

Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, September 25, 2015
Time: 9:30 a.m. to 12 p.m. (noon)
Place: Metro Regional Center, Council Chamber

- | | | | |
|----------|------|---|---|
| 9:30 AM | 1. | CALL TO ORDER AND DECLARATION OF A QUORUM | John Williams, Chair |
| 9:35 AM | 2. | COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS | John Williams, Chair |
| 9:40 AM | 3. | CITIZEN COMMUNICATIONS ON AGENDA ITEMS | |
| 9:50 AM | 4. * | CONSIDERATION OF THE TPAC MINUTES FOR AUGUST 28, 2015 | |
| 9:55 AM | 5. * | 2018 Regional Transportation Plan Update – Review draft work program – <u>Information/Discussion</u> <ul style="list-style-type: none">• Purpose: Seek input on the draft work plan and public engagement plan for the 2018 RTP update. (TPAC will be requested to make a recommendation to JPACT on October 30.) | Kim Ellis,
Peggy Morell, Metro |
| 10:35 AM | 6. * | Designing Livable Streets - <u>Information/Discussion</u> <ul style="list-style-type: none">• Purpose: Seek feedback on the draft work plan for the Designing Livable Streets project, a component of the 2018 Regional Transportation Plan | Lake McTighe, Metro |
| 10:50 AM | 7. | MTIP Amendments - <u>Recommendation to JPACT</u> <ol style="list-style-type: none">1. Seek approval to amend the 2015-18 MTIP to add the ODOT I-84/I-5 Banfield Interchange and the I-405 Fremont Bridge State Bridge Program projects2. Seek approval to amend the 2015-18 MTIP to move the city of Milwaukie's OR99E Bridge project STP funds and reprogram them to their 17th Ave Multi-use Trail project3. Seek approval to amend the 2015-18 MTIP to add the ODOT Amtrak Cascades Services Project | Ken Lobeck,
Ted Leybold, Metro |
| 12:00 PM | 8. | <u>ADJOURN</u> | John Williams, Chair |

Upcoming TPAC Meetings:

- Friday, October 30, 2015
- Friday, November 20, 2015
- Friday, December 18

- * Material will be emailed with meeting notice
- ** Material will be emailed at a later date after notice
- # Material will be distributed at the meeting.

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

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2015 TPAC Work Program

As of 9/18/15

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

<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> • UPWP Amendment – Powell-Division (Myers, 10 mins) <u>Recommendation</u> • Endorse 2018 Regional Transportation Plan Update Work Plan – <u>Action</u> (Ellis; 35 min) • MTIP and RFFA Policy Options for Public Comment – <u>Information/Discussion</u> (Kaempff; 40 minutes) • <i>ODOT Rough Roads Ahead and State of the System Report</i> <u>Information/Discussion</u> (Kelly Brooks, 40 min) 	<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) • <i>Atlas of Regional Mobility Corridors</i>
<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 30, 2016</u></p>

Parking Lot:

- | | |
|---|---|
| <ul style="list-style-type: none"> • MTIP Obligation & Performance Report (Jan 2016) • MAP-21 Implementation • Regional Infrastructure Supporting Our Economy (RISE) update (Siegel) | <ul style="list-style-type: none"> • ODOT Enhance/Fix-It Process • TAP project delivery contingency fund pilot – report out of results (Leybold, Cho) |
|---|---|



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
August 28, 2015
Metro Regional Center, Council Chamber

MEMBERS PRESENT

John Williams
Chris Deffebach
Judith Gray
Nancy Kraushaar
Katherine Kelly
Eric Hesse
Kelly Brooks
Cora Potter
Joanna Valencia
Carol Gossett
Lynda David
Don Odermott
Adrian Esteban

AFFILIATION

Metro
Washington County
City of Portland
City of Wilsonville, representing Cities of Clackamas County
City of Gresham
TriMet
Oregon Department of Transportation
Community Representative
Multnomah County
Community Representative
Southwest Washington Regional Transportation Council
City of Hillsboro, representing Cities of Washington Co.
Community Representative

MEMBERS EXCUSED

Michael Williams
Dave Nordberg
Susie Lahsene
Lanny Gower
Steve White
Jared Franz

AFFILIATION

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

ALTERNATES PRESENT

Phil Healy
Ken Burgstahler
Gary Schmidt

AFFILIATION

Port of Portland
Washington State Department of Transportation
Clackamas County

STAFF: Dan Kaempff, Ted Leybold, Chris Ford, Lake McTighe, Chris Myers, Caleb Winter, Kim Ellis, Grace Cho, Jamie Snook, Marne Duke, Ken Lobeck, John Mermin.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

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

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

There were no comments from committee members

3. CITIZEN COMMUNICATIONS ON AGENDA ITEMS.

Mr. Ron Swaren asked the committee to consider information about the “Western Arterial Highway.” He suggested that a western industrial highway that would provide a network of routes with no transfers.

4. CONSIDERATION OF THE TPAC MINUTES FOR JULY 31, 2015

MOTION: Ms. Nancy Kraushaar moved and Ms. Judith Gray seconded the motion to adopt the TPAC minutes from July 31, 2015.

ACTION: With all in favor, the motion passed.

5. 2018 RTP AND 2018-2021 MTIP TRANSPORTATION EQUITY ANALYSIS WORK PLAN

Ms. Grace Cho and Ms. Kim Ellis, and Mr. Ted Leybold appeared before the committee to introduce Metro’s social equity analysis work program. Mr. Leybold noted the importance of improving how social equity is measured as part an integrated, analytic framework, especially for the Metropolitan Transportation Improvement Program (MTIP) and Regional Transportation Plan (RTP) updates over the next couple of years. This work is part of a three-pronged analysis approach that includes social equity, environmental, and economic considerations. This is a continuation of work begun during previous MTIP and RTP cycles, and addresses opportunities for improvement that were noted in the 2014 civil rights assessment. Ms. Ellis noted that this work is part of the overall draft 2018 RTP work plan and engagement plan that will be presented during the September TPAC meeting. The equity analysis work will be one of eight topical areas that will engage technical committees to contributing work towards the overall RTP update. Ms. Cho provided an overview of the equity analysis, discussed the draft work program, and solicited feedback from committee members.

Highlights of committee comments and discussion included:

- Importance of recognizing the variability of needs throughout the region.
- A preference to have a clear and common understanding of the definition of equity, as well as the difference between equity and equality. Additionally having clear and common definitions and thresholds for mapping different communities (e.g. communities with lower-income).
- Recognition of the following as possible topics for consideration to be included in the analysis: economic prosperity, education, timing, physical ability, gender, and access to jobs, opportunities and services.
- Understanding the coordination of the equity analysis work with Regional Transit Strategy work
- Consistency in data, data sharing.
- Confirmation the approach is looking at how to measure the effect of the investment in making progress towards equitable outcomes.
- Ability to share the tool across agencies / jurisdictions.
- Finding a way to ensure the work is both a measurement / analysis of equity as well as an outreach opportunity.
- Recognizing that this work builds a foundation and path forward, but is not all-inclusive.
- A preference to have the work result in best practices and policy development/ guidance/ refinement.
- Ensuring that the right people are at the table to discuss key issues.

- A suggestion that the work might include mapping tools to determine access and enhance transit services.

6. MTIP AND RFFA PUBLIC COMMENT PROCESS REVIEW

Mr. Dan Kaempff reviewed the MTIP and RFFA Public Comment process. His presentation provided an overview of the process, and discussed a possible schedule for public comment.

Members discussed the options and provided feedback to staff. The committee discussion included questions about whether information gleaned from a public survey would provide enough useful information to help the policy decision about those themes without the context of more specific proposal language. Members also expressed that sufficient input has already been received to pursue the new policy themes. Following member discussion, Mr. Leybold summarized that TPAC's recommendation was to not pursue a public survey on potential new policy themes in the near term but rather to develop more detailed options based on those themes and other direction previously received. Coordinating committees and other scientific polling that has been previously done could be used to develop the policy proposals. A public comment period would be held in Spring 2016 prior to the development and adoption of a final policy. Metro staff agreed to present this approach to JPACT at their September meeting.

7. SW CORRIDOR PROJECT UPDATE

Mr. Chris Ford provided an overview of recent and upcoming decisions on alignment, mode, and terminus for the SW Corridor project.

During the discussion that followed, committee members noted:

- Bus Rapid Transit (BRT) would be at capacity very quickly.
- Cost is an issue, so it's critical to ensure return on investment.
- Boldness is key, and generations will be served by the forward thinking projects like this one.
- Reliability. BRT is reliable 80 percent of the time, but there is more variability in times because of traffic.
- Public engagement outreach is ongoing and issues are complicated. Public input is been key to the process. The next forum will be in Tigard in mid-October
- CTran has a new Bus Rapid Transit in the Vancouver area. Light rail is a nicer ride. Will there be less ridership on BRT? Investment in infrastructure is key.
- BRT has lower price tag, but there will need to be larger conversations about resources as the project proceeds.

- 8. ADJOURN** Chair Williams noted that the next meeting be held on September 25, 2015. The meeting was adjourned at 11:59 a.m.

Respectfully submitted,



Lisa Hunrichs, Planning and Development

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF AUGUST 28, 2015

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	8/28/15	8/29/15 TPAC Agenda	082815T-01
2	Work Program	8/25/15	2015 TPAC Work Program	082815T-02
3	Meeting Summary	7/31/15	7/31 TPAC meeting summary	082815T-03
4	Memo	8/20/15	To: TPAC and Interested Parties From: Grace Cho, Transportation Planner Re: Transportation Equity Analysis for the 2018 RTP and 2018-2021 MTIP	082815T-04
5	Schedule	8/28/15	2018 RTP and 2018-2021 MTIP –	082815T-05
6	Draft Work Plan	Summer 2015	Transportation Equity Analysis - Getting there equitably	082815T-06
7	Handout	Summer 2015	Civil Rights Assessment for the 2014 RTP and 2015-2018 MTIP	082815T-07
8	Flyer	Summer 2015	Getting there equitably	082815T-08
9	PowerPoint	8/28/15	Transportation Equity Analysis for the 2018 RTP & 2018-2021 MTIP	082815T-09
10	Memo	8/24/15	To: TPAC and Interested Parties From: Dan Kaempff, Principal Transportation Planner Re: RFFA Public Comment questions	082815T-10
11	Handout	8/28/15	2019-2021 Regional Flexible Fund Allocation Policy Update and Implementation Timeline	082815T-11
12	Powerpoint	8/28/15	RFFA Public Comment #1 Presentation to TPAC August 28, 2015	082815T-12
13	Memo and attachments	8/25/15	To: TPAC and Interested Parties From: Chris Ford, Investment Areas Project Manager Re: Southwest Corridor project update	082815T-13
14	Powerpoint	8/28/15	Southwest Corridor Plan Update	082815T-14



DATE: September 17, 2015
TO: TPAC and Interested Parties
FROM: Kim Ellis, Principal Transportation Planner
SUBJECT: 2018 RTP Update – Draft Work Plan and Draft Public Engagement Plan

PURPOSE

Seek feedback on the draft work plan and draft public engagement plan to support the 2018 Regional Transportation Plan (RTP) update.

BACKGROUND

Twenty-five years ago, the region established the 2040 Growth Concept vision to preserve and protect our unique quality of life and help shape the growth expected over the next 50 years. Since that time, Metro and the communities of the Portland metropolitan region have taken a collaborative approach to planning for and implementing transportation investments that make our region one of the most livable in the country. The RTP is a key tool for shaping growth in the region and connecting the people who live and work in the region to our jobs, families, school and other important destinations.

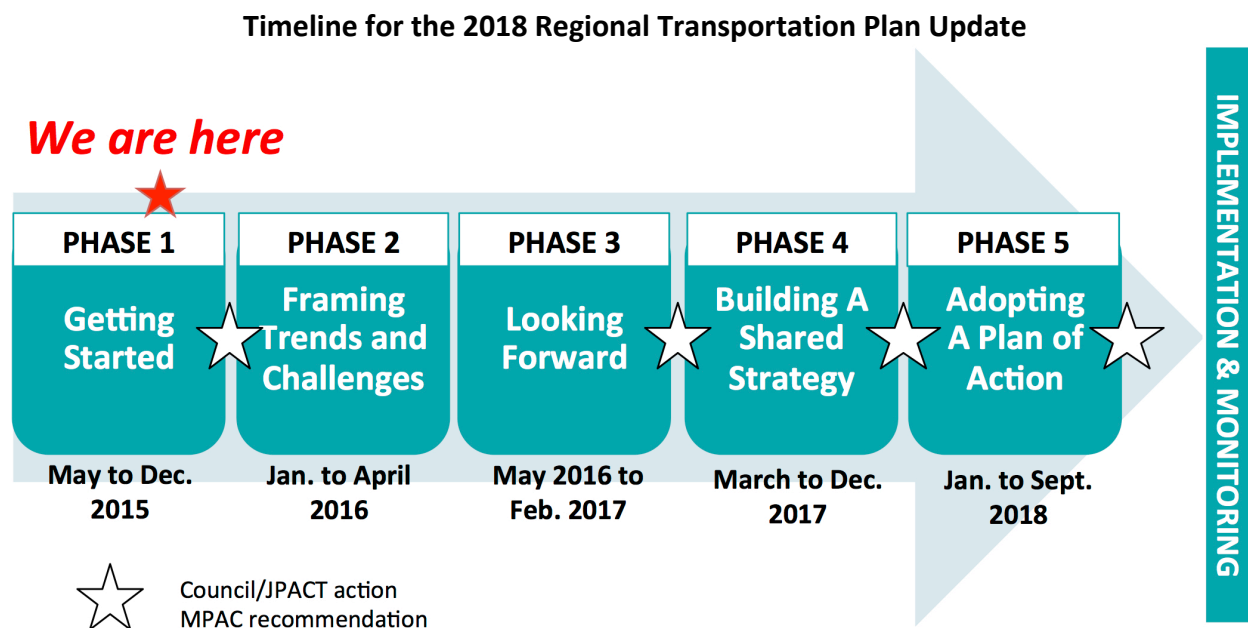
In 2015, we are nearly halfway to 2040 – and there is still much to accomplish. A growing and increasingly diverse population, concerns about inequities, public health, safety, affordability, aging infrastructure, and congestion, and limited investment dollars call for bold leadership, new partnerships,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

As the federally-designated Metropolitan Planning Organization (MPO), Metro is responsible for leading and coordinating updates to the RTP on a regular basis that help us respond to the needs of our changing region. The last major update was completed in 2010. A minor update to the plan occurred in 2014. The existing plan, the 2014 RTP, must be updated by the end of 2018 to meet federal and state requirements.



FIGURE 1. Attributes of great communities

Six desired outcomes for the region were endorsed by the Metro Policy Advisory Committee and approved by the Metro Council in Dec. 2010.



Public input opportunities to be provided prior to milestones (Council/JPACT action and MPAC recommendation).

The update to the RTP will be completed in five phases from Summer 2015 to Fall 2018. Engaging local, regional and state partners, community leaders and the public in the update is critical to help ensure that as our region grows and we make investments in the transportation system, we preserve and protect what residents and businesses value most. Through this update, the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC) will integrate public input and continue to work together through a series of Regional Leadership Forums to face the difficult decisions of how to make the most of limited funds to build healthy, equitable communities and a strong economy, and build confidence that our public dollars are spent wisely

Partnership and Engagement Activities since May 2015

In May, the Metro Council provided feedback on priorities to be addressed through the 2018 RTP update and directed staff to seek input from local, regional and state partners, community leaders and the public. The partnership and engagement activities were focused on identifying priorities for the update to address and ways to engage the public and partners in the process. The activities included:

- **Briefings and presentations** to regional advisory committees, county-level coordinating committees, community-based organizations and other standing committees such as the Transportation Justice Alliance, the Portland Freight Committee and the Bi-State Coordination Committee.
- A series of **community summits** hosted by Metro's Diversity Equity and Inclusion

program in partnership with community-based organizations – participants included historically underrepresented communities and housing, transportation and parks/natural areas experts.

- A 30-day **on-line quick poll** on transportation issues affecting the quality of life in the region.
- Oregon Innovation Award **work sessions with PSU Center for Public Service staff and community leaders** representing historically underrepresented communities as well as older adults and youth.
- **Interviews** of elected officials and business and community leaders that are still underway.

The central themes and issues identified through those different activities in combination with recommendations from the 2014 Regional Transportation Plan, 2014 Civil Rights Assessment, 2014 Regional Active Transportation Plan and 2014 Climate Smart Strategy served as a basis for developing the draft work plan and engagement approach prepared for review and further input. The draft work plan and draft public engagement plan are organized around using partnerships and inclusive public engagement to connect the policy and technical work needed to develop the 2018 RTP. An overview of the overall approach is provided.

2018 RTP Update Policy Priorities (Attachment 2)

Summarized in **Attachment 2**, following are the policy priorities recommended to be the primary focus of the technical work, policy discussions and engagement activities to support the 2018 RTP update:



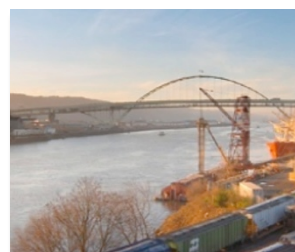
Transit



Transportation equity



Finance



Freight



Transportation design



Transportation safety



Performance and return on investment



Policy actions

The work plan and public engagement plan have been designed to address the policy priorities in an integrated manner. In addition to developing information to support the Regional Leadership Forums discussions, staff will also be working to address new MAP-21 requirements related to performance targets, Climate Smart Strategy implementation, and local, regional and state actions needed to support plan implementation. This includes advancing the region's consideration of transportation equity in the planning process, development of a Regional Transit Strategy and updating the region's design policies and recommended practices, and strategies for transportation safety and freight and goods movement.¹ Information related to these cross-cutting topics will be discussed at the Regional Leadership Forums.

2018 RTP Update Regional Leadership Forums (Attachment 3)

The policy priorities are proposed to be the focus of a series of joint meetings of the Metro Council, the MPAC and JPACT. Called **Regional Leadership Forums**, the joint meetings provide an opportunity for policymakers to collaborate, discuss public input and staff work and provide direction back to staff on development of the 2018 RTP.

Summarized in **Attachment 3**, the Regional Leadership Forums will provide opportunities to learn from leaders from other regions and share experiences within the region to build a shared understanding of the policy topics and the challenges and opportunities related to the issues. The forums will be designed to maximize constructive dialogue and problem-solving on the policy topics.

2018 RTP Update Technical Work Groups (Attachment 4)

Summarized in **Attachment 4**, eight technical work groups are proposed to support the technical work to be conducted during the update. The work groups will be convened to advise Metro staff on implementing policy direction from the Metro Council, MPAC and JPACT. In this role, the work groups will review draft materials and analysis.

Work group members will include topical experts and representatives from TPAC and the Metro Technical Advisory Committee (MTAC) or the designees of members. Opportunities to share information and collaborate across work groups will be provided.

A summary of the overall work plan and deliverables is provided in **Attachment 5**.

2018 RTP Update Draft Public Engagement Approach (Attachment 6)

The regional advisory committees and technical work groups will serve as the primary engagement mechanisms for collaboration and consensus building. In addition to these committees and work groups, engagement with the broader community will be an

¹ Separate, but coordinated work plans are being developed to support these elements of the 2018 RTP update. Engagement activities for these elements of the update will be conducted as part of the broader 2018 RTP update.

important element of the public engagement approach. Ongoing involvement with the public will occur throughout the update process, and the project team will seek specific input and conduct targeted outreach during key outreach points using a variety of public engagement tools

Summarized in **Attachment 6**, the public engagement approach is coordinated with and helps leverage other engagement efforts across the agency to:

- 1) create an **inclusive process** that brings historically underrepresented community voices, older adults and youth into the decision-making process and broadening engagement efforts to include small and large businesses and economic development interests
- 2) use engagement to connect the policy and technical work through the following key engagement tools:
 - convening **Regional Leadership Forums** (joint meetings of the Metro Council, MPAC and JPACT) that are informed by the technical work groups and public input;
 - using **My Place storytelling, place-based engagement activities and speaking events** to reinforce how the RTP helps improve everyday lives and connect the plan to what people value about transportation, their experiences using the transportation system and how transportation relates to issues they care about most, such as access to jobs and education, clean air, safety, congestion and affordability; and
 - leveraging the utility of **social media** and other online tools to provide more frequent, accessible, and meaningful public comment opportunities in advance of project milestones.

NEXT STEPS

A schedule of upcoming briefings can be found in **Attachment 1**. The draft materials will continue to be refined for presentation to the regional policy advisory committees in October. MTAC will be requested to make a recommendation to MPAC on October 21. MPAC will be requested to make a recommendation to the Metro Council on October 28. TPAC will be requested to make a recommendation to JPACT on October 31.

Input received from the regional advisory committees and other partners in September and October will inform the final work plan and engagement strategy to be considered for approval by JPACT on November 12, 2015 and the Metro Council on December 3, 2015, respectively.

ACTION REQUESTED

TPAC is requested to provide feedback on the draft work plan and draft public engagement plan, considering the following questions:

1. Do you have **comments or suggestions on TPAC's role** in the 2018 RTP update?
Would you like to **participate in an RTP work group**?
2. Do you have **comments or suggestions on the policy priorities** identified to be the focus of the update?
3. Do you have **comments or suggestions for the overall draft work plan or public engagement plan**?

Attachments:

Attachment 1. 2018 RTP Regional Advisory Committee Briefing Schedule *(September 9, 2015)*

Attachment 2. 2018 RTP Policy Priorities *(September 8, 2015)*

Attachment 3. 2018 RTP Regional Leadership Forums *(September 8, 2015)*

Attachment 4. 2018 RTP Technical Work Groups *(September 8, 2015)*

Attachment 5. 2018 RTP Work Plan and Integrated Timeline *(September 8, 2015)*

Attachment 6. Building the 2018 RTP Through Partnerships *(September 8, 2015)*

Attachment 7. Draft 2018 Regional Transportation Plan Update Work Plan *(September 8, 2015)*

Attachment 8. Draft 2018 Regional Transportation Plan Update Public Engagement Plan *(September 8, 2015)*

These documents will continue to be refined to reflect input from the regional advisory committees and stakeholder interviews that are underway.

September 9, 2015

Getting there**2018 Regional Transportation Plan (RTP) Update****Metro Council and Regional Advisory Committees
Schedule for 2015**

May 28	Council input on engagement and priorities for 2018 RTP update and development of Regional Transit Strategy
May – Aug.	Seek input on engagement and priorities for the update through briefings to advisory committees, county-level coordinating committees, quarterly updates, and other means
July 8	MPAC input on engagement and priorities for 2018 RTP update and development of Regional Transit Strategy
August 28	TPAC discussion of 2018 RTP/2019-21 MTIP Transportation Equity Assessment work plan
Sept. 1	Council discussion of draft 2018 RTP update work plan, including Council role and priorities to address
Sept. – Nov.	Seek input on engagement and priorities for the update through briefings to advisory committees, county-level coordinating committees, quarterly updates, and other means
Sept. 16	MTAC input on draft RTP update work plan, including MTAC role and priorities to address; 2018 RTP/2019-21 MTIP Transportation Equity Assessment work plan
Sept. 25	TPAC input on draft RTP update work plan, including TPAC role and priorities to address; and update on Designing Livable Streets work plan
Oct. 7	MTAC update on Designing Livable Streets work plan
Oct. 8	JPACT input on draft RTP update work plan, including JPACT role and priorities to address
Oct. 14	MPAC input on draft RTP update work plan, including MPAC role and priorities to address
Oct. 21	MTAC recommendation to MPAC on 2018 RTP update work plan
Oct. 28	Seek MPAC recommendation on 2018 RTP update work plan
Oct. 30	TPAC recommendation to JPACT on 2018 RTP update work plan
Nov. 12	Seek JPACT approval of 2018 RTP update work plan
Nov. 17	Metro Council discussion of MPAC and JPACT recommendations on 2018 RTP Update work plan
Dec. 3, 2015	Seek Metro Council approval of 2018 RTP Update work plan

2018 RTP UPDATE PUBLIC AGENCY BRIEFINGS AT-A-GLANCE

Schedule of discussions to seek input on engagement and priorities to address in 2018 RTP update

May

May 28	Metro Council
May 29	TPAC

June

June 3	MTAC
June 11	JPACT
June 24	EMCTC TAC
June 25	WCCC TAC

July

July 6	WCCC Policy and EMCTC Policy committees
July 8	MPAC and TransPort Subcommittee of TPAC
July 28	CTAC
July 30	Bi-State Coordination Committee

August

Aug. 28	TPAC on Transportation Equity Work Plan
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September

Sept. 1	Metro Council
Sept. 3	Portland Freight Committee
Sept. 16	MTAC
Sept. 18	RTAC
Sept. 22	CTAC
Sept. 23	EMCTC TAC
Sept. 24	WCCC TAC
Sept. 25	TPAC

October

Oct. 1	C-4 Metro Subcommittee
Oct. 5	WCCC Policy and EMCTC Policy committees
Oct. 6	<i>RTC (tentative)</i>
Oct. 8	JPACT
Oct. 14	MPAC
Oct. 21	MTAC
Oct. 28	MPAC
Oct. 30	TPAC

November

Nov. 12	JPACT
Nov. 17	Metro Council

December

Dec. 3	Metro Council
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2018 RTP Update Policy Priorities

The policy priorities define the primary focus of the 2018 RTP update. They reflect a combination of recommendations identified in the 2014 Regional Transportation Plan update related to transportation design and safety, 2014 Civil Rights Assessment related to transportation equity, 2014 Climate Smart Strategy and 2014 Regional Active Transportation Plan, MAP-21 requirements, and input received from partners and the public during Phase 1 of this update.



Transit



Transportation equity



Finance



Freight



Transportation design



Transportation safety



Performance and
return on investment



Policy actions

Table showing connections between 2018 RTP Update Policy Priorities and Regional Leadership Forums is under development.

Getting there



with a connected region

2018 RTP Update Regional Leadership Forums

A series of six regional leadership forums is proposed for the 2018 Regional Transportation Plan update. The forums are joint meetings of the Metro Council and regional policy committees to hear from national leaders, foster collaboration, discuss priority policy issues, consider public input, and provide policy direction to staff on development of the 2018 RTP.

1

FRAMING TRENDS AND CHALLENGES Getting there with a connected region

A connected transportation system provides people living and working in the Portland region convenient, accessible and affordable travel options to reach jobs, healthcare, services, schools, and each other. As we work together to refine our shared strategy for getting to 2040, how can we build on past successes and seize new opportunities to create a healthy, equitable and more prosperous future for all communities in our growing and changing region?

- Where are we now? Where do we want to be in 2040?
- What's working well? What could we do better?
- What emerging trends and challenges will affect future travel?



2

LOOKING FORWARD Transforming community and regional priorities into reality

Stabilizing existing transportation revenue sources while securing new and innovative long-term funding is critical to build, operate and maintain our regional transportation system for all modes of travel and ensure the region has the infrastructure it needs for the future. How will we work together to pay for the investments we know are needed to transform community and regional priorities into reality?

- How is transportation funded in the region today? What are other regions and communities doing? What is being discussed at the federal and state levels?
- What are the risks and costs of not securing adequate funding for needed investments, including the Climate Smart Strategy?



3

LOOKING FORWARD Designing for safe, healthy and equitable communities

Safe, healthy and equitable communities enhance our region's prosperity and quality of life by providing clean air and water, affordable and secure housing, connected and walkable communities, and equitable access to jobs, places to connect to nature and other important destinations. How can transportation design make everyone safer, minimize congestion and help build great communities?

- How are we doing now? Who is most at risk in our region?
- What are other regions and communities doing to make travel healthy and safe?
- What would it take to achieve zero deaths and serious injuries on our system?



4

LOOKING FORWARD Measuring what we value

Transportation planning creates opportunities for people living and working in the region to define investment priorities based on shared community values and experiences. How can we best measure the public benefits and return on investment of a strong economy, a healthy environment and communities that serve the needs of everyone?

- What outcomes are most important to achieve with our transportation investments?
- How should we prioritize investments when there are multiple objectives to consider?
- What are other regions doing? What is being discussed at the federal and state levels?



5

BUILDING A SHARED STRATEGY Shaping public policy through community voices

Local, regional, state and federal partnerships are needed to make the investments and take the actions necessary to create a safe, affordable and reliable transportation system that supports economic development and enhances quality of life for all residents of the Portland region. What are our shared near-, mid-, and long-term priorities for the region?

- What are the region's policy and investment priorities?
- How do these priorities reflect community voices?
- What toolbox of actions will get us there, recognizing one size does not fit all?



6

ADOPTING A PLAN OF ACTION Creating the future we want for our region

In the 21st Century, the Portland metropolitan region remains a vibrant and extraordinary place to live with a world-class transportation system that serves everyone and sustains our economic competitiveness and prosperity, protects the environment, enhances community health, and operates safely and reliably. What is our shared commitment to each other to pursue new strategies, actions and resources to create the future we want for our region?

- What new partnerships are needed? Who is responsible for what?
- How do we move forward together?



Getting there



with a connected region

2018 RTP Update Technical Work Groups

There are eight technical work groups proposed to address the policy priorities identified to be addressed through the 2018 Regional Transportation Plan update. The work groups will be convened to advise Metro staff on implementing policy direction from the Metro Council, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT). In this role, the work groups will review draft materials and analysis, provide information to their organization’s leadership and/or staff about the progress of the work group and integrate input from partners and the public to develop recommendations to Metro staff.

Work group members will include topical experts and representatives from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) or the designees of members. Opportunities to share information and collaborate across work groups will be provided. Meetings will be open to the public. Meeting information will be posted on Metro’s website at www.oregonmetro.gov. Key tasks and contact information for each work group are summarized below.



Transit

- Review and comment on existing conditions and trends
- Develop regional transit vision
- Update Transit System Expansion policy
- Develop shared transit investment strategy
- Identify policy and investment strategy refinements and actions to support implementation

10 to 15 meetings anticipated from 2015-17

Lead staff: Jamie Snook
jamie.snook@oregonmetro.gov
503-797-1751



Transportation Equity

- Review demographic changes, trends and challenges, and equity implications
- Review and comment on documentation of transportation needs and priorities of historically underrepresented communities, older adults and youth
- Refine evaluation methods and review analysis related to transportation equity
- Identify policy and investment strategy refinements and actions to support implementation

8 to 10 meetings anticipated from 2016-17

Lead staff: Grace Cho
grace.cho@oregonmetro.gov
503-797-1776



Finance

- Review updated local, regional, state and federal revenue forecast
- Define actions necessary to implement identified revenue sources and document steps taken to date to address the necessary actions

2 to 4 meetings anticipated from 2015-16

Lead staff: Ken Lobeck
ken.lobeck@oregonmetro.gov
503-797-1785



Performance

- Review MAP-21 performance-based planning and target setting mandates and best practices
- Review current plan performance and targets
- Provide input on refinements to existing targets to address MAP-21, Climate Smart Strategy and recommendations from the 2014 RTP/MTIP civil rights assessment
- Identify data gaps and updates for RTP monitoring

3 to 5 meetings anticipated from 2015-16

Lead staff: John Mermin
john.mermin@oregonmetro.gov
503-797-1747



Freight

- Review status of 2010 Regional Freight Plan recommendations and updated freight data
- Review freight challenges and trends, and existing conditions data
- Review shared freight investment strategy
- Review draft freight policy refinements and actions to support implementation

3 to 5 meetings anticipated from 2015-17

Lead staff: Tim Collins
tim.collins@oregonmetro.gov
503-797-1660



Design

- Provide input and guidance on topical issues including arterial crosswalk spacing, size of arterials, transit and freight supportive street design, bicycle facility and trail design, stormwater management and street trees
- Participate in developing design case studies, best practices and tools to improve safety
- Provide in-depth peer review comments on updated Designing Livable Streets handbooks
- Identify transportation design policy refinements and actions to support implementation

5 to 8 meetings anticipated from 2015-17

Lead staff: Lake McTighe
lake.mctighe@oregonmetro.gov
503-797-1660



Safety

- Review status of 2012 Transportation Safety Plan recommendations
- Review high crash corridors in region and recommendations for updating Regional Transportation Safety Plan
- Review draft transportation safety policy refinements and actions to support implementation
- Review draft 2018 Transportation Safety Action Plan

3 to 5 meetings anticipated from 2016-17

Lead staff: Lake McTighe
lake.mctighe@oregonmetro.gov
503-797-1660



Policy actions

- Refine Climate Smart Strategy toolbox of possible actions
- Participate in identifying framework plan and functional plan amendments necessary to implement 2018 RTP policies related to parking and other topics identified through process

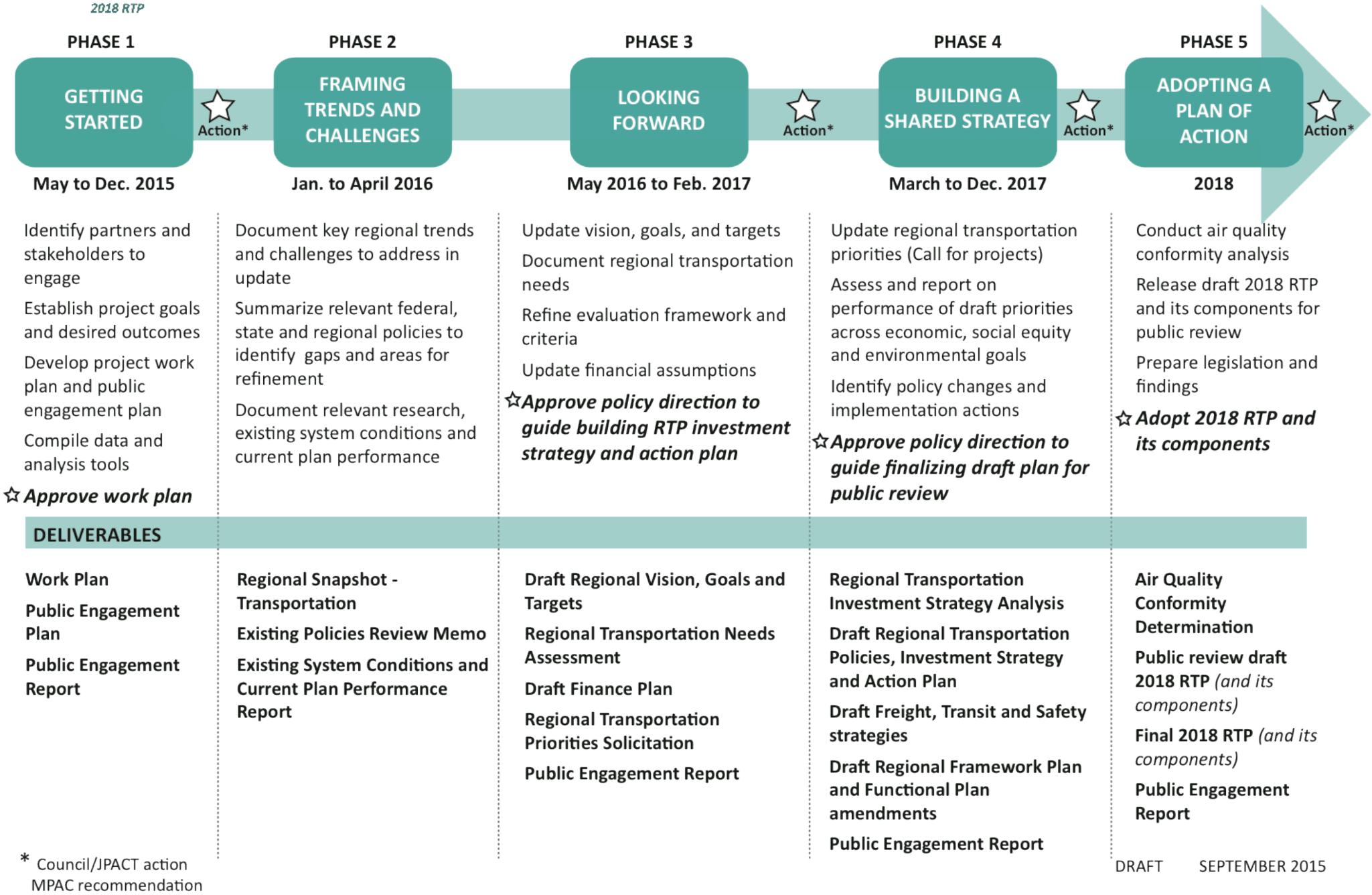
4 to 6 meetings anticipated from 2017-18

Lead staff: Tim O'Brien
tim.o'brien@oregonmetro.gov
503-797-1840



2018 REGIONAL TRANSPORTATION PLAN WORK PLAN

Getting there with a connected region

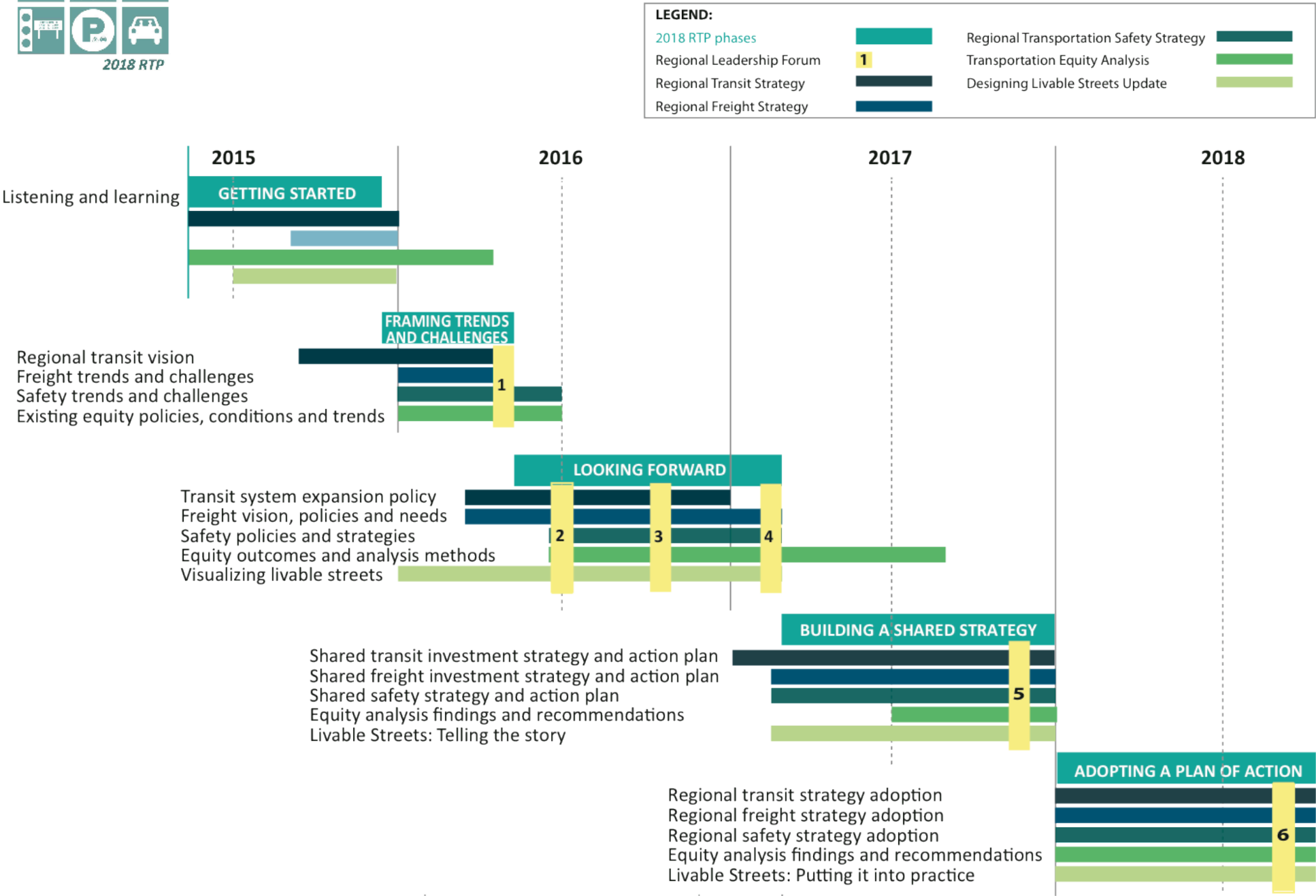


DRAFT SEPTEMBER 2015



2018 REGIONAL TRANSPORTATION PLAN | timeline

Getting there with a connected region



Getting there




with a connected region





Building the 2018 RTP through partnerships

Engagement and partnerships will be essential to shaping the 2018 RTP to help ensure that as our region grows and we make investments in the transportation system, we preserve and protect what residents and businesses value most.

Engagement approach

Engagement goal	Building through partnerships
<p>To strengthen existing and build new partnerships with local, regional, state and federal governments, business and community leaders and historically underrepresented communities (people of color, people with low incomes, and people with limited English proficiency) as well as youth and older adults through <i>a strategic engagement approach that builds support for and momentum to achieve the project goal and helps build public trust in Metro’s transportation planning process.</i></p>	<p>Engagement and partnerships will be essential to shaping the 2018 RTP to help ensure that as our region grows and we make investments in the transportation system, we preserve and protect what residents and businesses value most.</p>
<p>Engagement objectives</p> <ul style="list-style-type: none">• <i>Communicate complete, accurate, understandable, and timely information to the public and partners throughout the project.</i>• <i>Provide meaningful public engagement opportunities and demonstrate how input has influenced the process.</i>• <i>Actively seek public input prior to key milestones during the project and provide the input to the Metro Council and regional committees.</i>• <i>Support an inclusive and place-based approach.</i>• <i>Comply with all public participation requirements.</i>• <i>Coordinate engagement efforts with relevant Metro projects and programs.</i>	
<p>Key themes</p> <ul style="list-style-type: none">• <i>We need to ensure all communities thrive as we grow and change.</i>• <i>We must make every dollar count.</i>• <i>We are most successful when we work together.</i>	

Engagement roles and responsibilities

Policy partnerships: Metro Council, JPACT and MPAC	Community partnerships: Partners and the public
 <ul style="list-style-type: none">• <i>Provide leadership and policy direction to staff</i>• <i>Build partnerships and collaborate</i>• <i>Engage partners and the public</i>• <i>Participate in Regional Leadership Forums</i>• <i>Incorporate input from partners and the public</i>	<ul style="list-style-type: none">• <i>Tell us about your experiences traveling in the region and the places that are important to you</i>• <i>Provide community values, needs and priorities</i>• <i>Provide inspiration and ideas</i>• <i>Provide input and recommendations to decision-makers</i> 
Technical partnerships: TPAC, MTAC and technical work groups	
 <ul style="list-style-type: none">• <i>Implement policy direction to update plan</i>• <i>Provide technical expertise</i>• <i>Keep decision-makers informed of progress</i>• <i>Incorporate input from partners and the public</i>• <i>Make recommendations to decision-makers</i>	
Technical support: Metro staff	
 <ul style="list-style-type: none">• <i>Implement policy direction to update plan</i>• <i>Provide technical expertise</i>• <i>Keep decision-makers informed of progress</i>• <i>Incorporate input from partners and the public</i>• <i>Make recommendations to decision-makers and technical advisory committees</i>	<p><i>Community partnerships and engagement activities will seek to strengthen public trust and be more inclusive of historically underrepresented communities, youth and older adults.</i></p>



2018 REGIONAL TRANSPORTATION PLAN UPDATE
Draft Work Plan
May 2015 to September 2018

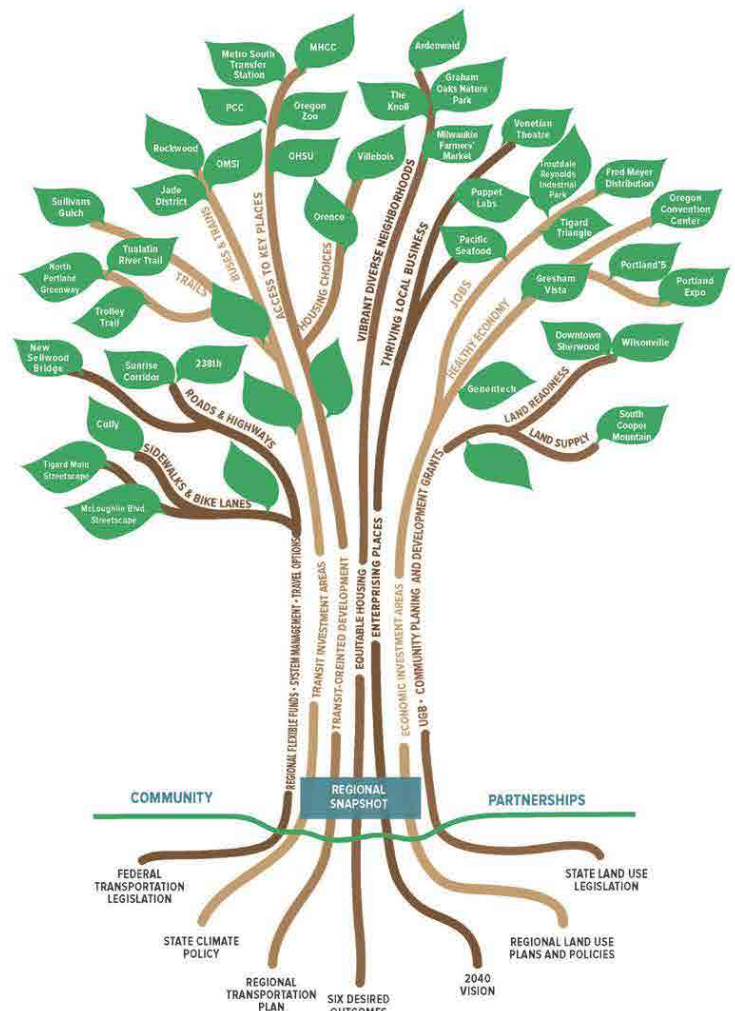
September 8, 2015

GOAL Adoption of a Regional Transportation Plan that uses the *My Place in the Region* framework to advance achievement of the region's six desired outcomes and meet federal and state requirements.

METRO ROLE Adopt a Regional Transportation Plan that reflects community and regional goals and values, sound technical analysis, and input from partners and the public.

PROJECT OBJECTIVES

- Provide the Metro Council with a sound basis for adopting the 2018 RTP.
 - Use an inclusive and place-based approach to:
 - Tell the story of our changing region,
 - Better connect plan outcomes to the values and experiences of people living and working in the region,
 - Ground policy development and implementation in community values.
 - Build public confidence and demonstrate the need for increased investment to achieve healthy, equitable communities and a strong economy.
 - Increase regional collaboration and coordination.
 - Build new partnerships and strengthen existing ones to inspire innovative solutions to social, economic and environmental challenges facing the region.
 - Implement the 2014 Climate Smart Strategy and 2014 Regional Active Transportation Plan.
 - Comply with state and federal requirements and position the region to be more competitive in state and federal transportation funding programs.
 - Adopt the plan prior to its federal air quality conformity expiration date, thus avoiding a “lapse” that would stop the flow of federal transportation funds to our region.
-
- My Place in the Region**
A framework for partnerships, planning and implementation



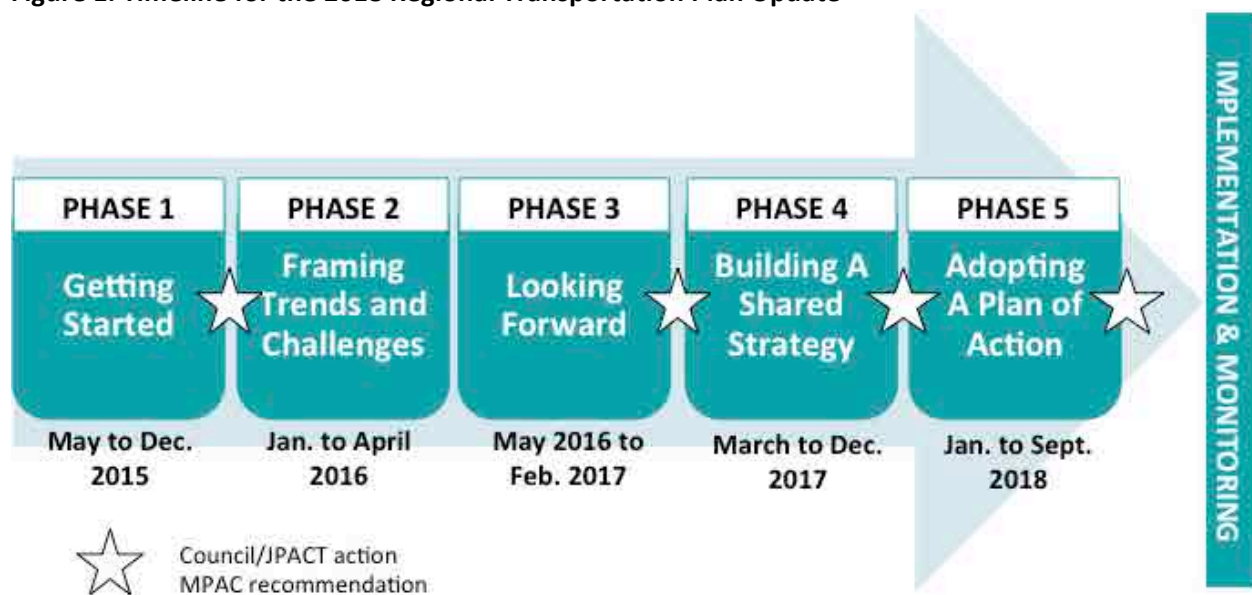
My Place in the Region

A framework for partnerships, planning and implementation

TIMELINE AND DECISION MILESTONES The 2018 RTP update will be completed in five phases. From May 2015 to Fall 2018, the Metro Council and staff will engage the public and local, regional and state partners to update the Regional Transportation Plan to meet current and future transportation needs over the next 25 years. Development of the 2018 Regional Transportation Plan will be guided by an existing federal, state and regional policy framework consisting of MAP-21, the Oregon Transportation Plan, Statewide Planning Goal 12, the 2040 Growth Concept, the Regional Framework Plan and the existing RTP.

Through this update, the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC) will integrate public input and continue to work together through a series of Regional Leadership Forums to face the difficult decisions of how to make the most of limited funds to build safe, healthy, equitable communities and a strong economy, and build confidence that our public dollars are spent wisely.

Figure 1. Timeline for the 2018 Regional Transportation Plan Update



Public input opportunities to be provided prior to milestones (Council/JPACT action and MPAC recommendation).

PROJECT MILESTONES | METRO COUNCIL/JPACT ACTION AND MPAC RECOMMENDATION

★	December 2015	Metro Council considers adoption of work plan and public engagement plan
★	February 2017	Metro Council, MPAC and JPACT provide policy direction on development of shared investment strategy, including regional priorities, performance targets and funding levels
★	December 2017	Metro Council, MPAC and JPACT provide policy direction on policy and financial frameworks, investment priorities, strategies and actions, subject to final public review and air quality conformity analysis
★	September 2018	Metro Council considers adoption of 2018 RTP (and its components) for federal and state review

WORK PROGRAM ELEMENTS This work plan will be accomplished using the following approach:



Frame key regional trends and challenges, baseline conditions and needs. Frame key regional trends and challenges, current conditions, and current and future regional transportation needs for all modes of travel and the movement of goods and freight. This will include updating the atlas of regional mobility corridors to provide data on existing system performance, identifying the types of strategies that can help address challenges and needs, recognizing that some challenges and needs cannot be addressed through transportation strategies alone and will require supportive strategies from other sectors, such as land use, technology and education.

Update shared vision and outcomes-based policy goals. Update the region's vision for the transportation system and regional goals, objectives and performance targets that identify specific outcomes the region wants to achieve with investments in the transportation system to realize the plan's vision and six desired regional outcomes. This will inform policy direction on regional investment priorities and how best to achieve multiple objectives with our investments in the transportation.

Update outcomes-based performance evaluation framework and performance monitoring system. Develop data, methods and analytic tools needed to address MAP-21 national goal areas, Climate Smart Strategy performance monitoring, and regional performance targets. This work will improve the region's ability to measure the benefits and impacts of investments across economic, social equity and environmental outcomes, further advancing the region's consideration of return on investment across these outcomes.

Update financial plan. Update the financially constrained revenue forecast in coordination with local jurisdictions, transit agencies and ODOT to address current and future transportation needs, including keeping the existing transportation system in a state of good repair.

Update regional policies and strategies. Update policy elements of the RTP to address new federal and state requirements, 2012 Transportation Safety Plan recommendations, and recent regional policy actions, including adoption of the 2014 Climate Smart Strategy, the 2014 Regional Active Transportation Plan and the 2014 Regional Transportation Plan, and new policies and strategies recommended through this effort and related Metro projects and programs.

Update shared investment strategy and action plan. Update regional strategies for safety, transit, freight, active transportation and management of the transportation system and related investment priorities and near-term, medium-term and long-term actions and partnerships to support implementation. This will include defining a process for local coordinating committees, city of Portland, Port of Portland, ODOT, and transit providers to submit updated project lists for the financially constrained system as well as the more aspirational "state" system that fit within revenue projections and demonstrate progress toward achieving the plan's vision and performance targets for the region's transportation system. Analysis of the both systems of investments will also include demonstrating the priorities meet the federal Clean Air Act and the state-mandated greenhouse gas emissions reduction target for light-duty vehicles.

POLICY PRIORITIES The work plan has been designed to address the following policy priorities in an integrated manner:



Transit



Transportation equity



Finance



Freight



Transportation design



Transportation safety



**Performance and
return on investment**



Policy actions

The policy priorities define the primary focus of the 2018 RTP update. They reflect a combination of recommendations identified in the 2014 Regional Transportation Plan update related to transportation design and safety, 2014 Civil Rights Assessment related to transportation equity, 2014 Climate Smart Strategy and 2014 Regional Active Transportation Plan, MAP-21¹ requirements, and input received from partners and the public during Phase 1 of this update.

Engagement and planning activities have been organized support a regional discussion on the role that investment in our region's transportation system can and should play in building healthy, equitable communities and a strong economy by:

- linking land use and transportation planning in concert with our shared values;
- making the most of the investments we have already made in our transportation system;
- providing safe, reliable and affordable access to jobs, education, healthcare and other services and opportunities; and
- addressing social equity, economic, and environmental challenges that come with a growing region.

To that end, the Metro Council will convene a series of **Regional Leadership Forums** to foster regional collaboration, discuss policy priorities in an integrated manner, consider public input, and provide policy direction to staff on development of the 2018 RTP. The forums are joint meetings of the Metro Council, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT). The forums will include an opportunity to hear from national leaders,

¹ MAP-21, the Moving Ahead for Progress in the 21st Century Act, creates a streamlined and performance-based transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

presentations of community input and technical work prepared to support the policy discussion and facilitated discussions that lead to direction back to staff on development of the 2018 RTP.

There are eight **technical work groups** proposed to be convened to advise Metro staff on developing materials to support the Regional Leadership Forums and implementing policy direction from the Metro Council, MPAC and JPACT related to the policy priorities. In this role, the work groups will review draft materials and analysis, provide information to their organization's leadership and/or staff about the progress of the work group and integrate input from partners and the public to develop recommendations to Metro staff. Work group members will include topical experts and representatives from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) or the designees of members. **More information about the Regional Leadership Forums, technical work groups and other engagement activities can be found in the 2018 RTP Update Public Engagement Plan.**

RELATED RTP COMPONENTS TO BE ADDRESSED AS PART OF THE UPDATE

To inform the work program elements and discussion of the policy priorities, several individual components of the Regional Transportation Plan will be refined as part of the update. The components reflect updates to a combination of modal plans, topical plans and policy actions that guide how local jurisdictions implement the regional transportation plan. The components to be updated include:



2004 Designing Livable Streets policies, tools and best practices for making streets safe for all travelers. This will represent a significant update to develop and incorporate more current transportation design best practices and case studies. This work will also address design-related policy issues and recommendations identified through the 2014 RTP update, including arterial crosswalk spacing, transit and freight supportive street designs, motor vehicle bottlenecks, auxiliary lanes, and grade separated arterial intersections and sizing of arterials and throughways to advance a safe, healthy, and reliable multi-modal transportation system.



2010 Regional High Capacity Transit Plan, as part of development of the **Regional Transit Strategy** to guide community and regional transit connections and other investments and actions needed to support expanded service. This will represent a significant update to the region's transit vision and strategies. It will create an integrated strategy that includes high capacity transit and other priority investments and actions to support implementation, including a refined System Expansion Policy (SEP) to guide prioritizing transit and transit supportive improvements and investments.



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. This will represent a minor update to reflect more current freight travel data and refine investment priorities and implementation actions.



2012 Regional Transportation Safety Plan for improving the safety of the transportation system for all travelers and reducing transportation-related deaths and injuries. This will represent a significant update to reflect more current data and refine 2012



recommendations and strategies for reducing travel-related deaths and serious injuries to inform investment priorities.



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. This will represent a minor update to review and refine policies in the existing RTP to inform refinements to investment priorities and implementation actions. A more comprehensive update is planned to begin upon completion of the Regional Travel Options Strategic Plan update in 2018 and will continue beyond the 2018 RTP update.

Regional Transportation Functional Plan which contains policy actions and guidelines to guide how local jurisdictions implement the policies in the Regional Transportation Plan and its components, including the Regional Active Transportation Plan, Regional High Capacity Transit Plan, Regional Transportation System Management and Operations Plan and Regional Freight Plan. This may represent a significant update to address 2014 Climate Smart Strategy recommendations on parking management and relevant policy actions identified through the 2018 RTP.

The 2018 RTP update will also implement the 2014 Regional Active Transportation Plan and the 2014 Climate Smart Strategy, and to the extent possible, address new state and federal requirements that are currently under development.

COORDINATION WITH RELEVANT METRO AND PARTNER PROJECTS AND PROGRAMS

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

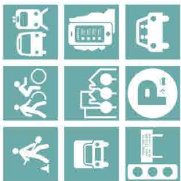
Relevant Metro projects and programs

- My Place in the Region
- 2015 Growth Management Decision
- 2018-21 Metropolitan Transportation Improvement Program and Regional Flexible Fund Allocation (RFFA) process
- Regional Travel Options Strategic Plan update
- Diversity, Equity, and Inclusion (DEI) program
- Metro Equity Strategy and Action Plan development
- Oregon Innovation Award partnership with the Center for Public Service at Portland State University and 1000 Friends of Oregon to develop a model for effectively engaging historically underrepresented communities, youth, and older adults
- Regional Snapshots Series
- Metro Equitable Housing Initiative
- Metro Economic Value Atlas
- Southwest Corridor Project
- Powell-Division Transit and Development Project

Relevant partner projects and programs

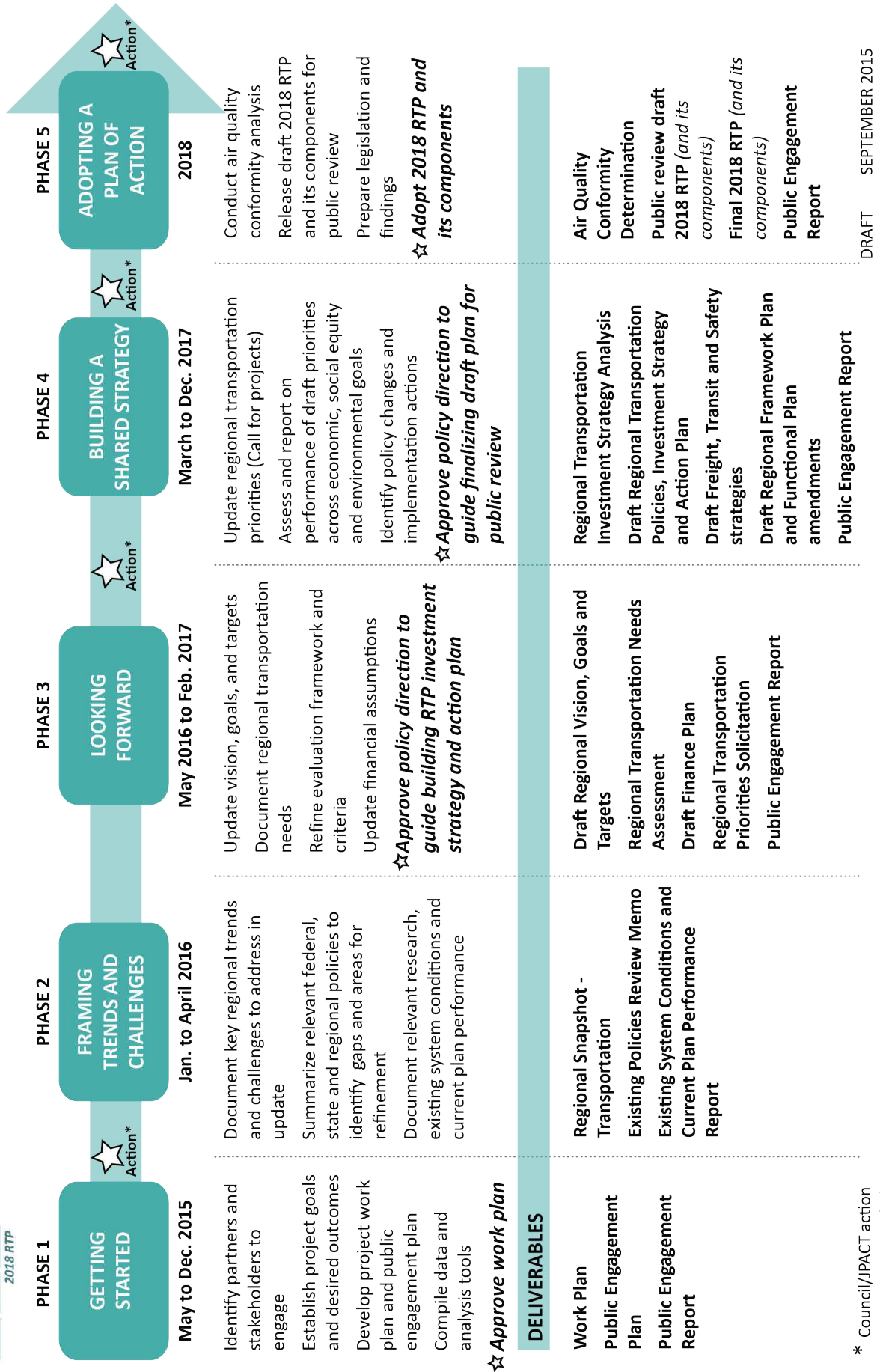
- City and county transportation system plan updates, corridor plans, area plans and studies
- TriMet's Service Enhancement Plans
- South Metro Area Regional Transit (SMART) Master Plan update
- Washington County Transportation Futures Study
- Updates to the ODOT Region 1 Active Transportation Needs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

Summaries of the overall work plan for the 2018 RTP update and individual work plans for the Regional Transit Strategy, Transportation Equity Analysis, Regional Freight Strategy, Transportation Safety Strategy and Designing Livable Streets are provided for reference. Work plan summaries of the updates to the RTP finance plan, performance measures and policy actions are under development and will be added.



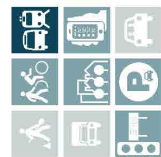
2018 REGIONAL TRANSPORTATION PLAN WORK PLAN

Getting there with a connected region



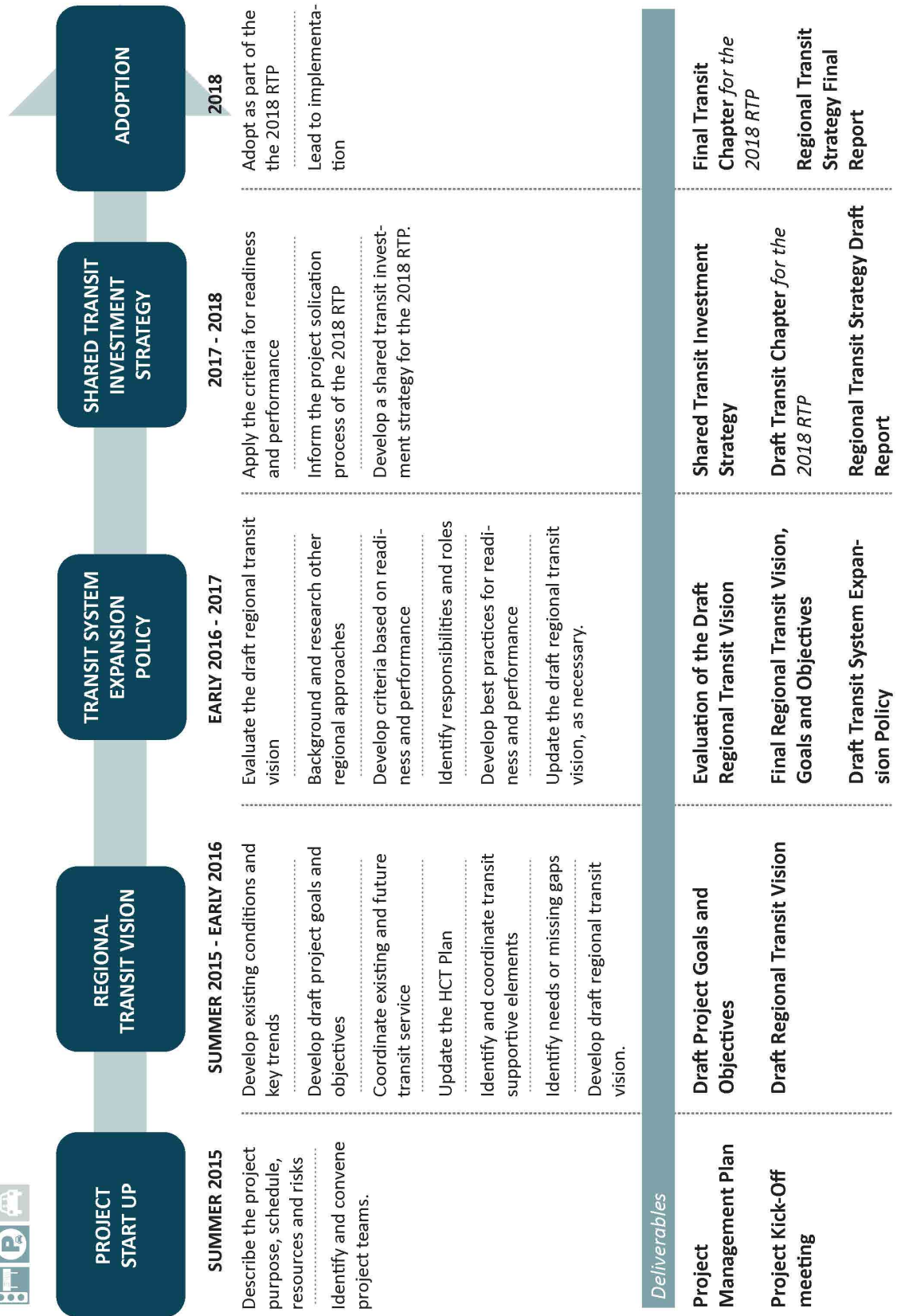
* Council/JPACT action
MPAC recommendation

DRAFT SEPTEMBER 2015



2018 RTP | REGIONAL TRANSIT STRATEGY

Getting there by transit

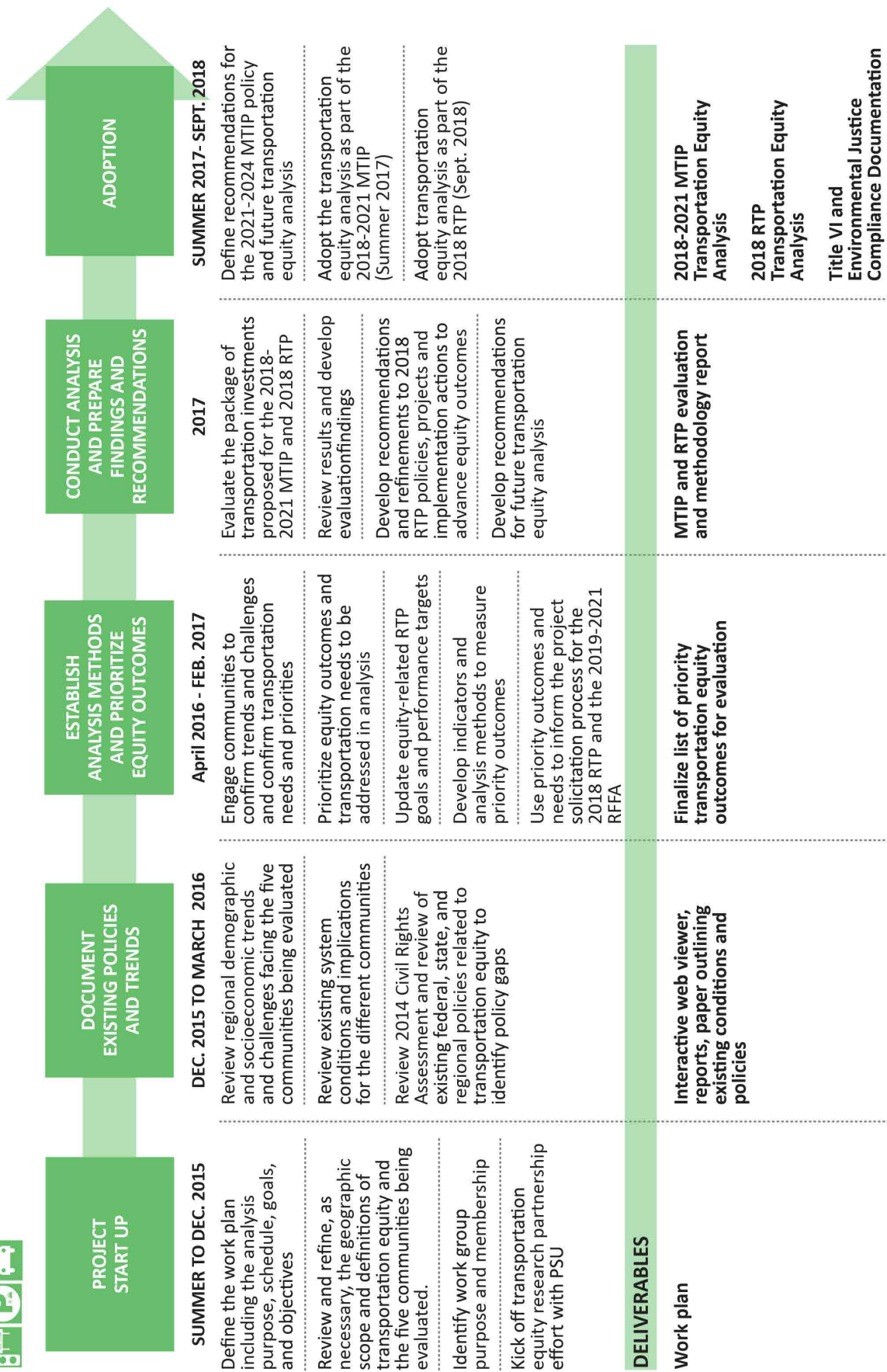


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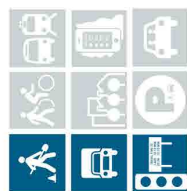


2018 RTP/2019-21 MTIP | TRANSPORTATION EQUITY ANALYSIS WORK PLAN

Getting there equitably

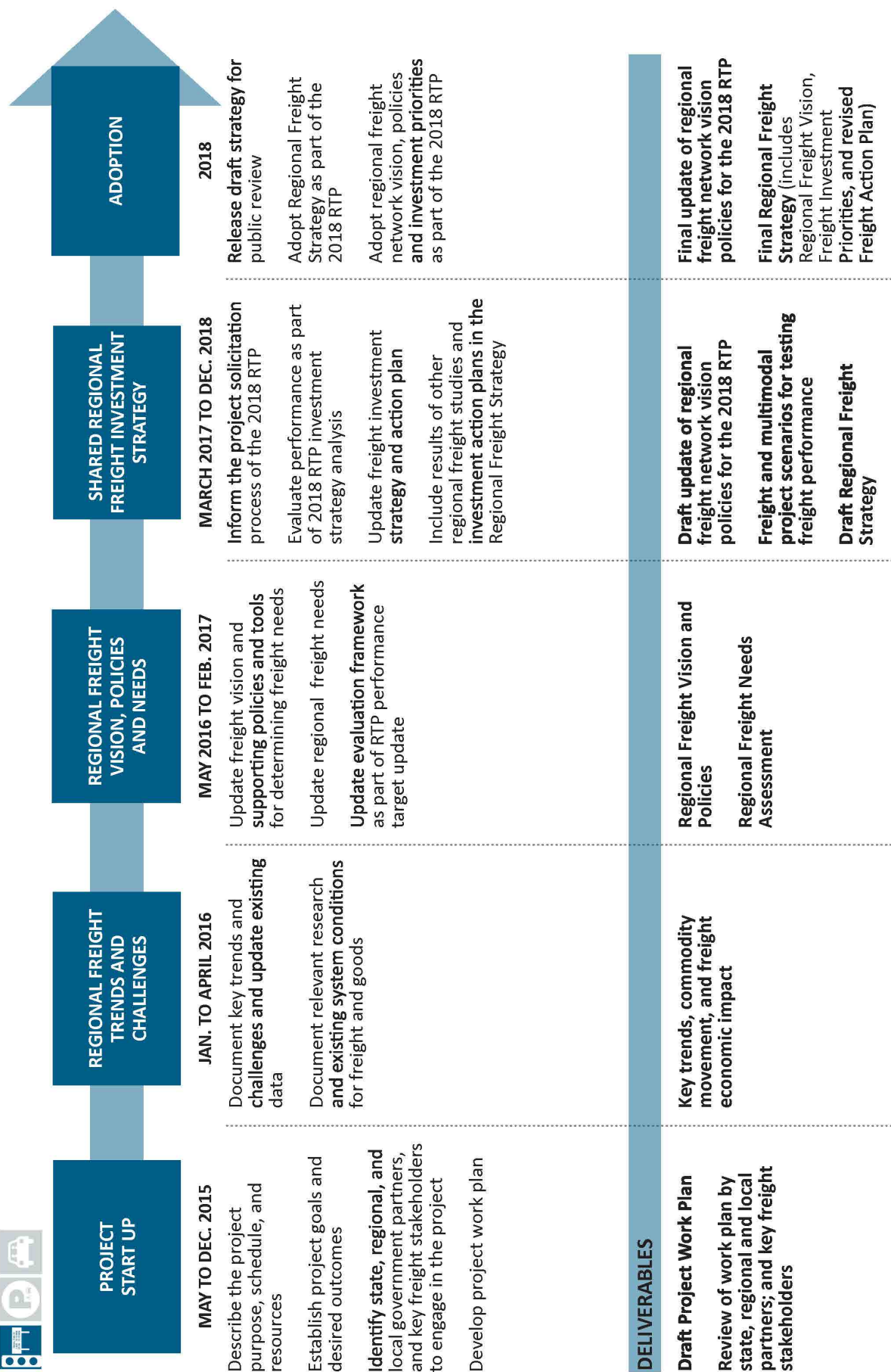


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2018 RTP | REGIONAL FREIGHT STRATEGY WORK PLAN

Getting there by moving freight

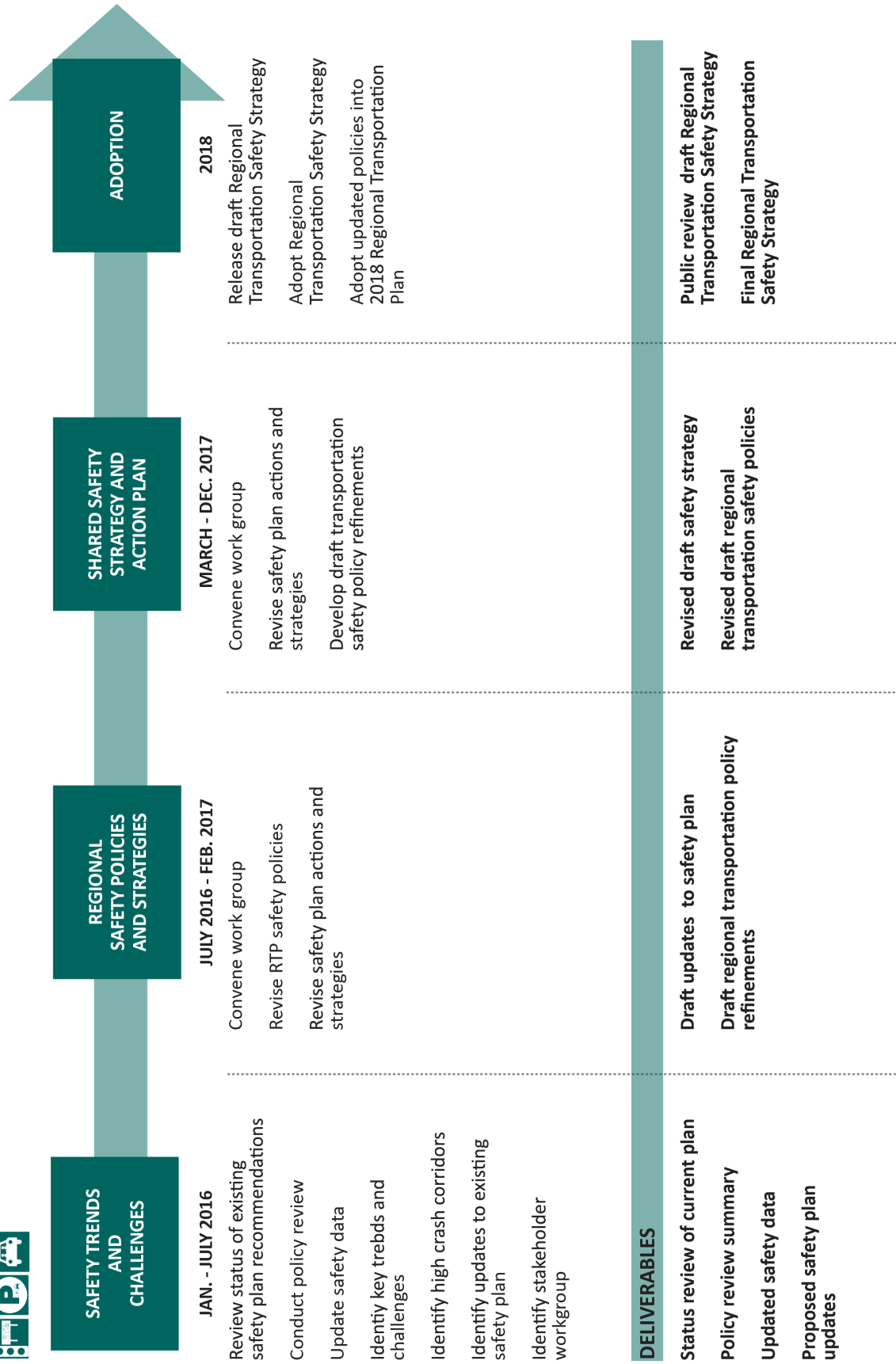


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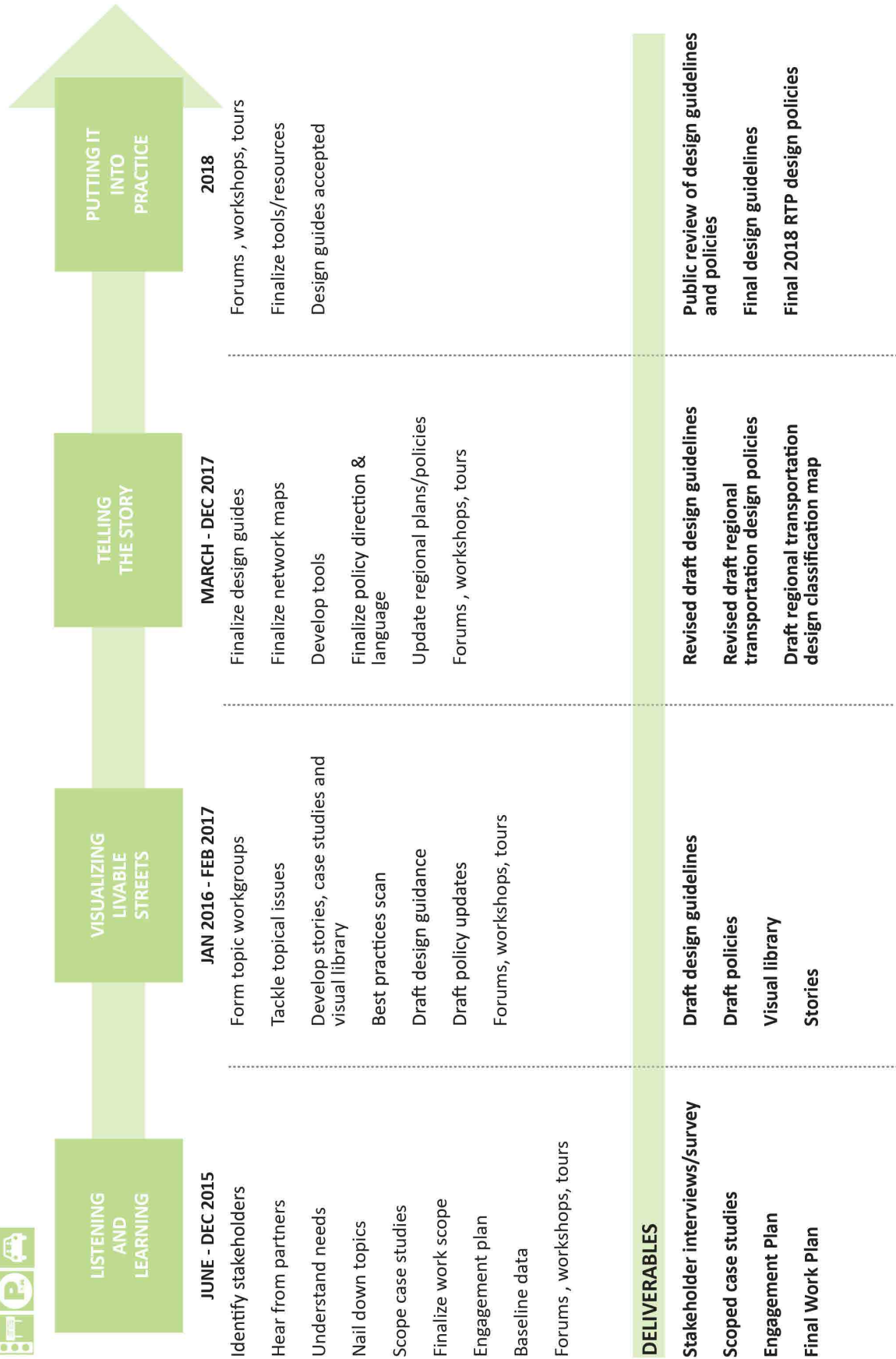
2018 RTP | REGIONAL SAFETY STRATEGY WORK PLAN

Getting there safely



2018 RTP | DESIGNING LIVABLE STREETS WORK PLAN

Getting there with design



DRAFT AUGUST 2015

Work plan summaries of the updates to the RTP finance plan, performance measures and policy actions are under development and will be added.

Getting there



with a connected region

2018 REGIONAL TRANSPORTATION PLAN UPDATE Work Plan Appendix

From Summer 2015 to Fall 2018, the Metro Council will work with local, regional and state partners to update the Regional Transportation Plan (RTP) to meet current and future transportation needs over the next 25 years.

This appendix provides background information on the RTP and more information about key planning and engagement activities, decision milestones and anticipated deliverables for each phase of the update. A summary of Federal and State planning requirements to be addressed through the process is also provided for reference.

What is the Regional Transportation Plan?

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

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

Figure 1. Elements of the Regional Transportation Plan



Why does the plan need updating?

Over the past 20 years, Metro and the communities of the Portland metropolitan region have taken a collaborative approach to planning for and investing in a transportation system that has made our region one of the most livable in the country. The RTP has been a key tool for shaping growth in the region and connecting us to our jobs, families, school and other important destinations in the region.

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

As the federally-designated Metropolitan Planning Organization (MPO), Metro is responsible for leading and coordinating updates to the RTP on a regular basis to respond to the needs of our changing region and federal policy direction as shown in **Figure 2** and **Figure 3**.



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

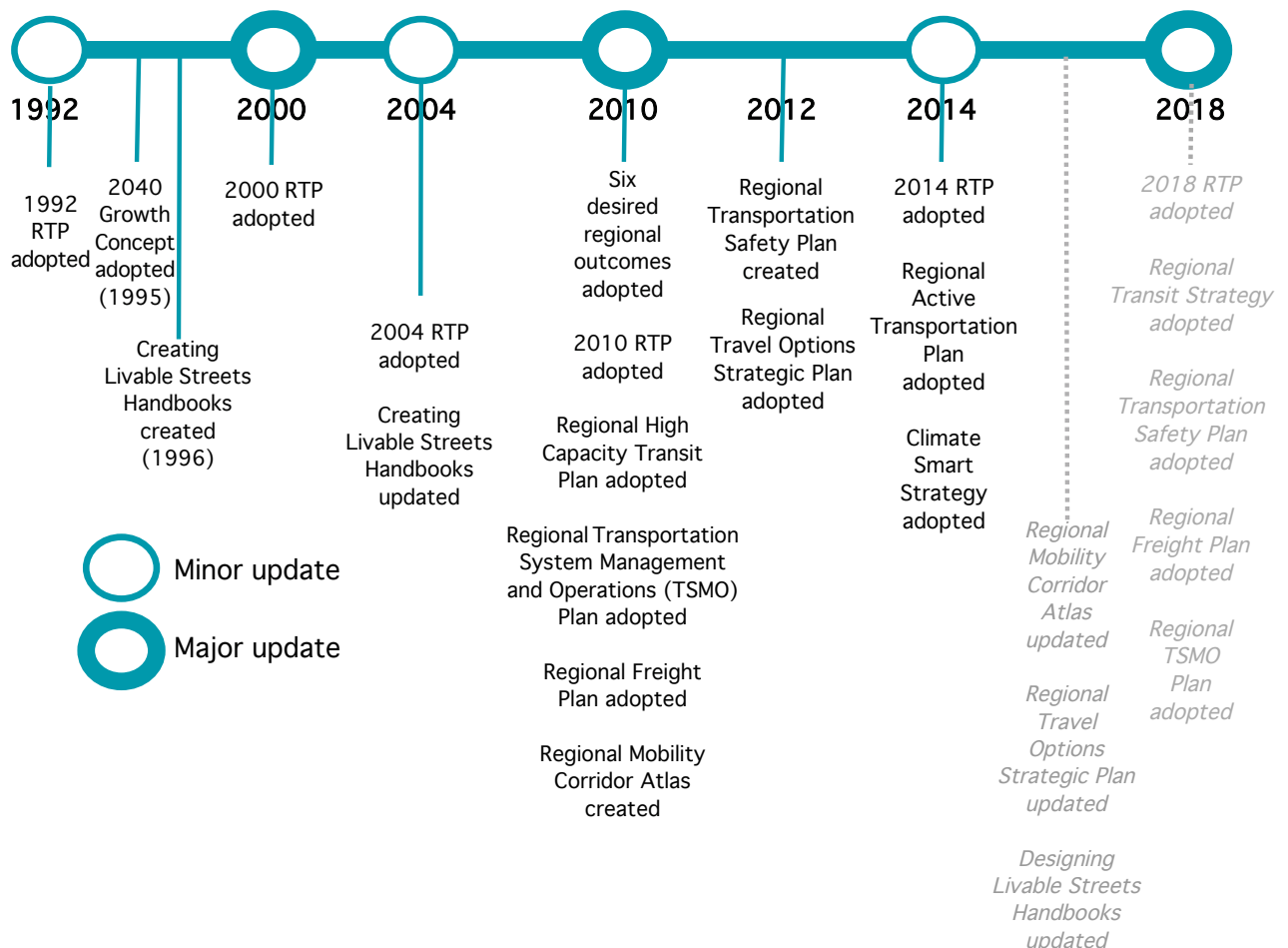
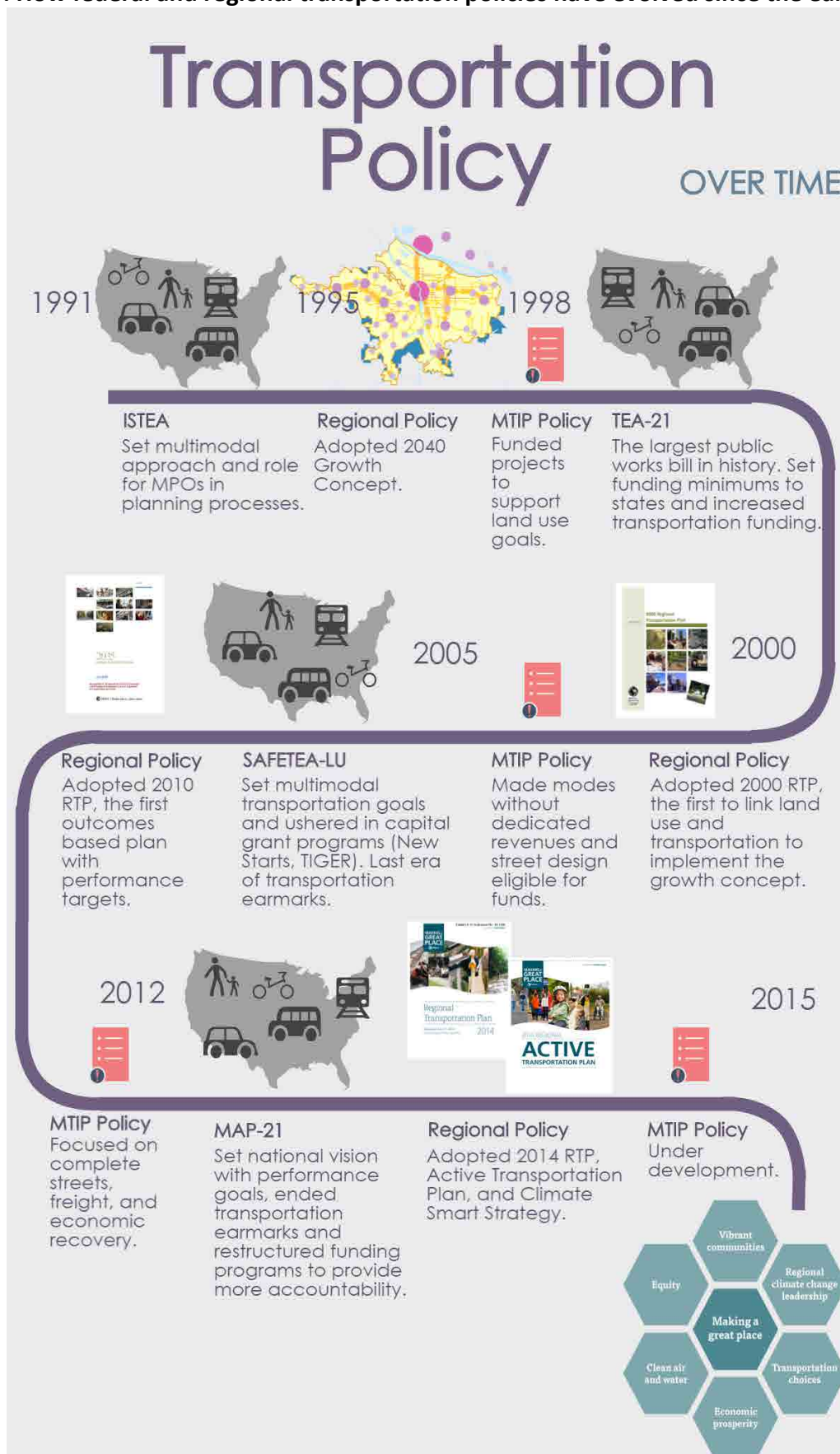


Figure 3. How federal and regional transportation policies have evolved since the early 1990s



The last major update to the plan was completed in 2010, and resulted in adoption of an outcomes-based approach to guide transportation planning and investment decisions in the region. A minor update to the plan occurred in 2014. The existing plan, the 2014 RTP, must be updated by the end of 2018 to meet federal and state requirements.

How will the plan be updated?

The RTP will be updated in five phases, beginning in Summer 2015 and concluding in the Fall 2018. During the update, the Metro Council will work with local, regional and state partners, community leaders and others to update the region's shared vision and investment strategy to meet current and future transportation needs over the next 25 years.

The following is a more detailed description of the key planning and engagement activities, decision milestones and anticipated deliverables for each phase of the update.

PHASE 1 | GETTING STARTED | May to December 2015

What trends and challenges are priorities to address and how do we work together to address them?

Desired outcome: By Dec. 2015, identify key transportation trends and challenges facing the region that are priorities to be addressed through the update and process for addressing them.

The first phase of the process will involve engaging local, regional, state and community partners to prioritize the regional challenges to be addressed in the update and the process for how the region should work together to address them.

The purpose of this early work is to build an understanding of what is important to decision-makers and other partners, how the updated plan can better meet regional and community needs and priorities and provide focus to the overall planning effort. During this phase, background work will also begin to develop tools and data that will be used to document how the region is growing and changing, and performance of the transportation system today. This background work will be coordinated with development of a Regional Snapshot on transportation and continue into early 2016.

Phase 1 Key Activities	
Planning	Identify regional challenges and policy choices to be considered through the process
	Establish goals and desired outcomes for the process , work plan and engagement strategy
	Develop work plan and public engagement plan
	Develop data, tool and methods to document key trends and support the identification of regional transportation needs (gaps and deficiencies) and the evaluation of investment priorities <ul style="list-style-type: none"> Begin assessing baseline and future conditions of the region's transportation system, assuming there are no changes to existing plans, policies and programs
Partnerships & Engagement	Engage partners and the public to identify priorities to be addressed in the update (<i>Summer 2015</i>)
	Engage partners and the public to identify desired process outcomes, and shape work plan and community engagement strategy (<i>Summer and Fall 2015</i>)
	Engage regional advisory committees on draft work plan and draft public engagement plan, including policy priorities and roles in process (<i>Fall 2015</i>)

Phase 1 Key Activities	
Milestone	<p>MPAC makes recommendation to the Metro Council on the work plan and public engagement plan (<i>October 2015</i>)</p> <p>JPACT and Metro Council consider approval of work plan and public engagement plan (<i>November and December 2015, respectively</i>)</p>
Deliverables	<ul style="list-style-type: none"> • Work plan • Public engagement plan • Memo summarizing a review of existing plans, policies and studies (including status of 2010 and 2014 RTP actions and recommendations), and MAP-21 planning requirements to identify gaps and areas needing further updates • Summary report(s) of engagement with partners and the public on: <ul style="list-style-type: none"> ○ community summit discussion groups as they relate to public engagement and transportation issues ○ quick poll on the public's transportation priorities to be addressed ○ stakeholder interviews on transportation priorities to be addressed, desired outcomes for regional transportation planning and investment decisions and ideas for public engagement for the update ○ Innovation team forums on public trust, decision-making and evaluation of public engagement effectiveness

PHASES 2 | FRAMING TRENDS AND CHALLENGES | January to April 2016

Desired outcome: By April 2016, understand trends and challenges affecting future travel in the region.

The second phase of the process will focus on documenting key trends and challenges facing the region and performance of the current regional transportation plan to identify where the region is meeting its transportation goals or falling short. This work will also inform updates to modal and topical plans.

Phases 2 Key Activities	
Planning	Report on key trends shaping the region's future, highlighting where we have been, where we are now, opportunities and challenges looking forward
	Begin to update financial framework <ul style="list-style-type: none"> • Update local, regional, state and federal revenue forecast
	Begin to identify transportation needs and solutions
Partnerships & Engagement	Engage partners and the public to begin identifying regional transportation needs and possible solutions (<i>Jan. – July 2016</i>)
	Engage partners and the public to begin identifying outcomes most important to residents, businesses, policymakers and others in the region to refine vision, goals, objectives and performance targets (<i>Jan. – July 2016</i>)
Milestone	N/A
Deliverables	<ul style="list-style-type: none"> • Regional Trends and Challenges Snapshot – Transportation • Atlas of regional mobility corridors (draft 2.0) • Existing Policies Review Memo • Existing System Conditions and Current Plan Performance Report

PHASE 3 | LOOKING FORWARD | April 2016 to February 2017

Where do we want to be in 2040?

Desired outcome: By February 2017, MPAC, JPACT and the Metro Council provide direction on regional priorities, performance targets and funding levels to guide updating the region's shared investment strategy and action plan.

The third phase of the process will include updating the region's shared transportation vision and policy goals, evaluation framework and financial assumptions for the next 25 years.

Shared Vision and Policy Goals Updating the plan's vision and goals will include working with partners and the public to update the region's vision for the transportation system and supporting policy goals and objectives to achieve with investments in the transportation system to realize the plan's vision.

Performance Evaluation Framework Updating the plan's evaluation framework will include working with partners to advance the region's performance based planning efforts to address MAP-21 and the 2014 Climate Smart Strategy, and further align the region's investment priorities with the plan's goals, performance targets, and expected resources. This work will help demonstrate how investments in the transportation system will help achieve the six desired regional outcomes. This work will include further development of data, methods and analytic tools needed to improve our ability to measure the impacts of investment options across economic, equity and environmental goals to demonstrate the return on investment across multiple outcomes. The updated evaluation framework and related performance targets will be used for two purposes: (1) to identify where the region is meeting its transportation goals or falling short, and (2) to identify how the region will assess the impact of projects and programs that are identified for inclusion in the plan's shared investment strategy in Phase 4.

Financial Plan Updating the plan's financial assumptions will include working with transportation providers to document and update the region's forecast for the amount of local, regional, state and federal funding expected to be available to address current and future transportation needs, including keeping the existing transportation system in a state of good repair. This will include documenting sources of expected funding.

Transportation Needs and Possible Solutions - An updated regional transportation needs and potential solutions report will be prepared to inform jurisdictions as they update their investment priorities in the next phase. The analysis will also inform updates to modal and topical plans and identification of policy changes and actions in Phase 4 to support implementation. A draft Regional Transit Strategy vision will be developed and updates to existing topic and modal plans will also identified, including the Regional Freight Plan, Regional Travel Options Strategic Plan and the Regional Transportation Safety Plan. Opportunities for input on the draft regional transit vision and topic and modal plans will be provided.

A call for project list and system map updates will be released at the conclusion of this phase along with Metro Council and JPACT policy direction on how the shared investment strategy should be updated.

Phases 3 Key Activities	
Planning	Update the shared vision and policy goals <ul style="list-style-type: none"> Update shared vision – where do we want to be in 2040? Update goals and objectives – how do we get there? MPAC, JPACT and Council define principles to guide development and evaluation of region’s shared investment strategy
	Update the performance evaluation framework <ul style="list-style-type: none"> Update performance measures and targets – how do we measure progress? <ul style="list-style-type: none"> Update performance targets data and methods Update system evaluation framework, data and methods Refine indicators to report on shared investment strategy performance across environmental, economic and equity outcomes Define process and policy direction to guide update to list of transportation investments and system evaluation
	Update financial plan <ul style="list-style-type: none"> MPAC, JPACT and Council define funding levels for shared investment strategy
	Identify transportation needs and possible solutions <ul style="list-style-type: none"> Update topic and modal plans,² Designing Livable Streets tools and best practices and parking management approaches, develop Regional Transit Plan and identify opportunities to further implement the Regional Active Transportation Plan and the Climate Smart Strategy Identify opportunities to support increased use of alternative fuel vehicles, transportation electrification, connected vehicles, driverless vehicles and other advanced technologies Identify potential transportation risks and vulnerabilities to inform how to make the region more resilient to natural and security hazards, climate change and extreme weather events
Partnerships & Engagement	Continue to engage partners and the public to identify regional transportation needs and possible solutions (<i>April – July 2016</i>)
	Continue to engage partners and the public to identify outcomes most important to residents, businesses, policymakers and others in the region to refine vision, goals, objectives and performance targets (<i>April – July 2016</i>)
	Engage work groups and regional technical advisory committees to define principles to guide development and evaluation of shared strategy and indicators to report performance (<i>Sept. – Dec. 2016</i>)
	Engage Council and regional policy advisory committees on principles to guide development and evaluation of shared strategy and indicators to report performance (<i>Jan. - Feb. 2017</i>)
Milestone	Metro Council, JPACT and MPAC approve direction on development of shared investment strategy, including regional priorities, performance targets and funding levels (<i>MPAC, JPACT and Council in Feb. 2017</i>)
Deliverables	<ul style="list-style-type: none"> Draft Regional Vision, Goals and Targets Regional Transportation Needs Assessment Draft Finance Plan Regional Transportation Priorities Solicitation Packet Public Engagement Report

² Regional Transportation Safety Plan, Regional Travel Options Strategic Plan, Regional Transit System Plan, and Regional Freight Plan.

PHASE 4 | BUILDING A SHARED STRATEGY | March to December 2017

How do we get there?

Desired outcome: By Dec. 2017, MPAC, JPACT and the Metro Council provide direction on finalizing the shared strategy of investments, strategies and actions to be released for public review in 2018.

The fourth phase of the process will include updating the region's investment priorities and actions recommended for the next 25 years. Staff will evaluate priority investments and strategies following the strategic direction provided by MPAC, JPACT and the Metro Council. This phase will also include assembling an action plan and identifying policy changes needed to support implementation. Opportunities for input on the updated project lists, evaluation results and shared investment strategy will be provided.

Phase 4 Key Activities	
Planning	Develop draft shared investment strategy <ul style="list-style-type: none"> Solicit and coordinate updates to list of the region's transportation investment priorities and regional system maps consistent with Metro Council, JPACT and MPAC policy direction <ul style="list-style-type: none"> Incorporate local transportation system plan and corridor refinement plan updates Address identified regional transportation needs and opportunities Compile draft regional shared investment strategy
	Evaluate draft shared investment strategy <ul style="list-style-type: none"> Conduct and report on system-level evaluation of investment priorities relative to plan's goals, objectives and performance targets Identify tradeoffs and choices for regional discussion
	Refine draft shared investment strategy based on public engagement and performance evaluation
	Develop action plan to support implementation <ul style="list-style-type: none"> Identify near-term and long-term strategies and actions to advance implementation of the plan Update performance monitoring framework, data and methods
	Identify policy updates and prepare draft topic and modal plans
Partnerships & Engagement	Engage partners and the public to review draft list of transportation investment priorities and system performance to shape draft shared investment strategy and finance plan (<i>Summer 2017</i>)
	Engage partners and the public to shape draft near-term, medium-term and long-term action plan to support implementation (<i>Summer-Fall 2017</i>)
	Engage regional advisory committees to finalize recommendations to the Metro Council on direction for draft 2018 Regional Transportation Plan (<i>Aug.- Dec. 2017</i>)
Milestone	MPAC makes a recommendation to the Metro Council and the Metro Council and JPACT approve direction on policy and financial frameworks, investment priorities, strategies and actions, subject to final public review and air quality conformity analysis (<i>MPAC, JPACT and Council in Nov. and Dec. 2017</i>)
Deliverables	<ul style="list-style-type: none"> Regional Transportation Investment Strategy Analysis Draft Regional Transportation Policies, Investment Strategy and Action Plan Draft Modal and Topical Plans (Transit, Freight, Safety) Draft Toolbox of Actions Draft Regional Framework Plan and Functional Plan amendments Public Engagement Report

PHASE 5 | January to September 2018

Adopting A Plan of Action | How do we move forward together?

Desired outcome: By September 2018, the Metro Council adopts the 2018 Regional Transportation Plan and its components.

The final phase of the update will provide additional opportunities for review and input on the overall draft plan and its components and the federally-required air quality conformity determination prior to consideration by the MPAC, JPACT and the Metro Council. Components of the 2018 RTP are anticipated to include amendments to the Regional Framework Plan and regional functional plans in addition to the Regional Transit Strategy, Regional Freight Strategy, Regional Transportation Safety Strategy, and the Regional Transportation System Management and Operations Strategy.

Phase 5 Key Activities	
Planning	Compile draft plan and technical documentation for public review
	Conduct air quality conformity analysis
Partnerships & Engagement	Release public review draft 2018 RTP for 45-day public comment period <i>(March 2018)</i>
	Release Air Quality Conformity Determination for 30-day public comment period <i>(March 2018)</i>
	Consult with Federal and state agencies <i>(March 2018)</i>
	Engage regional advisory committees to finalize recommendations to the Metro Council on adoption of 2018 Regional Transportation Plan <i>(Spring-Summer 2018)</i>
Milestone	MPAC makes recommendation on and JPACT adopts 2018 RTP and 2018 RTP Air Quality Conformity Determination <i>(Summer 2018)</i>
	Metro Council/JPACT considers adoption of 2018 RTP and 2018 RTP Air Quality Conformity Determination <i>(September 2018)</i>
Deliverables	<ul style="list-style-type: none">• 2018 RTP Air Quality Conformity Determination• Public review draft 2018 RTP (and its components)• Final 2018 RTP (and its components)• Adoption legislation, including findings of compliance with State and Federal mandates• Public Engagement Report

What federal requirements must be addressed?

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

Air quality conformity

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

Transportation equity

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

Congestion management documentation

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

Financial constraint

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

Performance management and target setting

Consistent with MAP-21, Metro must establish performance measures and targets to inform decision-making on transportation priorities and monitor the region's progress in support of seven national goals for transportation investments: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability and reduce project delivery delays.

Other requirements

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

What state requirements must be addressed?

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

Statewide Planning Goals

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

Transportation Planning Rule

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

Metropolitan Greenhouse Gas Reduction Targets Rule

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

Getting there



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2018 REGIONAL TRANSPORTATION PLAN UPDATE

Draft Public Engagement Plan

May 2015 to September 2018

September 8, 2015

2018 REGIONAL TRANSPORTATION PLAN UPDATE

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

The 2018 RTP will include updates and refinements to seven related components including the 2004 Designing Livable Streets tools and best practices, 2010 Regional High Capacity Transit Plan (as part of developing a Regional Transit Strategy), 2010 Regional Freight Plan, 2010 Atlas of Regional Mobility Corridors, 2010 Regional Transportation System Management and Operations (TSMO) Plan, 2012 Regional Transportation Safety Plan, and the 2012 Regional Travel Options (RTO) Strategic Plan. The update will also implement the 2014 Climate Smart Strategy and 2014 Regional Active Transportation Plan, and advance the region's consideration of equity, economic and environmental outcomes in the transportation planning and decision-making process.

PROJECT GOAL Adopt a Regional Transportation Plan that uses the *My Place in the Region* framework to advance achievement of the region's six desired outcomes and meet federal and state requirements.

PUBLIC ENGAGEMENT PLAN The public engagement plan will guide stakeholder and public engagement during development of the 2018 Regional Transportation Plan. The plan describes the engagement objectives and activities that will be implemented to ensure the public and identified partners have adequate opportunities to provide meaningful input to the update. The plan also describes the engagement timeline and milestones, and an evaluation strategy to measure success. The purpose of the public engagement plan is to share information and gather input regarding the values, needs and priorities of the public and identified partners.



PUBLIC ENGAGEMENT GOAL To strengthen existing and build new partnerships with local, regional, state and federal governments, business and community leaders, academic institutions, and historically underrepresented communities (people of color, people with low incomes, and people with limited English proficiency) as well as youth and older adults through *a strategic engagement approach that builds support for and momentum to achieve the project goal and helps build public trust in Metro's transportation planning process.*

METRO ROLE Implement a public engagement plan for the 2018 RTP update that builds on previous engagement efforts and relationships, is informed by input from partners and the public, and advances recommendations from the Metro's innovation work on building public trust (sponsored by the Oregon Innovation Award).



PUBLIC ENGAGEMENT OBJECTIVES

- **Communicate complete, accurate, understandable, and timely information to the public and partners throughout the project.**
- **Provide meaningful public engagement opportunities and demonstrate how input has influenced the process.** Implement a strategic approach that 1) demonstrates how the decision-making process operates and where/when to provide input, 2) provides outreach early enough in the decision-making process to promote meaningful opportunities for the public to shape policies and outcomes, 3) tracks how input is considered by decision-makers and impacts final action or outcome of decision, 4) provides follow-up with those who provided input about final action or outcome of decision, 5) seeks public evaluation of engagement experience, and 6) creates monitoring process whereby success at reaching historically underrepresented communities is monitored and measured.
- **Actively seek public input prior to key milestones during the project and share with Metro Council and regional committees in a manner that best supports the decision-making process.** Develop meaningful public engagement activities to generate input relevant to project milestones. Share themes and verbatim comments with decision-makers in a manner that creates a sound basis for an informed decision to adopt the 2018 Regional Transportation Plan.
- **Support an inclusive and place-based approach.** Strategically connect the 2018 RTP outcomes to the experiences of people living and working in the region through the integration of community storytelling in public engagement activities, public comment opportunities, and decision-making.
- **Comply with all public participation requirements.** Ensure engagement approach meets requirements as articulated in MAP-21, Title VI of the Civil Rights Act, the Environmental Justice Executive Order, Oregon's Statewide Planning Goal 1 for citizen involvement, and Metro's Public Engagement Guide.



- **Coordinate engagement efforts with relevant Metro projects and programs.** Incorporate engagement needs of relevant Metro projects and programs to create a coordinated effort that connects projects and programs for the public as they learn about and provide input on the 2018 RTP. Projects and programs include but are not limited to the Metropolitan Transportation Improvement Program (MTIP) and Regional Flexible Funds Allocation (RFFA) process, development of the Regional Transit Strategy, updates to the Regional Freight Plan, Designing Livable Streets program, Regional Transportation Safety Plan, Regional Travel Options strategic plan, TSMO plan, the Diversity Equity and Inclusion (DEI) program, development of Metro’s Equity Strategy and Action Plan, refinements to the Transportation Equity Analysis, and the development of the regional Economic Value Atlas and Investment Areas Action Plan.

PUBLIC ENGAGEMENT PLAN APPROACH

This public engagement plan has been and its approach will continue to be refined through the following three-step approach:

1. **Assess recommendations and outcomes of previous public engagement efforts.** Review and assess formal recommendations and outcomes of Climate Smart Communities, 2014 RTP update, 2014 Civil Rights Assessment and other recent Metro engagement efforts. *(May to June 2015)*
2. **Implement robust public participation tools reflecting life-cycle of public engagement.** Provide community opportunities to 1) learn how the decision-making process operates and where/when to provide input, 2) engage early enough in the planning and decision-making process to shape policies and outcomes, 3) learn how input is considered by decision-makers and impacts final action or outcome of decision, 5) provide evaluation of public engagement experiences and 6) understand outcomes of agency success in reaching historically underrepresented communities as well as youth and older adults. *(May 2015 to September 2018)*
3. **Incorporate best practices, inclusive engagement strategies and tools, and recommendations generated by Metro’s work on building public trust (sponsored by the Hatfield School of Government Oregon Innovation Award).** Use findings from innovation work occurring on parallel time frame to inform and help build participation infrastructure. *(June to December 2015)*

KEY MESSAGE THEMES

- **We need to ensure all communities thrive as we grow and change.** Planning as the Portland metropolitan region grows helps ensure jobs and the economy keep pace with our growing population and that all community members have safe, reliable and affordable options for getting around. Changes in the makeup of our communities and continued job growth will alter our travel patterns and transportation needs. The 2018 Regional Transportation Plan update is a critical tool to help build and shape our communities as we grow. In order to keep our region a great place to live and work and keep nature close by in the face of anticipated growth, we must



continue linking land use and transportation planning, in concert with our shared values.

- **We must make every dollar count.** Given the current challenges of our communities across the region, it's more important than ever to look critically at potential investments and evaluate them on the basis of the outcomes they achieve – safety, a well maintained system, congestion relief, access to jobs, schools and services, options for getting around, clean air, etc. – outcomes the public has said they want. Investments in the region's transportation system should seek to achieve multiple objectives and take into consideration how regional transportation investments affect land use, the economy, the environment and social equity, particularly for communities of color, people with low incomes, people with limited English proficiency, older adults and youth.
- **We are most successful when we work together.** The Regional Transportation Plan update will set up a new agreement about how the region is planning to design, fund and operate its transportation system over the next 25 years. There is broad agreement among the regional partners to make the most of investments in our existing transportation system as well as new projects to ensure our transportation choices work over time. The region will also look at innovative, sustainable funding solutions to pay for needed local and regional transportation investments that are most critical to our region's success. We need everyone's help to arrive at informed decisions on how to get the most value out of investments in our transportation system, answering the question "What outcomes do we need from our investments and how will we pay for them over the long term?"



BUILDING THE 2018 RTP THROUGH PARTNERSHIPS

Taking stock of where our region has come from, what our needs are, and how we will remain strategically focused reminds us that partnerships and collaboration will be critical to the 2018 RTP update. Engagement and partnerships will be essential to shaping the 2018 RTP to help ensure that as our region grows and we make investments in the transportation system, we preserve and protect what residents and businesses value most. A collaborative approach reinforces the importance of shared responsibility for the region's transportation system and building healthy, equitable communities and a strong economy.

The engagement efforts will seek participation of all potentially affected and/or interested individuals, communities, and organizations. To date, the project team has identified a number of stakeholders to engage in the process.

The list below is not exhaustive and additional stakeholders will be included as the region builds a shared strategy for the 2018 Regional Transportation Plan.

- General public
- Communities historically underrepresented in the decision-making process including people of color, people with low incomes, and people with limited English proficiency
- Youth and older adults
- People with disabilities
- Community leaders and organizations, including community-based advocacy organizations for historically underrepresented communities, health and equity interests, environmental and land use issues, and transportation advocacy groups, including Drive Oregon
- Business and economic development interests, including large and small employers, business organizations, associations and chambers of commerce
- Local jurisdictions and special districts, including transit providers and Ports
- Bi-State Coordination Committee, Southwest Washington Regional Transportation Council (RTC) and other Clark County governments
- Transportation Research and Education Consortium, and Mark O. Hatfield School of Government at Portland State University
- Philanthropic foundations and institutions
- Federal and State legislators and elected officials representing counties and cities in the region
- State agencies, including the Oregon Department of Environmental Quality, Oregon Department of Land Conservation and Development, and Oregon Department of Transportation
- Federal agencies, including the Federal Highway Administration, Federal Transit Administration and the U.S. Environmental Protection Agency



Engagement Roles and Responsibilities

<p>Policy partnerships: Council, JPACT and MPAC</p> <ul style="list-style-type: none"> • Provide leadership and policy direction to staff • Build partnerships and collaborate • Engage partners and the public • Participate in Regional Leadership Forums • Incorporate input from partners and the public 	<p>Community partnerships: Partners and the public</p> <ul style="list-style-type: none"> • Tell us about your experiences traveling in the region and the places that are important • Provide community values, needs and priorities • Provide inspiration and ideas • Provide input and recommendations to decision-makers
<p>Technical partnerships: TPAC, MTAC and work groups</p> <ul style="list-style-type: none"> • Implement policy direction to update plan • Provide technical expertise • Keep decision-makers informed of progress • Incorporate input from partners and the public • Make recommendations to decision-makers 	
<p>Technical support: Metro staff</p> <ul style="list-style-type: none"> • Implement policy direction to update plan • Provide technical expertise • Keep decision-makers informed of progress • Incorporate input from partners and the public • Make recommendations to decision-makers and technical advisory committees 	<p><i>Community partnerships and engagement activities will seek to strengthen public trust and be more inclusive of historically underrepresented communities, youth and older adults.</i></p>

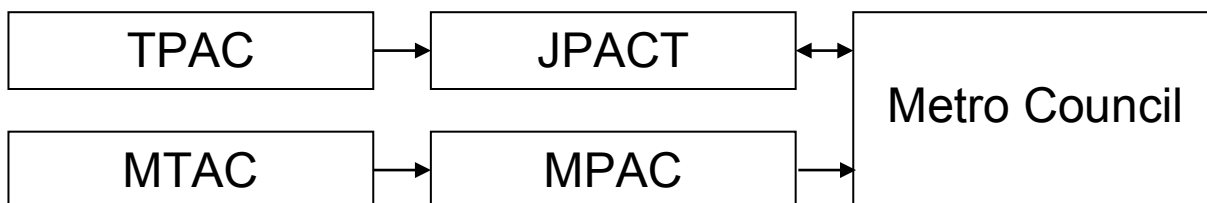
REGIONAL TRANSPORTATION DECISION-MAKING FRAMEWORK

The RTP update will rely on Metro's role as the designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region and its existing decision-making structure. The decision-making framework includes the Metro Council and four advisory committees that have varying levels of responsibility to review, provide input, and make recommendations on the development of the 2018 RTP.

The Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will make recommendations at key decision points based on input from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC). Integral to this decision-making process is providing timely opportunities for partners and the public to provide meaningful input to the Metro Council and the policy and technical advisory committees prior to key decision milestones throughout the RTP update.

The chart below shows how the technical advisory committees make recommendations to the policy advisory committees, and the policy advisory committees make recommendations directly to the Metro Council. The two-way arrow between JPACT and the Metro Council indicates that for final adoption of the RTP, the Metro Council must approve the plan as recommended by JPACT.

Regional Transportation Decision-Making Framework



Work Groups: Several work groups will be formed to advise Metro staff on implementing policy direction from the Metro Council, MPAC and JPACT related to specific technical and topical issues that have been identified as policy priorities for this update:

- Transit
- Transportation equity
- Finance
- Performance and return on investment
- Freight
- Transportation design
- Transportation safety
- Policy actions

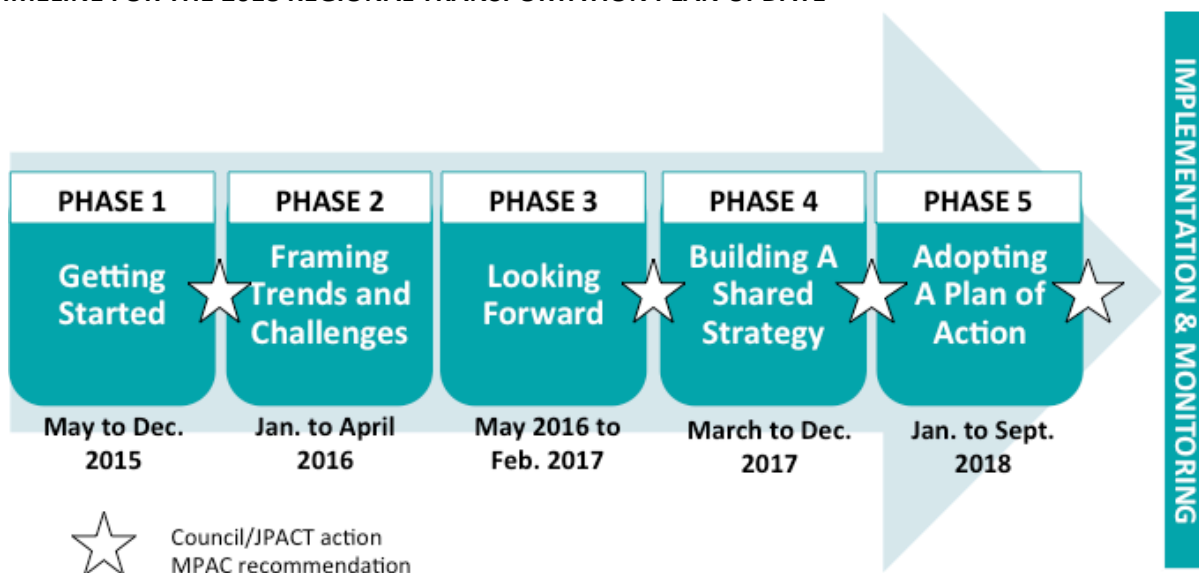


In this role, the work groups will review draft materials and analysis. Work group members will include topical experts and representatives from MTAC and TPAC, or the designees of members. Opportunities to share information and collaborate across work groups will be provided. Work group meetings are open to the public. Meeting information will be posted on Metro’s website at www.oregonmetro.gov.

TIMELINE AND DECISION MILESTONES The 2018 RTP update will be completed in five phases. From May 2015 to Fall 2018, the Metro Council and staff will engage the public and local, regional and state partners to update the Regional Transportation Plan to meet current and future transportation needs over the next 25 years.

Through this update, the Metro Council, JPACT and MPAC will integrate public input and continue to work together through a series of Regional Leadership Forums to face the difficult decisions of how to make the most of limited funds to build healthy, equitable communities and a strong economy, and build confidence that our public dollars are spent wisely.

TIMELINE FOR THE 2018 REGIONAL TRANSPORTATION PLAN UPDATE



Public input opportunities to be provided prior to milestones (Council/JPACT action and MPAC recommendation).

PROJECT MILESTONES | METRO COUNCIL/JPACT ACTION AND MPAC RECOMMENDATION

★	December 2015	Metro Council considers adoption of work plan and public engagement plan
★	February 2017	Metro Council, MPAC and JPACT provide policy direction on development of shared investment strategy, including regional priorities, performance targets and funding levels
★	December 2017	Metro Council, MPAC and JPACT provide policy direction on policy and financial frameworks, investment priorities, strategies and actions, subject to final public review and air quality conformity analysis
★	September 2018	Metro Council considers adoption of 2018 RTP (and its components) for federal and state review

PUBLIC ENGAGEMENT OPPORTUNITIES

The regional advisory committees and technical work groups will serve as the primary engagement mechanisms for collaboration and consensus building. In addition to these committees and work groups, engagement with other potentially affected and/or interested individuals, communities, and organizations will continue to be an important element of the engagement strategy.

Ongoing involvement will occur throughout the update process at levels that inform, involve or collaborate with audiences, based on their identified level of interest in the project. The project team will seek specific input using a variety of public engagement tools.

The following describes ongoing engagement and key outreach points and lists the types of outreach tools that will be used to engage the public and partners during the development of the 2018 RTP.

Ongoing Engagement Opportunities (May 2015 – September 2018)

The website will be the primary portal for information and engagement throughout. Staff will pursue an open comment form that members of the public can use to submit substantive comments at any time during the update. As envisioned, the project team would respond to comments as needed and track comments and responses through an ongoing database.

Outreach points (January 2016 – September 2018)

There are multiple milestones and decision points through the development of the 2018 RTP and its components. Using the tools outlined below, the project team will facilitate a dialogue between the public and decision-makers that will ensure that decision-makers are considering and addressing the recommendations and concerns of the public, and that the public understands the policies being considered in the 2018 RTP. The project team expects to hold two large scale engagement periods each year in coordination with other Metro planning and development efforts, including issues related to land use, housing and transportation.

The overall strategy is to allow easy entry to the issues being discussed at the regional table without requiring members of the public to fully understand the processes, programs and plans working to address those issues. Members of the public who would like to learn more and offer more detailed insight on the processes, programs and plans will be given the option to do so. These key outreach points will be coordinated with the release of quarterly Regional Snapshots around priority issues in the region and be timed to inform the planned Regional Leadership Forums in 2016 through 2018.

PUBLIC ENGAGEMENT TOOLS

These tools will be used throughout the public engagement effort, timed to best leverage the needs of the RTP and its components:

- **Public Engagement Plan (December 2015)** Details outreach activities, schedule, public engagement framework, and key stakeholders.
- **Comment tracking database (Ongoing)** The team will pursue a method to log all public comments, questions and concerns and respond to or coordinate a response when appropriate. The log is intended to include direct comments or comment themes from all sources, including emails, phone calls, web form submissions and comments made during presentations and briefings with stakeholders.
- **Website (Ongoing)** The project website will be the primary portal for information about the project. It includes pages that describe project activities and events, the process timeline, and support documents and materials. The site will host online quick polls, open houses and surveys. At any time, members of the public may submit comments through the project website's online comment tool. Staff will receive comments, coordinate responses as needed, and track comments.
 - **Regional Snapshots (Beginning fall 2015)** The website will host quarterly Regional Snapshots, expressing and contextualizing data and stories regarding regional issues. On



a rotating basis, these snapshots will explore regional issues of housing/land use, jobs/employment, transportation and other livability issues. Snapshots will feature data, personal stories and case studies through infographics, narratives and videos, and feature an interactive element for viewers to provide their reactions to what they have learned and to share their experiences. The first Regional Snapshot for Transportation is planned for release in March 2016.

- **Web-based outreach, including online quick polls, surveys and open houses (Ongoing)**
The project will use a combination of online quick polls, surveys and open houses designed to seek ideas and input from the broader public. Staff will pursue use of an online interactive mapping tool to seek input on transportation needs and priorities.
- **Video (Spring 2016)** An overview video will be developed to explain the 2018 RTP update context and purpose. The video will include Spanish subtitles and be hosted on the project website to serve as a key information piece. It will also be shown at community briefings and presentations to help explain the update.
- **Storytelling, project newsfeeds and electronic newsletters (Ongoing)** Metro staff will develop stories, newsfeeds and e-newsletters to provide information about key milestones, and to invite the public to participate in engagement opportunities. The stories and newsfeeds will also be important tools for audiences to learn about the people and places that make up the region and related transportation needs and priorities. The project will maintain an interested parties email list that will be an ongoing feature of the public engagement effort.

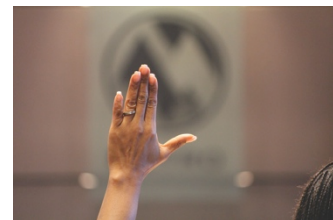
It is expected that newsfeeds and e-newsletters will be developed during these key points:

- Introduction and announcement of the project
 - Invitation to participate in online quick polls and surveys
 - Refinement of RTP goals, objectives and performance targets
 - Identification of transportation needs and priorities
 - Development of a shared investment strategy and action plan
- **Regional Leadership Forums (Ongoing)** The project will use a series of Regional Leadership Forums that will be convened by the Metro Council to hear from national leaders, foster regional collaboration, discuss policy priorities, consider public input, and provide policy direction to staff on development of the 2018 RTP. The forums are joint meetings of the Metro Council, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT). The forums will include a keynote speaker, presentations of community input and technical work prepared to support the policy discussion and facilitated discussions that lead to direction back to staff on development of the 2018 RTP.
 - **Future of Transportation Speaker Series (Ongoing)** The project team will develop a speaker series to discuss emerging and future issues related to transportation. The series will provide an opportunity to discuss issues of interest but that have not identified as policy priorities for the update. The series will be more fully developed as part of the process to support the Regional



Leadership Forums, Regional Snapshot Speaker Series and other engagement activities. Metro will seek to co-host the series with business and community organizations, public agencies, academic institutions and other partners. Potential topics include congestion pricing, intelligent transportation networks and connected and autonomous vehicles, the link between social media, technology and traveler information, and emergency preparedness. This engagement activity will be further developed through the process in coordination with other Metro programs.

- **Individual and small group stakeholder meetings (Ongoing)** Metro Council and staff will provide updates to stakeholders throughout the project, and will have discussions at standing meetings of county-level coordinating committees, community groups and organizations, and other stakeholders who have an interest in the project. This will include briefings and discussions with elected officials, businesses, business and economic development groups, community-based groups and organizations. The purpose of these meetings will be to provide updates, and to solicit input on key elements of the project. Councilors and staff will also distribute fact sheets or other informational materials at these meetings.
- **Publications (Ongoing)** Fact sheets, project updates, and other materials will be developed to describe the RTP update, as well as to describe specific topical components of the project, such as transportation equity, finance and safety, modal plans to be updated as part of the process, and specific aspects of the update at key milestones. The materials will be distributed at briefings and meetings. Summary reports documenting the results and findings of major tasks will also be developed and made available on Metro's website and meeting presentations.
- **Public comment reports (Ongoing)** Throughout the process, the project team will document all public involvement activities and key issues raised through the process.
- **Final public comment report (Spring 2018)** A public comment report will be compiled and summarized at the end of the formal public comment period.
- **Metro Council public hearings (2018)** Hearings will be hosted by the Metro Council as part of regular meetings as part of the final adoption process.
- **Final public engagement summary report (Fall 2018)** A final summary report containing a complete evaluation and overview of the engagement effort, including a discussion of the successes and potential areas for improvement will be created at the end of the process.
- **Equity outreach and engagement (Ongoing)** A focused effort will be made to engage historically underrepresented populations. A proposed contract would engage a proven equity and inclusion consultant to work with the public engagement team to serve as a liaison to these communities, conduct targeted outreach to leaders of these communities, and advise on messaging and methods of outreach to the potentially affected communities. This equity work would leverage



and enhance broader equity outreach effort to be conducted by Metro staff. The equity outreach program consists of the following strategies and elements:

- Transportation Equity Work Group (described above).
 - Translation of key materials into Spanish and/or other languages, including online quick polls and surveys, and fact sheets.
 - Targeted outreach and presentations/briefings to organizations that serve historically underrepresented communities (for example, outreach to Transportation Justice Alliance)
 - Other strategies and elements will be identified through proposed consultant contract.
- **Social media (Ongoing)** Metro staff will use social media, including Twitter and Facebook, to invite members of the public to participate in online quick polls, surveys and other major public engagement activities. Social media will also be used to announce major project milestones.



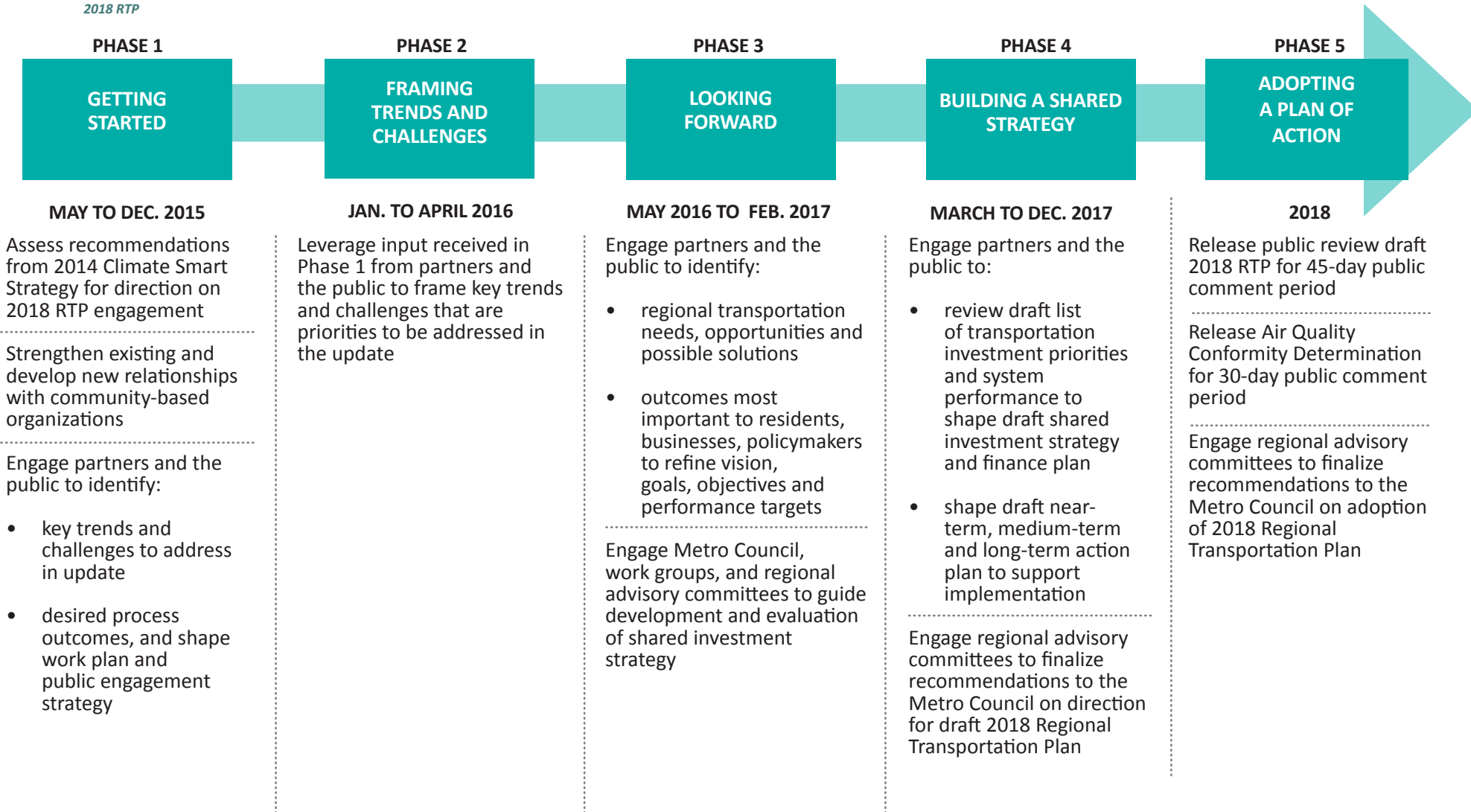
HOW WE MEASURE SUCCESS

Characteristics of a successful effort	Performance measures
1. Key champions from the stakeholder community emerge and gain momentum within their communities for engaging with RTP update process as a viable activity for shaping the future of their communities	A. Key champions, including a majority of MPAC, JPACT and Metro Council members and a minimum of three stakeholders from the business, freight, environmental, environmental justice and public health communities support the final recommendation for the 2018 RTP update.
2. Meaningfully and successfully engages a broad range of audiences, including communities historically underrepresented in Metro's decision-making process	B. The project's public record reflects representative and active participation by local and state public agencies, and business, freight, environmental and public health leaders, with increased participation from communities of color, people with low income, and youth relative to total regional percentage of population.
3. Strengthens relationships with public officials and community leaders across the region and provides more options for public officials to hear directly from their networks of voters and community leaders	C. Social equity and environmental justice leaders are engaged throughout plan development in collaboration with Metro staff. Historically underrepresented communities are represented in greater numbers during public comment periods than in the past.
4. Supports or is connected with other Metro programs	D. Stakeholders and interested public understand how RTP provides safe and reliable transportation choices that connect residents and visitors to jobs, schools, families, parks, and more.



2018 REGIONAL TRANSPORTATION PLAN | PUBLIC ENGAGEMENT PLAN

Getting there with a connected region



DELIVERABLES

<p>Public engagement plan</p> <p>Engagement reports on:</p> <ul style="list-style-type: none"> community summits as they relate to public engagement and transportation issues quick poll on the public's transportation priorities stakeholder interviews Innovation team forums on public trust, decision-making, and evaluation methods for measuring effectiveness in reaching historically under-represented communities 	<p>Engagement report on:</p> <ul style="list-style-type: none"> regional trends and challenges affecting future travel in the region 	<p>Engagement report on:</p> <ul style="list-style-type: none"> regional transportation needs, opportunities and possible solutions priority outcomes to inform refining vision, goals, objectives and performance targets 	<p>Engagement reports on:</p> <ul style="list-style-type: none"> draft list of transportation investment priorities and system performance to shape draft shared investment strategy draft near-term, medium-term and long-term actions to support implementation <p>Materials to support engagement with regional advisory committees in finalizing recommendations to the Metro Council on direction for draft 2018 Regional Transportation Plan</p>	<p>Public review draft of 2018 RTP</p> <p>Air Quality Conformity Determination</p> <p>Engagement reports on:</p> <ul style="list-style-type: none"> 45-day public comment period on draft 2018 RTP 30-day public comment period on Air Quality Conformity Determination
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Metro | Memo

Date: September 17, 2015
To: Transportation Policy Alternatives Committee and interested parties
From: Lake McTighe, Transportation Planner
Subject: Designing Livable Streets project draft work plan overview

Purpose

Seek feedback on the draft work plan for the Designing Livable Streets project, a component of the 2018 Regional Transportation Plan.

Background

Transportation design is one of eight policy priority areas that are proposed to be the focus of the 2018 Regional Transportation Plan (RTP) update.¹ The policy priorities define the primary focus of the technical work, policy discussions and engagement activities to support development of the 2018 RTP. Each of the policy priority areas has a work group that will provide input to staff on draft materials and implementing policy direction from the Metro Council and regional policy committees.

The transportation design policy priority area will be addressed through the Designing Livable Streets project, June 2015 through 2018. The Designing Livable Streets work plan is part of the overall work plan for the 2018 Regional Transportation Plan that will be considered for approval by the Metro Council in December 2015.

The Designing Livable Streets project will update and provide new design guidance for roadways and mixed-use paths to achieve regional goals and policies for a balanced transportation system that serves all users. The Designing Livable Streets project will:

- Update current regional street design guidelines and policies.
- Create design guidelines for regional multi-use paths.
- Develop tools, best practices and other resources to support implementation.
- Convene workshops, forums and tours to engage, build partnerships, and increase awareness and knowledge of the role of designing livable streets in improving safety and creating healthy, equitable communities and a strong economy.

Key Questions for TPAC

1. What would you like to see come out of the Designing Livable Streets project?
2. Do you have comments or suggestions for the draft work plan?
3. Would you like to participate in the Designing Livable Streets work group(s)?
4. What other ways would you like to stay engaged in the Designing Livable Streets project?

Attachments

1. Project fact sheet
2. Draft “at-a-glance” timeline and work plan
3. Draft work plan

¹ Eight policy priorities: Transit, Transportation Equity, Finance, Performance & Return on Investment, Freight, Transportation Design, Transportation Safety, and Policy Actions.



Getting there with design

Designing Livable Streets

Metro is working with local, regional and state partners to update regional transportation design policies and guidelines.

Transportation design is one of eight policy priority areas of the 2018 Regional Transportation Plan update and will help shape the vision for how our shared streets look and function.

Livable streets support the economic, social and environmental health of our region.

Everyone has a stake in how our streets are designed. From the delivery truck driver, to the high school student bicycling to class, to the mother driving her kids to swim lessons, and the office worker running to catch the bus, how we get there matters.

Metro's Designing Livable Streets project will update and develop new design guidelines and policies for our regional transportation network, including creating new design guidance for regional multi-use paths. In addition to the design guidelines and policies, additional resources to support implementation will be developed.

Metro will work with partners to organize workshops, forums, tours and other activities to highlight best practices in street design in the region and throughout the world.

Why are livable streets important?

The Federal Highway Administration states that livability in transportation is about leveraging the quality, location, and type of transportation connections and services available to help achieve broader regional and community goals. In other words, creating livable streets is not an end unto itself but a way to

achieve safer and healthier communities, improved access to jobs, school, nature and services, cleaner air and water, economic prosperity, and reduced greenhouse gas emissions.

As the region continues to grow, designing streets that are livable will help us grow in a healthy, prosperous and equitable way.

What will be included in the project?

Updating the current *Creating Livable Streets, Green Streets, and Trees for Green Streets* design guidelines and developing new guidelines for designing regional multi-use paths and trails is the core of the project. Resources such as local case studies, a visual library, a resource library, schematics of design treatments and community stories will be developed for use by local jurisdictions, agencies and communities.

Throughout the project on-the-ground workshops and forums, featured speakers and best practices tours will create opportunities for engagement and learning. Ultimately the project will recommend updated policies related to transportation design and safety in the 2018 Regional Transportation Plan (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

Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232-2736

 **Metro**
www.oregonmetro.gov

September 16, 2015

Why is an update of the guidelines needed?

The current design guideline handbooks were last updated in 2002. Since that time:

- Regional transportation policy has evolved with the adoption of an outcomes-based planning framework.
- Adopted regional freight, safety and active transportation plans and the 2014 Climate Smart Strategy include recommended changes and updates.
- The role of livable streets to help address traffic congestion and improve safety and mobility options for all modes is better understood.
- National research and efforts related to street design have continued to expand, especially for bikeway and intersection designs.

Who has a role in developing the design guidelines?

Metro will work with a wide range of partners and the public on the project. Metro's technical advisory committees, MTAC and TPAC, will provide guidance and expertise through a technical work group and regular committee updates. Metro will seek expert peer review of the updated draft design guidelines. Meetings will be open to the public. Additional public engagement activities are yet to be scheduled, but will take place throughout 2016 through 2018 as part of the 2018 RTP update.

What is the project timeline?

The project has four phases starting mid-2015 and concluding in 2018 with the adoption of updated policies in the 2018 RTP.

Phase 1 Listening and Learning – June to Dec. 2015

With input from partners, the project work plan and desired outcomes will be finalized in this phase of the project.

Phase 2 Visualizing Livable Streets – Jan. to Feb. 2017

Working with partners and the public, the draft update, and new design guidelines and policies will be completed in this phase of the project.

Phase 3 Telling the Story – March to Dec. 2017

Guided by partners and the public, the design guidelines, resources and related policy updates in the 2018 RTP will be finalized in this phase of the project.

Phase 4 Putting it Into Practice – 2018 and beyond

Working with partners and the public, the final design guidelines will be published and updated policies adopted in the 2018 RTP. Ongoing activities will support implementation of the design guidelines and policies into the future.

Contact

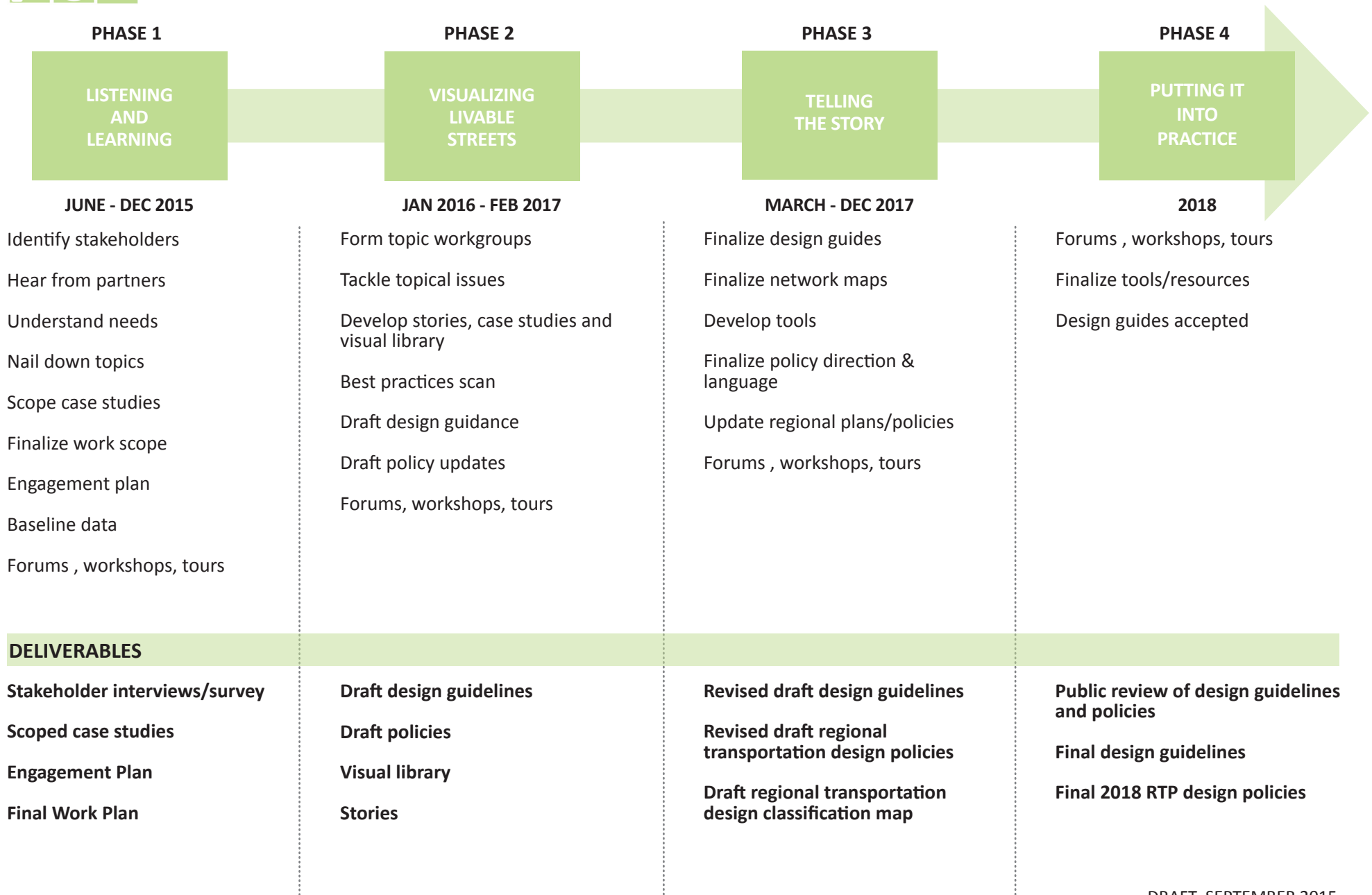
Lake McTighe, project manager | 503-797-1660 | lake.mctighe@oregonmetro.gov

For more information on the 2018 Regional Transportation Plan and related projects or to receive periodic email updates and notices of public comment opportunities, visit www.oregonmetro.gov/rtp.



2018 RTP | DESIGNING LIVABLE STREETS WORK PLAN

Getting there with design



Getting there



Designing Livable Streets Draft work plan

September 8, 2015

OVERVIEW

Transportation design is one of eight policy priority areas that are proposed to be the focus of the 2018 Regional Transportation Plan (RTP) update. The policy priorities define the primary focus of the technical work, policy discussions and engagement activities to support development of the 2018 RTP. Each of the policy priority areas has a work group that will provide input to staff on draft materials and implementing policy direction from the Metro Council and regional policy committees.

The transportation design policy priority area will be addressed through the Designing Livable Streets project. The Designing Livable Streets work plan is part of the overall work plan for the 2018 Regional Transportation Plan that will be considered for approval by the Metro Council in December 2015.

The purpose of the Designing Livable Streets project is to update and provide new design guidance for roadways and mixed-use paths to achieve regional goals and policies for a balanced transportation system that serves all users.

The 2015-17 Designing Livable Streets project will:

- Update current regional street design guidelines and policies.
- Create design guidelines for regional multi-use paths and trails.
- Develop tools, best practices and other resources to support implementation.
- Convene workshops, forums and tours on transportation design to engage, build partnerships, and increase awareness and knowledge of the role of designing livable streets in improving safety and creating healthy, equitable communities and a strong economy.

The Designing Livable Streets project was identified as an implementation activity in the 2010 Regional Transportation Plan. It is funded in part with Regional Flexible Funds and is included in the 2015-16 Unified Planning Work Program adopted by JPACT and the Metro Council in May 2015. The project started June 2015 with the development of the draft work plan and will be completed in 2018 when updated policies and design guidance are adopted in the 2018 Regional Transportation Plan.

BACKGROUND

Metro street design guidelines were first developed in 1997 to provide a set of tools for achieving regional livability goals, including protecting air and water quality. A primary goal was to implement the 2040 Growth Concept by linking land-use and transportation planning and providing design guidance for

streets that was responsive to surrounding land uses. The design guidelines provided tools to address state and federal transportation policies related to context sensitive design, the Clean Water Act and the awareness of the impacts of transportation on endangered species.

The program started with the release of the *Creating Livable Streets* handbook. Since then the program has grown to include a suite of handbooks, including Green Streets, Trees for Green Streets, Green Trails, and Wildlife Crossings.

The Regional Transportation Functional Plan (RTFP), the implementing plan of the Regional Transportation Plan (RTP), specifies that city and county street design regulations shall allow implementation of the recommended designs. Additionally, transportation projects funded with federal Regional Flexible Funds must follow the design guidelines. Metro utilizes the handbooks when assessing and commenting on transportation projects and programs, providing technical design assistance through ongoing involvement in local transportation planning, project conception, funding, and design. The program addresses Federal context-sensitive design solutions initiatives and MAP-21 requirements to develop mitigation strategies to address negative impacts of transportation projects.

The current design guideline handbooks were last updated in 2002. Since that time:

- Regional transportation policy has evolved with the adoption of outcomes based planning framework.
- Adopted regional freight, safety and active transportation plans and the 2014 Climate Smart Strategy include recommended changes and updates.
- The role of livable streets to help address traffic congestion and improve safety and mobility options for all modes is better understood.
- National research and efforts related to street design have continued to expand, especially for bikeway and intersection designs.

The Designing Livable Streets Project is intended to address these changes.

PROJECT OBJECTIVES

Project objectives will be refined with input from partners at the start of the project.

- Address recommendations from the 2010 Regional Freight Plan, 2012 Regional Transportation Safety Plan and 2014 Regional Active Transportation Plan.
- Increase knowledge and understanding of best practices and context sensitive design and the associated benefits.
- Inspire and educate with imagery and visualizations.
- Visually reflect the unique areas of the region and the needs of diverse and different communities.
- Provide up-to-date, state of the practice transportation design guidance to achieve desired regional and local goals and outcomes while balancing the needs of all modes.
- Support context sensitive design and best practices in transportation projects throughout the region.

PROJECT ELEMENTS

The Designing Livable Streets project has seven main elements. The detailed work plan identifies the tasks to complete these elements.

1. **UPDATE Creating Livable Streets—Street Design Guidelines** - The Creating Livable Streets design handbook was last updated in 2002. Initial topics identified to be included in the current update are arterial crosswalk spacing, transit and freight supportive street design, sizing of arterials and throughways, and bicycle facility design. Other topics may be added through stakeholder input.

Update of Creating Livable Streets will incorporate truck and street design recommendations from a 2007 technical report of the Metro Freight and Goods Movement Plan; best practices in bikeway facility design to support the Regional Bicycle Parkway and Regional Bikeway functional classifications; new pedestrian and bicycle network concepts and functional classifications in the Regional Transportation Plan; the 2014 Regional Active Transportation Plan; concurrent updates of the Regional Freight Plan and Regional Transportation Safety Plan.

Two additional handbooks developed by Metro, *Green Trails – Guidelines for environmentally friendly trails* and *Wildlife Crossings – Providing safe passage for urban wildlife*, will be referred to and inform the updated and new design guidelines.

2. **UPDATE Green Streets—Innovative Solutions for Stormwater and Stream Crossings** - This handbook was last updated in 2002. Stormwater management strategies and green street designs will be reviewed and updated as needed.
3. **UPDATE Trees for Green Streets—An Illustrated Guide** - This handbook was last updated in 2002. The update will address new information on invasive species, the role of street trees in reducing green house gases, and the role of street trees in improving overall street livability. A model tree street tree ordinance may be included.
4. **DEVELOP Regional Multi-Use Path Design Guidelines** - Integrating off-street trails, or multi-use paths, with the on-street transportation system is a regional strategy for increasing levels of active travel. Design guidelines for off-street paths are funded with federal transportation dollars are needed.
5. **DEVELOP Resources** This element of the project will develop resources to support implementation of livable streets, such as case studies, visual library, resource library, schematics of design treatments, and community stories. These resources will be developed to be useful for local governments, agencies and organizations for a variety of purposes. Additionally, new methods for disseminating the design guidelines and supporting materials, such as web based handbooks and combining the handbooks into one document will be explored.
6. **HOLD forums, workshops, best practice tours** - Throughout the project there will be opportunities to learn more about new approaches with on-the ground workshops and forums, featured speakers and best practices tours. In addition to other engagement opportunities, these events will be used to increase understanding, awareness and knowledge of design in

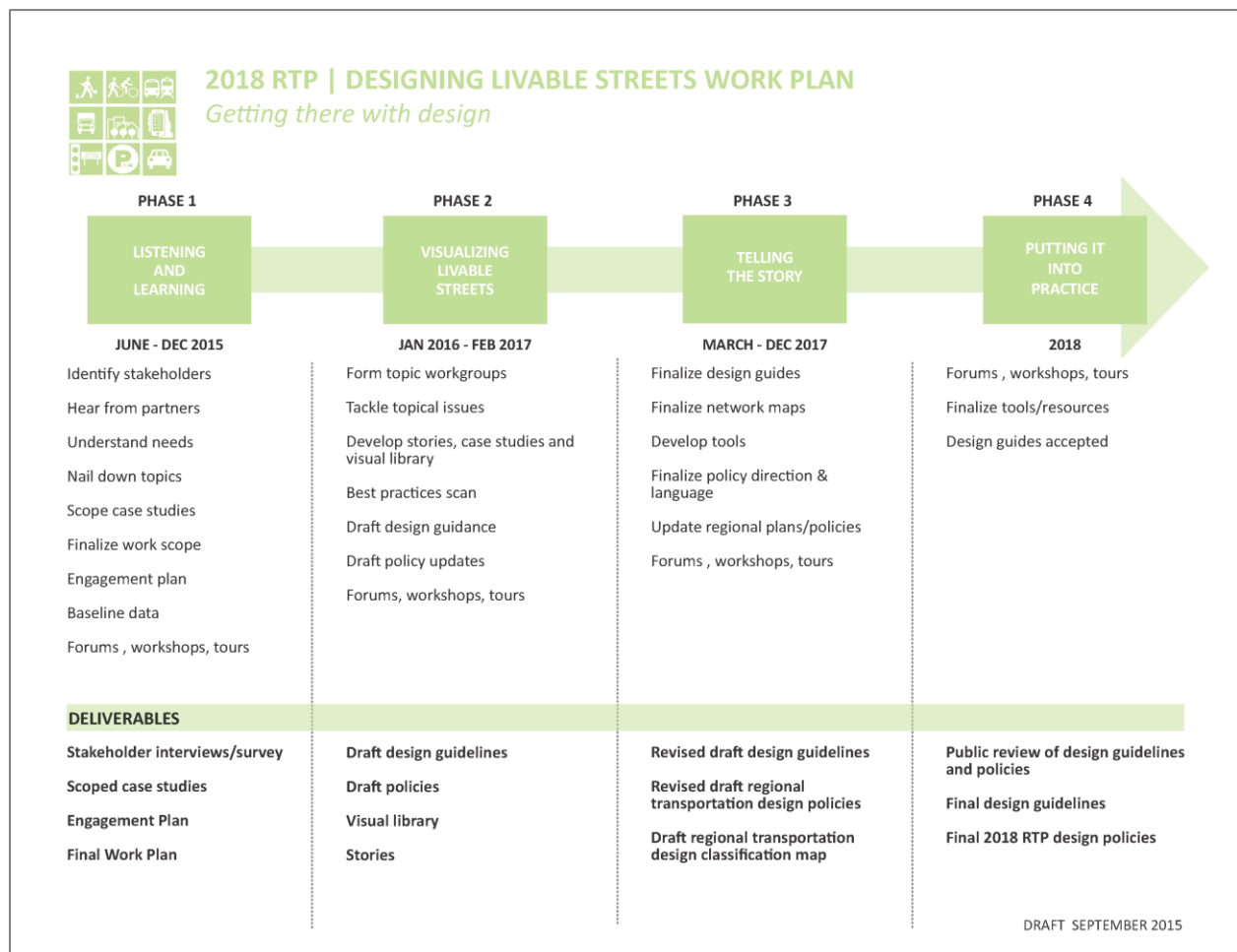
transportation. These events will be coordinated with other agencies and partners to take advantage of overlapping projects and focus areas.

7. **DRAFT policy updates** – Coordinating with the 2018 Regional Transportation Plan policy actions technical work group, the Designing Livable Streets project will draft new and updated policy language and maps for the update Regional Transportation Plan.

PROJECT TIMELINE AND TASKS

The Designing Livable Streets project timeline and phases are coordinated with the update of the 2018 Regional Transportation Plan and the other policy priority areas. The project started in June 2015 with the development of the draft work plan. The updated and new design guidelines will be finalized in 2017 and updated policies will be prepared for adoption into the Regional Transportation Plan in 2018.

The following schematic provides an at-a-glance summary of the timeline and phases of the project.



PHASE 1 | June – Dec 2015

LISTENING & LEARNING

The purpose of this phase is to identify key stakeholders and partners and use a variety of methods to listen and learn and understand their needs to finalize the work plan and engagement plan. Background research and baseline data will be conducted/collected and local case studies will be scoped.

Major Tasks	Stakeholders – Identify and develop a working list of key stakeholders/partners drawn from involvement in developing current guidelines; TPAC and MTAC membership; experts in the field. Refine list through interviews and other research. Begin to identify potential membership for technical work group(s).
	Survey - Conduct an on-line survey to determine how the handbooks and program are being used and how they could be improved. Solicit input from city, county, agency staff (working on trails, transportation, freight, TSMO, transportation options, green practitioners, drainage, urban forestry), neighborhood associations, CPOs, advocacy groups (bike/ped, freight, trails, green infrastructure), Metro advisory committees, Metro transportation and trails staff. Use input to refine work and engagement plan.
	Interviews – Conduct one-on-one interviews with key stakeholders/partners to understand issues, concerns, opportunities. Use input to refine work and engagement plan.
	Scope local case studies – Develop approximately six scoped case studies, including background research, walking audits, photographs, and street interviews. Highlight different contexts and best practices in design.
	Scan of other programs – Research what other cities and regions are doing to get an understanding of the ways in which new approaches in transportation design are shared, formats for handbooks, and types of technical assistance offered, and how.
	Other guidelines review – Conduct a literature search to determine what guidelines exist. Identify how these resources relate to and could inform the update.
	Track changes to Metro guidelines – Develop an initial set of recommended changes to the current guidelines.
	Illustration review - Research illustration, cross-section and schematic design options for the update, including continuing with the current “look.”
	Finalize engagement strategy – Based on information collected in this phase, including updating list of stakeholders and ways/places to engage and update.
	Finalize work plan – Based on information collected in this phase, including additional topic areas and issues and ideas for forums, workshops and tours.
Partnerships & Engagement	Feedback on draft work plan from TPAC and MTAC
	Interviews and survey to inform stakeholders and the project
	Mark Fenton presentation and walking audit in Washington County- w/DLCD
Milestone	Metro Council and JPACT approve overall RTP work plan
Deliverables	<ol style="list-style-type: none"> 1. Stakeholder interviews and survey 2. Scoped case studies 3. Scan of other programs and guidelines 4. Track changes of initial changes to guidelines 5. Final work plan 6. Engagement strategy/stakeholder list

PHASE 2 | Jan 2016 – Feb 2017

VISUALIZING LIVABLE STREETS

The purpose of this phase is to draft the updated and new design guidelines and policy updates. This work will be accomplished with input from partners and stakeholders.

Major Tasks	Form technical work group(s) -Confirm membership for technical work group(s) for the project. More than one group may be needed depending on topic areas. Develop meeting schedule and work group materials.
	Complete IGA with ODOT
	Develop RFP and secure for consultant
	Work through topical issues -With technical work group(s) to address identified topics, including design classification descriptions, arterial crosswalk spacing, transit and freight supportive street design, sizing of arterials and throughways, bicycle facility and trail design, stormwater management and street trees.
	Review 2014 RTP design classification map – Identify changes/updates needed.
	Develop photographic/image library – Create new photographs of examples of livable streets and communities in the region; assemble images from other places applicable to the region.
	Update/create new renderings and street cross sections –In guidelines.
	Create schematics and visualizations -Of design classifications in a variety of contexts, including dense urban, neighborhood, town center, suburban, transit hub.
	Complete case studies –Of best practices in the region.
	Personal stories - Understanding how design impacts the daily lives of people living in our region is a powerful tool for visualizing design. People from different communities describe how transportation design affects their life.
	Draft design guidelines - Incorporate recommendations from the METRO Freight and Goods Movement Plan: Truck and Street Design Recommendations Technical Report (May 2007); Regional Transportation Safety Plan; Regional Active Transportation Plan;
	Draft policy updates -Coordinating with 2018 RTP Policy action and Safety work groups
Partnerships & Engagement	Technical work group(s)
	Updates to TPAC and MTAC
	Updates to County Coordinating Committee TACs and Portland transportation group
	Coordinate with Regional Snapshot transportation topic
	2018 RTP public engagement opportunities
	2018 RTP Regional Forums
Milestone	Wokshop, forum or other event(s) to be determined
	Draft updated and new design guidelines Draft RTP policy changes and updates
Deliverables	<ol style="list-style-type: none"> 1. Finalized IGA 2. Consultant RFP 3. Draft design guidelines, design renderings and street cross sections 4. Draft policies for Regional Transportation Plan 5. Visual library, schematics, case studies 6. Personal stories for print and web

PHASE 3 | March – Dec 2017

TELLING THE STORY

The purpose of this phase of the project will be to finalize the design guidelines and related policy updates in the 2018 Regional Transportation Plan.

Major Tasks	Finalize design guides for review- Working with experts within Metro, with a consultant team and with peer workgroups, review and revise design guidelines.
	Finalize design classification map – For 2018 RTP
	Develop resources/tools for sharing – Including visual library, schematics for use in grants, plans, project development, stories, best practices, case studies, costs, benefits, etc. Identify best methods for making resources easily available.
	Finalize policy direction and language – For inclusion in the draft 2018 RTP
	Identify expert peer reviewers – To provide substantive input and comments on draft design guidelines.
	Conduct expert peer review – Incorporate feedback with technical work group.
Partnerships & Engagement	Technical work group(s)
	Updates to TPAC and MTAC
	Updates to County Coordinating Committee TACs and Portland transportation group
	Coordinate with Regional Snapshot transportation topic
	2018 RTP Regional Forums
	2018 RTP public engagement opportunities
Milestone	Workshop, forum or other event(s) to be determined
	Final drafts of design guidelines for available for public review Final draft of policy guidance for Regional Transportation Plan
Deliverables	<ol style="list-style-type: none">1. Revised draft design guidelines2. Revised draft regional transportation design policies3. Draft regional transportation design classification map

PHASE 4 | 2018 and beyond

PUTTING IT INTO PRACTICE

The purpose of this phase is to wrap up the project, finalizing the resources developed, publishing the design guidelines, and preparing the updated policies for adoption in the 2018 Regional Transportation Plan. Activities identified through the project will be acted on moving forward to support implementation.

Major Tasks	Publish guidelines - To be accepted as part of the 2018 Regional Transportation Plan
	Prepare documentation for 2018 RTP adoption
Partnerships & Engagement	Presentations to TPAC, MTAC, MPAC and JPACT
	Updates to County Coordinating Committee TACs and Portland transportation group
	Workshop, forum or other event(s) to be determined
	2018 RTP Regional Forum
Milestone	2018 RTP public engagement opportunities/public comment period
	Updated and new design guidelines publishes and accepted as part of the 2018 RTP
Deliverables	2018 Regional Transportation Plan adopted with updated design policies
	1. Public review of design guidelines and policies
	2. Final published updated and new design guidelines
	3. Final RTP design policies

PROJECT ADMINISTRATION AND STAKEHOLDER ENGAGEMENT

This project will be managed by Metro staff in the Planning and Development Department, and completed in cooperation and collaboration with the Oregon Department of Transportation and TriMet. Metro staff will work cross departmentally within Metro, specifically for elements relating to trails, stormwater/green streets, trees for green streets, and wildlife crossings.

The project will be guided by the input of a wide range of partners and the public. Technical development of the project elements will be guided by a Technical Work Group; more than one work group may be needed to address the variety of issues (e.g. freight design and street trees). Metro will seek expert peer review of the draft updated and new design guidelines for substantive professional input. A consultant team will be engaged for the development of the guidelines.

As a policy priority area of the 2018 RTP update the project will be managed in close coordination with other components of the RTP update and with RTP public engagement and comment opportunities. Opportunities to coordinate and collaborate with partner agencies, including ODOT and DLCD, will be actively sought out in order to more effectively increase understanding, awareness and acceptance of livable street design. Metro's technical advisory committees, TPAC and MTAC, will also serve in an important coordination role, given their geographic and agency-representative makeup. Additionally, County Coordinating Committee TACs and Portland's transportation group will be updated regularly. Opportunities to engage with other interested stakeholders will be sought out. Ultimately, JPACT, MPAC and the Metro Council will be asked to accept the final design guidelines and adopt updated policies in the 2018 Regional Transportation Plan.

Partners

A wide range of partners and the public will give input to the project. Below is a list of many of the partners that will be engaged. The list is not comprehensive.

- Metro Council
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Metro Policy Advisory Committee (MPAC)
- Metro Technical Advisory Committee (MTAC)
- Oregon Department of Transportation
- TriMet
- South Metro Area Regional Transit (SMART)
- Cities and counties in the region
- City/county departments of transportation, health, & environment
- Port of Portland
- Portland Freight, Bicycle and Pedestrian Committees
- City and county bicycle, pedestrian and transportation committees
- The Intertwine Alliance
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Department of Land Conservation and Development (DLCD)
- US Fish and Wildlife Service
- National Marine Fisheries Services
- Neighborhood groups and CPOs
- Community groups and organizations involved in transportation, health, environmental stewardship and water quality
- Bicycle Transportation Alliance
- Oregon Walks
- National Safe Routes to School Partnership
- Audubon Society
- 1,000 Friends of Oregon,
- Consultants/professionals working in fields related to the program

DESCRIPTION OF CURRENT DESIGN GUIDELINES



Creating Livable Streets—Street Design Guidelines (2002).

This handbook describes how communities can design streets to better serve walking, biking and transit while also preserving the region’s mobility needs. Street design elements such as wide sidewalks, marked crosswalks, landscaped buffers, bikeways, on-street parking, street trees, pedestrian-scale lighting, bus shelters, benches and corner curb extensions provide an environment that is not only attractive, but can slow traffic speeds and encourage walking, bicycling and use of transit. The guidelines described in the handbook serve as tools for improving existing streets and designing new streets. They reflect the fact that streets perform many—and often conflicting—functions and there is a need to reconcile conflicts among travel modes. A section of the handbook provides guidance for making design tradeoffs to respond to changes in land use or when right of way is limited.

Green Streets—Innovative Solutions for Stormwater and Stream Crossings. This handbook describes basic stormwater management strategies and illustrates “green” street designs with features such as street trees, landscaped swales and special paving materials that allow infiltration and limit stormwater runoff, helping protect stream habitats. The handbook also provides guidance on balancing the needs of protecting streams and wildlife corridors from urban impacts and providing access across those streams as part of good transportation design.

Trees for Green Streets—An Illustrated Guide. This handbook describes the role of street trees in managing stormwater. Appropriate tree species are illustrated in the book, with a list of major characteristics. The street tree guide focuses on the Portland region, but tree suggestions apply to any West Coast temperate climate from Vancouver, B.C., to parts of Northern California. The handbook is intended for use in conjunction with the Creating Livable Streets and Green Streets handbooks.

Wildlife Crossings – Providing safe passage for urban wildlife. This handbook describes an approach to identifying wildlife inventory and linkages and mitigating the ecological effects of roads on wildlife populations through wildlife crossings. Examples and case studies are provided of planning activities, along with implemented wildlife overpasses, underpasses, culverts, and at-grade treatments.

Green Trails – Guidelines for environmentally friendly trails. This handbook describes approaches to developing trails and paths that are friendly to the surrounding environment, keeping impacts on natural resources to a minimum. The focus is on trails in environmentally sensitive areas and recommends strategies for avoiding or limiting the impacts on wildlife, water quality and water quantity.

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCLUDE THE INTERSTATE 84/INTERSTATE 5 – BANFIELD INTERCHANGE DECK OVERLAY AND BRIDGE RAIL RETROFIT PROJECT AND THE INTERSTATE 405 FREMONT BRIDGE APPROACH RAMPS MODULAR JOINT REPLACEMENT PROJECT

Date: July 24, 2015

Prepared by: Ken Lobeck, 503-797-1785

BACKGROUND:

ODOT's State Bridge Program is responsible for the development, implementation, operation, and maintenance of Oregon highway bridge system. The State Bridge Program utilizes a bridge management system to track conditions of all state bridges and utilizes this information to help prioritize bridge maintenance work. Projects are originally identified for funding dedicated to bridge projects during the regular STIP cycle. If more money than forecasted or cost savings from existing projects becomes available between funding cycles, the State Bridge Program may identify new priority projects to ensure available funds are obligated and not subject to rescission by the Federal Highway Administration for redistribution to projects in other states.

During March 2015, the ODOT State Bridge Program approved one scope change to an existing State Bridge Program project and eleven new bridge maintenance/repair projects to be included in the 2015-2018 Statewide Transportation Improvement Program (STIP). The Oregon Transportation Commission (OTC) approved the new bridge repair projects to be included in the STIP on April 16, 2015. Four of the eleven new projects are located in the Metro region. All four projects are required to be programmed in the MTIP in order for the projects to be authorized to obligate and expend their awarded funds. Funding for the all twelve projects is from a cost savings from two other State Bridge Program projects. The four projects in the Metro region include the following:

- Interstate 84/Interstate 5 – Banfield Interchange Deck Overlay and Bridge Rail Retrofit project, estimated project cost: \$6,570,000.
- Interstate 405 – Fremont Bridge Approach Ramps Modular Joint Replacement project, estimated project cost: \$5,750,000.
- Oregon 224 (Highway 171) Bridge Over UPRR and Southeast 26th Ave Deck Overlays Repair project, estimated cost: \$1,372,500.
- Interstate 5/Oregon 217 (Highway 1) Deck Overlays project, estimated cost: \$3,204,900.

The Oregon 224 Bridge Deck Overlays project and the I-5/Oregon 217 Deck Overlays project will be added to the MTIP via an administrative amendment and no formal action by the Joint Policy Advisory Committee or the Metro Council is required for staff to complete the MTIP programming actions as their cost is below the \$5 million dollar threshold, and neither are capacity enhancing projects that require air conformity analysis.

The I-84/I-5 Banfield Interchange Deck Overlay and Bridge Rail Retrofit project and the Interstate 405 Fremont Bridge Approach Ramps Modular Joint replacement project require a formal amendment to the MTIP as their project cost exceeds \$5 million dollars which requires approval by Metro resolution.

Federal air quality regulations as outlined in Title 40 Code of Federal Regulation 93.126, Table 2, exempt all four projects from having to perform air quality analysis due to the fact that the work has no impact upon vehicle emissions.

Staff will complete separately the administrative amendment to modify the 2015-18 MTIP to include Oregon 224 Bridge and I-5/Oregon 217 projects. This formal amendment requires JPACT and Metro Council approval for the I-84/I-5 Banfield Interchange and I-405 Fremont Bridge projects as shown in Resolution 15-4642. The programming summary is shown in Exhibit A to the Resolution 15-4642. Attachment 1 to this staff report provides maps of the project locations.

ANALYSIS/INFORMATION

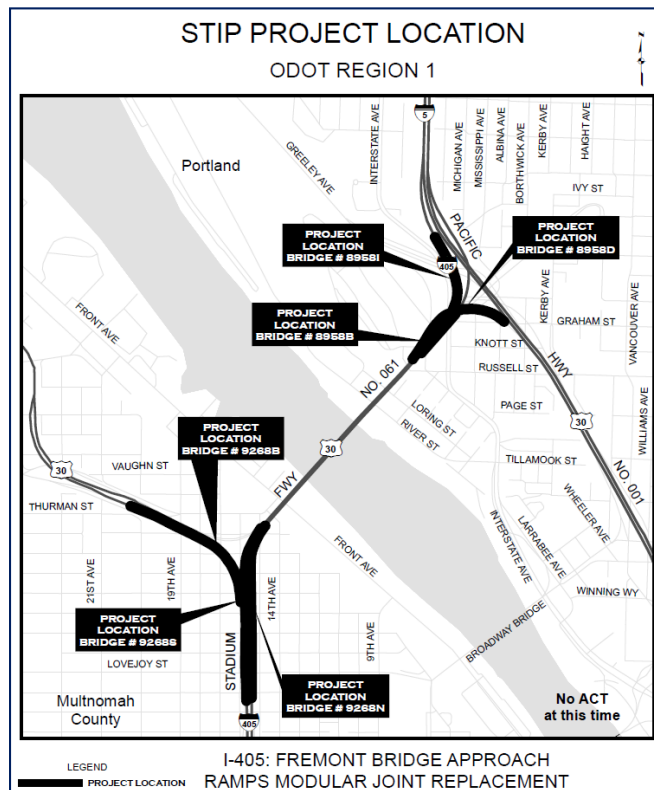
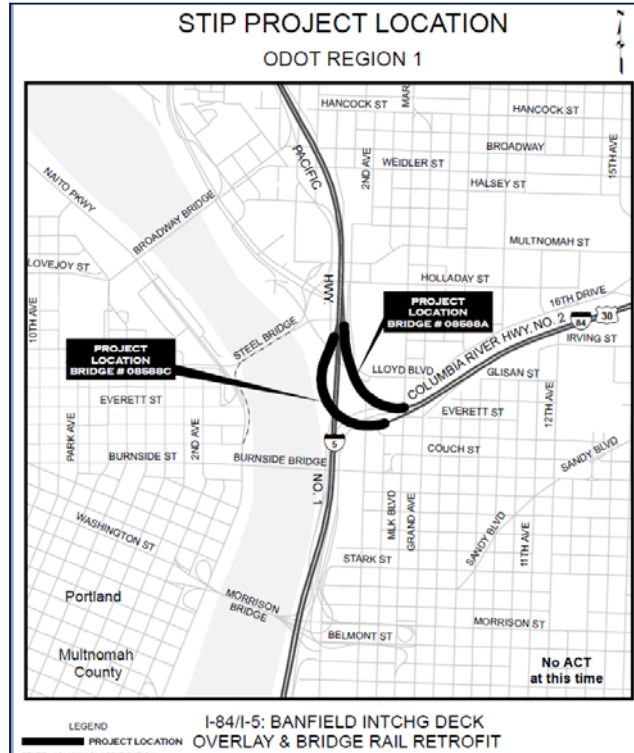
1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2015-2018 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 14-4532 on July 31, 2014 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Budget Impacts:** None

RECOMMENDED ACTION:

Metro staff recommends the approval of Resolution 15-4642.

Attachment: I-84/I-5 Banfield Interchange and I-405 Fremont Bridge project location maps

Project Location Maps



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2015-18) RESOLUTION NO. 15-4642
METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM (MTIP) TO)
INCLUDE THE INTERSTATE 84/INTERSTATE 5 –)
BANFIELD INTERCHANGE DECK OVERLAY AND) Introduced by: Not yet Assigned
BRIDGE RAIL RETROFIT PROJECT AND THE
INTERSTATE 405 FREMONT BRIDGE
APPROACH RAMPS MODULAR JOINT
REPLACEMENT 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, JPACT and the Metro Council must approve bridge repair or replacement projects that exceed \$5 million dollars in project cost; and

WHEREAS, the Interstate 84/Interstate 5 – Banfield Interchange Deck Overlay and Bridge Rail Retrofit project, and the Interstate 405 – Fremont Bridge Approach Ramps Modular Joint Replacement project were approved by the Oregon Transportation Commission (OTC) to be included in the 2015-2018 Statewide Transportation Improvement Program (STIP) on April 16, 2015 as part of the State Bridge Program; and

WHEREAS, both projects are safety improvement projects, have no impact on vehicle capacity and are therefore exempt from needing to demonstrate conformity with the air quality emissions budget; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to formally amend the 2015-18 MTIP to include the Interstate 84/Interstate 5 – Banfield Interchange Deck Overlay and Bridge Rail Retrofit project, and the Interstate 405 – Fremont Bridge Approach Ramps Modular Joint Replacement project.

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

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

Exhibit A to Resolution No. 15-4642

2015-18 Metropolitan Transportation Improvement Plan Chapter 5 Tables Amendment

Action: Amend MTIP to include the I-84/I-5 Banfield Interchange Deck Overlay and Bridge Rail Retrofit and the I-405 Fremont Bridge Approach Ramps Modular Joint Replacement projects.

Existing programming: None – New projects

Amended 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 (State) Match	Other Funds	Total Funding
I-84/I-5 Banfield Interchange Deck Overlay and Bridge Rail Retrofit project	Retrofit the deficient bridge rails on both structures with rails that meet safety standards, and place a concrete overlay in the decks to increase the friction and reduce vehicle impacts.	19531	ODOT	\$6,570,000	PE	NHPP	2016	\$1,014,420	\$ 85,580		\$6,570,000
					Cons	NHPP	<u>2018</u>	<u>\$5,044,434</u>	<u>\$425,566</u>		
							Total	\$6,058,854	\$511,146		
I-405 Fremont Bridge Approach Ramps Modular Joint Replacement project	Replace the modular joints in six ramps with a modern design.	19533	ODOT	\$5,750,000	PE	NHPP	2016	\$1,383,300	\$116,700		\$5,750,000
					Cons	NHPP	<u>2018</u>	<u>\$3,919,350</u>	<u>\$330,650</u>		
							Total	\$5,302,650	\$447,350		

Note:

1. NHPP = Federal National Highway Performance Program funds.
2. PE = Preliminary Engineering phase for the project.
3. Cons = Construction phase for the project.

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO REPROGRAM THE CITY OF MILWAUKIE'S OR99E BRIDGE AT KELLOGG LAKE PROJECT SURFACE TRANSPORTATION PROGRAM (STP) FUNDS OF \$1,055,000 TO THEIR 17TH AVENUE MULTI-USE TRAIL PROJECT FOR CONSTRUCTION

Date: August 20, 2015

Prepared by: Ken Lobeck, 503-797-1785

BACKGROUND:

The city of Milwaukie has two projects previously awarded federal funding from the Regional Flexible Fund Allocation (RFFA) program. Both projects were awarded federal Surface Transportation Program (STP) funds. The two projects are the following:

- OR99E Bridge at Kellogg Lake:
 - MTIP ID: 70035.
 - \$1,055,000 of STP supporting the Preliminary Engineering phase activities.
- 17th Avenue Multi-use Trail – SE Ochoco to SE McLoughlin:
 - MTIP ID: 70479.
 - \$2,968,999 of STP supporting all three MTIP phases:
 - \$1,245,384 for Preliminary Engineering.
 - \$143,568 for Right-of-Way Acquisition.
 - \$1,580,047 for Construction.

The OR99 E Bridge at Kellogg Lake project has not moved forward and obligated their STP funds. The 17th Ave Multi-use Trail project has obligated and is completing the Preliminary Engineering phase which includes required studies and activities for Preliminary Engineering (i.e. completion of NEPA), and Plans Specifications, & Estimates (PS&E). The project has obligated their STP funds to complete Right-of-Way Acquisition requirements with a target Right-of-Way phase completion date of October 2015. Construction is scheduled to begin by May of 2016.

During the PS&E phase, more detailed cost estimates become clearer based on the final design alternative for the project. As the 17th Ave Multi-use Trail moved through the PS&E phase, the preliminary cost estimate for the Construction phase was identified as being short by about one million dollars from the initial submitted application for RFFA funding. The project remained “short-programmed” in the MTIP until committed funds could be secured to fill the construction funding shortfall. The existing MTIP programming for the project is \$3.3 million. The Construction phase estimate has increased from \$1.58 million to about \$2.64 million. The revised cost estimate for the entire project has increased from its original \$3.3 million estimate to approximately \$4.4 million.

The city of Milwaukie pursued multiple funding options to address the Construction phase shortfall including an Oregon Parks and Recreation District (OPRD) grant. The city was not successful with their OPRD grant application. Without a clear solution present to solve the Construction phase funding gap, the City of Milwaukie evaluated the option of utilizing the OR99E Bridge at Kellogg Lake STP funds to cover the funding gap. On August 4, 2015, the Milwaukie City Council approved this option. The city of Milwaukie then contacted Metro with the formal request to reallocate the \$1,055,000 of STP for the

OR99E Bridge at Kellogg Lake and reprogram the funds in the Construction phase for the 17th Avenue Multi-use Trail: SE Ochoco to SE MacLoughlin project.

The reprogramming request is considered a lateral budgetary adjustment. No new Metro appropriated STP or other allocated federal funds are being committed to either project.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2015-2018 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 14-4532 on July 31, 2014 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the project to obligate and expend awarded federal funds to complete the 17th Ave Multi-use Trail Construction phase.
4. **Budget Impacts:** None

RECOMMENDED ACTION:

Metro staff recommends the approval of Resolution 15-4646.

Attachments:

1. Mayor Mark Gamba's STP Reallocation Request to Metro
2. Milwaukie City Council August 4, 2015 17th Ave Trail Funding Staff Report



August 19, 2015

Ted Leybold
Resource Development Manager
Planning Department
Metro
600 NE Grand Ave
Portland, OR 97232

Subject: STP Fund Swap Request between OR99 E Bridge at Kellogg Lake and the 17th Ave Multi-Use Trail Projects

Dear Mr. Leybold:

This letter reaffirms the city of Milwaukie's request and need to reallocate the STP funds (\$1,055,000) currently programmed for the OR99 E Bridge at Kellogg Lake project to the 17th Ave Multi-Use Trail project to fill the existing Construction phase funding gap.

On August 4, 2015, the Milwaukie City Council held a work session and discussed in detail the issues surrounding the OR99 E Bridge at Kellogg Lake project and our available options for the STP funds.

Council members discussed the issues the City faces with federal review agencies and with ODOT to move this project forward. Obligating the STP for PE for the project does not seem a viable option based on the issues we potentially face with this project. We are still committed to the OR99 E Bridge at Kellogg Lake project. However, using the STP for PE activities does not appear to be our best option currently.

Council members also discussed the funding shortfall for the Construction phase for the 17th Ave Multi-use Trail project and the difficulties in securing additional funding to fill the funding gap. Rather than potentially lose the \$1,055,000 on the OR99 E Bridge at Kellogg Lake, we believe the best "Plan B" would be to reallocate the \$1,055,000 of STP to the 17th Ave Multi-use Trail to fill the Construction phase funding gap.

The Council agreed unanimously to this action. Please consider this the Milwaukie City Council's formal authorization to proceed to reallocate the \$1,055,000 of STP funds from the OR99 E Bridge at Kellogg Lake project to our 17th Ave Multi-Use Trail to support the Construction Phase.

Sincerely,

The Honorable Mark Gamba
Mayor, City of Milwaukie



**MILWAUKIE CITY COUNCIL
AGENDA ITEM SUMMARY**

Agenda Item: **WS 2.**

Meeting Date: **August 4, 2015**

Title: **17th Avenue Trail Funding**

Prepared By: Brad Albert, Interim Engineering Director

Department Approval: Alma Flores, Community Development Director

City Manager Approval: Bill Monahan

Approval Date: July 22, 2015

ISSUES BEFORE COUNCIL

The 17th Avenue Trail did not receive the Oregon Parks and Recreation District (OPRD) Local Government Grant Program grant. The trail project is anticipating a funding gap of approximately \$1 million to complete the project.

STAFF RECOMMENDATION

Staff recommends re-allocating the Kellogg Dam removal engineering study funds to the 17th Avenue Trail project.

KEY FACTS & INFORMATION SUMMARY

- Funding options to fill the gap in the 17th Avenue Trail project are becoming scarce. As mentioned above, the City applied for an OPRD Grant but did not receive funds.
- The Trail project final plans and specifications are scheduled to be complete January 1, 2016 for a scheduled construction start of spring 2016.
- The engineering study for the Kellogg Dam removal would be invalid if the construction of the bridge replacement did not commence within 5 years of the engineering study.
- Funds for the Kellogg Dam removal engineering study have been in the ODOT STIP for approximately four years. The funds are allocated each year and revolve to the next year. At some point, presumably within the next year or two, the funds will not be reallocated for the engineering study if not used.

OTHER ALTERNATIVES CONSIDERED

Staff continues to search for funding alternatives but the timing of the project is making it difficult to secure funding by the end of the year. If funding is not secured by the end of the year, we will not be able to construct the entire trail. A significant gap in the trail system will remain and funding to finish the trail will have to be secured in the future.

CITY COUNCIL GOALS

Focus community resources on an all-inclusive bike, pedestrian, and street safety program.

FISCAL NOTES

The City would not incur additional match funding needs to re-allocate funds from the Kellogg Dam removal study to the 17th Avenue Trail project.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2015-18)	RESOLUTION NO. 15-4646
METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO)	
REPROGRAM THE CITY OF MILWAUKIE'S)	
OR99E BRIDGE AT KELLOGG LAKE PROJECT)	Introduced by: Not yet Assigned
SURFACE TRANSPORTATION PROGRAM (STP))	
FUNDS OF \$1,055,000 TO THEIR 17 TH AVENUE)	
MULTI-USE TRAIL PROJECT FOR)	
CONSTRUCTION)	

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 development of the 17th Ave Multi-use Trail project through preliminary engineering (PE) and the Plans, Specifications, & Estimates (PS&E) phases resulted in a revised construction estimate increase of approximately \$1 million dollars; and

WHEREAS, the city of Milwaukie attempted but was not successful to fill the construction phase funding shortfall by securing an Oregon Parks and Recreation District (OPRD) grant; and

WHEREAS, the city of Milwaukie has attempted to secure other funding options without success to fill the 17th Ave Multi-use Trail construction phase shortfall; and

WHEREAS, STP funding for the OR99E Bridge at Kellogg Lake project became the fall-back option to resolve the 17th Ave Multi-use Trail construction phase funding shortfall.

WHEREAS, the city of Milwaukie on August 4, 2015 approved the reallocation of \$1,055,000 of STP funds from the OR99E Bridge at Kellogg Lake PE phase to the 17th Ave Multi-use Trail Construction phase; and

WHEREAS, the city of Milwaukie will use local funds for the time being to continue engineering study work on the OR99E Bridge at Kellogg Lake; and

WHEREAS, the city of Milwaukie will provide the corresponding local match against the increase federal STP funds for the construction phase for the 17th Ave Multi-use trail project; and

WHEREAS, the city of Milwaukie has completed the PE and PS&E phases for the 17th Ave Multi-use Trail project and has obligated their Right-of-Way STP funds and is progressing through the Right-of Way Acquisition phase; and

WHEREAS, the construction schedule for the 17th Ave Multi-use Trail project anticipates a construction start during the first quarter of 2016; and

WHEREAS, failure to resolve the construction phase funding shortfall will prevent the 17th Ave Multi-use Trail Project from completing the full trail and result in a significant gap in the trail system.

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to formally amend the 2015-18 MTIP to reallocate the OR99E Bridge at Kellogg Lake project STP PE funds of \$1,055,000 and reprogram them to the city of Milwaukie's 17th Ave Multi-use Trail project for the Construction phase to fill the construction phase funding shortfall.

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

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

Exhibit A to Resolution No. 15-4646

2015-18 Metropolitan Transportation Improvement Plan Chapter 5 Tables Amendment

Action: Amend MTIP to deprogram the City of Milwaukie's \$1,055,000 of STP in PE from the OR99 E Bridge at Kellogg Lake and replace with local funds, plus commit and reprogram the \$1,055,000 of STP in the Construction phase for the City of Milwaukie's 17th Ave Multi-use Trail 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 (State) Match	Other Funds	Total Funding
OR99 E Bridge at Kellogg Lake	Design funding for removal of both dam and bridge, with a bridge replacement	15598	City of Milwaukie	Not stated	PE	STP	2015	\$1,055,000	\$ 120,749		\$1,175,749
17 th Ave Multi-use Trail: SE Ochoco to SE McLoughlin	Trail on west side of SE 17 th Avenue between Ochoco St and McLoughlin Blvd and possibly on-street bike lanes. Links two significant regional multi-use trails: The Trolley Trail and the Springwater Corridor Trail.	18018	City of Milwaukie	\$3,308,814	PE	STP	2013	\$1,245,384	\$ 142,540		\$3,308,814
					R/W	STP	2015	\$ 143,568	\$ 16,432		
					Cons	STP	<u>2015</u>	<u>\$1,580,047</u>	<u>\$ 180,843</u>		
							Total	\$2,968,999	\$ 339,815		

Notes:

1. STP = Federal Surface Transportation Program funds.
2. PE = Preliminary Engineering (MTIP programming phase that combine PE (NEPA activities) and Plans, Specifications, & Estimates (PS&E)).
3. R/W = The MTIP Right-of-Way Acquisition programming phase that combines Right-of-Way Acquisition and Utilities relocation into one phase.
4. Cons = The MTIP Construction programming phase.
5. The 17th Ave STP for PE has been obligate. The PE phase (PE + PS&E) is now completed.
6. The 17th Ave STP for R/W has been obligated. The project is currently progressing through the R/W phase.

Exhibit A to Resolution No. 15-4646

Amended 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 (State) Match	Other Funds	Total Funding
OR99 E Bridge at Kellogg Lake	Design funding for removal of both dam and bridge, with a bridge replacement	15598	City of Milwaukie	Not stated	PE	STP	2015	\$ 0	\$1,175,749		\$1,175,749
17 th Ave Multi-use Trail: SE Ochoco to SE McLoughlin	Trail on west side of SE 17 th Avenue between Ochoco St and McLoughlin Blvd and possibly on-street bike lanes. Links two significant regional multi-use trails: The Trolley Trail and the Springwater Corridor Trail.	18018	City of Milwaukie	\$3,308,814	PE R/W Cons	STP STP STP	2013 2015 <u>2015</u> Total	\$1,245,384 \$ 143,568 <u>\$2,635,047</u> \$4,023,999	\$ 142,540 \$ 16,432 <u>\$ 301,600</u> \$ 460,572		\$4,484,571

Notes

1. STP = Federal Surface Transportation Program funds.
2. PE = Preliminary Engineering (MTIP programming phase that combine PE (NEPA activities) and Plans, Specifications, & Estimates (PS&E)).
3. R/W = The MTIP Right-of-Way Acquisition programming phase that combines Right-of-Way Acquisition and Utilities relocation into one phase.
4. Cons = The MTIP Construction programming phase.
5. \$1,055,000 of STP is reprogrammed from the OR99 E Bridge at Kellogg Lake project to the 17th Ave Multi-use Trail project for the Construction phase.
6. The 17th Ave Construction phase STP funding increases from \$1,580,047 to \$2,635,047. The Construction phase total funding increases from \$1,760,890 to \$2,936,647.
7. The 17th Ave total project cost increases from \$3,308,814 to \$4,484,571.

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCLUDE THE AMTRAK CASCADES PASSENGER RAIL SERVICE OPERATIONS AND MAINTENANCE COSTS PROJECT

Date: September 15, 2015

Prepared by: Ken Lobeck, 503-797-1785

BACKGROUND:

ODOT's State Rail Program represents and advocates for customers of railroads, both passenger and freight, to ensure a safe, efficient and reliable rail transportation system. The State Rail Program includes the Passenger Rail Program. The Passenger Rail Program is responsible for the planning and development of Oregon's growing passenger rail service which includes the operation of the Amtrak Cascades Service. ODOT partners with Washington State's Department of Transportation (WSDOT) and Amtrak to provide the Amtrak Cascades service from Eugene to Vancouver, British Columbia via Portland and Seattle. Two daily roundtrip trains serve Eugene, Albany, Salem, Oregon City, and Portland. Four daily roundtrips connect Portland and Seattle with two daily roundtrips between Seattle and Vancouver, British Columbia.

The Amtrak Cascades service is one of the nation's highest ridership passenger rail services. In 2013, 215,096 people used Amtrak Cascades trains and supporting buses between Eugene and Portland. The Amtrak Cascades service has enjoyed increasing ridership since the service began in 1994. 2013's ridership represented a 45.3 percent increase since 2007, and a 255 percent increase since 1995.

Passenger rail service offers travelers an option from their vehicle and includes several benefits:

- It reduces congestion on roadways.
- Passenger rail is competitively priced, reliable, and a safe alternative to the automobile.
- It supports the economies of the origin and destination cities, including providing opportunities for tourism.
- It supports greenhouse gas emission reduction objectives.

As of 2014, challenges emerged for the Amtrak Cascades service. Beginning in January, 2014, Oregon updated its schedules to offer better connections for the Willamette Valley passenger rail users with the goal of supporting continued ridership growth. However, ridership declined during 2014 instead of increasing. Several factors contributed to the decline including the elimination of one late morning train that departed Eugene, the Bolt Bus entered service as a direct competitor to the Amtrak Cascade service, on-time performance dropped, and gas prices have fallen. ODOT and WSDOT are working together reverse the trend and increase ridership.

Passenger rail service can't support itself on ticket sales and requires some level of supplemental support. ODOT has funded the service through revenues generated from custom license plate fees, and funds from the Transportation Operations Fund (TOF). However, these sources presently are no longer sufficient to cover the costs of the trains. Additionally, the costs to operate and maintain the Amtrak Cascades service have increased over time as well. This has produced a gap between revenues and costs. ODOT has identified five key factors that continue to increase the gap between revenues and costs. They include the following:

- *Shifting costs to states:* As a result of the passage in 2008 of the Passenger Rail Investment and Improvement Act (PRIIA), short-distance (i.e. routes under 750 miles in length) intercity passenger rail costs were shifted to the states effective as of October 1, 2013. This added millions of dollars in costs that ODOT had to include in their biennial passenger rail budget.
- *Increased costs:* From 2009 to 2013, Amtrak's operating costs have risen 36 percent even before the added costs from PRIIA took effect.
- *Custom plate fees:* In 2009, the Legislature doubled the custom license plate fee anticipating the result would double the revenue ODOT received. However, demand for custom license plates has not reach the projected levels resulting in lower revenues.
- *New ticket revenue sharing methodology:* A recent change in how Oregon and Washington share the ticket revenue resulted in Washington receiving more revenues. While the revenue division change is considered fair, it increased ODOT's out-of-pocket costs.
- *Costs of train ownership:* Until 2013, service in Oregon was provided using trains owned by Washington and Amtrak. The impact was that Washington was subsidizing Oregon. Washington will soon increase the number of trains between Portland and Seattle and will need their trains to serve this portion of the corridor. ODOT utilized ARRA funding to purchase two new train sets that went into service in 2013. While the procurement ensures ODOT does not have to cancel service in Oregon when Washington reallocates their trains, it also requires ODOT to incur the maintenance costs.

The Oregon Transportation Commission (OTC) received an informational update from ODOT about the passenger rail service and the funding shortfall during their July 2015 meeting. ODOT detailed the cost increases the Amtrak Cascade service has experienced since 2013, and strategies to increase ridership were presented to the OTC.

In the 2015-2017 Budget Narrative, Rail Division Policy Package #160, Passenger Rail Funding summary, the total funding shortfall has been identified at approximately \$22.6 million over the period. The Oregon Legislature approved \$10.4 million from the General Fund during March 2015 to help address the shortfall.

Recently, ODOT received an opportunity to utilize available unexpended capacity of Congestion Mitigation Air Quality (CMAQ) improvement funds. The available State CMAQ does not impact the existing apportionment to the Metro region, or decreases our existing annual allocation. ODOT has applied and received approval from FHWA for a total of \$8,588,799 of State CMAQ to be used in support of operations and maintenance needs for the Amtrak Cascades service. Adding the required 10.27% match, the CMAQ/match total equals \$9,571,827 that can be applied to the shortfall.

The General Fund approval of \$10,408,710 plus the State CMAQ/match of \$9,571,821 provides ODOT a total of \$19,980,536 for the funding shortfall. The approximate \$20 million provides about 88.4% of the needed funding for the shortfall. ODOT is examining additional potential funding sources to cover the remaining balance.

The Amtrak Cascades Passenger Rail Service Operations and Maintenance Costs Project requires a formal amendment to the MTIP to create a new MTIP project. The programmed cost exceeds \$2 million dollars exceeding the exception limitation category of Table 6.1, "Other ODOT operations projects

(programmatic maintenance or updates to signs, illumination, rock falls, etc.) – total project costs less than \$2 million dollars” which requires approval by Metro resolution.

The additional CMAQ for ODOT does not impact Metro’s annual CMAQ apportionment. There is no reduction to Metro’s CMAQ allocation as a result of ODOT receiving the additional CMAQ funding. When programmed in the MTIP, the CMAQ will be identified with the fund code “CMAQ-State” to separate it from and avoid confusion with Metro’s CMAQ funded projects.

Federal air quality regulations as outlined in Title 40 Code of Federal Regulation 93.126, Table 2, exempt the project from having to perform air quality analysis due to the fact that the work has no impact upon vehicle emissions, and no change to rail services is occurring.

Staff will complete the MTIP programming action upon final approval from the Metro Council and coordinate with ODOT Region 1 to ensure the project is also added to the STIP. The programming summary is shown in Exhibit A to the Resolution 15-4649.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2015-2018 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 14-4532 on July 31, 2014 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Budget Impacts:** None

RECOMMENDED ACTION:

Metro staff recommends the approval of Resolution 15-4649.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 15-4649
2015-18 METROPOLITAN)	
TRANSPORTATION IMPROVEMENT)	
PROGRAM (MTIP) TO INCLUDE THE)	
AMTRAK CASCADES PASSENGER RAIL)	Introduced by: Not yet Assigned
SERVICE OPERATIONS AND		
MAINTENANCE COSTS 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 ODOT Amtrak Cascades passenger rail service provides travelers an essential rail transportation option from southern Oregon to Vancouver, British Columbia; and

WHEREAS, the Amtrak Cascades service provides numerous transportation benefits including vehicle congestion reduction, competitive pricing, support to local economies, and supports greenhouse gas emission reduction objectives; and

WHEREAS, the Amtrak Cascades service has experienced significant operating and maintenance cost increases that have exceeded available revenue sources creating a critical funding gap; and

WHEREAS, Oregon Legislature has approved \$10.4 million from the General Fund to help reduce the funding shortfall; and

WHEREAS, ODOT has pursued a funding opportunity with FHWA to secure additional state Congestion Mitigation Air Quality (CMAQ) funds to help reduce the funding gap; and

WHEREAS, FHWA has approved ODOT's request for CMAQ to support the Amtrak Cascades operations and maintenance needs; and

WHEREAS, ODOT will apply the awarded total \$8,588,799 of State CMAQ towards the Amtrak Cascades service operations and maintenance requirements during the federal years of 2016 and 2017; and

WHEREAS, the additional CMAQ will be a significant contribution that can be applied to the existing funding gap shortfall and together with the General Fund allocation will reduce the funding gap by over eighty-eight percent; and

WHEREAS, the additional CMAQ funding will help prevent a reduction or elimination of existing Amtrak Cascades passenger rail services; and

WHEREAS, the application of the CMAQ towards the Amtrak Cascades service operations and maintenance areas will have no impact on vehicle capacity and are therefore exempt from needing to demonstrate conformity with the air quality emissions budget; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to formally amend the 2015-18 MTIP to include Amtrak Cascades Passenger Rail Service Operations and Maintenance Costs project.

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

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

Exhibit A to Resolution No. 15-4649

2015-18 Metropolitan Transportation Improvement Plan Chapter 5 Tables Amendment

Action: Amend MTIP to include the Amtrak Cascades Passenger Rail Services Operations and Maintenance Costs Project

Existing programming: None – New project

Amended 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 (State) Match	Other Funds	Total Funding
Amtrak Cascades Service Operations and Maintenance Costs Project	Operations and maintenance costs for Amtrak Cascades Passenger Rail Service in the Portland Metro area	TBD	ODOT	\$9,571,826	Other	CMAQ - State	2016	\$8,588,799	\$983,027		\$9,571,826

Notes:

1. \$10.4 million was previously allocated from the General Fund to support the funding shortfall during FY 2015. It is not included as the current federal year is now 2016. The MTIP will reflect only the unobligated federal and match for the shortfall.
2. The estimated total funding shortfall over the 2015-2016 timeframe is \$22.6 million.
3. “Other” = A special phase designation for unique projects where the programmed funding represents an implementation phase for the project, but does not fit the regular Preliminary Engineering, Right-of-Way Acquisition, or Construction phases used for roadway improvement projects.