

Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, July 31, 2015
Time: 9:30 a.m. to 12 p.m. (noon)
Place: Metro, Council Chamber

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|-----------------|-------------|---|---|
| 9:30 AM | 1. | CALL TO ORDER AND DECLARATION OF A QUORUM | John Williams, Chair |
| 9:35 AM | 2. | COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS <ul style="list-style-type: none">• Quarterly Report on MTIP Amendments• RTP Travel Model Update | John Williams, Chair |
| 9:45 AM | 3. | CITIZEN COMMUNICATIONS ON AGENDA ITEMS | |
| 10:00 AM | 4. * | CONSIDERATION OF THE TPAC MINUTES FOR JUNE 26, 2015 | |
| 10:10 am | 5. * | Regional Travel Options (RTO) Travel and Awareness Survey results, and Strategic Plan Update Process and Timeline – <u>Information/Discussion</u> <ul style="list-style-type: none">• Purpose – Brief TPAC on recent RTO Program outcomes and trends and gather input for next RTO Strategic Planning process | Dan Kaempff, Caleb Winter, Marne Duke, Metro |
| 11:15 AM | 7. | Metro Transportation Model 5-Year Plan - <u>Information/Discussion</u> <ul style="list-style-type: none">• Purpose: Provide an overview of the key elements of the Model Development Advisory Committee's structure, mission, and goals and an update on the 5-year plan | Richard Walker, Metro |
| 11:45 | 8. * | ODOT Bike/Pedestrian Plan Update - <u>Information/Discussion</u> <ul style="list-style-type: none">• Purpose: Provide an overview of ODOT's Bike/Pedestrian Plan | Stephanie Millar, ODOT |
| 12:00 PM | 10. | <u>ADJOURN</u> | John Williams, Chair |

Upcoming TPAC Meetings:

- Friday, August 28, 2015
- Friday, September 25, 2015
- Friday, October 30, 2015

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

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលើសអើងសូមចូលទស្សនាការបោះពុម្ពផ្សាយ www.oregonmetro.gov/civilrights។
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2015 TPAC Work Program

As of 7/24/15

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

<p><u>July 31, 2015</u></p> <ul style="list-style-type: none"> Quarterly Report on MTIP Amendments (Chair comments; 5 min) 2018-2022 Regional Travel Options (RTO) <ul style="list-style-type: none"> Strategic Plan Update Process and Timeline – <u>Information/Discussion</u> (Dan Kaempff; 45 min) Travel and awareness survey results <u>Information/Discussion</u> (Caleb Winter, Marne Duke; 20 min) Metro Transportation Model 5-Year Plan (Information/Discussion; Dick Walker, 30 min) ODOT Bike/Pedestrian Plan Update <u>Information/Discussion</u> (Amanda Pietz; 30 min) 	<p><u>August 28, 2015</u></p> <ul style="list-style-type: none"> RTP and MTIP Transportation Equity Analysis work program - <u>Information/Discussion</u> (Grace Cho, Ted Leybold; 25 min) SW Corridor Project Update <u>Information/Discussion</u> (Wilkinson, 40 mins) MTIP and RFFA Public Comment Process Review <u>Information/Discussion</u> (Dan Kaempff and Grace Cho, 40 mins)
<p><u>September 25, 2015</u></p> <ul style="list-style-type: none"> 2018 Regional Transportation Plan Update – Review draft work program –<u>Information/Discussion</u> (Kim Ellis, Peggy Morell, 40 min.) ODOT Rough Roads Ahead and State of the System Report <u>Information/Discussion</u> (Kelly Brooks, 45 min) Equity Strategy Act Plan draft review – <u>Information/Discussion</u> (Patty Unfred, Juan Carlos Ocana-Chú, 40 mins) 	<p><u>October 30, 2015</u></p> <ul style="list-style-type: none"> Chair comments: MTIP Amendments Quarterly Report – (Chair comments; 5 min) <u>Information</u> Endorse 2018 Regional Transportation Plan Update Work Plan – Action (Kim Ellis; 35 min) MTIP and RFFA Policy Update Public Comments & Framing Discussion for Draft Policy Document – Information/Discussion (Higgins, Kaempff; 40 minutes)
<p><u>November 20, 2015</u></p> <ul style="list-style-type: none"> MTIP & RFFA policy update - Work Session <u>Information/Discussion</u> (Dan Kaempff, Grace Cho; 45 min) 	<p><u>December 18, 2015</u></p> <ul style="list-style-type: none"> SW Corridor Draft Mode Recommendation <u>Information/Discussion</u> (Wilkinson, 40 mins) MTIP & RFFA – <u>Recommendation</u> (Grace Cho, Dan Kaempff)
<p><u>January 2016</u></p>	<p><u>February 2016</u></p>

Parking Lot:

- MTIP Obligation & Performance Report (Jan 2016)
- MAP-21 Implementation
- Atlas of Regional Mobility Corridors
- Regional Infrastructure Supporting Our Economy (RISE) update (Siegel)
- ODOT Enhance/Fix-It Process
- TAP project delivery contingency fund pilot – report out of results (Leybold, Cho)



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
June 26, 2015
Metro Regional Center, Council Chamber

MEMBERS PRESENT

John Williams
Lynda David
Chris Deffebach
Don Odermott
Judith Gray
Karen Schilling
Jared Franz
Kelly Brooks
Nick Fortey
Adrian Esteban
Carol Gossett
Steve White

AFFILIATION

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

MEMBERS EXCUSED

Michael Williams
Dave Nordberg
Katherine Kelly
Karen Buehrig
Eric Hesse
Susie Lahsene
Nancy Kraushaar
Lanny Gower
Cora Potter

AFFILIATION

Washington State Department of Transportation
Oregon Department of Environmental Quality
City of Gresham
Clackamas County
TriMet
Port of Portland
City of Wilsonville, representing Cities of Clackamas County
Community Representative
Community Representative

ALTERNATES PRESENT

Chris Strong
Gary Schmidt
Alan Lehto
Phil Healy
Miranda Bateschell

AFFILIATION

City of Gresham, representing Cities of Multnomah County
Clackamas County
TriMet
Port of Portland
City of Wilsonville, representing Cities of Clackamas County

STAFF: Laura Dawson-Bodner, Grace Cho, Dan Kaempff, Ted Leybold, Malu Wilkinson, Tom Kloster, Richard Walker, Juan Carlos Ocana-Chú, Chris Myers, Caleb Winter.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

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

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Williams noted that Ms. Karen Schilling has served on TPAC since 1997. He complimented her on her many contributions, and expressed appreciation for her expertise and skillful use of consensus in decision-making. He thanked her for her service.

Member comments included:

- Ms. Chris Deffebach who worked with Ms. Schilling since 1997, recalled the Sellwood Bridge Project, noting her good judgment and wisdom.
- Ms. Judith Grey thanked Ms. Schilling for making her feel welcome and sharing resources. She requested that Ms. Schilling consider becoming a member of City of Portland Advisory committees.
- Mr. Alan Lehto thanked her for many constructive ideas and for acting as great resource throughout her tenure.
- Mr. Ted Leybold gave appreciation for her presence for solid guidance on recommendations, saying she is one of the core people for good recommendations.
- Ms. Elissa Gertler, who worked with Ms. Schilling at Clackamas County, noted her voice of reason and thanked her for her guidance in the transportation planning world.
- Mr. Phil Healy noted her common sense approach and ability to explain issues.
- Mr. Tom Kloster said Ms. Schilling was part of the team who created the 2040 Growth Concept in the 1990's and was an early advocate for bicycle and pedestrian planning as part of the regional system. She was a strong advocate during the development of the 2000 RTP.
- Mr. Gary Schmidt noted that she was an excellent collaborator. He appreciated her technical and strategic brilliance, and her wonderful sense of humor.
- Mr. Nick Fortey noted his appreciation, saying Ms. Schilling was a mentor with great knowledge of transportation planning. Her willingness throughout her tenure to ask tough probing questions has been a great service to the committee.
- Ms. Schilling thanked the committee, noting that she has enjoyed working with TPAC and that she's found her work on the committee to be very rewarding. She expressed appreciation for other committee members and said she was pleased to have contributed to this committee, which strives to be on the leading edge of planning with the goal of ensuring progress in region.

TPAC members shared the following updates:

- Ms. Judith Grey noted the passing of the Supreme Court decision on same sex marriage, saying she is happy to report that her marriage is now recognized in 50 states.

3. CITIZEN COMMUNICATIONS ON AGENDA ITEMS.

There were no citizen communications.

4. CONSIDERATION OF THE TPAC MINUTES FOR MAY 29, 2015

MOTION: Ms. Karen Schilling moved and Mr. Gary Schmidt seconded the motion to adopt the TPAC minutes from May 29, 2015.

ACTION: With all in favor, the motion passed.

5. 2015-16 UNIFIED PLANNING WORK PROGRAM (UPWP) AMENDMENT

Mr. Chris Myers and Mr. Caleb Winter (Metro) provided an overview of the amendment to add the I-84 multi-modal integrated corridor management project to the 2015-16 UPWP, and requested TPAC recommend that the amendment go to JPACT for approval. Mr. Winter discussed the resolution and the change in project budget which 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.

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) grant 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.

MOTION: Mr. Alan Lehto moved and Ms. Carol Gossett seconded the motion to approve and recommend to JPACT an amendment to add the I-84 multi-modal integrated corridor management project to the 2015 UPWP.

ACTION: With all in favor, the motion passed.

6. DATA FUNDING FOR BEHAVIOR-BASED FREIGHT MODEL

Mr. Leybold provided TPAC members with an overview of the data funding request. He noted that they are seeking TPAC's recommendation to amend the 2015-2018 MTIP to fund data collection to support the continued development of the freight demand model. The Freight Demand Modeling and Data Improvement Project was approved by Metro Council for the UPWP in December 2014. At the time of approval, the project narrative described two funding sources, the initial \$350,000 SHRP2 C20 Freight Modeling Implementation Assistance grant to fund model development, and an undetermined allocation of Regional Freight Analysis and Project Development funds for freight data to support model estimation, calibration, and validation. The data allocation was to be within the range of \$250,000 to \$450,000, with final amount to be determined following completion of initial project tasks to develop a Model Implementation Plan and a Data Plan.

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

Mr. Richard Walker provided additional detail about funding options for the behavior-based freight model currently under development at Metro. He noted that this data will meet an essential need. Once the tool is built, it will add great value to this region, providing much needed freight modeling to allow accurate decision making throughout the region.

Member comments included:

- Ms. Chris Deffebach commended Mr. Walker and his team for working on freight model, noting that getting good data can be a challenge. She asked what is not getting funded. Mr. Leybold referred to the memo included in the members' packets and clarified that in 2014-15 cycle of \$500,000 allocation had identified \$400,000 for a freight passenger rail study and \$100,000 for over-dimensional truck routes study. Another \$500,000 was allocated to support regional freight planning activities in the 2016-18 funding cycle, with the scope to be determined. There is \$1 million total from those funding sources to support regional freight planning activities. He noted that the over-dimensional truck route study is proceeding. Through UPWP and TIP amendments, the scope has been adjusted to more accurately reflect needs and funding increased to a total of

\$125,000. He noted that Tim Collins (Metro) has been shepherding the process for these studies. Due to consensus among regional representatives, it was suggested that the scope of the regional freight and passenger rail study should be somewhat decreased to accurately reflect need, and that the timing of the study would be most appropriate after the truck study is completed. A placeholder of \$200,000 of the original \$400,000 will be retained. He noted that the \$350,000 for the freight model data development will come out of the remainder of those funds.

- Ms. Carol Gossett asked about methods used to collect the information. Mr. Walker provided additional detail, noting that the study would include data collection from distributors and logistics firms. In addition, the study may include the introduction of a phone application for drivers similar to successful studies that have been performed in Florida and Chicago. The app will gather information on what trucks carry, vehicle routing, and time required, in addition to other data. He clarified that the study would address business districts.
- Mr. Phil Healy noted that the Port of Portland supports this project, saying there is a great need for this information.
- Mr. Nick Fortey said the FHA adds their support. He said that Mr. Walker under spoke Metro's efforts and that very few states or regions have undertaken this type of study. From a national perspective, he appreciates the Metro's work on this project and believes that this data collection effort is on the cutting edge of similar efforts around the country. By getting a good understanding of what is going on locally, it will be possible to take the information and analytical capacity and apply it elsewhere.

MOTION: Ms. Karen Schilling moved and Mr. Don Odermott seconded the motion to approve and recommend to JPACT an amendment to the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to allocate \$250,000 of existing regional freight analysis and project development funds to the freight demand modeling and improvement project.

ACTION: With all in favor, the motion passed.

7. MTIP AND RFFA POLICY UPDATE – WORK TO DATE - INFORMATION/DISCUSSION

Mr. Dan Kaempff and Ms. Grace Cho provided an update on the 2018-2021 Metropolitan Improvement Program (MTIP) and the 2019-2021 Regional Flexible Fund Allocation (RFFA) policy development and next steps leading to public comment.

Ms. Cho explained that they held workshops with local partners, stakeholders, advocates, and Metro Council to gain feedback on two areas: (1) how to shape policy to better coordinate across funding allocation processes and (2) how to best to invest RFFA funds to better implement regional policies. Based on feedback gathered in those workshops, Metro staff will present a proposal for the MTIP and a set of policy options for the Regional Flexible Funds. During the final workshop to be held immediately following the meeting, it is the hope that participants will arrive at a general consensus so that draft policies would be ready for release for public comment.

She then explained the MTIP policy proposal options, organized into three main topic areas:

- Continuation of existing coordination policies already in practice
- Refinements to the existing practices and new policies and coordination activities
- Coordination on applications for competitive state and federal funding

Mr. Kaempff detailed the four draft policy options for the RFFA workshop developed through the workshops and other coordinating committees and feedback opportunities. He noted that the goal of the workshop immediately following TPAC would be to generally approve of the draft options in order to release for public comment. Those are:

- Maintain existing RFFA policy with minor updates to reflect newly adopted regional transportation policies since the last MTIP/RFFA policy update
- Refocus the funding policy and project selection criteria to ensure it reflects climate smart strategies
- Refocus policy and criteria to support to safe routes to school outcomes
- Maintain existing Step 2 project categories as the eligible project types but eliminate the Step 2 project category splits.

Mr. Kaempff also clarified the project selection process. He said that sub-regional allocation targets will be eliminated. He said Metro staff understands that concerns have been expressed about how funds are distributed and that there is a desire for equity and fairness around the region. Federal policy dictates that funds cannot be sub-allocated. The objective in reshaping the allocation process is to partner with members and interested parties to ensure that the policy is fair and accurately reflects federal law and finds the best way to select projects from throughout the region. During the afternoon's workshop, participants will be asked to focus on policy options and to ensure they are ready for public comment, rather than on the mechanics of the selection process. Mr. Kaempff noted that there would be opportunity for additional ideas to be generated during the public comment period and that a description of the allocation process would not be finalized until the release of the project solicitation packet in 2016.

Ms. Cho added that if there is general consensus that the RFFA is ready for public comment, staff will plan to discuss options with JPACT at their July 9 meeting. The public comment period would likely run for 45 days, from mid-July to the end of August. Staff will bring public comments and feedback back to TPAC and JPACT in the fall. Council action is scheduled for December. If more time is needed, staff is prepared to accommodate that need.

Member comments included:

- Ms. Schilling expressed concern regarding the change in process in that there is no formal recommendation from TPAC to JPACT. She requested clarification regarding the change in process and approach. Mr. Kaempff noted that there is no JPACT meeting in August, so the public comment period could not start until September if needing to wait for a formal TPAC recommendation after the final workshop. As this is just a framework to solicit early public comment and not a policy action by JPACT, staff is asking for TPAC advice on the content and whether those members who staff JPACT representatives will be comfortable with the public comment framework. The intent of the public comment period is to get a feeling of the pulse of the region. Chair Williams added that staff will return to TPAC for review and recommendation of a draft policy document in the fall.
- Ms. Grey asked for additional clarification about the goals, timeline, and process for the policy update. Mr. Kaempff responded that staff wants to ensure the process is meeting the regional needs. If the recommendation goes to TPAC first, it may extend the schedule for in excess of two months. Ms. Cho clarified that the workshops were designed to be open to all stakeholders in addition to members of TPAC to provide opportunity for dialogue about policy options. Final approval is not required at this time. Workshops and discussions at TPAC are geared towards narrowing the options, and the current intent is to allow earlier public participation in the process. Once approvals are needed, the recommendations would follow the usual TPAC/JPACT approval process.
- Ms. Grey expressed concern about this approach. She also asked about sub-regional allocations. Mr. Kaempff clarified that the practice of sub-allocating funds cannot be continued, as the current practice does not meet federal requirements.

- Mr. Leybold concurred, saying that originally, the process was intended to be advisory and to have some flexibility in the process. However, in practice it has become a sub-allocation. The current practice of setting targets must be updated.
- Mr. Gary Schmidt asked for clarification about the process if revisions occur after the initial public comment period and once TPAC and JPACT have approved the options. He asked if the public would see the final version, assuming there are changes after public input. Mr. Kaempff noted that the current schedule does not allow for another public comment period but there could be some flexibility if that is needed.
- Mr. Don Odermott echoed concerns of the previous two speakers. He expressed discomfort with the order of events and the compressed time frame.
- Ms. Chris Deffebach noted that these are wider-ranging policy choices and expressed a preference that TPAC provide a recommendation to JPACT. She stated that TPAC might wish to make recommendations other than those currently being considered. Mr. Kaempff clarified that options would be refined during the afternoon workshop. A more comprehensive format will be presented during the public comment period and to JPACT. After the public comment period, staff will present a report to TPAC. Today's version is a work in progress.
- Ms. Deffebach appreciated the recognition of the geographic distribution question.
- Ms. Kelly Brooks expressed appreciation for the effort so far and requested clarification on current options. She noted that the regional economic opportunity fund work that was done in the past had been educational. ODOT supports a modification of the sub-allocation policy. She believes the change allows funding of a variety of larger scale project with federal dollars. Mr. Kaempff noted that option D includes larger scale projects and that removing target dollar amounts for each project category in Step 2 allows more flexible funding for those projects.
- Ms. Miranda Bateschell said that JPACT will want to see the public comment version that is going to the public. Mr. Kaempff noted that there will not be a vote at JPACT, and that it will be an informational item for JPACT's review and general direction. The matrix will be revised appropriately for JPACT member review following the workshop.
- Mr. Phil Healy observed a lack of description of projects that support economic development. He suggested that support of the business community is important and it would be good to see projects that support job creation or industrial development. He noted concern that this might be missing an opportunity. Mr. Leybold responded that some of these are inherent in the current options.
- Mr. Alan Lehto reminded members of the need to prioritize funding on behalf of the entire region. He emphasized a focus on places where larger projects can have a greater impact.
- Mr. Jared Franz commended Metro for the willingness to bring the public into the process earlier. He noted that often when the public is consulted that ideas / policies are close to complete, so that this change is more meaningful as it includes the public in the shaping of the policy. He also expressed concern about the lack of a second public comment period and expects that there may be substantive comments from the community.
- Mr. Don Odermott commented on the use of federal funds for small projects and the inefficiency in overhead costs. He said that Washington County had better administrative successes with bundled projects. He said the funding can be best leveraged with smart and efficient coordination between projects.

8. POWELL-DIVISION ACTION PLAN

Ms. Malu Wilkinson introduced guest presenters, Alexandra Howard, City of Portland and Brian Martin, the City of Gresham. Ms. Wilkinson provided an overview of the Powell-Division Transit Action Plan, and the action plans for cities of Gresham and Portland. She requested TPAC's recommendation of the Transit Action Plan so that it could go to JPACT for approval. Pending JPACT approval, Metro

Council is scheduled to endorse the Transit Action Plan in September, following endorsements by city councils of Gresham and Portland.

Ms. Wilkinson provided an overview of Metro's Investment Areas approach which combines high capacity transit and multi-modal corridor planning expertise with land use implementation including brownfields, station area planning, industrial land readiness and economic development. Powell-Division exemplifies what it means to be an investment area, as it is a prime opportunity to make the most from limited public funds – the project can include federal transportation funding, or partnering with other programs, cities, counties or community organizations that are all investing in an area. It is the working assumption that public investment catalyzes private development. Since high capacity transit is often one of the largest public investments we can make, we must leverage those funds together for the greatest potential impact and create the most public benefits in an area.

She discussed the work to leverage Metro's resources to provide a place where people want to work, live, and play. The project team adopted a place-based approach, always with the goal to reflect what people most need. Powell-Division is a vibrant, diverse corridor. There are many opportunities to improve and enhance the area and to address some of the issues the area is facing, in terms of safety, investments, and connections. The team has focused on community driven decision making, ensuring that the public has been engaged frequently and meaningfully at multiple stages of the process. This included 250 community events or meetings, 6 online surveys, an online map comment tool, and work with new partners to reach out to diverse groups in numerous languages. She mentioned that there are two major transit connections connecting the downtowns of Portland and Gresham, as well as connections to light rail and significant transit ridership today. There is a good grid network but not many north-south transit routes and a lack of good bike and pedestrian routes. She mentioned there are economic opportunities that, with more investment could provide growth. The area is also an educational corridor, several high schools, community colleges, a natural medicine school and others. The steering committee recommended that the project focus on creating the first bus rapid transit line in the region which will run between Portland and Gresham. At the same time, work has been focused on the investment/development side. The development strategy that has been spurred by a Metro Community Planning and Development Grant (CPDG) awarded to Gresham and Portland, is geared to help define the areas of change and stability, develop policies and projects that can support future station areas, provide community benefits, and align public and private investments to support community goals. A Metro TOD investment project is already underway at the corner of 82nd and Division – Metro has purchased a vacant building and leased it for use as a local community center. Lastly, she reviewed the steering committee's major actions, the goals and objectives, and the community engagement program.

Mr. Brian Martin (City of Gresham) provided an overview of the three study areas (182nd/Division, downtown Gresham, and the "campus area") that were chosen along the corridor and their focus on how best to support transit and use to best benefit communities. Studies reviewed existing conditions, land use, the real estate market and potential displacement. Primary activities included talking to the community about desired changes around station areas. Respondents asked for safe sidewalks and crosswalks, better stations and bus stops, and stronger connections to community gathering places. This work translated into an action plan which includes city-wide strategies for economic job attraction and retention, housing and jobs downtown, community services and gathering places, safety, affordable housing, and transportation.

Ms. Alex Howard (City of Portland) noted that the two-year Portland Action Plan builds upon past plans. The team acknowledged that transit brings benefits and challenges, so decided early on to consider what might be accomplished in a two-year period of time. So the Portland Action Plan is a

starting point for community stabilization work and concentrates on how the community can best grow and businesses benefit from the investments that will be made in the area, knowing that later actions will build on these early investments. Specific issues include affordable housing and economic development as well as land use near station areas, so that they are integrated into the physical fabric of the community and reflect community needs and identity. Design and development will be focused on the five station areas which are key opportunity areas for specific actions. Those include: the Inner Powell area, Foster/Powell, Jade District, 122nd/Division, and 162nd / Division. She gave the following examples: multi-dwelling housing preservation program, early business technical assistance, grants to business owners, and formation of a business improvement district. The plan will go to the City of Portland Planning and Sustainability Commission on July 28 to introduce the concept and a more refined version will be available later in the fall.

Ms. Wilkinson shared the steering committee decisions to date which included advancing bus rapid transit, and a general route that crosses the Willamette River using the Tilikum Crossing and runs on Powell Blvd in Southeast Portland, transitioning to Division St in East Portland and continuing to Mt. Hood Community College in Gresham. She noted that community support is in favor of a crossing at SE 82nd Avenue. So in addition to high capacity transit for the area, other aspects that are being considered include mobility, economic development, and active transportation. In Gresham, the transition from Division is yet to be determined. Additional conversations with the community will be held to determine the best method forward and how to best meet community needs.

An application has been made to the FTA to enter into the project development phase so that local investment resources count as a match towards the overall capital cost of the project. The locally preferred alternative including route decisions and design elements, station spacing and transit service elements are yet to be made by the steering committee. Ms. Wilkinson said her staff will return to TPAC with final options on station spacing and routing. Metro Council is scheduled to endorse the Transit Action Plan in September, following endorsements by city councils of Gresham and Portland.

Member comments included:

- Ms. Grey and Mr. Lehto congratulated Metro, the City of Gresham and the City of Portland and expressed support for the plan.
- Ms. Gossett asked whether the Transit Plan was included in the comprehensive plan and Ms. Howard clarified that it was. Additionally, Ms. Gossett inquired whether changes would be reflected in the zoning. Ms. Howard clarified that in the future, there could be refinements to mixed use zones but nothing is anticipated at this time.
- Mr. Healy appreciated the good outreach and process in East Multnomah County.
- Ms. Schilling expressed her appreciation and clarified with Joanna Valencia that the Multnomah Board would be supporting the process with an IGA. Ms. Wilkinson noted the update and indicated that this information would be reflected in any revisions.
- Mr. Lehto requested a clarification of the more accurate naming of the boulevard to which Ms. Howard agreed and indicated that more satisfactory language would be included in future revisions.

MOTION: Ms. Chris Deffebach moved and Mr. Steve White seconded the motion to a recommendation to JPACT to approve the Powell-Division Transit Action Plan.

ACTION: With all in favor, the motion passed.

9. METRO EQUITY STRATEGY

Mr. Juan-Carlos Ocana Chiu introduced TPAC members to Metro's Equity Strategy program and timeline, and discussed goals and objectives for the program's outcome. He then asked for feedback from the committee.

Member comments included:

- Ms. Gossett extended an invitation to visit OMSI, as the organization has a long history of experience with underserved communities with special programs, camps, services, and educational opportunities for children.
- Ms. Bateschell commended the project and requested information on how to leverage the information that is being gathered and benefit to provide more equitable outcomes in members' jurisdictions and organizations. Mr. Ocana Chiu appreciated the comment and noted that in the future strategic conversations will be convened to ensure regional participation, and assist partners to increase their capacity to build equitable outcomes.
- Ms. Chris Deffebach asked about the specific longer term outcomes of the program. She suggested that a presentation on the baseline report would be helpful, and to provide context for how it affects coordinating/advisory committees.
- Ms. Judith Grey commented that the work is not just about transportation. In the past TPAC has discussed a goal of more robust approaches to public engagement and equity analysis. She noted previous discussions about a task force that would work to ensure that agencies with limited resources can benefit from this work. Ms. Cho confirmed that the RTP and MTIP Transportation Equity Analysis work program will be evaluating transportation investments with an equity lens. A presentation will be provided to TPAC in August. That discussion will include the possible development of a task force, using information from the framework report, and making those connections. She and staff are working with the Diversity Equity and Inclusion team to ensure that the RTP update will be synced up with these programs as well.
- Mr. Lehto also requested that the baseline report be brought to TPAC.

10. ADJOURN Chair Williams noted that the next meeting will be July 31. He adjourned the meeting at 11:59 a.m.

Respectfully submitted,



Lisa Hunrichs, Planning and Development

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JUNE 26, 2015

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1.0	Agenda	6/26/2015	Meeting agenda	062615T-01
1.0	Work Program	6/26/2015	Work program	062615T-02
4.0	Meeting Minutes	5/29/15	Meeting minutes	062615T-03
5.0	Resolution	June 2015	Resolution 15-4633	062615T-04
5.0	Exhibit	June 2015	Exhibit A, Resolution 15-4633	062615T-05
5.0	Memo	6/9/2015	Staff Report regarding Resolution 15-4633	062615T-06
6.0	Memo	6/17/2015	Freight Demand Modeling & Data Improvement Project	062615T-07
6.0	Memo	6/17/2015	Regional Freight Funding Update	062615T-08
6.0	Handout	July 2015	Draft Resolution 15-4637	062615T-09
7.0	Memo	6/17/2015	2018-2021 MTIP and 2019-2021 RFFA Policy Update – Progress to Date and Next Steps	062615T-10
8.0	Resolution	Sept. 2015	Draft Resolution 15-4634	062615T-11
8.0	Handout	5/11/2015	Powell-Division Transit and Development Project Transit Action Plan	062615T-12
9.0	Memo	3/20/2015	Comments and recommendations on the “Equity Baseline Report: A Framework for Regional Equity”	062615T-13
9.0	Memo	4/14/2015	Direction for the creation of options for the adoption of the Equity Strategy and Action Plan	062615T-14
9.0	Memo	6/5/2015	Equity Strategy and Action Plan Timeline (Draft June 5, 2015)	062615T-15
9.0	Handout	June 2015	Equity Strategy and Action Plan Timeline (Draft June 5, 2015)	062615T-16



Date: July 23, 2015
To: TPAC and Interested Parties
From: Ted Leybold and Pamela Blackhorse
Subject: TIP adjustments for April – June 2015

Below is the summary of Transportation Improvement Program amendments, programming adjustments and financial plan adjustments for the fourth quarter of Metro fiscal year 2014-15. These adjustments are distributed to TPAC on a quarterly basis.

Please contact us if you have any questions.

2015-18 MTIP Programming Adjustments: Fourth Quarter of FFY 2014-15

The following FFY15-18 MTIP amendments, programming adjustments or financial plan adjustments were processed in the period April through June 2015.

www.oregonmetro.gov

2015-18 MTIP Amendments as of June 30, 2015



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AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MODIFICATION TYPE	RESOLUTION NUMBER	APPROVAL DATE	AGENCY	REQUESTED BY	REQUESTED ACTION	CYCLE
863	15044	OR8: Minter Bridge Rd - SW 331st Ave SEC	Administrative		12/18/2014	ODOT	Nate Scott	Add the project to the 15-18 STIP and MTIP. Increase PE to obligated amount and increase CN to bid amount. Add 375K state funds to create an OTH phase for a interconnect repair.	2015-18
867	19465	NW Huffman St and 253rd Ave (Hillsboro)	Administrative		1/12/2015	Hillsboro	Matt Freitag	Move \$10.27M from K16842 (Brookwood Interchange) and 1.8 M from the City of Hillsboro to create a child project from K16842	2015-18
868	19466	NW Brookwood Pkwy: NW Meek Rd - NW Shute Rd	Administrative		1/12/2015	Washington County	Matt Freitag	Create a child project from K16842 (Brookwood) and transfer \$9M from it and also ad \$2M from Washington County. (Per IGA 29662)	2015-18
869	18018	17th Avenue Multi-use Trail: SE Ochoco - SE McLoughlin	Administrative		1/16/2015	Milwaukie	David Arena	Correct rounding and add a RW phase by moving funds from CN	2015-18
870	18262	I-5 SB: Broadway - Weidler Exit Ramp	Administrative		1/16/2015	ODOT	Kelly Hawley	Add the project to the 15-18 STIP. Change the project name increase PE and add a UR phase by adding funds from Region 1 savings on favorable bids.	2015-18
876	16063	B Street: 23rd Ave - Primrose Ln (Forest Grove)	Administrative		1/10/2015	Forest Grove	STIPFP	Notification Message Add \$35000 (fed) from Metro's TAP contingency fund to K16063 increase CN	2015-18
877	19141	OR213: King Rd - Mt Scott Creek Bridge and ADA Ramps	Administrative		1/8/2015	ODOT	STIPFP	Change Reason Change the project name. Increase CN add PE and RW with FP funds from savings on K17568 Notification Message K19141 - OR213: KING RD â€™ MT SCOTT CREEK BRIDGE ADA RAMPS (Project name change increase CN add PE & RW)	2015-18
883	18227	NE Graham Dr Sundial Rd & Swigert Way (Troutdale)	Administrative		2/5/2015	ODOT	Notification	Add \$669288 JTA funds	2015-18
884	14393	Cleveland St: NE Stark to SE Powell	Administrative		2/5/2015	ODOT	Notification	Increase RW to \$174000 by moving federal funds from CN	2015-18
887	18019	Arata Rd - 223rd - 238th (Fairview/Wood Village)	Administrative		2/23/2015	ODOT	Tom Weatherford	Split \$500K from K18019 (CN Phase) to K18129 (outside MPO) and add local match. Split \$500K from K17969 & 16953 (both outside the MPO) to K#18019 (CN phase). Total project is the same cost. ODOT is just moving funds.	2015-18
889	16602	FFO - Sunrise Project - Industrial Way	Administrative		2/23/2015	ODOT	Kelly Brooks	Move RW unspent OTIA funds from K16602 to K15555 CN phase and true up the CN phase for K16602	2015-18
891	17704	OR8: SW 185TH Ave Sec	Administrative		2/23/2015	ODOT	Amanda Sandvig	Increase RW again on K17704 OR8 (TV Highway): SW 185th Ave to the new estimate of \$467101 by moving funds from CN	2015-18
893	17708	OR 213 (82nd Ave): SE Duke Street	Administrative		3/9/2015	ODOT	Nate Scott	Increase the UR phase to \$16600 by moving \$3600 from CN and the balance from the bottom line.	2015-18
897	17888	SE Holgate & Ramona 122nd-136th Ave Sdwk/Portland	Formal		3/31/2015	Portland	Ted Leybold	Change/Adjust the programming on 11 TE projects to include Urban TAP and State TAP funds (as needed) per Metro Resolution No. 13-4459 adopted 9/26/13.	2015-18

900	18019	Arata Rd - 223rd - 238th (Fairview/Wood Village)	Administrative		3/9/2015	Multnomah County	Notification Only	RW to \$560K by moving funds from CN.	2015-18
901	18026	Cedar Creek/Tonquin Trail: OR99W - Murdock Rd.	Administrative		3/18/2015	Sherwood	Notification Only	Increase PE of Cedar Creek/Tonquin Trail: OR99W - Murdock Rd to \$1058156 by moving funds from CN.	2015-18
902	17697	2014 & 2015 Signal Upgrades	Administrative		3/9/2015	ODOT	Vaughan Rademeyer	Increase PE add RW and UR phases by moving funds from CN. Update location information	2015-18
904	16253	Pedestrian Crossings at Four Schools (Portland)	Administrative		3/9/2015	Multnomah County	STIPFP	Amend K16253 Pedestrian Crossings at 4 Schools (Portland) to remove RW Increase PE and CN by adding funds from Metro FP (ex K16771)	2015-18
909	17888	SE Holgate & Ramona 122nd-136th Ave Sdwk/Portland	Administrative		4/1/2015	Portland	Brooks/ Richards	Add a UR phase by transferring funds from CN. Adjust RW phase to amount obligated. Also add local funds to CN of \$19391 to the MTIP that was in the STIP already.	2015-18
910	19529	I-84 Multimodal Integrated Corridor Mgmt Project	Administrative		4/30/2015	Metro	Caleb Winter	Add new project to the MTIP and STIP. Metro and partners received a \$191680 federal planning grant from FHWA for Integrated Corridor Mgmt Deployment.	2015-18
911	19502	Region 1 Rural Safety Improvements	Administrative		4/1/2015	ODOT	Brooks/Hopes	K19502 - Add the Region1 Rural Safety Improvements (HSIP) to the STIP project from R1 FP	2015-18
912	19100	US26 ATMS/ITS	Formal	15-4610	4/6/2015	ODOT	Matt Freitag	Change the project name of K19100 to Regional Active Traffic Management (ATM) Project. Increase PE and add CN with a TIGER IV grant ODOT Region 1 FP and Washington County funds. Change existing PE funds to State.	2015-18
913	18778	US30: NW McNamee Rd - NW Bridge Ave	Administrative		4/6/2015	ODOT	Jovanovic/ Brooks	K18778 US30: - NW McNamee Rd - NW Bridge Ave to advance RW and CN to 2015 in the 12-15 STIP. Increase PE to \$408000 and RW to \$165000 by moving BikePed funds from CN. Change project northern limit to MP6.4.	2015-18
914	19185	Rock Creek CNG Fueling Infrastructure (Hillsboro)	Administrative		4/8/2015	ODOT	Fisher/ Hunaidi	Cancel the PE and CN phases of Key 19185 Rock Creek CNG Fueling Infrastructure and move all funding to the OT phase.	2015-18
915	19187	Kerby CNG & RNG Fueling Infrastructure (Portland)	Administrative		4/8/2015	Metro	Fisher	Cancel the PE phase of K19187 Kerby CNG & RNG Fueling Infrastructure (Portland) and move all funding to the OT phase.	2015-18
916	19193	Wilsonville SMART: CNG Fueling Station	Administrative		4/8/2015	SMART	Patricia Fisher	Cancel the PE phase of K19193 Wilsonville SMART: CNG Fueling Station Upgrade and move all funding to the OT phase	2015-18
917	14438	Stark St Beaver Creek Culvert	Administrative		4/8/2015	Multnomah County	Reem Khaki	Change the name of K14438 to Stark St Beaver Creek Culvert and slip CN to 2016. MTIP already had CN date in 2016 so just changed name	2015-18
918	18809	Boones Ferry Rd: Oakridge/Reese- Madrona St	Administrative		4/21/2015	Lake Oswego	ODOT	Advance the PE phase of K18809 Boones Ferry Rd: Oakridge Rd/Reese Rd - Madrona St from the 15-18 STIP to the 12-15 STIP and reduce total PE to \$2900000.	2015-18

919	19099	OR224/OR212 Corridor ITS	Administrative	4/21/2015	ODOT	Hawley/ Brooks/ Watanabe	Amend K19099 OR224/OR212 Corridor ITS to advance PE from 2016 in the Draft 15-18 STIP to 2015 in the 12-15 STIP	2015-18
920	19201	2016 Interstate Sign Replacement	Administrative	4/27/2015	ODOT	ODOT	Change K19201 2016 Interstate Sign Replacement to a Region 1 project and advance PE to from the 15-18 STIP to the 12-15 STIP	2015-18
921	17704	OR8: SW 185TH Ave Sec	Administrative	5/1/2015	ODOT	Kelly Brooks	Change the project name to OR8: SW 185th Ave. Sec and change the description to: Install traffic separators remove slip lane and rebuild signal. Increase PE to \$703000 and RW to \$551419 by moving funds from CN.	2015-18
922	19149	Morrison Bridge Deck Lift Replacement	Administrative	5/11/2015	Multnomah County	Kelly Brooks	Add PE phase for K19149 Morrison Bridge Lift Deck Replacement as approved by the Local Agency Bridge Selection Committee. To be funded from bottom line of Local Bridge FP.	2015-18
923	18003	OR8 at Quince St. (Forest Grove) Sec	Administrative	6/17/2015	Forest Grove	Brooks	Amend K18003 OR8 at Qunice St to change the project name and work description. Combine K19246 adding \$2609364 Enhance and \$367835 Local funds and slip CN and RW to 2016.	2015-18
923	19246	OR8 & OR47: Pacific Ave and Quince St	Administrative	6/17/2015	ODOT	Kelly Brooks	Amend K18003 OR8 at Qunice St to change the project name and work description. Combine K19246 adding \$2609364 Enhance and \$367835 Local funds and slip CN and RW to 2016.	2015-18
924	17461	Tualatin - Sherwood Rd OR99W - Teton Ave	Administrative	5/6/2015	Washington County	Michele Thom	Add an OT phase by moving \$250000 from CN and add County funds to bring the CN total to \$1250000	2015-18
926	17905	Hillsboro Bike and Ride (Orenco Station) 2011	Administrative	5/8/2015	TriMet	Alison Langton	Amend K17905 Hillsboro Bike and Ride (Orenco Station) 2011 to slip the project into the 15-18 STIP. Change the applicant fund code and reduce the federal matching funds to the minimum amount.	2015-18
927	18006	Vehicle Electrification	Administrative	5/19/2015	Metro	Ted Leybold	Key #18006 - Transfer \$100000 federal funds from Other Phase to Planning Phase and adjust fund code	2015-18
927	19551	Metro Drive Less Connect Outreach Program (15-17)	Administrative	5/22/2015	Metro	Vaughan Rademeyer	Add K19551 Metro Drive Less Connect Outreach Program (2015-17) by transferring \$354397 from K18492 to create an OT phase	2015-18
928	18262	I-5 SB: Broadway - Weidler Exit Ramp	Administrative	6/5/2015	ODOT	Brooks/Hopes	Reduce PE to \$480770 and transfer \$1734776 from R1 FP (from K15462) to add a CN phase as approved by the OTC in April.	2015-18
930	19188	Metro Central Transfer Station: CNG Fueling	Administrative	6/5/2015	Metro	Patricia Fisher	Cancel PE and CN and move all funding to add an Other phase and add \$107412 from K19144.	2015-18
931	19528	2016 Region 1 Local Roads Signal Upgrades	Administrative	6/17/2015	ODOT	Matt Freitag	Amend the STIP to add a new project for K19528 2016 Region 1 Local Roads Signal Upgrades (HSIP) by moving \$1602672 funds from the R1 FP.	2015-18
932	18032	SMART Job Access/Reverse Commute FY15	Administrative	6/17/2015	SMART	Jodie Kotrlik	Cancel the funding as this program was merged with Section 5307.	2015-18

932	18018	17th Avenue Multi-use Trail: SE Ochoco - SE McLoughlin	Administrative	6/18/2015	Milwaukie	David Arena	Amend K18018 17th Ave Trail: SE Ochoco â€” SE McLoughlin to increase PE to \$1387924 by moving \$293464(Fed + match) from CN to leave \$1760890 and slip CN to 2016.	2015-18
933	18034	SMART New Freedom Program FY15	Administrative	6/17/2015	SMART	Jodie Kotrlik	Cancel K18034 SMART New Freedom Program FY15 as this program was merged with Section 5310.	2015-18
933	18173	Crescent Connection: Cedar Hills Blvd. - Lombard	Administrative	6/17/2015	Beaverton	Michele Thom	Change the project name and add \$37463 City funds to increase the RW total to \$708790	2015-18
934	19552	CLEAN ENERGY PUBLIC-ACCESS CNG STATION (PORTLAND)	Administrative	6/17/2015	[Other]	Patricia Fisher	Add K19552 Clean Energy Public-Access CNG Station (Portland) by transferring \$591798 from K19144 and also add local funds of \$912702	2015-18
935	19174	Freight Demand Modeling & Data Improvement	Administrative	6/18/2015	Metro	Bud Reiff	Amend K19174 Freight Demand Modeling & Data Improvement to increase funding to \$461445 by transferring \$111445 from K19296	2015-18
936	19296	Regional Freight Analysis and Project Development	Administrative	6/18/2015	Metro	Bud Reiff	Reduce funding to \$445782 by splitting \$111445 to K19174 Freight Demand Modeling and Data Improvement as requested by Jodie Kotrlik 4/20/15	2015-18
937	19558	TriMet - 8310 E&D Capital STP Transfer (2015-2017)	Administrative	6/22/2015	TriMet	Ivan Presnny	Split \$2546258 from K17629 for E&D project allocation to TriMet	2015-18
938	19559	Wilsonville - 5310 E&D Transit Capital STP Transfer (2015-2017)	Administrative	6/22/2015	SMART	Ivan Presnny	Split \$76000 from K17629 for E&D project allocation to SMART	2015-18
939	19557	Ride Connection - 5310 E&D Transit Captial STP Transfer (2015-2017)	Administrative	6/22/2015	[Other]	Ivan Presnny	Split \$7081109 from K17629 and \$160000 K18516 to new Key numbers for E&D project allocations to Ride Connection (K19557) TriMet (K19558) and SMART (K19559).	2015-18



DATE: July 22, 2015
TO: TPAC and Interested Parties
FROM: Kim Ellis, 2018 RTP project manager
SUBJECT: Request for Agency Review of 2018 RTP Base Year Network

PURPOSE

Metro staff are developing data and tools to support the 2018 Regional Transportation Plan (RTP) update. A key tool will be the regional travel demand model. Local government and ODOT input is requested that will be used to create a 2015 base year network and 2040 No Build network for use during the update.

ACTION REQUESTED

Local government and ODOT input is helpful to ensure accuracy of the roadway and bicycle network attributes for both networks. Agencies are requested to review the 2010 roadway network and submit requested edits with supporting documentation to Metro.

By Monday, September 14:

1. **Please identify all roadway and bicycle facility projects completed between 2010 and 2015 to be included in a new 2015 base year network.** We want to ensure that the 2015 base year roadway network displays the network that is expected to be in place by the end of the 2015 calendar year. In addition, the 2015 base year network will also include the new Sellwood Bridge and west interchange (with truck restrictions lifted and buses rerouted) and Phase 1 of the Sunrise Corridor project.

Metro staff will update the 2015 bicycle network using the Regional Land Information System (RLIS) bicycle facilities inventory. Agencies may also submit a list of bicycle facilities completed between 2010 and 2015 to ensure completeness. Agency information will be used to update the RLIS inventory where appropriate.

2. **Please identify all future roadway and bicycle facility projects with committed funding to be included in a new 2040 No Build network.** It is important to ensure the 2040 No Build network displays all roadway capacity and bicycle facility projects for which funding has been committed.

Your input and the network updates are important. In addition to being used for the analysis of the 2018 RTP, the networks will be the basis for local transportation system plan (TSP) updates and corridor refinement planning that will occur after the RTP update.

INSTRUCTIONS FOR RTP ROADWAY NETWORK REVIEW AND SUBMITTING UPDATES

Each jurisdiction should contact Thaya Patton at (503) 797-1767 or by e-mail at thaya.patton@oregonmetro.gov to determine the ideal format for receiving the RTP roadway network for review.

Beginning July 31, Metro staff can customize .pdf files that contain maps of the 2010 base year network that can be printed and marked up by hand during your review. Metro can also provide electronic VISUM version files containing the 2010 base network, which jurisdictions can edit directly. These VISUM version files will substitute for marked up maps.

In both instances – marked up .pdfs or electronically edited VISUM version files – a memo containing a list of proposed edits by each jurisdiction should also be provided to Metro for records keeping purposes.

There are four main roadway network attributes that should be considered when reviewing the 2010 roadway network:

1. The number of THROUGH lanes. A continuous left turn lane is indicated by “.5,” so a typical 3-lane facility would be coded as 1.5 lanes in each direction.
2. The FREE-FLOW speed on the facility. This may not always be the same as the posted speed.
3. The APPROACH capacity. This is the capacity at an intersection located at the outflow end of a link. General guidelines for arterials are 500-700 for 1 lane, 900-1100 for 1 through lane with auxiliary turn bays, 1200-1400 for 2 lanes and 1500-2100 for 2 through lanes with auxiliary turn bays. Metro staff will review proposed capacity changes to maintain consistency across the region.
4. Intersections where capacity changes have occurred through the addition/subtraction of TURN BAYS. It is sufficient to indicate an intersection has changed from 2010 to 2015. Metro staff will use current aerial photography to update the intersection design in the network. For the 2040 No Build network, please provide as much information as possible about intersection design: number of left/right turn bays by approach and turn bay lengths. If this information is not available, Metro staff will use default values.

By Monday, September 14, please have your modeling staff review the above roadway network attributes for accuracy and provide marked up maps and/or VISUM version files and a memo summarizing the proposed changes to tim.collins@oregonmetro.gov. The marked up maps/VISUM files and supporting memo should identify recommended changes to attributes in the 2015 roadway network and list any committed projects that should be added to the 2040 No Build roadway network.

INSTRUCTIONS FOR SUBMITTING RTP BICYCLE NETWORK UPDATES

By Monday, September 14, bicycle facility additions to be included in the 2015 base year and 2040 No Build bicycle networks should be submitted using shapefiles where available, marked up maps, and written lists describing the location and type of bicycle facility

improvement. The memo summarizing the proposed changes should be submitted to tim.collins@oregonmetro.gov.

OTHER RTP NETWORK UPDATES

Updates to the 2015 base year and 2040 No Build transit networks will be developed by Metro staff in coordination with TriMet and the South Metro Area Regional Transit (SMART) district. During this time, Metro staff will also update the regional freight truck model to incorporate the 2013 commodity flow database developed in partnership with the Port of Portland.

FOR MORE INFORMATION

Thank you for your assistance in this review. Metro staff have also prepared a list of staff who served as our primary modeling staff contacts during the last RTP update for your information.

Agency	Agency modeling contact
City of Beaverton	Luke Pelz
City of Cornelius	Terry Keyes
City of Forest Grove	Derek Robbins
City of Gresham	Jim Gelhar
City of Happy Valley	Rich Feucht
City of Hillsboro	Brad Choi Christina Fera-Thomas
City of Lake Oswego	Amanda Owings
City of Milwaukie	Brett Kelter
City of Oregon City	John M. Lewis
City of Portland	Ning Zhou
City of Tigard	Mike McCarthy
City of Tualatin	Ben Bryant
City of Wilsonville	Steve Adams
Clackamas County	Abbot Flatt
Clark County	Shinwon Kim
Multnomah County	Joanna Valencia
Washington County	Steve Kelley Dyami Valentine
Port of Portland	Phil Healy
ODOT	Chi Mai
TriMet	Eric Hesse
SMART	Stephan Lashbrook

- Questions about RTP modeling should be directed to Tim Collins at (503) 797-1762 or by e-mail at tim.collins@oregonmetro.gov
- Questions about the travel model network assumptions should be directed to Thaya Patton at (503) 797-1767 or by e-mail at thaya.patton@oregonmetro.gov
- Questions about the overall 2018 RTP process should be directed Kim Ellis at (503) 797-1617 or by e-mail at kim.ellis@oregonmetro.gov



Getting there with a connected region

2018 Regional Transportation Plan

Metro is working with local, regional and state partners and the public to update our region's shared vision and strategy for investing in the transportation system for the next 25 years.

The 2018 Regional Transportation Plan will be a key tool for strengthening the region's economy and connecting the people who live, work and visit here to jobs, schools, families, parks, and other important destinations.

The 2018 RTP will define a vision and policies to guide near-term and future investments in the transportation system for all forms of travel – motor vehicle, transit, bike, and pedestrian – and the movement of goods and freight throughout our metropolitan area.

Why is the 2018 RTP important?

Investment in a transportation system to provide safe, healthy, accessible and reliable options for getting around is important for our region's long-term prosperity and quality of life.

As the region continues to grow, the 2018 RTP will help us respond to the changing transportation needs of our communities and businesses. The new plan will establish priorities for state and federal funding and help set the stage for the options available for people and products to get where they need to go based on what's most important to people today.

What will be included in the 2018 RTP?

The 2018 RTP will include a financial plan of local, regional, state and federal transportation funds expected to be available over the next 25 years to meet the region's needs. It will also have a shared strategy of local, regional, state and federal transportation investment priorities to accomplish the plan's goals. Finally, it will have an action plan for how the region will work together to get this all done and monitor progress.

Who has a role in developing the 2018 RTP?

As a federally-designated Metropolitan Planning Organization (MPO), Metro is responsible for leading and coordinating updates to the RTP on a regular basis in cooperation with each of the region's 25 cities and 3 counties, transit providers, ports, the Oregon Department of Transportation and other transportation providers. The next update is due in 2018.

Business and community groups and the people who live and work in the region will also play an important role in shaping the 2018 RTP.

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Metro Council President
Tom Hughes

Metro Council
Shirley Craddick, District 1
Carlotta Collette, District 2
Craig Dirksen, District 3
Kathryn Harrington, District 4
Sam Chase, District 5
Bob Stacey, District 6

Auditor
Brian Evans

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600 NE Grand Ave.
Portland, OR 97232-2736

 **Metro**
www.oregonmetro.gov

July 20, 2015

Components that will be updated during development of the 2018 RTP



2004 Designing Livable Streets policies, tools and best practices for making streets safe for all travelers



2010 Regional High Capacity Transit Plan, as part of development of the **Regional Transit Strategy** for providing community and regional transit connections and other actions needed to support expanded service



2010 Regional Freight Plan for supporting the efficient movement of freight and goods and enhance access to markets, reliable supply chains and industrial areas and intermodal facilities



2010 Transportation System Management and Operations Plan for providing information to expand use of travel options and using technology to improve the operation of existing facilities and services



2010 Atlas of Regional Mobility Corridors for monitoring congestion and mobility for all travelers



2012 Regional Transportation Safety Plan for improving the safety of the transportation system for all travelers and reducing transportation-related deaths and injuries



The 2018 RTP will also address new state and federal requirements and recommendations from the last RTP update related to transportation equity, and implement the region's active transportation plan and strategy for reducing greenhouse gas emissions from cars and small trucks.

Timeline of 2015 activities

May to August Outreach to identify priority topics or issues and ideas for how to address them during development of the 2018 RTP

September to October Metro Council and regional advisory committees discuss draft 2018 RTP work plan and outreach strategy

November to December JPACT and Metro Council consider approval of 2018 RTP work plan and outreach strategy

Contact

Contact Metro to receive periodic email updates and notices of public comment opportunities:

Regional transportation planning
503-797-1750
trans@oregonmetro.gov

For more information on the 2018 RTP, visit www.oregonmetro.gov/rtp.



DATE: July 22, 2015
TO: TPAC and Interested Parties
FROM: Dan Kaempff, Principal Transportation Planner
SUBJECT: RTO Strategic Plan Update

PURPOSE

Begin a discussion with TPAC about the next iteration of the RTO Strategic Plan. To inform this conversation, Metro staff will provide presentations and lead discussion around the following three items:

1. What we've accomplished: Results of the recent Travel and Awareness Survey
2. What we're currently doing: Regional marketing and partner support
3. Context for RTO Strategic Plan Update: Where do we want to go?

The former RTO Subcommittee of TPAC served as the technical advisory group for the development of the previous 2012-2017 RTO Strategic Plan. Given that the Subcommittee was disbanded in 2012, TPAC now serves in this role.

RTO TRAVEL AND AWARENESS SURVEY

Every other year, RTO conducts a survey to measure to what extent the region's residents are experienced using non-auto options, and their awareness of RTO partner's outreach programs and other related efforts. This survey provides a more in-depth and nuanced look at how the public views and uses travel options, and what the potential is for increasing use of options. Staff will present findings of the most recent survey and point out key findings to consider during the RTO Strategic Plan update.

REGIONAL MARKETING AND PARTNER SUPPORT

Provide TPAC with a description of the purpose of RTO marketing coordination, how target audiences and messaging have been developed to more effectively reach the public, and provide examples of the work that partners are doing to encourage more residents around the region to use travel options more frequently.

STRATEGIC PLAN UPDATE

The 2012-2017 RTO Strategic Plan was noteworthy as it clarified roles for regional and local partners within the context of the program. The RTO program was redefined as a regionally coordinated group of local programs, recognizing that needs and level of capabilities varied greatly across the region.

A direct outcome of the Plan was that Metro has assumed the role of “wholesaler”, providing support, coordination, evaluation and grantmaking for the “retailers” of the region – local government and non-profit partners. This enabled a significant shift of program resources over to supporting local programs and projects.

The past several years have seen a two-fold increase in the regional need for Travel Options programs at the local level. The program has evolved to understand that a one-size-fits-all approach to how we communicate with the public about their travel choices is not as effective as community-based strategies. New partners, with new approaches and unique abilities for engaging with the public, have emerged. The loss of other sources of dedicated funding for Safe Routes to School programs has shifted attention to the RTO Grant program, which has resulted in some great new local partners and outreach efforts being brought into the RTO program.

But the cost of this growing need and desire for funding has been the program’s inability to provide grant funding to other, equally valuable and long-standing partners.

The current level of RTO program funding cannot meet the current demand for local projects. Additionally, current planning policy direction calls for increasing regional efforts to reduce travel demand. Specifically, the Regional Transportation Plan, Climate Smart Strategies, Transportation System Management and Operations Plan, Regional Active Transportation Plan all call for increasing our investments in RTO programs.

QUESTIONS FOR TPAC DISCUSSION

- What are TPAC members’ thoughts generally speaking on the information provided in the presentations?
- Should the Plan become more of a longer-term (say, 10 years) visionary document that defines the region’s needs and guides local partners in developing and growing local programs? Or should it follow its current purpose as a description of how existing funding will be invested? Or are there other plan models that TPAC is interested in exploring?
- Which jurisdictions around the region seem poised to begin or increase RTO programmatic work, such as Portland or Wilsonville is doing? What is needed to lay the foundation in communities? Is the region as a whole ready to take the next evolutionary step?
- What other sources of information is TPAC interested in, related to the Strategic Plan development? What would be helpful in better understanding the possible directions that the RTO program could head?

DESIRED OUTCOME

Provide staff with feedback regarding next steps on how to develop a proposed planning scope, timeline and cost estimate to bring back to TPAC at an upcoming meeting for their input and approval.

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 | → Health |
| → Connectivity | → Sustainability |
| → Mobility | → Strategic Investment |
| → Community Vitality | → Coordination and |
| → Equity | 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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