

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, July 9, 2015
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chamber

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|---------|-----|---|---|
| 7:30 AM | 1. | CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS | Craig Dirksen, Chair |
| 7:32 AM | 2. | CITIZEN COMMUNICATIONS ON JPACT ITEMS | |
| 7:35 AM | 3. | UPDATES FROM THE CHAIR & COMMITTEE MEMBERS <ul style="list-style-type: none">• JPACT Finance Subcommittee | Craig Dirksen, Chair |
| 7:45 AM | 4. | * Consideration of the JPACT Minutes for June 11, 2015 | |
| | 5. | <u>ACTION ITEMS</u> | |
| 7:50 AM | 5.1 | * Powell-Division Transit and Development Project: Draft Transit Action Plan – <u>DISCUSSION/ENDORSEMENT</u> | Malu Wilkinson, Metro |
| 8:15 AM | 5.2 | * Grant Awards: Work Program Updates – <u>RECOMMENDATION</u> <ul style="list-style-type: none">• Resolution No. 15-4633, For the Purpose of Amending the FY 2015-16 Unified Planning Work Program (UPWP) to Add the I-84 Multimodal Integrated Corridor Management Project• Resolution No. 15-4637, For the Purpose of Amending 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 & Data Improvement Project | Ted Leybold, Metro |
| | 6. | <u>INFORMATION / DISCUSSION ITEMS</u> | |
| 8:25 AM | 6.1 | * Oregon Bicycle and Pedestrian Plan Update - <u>INFORMATION/DISCUSSION</u> | Amanda Pietz, ODOT
Savannah Crawford, ODOT |
| 8:50 AM | 6.2 | * Metropolitan Transportation Improvement Program (MTIP) & Regional Flexible Fund Allocation (RFFA) Policy Update – <u>INFORMATION</u> | Ted Leybold, Metro
Dan Kaempff, Metro |
| 9:00 AM | 7. | ADJOURN | Craig Dirksen, Chair |

* Material available electronically # Material available at the meeting

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

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2015 JPACT Work Program

As of 07/01/15

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

<p><u>July 9, 2015</u></p> <ul style="list-style-type: none">• Chair comments TBD (5 min)• Powell-Division Transit & Development Project: Draft Transit Action Plan – Discussion/Endorsement (Malu Wilkinson; 25 min)• ODOT Bike/Pedestrian Plan Update – <u>Information</u> (Amanda Pietz, ODOT; 20 min)• Metropolitan Transportation Improvement Program (MTIP) & Regional Flexible Fund Allocation (RFFA) Policy Update – Information/Discussion (Ted Leybold/Dan Kaempff, Metro; 10 min)• Grant Awards: Work Program Updates (Resolution No. 15-4633: UPWP Amendment; Resolution No. 15-4637: MTIP Amendment) – <u>Recommendation</u> (Ted Leybold, Metro; 10 min)	<p><u>August 13, 2015</u> – Cancelled</p>
<p><u>September 10, 2015</u></p> <ul style="list-style-type: none">• Chair comments TBD (5 min)• JPACT Finance Subcommittee Update (Ted Leybold, Metro; 20 min)• Equity Initiatives in the Region (Patty Unfred, Metro; TBD, Beaverton; Emmett Wheatfall, Clackamas Co; 25 min)• Metropolitan Transportation Improvement Program (MTIP) & Regional Flexible Fund Allocation (RFFA) Policy Update: Framework for Public Comment – Information/Discussion (Dan Kaempff, Metro; 10 min)• Project of the Month: Information (Ted Leybold, Metro; 10 min)	<p><u>October 8, 2015</u></p> <ul style="list-style-type: none">• Chair comments TBD (5 min)• 2018 Regional Transportation Plan Update – Review draft work program & engagement strategy – Discussion (Kim Ellis, Metro; 35 min)• Regional Transportation Plan (RTP) & Metropolitan Transportation Improvement Program (MTIP) Transportation Equity Analysis work program – Information/Discussion (Ted Leybold, Metro; 10 min)• Metropolitan Transportation Improvement Program (MTIP) & Regional Flexible Fund Allocation (RFFA) policy update: public comments – Information – (Cliff Higgins, Metro; 10 min)

November 12, 2015

- Chair comments TBD (5+ min)
- **Approve 2018 Regional Transportation Plan Update Work Plan - Action** (Kim Ellis, Metro; 25 min)
- **Metropolitan Transportation Improvement Program (MTIP) & Regional Flexible Fund Allocation (RFFA) policy update:** briefing/discussion on final draft - Discussion (Dan Kaempff, Metro; 30 min)

December 10, 2015

- Chair comments TBD (5+ min)
- **Metropolitan Transportation Improvement Program (MTIP) & Regional Flexible Fund Allocation (RFFA) policy update - Action** (Dan Kaempff, Metro; 30 min)
- **Project of the Month: Information** (Ted Leybold, Metro; external partners TBD; 10-15 min)

Parking Lot:

- Southwest Corridor Plan
- Land use & transportation connections
- Prioritization of projects/programs
- Westside Freight Study/ITS improvements & funding
- All Roads Safety Program (ODOT)
- Air Quality program status update
- Regional Travel Options Survey results briefing
- Regional Snapshot
- Washington County Transportation Futures Study briefing
- Draft Regional Transit Vision (early 2016)



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)
Meeting Minutes
June 11, 2015
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Shirley Craddick, *Vice Chair*
Nina DeConcini
Craig Dirksen, *Chair*
Kathryn Harrington
Tim Knapp
Neil McFarlane
Diane McKeel
Roy Rogers
Paul Savas
Jeanne Stewart
Rian Windsheimer

AFFILIATION

City of Vancouver
Metro Council
Oregon Department of Environmental Quality
Metro Council
Metro Council
City of Wilsonville, representing Cities of Clackamas County
TriMet
Multnomah County
Washington County
Clackamas County
Clark County
Oregon Department of Transportation

MEMBERS EXCUSED

AFFILIATION

ALTERNATES PRESENT

Jef Dalin
Doug Daoust
Bart Gernhart
Susie Lahsene
Alan Lehto

AFFILIATION

City of Cornelius, representing Cities of Washington County
City of Troutdale, representing Cities of Multnomah County
Washington State Department of Transportation
Port of Portland
TriMet

OTHERS PRESENT: Kelly Brooks, Chris Deffebach, LeeAnne Ferguson, Sean Files, Mark Gamba, Jeff Gudman, Eric Hesse, Stephan Lashbrook, Jaimie Lorenzini, Zoe Monahan, Mark Ottenad, Karen Schilling, Andrew Singelakis, Joanna Valencia, Michael Williams

STAFF: Grace Cho, Beth Cohen, Andy Cotugno, Colin Deverell, Kim Ellis, Alison R. Kean, Tom Kloster, Ted Leybold, Chris Myers, Nellie Papsdorf, John Williams

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Craig Dirksen called the meeting to order and declared a quorum at 7:33 a.m.

2. CITIZEN COMMUNICATION ON JPACT ITEMS

Ron Swaren, Portland: Mr. Swaren spoke to JPACT about the SW Corridor project, high-capacity transit (HCT) buses, and a proposed Western Arterial Highway, addressing how the different strategies might be used to improve access and mobility in the region.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Dirksen, JPACT Members, and staff provided updates on the following items:

- On May 21, the Land Conservation and Development Commission (LCDC) approved the Climate Smart Strategy as adopted by the Metro Council in December 2014, commending the region for its political leadership. The commission also directed LCDC staff to create a rulemaking advisory committee to make recommendations on greenhouse gas emissions reduction targets for the year 2040 to better align with horizon years of long range transportation plans statewide, and to conduct a review of the regional transportation planning process to explore how efforts to reduce greenhouse gas emissions from transportation can be better coordinated with related state and federal requirements. The committee is likely to be formed later this year, and their work will likely result in recommendations and direction that will impact the 2018 Regional Transportation Plan Update.
- Chair Dirksen noted that the 2016 Annual New Partners for Smart Growth Conference will be held in Portland from February 11-13, 2016. The theme will be “Practical Tools and Innovative Strategies for Creating Great Communities,” and organizers have initiated a call for panel presentation, workshop, and tour proposals to be submitted online by June 30. More than 1,300 people are expected to attend from across the United States.
- Chair Dirksen followed up on the idea of moving the JPACT meetings to the third Thursday of the month. He shared feedback he received from JPACT members, stating that many believed moving the meeting would help use time more efficiently, but that there were concerns about having the full packets available by the time the coordinating committees meet. He noted that the committee could reconsider changing the JPACT schedule at the beginning of 2016, when coordinating committees make their schedules for the year.
- The JPACT Finance Subcommittee met on May 18 and received a presentation from Metro staff summarizing a framework that could be used to define a regional transportation system of mutual interest for new transportation revenues. Chair Dirksen added that the plan is to have a discussion during the July JPACT about whether there is interest in moving forward to collectively define and pursue a new transportation revenue source. Beth Osborn, of the Center for Innovative Funding and Finance at Transportation for America, will also give a presentation on infrastructure funding at the Metro Regional Center on July 15, from 12:30 to 2:00pm.
 - Commissioner Paul Savas emphasized the need to agree on guiding principles going forward to define the types of projects that would fit the region’s needs. He expressed his appreciation for having a forum to discuss such needs.
- The Metropolitan Transportation Improvement Program (MTIP) and the Regional Flexible Fund Allocation (RFFA) are beginning a process to update their policy direction. Two workshops have been held and a third one is scheduled for June 26 to develop allocation policy options for the development of a policy proposal for consideration this fall. JPACT will be briefed on the public comment materials at its July 9 meeting. The Metro Council has had discussions about the upcoming MTIP and RFFA process and has developed some principles to share its desired outcomes of the work. Chair Dirksen shared the principles with the committee and explained that the intent was to help partner agencies and the

public understand the programs' desired outcomes and serve as the basis for a collaborative process to develop and adopt an MTIP and RFFA policy later this year.

- Commissioner Savas requested more time for MTIP and RFFA policy update discussion. He explained that the Clackamas County Coordinating Committee discussed how to improve the update process moving forward and agreed that they would like the opportunity for more input in the policy-making process. Mayor Tim Knapp agreed with Commissioner Savas' request, emphasizing the need for more in-depth discussion time. Chair Dirksen agreed to review the schedule with staff.
- Members discussed the best way to leverage MTIP and RFFA funds with a focus on regional impacts. Ms. Susie Lahsene suggested moving forward with a regional program beyond the MTIP in mind, to establish the value and importance of using regional funds strategically.
- Councilor Kathryn Harrington requested that the 2018-2021 MTIP and 2019-2021 RFFA Policy Update work program, timeline, and process information, shared at a prior JPACT meeting, be made available with the public comment materials at the MTIP and RFFA discussion to ensure that the committee understands the process as it moves towards adopting a policy update at the end of the year.
- Councilor Craddick introduced Mr. Jim Whitty from the Oregon Department of Transportation (ODOT). Mr. Whitty provided information on ODOT's pilot OReGO program, the nation's first road usage charge system. The Oregon Legislature passed Senate Bill 810 in 2013, establishing the nation's first mileage-based revenue program for light vehicles. The program will begin on July 1. Mr. Whitty gave an overview of the program and mapped out the differences between the governmental and commercial models.
 - Mr. Whitty provided some examples of potential value-added services for users, including remote vehicle testing that would troubleshoot vehicle problems electronically and provide immediate feedback.
 - Mayor Tim Knapp expressed concerns about privacy using the commercial models. Mr. Whitty clarified that the law requires protection of personally identifiable information and that commercial account managers would not be allowed to use driver data for any reason without express consent.
 - Members discussed the program's sign-up process. Mr. Whitty explained that ODOT cannot legally sign up anyone until July 1, but until then drivers can sign up for an interested parties list that will remind them to officially sign up once the program has launched.
 - Commissioner Savas asked if the device could be used on multiple cars. Mr. Whitty explained that the device has to stay with the car it is paired with.
 - Mr. Windsheimer noted that there is a calculator on the OReGO website that allows potential users to compare their current monthly fuel tax costs with the cost of using OReGO.
- Mr. Rian Windsheimer noted that the Region 1 Area Commission on Transportation met on June 8 to approve its bylaws and select a chair and vice chair. Commissioner Roy Rogers and Commissioner Paul Savas, both members of JPACT, were elected as Chair and Vice Chair of the commission. Mr. Windsheimer added that the overlap would help promote collaboration and cooperation across the two bodies.
- Commissioner Diane McKeel recognized Ms. Karen Schilling for all of her work serving the region throughout her twenty years with Multnomah County and JPACT. JPACT members commended Ms. Schilling, thanked her for her service, and wished her well with her retirement.

- Mr. Bart Gernhart acknowledged that Mr. Don Wagner retired at the end of May and commended Mr. Wagner for his work as the Washington Department of Transportation's (WSDOT) regional administrator. Mr. Gernhart also introduced WSDOT's new regional administrator, Mr. Kris Strickler, and added that he would join JPACT at the next meeting.
- Ms. Susie Lahsene noted that the Port of Portland is working with Business Oregon on a report that will look at options for export opportunity throughout the state in light of the departure of shipping lines at Port of Portland's Terminal 6. She asked if the committee was interested in an update on the process and agreed to work with staff to provide more information moving forward.

4. CONSIDERATION OF THE JPACT MINUTES FOR MAY 14, 2015

MOTION: Commissioner Paul Savas moved and Commissioner Roy Rogers seconded, to approve the May 14, 2015 minutes as amended.

ACTION: With 16 in favor and one abstention (Councilor Jeanne Stewart), the motion passed.

Notes: Commissioner Savas requested that the section of the May 14, 2015 minutes regarding the Cost of Congestion Study be amended to include his question, "how much congestion is tolerable?"

5. INFORMATION/DISCUSSION ITEMS

5.1 2018 Regional Transportation Plan Update Kick-Off

Chair Dirksen introduced the item, noting that it was the start of a series of conversations regarding the Regional Transportation Plan (RTP) update. He explained that the purpose of the discussion was to begin identifying what topics or issues are most important for the update to address and how the region should work together to address them. The discussion will inform development of a work plan and engagement strategy for consideration by the Metro Council and JPACT this fall.

Key elements of the presentation included:

- Ms. Kim Ellis, Principal Transportation Planner at Metro and RTP update project manager, provided an overview of the project's timeline and a background of the RTP.
- As the region's federally-designated metropolitan planning organization, Metro is responsible for coordinating the region's shared transportation vision and goals using the Regional Transportation Plan. The RTP serves as a blueprint to guide investments in the region's transportation system for all forms of travel and the movement of goods and freight. The plan identifies current and future regional transportation needs, investments recommended to meet those needs, and local, regional, state, and federal transportation funds the region expects to have available over the next 25 years to make those investments a reality.
- Ms. Ellis shared some stories and examples from recent public engagement efforts to highlight what is important to people in the region's communities.
- Ms. Ellis explained that an update is required at least every four years. She noted that the 2018 update will include new policy direction from the recently approved Climate Smart Strategy and Regional Active Transportation Plan and address a number of issues deferred during the last RTP update.
- Ms. Ellis shared a historical perspective of the RTP that included major and minor updates. She pointed out that the 2018 RTP update will fall halfway through Metro's 2040 Growth Concept process, approved in 1995, and is an opportunity to evaluate how well the region is

progressing toward its 50-year vision. She then shared a RTP update timeline highlighting the four main phases of the process.

- Next steps include: convening the regional advisory committees to discuss priorities and desired outcomes for the update, outreach to further develop the work plan and engagement strategy, discussions between Metro Council and the regional advisory committees to evaluate the draft work plan and outreach strategy in the fall, and consideration of the proposed work plan and outreach strategy by JPACT and the Metro Council by the end of the year.
- Ms. Ellis then asked JPACT to consider the following questions:
 - Who are the key partners we should be working with in this update?
 - How would you like to stay engaged in the process?
 - What three focus areas are the most important to address in the update?
 - What are your hopes and desires for this update?

Member discussion included:

Commissioner Savas recommended making the business community and economic development sector more explicit in the partnerships section, instead of including it under the community leaders and organizations field. He noted that in Clackamas County a lot of business opportunities are inhibited by transportation constraints, illustrating the correlation between successful economic development and transportation.

Mayor Knapp suggested that the economic development sector was not mentioned enough in the materials in general and explained that its role in the update seemed insufficient given the magnitude of the impact on the region of business, freight and trucking.

Councilor Harrington noted that during the 2010 RTP update, a significant amount of time and energy was spent expanding the economic development piece, including the development of a major revamp to the regional freight plan. She explained that because of that, there is an abundance of economic information available in the existing RTPs in the form of policies and performance measures. She added that although many JPACT members went through the minor RTP update in 2014, there have been a number of changes in elected officials since the larger 2010 update, and that it might be beneficial to integrate an introduction to the existing information into the work plan.

Members discussed the relationship between the City of Vancouver and JPACT. Commissioner Roy Rogers inquired about how the City of Vancouver was integrated in the RTP update process and asked if the city's upcoming projects were included in the update. Councilor Jack Burkman agreed that it might be beneficial to discuss the Regional Transportation Council's next update and how that could correspond with the 2018 RTP update. Ms. Elissa Gertler, Metro's Planning and Development Director, noted that while Washington has its own metropolitan planning organization, there is coordination at the staff level in order to promote synchronicity in the intertwined regions' efforts.

5.2 Regional Transit Strategy: Overview and Coordination with TriMet Service Enhancement Plans and SMART Master Plan

Chair Craig Dirksen introduced the item, noting that it was a collaborative effort by Metro, TriMet and South Metro Area Regional Transit (SMART). He explained that the Regional Transit Strategy (RTS) will serve as the transit component of the 2018 Regional Transportation Plan update and

provide a coordinated vision and strategy for transit in the Portland metropolitan region. It will be developed in coordination with the Future of Transit vision being developed by TriMet through its Service Enhancement Plans and with the SMART Master Plan. Chair Dirksen introduced Mr. John Williams and Ms. Jamie Snook from Metro, Mr. Eric Hesse from TriMet and Mr. Stephan Lashbrook from SMART, to provide an overview of the Regional Transit Strategy and its coordination with TriMet and SMART. Key elements of the presentation included:

- Mr. Eric Hesse provided an overview of TriMet's Service Enhancement Plan (SEP) process. To improve the current system, TriMet divided the region into five areas and evaluated existing ridership patterns and projected land use changes within each area, and used community outreach to develop area-specific solutions for the region's transit needs. Mr. Hesse explained that TriMet was particularly focused on better serving the growing region and adapting to its changing needs by providing more local and regional service with a focus on improving bus services, and providing better connections to jobs, education, and services in local communities and throughout the region.
- Mr. Stephan Lashbrook provided an overview of SMART's Master Planning process. Mr. Lashbrook explained that SMART, operated by the City of Wilsonville, is one of more than a dozen outlying transit agencies that make connections with TriMet and expand the transit opportunities for the region's residents. He noted that in this way, transit agencies from across the region are involved in the region's transit development and need to be involved in the Regional Transit Strategy process. Mr. Lashbrook shared some important factors involved in SMART's Master Planning process including: planning for a commuter culture, payroll tax funding, and coordinating with Metro and TriMet. He explained that the focus of the SMART Master Plan update is to provide the existing plan with a longer range view of transit services in and around the City of Wilsonville.
- Ms. Jamie Snook of Metro provided an overview of the Regional Transit Strategy, including a brief background. She explained that there has been a focus on transit planning across the region and there was interest in bringing attention to what the larger shared transit system and vision should be, leading to the development of the Regional Transit Strategy, to be adopted as the transit modal component of the 2018 RTP.
- The 2018 Regional Transit Strategy will include updates to the High Capacity (HCT) Plan and the System Expansion Policy, incorporate TriMet's Service Enhancement Plans and SMART's Master Plan, support the Climate Smart Strategy's recommendations, coordinate the region's transit vision and transit system expansion policy, and act as the transit modal component of the 2018 RTP update.
- The strategy is guided by an overall policy framework consisting of the 2040 Growth Concept, the Regional Framework Plan, and the Regional Transportation Plan. The four key phases to the development of the Regional Transit Strategy: creating the regional transit vision and organizing partnerships, developing policy to guide phasing of investments, developing a shared transit investment strategy, and adopting the Regional Transit Strategy as part of the 2018 RTP.
- The first phase of work will begin this summer and continue through early 2016. Next steps include: community engagement and outreach linked with the 2018 RTP update process as much as possible, special events with community-based organizations, focused workshops and a working group with transit providers and further discussions with the regional advisory committees including JPACT and the Metro Council.

Member discussion included:

Chair Dirksen expressed the need for increased open-ended discussion time and suggested

extending the length of JPACT meetings if it appears more discussion is needed. Mayor Knapp recommended spending less time on presentation and allotting more time for discussion. Members discussed the possibility of extending the meeting time.

Commissioner Savas noted the significant challenges of congestion and the lack of sufficient transit options for commuters, particularly going east-west. He asked if there was a focus or emphasis on current employment centers and potential centers that could be elevated from a systems standpoint.

Commissioner Rogers stated that the relationship and overlaps between the different transit systems can be confusing and suggested creating a subcommittee that could coordinate between the region's different transit providers. Ms. Snook explained that staff was working to include the various transit providers in the development of the RTS, partly by inviting them to participate in the RTS working groups and focused workshops.

Councilor Burkman pointed out the shared interests and growing overlaps between the City of Vancouver's CTRAN and the Metro area's TriMet.

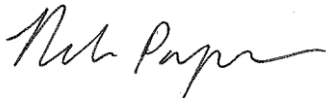
5.3 Project of the Month: Sellwood Bridge

The project of the month was postponed due to timing limitations.

6. ADJOURN

JPACT Chair Craig Dirksen adjourned the meeting at 9:10 a.m.

Respectfully Submitted,



Nellie Papsdorf
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JUNE 11, 2015

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
3.0	Handout	05/29/15	Climate Smart Strategy	061115j-01
3.0	Memo	05/12/15	System of Mutual Funding Interest framework and considerations	061115j-02
3.0	PowerPoint	05/18/15	System of Mutual Funding Interest	061115j-03
3.0	Handout	05/29/15	2015 MTIP/RFFA Update Core Principles	061115j-04
3.0	Handout	05/18/15	JPACT Finance Subcommittee Minutes	061115j-05
3.0	Flyer	02/23/15	Get in the Know with OReGO	061115j-06
5.1	PowerPoint	06/10/15	2018 Regional Transportation Plan update	061115j-07
5.2	PowerPoint	06/10/15	Regional Transit Strategy	061115j-08
5.2	Handout	N/A	Making Transit Better in North/Central Portland	061115j-09
5.2	Handout	N/A	Making Transit Better on the Eastside	061115j-10
N/A	Handout	06/01/15	Metro Hotsheet	061115j-11
N/A	Flyer	N/A	New Partners for Smart Growth Conference	061115j-12
N/A	Flyer	N/A	Walking the Walk: Jeff Speck on Tigard's Quest for a Walkable City	061115j-13

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE) RESOLUTION NO. XXXXXX
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 SE Powell Boulevard in Southeast Portland 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

DRAFT



POWELL-DIVISION
TRANSIT AND DEVELOPMENT PROJECT

Transit Action Plan

June 2015



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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

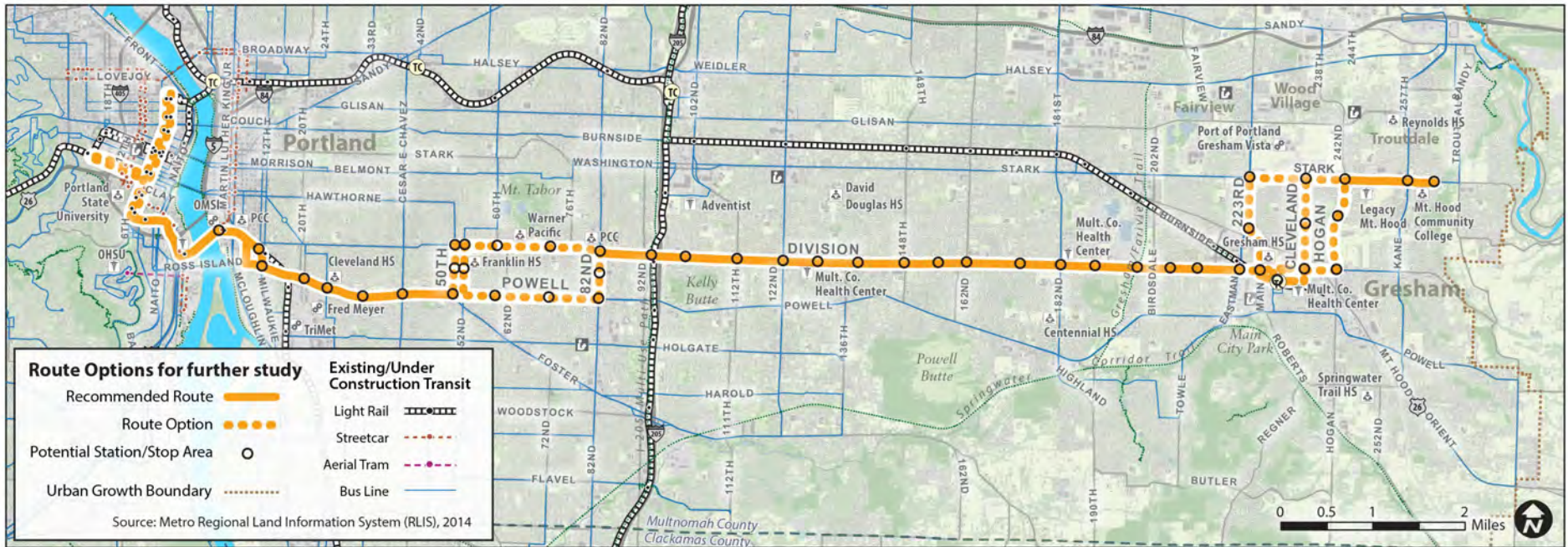
Through technical analysis and evaluation and extensive public engagement, alternatives that included a range of routes were identified and advanced by the Steering Committee.

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"> • 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) • 82nd Avenue Safety Improvements at Division St and other locations (ODOT) • 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). 	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

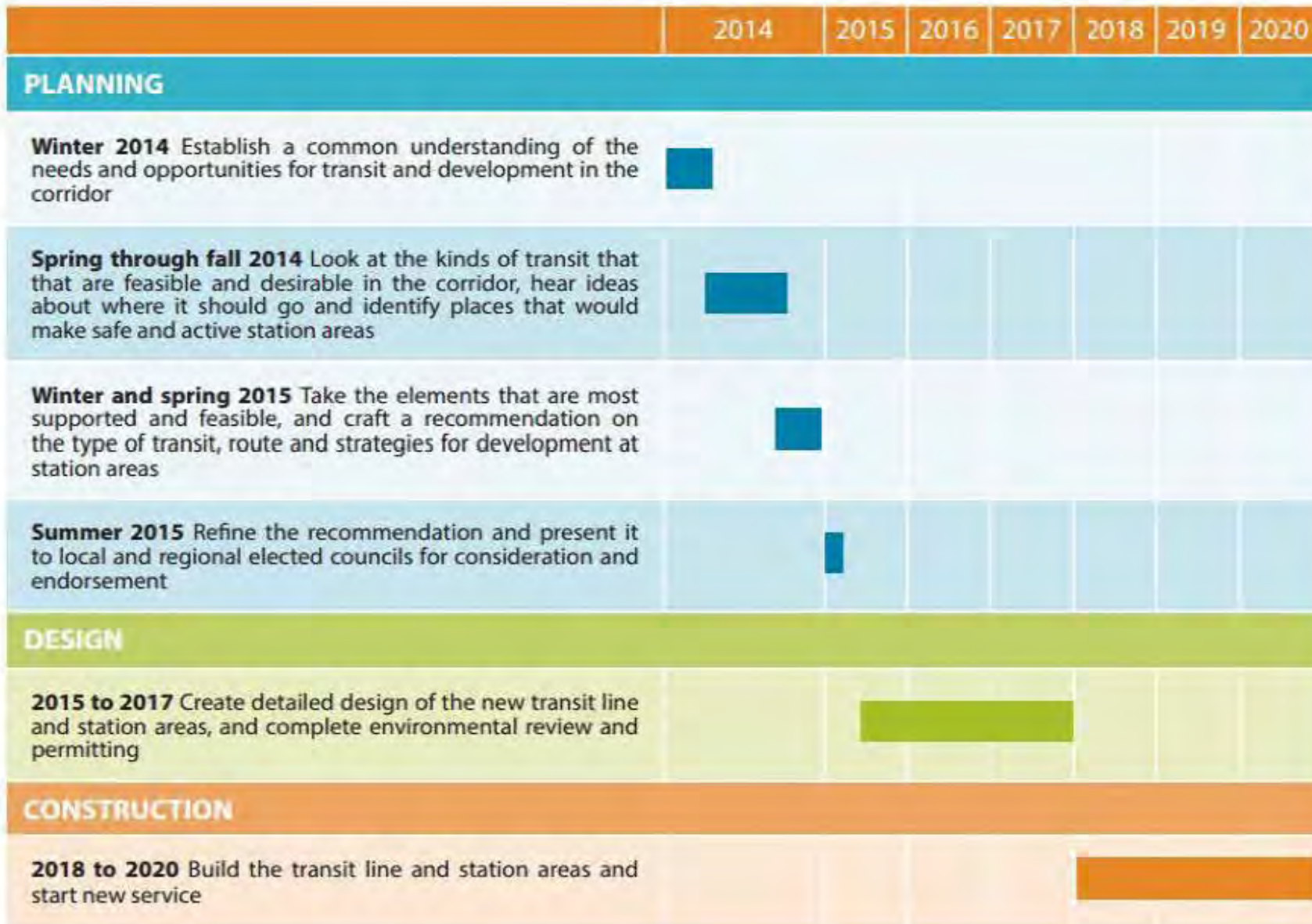
	Action	Timing	Responsibility
R1	Gresham and Portland begin implementing local action plans.	2015-2020	Portland and Gresham will advance actions based on city council adoption. Metro will facilitate coordination across staff.
R2	Continue coordination with Metro Equitable Housing Initiative.	2015-2016	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.

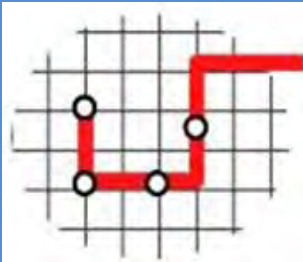
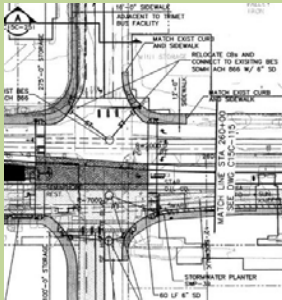



	Action	Timing	Responsibility
R9	Pursue supportive grant opportunities.	2015-2017	Metro will provide technical assistance to pursue Nature in Neighborhoods grants, Regional Travel Options grants, and other funding.
R10	Advance corridor investment strategy for active transportation based on bicycle and 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"> • Is the route along Powell or Division preferred? A combination? Where should it turn? • Where should the route end? • Vehicle - bus/light rail/street car? <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"> •Address key design decisions - areas in need of refinement including specific intersections and turn movements • Detailed traffic assessment • Detailed environmental assessment, that includes social, environmental, economic benefits and effects • Develop concept plan for individual station areas •Final financial plan <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"> • Detailed roadway design • Detailed design of transit alternative • Finalize art program and individual station area design plan • Final Operations Plan •Construction of transit project and related transportation projects
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.

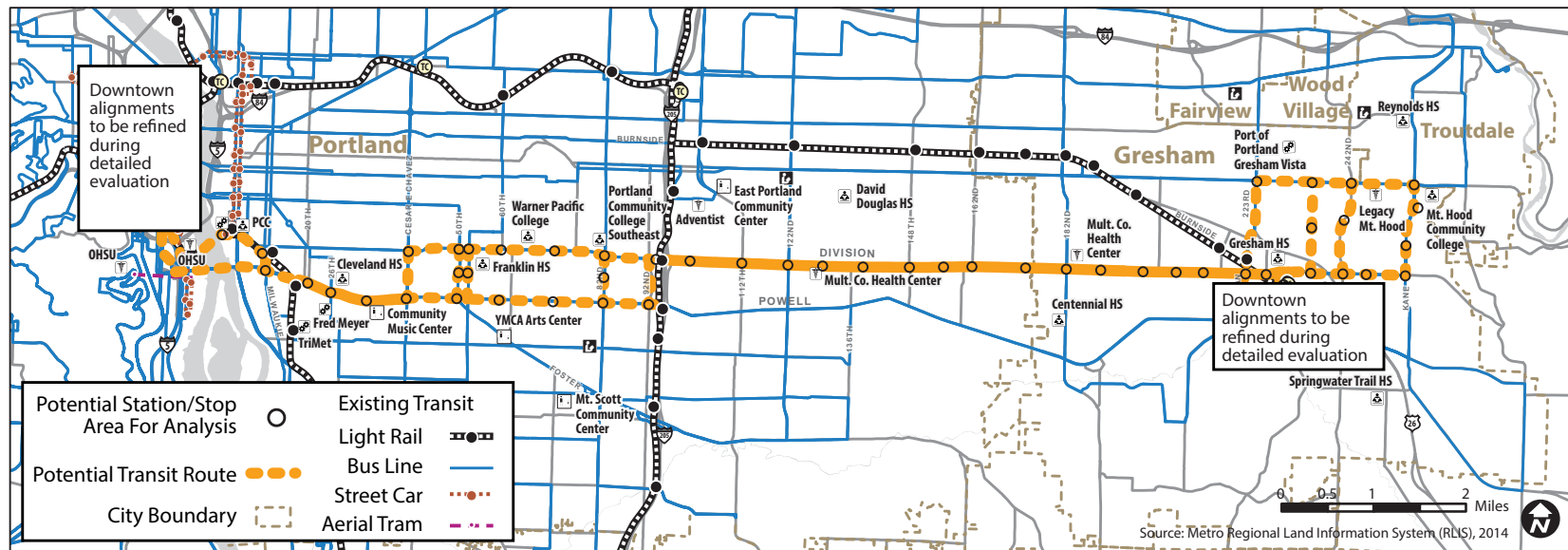
DECISIONS FORMING THE TRANSIT ACTION PLAN

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

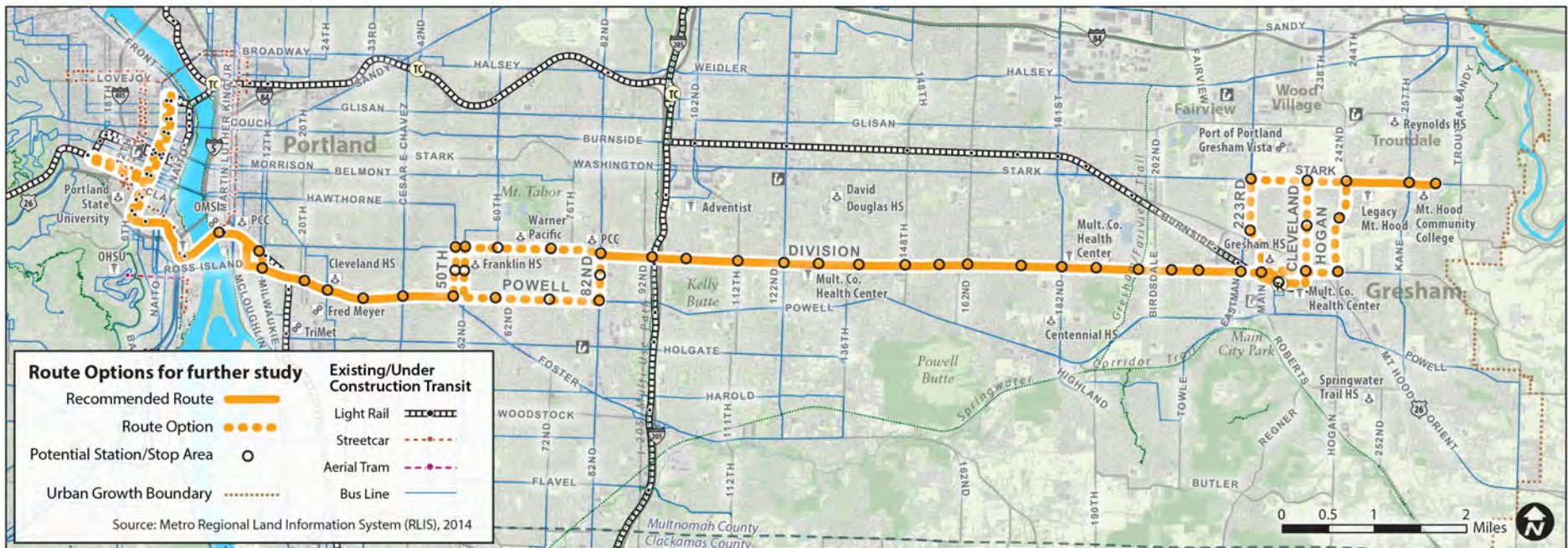
ROUTES FOR FURTHER CONSIDERATION

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



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 (3rd Quarter FY 2015-2016)
- Project Management Plan, Systems Engineering Management Plan and Final report (RCTO) (4th 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:

2015-16	Requirements:				Resources:		
	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
	TOTAL	\$	239,600		TOTAL	\$	239,600
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		.40				
	TOTAL		.40				

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

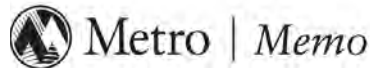
1. **Known Opposition** – No known opposition
2. **Legal Antecedents** – Metro Council Resolution No. 15-4633: FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2015-16 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH

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: July 1, 2015
To: JPACT and Interested Parties
From: Bud Reiff, Principal Transportation Planner
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 request to allocate 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	\$350,000 (proposed for approval)
Metropolitan Export Atlas	\$200,000
Export Atlas Implementation/Industry Cluster(s) Logistics	\$125,000 (placeholder)
Total:	\$1,000,000

Requested Action

TPAC, at their June 26th meeting, has recommended approval of an additional \$250,000 of regional freight planning funds to the development of an improved regional freight model. This will bring the total allocation of regional freight funds allocated to the project to \$350,000. These funds supplement the \$350,000 of federal SHRP2 grant funding awarded to Metro for the development of the model.

BEFORE THE TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

FOR THE PURPOSE OF AMENDING THE 2015-18) RESOLUTION NO. 15-4637
METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM (MTIP) TO)
ALLOCATE \$250,000 OF EXISTING REGIONAL)
FREIGHT ANALYSIS AND PROJECT) Introduced by: Not yet assigned
DEVELOPMENT FUNDS TO THE FREIGHT
DEMAND MODELING & DATA IMPROVEMENT
PROJECT

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2015-18 MTIP on July 31, 2014; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the Freight Demand Modeling and Data Improvement Project was approved by Metro Council for the UPWP in December, 2014; and

WHEREAS, 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 allocation of Regional Freight Analysis and Project Development funds 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; and

WHEREAS, the data plan has been completed and has identified a need estimated to cost a total of \$350,000, within the estimated cost range of this task; and

WHEREAS, this work is exempt from needing to demonstrate conformity with air quality emissions budget; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to modify the allocation of Surface Transportation Program funds to the Freight Demand Modeling & Data Improvement project in the 2015-18 MTIP, consistent with the programming illustrated in Exhibit A.

ADOPTED by the Metro Council this ____ day of July 2015.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

Exhibit A to Resolution No. 15-4637

2015-18 Metropolitan Transportation Improvement Plan Chapter 5 Tables amendment

Action: Amend MTIP to include the additional budget for the data element of the Freight Demand Modeling & Data Improvement project.

Existing programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
Freight Modeling & Data Improvement	Improve travel demand model capability to forecast truck freight trips.	19174	Metro	\$650,000 to \$850,000	Plan	SHRP2 (100%) STP	2014	\$350,000	\$0		\$461,445
							2015	\$100,000	\$11,445		

Amended programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Prog. Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
Freight Modeling & Data Improvement	Improve travel demand model capability to forecast truck freight trips.	19174	Metro	\$740,059	Plan	SHRP2 (100%) STP	2014	\$350,000	\$0		\$740,059
							2015	\$350,000	\$40,059		

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO MODIFY THE ALLOCATION OF FUNDS TO THE FREIGHT DEMAND MODELING & DATA IMPROVEMENT PROJECT

Date: June 24, 2015

Prepared by: Bud Reiff, 503-797-1773

BACKGROUND

Metro was selected to receive one of four Freight Model Implementation Assistance grants under the federal SHRP2 program for a 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. Establishment surveys will be used to gather data about industry type and size, commodities shipped and received, shipment size and frequency, and truck fleet data. Regional Flexible Funds allocated to Freight Planning activities have been identified as the source funds needed to pay for this task. Initial estimates identified a need of between \$200,000 and \$400,000, subject to the completion of a Data Plan to further define the scope, methods and budget for this task. An initial allocation of \$100,000 of Freight Planning funds was provided to prepare a Data Plan that was recently completed and has recommended a total cost of \$350,000. Therefore, an additional \$250,000 of Freight Planning funds are needed for the project. As this represents an allocation of more than \$200,000 to a planning project, a formal amendment is required for approval.

Federal air quality regulations as outlined in Title 40 Code of Federal Regulation 93.126, exempts this project from having to perform air quality conformity analysis. The project is included in the 2015-16 Unified Planning Work Program.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the MTIP. This amendment will modify the scope and budget to the existing project included in the 2015-18 MTIP to allocate an additional \$250,000 of Urban Surface Transportation Program funds to the project. The programming is shown in Exhibit A to Resolution No. 15-4637.

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Amends the 2015-18 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 14-4532 on July 31, 2015 (For the Purpose of Adopting the 2015-2018 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
- 3. Anticipated Effects** Allows project to be eligible for transportation funding.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 15-4637.

WHAT'S NEW



FOR THE OREGON BICYCLE AND PEDESTRIAN PLAN?

A long-range Bicycle and Pedestrian Plan is being developed for Oregon, led by the Oregon Department of Transportation with significant involvement from stakeholders. The Plan is part of a set of statewide policy plans that establish a vision and policy framework for decision making. It will identify challenges, opportunities, and trends affecting Oregon's transportation system and how people travel, as well as the role of biking and walking in context of the overall system. With an understanding of these issues, the Plan will provide direction on designing and delivering a safe and efficient system, and help direct funding to priority transportation solutions for Oregon.

WHAT WILL THE NEW PLAN MEAN?



The Oregon Bicycle and Pedestrian Plan will direct decision making for how ODOT plans, invests, delivers, and maintains its system. The plan provides direction that local communities must be consistent with, and provides statewide support for prioritizing investments and decision making. The Plan intent is to meet the changing needs of Oregon and Oregonians and to guide an Oregon bicycle and pedestrian network that is integrated, interconnected between modes, and is seamless to the user as they transition from State Highway, to County road, to City street or through a park.

VISION, GOALS AND POLICIES

The vision of the Plan is structured around nine goal areas:

- Safety
- Connectivity
- Mobility
- Community Vitality
- Equity
- Health
- Sustainability
- Strategic Investment
- Coordination and Collaboration

Policies and strategies developed will lay the ground-work for achieving the vision and direct future discussions.



Draft Plan Vision

In Oregon, people of all ages, incomes, and abilities can get where they want to go on safe, well-connected biking and walking routes. People can access destinations in urban and rural areas and enjoy Oregon's scenic beauty by walking and biking on a transportation system that respects the needs of its users and their sense of safety. Bicycle and pedestrian networks are recognized as integral elements of the transportation system that contribute to our diverse and vibrant communities and the health and quality of life enjoyed by Oregonians.

POLICY ADVISORY COMMITTEE

A Policy Advisory Committee (PAC) has been formed to help guide development of the Plan. The PAC is comprised of seventeen members representing diverse perspectives both geographically and professionally. The PAC is tasked with helping guide development of a balanced Plan that represents all of Oregon. When the draft Plan is complete, staff will present the PAC's recommendations to the Oregon Transportation Commission (OTC), and the draft Plan will then be presented at Area Commissions on Transportation (ACTs) and other meetings around the state during the formal public comment process. Once public comment has been received, and necessary changes made, the Plan will come before the OTC for adoption.

COMMUNITY ENGAGEMENT

Plan development began with interviews and surveys of practitioners. Listening meetings held in the summer/fall 2014 gathered feedback from Oregonians on what bicycle and pedestrian issues are most important to them. During spring and summer 2015, staff will visit Area Commissions on Transportation to provide updates on Plan development and solicit feedback on the work to date, including draft policies and strategies. In late fall 2015, the draft Plan will be available for public review, where further feedback will be requested.



INFORMATION

To sign up for email updates, or to find other information visit the Plan website at: <http://www.oregon.gov/ODOT/TD/TP/pages/bikepedplan.aspx>

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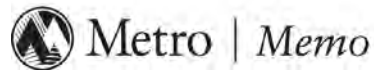
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Amanda Pietz
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Credit: Finetooth



Date: July 1, 2015
To: Metro Council, JPACT and Interested Parties
From: Grace Cho, Assistant Transportation Planner
Dan Kaempff, Principal Transportation Planner
Subject: 2018-2021 MTIP and 2019-2021 RFFA Policy Development Process Update

Purpose:

Provide an update on policy development process and timeline for 2018-21 Metropolitan Transportation Improvement Program (MTIP) and 2019-21 Regional Flexible Funds Allocation (RFFA).

Background:

The purpose of the Metropolitan Transportation Improvement Program (MTIP) is to make investments that implement the Regional Transportation Plan. The MTIP is a federally required schedule of transportation projects administered by Metro, ODOT TriMet, and SMART, and is used by USDOT to monitor our region's implementation of federal and regional policies every four years.

There are three different funding allocation processes that are coordinated through the MTIP:

- Roads/Highways: ODOT's Fix It and Enhance allocations
- Transit: TriMet and SMART's annual budget processes
- MPO: Regional Flexible Funds Allocation (RFFA)

The region reviews each MTIP cycle through a retrospective process that allows for ongoing process improvements and better evaluation of how our regional investments accomplish our regional policy goals. After the recent 2015-18 MTIP cycle, several themes emerged from the regional retrospective:

The current policy development process is rooted in these key themes.

- How can we ensure greater coordination and leverage of all three interrelated MTIP funding processes?
- How should we consider new policies adopted by the region since the last RTP update?
- What is the best way to recognize identified regional needs and interests?
- How can we engage community and business stakeholders earlier in the process to better inform decisions?

Policy Development Process:

The first step in the 2019-21 MTIP and the 2018-21 RFFA is for JPACT and the Metro Council to establish a policy direction. The policy direction informs all three of the funding allocations in the MTIP, and sets the framework for the subsequent project selection process for Regional Flexible Funds.

Over the last three months, Metro Council and staff have been discussing MTIP policy considerations with a range of stakeholders as part of the policy development process. Key activities include:

- Three public workshops involving staff, community organizations and interested citizens
- Discussions with County coordinating committees and their TACs
- Multiple meetings with community and business organizations

Additionally, the Metro Council developed a policy framework for broad discussion that reflects their view on how our regional investments can align with our regional policies. It also reflects the input they have heard from their interactions with multiple stakeholders, including Safe Routes to Schools proponents, who have also been engaging with a wide range of stakeholders to discuss policy priorities.

The input and feedback gathered through these outreach activities has resulted in a draft proposed 2018-2021 MTIP coordination policy, and a set of themes from which the 2019-2021 RFFA policy options will be developed.

For the 2018-2021 MTIP, proposed coordination policies to emerge from conversations address the following themes:

1. Continue with existing coordination practices established in previous MTIPs;
2. Make refinements to existing coordination activities and add new ways in which to coordinate the allocation process and prioritization considerations; and
3. Organize and coordinate on other transportation topics which affect the allocation of transportation investments, such as coordination of Connect Oregon and TIGER grant applications, using federal funding effectively and efficiently, and delivery of multi-jurisdictional projects.

For the 2019-2021 RFFA, four policy option themes have emerged from discussions to date. While these themes are still under discussion, they reflect four distinct policy approaches that will allow for the public to provide input to regional policy makers regarding priorities and tradeoffs:

1. Maintain the existing 2016-2018 RFFA policy, which emphasizes Active Transportation/Complete Streets and Freight Initiatives/Green Economy investments;
2. Focus on projects based on Climate Smart Strategies list of short-term actions;
3. Focus on projects which achieve Safe Routes to Schools outcomes; or
4. Maintain the current project categories, but eliminate the 75/25 split between the Active Transportation/Complete Streets and Freight Initiatives/Green Economy categories to create the ability to fund larger-scale projects.

Next Steps:

Originally, Metro staff had scheduled the required 45-day public comment period to begin in July 2015. Based on stakeholder feedback from TPAC and attendees at the final public workshop, the current proposal is to begin the public comment period in September 2015. While this is not optimal timing for coordinating with the other related funding processes, particularly the new Region 1 ACT, it does allow the region time to meet the federal timeline for completion in Spring 2016.

Public comment will be summarized and presented to TPAC, JPACT, and Metro Council in Fall 2015 to consider how the public input might be reflected in the MTIP and RFFA policies.

Upon adoption of the 2019-21 MTIP and the 2018-21 RFFA policy, the project selection process will commence. Project selection process details will continue to be developed and discussed over the Fall and Winter and will be finalized prior to the formal start of the process.

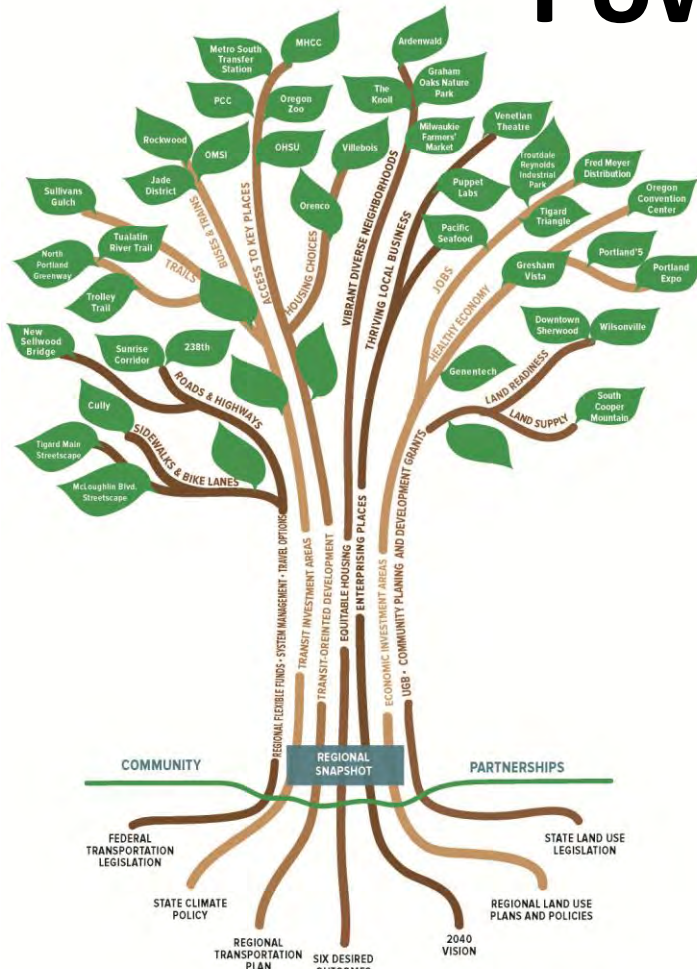
The timeline below describes the new milestone dates that incorporate a later public comment period.

Timeline

2015	
<ul style="list-style-type: none"> • Completion and acknowledgement of draft financial forecast 	March
<ul style="list-style-type: none"> • Release MTIP and RFFA draft work program • Hold TPAC and interested stakeholder workshops 	April
<ul style="list-style-type: none"> • Meet with sub-regional coordinating committees • Hold TPAC and interested stakeholder workshops 	May
<ul style="list-style-type: none"> • Hold TPAC and interested stakeholder workshops 	June
<ul style="list-style-type: none"> • TPAC, JPACT, and Metro Council discussions on 2019-2021 RFFA policy direction and draft proposal for 2018-2021 MTIP policy 	July
<ul style="list-style-type: none"> • TPAC discussions on 2019-2021 RFFA and 2018-2021 MTIP policy direction • Council work session briefing on MTIP and RFFA policy proposals 	August
<ul style="list-style-type: none"> • JPACT briefing on MTIP and RFFA policy proposals for public comment • Public comment on draft MTIP policy update • Public comment on RFFA policy options 	September/ October
<ul style="list-style-type: none"> • Refinement of final draft for the 2019-2021 RFFA policy 	November/ December
2016	
<ul style="list-style-type: none"> • Public comment on final draft RFFA and MTIP policy 	January
<ul style="list-style-type: none"> • Council work session • JPACT presentations of final MTIP and RFFA policy • TPAC action on final RFFA policy 	February
<ul style="list-style-type: none"> • 2019-2021 RFFA and 2018-2021 MTIP policy adoption by JPACT and Council 	March

Powell-Division Update

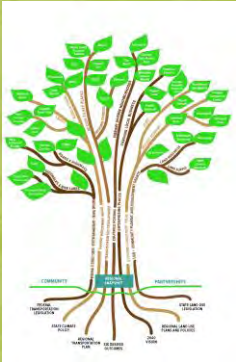
Partnerships, planning and implementation in a targeted investment area



JPACT
July 9, 2015



Metro | Making a great place

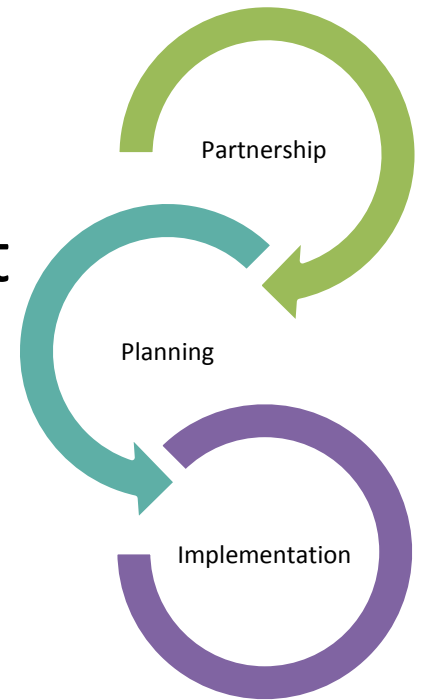


Investment areas concept

Public investments catalyze private development

High capacity transit can be the largest public investment in an area

Leverage resources at all levels to maximize public benefit and return



Leveraging Metro resources



Powell-Division Transit and Development Project overview

Powell-Division Transit Project: Connecting Communities to Education, Healthcare, and Jobs

Portland State



Portland State UNIVERSITY

Portland State is Oregon's largest and most diverse public university. The 5-acre campus has 30,000 students enrolled and is located in the downtown.

Neighborhood Nodes

- **SE Transportation Hub:** Connects to rail, streetcar, bus, bike, regional transit, OHSU, and PCC.
- **SE 82nd:** With an expanding PCC campus and plans for future multi-use development, stations in the area offer Portland's diverse, diverse, and diverse. Properties include: (PCC) Main Avenue Plaza (offer economic opportunity and neighborhood stability).
- **SE 122nd & Main:** Transit priority street and a major city traffic vein. 122nd is targeted for pedestrian and other amenity improvements to serve the adjoining residential neighborhoods and commercial areas, and is a major street of PCC MP.
- **SE 184th:** With its close proximity to Gresham Downtown and the downtown neighborhood, this station of transit is a major hub for the transit system. Station is a major hub for the transit system. Station is a major hub for the transit system.

Portland CC Southeast



Portland Community College Southeast Center serves about 10,000 students annually and just began a \$34-million expansion. When completed, the campus will accommodate 18,000 students annually.

Downtown Gresham



As the civic, cultural, and commercial heart of Oregon's 4th largest city, historic downtown Gresham is a gateway to Mt. Hood tourism.

Mt. Hood CC



With 33,000 students annually district-wide, Mount Hood Community College is planning for major capital improvements as it approaches its 50th anniversary.



OHSU



As the state's only health and research university and Portland's largest employer, OHSU has 13,500 employees and an annual budget of \$1.4 billion.

Innovation Quadrant



Portland's Innovation Quadrant promotes close collaboration between higher-education institutions, workforce development providers and private sector partners that are currently located in four districts in the Central City.

East Portland



With the recently completed East Portland in Motion Plan, the city has committed \$1 million in investments to walking, biking, and access to transit, including projects on Powell and Division.

Jobs

- Major employers include:
- Oregon Health & Science University: 13,500 employees
 - Intel: 2,800 employees
 - Fred Meyer HQ: 2,000 employees
 - Advanced Business Technologies: 500 employees
 - Mt. Hood Community College: 750 employees

Quick Facts

- More than 80 high schools in the study area, including David Douglas and Franklin, are in the heart of the study area.
- Three major hospitals in the study area: Legacy Mt. Hood, Adventist, OHSU. Multnomah County Health Department operates primary care clinics in downtown Gresham, Rosewood, and East Portland.
- Catholic Charities operated the Clark Family Center in 2012 and 2013 as a facility with plans to serve more than 25,000 annually.
- The Study Area crosses two light rail corridors: the MAX Green Line and the MAX Orange Line (when constructed), and provides MAX Sun Line.





We love Piccolo Park. It is designed for small kids, it has play structures and plenty of bushes for kids to go and get lost. There are coffee shops nearby and it's a gathering place where you can meet parents from the rest of the community.



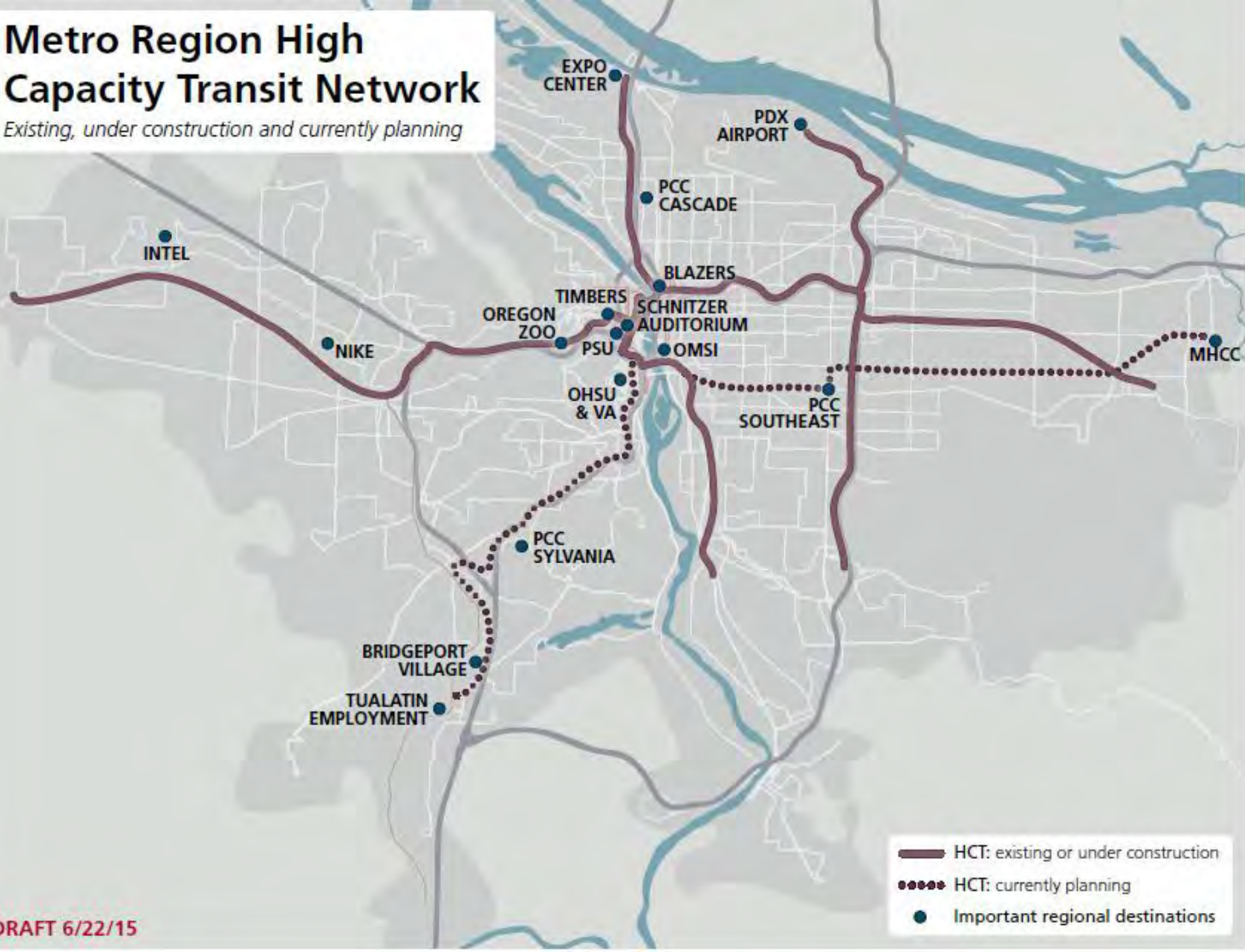
Chris at 50th and Division: I love this neighborhood. The vibe of people seems pretty cool. There's always something to do. ... I also love Forest Park and Washington Park, the arboretum and the bike trails and the fact that it's right here in the city.






Lisa at 82nd and Division: I love PCC Southeast. The diversity I am seeing there is outstanding... it is opening eyes to hope. I am meeting people and their family members are being impacted from a sibling or a daughter that is going to school. It's making me realize how things start. ...

Metro Region High Capacity Transit Network

Existing, under construction and currently planning



-  HCT: existing or under construction
-  HCT: currently planning
-  Important regional destinations

Approach based on place



Community driven decision making

- Briefings
- Culturally specific, multilingual engagement
- Youth engagement
- Local business engagement
- Community and related projects' events
- Talk with staff sessions



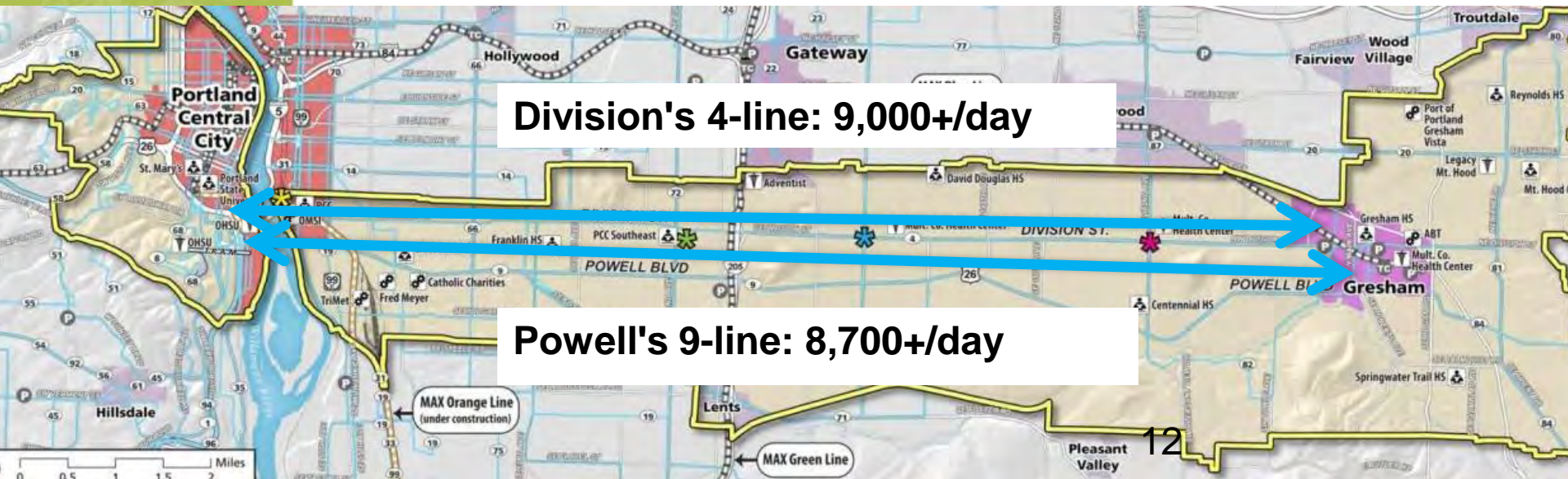


Mid March through May 2015

- Online survey, open April 17 to May 19
- Postcard to residents within 300 feet of Cleveland Ave and apartments along Gresham route options
- Community forum in Gresham and neighborhood meetings in Gresham and East and Southeast Portland
- Latino, Chinese, Vietnamese, Russian-speaking, Tongan, Bhutanese, African American and African immigrant community discussions
- Youth-led business canvassing in East and Southeast Portland
- Briefings to commissions, councils and standing committees
- Interactive displays at community locations
- Student and youth engagement
- Bus rapid transit learning session

Transit connections

- Connects downtowns of 2 largest cities in region
- Connects to MAX light rail
- Strong transit demand today
- Designated regional high capacity transit priority
- Recommended through East Metro Connections Plan



Transit connections

- Good arterial network with north/south bus routes
- Major capital investments in walking and biking
- TriMet Eastside Service Enhancement Plan



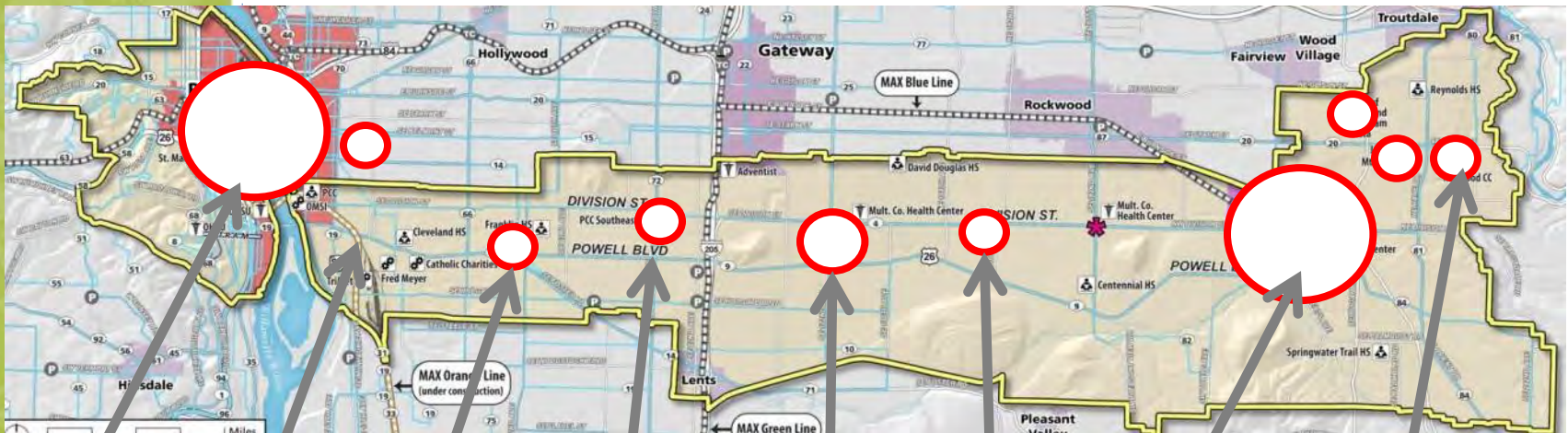
**82nd & Division
18,000 ons/offers a week**



**Capacity of Providence Park
Timbers Soccer 20,438**

Economic connections

- Areas of the corridor have recently completed rezoning studies
- Areas that are being planning for redevelopment, including PDC business districts, comprehensive plan neighborhood centers



Downtown
Portland

Portland-Milwaukie
light rail

Foster/
Powell

Jade
District

122nd

162nd

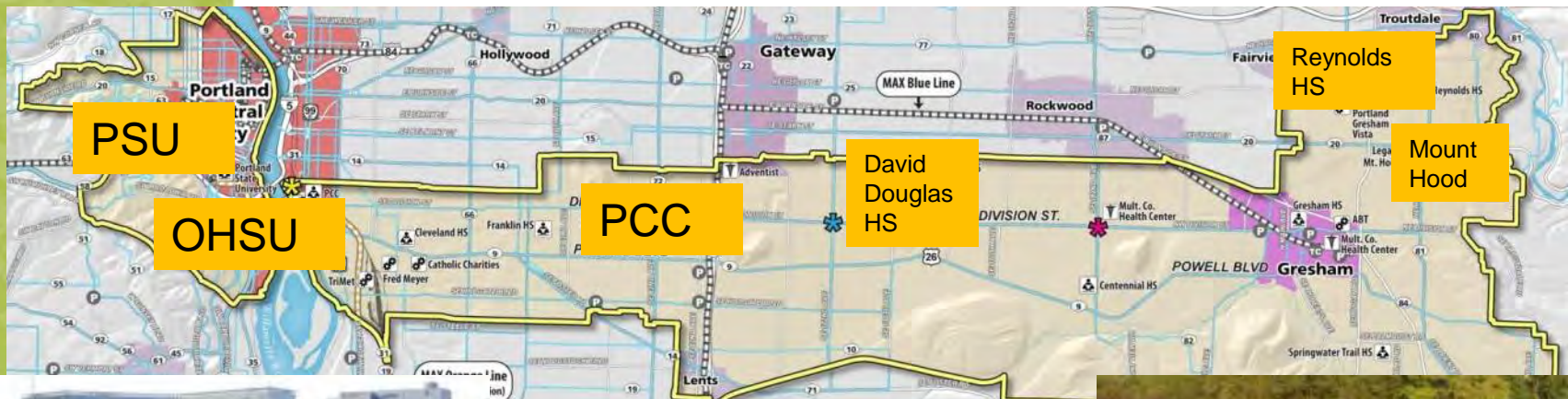
Downtown
Gresham

Mount Hood
Community
College

Education corridor

- PSU
- OHSU
- Portland Community College
- Mt Hood Community College
- Warner Pacific College

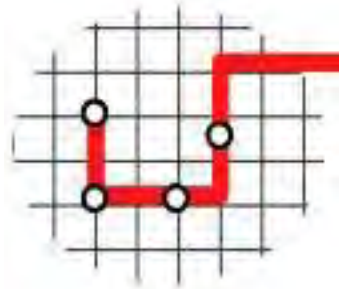
- Cleveland HS
- Franklin HS
- David Douglas HS
- Reynolds HS
- Centennial HS
- Gresham HS



TRANSIT + DEVELOPMENT

Region's first BRT line connecting downtown Portland and Gresham

- Route
- Stations
- Supporting projects



Development strategy:

- Areas of change and stability
- Policies and projects to support stations and community
- Align local, regional, public and private investments to support community goals

- Regional actions
- Portland actions
- Gresham actions

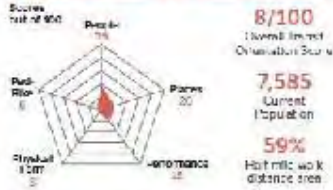


Development

Gresham
Powell-Division Transit & Development Project

Opportunity Area Profiles

SE 182nd & Division



What is a Transit Orientation score?

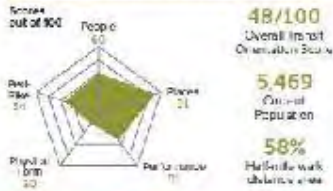
A score that measures how much current development and land use patterns support transit use. The higher the score, the more transit-oriented the area is.

This score includes the following factors:

- Transit:** Transit station proximity
- People:** Population density
- Performance:** High quality transit service

- Transit:** The number of transit stations and service in an area is a primary indicator.
- People:** Areas with higher population density are more likely to be transit-oriented.
- Performance:** High quality transit service makes it more likely for people to walk or bike to transit.
- Performance:** High quality transit service makes it more likely for people to walk or bike to transit.
- Performance:** High quality transit service makes it more likely for people to walk or bike to transit.

NW Eastman & Division



SE Hogan & Stark

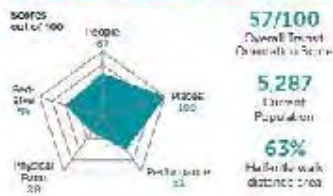


What is a Community Destination?

A place that provides resources and amenities for the local community including:

- Businesses and services
- Public spaces
- Community centers
- Public transit
- Public safety
- Public art
- Public facilities
- Public services
- Public spaces
- Public transit
- Public safety
- Public art
- Public facilities
- Public services
- Public spaces

N Main & NW Division



A closer look...

Opportunity Area	Transit orientation	Community destination	Population density	Transit station proximity	Population density	Transit station proximity	Population density	Transit station proximity	Population density	Transit station proximity
SE 182nd & Division	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
NW Eastman & Division	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
N Main & NW Division	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
SE Hogan & Stark	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low



82nd Ave/ Division





FURNITURE

There's a prime piece of property within the Jade District that Metro has acquired for a transit oriented development, a furniture store on the corner there. I was delighted to learn that.

*-Portland Commissioner Nick Fish,
January 28, 2015*

Steering Committee major actions

Winter 2014: Metro establishes Steering Committee

Spring 2014: Defined goals and outcomes

Fall 2014: Recommended inner Powell, outer Division general route and BRT as mode

Spring 2015: Refined transit alternative

June 2015: Recommended Transit Action Plan to move forward BRT

June 1, 2015: Steering Committee Recommendation



Portland

ACTION PLAN

Powell-Division Transit & Development Project

Steering Committee Review Draft
May 2015



Plan development approach

- Help communities grow with and benefit from transit
- Scale actions to market conditions
- Create a near-term plan

Plan organization

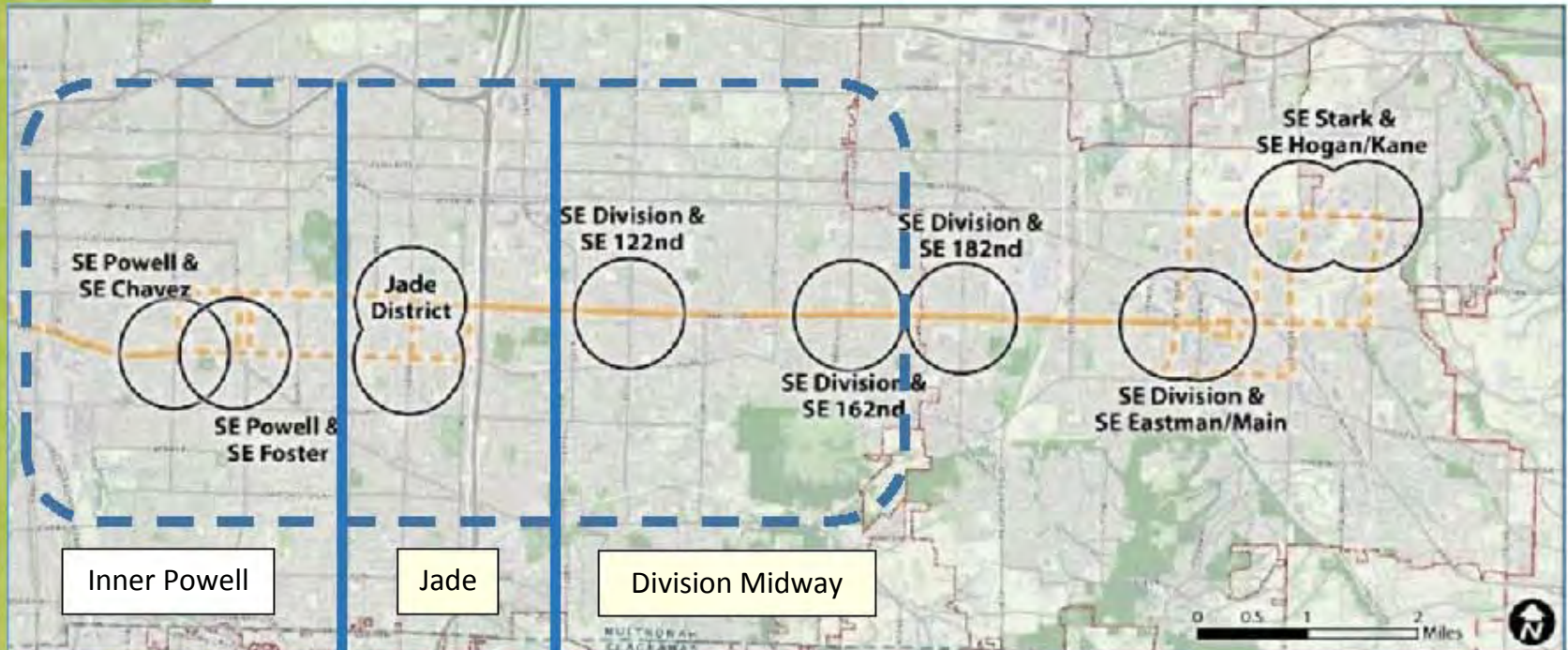
1. Urban design and development



Strategies	Actions	Potential Lead	Potential Partners	Potential Funding
PLACEMAKING, STATION AREA DESIGN AND ACCESS				
P11	Fulfill the concept vision	POD	ODOT, TriMet, BPS, COG	Community Planning and Development Grant, Project Development
P12	Supportive land use and zoning	BPS	Metro, TriMet	Community Planning and Development Grant
P13	Station environment	BPS, POD	Metro, TriMet, ODOT	Community Planning and Development Grant, Project Development
P14	Station access	BPS, POD	Metro, TriMet, ODOT	Community Planning and Development Grant, Project Development
P15	Transfer design	BPS, POD	Metro, TriMet, ODOT	Community Planning and Development Grant, Project Development

Portland focus areas

Powell-Division Station Opportunity Areas in Portland and Gresham



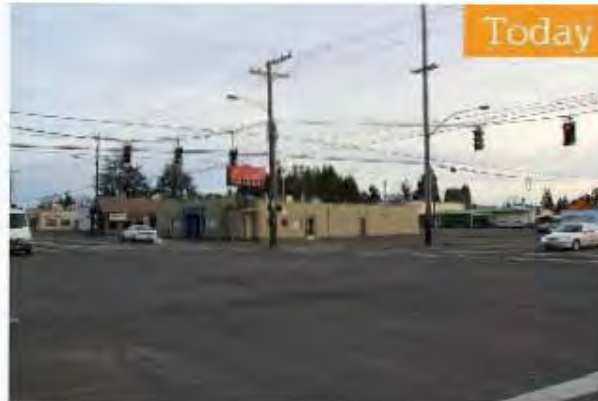
Portland Station Opportunity Areas are located within the dashed line. In response to real estate market conditions, the five station opportunity areas are being analyzed in three groups: Inner Powell, Jade District and Division Midway.

Development scenario

Basic Investment Scenario



Today



Top Left: Street trees, outdoor seating, bike racks, sidewalk improvements, crosswalk improvements

Greater Investment Scenario



Bottom Left: Two story mixed used development (ground floor retail with office above), street trees, outdoor seating, bike racks, sidewalk improvements, crosswalk improvements

Design visions



POWER-DIVISION TRANSPORT & DEVELOPMENT PROJECT

65 SOUTH & PASTOR/POND: LOADING SOUTHEAST
DRAFT 1/30/15

Concept map

East Portland / Division Midway

Division Midway Opportunity Areas

Powell - Division
Transit and Development Project



Action item topics

- Economic development
- Housing
- Station design
- Pedestrian and bicycle system connections

	Strategies	Actions	Potential Lead	Potential Partners	Potential Funding
COMMUNITY DEVELOPMENT					
P1	Transit project delivery	Support the work and process of the transit project delivery during the Project Development phase.	Metro, TriMet	Regional Project Team	TED
P2	Community outreach	Engage community based organizations to support transit development	BPC	Regional Project Team	IGD
P2	Externally developed program alignment	Convene City of Portland business and agencies to coordinate and work with anchor institutions and major employers in the corridor to identify concerns, and		BPC, BHD, Metro	Community Planning and Development Grant
		2. Find ways to link these businesses and institutions to development and job growth in the corridor	TED	BPC, PHB, PDC, PRD, TriMet, Metro and other institutions and businesses	Community Planning and Development Grant TED
		3. Seek funding for affordable housing development and preparation in the corridor. Specifically, seek to capitalize a Housing Land Bank/Trust Fund to invest in the corridor	PHB	BPC, Metro	Project Development General Fund Readiness staff
		c. Identify public-private development projects that can be pursued through combining and/or coordinating action across agencies. Focus on projects that support affordable housing, business retention, and economic opportunity for area residents.	BPC	TriMet, Metro, PDC, PHB, non-profit housing providers and for-profit housing developers	Community Planning and Development Grant Project Development General Fund Readiness staff
P3	Monitor and learning from project over time	Engage PSU Center for Population Research to conduct a longitudinal study of neighborhood change before and after transit development and to evaluate the effectiveness of community development practices.	BPC	PSU, PDC, PHB, TriMet, PDC, Metro	Community Planning and Development Grant



Gresham

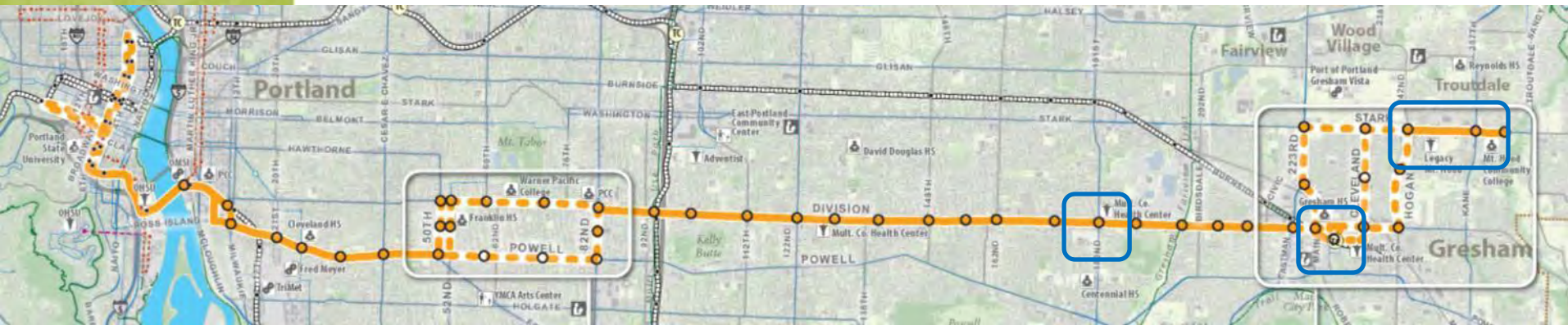
ACTION PLAN

Powell-Division Transit & Development Project

DRAFT
April 2015

Draft Action Plan

- Station Opportunity Areas
 - Take advantage of transit
 - Access to jobs, stores, services
 - Desired neighborhood changes
 - Action plan to encourage changes



Transit Action Plan



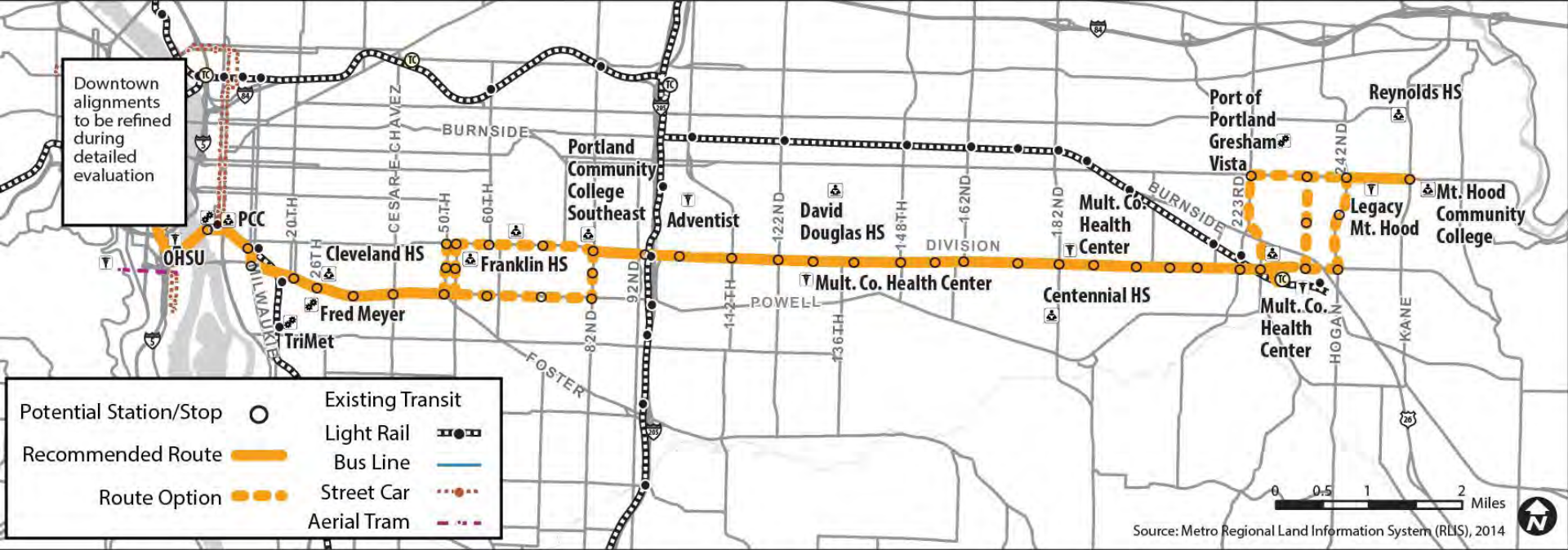
POWELL-DIVISION
TRANSIT AND DEVELOPMENT PROJECT

Transit Action Plan
Review Draft May 2015



Decisions made:

- Bus rapid transit**
- Tilikum Crossing to Powell
transitioning to Division to Mt Hood
Community College**



Portland options:

- 50th Ave
- 52nd Ave
- 82nd Ave

Gresham options:

- Main Ave/223rd Ave
- Cleveland Ave
- Hogan Rd



Upcoming decisions:

- North/south routes in Portland and Gresham
- In-street design for bus rapid transit
- Bike and pedestrian projects
- Station spacing and underlying transit

2014

2015

2016

2017

2018

2019

2020

PLANNING

Winter 2014 Establish a common understanding of the needs and opportunities for transit and development in the corridor



Spring through fall 2014 Look at the kinds of transit that are feasible and desirable in the corridor, hear ideas about where it should go and identify places that would make safe and active station areas



Winter and spring 2015 Take the elements that are most supported and feasible, and craft a recommendation on the type of transit, route and strategies for development at station areas



Summer 2015 Refine the recommendation and present it to local and regional elected councils for consideration and endorsement



DESIGN

2015 to 2017 Create detailed design of the new transit line and station areas, and complete environmental review and permitting



CONSTRUCTION

2018 to 2020 Build the transit line and station areas and start new service



www.oregonmmetro.gov/powelldivision

Summer 2015 to Summer 2017: Transit Action Plan



- **Summer 2015:** Enter into 2-year Project Development upon FTA approval
- **Summer 2015:** Partners endorse Transit Action Plan
- **Fall 2015:** Metro Council endorsement of Transit Action Plan
- **Early Spring 2016:** Locally preferred alternative Steering Committee recommendation
- **Spring 2016:** Partners endorse LPA
- **Summer 2016:** Metro Council approval of LPA into RTP

Questions?

- Concerns regarding the timeline or decisions for Powell-Division?
- Questions about the upcoming endorsement schedule?



Oregon Bicycle and Pedestrian Plan



Oregon Department of Transportation

Oregon Bicycle and Pedestrian Plan

Joint Policy Advisory Committee on Transportation
July 2015



Plan Development Process

Broad Stakeholder Engagement



Policy Advisory Committee

Chair: Tammy Baney
OTC

Noel Mickelberry
Pedestrian (OR Walks)

Jerry Norquist
Bike (Cycle Oregon)

Gerik Kransky
Bike (BTA)

Bob Joondeph
Equity (Disability Rights)

Craig Campbell
Auto (AAA)

Peter Fernandez
City (Salem)

Bob Russell
Trucking (OTA)

Jerry Breazeale
Rural OR

Steve Dickey
Transit (Salem-Keizer)

Mark Labhart
County/Elect (Tillamook)

Phil Warnock
TO (CWCOG)

Sid Leiken
County/Elect (Lane)

Chris DiStefano
Business (Rapha)

Jenna Stanke
OBPAC

Dan Thorndike
*Business (Medford
Fabrication)*



Plan Development Process

Status

Understand today



Envision tomorrow



ID what to do



Discuss getting there



Winter 2014

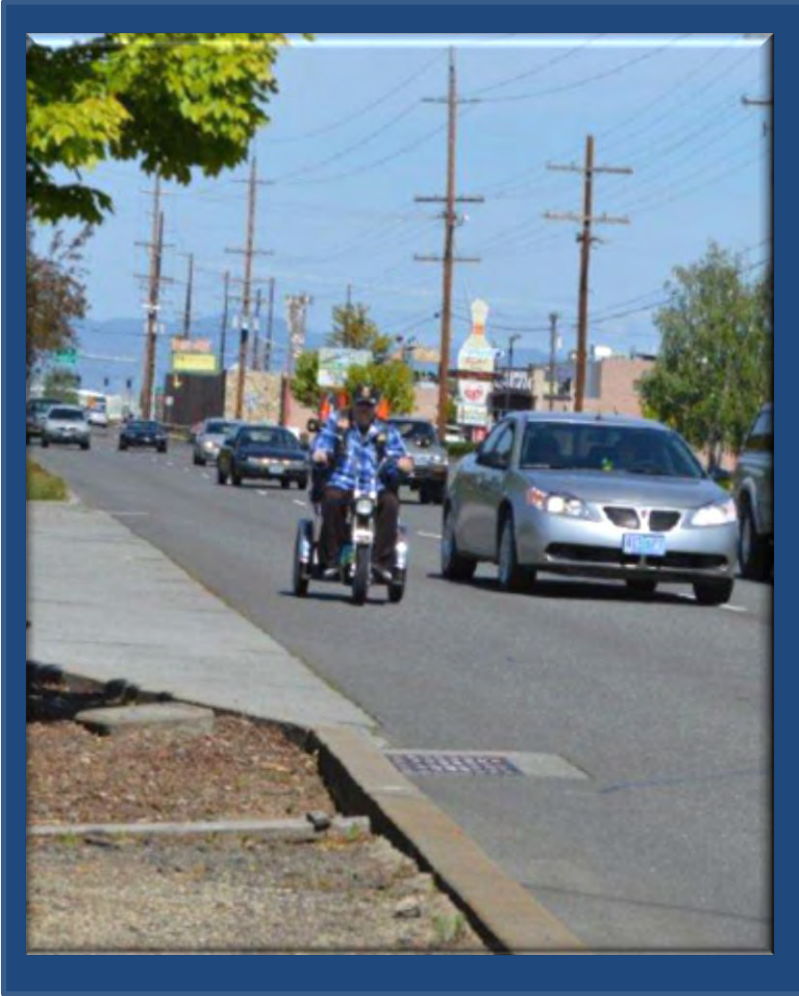
Spring 2015

Fall 2015



Understand today

Bicycle and Pedestrian Existing Conditions



- Fatalities and serious injuries
- Comfort and security issues
- Network gaps
- Inconsistencies
- Maintenance needs
- Changing demographics



Envision Tomorrow

Vision and Goals

Safety



Accessibility & Connectivity



Mobility



Community & Economic Vitality



Equity



Health



Sustainability



Strategic Investment



Coordination & Collaboration



Identify What to Do

Policies and Strategies

Safety



- Design
- Education
- SRTS
- Enforcement



Identify What to Do

Policies and Strategies

Accessibility/ Connectivity



- Identify gaps
- Improve connectivity
- Access other modes
- Regional paths



Identify What to Do

Policies and Strategies

Mobility



- Reduce/remove impediments
- Balancing mobility for all users



Identify What to Do

Policies and Strategies

Community/ Economic Vitality



- Land Use
Coordination
- Tourism
- Bike Parking



Identify What to Do

Policies and Strategies

Equity



- Transportation Disadvantaged
- Data



Identify What to Do

Policies and Strategies

Health



- Partnerships
- Data
- Coordination



Identify What to Do

Policies and Strategies

Sustainability



- Transportation options
- Zero emission modes



Identify What to Do

Policies and Strategies

Strategic Investment



- Seek new funding
- Prioritization framework for bike/ped
- Leverage



Identify What to Do

Policies and Strategies

Coordination
Cooperation
Communication



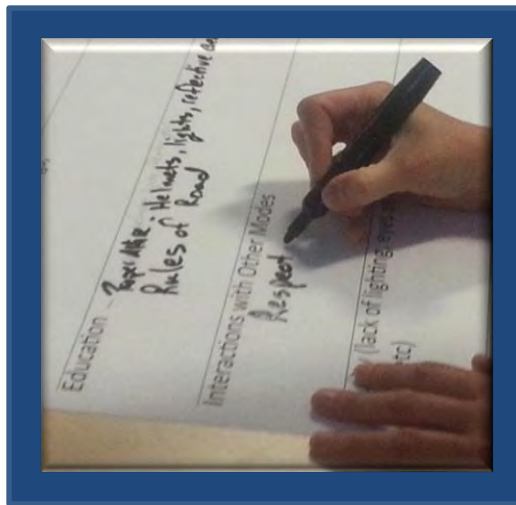
- Partnerships
- Information Sharing
- Seamless system



Discuss Getting There

Investments and Implementation

Investment
Considerations



Implementation
Considerations



Draft PLAN



In progress...

Summer 2015

Fall 2015



Questions

Website:

<http://www.oregon.gov/ODOT/TD/TP/pages/bikepedplan.aspx>

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ODOT Planning Unit, Principal Planner

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(503) 986-4105

Amanda Pietz

ODOT Planning Unit Manager

Amanda.Pietz@odot.state.or.us

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2018-21 MTIP/2019-21 RFFA Policy Update



Ted Leybold – Metro
Dan Kaempff – Metro



JPACT – July 9, 2015



Metro | *Making a great place*

A blue-tinted map of a region, likely in the western United States, showing a network of roads and highways. The map is partially obscured by the text on the right. Visible road numbers include 30, 26, 99E, 99P, 43, 100, and 105. Place names like Millgate, Lake Oswego, and Westport are also visible.

RFFA Policy themes

1. Maintain existing funding categories, 75/25 percent split
2. Focus on Climate Smart Strategies
3. Focus on Safe Routes to School
4. Maintain existing funding categories, eliminate 75/25 percent split

A blue-tinted map of a region, likely in the western United States, showing major roads and geographical features. The map is partially visible on the left side of the slide.

Workshop feedback

- Work with TPAC to revise theme format into a version more suitable for gathering useful feedback through a public comment period
- Add 2nd public comment opportunity on final recommendation

A blue-tinted map of a region, likely in the western United States, showing major roads and geographical features. The map is partially visible on the left side of the slide.

Schedule

- Refine policy themes in public comment tool – TPAC (July, August), JPACT (September)
- Begin public comment period in mid-September
- Policy development, public comment, adoption – October-March 2016

A blue-tinted map of a region, likely in the western United States, showing major roads and geographical features. The map is partially visible on the left side of the slide.

Process and Admin. Policy #1

“Select projects from throughout the region; however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region.”

A blue-tinted map of a region, likely in the Midwest, showing major roads and cities. The map is partially visible on the left side of the slide, with a white background for the text.

Please provide input to TPAC staff on policy themes

1. Maintain existing funding categories, 75/25 percent split
2. Focus on Climate Smart Strategies
3. Focus on Safe Routes to School
4. Maintain existing funding categories, eliminate 75/25 percent split

Parks and nature

Metro's parks and natural areas preserve more than 17,000 acres of our region for recreational enjoyment and environmental protection. Supported through voter-approved bond measures and a 2013 property tax levy, Metro's parks and natural areas attract hundreds of thousands of visitors from around our region.

July 9 nature celebration, grant awards: The Metro Council will meet at Centro Cultural de Washington County in Cornelius on July 9. The event will celebrate Metro's 25-year anniversary as a parks provider and the 10-year anniversary of Nature in Neighborhoods grants. The Metro Council will be awarding the latest round of Nature in Neighborhoods grants: \$2.2 million in capital grants to seven projects, and \$700,000 in conservation education grants to 15 projects. The event will include a tour of the Chehalem Ridge Natural Area and two previous grant recipients, Centro Cultural and Virginia Garcia Cornelius Wellness Center. The council will also be hearing an update on several westside projects. Contact: Laura Odom, 503-797-1879

Blue Lake Regional Park plan: Metro is developing a new master plan for its 87-year-old park in Fairview. Community engagement efforts are kicking off this summer and fall to plan for the future of a park visited by 300,000 people annually. A voter-approved 2013 parks and natural areas levy has led to a new park entry, picnic areas and native landscaping. Still, Blue Lake's underlying infrastructure is aging. A master plan is needed to keep Blue Lake fun, safe, healthy and relevant for future generations. Contact: Alex Perove, 503-797-1583

Newell Creek Canyon Natural Area: About 40 community members attended the June 23 open house to plan for future public access at this 215-acre natural area in Oregon City. Community members are being asked to share thoughts on concepts for future trails and a day-use/trailhead area. Contact: Tannen Printz, 503-813-7570

River Island Natural Area restoration: Neighbors and experts spent more than a year shaping the restoration plan for River Island Natural Area, and construction is now slated to start in early July along the south bank of the Clackamas River. The work will improve water quality and begin to transform the former gravel mine into a healthy habitat for plants, fish, wildlife and people. Asphalt and concrete debris will be removed from the shoreline, and two sections of gravel roads close to the river will be decommissioned. Large logs and boulders will be added to the river to create essential habitat for fish, which need resting and hiding spots to survive. Contact: Brian Vaughn, 503-797-1919

Land use and transportation

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

The **Southwest Corridor Plan Steering Committee** meets July 13 to consider staff recommendations on whether to keep studying high capacity transit tunnel options at Marquam Hill, Hillsdale and Portland Community College Sylvania. Project staff recommend removing the Marquam Hill and Hillsdale tunnels due to community impacts, high costs relative to ridership benefits and the availability of viable options to serve these destinations. Project staff also recommend rescheduling a decision on the PCC Sylvania tunnel to October 2015 in order to conduct more community outreach and technical analysis. Staff also propose keeping a Capitol Highway bus rapid transit to PCC Sylvania option on the table, along with light rail or bus rapid transit on Barbur Boulevard and/or Naito Parkway. Contact: Noelle Dobson, 503-797-1745.

The **Powell-Division Transit and Development Project** will present its Transit Action Plan to regional and local advisory committees in July. Recommended by the project's steering committee June 1, the plan includes a variety of engagement, design and technical analysis actions for project partners over the next several years and would move the effort into an official project development phase. JPACT will consider endorsing the plan at its July 9 meeting, and it will also be presented on an informational basis to MTAC on July 1, the Portland Planning and Sustainability Commission on July 14 and MPAC on July 22. The Metro Council will consider endorsement in September. Contact: Dana Lucero, 503-797-1755

The **Oregon Brownfields Coalition**, a statewide public-private coalition Metro helped convene, is supporting two bills in the 2015 Oregon Legislature. One bill, HB 2734, allows local governments to create land banks to foster cleanup and redevelopment of polluted sites; as of June 29, the bill had passed the House and Senate and was waiting for a signature from Gov. Brown. The other bill, HB 2289, would create a state income tax credit for brownfield cleanup. The coalition also continues to support the recapitalization of the state brownfields redevelopment fund. Contact: Brian Harper, 503-797-1833.

Metro's **Regional Travel Options program** celebrates the launch of its 9th edition Bike There! map with an Instagram photo contest in July. Users who share photos of their bike commutes with the tag #bikethere2015 will be eligible to win a variety of bike-themed prize packages, including gift certificates to local bike shops. Four weekly winners will be chosen, along with one grand prize winner for the month. Program contact: Marne Duke, 503-757-1551.

Waste reduction and management

Metro manages our region's garbage, recycling and compost systems, and encourages residents and businesses to make the most of what they don't want.

Metro's **Natural Gardening Program** continues at farmers markets and other events around the region. In partnership with Oregon State University Master Gardeners, the program talks to tens of thousands of residents each year about safe and healthy yard care and reduction of pesticide use, and provides tools and prompts such as an e-newsletter, coupons for pesticide disposal at Metro's sites and for gardening tools at local retailers, as well as a pledge to reduce or eliminate garden pesticides at home. Contact: Carl Grimm, 503-797-1676

Community enhancement grants: Beginning July 1, the Metro Community Enhancement Grants program will be rolling out to four additional regional waste facilities. These changes mean an expected \$856,000 will be collected to support the communities that host these facilities in the 2015-16 program cycle. That's an additional \$539,000 in grant funds from the current 2014-2015 program. Contact: Heather Nelson Kent, 503-797-1739

MAKING A GREAT PLACE



MPAC Speaker Series

Milwaukie Walking Tour

5 to 7 p.m.

Wednesday, July 22

Milwaukie City Hall

A tour of Milwaukie's downtown and a guest speaker presentation.

This event will be in lieu of the regular MPAC meeting.

Meet at Milwaukie City Hall, where Mayor Mark Gamba and City Councilor Wilda Parks will lead a 45-minute walking tour of downtown Milwaukie. The tour will visit the downtown commercial district, waterfront area and new light rail station. Our tour guides will discuss how Milwaukie is positioning itself to take advantage of new downtown development opportunities.

Upon returning to City Hall, attendees will enjoy refreshments and gather in City Council Chamber where guest speaker Joe Minicozzi will deliver a presentation (see below), followed by discussion and Q&A.



Refreshments generously provided by:



Milwaukie City Hall

10722 SE Main Street,
Milwaukie, OR 97222

TriMet buses 28, 33, 75, and 99 on SE Jackson Street stop. Car and bicycle parking is available in the lot across the street from

Dollars and \$ense: The Economics of Downtown Development

How do we build a vibrant downtown while creating a more fiscally sustainable and efficient city?

In this talk, Joe Minicozzi will present his research on the economic impacts of different land-use choices, how they connect to transportation decisions, and what this means for cities that are trying to develop or revitalize their downtown.

This topic is especially relevant as the Portland metropolitan area determines how and where to invest its transportation funds in ways that promote long-term livability and economic health.



Joe is a Principal with Urban3, which has conducted property value analysis, retail tax studies, and TOD analysis for rural areas to regional urban areas.

He is a founding member of the North Carolina-based, non-profit Asheville Design Center and he holds a Bachelor of Architecture from the University of Miami and Master of Architecture and Urban Design from Harvard University.