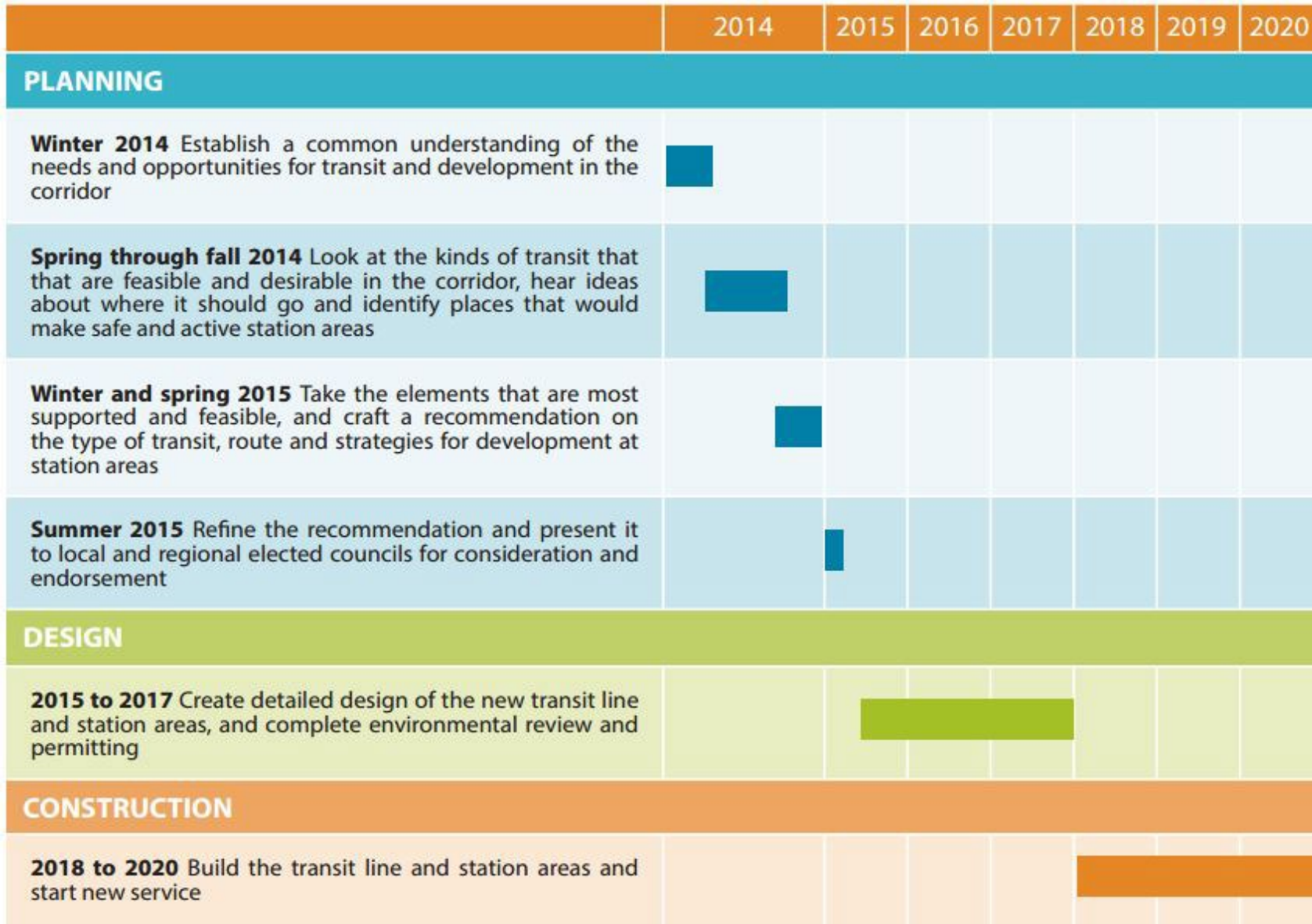
	Action	Timing	Responsibility
R1	Gresham and Portland begin implementing local action plans.	2015-2020	Portland and Gresham will advance actions based on city council adoption. Metro will facilitate coordination across staff.
R2	Continue coordination with Metro Equitable Housing Initiative.	2015-2016	Metro will coordinate developing recommendations for future direction.
R3	Support brownfields coalition.	2015-2017	Metro will coordinate with brownfields coalition, EPAP brownfields subcommittee, and partners to support redevelopment.
R4	Continue successful redevelopment of transit oriented development project at SE 82nd and Division.	2015 - 2020	Metro Transit Oriented Development program will continue process with APANO and community partners for community use in anticipation of redevelopment for affordable housing.
R5	Explore opportunity for TOD project development in the corridor at 1-2 other sites.	2015-2020	Metro Transit Oriented Development program will explore opportunities for additional community supported development.
R6	Continue coordination with I-84 Multimodal Integrated Corridor Management grant.	2015-2017	Metro will work with partners to develop an integrated corridor management plan for the corridor.
R7	Publish Equitable Resource Development toolkit and work with partners to ensure equity strategies are implemented.	2015-2016	Metro will update and refine resource kit and provide as resource on the web. Metro will continue to coordinate with city and regional efforts.
R8	Pursue grant funding to support health, art, neighborhood placemaking.	2015-2017	Metro will provide grant writing assistance and pursue additional funding for community investments.

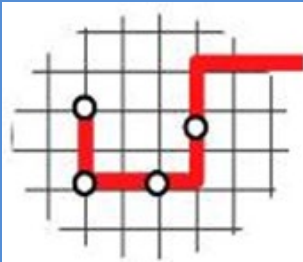
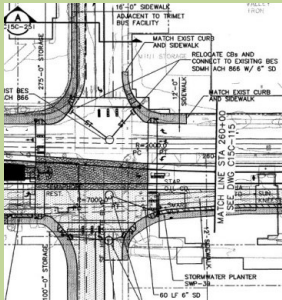



	Action	Timing	Responsibility
R9	Pursue supportive grant opportunities.	2015-2017	Metro will provide technical assistance to pursue Nature in Neighborhoods grants, Regional Travel Options grants, and other funding.
R10	Advance corridor investment strategy for active transportation based on bicycle and pedestrian concepts for the corridor. Leverage project to maximize funding for safety features to support all modes.	2015-2020	Metro will coordinate investments based on corridor concepts developed as part of the project bicycle element and pedestrian access analysis. Agencies will support and seek funding for additional improvements to address need for all modes.
R11	Create business support strategies during construction for businesses in the corridor.	2017-2020	TriMet and Metro will work with business districts, the neighborhood prosperity initiative, and small businesses in the corridor to develop a robust program to support small businesses during construction.
R12	Create jobs in the development, design, and construction of the transit project.	2015-2020	Incorporate TriMet's DBE model in engineering and construction for small and emerging business owned by people of color and women. Explore community benefit agreements as part of creating quality local jobs.
R13	Small business development strategies.	2015-2020	Partner with small business development center at Portland Community College and Mount Hood Community College to support local business development along the corridor.
R14	Promote economic growth and workforce development along the corridor. Pursue opportunities for local and other geographic-based hiring preferences.	2015-2020	Monitor US DOT Ladders of Opportunity Contracting Initiative Pilot Program and consider Powell-Division project for program should the program continue. Track and support new rule making regarding geographic hiring provisions for labor on DOT-assisted projects.



# TIMELINE



	PLANNING	DESIGN	CONSTRUCTION
Activities	<ul style="list-style-type: none"> <li>• Is the route along Powell or Division preferred? A combination? Where should it turn?</li> <li>• Where should the route end?</li> <li>• Vehicle - bus/light rail/street car?</li> </ul> <p>-What are the key places to connect?            - What amenities needed at stations?            - Does the project support equitable development?            - Does the project support and benefit the entire transit system?            Are the decisions based on equity?            - Does the project support goals for vehicle mobility, freight, walking, biking, and safety?</p>	<ul style="list-style-type: none"> <li>•Address key design decisions - areas in need of refinement including specific intersections and turn movements</li> <li>• Detailed traffic assessment</li> <li>• Detailed environmental assessment, that includes social, environmental, economic benefits and effects</li> <li>• Develop concept plan for individual station areas</li> <li>•Final financial plan</li> </ul> <p>- Can the project 'optimize' intersections and provide ways for the transit to move more efficiently through signalization plans or other technology?            - Are there changes to any intersections?            - How will a specific station location look? Site specific plan.            - Are there effects to historic, cultural, environmental resources? If so, how do we eliminate, reduce, or mitigate those effects?</p>	<ul style="list-style-type: none"> <li>• Detailed roadway design</li> <li>• Detailed design of transit alternative</li> <li>• Finalize art program and individual station area design plan</li> <li>• Final Operations Plan</li> <li>•Construction of transit project and related transportation projects</li> </ul>
Level of design	Concept level: Vision	Preliminary Engineering	Final Engineering and construction
			

## DECISIONS FORMING THE TRANSIT ACTION PLAN

### FORMING THE POWELL-DIVISION STEERING COMMITTEE

In January 2014, Metro Council passed Resolution 14-4496 establishing the Powell-Division Transit and Development Project Steering Committee. Council directed the committee to meet at project milestones and to submit recommendations to Metro Council.

#### Committee charge

The charge of the committee is as follows.

- Represent the community
- Provide information to and from constituents/community members, and represent their perspectives, concerns and priorities.
- Participate in the group they represent
- Participate in engagement opportunities; invite others to participate
- Alert project staff to issues and opportunities
- Advance the project through key decision points
- Follow decision-making protocols as established by the committee to make key decisions that include:
  - Establish goals for the project
  - Advance a range of transit alternatives and

development strategies for analysis and community consideration

- Narrow for further consideration the transit alternatives and development strategies that best meet the project's goals and community needs
- Concur on a transit alternative to advance to project development and recommend actions that support desired development outcomes
- Recommend an action plan

#### Decision-making

The committee established a consensus-based decision-making approach. Committee discussion followed the presentation of technical information and community input. After questions were answered and concerns discussed, there was a call for consensus and members indicated their level of support for a proposed decision through color cards. Committee members were engaged and thoughtful in their deliberation. Following modifications to a decision at hand or recording considerations for future work, most decisions throughout the process were met with unanimous support.

**Councilor Shirley Craddick**, Metro

**Councilor Bob Stacey**, Metro

**Councilor Lori Stegmann**, City of Gresham

**Commissioner Steve Novick**, City of Portland

**Representative Shemia Fagan**, Oregon State Legislature

**Commissioner Diane McKeel**, Multnomah County

**Neil McFarlane**, TriMet

**Rian Windsheimer** (formerly Jason Tell), Oregon Department of Transportation

**Jason Howard** (formerly Matt Clark), Johnson Creek Watershed Council

**Heidi Guenin**, Upstream Public Health

**Melinda Merrill**, Fred Meyer

**John Bildsoe**, Gresham Coalition of Neighborhood Associations

**Bill Crawford**, Southeast Uplift Neighborhood Coalition

**Kem Marks**, East Portland Neighborhood Office and East Portland Action Plan

**Diane Noriega**, Mount Hood Community College

**Jessica Howard**, Portland Community College Southeast

**Lori Boisen**, Division-Midway Alliance

**Trell Anderson**, Catholic Charities

**Matt Wand**, East Metro Economic Alliance

**Raahi Reddy**, Asian Pacific American Network of Oregon

**Vivian Satterfield** (formerly Nicole Johnson), OPAL Environmental Justice Oregon

**Devin Carr**, Student and transit rider



# DECISIONS FORMING THE TRANSIT ACTION PLAN

## PROJECT GOALS AND OUTCOMES

Between March and June 2014, the Steering Committee drafted, modified then unanimously endorsed the following goals and outcomes for the project.

### Goals

**Transportation:** People have safe and convenient transportation options – including efficient and frequent high capacity transit service that enhances current local transit service – that get them where they want to go and improves the existing system.

**Well-being:** Future development and transit improvements create safe, healthy neighborhoods and improve access to social, educational, environmental and economic opportunities.

**Equity:** Future development and transit improvements reduce existing disparities, benefit current residents and businesses and enhance our diverse neighborhoods. There is a commitment to prevent market-driven involuntary displacement of residents and businesses and to equitably distribute the benefits and burdens of change.

**Efficiency:** A high capacity transit project is efficiently implemented and operated.

### Outcomes

The Powell-Division Transit and Development Project will result in an actionable plan for key places (future station areas) and improved mobility to address long-standing infrastructure and investment issues along Powell-Division. The action plan will strive to:

- 1) Create a vision and development strategy for key places that promotes community-driven and supported economic development and identifies tools and strategies that mitigate the impacts of market pressures that cause involuntary displacement.
- 2) Identify a preferred near-term high capacity transit solution for the corridor that safely and efficiently serves high ridership demand, improves access to transit, is coordinated with related transportation investments, and recognizes limited capital and operational funding. The solution will include mode, alignment and station locations with supporting transportation improvements.





## DECISIONS FORMING THE TRANSIT ACTION PLAN

### WORKING PURPOSE AND NEED STATEMENT

Based on the project outcomes and goals, and policy identified in the regional high capacity transit system plan, the project developed a working draft purpose and need statement and proposed objectives to identify and measure differences between transit alternatives.

The working draft purpose and need statement guides information used during the evaluation process to help narrow the options being considered. The purpose and need was open for public comment during the summer 2014. It will be refined during the work to be conducted in the next phase under the National Environmental Policy Act (NEPA).

### Project purpose

The purpose of the Powell-Division Transit and Development Project is to identify a preferred near-term high capacity transit solution for the corridor that efficiently serves current high ridership demand, is coordinated with related transportation investments and community development, recognizes limited capital and operational funding, and provides:

- **Transportation:** People have safe and convenient transportation options – including efficient and frequent high capacity transit service that enhances current local transit service – that get them where they want to go and improves the existing system.
- **Well-being:** Future development and transit improvements create safe, healthy neighborhoods and improve access to social, educational, environmental and economic opportunities.

- **Equity:** Future development and transit improvements reduce existing disparities, benefit current residents and businesses and enhance our diverse neighborhoods. There is a commitment to prevent market-driven involuntary displacement of residents and businesses and to equitably distribute the benefits and burdens of change.

- **Efficiency:** A high capacity transit project is efficiently implemented and operated.

### Project need

High capacity transit service in the corridor is needed to address the following issues:

- **Heavily congested traffic:** Buses operate in heavily congested traffic conditions in both peak and off-peak times, which negatively affect transit travel times and reliability.
- **Transit demand exceeds capacity:** Strong demand for transit service in the corridor in both peak and off-peak times commonly results in standing-room only conditions on buses, and when at capacity buses pass by waiting riders.
- **Projected growth:** Projected growth in population, employment, and transit demand would require very high transit frequencies that would exacerbate the bus bunching and reliability issues already occurring.
- **Access to transit:** Access to transit is problematic in significant portions of the corridor with bicycle and pedestrian gaps along bus routes, major arterials, and many local streets.

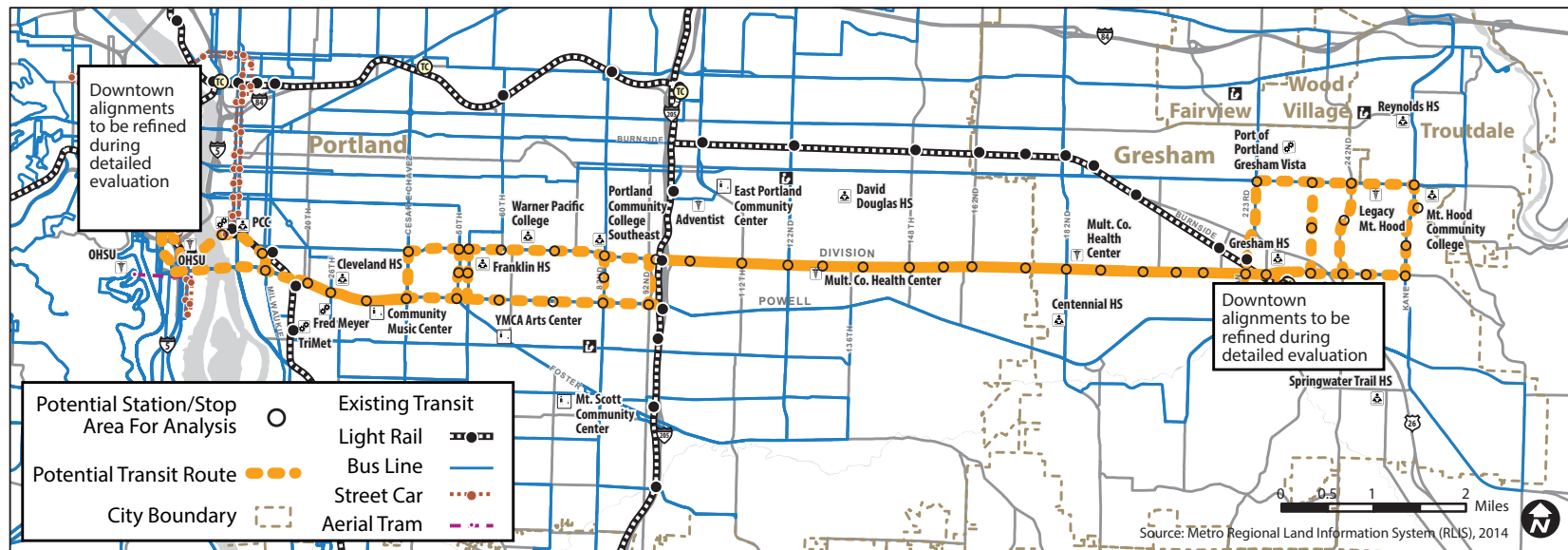
# DECISIONS FORMING THE TRANSIT ACTION PLAN

## GENERAL ROUTES AND MODES ADVANCED

In September 2014, Steering Committee members reached consensus on high capacity transit alternatives to study further.

- **Transit types** - The Steering Committee advanced bus options.
- **Routes** - The Steering Committee advanced the general route of inner Powell Boulevard in Southeast Portland transitioning to Division Street.

As a result, the project continued studying a range of potential bus options in the corridor and no longer studied rail options. Bus options were studied along a general alignment from inner Powell Boulevard to outer Division Street, with route options identified by dashed lines.



# DECISIONS FORMING THE TRANSIT ACTION PLAN

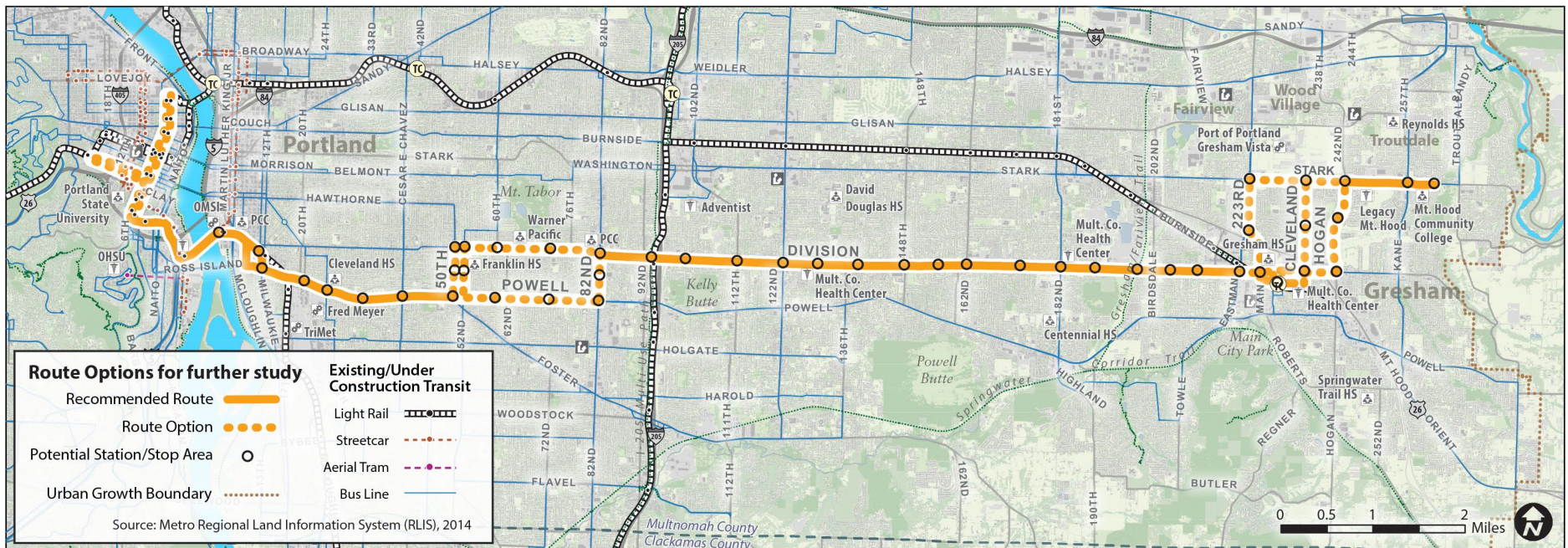
## ROUTES FOR FURTHER CONSIDERATION

In March 2015, Steering Committee members reached consensus on bus rapid transit routes to advance for further consideration.

- **River crossing options** - The committee unanimously advanced the Tilikum Crossing.
- **Portland north/south crossover options** - The committee unanimously advanced 82nd Ave and also chose to continue studying 50th and 52nd avenues.
- **Gresham north/south options** - The committee advanced Main/223rd Ave., Cleveland Ave. and Hogan Rd.

As a result, the project continued studying these route options by developing design concepts and analyzing traffic, modeling transit travel times and ridership, developing conceptual cost estimates and seeking input from the public.

The project will be refining and finalizing the final route during Project Development.



POWELL-DIVISION TRANSIT AND DEVELOPMENT PLAN - TRANSIT ACTION PLAN



[Click here for report](#)



# Equity Baseline Report

## Part 1: A Framework for Regional Equity

January 2015



## Metro | Memo

Date: Friday, March 20, 2015  
To: Martha Bennett, Chief Operating Officer, Metro  
From: The Equity Strategy Advisory Committee  
Subject: Comments and recommendations on the “Equity Baseline Report: A Framework for Regional Equity”  
Cc: Metro Equity Strategy staff

---

The Equity Strategy Advisory Committee (ESAC) has completed a thorough review of the “Equity Baseline Report: A Framework for Regional Equity” (report) produced by the six community-based organizations (CBOs) under contract with Metro. The report identified the most critical inequities and disparities experienced by people within Metro’s desired outcomes for the region. The report is intended to be an analytical framework for Metro to prioritize its Equity Strategy and Action Plan. Collectively, we would like to offer you our own reflections on the report and our recommendations moving forward.

Overall, we are pleased with the quality and substance of the report which makes a significant contribution to Metro’s understanding of regional equity and towards the development of an equity strategy itself. The workgroup of CBO representatives who authored this report should be commended for their contributions to identifying and framing the most significant areas of concern for regional equity, the historical context to understand them, and their potential applicability for action.

Here are ESAC’s recommendations on the report and our ideas for moving forward with the development of the Equity Strategy and Action Plan:

1. **Equity+5 framework:** ESAC agrees that the reframing of Metro’s six desired outcomes into the “Equity+5” paradigm is a necessary first step in building a meaningful equity strategy. The integration of equity within the other five desired outcomes would sharpen Metro’s understanding of the intersectionality and complexity of equity. It would also help Metro figure out how to measure its progress toward achieving equity within vibrant communities, economic prosperity, safe and reliable transportation, leadership on climate change, and clean air and water over time.

**Recommended action:** *Metro should adopt the “Equity+5” paradigm to institutionalize equity across the agency’s policies, programs and services.*

2. **Racial equity and economic justice lens:** ESAC agrees that Metro should develop a racial and economic justice lens as part of its equity analysis and strategy. The lens would acknowledge that the most significant inequities and disparities that exist in the region disproportionately impact people of color and low income people. This approach would take into account the historical significance of these inequities, the changing demographics of today and the urgency for prompt action to prevent the worsening of disparities. Utilizing such a lens would not necessarily imply an exclusive focus on certain community groups at the expense of others.

Ultimately, an intentional focus on the most impacted communities would benefit the entire population and increase the competitiveness of the region as a whole.

**Recommended action:** *Metro should adopt a racial and economic justice lens and should consistently apply it to benefits and burdens analyses for policies, programs and services.*

- 3. 10-Indicator framework:** ESAC agrees that the workgroup identified cogent indicator categories and definitions which, except for the need for further refinement in some of them, provide a useful context to measure equity in the region. We concur with the workgroup's assertion that these 10 equity indicator areas highlight the interrelated nature of equity. While the report does not contain formal equity baseline data, it suggests how measurements for regional equity should be organized. This is perhaps the most enduring outcome of the workgroup's contribution.

**Recommended action:** *Metro should adopt and proactively use the 10-Indicator framework in its approach to advancing, promoting and measuring regional equity over time.*

- 4. Additional data collection needs:** ESAC agrees that existing data about regional equity is both abundant and incomplete and that Metro should create a systematic approach to developing equity measures and supporting data collection efforts when appropriate. ESAC acknowledges the workgroup's conclusions that given the sheer volume of regional data it was impractical to select datapoints as a means to define measures of regional equity. For this reason an equity baseline report was not produced as originally envisioned at this stage of the process, but might be necessary to do so as part of its equity strategy development and assessment.

**Recommended action:** *Metro should invest in efforts to improve data collection in areas over which it has authority, and collaborate with other efforts that support this goal.*

- 5. Community-led equity "audit" of Metro's departments:** ESAC values the need for accountability and community involvement in the creation of the Equity Strategy and Action Plan for Metro. For this we believe that an "assessment" of Metro's programs and policies in areas where Metro can have an impact in regional inequities and disparities should be conducted in tandem between community stakeholders and Metro staff, coordinated through the Equity Strategy program. ESAC also urges Metro Council and staff leadership to reaffirm and restate their commitment to advancing equity and improving equity outcomes through the development and adoption of the Equity Strategy and Action Plan.

**Recommended action:** *Metro should work with community-based organizations and strategic stakeholders to conduct an in-depth "assessment" of Metro's policies, programs, services and authority in areas where Metro can have an impact in addressing regional inequities and disparities. Doing so will build trust, accountability and transparency in the process of creating the Equity Strategy and Action Plan with wide community support.*

- 6. Suggested approach for strategy development:** ESAC agrees with the CBOs' suggestions to identify short, mid and long-term activities and tangible strategies that provide a roadmap for action. In order to demonstrate its commitment to advancing equity in the region, Metro should

act on the areas over which it has immediate control, establishing a track record of "early wins" that increases its credibility and visibility to advance other more profound initiatives for the medium- and long-term.

**Recommended action:** *Metro should identify clear actions for immediate application of equity in the short term as it develops high-impact, enduring strategies for the medium and long term to be included in the Equity Strategy and Action Plan.*

#### 7. Other observations:

- The Equity Strategy and Action Plan should take into consideration a broader definition of "community" that represents the entire region. The expanded definition, in addition to communities of color and low income people, should also include stakeholders from the disability, aging, youth, business and philanthropy communities as well as local government jurisdictions.
- Metro should consider the prompt development and application of a disparate impact analysis to all its decision-making mechanisms, in order to complement and support the Equity Strategy and Action Plan development.
- While the framework report was generally very well written, ESAC was concerned about some of the language in the report and requested some changes from the CBO work group; due to logistical issues, they declined to alter the report. ESAC would like to register the following areas of concern:
  - The title of the report should be "Equity Framework Report" and not include reference to "Part 1".
  - The term "audit" (p.75) connotes a formal process that is not appropriate in this instance. ESAC recommends the term "community-led assessment".
  - The headline "Oregon: A White Homeland" (p. 21) intends to convey that the white settlers who founded the state of Oregon consciously sought to excluded other racial and ethnic groups from living in it. However, that headline is offensive to other racial and ethnic groups, especially to Native Americans, and it should be changed.
  - The framework report did a good job of documenting the historic discrimination that has resulted in disparities and suffering among communities of color; however, it failed to capture and celebrate the strength and resilience of these same communities. ESAC recommends using more balanced, strength-based language to refer to these communities in subsequent communication.

We commend Metro for involving the community, represented in the voices of the community-based organizations that produced the report, early in the process of developing its Equity Strategy and Action Plan which adds significant value to the understanding and advancement of equity in the region.

Sincerely,

Carl Talton  
ESAC Chair





## Metro | Memo

Date: April 14, 2015  
To: Patty Unfred, DEI Program Director; Juan Carlos Ocaña-Chú, Equity Strategy Program Manager  
From: Martha Bennett, Metro Chief Operating Officer  
Subject: Direction for creation of options for the adoption of the Equity Strategy and Action Plan  
Cc: Equity Strategy Advisory Committee, Scott Robinson, DEI Program team

---

Metro strives to preserve and enhance the region's quality of life for current and future generations. Our region is stronger when everyone benefits from good jobs, affordable housing, safe and reliable transportation, clean air and water, and sustainable resources. Despite many successes over the decades, many communities of color and people with low income are still being left behind, preventing them and the region from realizing our collective full potential.

In order to address existing disparities, in 2010 the Metro Council adopted equity as one of the region's six desired outcomes. In 2011 the agency started the Equity Strategy Program, with the objective of creating an organizing framework to help Metro consistently incorporate equity into policy and decision-making. The most significant program accomplishments to date include the creation of the Equity Strategy Advisory Committee ("ESAC"), a group of external stakeholders who provide input to Metro staff and to me regarding the implementation of the equity strategy, the completion of the Equity Inventory Report, which catalogued the existing equity-related activities throughout Metro's departments, and the release of the Equity Framework Report, which was commissioned by Metro and prepared by six community-based organizations (CBOs). The report was presented to ESAC, who studied and debated the report, and prepared their own recommendations for me.

After carefully considering the report and the memo containing ESAC's recommendations, I am asking staff to start the development of options for the Equity Strategy and Action Plan, which will be presented to Metro Council for consideration and adoption. As you undertake this work, I want to provide the following directions, which directly relate and closely align with ESAC's and the report's recommendations:

1. **Launch efforts to reframe the desired regional outcomes:** The report includes the suggestion of reframing the six desired regional outcomes as Equity+5. This is an important contribution to the understanding of how equity connects to Metro's mission and goals. It is a great starting point for Metro to consider how to incorporate social equity dimensions into all the other desired regional outcomes in addition to the existing dimension of equal geographic distribution of benefits and burdens. The reframing of the regional desired outcomes needs to be a collaborative process that involves the Council Office and other Metro departments' staff, and should take place in parallel with the Equity Strategy and Action Plan development. The product of this reframing exercise needs to be vetted with Metro's policy committees and external stakeholders prior to being submitted to Metro Council for consideration.
2. **Use the 10-indicator framework:** The 10 equity indicators are a useful organizing principle for Metro to understand and measure equity. The indicators highlight the interrelated nature of

equity, and provide a comprehensive context for Metro's work in advancing equity across the region. The report highlights how communities of color and people with low incomes consistently experience unequal outcomes in all 10 indicator categories. Metro's Equity Strategy and Action Plan will identify contributions to advance equity in the region through the agency's programs and services, according to their alignment with the agency's mission, and related to a subset of the 10 indicators framework.

- 3. Develop a long-term Equity Strategy and a mid- and short-term Action Plan:** Metro recognizes the need to meaningfully increase equity in program areas in which the agency is one among a number of actors or plays a convening role. A long-term Equity Strategy will identify these program areas and create the process and the space to have long-term, region-wide dialogue and debate with all the partner cities and counties, and with private, public and non-profit sector entities, to achieve increased equity.

Parallel to the Equity Strategy, staff will create an Action Plan to advance equity in program areas in which Metro has greater authority and control. The Action Plan will identify those program areas where Metro can take short- and mid-term actions to meaningfully advance equity. Both the Equity Strategy and the Action Plan will include decision-making tools and direction for deliberate and comprehensive implementation, and will identify and clarify consistent equity-related language to use across the agency.

The development of the Equity Strategy and Action Plan is consistent with another organizing principle identified in the report and recommended by ESAC: developing short-term, mid-term, and long-term outcomes and actions to advance equity throughout the region.

- 4. Create tools for incorporating equity into Metro's decisions:** The Equity Strategy and the Action Plan need to include a set of decision-making tools that facilitate the incorporation of equity into the agency's activities. ESAC and the CBOs recommended using a racial and economic justice lens, focused on improving the situation of the communities that experience the greatest inequities in the region. Another tool is the disparate impact analysis of how decisions have different impacts on different communities. Staff will also revisit the work of the Community Investment Initiative and incorporate it into the Equity Strategy and the Action Plan as appropriate. Other tools, based on best practices, may also be considered and included.
- 5. Start the process with external and internal stakeholder engagement:** Input from external stakeholders will be crucial to develop a more effective Equity Strategy and Action Plan and to gain region-wide support for its adoption and implementation. People from a number of communities, jurisdictions, business and industry sectors will be asked to provide input. The participation of members of communities of color and with low incomes will be prioritized in the external engagement efforts. DEI Program staff will coordinate with Communications and other departments' staff currently working in external stakeholder engagement activities, in order to work more effectively in obtaining input for different Metro programs.

At the same time, and as ESAC and the CBOs highlighted, internal stakeholders' input is also vital for the strategy and action plan development. Equity Strategy and DEI Program staff will create mechanisms to conduct an internal Metro equity assessment that will generate more

information about Metro's programs and services, with a specific focus on identifying and boosting what is working well and removing barriers to advance equity. The internal stakeholder assessment will be led by Metro staff. Community leaders and organizations will be invited to take part in the engagement process, so they can provide their own input and recommendations.

- 6. Develop equity performance measures:** Advancing equity in the region requires the creation of performance measures to evaluate the equity outputs, outcomes and impact of Metro's work. As part of the Equity Strategy and Action Plan development, staff will research existing performance measures across Metro departments and make progress in developing new equity performance measures. However, these new equity performance measures are expected to be finalized and to become operational during the implementation of the Equity Strategy and Action Plan in mid-late 2016. The results of the equity performance measures implementation will be utilized by Metro staff to create a feedback loop of continuous process improvements to advance equity in Metro's work across the region.

The report was originally intended to include a set of data points to measure equity in the region, but demonstrating the relationship between the data points considered and Metro's work would have been extremely difficult. The existing literature suggests that creating performance measures with the explicit goal of showing Metro's impact on equity will be a more effective approach to demonstrate causality. Metro will also continue to invest in existing and future equity-related data collection efforts.

The process to create and implement Metro's Equity Strategy and Action Plan will be complex and we will benefit from identifying and using consistent terms and language. Development needs to be iterative in order to seamlessly incorporate lessons from the earlier stages. I expect that Metro staff and leadership will make mistakes as we take new risks and step in new directions in our search for advancing equity. I also expect that we will learn from our mistakes by being consistent in using performance measures and feedback loops for continuous improvement. We should also learn from similar work of other government and private sector partners.

I want to reiterate my appreciation for all the work conducted by the CBOs that wrote the Equity Framework Report, and to ESAC for thoroughly analyzing and debating the report and coming up with insightful recommendations. These inputs, and the work program that will result from my direction, will certainly contribute to creating an ambitious but realistic Equity Strategy and Action Plan for Metro to significantly advance equity in the region.

**Equity Strategy and Action Plan Development Timeline**  
**May 2015 – May 2016**  
**[Draft – June 5, 2015]**

