

# Metro | Agenda

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

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|-----------------|-------------|---|---|
| <b>9:30 AM</b>  | <b>1.</b>   | <b>CALL TO ORDER AND DECLARATION OF A QUORUM</b>  | <b>John Williams, Chair</b>   |
| <b>9:35 AM</b>  | <b>2.</b>   | <b>COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS</b> <ul style="list-style-type: none"><li>• MTIP Amendments Quarterly Report</li></ul>   | <b>John Williams, Chair</b>   |
| <b>9:40 AM</b>  | <b>3.</b>   | <b>CITIZEN COMMUNICATIONS ON AGENDA ITEMS</b>   |   |
| <b>9:50 AM</b>  | <b>4. *</b> | <b>CONSIDERATION OF THE TPAC MINUTES FOR SEPTEMBER 25, 2015</b>   |   |
| <b>9:55 AM</b>  | <b>5. *</b> | MTIP amendment for TriMet North Hillsboro Job Connector Shuttle project. (Lobeck, 15 min) <u>Recommendation</u> <ul style="list-style-type: none"><li>• Purpose: Seek approval to amend the 2015-18 MTIP to add the TriMet new North Hillsboro Job Connector Shuttle project.</li></ul> | <b>Ken Lobeck,<br/>Ted Leybold, Metro</b>                               |
| <b>10:10 AM</b> | <b>6. *</b> | UPWP Amendment – Powell-Division - <u>Recommendation</u> <ul style="list-style-type: none"><li>• Purpose: To amend the FY 2015-16 UPWP to include 2016 STP funds for use on the Powell-Division Corridor Plan –</li></ul>   | <b>Chris Myers, Metro</b>   |
| <b>10:25 AM</b> | <b>7. *</b> | 2018 Regional Transportation Plan Update Work Plan and Public Engagement Plan – <u>Recommendation to JPACT</u>  | <b>Kim Ellis, Metro</b>   |
| <b>11:00 AM</b> | <b>8. *</b> | MTIP and RFFA Policy Options for Public Comment – <u>Information/Discussion</u> <ul style="list-style-type: none"><li>• Purpose: Prepare for November JPACT discussion regarding RFFA policy</li></ul>  | <b>Dan Kaempff,<br/>Ted Leybold, Metro</b>                              |
| <b>11:40 AM</b> | <b>9. #</b> | TIP Update <ul style="list-style-type: none"><li>• Purpose: Provide an update on ODOT and transit portions of TIP process. <u>Information/Discussion</u></li></ul>  | <b>Ted Leybold, Metro<br/>Kelly Brooks, ODOT<br/>Eric Hesse, TriMet</b> |
| <b>12:00 PM</b> | <b>10.</b>  | <b><u>ADJOURN</u></b>   | <b>John Williams, Chair</b>   |

Upcoming TPAC Meetings:

- Friday, November 20, 2015
- Friday, December 18, 2015
- Friday, January 29, 2016

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

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## 2015 TPAC Work Program

*As of 10/22/15*

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

<p><b>November 20, 2015</b></p> <ul style="list-style-type: none"><li>• MTIP &amp; RFFA policy update - Work Session <u>Information/Discussion</u> (Dan Kaempff, Grace Cho; 45 min)</li><li>• Washington County Transportation Futures Study (Chris Deffebach; 45 min)</li><li>• Vehicle Electrification Project - RFFA 2012-2015) <u>Information/Discussion</u> (Caleb Winter; 25 min)</li></ul>	<p><b>December 18, 2015</b></p> <ul style="list-style-type: none"><li>• SW Corridor Draft Mode Recommendation <u>Information/Discussion</u> (Wilkinson, 40 mins)</li><li>• MTIP &amp; RFFA - <u>Recommendation</u> (Grace Cho, Dan Kaempff)</li><li>• Atlas of Regional Mobility Corridors - <u>Information/Discussion</u> (Matthew Hampton, Tim O'Brien)</li><li>• Portland Metro Area Highway Performance Project, <u>Information/Discussion</u> (Lainie Smith, ODOT)</li></ul>
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## 2016

<p><b>January 30, 2016</b></p> <ul style="list-style-type: none"><li>• MTIP Obligation &amp; Performance Report</li></ul>	<p><b>February 26, 2016</b></p>
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**Parking Lot:**

- MAP-21 Implementation
- ODOT Enhance/Fix-It Process
- TAP project delivery contingency fund pilot update (Leybold, Cho)
- Transit Oriented Development Program Update (Gibb, Williams)



**TRANSPORTATION POLICY ALTERNATIVES COMMITTEE**  
**September 25, 2015**  
**Metro Regional Center, Council Chamber**

MEMBERS PRESENT

John Williams  
Chris Deffebach  
Judith Gray  
Nancy Kraushaar  
Katherine Kelly  
Eric Hesse  
Kelly Brooks  
Cora Potter  
Jared Franz  
Steve White  
Nick Fortey  
Todd Juhazs  
Karen Buehrig  
Dave Nordberg

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  
Community Representative  
Community Representative  
Federal Highway Administration  
City of Beaverton, representing Cities of Washington County  
Clackamas County  
Oregon Department of Environmental Quality

MEMBERS EXCUSED

Michael Williams  
Susie Lahsene  
Lanny Gower  
Adrian Esteban  
Joanna Valencia  
Carol Gossett  
Lynda David  
Don Odermott

AFFILIATION

Washington State Department of Transportation  
Port of Portland  
Community Representative  
Community Representative  
Multnomah County  
Community Representative  
Southwest Washington Regional Transportation Council  
City of Hillsboro, representing Cities of Washington Co.

ALTERNATES PRESENT

Phil Healy  
Ken Burgstahler

AFFILIATION

Port of Portland  
Washington State Department of Transportation

STAFF: Ted Leybold, Lake McTighe, Chris Myers, Caleb Winter, Kim Ellis, Grace Cho, Jamie Snook, Ken Lobeck, Chris Ford, Lisa Hunrichs

**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**

Mr. Eric Hesse noted that the new Orange Line opened on September 12 and that the TriMet board took action to raise the payroll tax increment over a 10 year period. This will allow the agency to ramp up service enhancement plans and other initiatives.

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

There were no citizen communications.

## **4. CONSIDERATION OF THE TPAC MINUTES FOR AUGUST 28, 2015**

MOTION: Ms. Eric Hesse moved and Ms. Cora Potter seconded the motion to adopt the TPAC minutes from August 28, 2015.

ACTION: With all in favor, the motion passed.

## **5. 2018 REGIONAL TRANSPORTATION PLAN UPDATE**

Ms. Kim Ellis provided an overview on the Regional Transportation Plan (RTP) and the Public Engagement Plan for the 2018 RTP update. As it is one of the main policy documents that implements the 2040 vision, the RTP is a key tool for shaping growth in the region and connecting the people who live and work in the region to jobs, families, school and other important destinations. The presentation included discussion of the timeline, proposed approach, and progress since TPAC discussion in May 2015. She discussed the engagement strategy, and the identification of central themes, issues, and policy priorities, and requested that members consider which work groups might be of interest to them, as their participation will help inform staff recommendations to policymakers.

Committee comments and discussion included:

- The importance of setting clear priorities with regard to investments, given limited resources and funding opportunities.
- Appreciation for the alignment of working groups and engaging policy groups early in the process, as well as the addition of the speaker series to enrich the conversations.
- Support for the public engagement plan that thoughtfully addresses challenges and opportunities, and encouragement to find opportunities to build capacity for public engagement. Ms. Ellis noted that Metro is working agency-wide to ensure equity and build capacity for engagement.
- Support for finding ways to engage TPAC as the work groups move forward to ensure that TPAC members' contributions are substantive and timely.
- Clarification on the freight working group which will be lead by Tim Collins (Metro). The work group will reviewing recommendations of the previous task force and review the status of current recommendations and identify refinements.
- Clarification on how performance measurements and asset management will be handled. Metro will rely on ODOT data, not just MPOs and performance targets, but also DOTs. John Mermin (Metro) will lead that work group and will convene the initial workshop to discuss how jurisdictions are addressing data issues and performance measures, and identify data gaps and tools.

- Support for TPAC members to assist in framing up the key issues for policy makers so that they can understand issues and make recommendations accordingly.
- Clarification that the initiation of each work group's timeline will be staggered and process will be as transparent as possible. Leaders of each group are working to map out plans and goals for each group. Work group meeting information will be posted on the metro website.

Ms. Ellis will return to TPAC on October 30 to request an endorsement of the plan and TPAC's recommendation to JPACT.

## **6. DESIGNING LIVABLE STREETS**

Ms. McTighe provided an overview of the Designing Livable Streets project, a component of the 2018 RTP. She discussed the project elements, objectives, and schedule for the project. Recommendations will be incorporated into the RTP. Committee members were asked to for feedback regarding participation, engagement, and schedule.

Highlights of committee comments and discussion included:

- Request that design guidelines provide a series of questions that can be used to lead the design process and help navigate tradeoffs in the design process
- Request that the design guidelines provide guidance on transitioning from different designs and environments as projects are implemented incrementally
- Request for before and after case studies that demonstrate improving safety and maintaining mobility
- Request that the guidelines highlight the value of context, especially for arterial roadways, providing information on such things as access techniques and examples of how to address improvements on arterials in different contexts
- Support for consideration of parallel routes to provide mobility and access for all modes
- Support for thinking about roadway design in the context of the overall network; when one roadway cannot accommodate all modes at the desired spacing, provide guidance on using parallel streets and the network to provide access and mobility for all modes
- Request that the guidelines provide framing to guide decision making, including how individual roadways tie into the overall network
- Provide guidance on performance based design standards, including mobility, safety, congestion, livability, and use that as the framing mechanism early on in the process
- Clarification that these would be considered guidelines rather than requirements. The Regional Transportation Functional Plan requires that jurisdictions allow use of the design guidelines. Additionally, use of the design guidelines are a criteria when projects are funded with regional flexible funds
- Request that the design guidelines acknowledge how adjacent and surrounding land use affects how the roadway is used, regardless of the roadway functional classifications, and affects types of users (e.g. an arterial in a downtown commercial district)
- Request that the design guidelines not be too prescriptive allowing for flexibility to respond to different contexts and the reality of limited right-of-way.

## **7. MTIP AMENDMENTS - RECOMMENDATION TO JPACT**

Mr. Ted Leybold introduced Mr. Ken Lobeck who requested the committee's review and approval of three amendments to the 2015-18 MTIP. Mr. Lobeck provided an overview of each amendment as follows:

Amend the 2015-18 MTIP to add the ODOT I-84/I-5 Banfield Interchange and the I-405 Fremont Bridge State Bridge Program projects.

Amend the 2015-18 MTIP to move the city of Milwaukie's OR99E Bridge project STP funds and reprogram them to the 17th Ave Multi-use Trail project.

Amend the 2015-18 MTIP to add the ODOT Amtrak Cascades Services Project

Committee comments and discussion included:

- Clarification that these reallocations and amounts are not outside the normal range of expectations for resource reallocation.
- Clarification regarding the shifting the funds from the Kellogg Creek bridge project to the 17th Ave. multi-use trail. Allocation was made during the 2007 RFFA process to study the option of reengineering the bridge and removing the dam of Kellogg Creek in order to rehabilitate salmon habitat, restore the natural areas, and provide pedestrian access under Highway 99E (McLoughlin Boulevard). There are however, a multitude of engineering and environmental issues related to the bridge and the silt behind the dam. City leaders have not been able to reach a consensus on how to best move forward. Meanwhile, the 17th Ave. roadway is a high use facility for bikes and pedestrians, connecting the Trolley and Springwater trails. This reallocation would cover the shortfall in that project's budget and allow the funds to be put to good use on the multi-use trail while other issues are considered on the Kellogg Creek project.
- ODOT has a bridge program at the statewide level. The I-84/I-5 Banfield Interchange and the I-405 Fremont Bridge is an allocation of Regional Flexible Funds using the ODOT funds
- Clarification that a funding level is established for those projects that need to be reviewed and approved by JPACT and the Metro Council.
  - If projects are being created or eliminated, a TIP amendment is required.
  - When the MTIP document is being adopted, specific funding amounts are set for which types of changes will need to be re-approved. For project development or planning process changes, the funding threshold is \$200,000; for bridges projects the level is \$5M.
  - Other items that require approval include changes in scope, and addition or elimination of project elements. For scope changes, the threshold is 25 percent. If the project scope change is 25 percent greater than originally planned, then those changes require a formal amendment.
  - If projects are completed, the funds come back into the pool. However, if a jurisdiction has a shortfall on another project, they are allowed to request moving funds from one project to another.
- Support for providing more detail on the ODOT bridge budget and bridge program as well as providing information for how decision are made so that members can best advise their JPACT members and communities.
- Clarification that this is a federal process which is jointly authorized and managed. ODOT receives the funds and lays out the process for decision making. Through their internal process, ODOT prioritizes projects and administers the funds they manage. However, if the projects are within in a

metropolitan area, that spending has to be consistent with the area's long range plan. ODOT must seek approval to add those projects to the Metropolitan Transportation Improvement Program before funds can be spent. JPACT and the Metro Council's role is to ensure consistency with RTP and agree that these projects are priorities within the region. ODOT and OTC administer the allocation process.

- Support for clarifying and defining the role of TPAC members.
- Request for historical levels of cost savings, plans in the pipeline, and projected costs of all of the projects so that this information can be provided to community members.
- Ms. Brooks indicated that she could respond quickly and provide additional information regarding the funding allocation process and projects to members before JPACT.
- Mr. Leybold indicated that he would provide further detail regarding the time limits for RFFA spending.

**MOTION:** Mr. Steve White moved and Ms. Brooks seconded the motion to recommend approval to amend the MTIP by adding the ODOT I-84/I-5 Banfield Interchange and the I-405 Fremont Bridge State Bridge Program projects, and by adding the ODOT Amtrak Cascades Services Project.

**ACTION:** With all in favor and one abstention (Jared Franz), the motion passed.

**MOTION:** Ms. Kraushaar moved and Mr. Hesse seconded the motion to recommend approval to reallocate the city of Milwaukie's OR99E Bridge project STP funds and reprogram them to the 17th Ave. Multi-use Trail project.

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

### **RFFA PROCESS**

Mr. Leybold provided a brief update regarding the RFFA process. Based on TPAC's feedback, a work group will convene to develop more detailed policy options, develop recommendations for review, and integrate those policy options for public comment. TPAC members and some community members will be invited to participate in work groups. The dates are October 2 and October 23 from 9:00 to 1:00 pm. TPAC members are encouraged to check in with JPACT members to ensure that work groups can address any issues or concerns.

**8. ADJOURN** Chair Williams noted that the next meeting be held on October 30, 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**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
1	Agenda	9/25/15	9/25/15 TPAC Agenda	092515T-01
2	Work Program	09/18/15	2015 TPAC Work Program	092515T-02
3	Meeting Summary	8/28/15	8/28/15 TPAC meeting summary	092515T-03
4	Memo	9/17/15	To: TPAC and Interested Parties From: Kim Ellis, Principal Transportation Planner Re: 2018 RTP Update - Draft Work Plan and Draft Public Engagement Plan	092515T-04
5	Attachment	9/8/15	RTP Schedule for 2015	092515T-05
6	Attachment	9/8/15	2018 RTP Update Policy Priorities	092515T-06
7	Attachment	9/8/15	2018 RTP Update Regional Leadership Forums	092515T-07
8	Attachment	9/8/15	2018 RTP Update Technical Work Groups	092515T-08
9	Attachment	9/8/15	2018 RTP Update Timeline	092515T-09
10	Attachment	9/8/15	Building the 2018 RTP through partnerships	092515T-10
11	Attachment	9/8/15	2018 RTP Update Draft Public Engagement Plan	092515T-11
12	Attachment	9/8/15	2018 RTP Update Draft Work Plan	092515T-12
13	Memo	9/17/15	To: TPAC and Interested Parties From: Lake McTighe, Transportation Planner Re: Designing Livable Streets project draft work plan	092515T-13
14	Attachment	Fall 2015	Getting there with design: Designing Livable Streets Flyer	092515T-14
15	Attachment	Fall 2015	2018 RTP Designing Livable Streets Work Plan Timeline	092515T-15
16	Attachment	9/8/15	Designing Livable Streets draft work plan	092515T-16

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
1	Agenda	9/25/15	9/25/15 TPAC Agenda	092515T-01
17	Attachment	9/8/15	Designing Livable Streets draft work plan	092515T-17
18	Resolution No. 15-4642	7/24/15	Draft Resolution, Exhibit A, Staff Report, Attachment A	092515T-18
19	Resolution No. 15-4648	8/20/15	Draft Resolution, Exhibit A, Staff Report, Attachments A and B	092515T-19
20	Resolution No. 15-4642	9/15/15	Draft Resolution, Exhibit A, Staff Report	092515T-20

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2015-18	)	RESOLUTION NO. 15-4665
METROPOLITAN TRANSPORTATION	)	
IMPROVEMENT PROGRAM (MTIP) TO	)	Introduced by: "Chief Operating Officer
INCLUDE THE NEW NORTH HILLSBORO JOB	)	Martha Bennett in concurrence with
CONNECTOR SHUTTLE SERVICE PROJECT	)	Council President Tom Hughes"

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, TriMet updated their FY 2016 Program of Projects (POP) to include the new North Hillsboro Job Connector Shuttle service project; and

WHEREAS, the TriMet Board of Directors approved the updated POP on October 28, 2015; and

WHEREAS, the new North Hillsboro Job Connector Shuttle service will help low and middle income wage workers access jobs by providing a link between MAX and employers in the North Hillsboro Industrial District; and

WHEREAS, the North Hillsboro Job Connector Shuttle service will serve and support a minimum of seven major employers north and south of Hwy 26 enabling workers improved access to their job sites; and

WHEREAS, the North Hillsboro Job Connector Shuttle service is proposed to operate during weekdays during the extended rush hour period supporting transit needs of the various workers; and

WHEREAS, the North Hillsboro Job Connector Shuttle service will be funded through existing approved annual funds for TriMet utilizing federal Section 5307 Urbanized Area Formula grants plus local funding; and

WHEREAS, the identified 5307 funding for the shuttle is an eligible activity for the federal funding; and

WHEREAS, the needed annual 5307 funding and local match for the new North Hillsboro Job Connector Shuttle service will draw specifically from TriMet's existing Bus and Rail Preventative Maintenance annual programs supporting the estimated Job Connector Shuttle operating costs of \$280,000 annually; and

WHEREAS, the North Hillsboro Job Connector Shuttle service is proposed to be operated by Ride Connection in partnership with TriMet; and

WHEREAS, the North Hillsboro Job Connector Shuttle service supports the goals identified in the Oregon Transportation Options Plan, which include safety, mobility and system efficiency, economy, health and environment land use and transportation coordination, plus equity; and

WHEREAS, the North Hillsboro Job Connector Shuttle service offers three key benefits to the region that include helping low and middle income employees with travel options to work, offering an added incentive to attract more manufacturing businesses to the North Hillsboro Industrial District, and allowing for more efficient transit service; and

WHEREAS, the new North Hillsboro Job Connector Shuttle service qualifies as an exempt project as cited in 40 CFR 93.126, Table 2, within the category of “Mass Transit”, “Operating assistance to transit agencies”, and is therefore exempt from needing to demonstrate conformity with the air quality emissions budget; and

WHEREAS, the MTIP’s financial constraint finding will not be impacted as a result of adding the new North Hillsboro Job Connector Shuttle service project as the project is being funded with existing approved 5307 funds; 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 new North Hillsboro Job Connector Shuttle service project.

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

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Tom Hughes, Council President

Approved as to Form:

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Alison R. Kean, Metro Attorney

**Exhibit A to Resolution No. 15-4665**

**2015-18 Metropolitan Transportation Improvement Plan Chapter 5 Tables Amendment**

**Action:** Amend MTIP to include the new North Hillsboro Job Connector Shuttle service 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
North Hillsboro Job Connector Shuttle	Implement a new job connector shuttle service north and south of Hwy 26 supporting low and middle wage workers transit needs within the North Hillsboro Industrial District	TBD	TriMet	\$1,400,000	Other	5307	2016	\$560,000	\$140,000		\$1,400,000
							2017	\$280,000	\$70,000		
							<u>2018</u>	<u>\$280,000</u>	<u>\$70,000</u>		
							Total	\$1,120,000	\$280,000		

Notes:

1. 5307 = federal section 5307 transit funds.
2. “Other” phase = A special MTIP implementation phase used by ITS and transit projects. The Other phase is similar to the construction phase for roadway improvement projects.
3. 5307 funding for this project = the 80% federal share with a 20% local match requirement.
4. The 5307 funds (and associated match) are being transferred via four separate Administrative amendments from the following existing MTIP projects:
  - a. MTIP ID 70525, ODOT Key 18039: FY 2015 Bus and Rail Preventative Maintenance
  - b. MTIP ID 70735, ODOT Key 19332: FY 2016 Bus and Rail Preventative Maintenance
  - c. MTIP ID 70736, ODOT Key 19333: FY 2017 Bus and Rail Preventative Maintenance
  - d. MTIP ID 70737, ODOT Key 19334: FY 2018 Bus and Rail Preventative Maintenance
5. As part of the Administrative Amendment to the MTIP ID 70525, ODOT Key 18039, the unobligated available 5307 programmed in FY 2015 is being carried over into the current FY 2016 year to ensure the 5307 funds are available for the new North Hillsboro Job Connector Shuttle service.

## STAFF REPORT

### FOR THE PURPOSE OF AMENDING THE 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCLUDE TRIMET'S NEW NORTH HILLSBORO JOB CONNECTOR SHUTTLE SERVICE PROJECT

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Date: October 20, 2015

Prepared by: Ken Lobeck, 503-797-1785

#### **BACKGROUND:**

##### *The MPO and the MTIP:*

The Metropolitan Transportation Improvement Program (MTIP) is the federally mandated four-year schedule of expenditures of federal transportation funds as well as significant state and local funds in the Portland metropolitan region. The MTIP represents the first-four year implementation document of the long range Regional Transportation Plan (RTP). Development, management, updates, and amendments to the MTIP are the responsibility of the Metropolitan Planning Organization (MPO). The process of adding, removing, updating, or amending projects and their corresponding funding in the MTIP is called “programming”. Guidance governing the process to complete required project programming in the MTIP originates from 23 CFR Part 450, Section 324. The MPO is tasked to complete the periodic full update and needed amendments to the MTIP in accordance 23 CFR Part 450. Additional supplemental programming guidance is also developed between USDOT and the MPO over time when programming clarifications are needed.

##### *Metro's Management Role with the MTIP:*

As the MPO, Metro has the responsibility to correctly develop and maintain the MTIP in accordance with all federal related programming regulations and guidelines. Without Metro's efforts to correctly develop, update, manage, and maintain the MTIP, the financial constraint finding, the conformity finding, or both could be revoked. If this were to occur, all agencies that receive federal transportation funding in the Metro region would not be able obligate and expend the awarded funding. Work to complete NEPA environmental documents for federally funded or federalized projects would stop. Project “Notice to Proceed (NTPs)” also could be halted until the financial constraint or conformity issue was resolved. Finally, under extreme situations, FHWA or FTA can revoke an MPO's or a specific agency's (as the direct recipient of federal transportation funds) ability to receive future federal transportation funding.

##### *MTIP Formal and Administrative Amendments:*

In between full MTIP updates, Metro completes required amendments helping ensure projects can continue progressing through the federal transportation implementation process. There are two types of MTIP amendments Metro is authorized to complete: Administrative and Formal Amendments. Metro's 2015-2018 MTIP, Chapter 6, Table 6.1 outlines the differences between Administrative and Formal amendments that staff uses as a guide to complete the required programming actions. The short summary of Administrative and Formal MTIP amendments is as follows:

Administrative amendments involve minor “administrative-type” changes to projects that clearly demonstrate that no impact to financial constraint or the conformity finding is occurring as a result of the programming changed. Examples of changes allowed within administrative amendments include a minor description change to clarify project scope elements, a change to the lead agency that will obligate and expend the funds, and shifting funding between the project phases if the change is kept within the same

programmed year. Since administrative amendments have no impact upon the existing financial constraint and conformity findings, they proceed directly to ODOT/USDOT with TPAC notice.

As the name suggests, Formal amendments require JPACT and Metro Council formal resolution plus USDOT approval. Formal amendments propose eligible changes (no financial constraint or conformity impact), but potential RTP policy significance and need to demonstrate compliance with federal & state regulations must be addressed as a condition of approval. Formal amendments must demonstrate through the documentation and approval process that the conformity finding and financial constraint are maintained correctly. Table 6.1 in the MTIP outlines examples and exceptions between Administrative and Formal amendments.

*MTIP Amendment Review of TriMet's New North Hillsboro Job Connector Shuttle Service:*

For TriMet's new North Hillsboro Job Connector Shuttle Service, Metro staff worked with TriMet staff to complete the programming review and eligibility requirements that included the following:

1. Project Eligibility for Federal Funds:
  - a. The new North Hillsboro Job Connector Shuttle will utilize federal Section 5307 funds.
  - b. 5307 funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend upon public transportation to improve mobility and reduce congestion.
  - c. 5307 funds are urbanized area formula grants awarded annually from the Federal Transit Administration to transit agencies. TriMet is a direct recipient of 5307 funds.
  - d. A "UZA" is as an area with a population of 50,000 or more, defined and designated in the most recent decennial census as an 'urbanized area' by the U.S. Secretary of Commerce.
  - e. The 5307 program provides grants to Urbanized areas (UZAs) supporting five eligible activity areas. They include:
    - i. Capital projects.
    - ii. Planning.
    - iii. Job Access and reverse commute projects that provide transportation to jobs and employment opportunities for welfare recipients and low-income workers.
    - iv. Operating costs in areas with fewer than 200,000 in population.
    - v. Operating costs, up to certain limits, for grantees in areas with populations greater than 200,000 and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded).
  - f. The new North Hillsboro Job Connector Shuttle service meets the 5307 eligibility requirement as a project that will provide job access and reverse commuting transportation to jobs and employment opportunities for welfare recipients and low-income workers.
2. RTP Verification:
  - a. New projects proposed for submission in the MTIP must be included in the current long range Regional Transportation Plan.
  - b. The new North Hillsboro Job Connector Shuttle service is a component of the larger RTP project, "Operations and Maintenance of Bus System", RTP ID 11335.
3. Included in TriMet's Approved POP:
  - a. Federally funded transit projects are required to be in the agency's approved Program of Projects (POP) as a condition for MTIP programming.

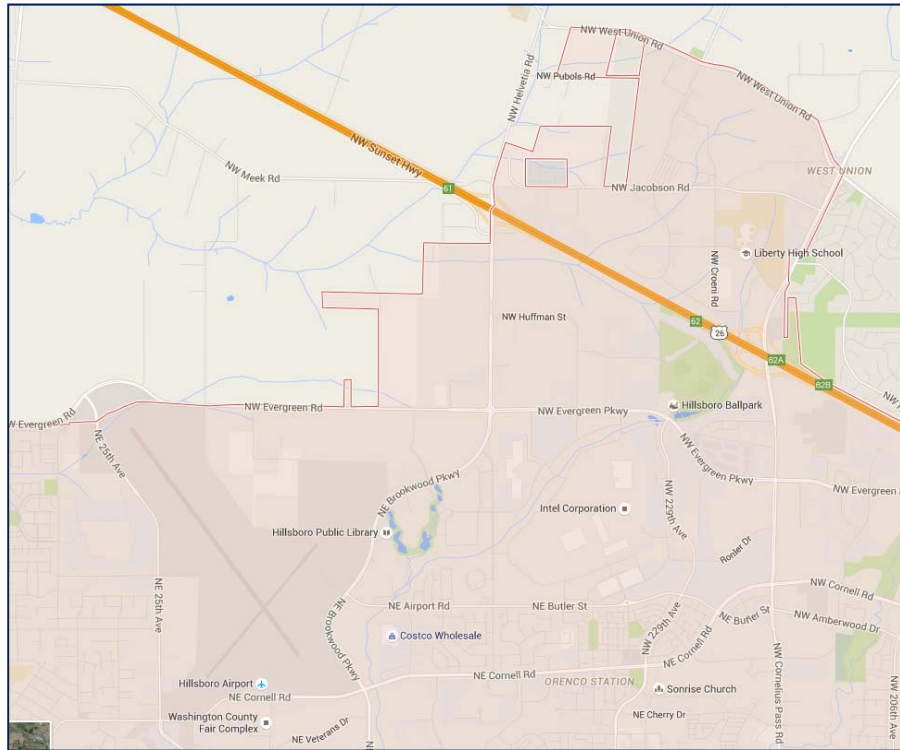
- b. TriMet provided a public notice on September 30, 2015 requesting comments or a public hearing concerning their revised POP that included the new North Hillsboro Job Connector Shuttle service.
  - c. The public notice period closed on October 14, 2015 and no request for a public hearing occurred. TriMet is scheduled to approve the new North Hillsboro Job Connector Shuttle service in the current POP on October 28, 2015. Metro staff will provide an update to the TPAC of the status the POP. A copy of the revised POP is attached with the staff report.
4. MTIP Formal or Administrative Amendment:
- a. Although funding for the new North Hillsboro Job Connector service is being drawn from four existing (FY 2015-18) 5307 funded Bus & Rail Preventative Maintenance projects, the North Hillsboro Job Connector Shuttle service is a new project.
  - b. Per Table 6.1 in Chapter 6 of the 2015-18 MTIP, the creation of a new project for MTIP inclusion requires a Formal MTIP Amendment, plus JPACT and Metro Council approval.
  - c. Once approved by Metro Council, the Formal amendment will require approval from USDOT.
  - d. In addition to this Formal amendment to add the North Hillsboro Job Connector Shuttle service to the 2015-18 MTIP, four Administrative amendments will also occur to shift existing 5307 funding to the new shuttle service. The fund shifts are eligible as administrative amendments via the MTIP Chapter 6, item #11: “Administrative Adjustments – Transfer of funds between projects within previously approved funding levels.
  - e. The projects requiring an Administrative amendment include:
    - i. MTIP ID 70525, ODOT Key 18039 – Bus and Rail Preventative Maintenance (FY15). Carryover into FY 2016 and fund transfer (280k of 5307 funds) to the new NHJC Shuttle service project.
    - ii. MTIP ID 70735, ODOT Key 19332 – Bus and Rail Preventative Maintenance (FY 16). Action: Fund transfer of \$280k of 5307 funds to the new NHJC Shuttle service project.
    - iii. MTIP ID 70736, ODOT Key 19333 – Bus and Rail Preventative Maintenance (FY17). Action: Fund transfer of \$280k of 5307 funds to the new NHJC Shuttle service project.
    - iv. MTIP ID 70737, ODOT Key 19334 – Bus and Rail Preventative Maintenance (FY18). Action: Fund transfer of \$280k of 5307 funds to the new NHJC Shuttle service project.
5. Conformity Verification:
- a. Federal air conformity requirements are outlined in 40 CFR 93.126, Exempt Projects, Tables 2 and 3. Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in table 2 of this section are exempt from the requirement to determine conformity. Such projects may proceed toward implementation.
  - b. The new North Hillsboro Job Connector Shuttle service qualifies as an exempt project as cited in 40 CFR 93.126, Table 2, within the category of “Mass Transit”, “Operating assistance to transit agencies”.
6. Financial Constraint:
- a. TriMet is utilizing existing programmed 5307 funds to fund the new shuttle service.
  - b. There is no impact to the financial constraint finding.
  - c. The programming action results from multiple fund transfers from four existing projects to create the new North Hillsboro Job Connector Shuttle service project.



7. Metro Programming Responsibilities: As the MPO, Metro is completing the required MTIP and STIP programming actions for TriMet. The 5307 funding belongs to TriMet and does not impact any appropriated funding Metro receives.

The North Hillsboro Job Connector Shuttle Service:

The purpose of the new North Hillsboro Job Connector Shuttle service will help low and middle wage workers access jobs by providing a link between MAX and employers in the district. The shuttle service will serve the North Hillsboro Industrial District (NHID). The NHID perimeters are generally West Union Road to the north, Cornell Road to the south, Cornelius Pass Road to the east, and 15<sup>th</sup> Ave to the west.



The North Hillsboro Job Connector Shuttle Service is intended to serve employers both north and south of Highway 26 including the Synopsis Campus, Orenco Station, Shute Road, the Sunset Corporate Park, and employers north of Highway 26. Employers served will include Intel, Salesforce.com, Laika Entertainment, Reiser’s Fine Foods, Beaverton Foods, SureID, and Alliance Packaging. Only recently has the NHID attracted enough large employers to viably support a job connector service. Currently, many employees in the district must carpool or walk a long distance to access their worksite. Attachment 1 to this staff report provides an overview of the proposed service route.

The Proposed Shuttle:

The Job Connector will operate approximately on a 30 minute frequency during the extended rush hour between 5:30 am to 9 am and then 1:30 pm to 7:00 pm only during the weekdays. The service hours are intended to support key shift changes. TriMet anticipates that consistent with other Community and Job Connector services, the new North Hillsboro Job Connector Shuttle service will be operated by a third party – Ride Connection. The service will not be a TriMet service, but a service provided via a partnership between Ride Connection and TriMet to support access to this growing employment area.

The annual cost to operate the new service has been estimated at approximately \$280,000 per year. The North Hillsboro Job Connector Shuttle service will have approximately 18 vehicle hours per day (2 vehicles operating 8.5 hours per day).

TriMet has identified three key benefits the North Hillsboro Job Connector Shuttle service will provide. They include:

1. Helping low and middle income employees with travel options to work.
2. Attracting more manufacturing businesses to the district.
3. Allowing for more efficient transit service.

TriMet has also cited that the new North Hillsboro Job Connector Shuttle service meets all key goals identified in the Oregon Transportation Options Plan which include:

- Safety.
- Accessibility.
- Mobility.
- System Efficiency.
- Economy.
- Health and environment.
- Land use and transportation.
- Coordination
- Equity.

Summary:

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 15-4665. Metro staff also will complete the required four Administrative amendments to the MTIP that are required to be completed in conjunction with submission of the new North Hillsboro Job Connector Shuttle service.

## **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:**

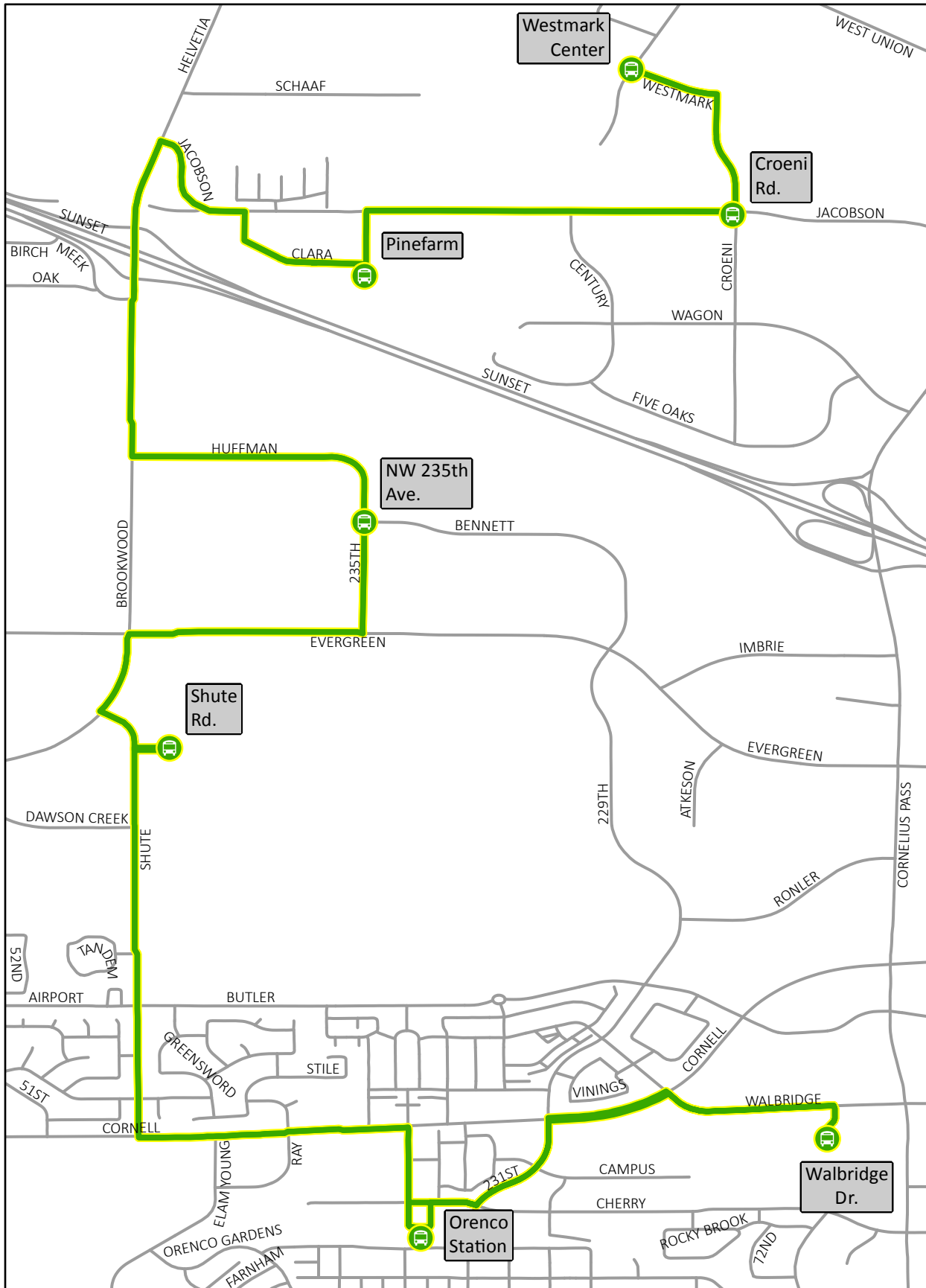
Staff recommends the approval of Resolution 15-4665.

Attachments:

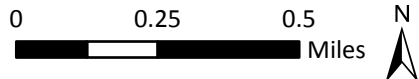
1. Route Map
2. TriMet Revised FY16 Program of Projects (POP)

DRAFT ROUTE MAP  
For more information,  
contact Alex Page:  
apage@rideconnection.org

# North Hillsboro Shuttle



N. Hillsboro Shuttle Bus Stops



## Revised Final FY2016 Program of Projects

TriMet posted a Public Notice on September 30 on its external website offering the public an opportunity to submit comments or request a Public Hearing on its revised plan for FY2016 federal transit funding. Neither comments nor a request for a Public Hearing were received by 5 p.m. on Wednesday, October 14, 2015.

Our Revised Final Program of Projects in FY2016 will include the following:

<b>Estimated eligible programs in fiscal year 2016</b>	<b>% of Federal Funding</b>	<b>Amount</b>
<b>Section 5307</b> Urbanized Area Formula	80.00%	\$37,642,864
<b>Section 5337</b> State of Good Repair	80.00%	\$18,510,000
<b>Section 5339</b> Bus & Bus Facilities	80.00%	\$2,767,000
<b>STP</b> Surface Transportation Program	89.73%	\$12,177,832
<b>CMAQ</b> Congestion, Mitigation & Air Quality	89.73%	\$11,000,000
<b>Section 5310</b> Elderly and Disabled Transportation	50.00%	\$1,989,187
<b>Section 5309</b> New Starts	55.88%	\$115,000,000
<b>TOTAL</b>		<b>\$199,086,883</b>

### REVISED FINAL PROGRAM OF PROJECTS

**Bus & Rail Preventive Maintenance:** \$37,362,864 Section 5307 funds, \$18,510,000 Section 5337 funds, \$3,021,148 STP funds\*

**North Hillsboro Job Connector Shuttle:** \$280,000 Section 5307 funds\*

**Bus Replacement:** \$2,767,000 Section 5339 funds

**Regional Rail Debt Service:** \$5,000,000 STP funds, \$11,000,000 CMAQ funds

**East Portland Access to Employment & Education:** \$2,275,000 STP funds

**Regional Transportation Options Program:** \$473,772 STP funds

**Powell-Division Corridor Safety & Access to Transit:** \$1,407,912 STP funds

**Elderly and Disabled Transportation:** \$1,989,187 Section 5310 funds

**Milwaukie Light Rail Project:** \$115,000,000 Section 5309 New Starts funds

\*Revised from FY2016 Final Program of Projects posted on June 4, 2015

*Actual receipt of grant funds and the accounting recognition of grant revenue are contingent on a final federal transportation appropriations bill for next federal fiscal year. These projects show the plan for the maximum expected amount. If less funding is available, the federal involvement in these projects will be reduced.*

All but one project (North Hillsboro Job Connector Shuttle) have been selected through TriMet's planning process, which incorporates public involvement, and are included in the Metropolitan and State Transportation Improvement Programs. These projects conform to comprehensive land use and transportation planning in the area. The North Hillsboro Job Connector Shuttle will be included in the near future.

If more information is needed on the Revised Final Program of Projects, please submit your questions or comments via email to [federal\\_funding@trimet.org](mailto:federal_funding@trimet.org).

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FISCAL	)	RESOLUTION NO. 15-4664
YEAR 2015-16 UNIFIED PLANNING WORK	)	
PROGRAM (UPWP) TO INCLUDE 2016 STP	)	Introduced by Chief Operating Officer
FUNDS FOR USE ON THE POWELL/DIVISION	)	Martha Bennett with the concurrence of
CORRIDOR PLAN		Council President Tom Hughes

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

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

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

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

WHEREAS, this resolution amends the FY 2015-16 UPWP to include \$507,427 of 2016 STP funds currently programmed in the Corridor and Systems Planning account to the Powell/Division Corridor Plan; and

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

BE IT RESOLVED that the Metro Council hereby amends the FY 2015-16 UPWP to include \$507,427 currently programmed in the Corridor and Systems Planning account to the Powell/Division Corridor Plan as shown in the attached Exhibit A.

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

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

Approved as to Form:

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

## **Powell/Division Transit Corridor Plan**

### **Description:**

The Powell/Division Corridor Transit Implementation Plan will coordinate land use and transportation planning efforts to develop an investment strategy that defines a transit project for a Small Starts application, develops supportive land use actions and identifies and prioritizes related projects to stimulate community and economic development. The transit project would connect several low income areas, with major education and workforce training sites including Portland State University, Oregon Health & Science University, Portland Community College and Mount Hood Community College as well as Portland and Gresham job centers. This corridor extends from Central City Portland east to Gresham in the vicinity of Powell Boulevard and Division Street.

The transit corridor plan will inform and help define the transit route, stop locations and connections and identify land use actions and investments to support livable communities. Outcomes of these efforts will be implemented by local jurisdictions. A transit alternatives assessment will further define the mode, route, service, transit and associated pedestrian, bicycle and roadway improvements needed to provide high quality and high capacity transit service in this corridor. The alternative assessment process is expected to identify a project for an application for Small Starts funding and the initiation of environmental approvals under the National Environmental Policy Act (NEPA).

### **Objectives:**

- Develop transit solution that efficiently serves high demand corridor in the near term while recognizing the limited local capital and operational funding for near term implementation.
- Develop a Powell/Division Corridor community investment strategy that identifies and prioritizes needed projects to serve locally desired land uses and stimulate community and economic development centered on a transit line.
- Establish agreements on local, regional and state actions to support implementation of the community investment strategy.
- Develop multi-modal solutions that distribute both benefits and burdens of growth, support active lifestyles and enhance the natural environment.
- Actively engage public in developing the criteria to prioritize transportation investments and land use changes
- Conduct transit alternatives assessment to determine the best mode, alignment, associated service changes and capital improvements of a high capacity bus route.
- Initiate environmental approvals under the National Environmental Policy Act (NEPA).
- Incorporate refined transportation planning into RTP.

### **Previous Work:**

#### **Multi-modal Corridor Refinement**

The 2000 Regional Transportation Plan (RTP) identified a significant transportation need in 18 corridors but specified that additional work was needed before a specific project could be implemented. In FY 2000-01, the Corridor Initiatives Program prioritized completion of the corridor plans and refinements. Per that recommendation, Metro initiated and led corridor studies including the Powell/Foster corridor. The phase I Powell/Foster plan was completed and the findings were adopted by JPACT and the Metro Council in FY 2003/04.

In winter 2005, Metro again consulted with regional jurisdictions to identify the next priority corridor(s) for commencement of planning work. Based on the consultation, in winter 2005/06, JPACT and Metro Council approved a corridor planning work plan update, which called for initiation of five new corridor plans in the next five years. In winter 2007/08, Metro commenced work on one of the corridor planning efforts identified in that work program, the Regional High Capacity Transit System Plan.

As part of the regional Transportation Plan update, in 2009, Metro worked with technical committees and local

jurisdictions to identify and prioritize remaining corridor needs. Five corridors were found to need refinements and a phased approach was established to accomplish all remaining refinement plans by 2020. Mobility Corridor #15 (East Multnomah County connecting I-84 and US 26) and Mobility Corridors #2 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the “Tigard Triangle”) were designated as the next priorities based on technical factors, as well as local urgency and readiness.

The East Metro Connections and Southwest Corridor Plans commenced shortly thereafter and will be completed in June and December 2012 respectively. The East Metro Connections Plan includes a study of bus service issues, including bus rapid transit (BRT) route from central Portland to Mount Hood Community College within the Powell / Division corridor.

### **High Capacity Transit Corridors**

In July 2009, the Metro Council adopted the Regional High Capacity Transit (HCT) System Plan. The HCT plan identifies and prioritizes corridors for implementation based on a set of evaluation criteria consistent with the goals of the RTP and the region’s 2040 growth concept. The HCT plan was adopted by the region as part of the Regional Transportation Plan in June 2010. In July 2011, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council adopted the High Capacity Transit System Plan Expansion Policy guidelines to further describe the process for moving projects forward.

Both the HCT plan and the system expansion policy identify Portland Central City to Gresham in the vicinity of Powell Corridor as a Near-Term regional priority corridor. The rigorous HCT process included the application of 25 evaluation criteria approved by the Metro Council and Joint Policy Advisory Committee on Transportation. System Expansion policy targets were applied to both the SW and Powell corridors. While on many measures such as transit

supportive land use and community support, regional network connectivity and integrated transportation system development, the corridors scored equally, Powell measured higher in Housing and Transportation Affordability Benefit and Region 2040 Connections. The SW corridor scored higher on TOTAL corridor ridership and funding potential.

The SW corridor is currently in an AA process. Given the strong land use, community support, current ridership, and housing needs, the Powell corridor is appropriate for a corridor plan this time. This plan should consider current limits in regional and corridor financial capacity, partnership opportunities, and future growth potential to determine the right range of short and long term transportation solutions.

### **East Metro Connections Plan**

The East Metro Connections Plan (EMCP) included a recommendation for future study of HCT in the Powell/Division Corridor. A BRT in the Powell/Division corridor has strong regional and jurisdictional support. The recommendations from the EMCP study included detailed transit findings from the analysis and near term implementation plans.

### **Methodology**

This project will build on previous work including the Powell/Foster study (Metro, 2004), the Outer Powell Boulevard Conceptual Design Plan (City of Portland, 2011) and the East Metro Connections Plans work. In 2013-14 the project partners will work collaboratively to develop the land use and transportation scope(s) and budget(s).

The project scope will be to improve the land use and transportation conditions and mobility in the Powell/Division Corridor to support vibrant communities with transportation that helps to sustain economic prosperity, healthy ecosystems, and community assets; minimizes contributions to global warming; and enhances quality of life. This work program will start with locally identified land use plans and priorities and economic development strategies. The transportation analyses will identify measures to support the land use strategies and improve mobility (particularly transit) in the corridor. Metro will be the local lead agency that will

consider and compare various transit alternatives, including mode, alignment / routing, service and capital improvements, as well as a no build scenario. The work program is expected to take approximately 18-24 months to complete depending on funding and partner preferences.

### **Tangible Products Expected in FY 2014-16**

- Evaluation and refinement of promising options and related transportation improvements and land use investments (Summer 2014)
- Conceptual design of transit alternative(s) (Spring 2015)
- Traffic and Transportation technical report (Spring 2015)
- Land use and development technical report (Spring 2015)
- Draft and Final Transit and Development Action Plan (Fall 2015)
- Environmental scan and initiation of NEPA class of action (Winter 2016)



**Entities Responsible for Activity: [to be finalized as part of scoping/chartering]**

Metro – Lead Agency  
 Oregon Department of Transportation –  
 cooperate/collaborate TriMet – cooperate/collaborate  
 Corridor Jurisdictions (including Cities of Portland and Gresham and Multnomah County) -  
 cooperate/collaborate

**Schedule for Completing Activities:**

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

**Funding History:**

<b>Fiscal Year</b>	<b>Total Budget</b>	<b>FTE Comparison</b>
2012-13	\$221,775	0.96
2013-14	\$441,348	2.455

**FY 2014-15 Costs and Funding Sources:**

<b>Requirements:</b>			<b>Resources:</b>		
Personal Services	\$	345,083	Powell/Division STP	\$	771,226
Interfund Transfers	\$	339,293		\$	
Materials & Services	\$	86,850			
<i>TOTAL</i>	\$	<b>771,226</b>	<i>TOTAL</i>	\$	<b>771,226</b>
<b><u>Full-Time Equivalent Staffing</u></b>					
Regular Full-Time FTE		2.58			
<i>TOTAL</i>		<b>2.58</b>			

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

<b>Requirements:</b>		<b>Resources:</b>	
Personal Services	\$	Powell/Division STP	\$
Interfund Transfers	\$		\$
Materials & Services	\$		
<i>TOTAL</i>	\$	<i>TOTAL</i>	\$
<b><u>Full-Time Equivalent Staffing</u></b>			
Regular Full-Time FTE			
<i>TOTAL</i>			

## **STAFF REPORT**

IN CONSIDERATION OF RESOLUTION NO. 15-4664, FOR THE PURPOSE OF AMENDING THE FY 2015-16 UNIFIED PLANNING WORK PROGRAM (UPWP) TO INCLUDE 2016 STP FUNDS FOR USE ON THE POWELL/DIVISION CORRIDOR PLAN.

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Date: September 15, 2015

Prepared by: Chris Myers  
(503) 813-7554

### **BACKGROUND**

On May 14, 2015, the Metro Council adopted the FY 2015-16 Unified Planning Work Program (UPWP) via Resolution No. 15-4664 ("FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2015-16 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH THE FEDERAL TRANSPORTATION PLANNING REQUIREMENTS").

This resolution is an amendment to the FY 2015-16 UPWP to include \$507,427 of Corridor and Systems Planning funds from the 2016 STP for use on the Powell/Division Corridor Plan. This change in project budget requires a legislative amendment as the amount of new funds exceeds \$200,000. Per federal requirements, all transportation planning projects that are federally funded are required to be included in the UPWP. The UPWP project narrative for the Powell/Division Corridor Plan is included as Exhibit A.

The effort to develop the Portland region's first BRT under the Small Starts program is collaboratively funded. Each of the project partners (TriMet, ODOT, Portland, Gresham and Multnomah County) are contributing cash and in-kind services that count as match towards the overall capital cost of the Powell Division BRT. Metro is committing the region's Next Corridor funds to support this collaborative effort over the next two years. After two years, the Next Corridor funds will be targeted towards a new investment area that will be identified by JPACT and the Metro Council.

The Powell/Division Corridor Transit Implementation Plan will coordinate land use and transportation planning efforts to develop an investment strategy that defines a transit project for a Very Small or Small Starts application, develops supportive land use actions and identifies and prioritizes related projects to stimulate community and economic development. The transit project would connect several low income areas, with major education and workforce training sites including Portland State University, Oregon Health & Science University, Portland Community College and Mount Hood Community College as well as Portland and Gresham job centers. This corridor extends from Central City Portland east to Gresham in the vicinity of Powell Boulevard and Division Street.

### **ANALYSIS/INFORMATION**

1. **Known Opposition** – No known opposition

2. **Legal Antecedents** – Metro Council Resolution No. 15-4664: FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2015-16 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH THE FEDERAL TRANSPORTATION PLANNING REQUIREMENTS, adopted by the Metro Council on May 14, 2015.
3. **Anticipated Effects** – Approval will mean that grants can be submitted and contracts executed so work can commence on this project between now and June 30, 2016, in accordance with established Metro priorities.
4. **Budget Impacts** – None anticipated.

#### **RECOMMENDED ACTION**

Approve Resolution No. 15-4664 and amend the FY 2015-16 UPWP.



DATE: October 21, 2015  
TO: TPAC and Interested Parties  
FROM: Kim Ellis, Principal Transportation Planner  
SUBJECT: 2018 RTP Update: Final Recommendation on Work Plan and Public Engagement Plan for the 2018 Regional Transportation Plan Update – RECOMMENDATION TO JPACT REQUESTED

\*\*\*\*\*

#### **PURPOSE**

Seek final recommendation to the Joint Policy Advisory Committee on Transportation (JPACT) on Resolution No. 15-4662.

#### **ACTION REQUESTED**

Recommendation to JPACT to recommend Metro Council approval of Resolution No. 15-4662.

#### **Resolution No. 15-4662:**

- **Resolution No. 15-4662** - For the Purpose of Approving A Work Plan and Public Engagement Plan for the 2018 Regional Transportation Plan Update (*Oct. 14, 2015*)
  - **Exhibit A** – 2018 RTP Update Draft Work Plan (*Oct. 21, 2015*)
  - **Exhibit B** - 2018 RTP Update Draft Public Engagement Plan (*Sept. 8, 2015*)
- **Staff Report** to Resolution No. 15-4662 (*Oct. 21, 2015*)
  - **Attachment 1** – Metro Council, Regional Advisory Committee Meetings and Public Agency Briefings in 2015 (*Sept. 28, 2015*)
  - **Attachment 2** – Online Quick Poll 1 Report (*October 2015*)
  - **Attachment 3** – Stakeholder Interviews Report (*under development*)
  - **Attachment 4** – Key Themes from 2015 Community Summit Discussion Groups
  - **Attachment 5** – 2018 RTP Update Regional Leadership Forums (*Sept. 28, 2015*)
  - **Attachment 6** – 2018 RTP Update Technical Work Groups (*Oct. 21, 2015*)
  - **Attachment 7** – Build the 2018 RTP through Partnerships (*Sept. 28, 2015*)

#### **Activities Since September 25 TPAC discussion**

The draft work plan and public engagement plan were discussed by the Metro Technical Advisory Committee (MTAC) on Sept. 16 and Oct. 21, the Transportation Policy Alternatives Committee (TPAC) on Sept. 25, JPACT on Oct. 8, and the Metro Policy Advisory Committee (MPAC) on Oct. 14.

MPAC members identified two topics for further discussion by MTAC on Oct. 21. An overview of each topic and MTAC's recommendation follows.

**Topic 1: Finance work plan scope** - Expand the RTP finance element of work plan to identify potential new funding sources beyond what would be assumed in the RTP revenue forecast, such as tolling and other sources that have been implemented in other metropolitan areas, to support funding a more aspirational system of investments.

**MTAC Recommendation:** The 2014 RTP identifies two levels of investment and related financial assumptions, a "constrained" level to meet federal requirements and a more aspirational level of investment that has been identified to support implementation of all RTP investments as well as maintenance of the transportation system. The description of the finance element of the RTP work plan is currently focused on demonstrating fiscal constraint to meet federal requirements. MTAC recommended expanding the description of the work plan to more explicitly call out the identification of potential new funding mechanisms and increase the number of work group meetings to reflect this technical work. A summary of the recommended refinements follows.

1. Page 3 of Exhibit A (2018 RTP Work Plan), revise as follows:

**Update finance plan.** Update the financially constrained revenue forecast and identify potential new funding mechanisms 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. This work will support a policy discussion on the sources and levels of funding needed to implement the region's investment priorities and meet federal and state requirements.

2. Page 9 of Exhibit A (2018 RTP Work Plan), revise as follows:

Under Phase 2 to add the following task:

- Identify potential new revenue mechanisms for the period 2018 to 2040

Under Phase 4, add the following language to the first task as follows:

- Identify near-, medium-, and long-term strategies and actions to secure adequate funding at the local, regional, state and federal levels.

Under Phase 4, add a new deliverable as follows: "Draft 2018 RTP Finance Strategy"

Under Phase 5, add a new deliverable as follows: "2018 RTP Finance Strategy"

3. Page 22 Exhibit A (2018 RTP Work Plan), revise as follows:

**Finance 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 existing sources of ~~expected~~ funding and historic levels of funding by source, and identifying “reasonably expected” new funding and potential new funding mechanisms to support a policy discussion on the sources and levels of funding needed to implement the region’s investment priorities and meet federal and state requirements. This work will be informed by and may inform other concurrent funding discussions happening at the local, regional, state and federal levels.

4. Page 23 of Exhibit A (2018 RTP Work Plan), revise the existing bullet and add the following bullets to the financial plan description, as follows:

- Update the financially constrained revenue forecast to assume to implement the “Constrained RTP” investment priorities
- Identify potential new funding mechanisms to assume to implement the more aspirational “Strategic RTP”
- MPAC, JPACT and Council define funding levels for “Constrained RTP” and “Strategic RTP” shared investment strategies strategy

5. Page 25 of Exhibit A (2018 RTP Work Plan), add a new deliverable as follows: “Draft 2018 RTP Finance Strategy.”

6. Attachment 6 to the Staff Report to Resolution No. 15-4662 (RTP Technical Work Groups), revise Finance work group description to estimate five to six work group meetings to support this technical work.

7. Add language to the staff report recognizing that development of the RTP finance strategy will be informed by and may inform other concurrent funding discussions occurring at the local, regional, state and federal levels.

8. Add language to the staff report, where possible, to further recognize the update will implement the 2014 Climate Smart Strategy and develop a “cheat sheet” for future reference that briefly describes what was adopted as part of the strategy and how the Climate Smart Strategy will be implemented through the 2018 RTP update and other regional efforts.

**Topic 2: Metro Council/Metro Policy Advisory Committee (MPAC)/Joint Policy Advisory Committee on Transportation (JPACT) leadership coordination** – Identify an approach to ensure the policy committees stay informed about the status of the planning work occurring through the technical work groups and technical advisory committees and can provide advice on framing the policy issues that are brought forward to the Regional Leadership Forums and policy committees for discussion and direction.

**MTAC Recommendation:** As identified in the existing draft work plan and public engagement plan, a key role of members of TPAC, MTAC and the technical work groups will be to keep their respective elected officials and agency/organization leadership informed about the progress of the planning work, and to identify policy issues for discussion by MPAC, JPACT and the Metro Council. Metro staff will provide materials and regular updates at meetings of TPAC and MTAC to support this role. In addition, work group meeting information and materials will be posted on the project website at [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp).

Metro staff will continue to use prep-MPAC meetings and prep-JPACT meetings to seek advice on the timing and desired outcomes for RTP-related discussions at individual policy committee meetings as well as the planned Regional Leadership Forums.

In addition, Metro staff will convene a leadership forum planning group that includes the chairs of both policy advisory committees, or their designees, and designated Metro Council liaisons in advance of each Regional Leadership Forum to seek advice on the design of the forum, draft discussion materials and their respective leadership role during the forum. Discussion materials will be provided in advance of each forum.

#### **NEXT STEPS**

The above refinements, as unanimously recommended by MTAC on October 21, are reflected in relevant portions of Resolution No. 15-4662 for consideration by TPAC on October 30.

MPAC will be requested to make a recommendation to the Metro Council on October 28. Any additional refinements recommended by MPAC will be summarized in a supplemental memo for consideration by TPAC. TPAC will be requested to make a recommendation to JPACT on October 30. JPACT will be requested to make a recommendation to the Metro Council on November 12. The Metro Council is scheduled to consider approval of Resolution No. 15-4662 on December 3, 2015.



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING A WORK	)	RESOLUTION NO. 15-4662
PLAN AND PUBLIC ENGAGEMENT PLAN FOR	)	
THE 2018 REGIONAL TRANSPORTATION	)	Introduced by Chief Operating Officer Martha
PLAN UPDATE	)	Bennett in concurrence with Council
	)	President Tom Hughes

WHEREAS, Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, the Regional Transportation Plan (RTP) is the federally recognized transportation policy for the Portland metropolitan region, and must be updated every four years; and;

WHEREAS, the RTP fulfills statewide planning requirements to implement Goal 12 Transportation, as implemented through the Transportation Planning Rule, and must be updated every five to seven years; and

WHEREAS, the RTP is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Regional Framework Plan; and

WHEREAS, the most recent update to the RTP was completed in July 2014, and approved and acknowledged by U.S. Department of Transportation and U.S. Environmental Protection Agency on May 20, 2015; and

WHEREAS, the next update must be completed by September 2018 to allow time for review and approval prior to the plan's expiration on May 20, 2019, and to ensure continued compliance with federal planning regulations and funding eligibility of projects and programs using federal transportation funds; and

WHEREAS, the 2018 RTP update will serve as a major vehicle for implementing the region's Climate Smart Strategy, adopted in December 2014 in response to House Bill 2001 and Oregon Administrative Rules chapter 660 division 44 to help meet statewide goals to reduce greenhouse gas emissions to 75 percent below 1990 levels by the year 2050; and

WHEREAS, the first phase of the update included a formal scoping period to build agreement on the overall approach for the RTP update, including the policy priorities to be addressed and ways to engage the public and partners in the process; and

WHEREAS, from May to September 2015, the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT), Metro Policy Advisory Committee (MPAC), Metro Technical Advisory Committee (MTAC), Transportation Policy Alternatives Committee (TPAC), the Transport Subcommittee of TPAC, the Bi-State Coordination Committee, the Southwest Washington Regional Transportation Advisory Committee (RTAC) and other elected officials, city and county staff, and representatives from the business, environmental, social equity, and transportation organizations from the Portland-Vancouver metropolitan area provided input as to what priorities should be addressed as part of the update; and

WHEREAS, the central themes and issues identified through those discussions in combination with recommendations from the 2014 RTP, 2014 RTP Environmental Justice and Title VI Assessment, 2014 Regional Active Transportation Plan, and 2014 Climate Smart Strategy served as a basis for developing the work plan and public engagement plan prepared for review by the Metro Council and regional advisory committees in Fall 2015; and

WHEREAS, Metro has organized public engagement and planning activities to support a regional policy discussion on the future of the region's transportation system and the role that investment can and should play in providing safe, reliable and affordable mobility options to access to jobs, education, healthcare and other services and opportunities and building healthy, equitable communities and a strong economy; and

WHEREAS, the work plan seeks to increase regional collaboration and coordination through a combination of partnerships, focused policy discussions, sound technical work, and inclusive public engagement to update the region's outcomes-based transportation plan and investment priorities to support ongoing efforts to link land use and transportation planning to implement the 2040 Growth Concept and community visions within fiscal constraints while addressing social equity, and economic, and environmental challenges that come with a growing region; and

WHEREAS, the public engagement plan seeks to be inclusive, strengthen existing partnerships, and build new partnerships with local, regional, state and federal governments, small and large businesses and economic development interests, 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 a strategic engagement approach that helps build public trust in government, builds support for and momentum to adopt the 2018 RTP, and makes the case for funding and investment in the region's transportation system; and

WHEREAS, MPAC, on October 28, 2015, and JPACT, on November 12, 2015, recommended Council approval of the 2018 RTP Update Work Plan, identified in Exhibit A, and the 2018 RTP Update Public Engagement Plan, identified in Exhibit B; now therefore

BE IT RESOLVED that the Metro Council approves the 2018 RTP Update Work Plan, identified in Exhibit A, and the 2018 RTP Update Public Engagement Plan, identified in Exhibit B.

ADOPTED by the Metro Council this 3rd day of December 2015.

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Tom Hughes, Council President

Approved as to Form:

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Alison R. Kean, Metro Attorney

Getting there



# 2018 REGIONAL TRANSPORTATION PLAN UPDATE

## Draft Work Plan

### May 2015 to September 2018

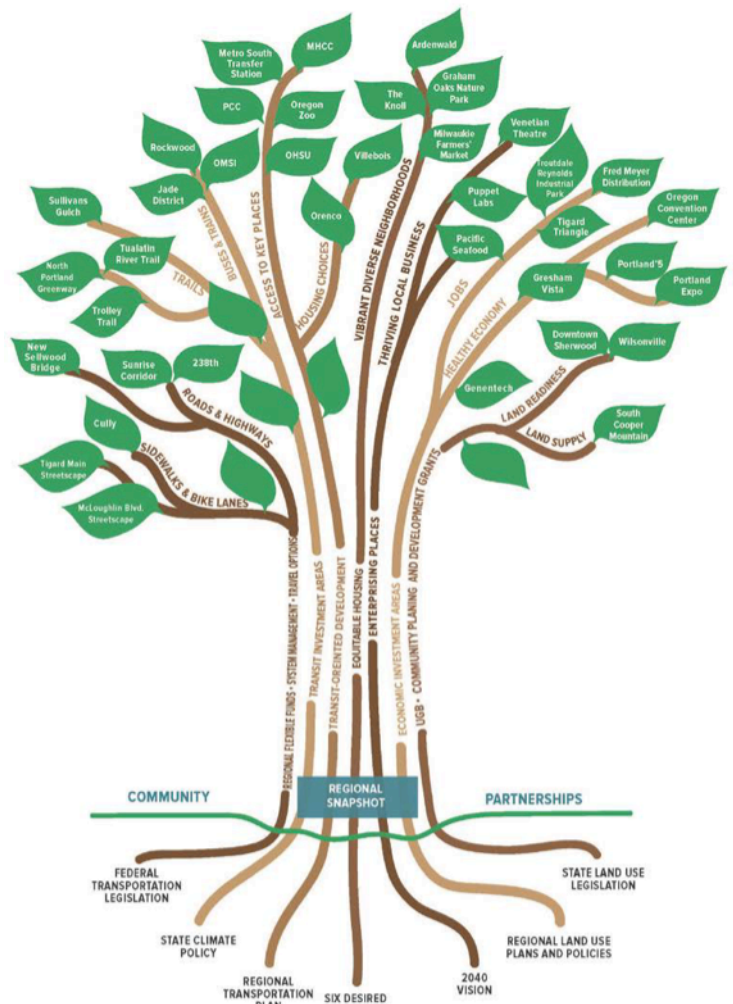
September 28 ~~October 21~~, 2015

**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, and
  - 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.

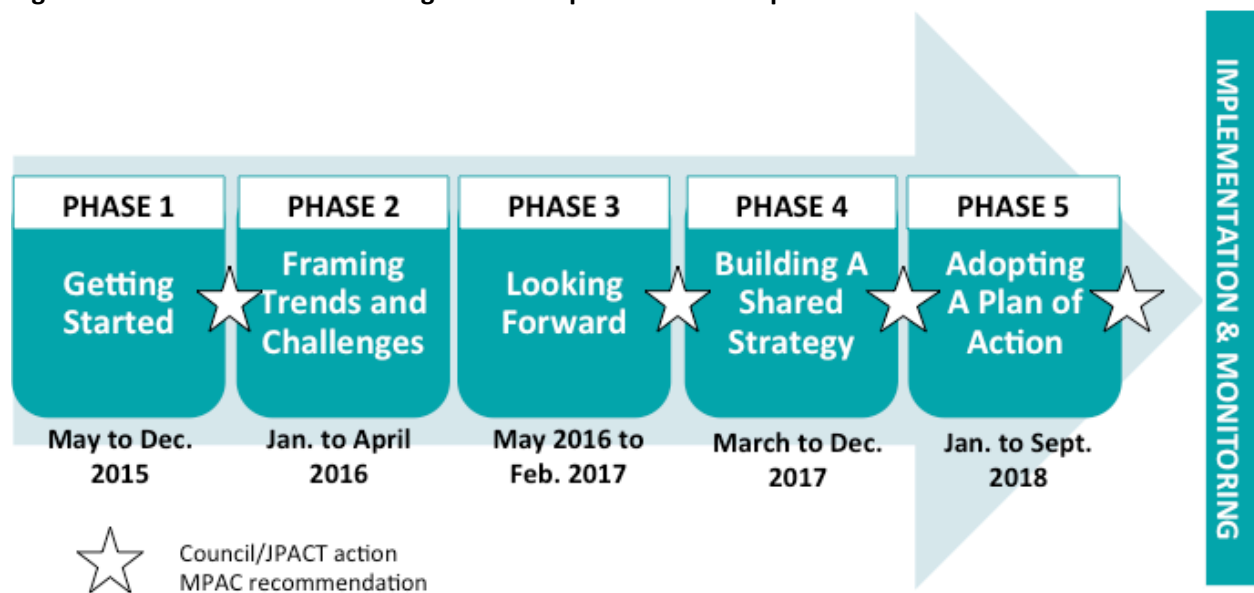


**My Place in the Region**  
*A framework for partnerships, planning and implementation*

**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 (including policies guiding implementation of the 2014 Climate Smart Strategy) 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**

☆	<b>December 2015</b>	Metro Council considers adoption of work plan and public engagement plan
☆	<b>February 2017</b>	Metro Council, MPAC and JPACT provide policy direction on development of shared investment strategy, including regional priorities, performance targets and funding levels
☆	<b>December 2017</b>	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
☆	<b>September 2018</b>	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 current and future transportation 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.** Refine 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 identification of current and future regional transportation needs as well as policy direction on regional investment priorities and how best to achieve multiple objectives with investments in the transportation system.

**Update outcomes-based performance evaluation framework and performance monitoring system.** Develop data, methods and analytic tools needed to address MAP-21 national goal areas (safety, infrastructure condition, congestion reduction, system reliability, freight movement, environmental sustainability and reduced project delivery delays), Climate Smart Strategy performance monitoring, and existing RTP 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 and identify potential new funding mechanisms 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. This work will support a policy discussion on the sources and levels of funding needed to implement the region’s investment priorities and meet federal and state requirements.

**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 a more aspirational “state strategic” system that fit within revenue projections and demonstrate progress toward achieving the plan’s vision and performance targets.

## Exhibit A to Resolution No. 15-4662

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 RTP](#) update related to transportation design and safety, [2014 RTP Environmental Justice and Title VI Assessment](#) [2014 Civil Rights Assessment](#) related to transportation equity, 2014 Climate Smart Strategy and 2014 Regional Active Transportation Plan, MAP-21<sup>1</sup> requirements, and input received from partners and the public during development of this work plan.

Engagement and planning activities have been organized support a regional [policy](#) discussion on [the future of the region's transportation system and](#) 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 [and desired outcomes for the region](#);
- supporting local plans and visions;
- 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

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<sup>1</sup> 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.

- addressing social equity, and 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 local and national leaders and experts, presentations of community input and technical work prepared to support the policy discussion and facilitated discussions that lead to policy 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 keep~~ their respective elected officials and agency/organization's leadership and/or staff informed 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. The work groups will also help identify areas for further discussion by MTAC and TPAC and the Metro Council, JPACT and MPAC. **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:



**2004-2002 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** and implementing the 2014 Climate Smart 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.



**2010 Atlas of Regional Mobility Corridors** for monitoring congestion and mobility for all travelers. The atlas displays a series of maps and charts showing land use and transportation network characteristics, travel patterns and system performance. This will represent a minor update to reflect more current data to support existing conditions background work, and identify data gaps and recommendations for refinements to be incorporated in future updates to support RTP performance monitoring.

**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~~ strategy for effectively engaging and reaching historically underrepresented communities, youth, and older adults through more inclusive public engagement and decision-making processes
- Regional Snapshots Series
- Metro Equitable Housing Initiative
- Metro Economic Value Atlas
- Southwest Corridor Project
- Powell-Division Transit and Development Project

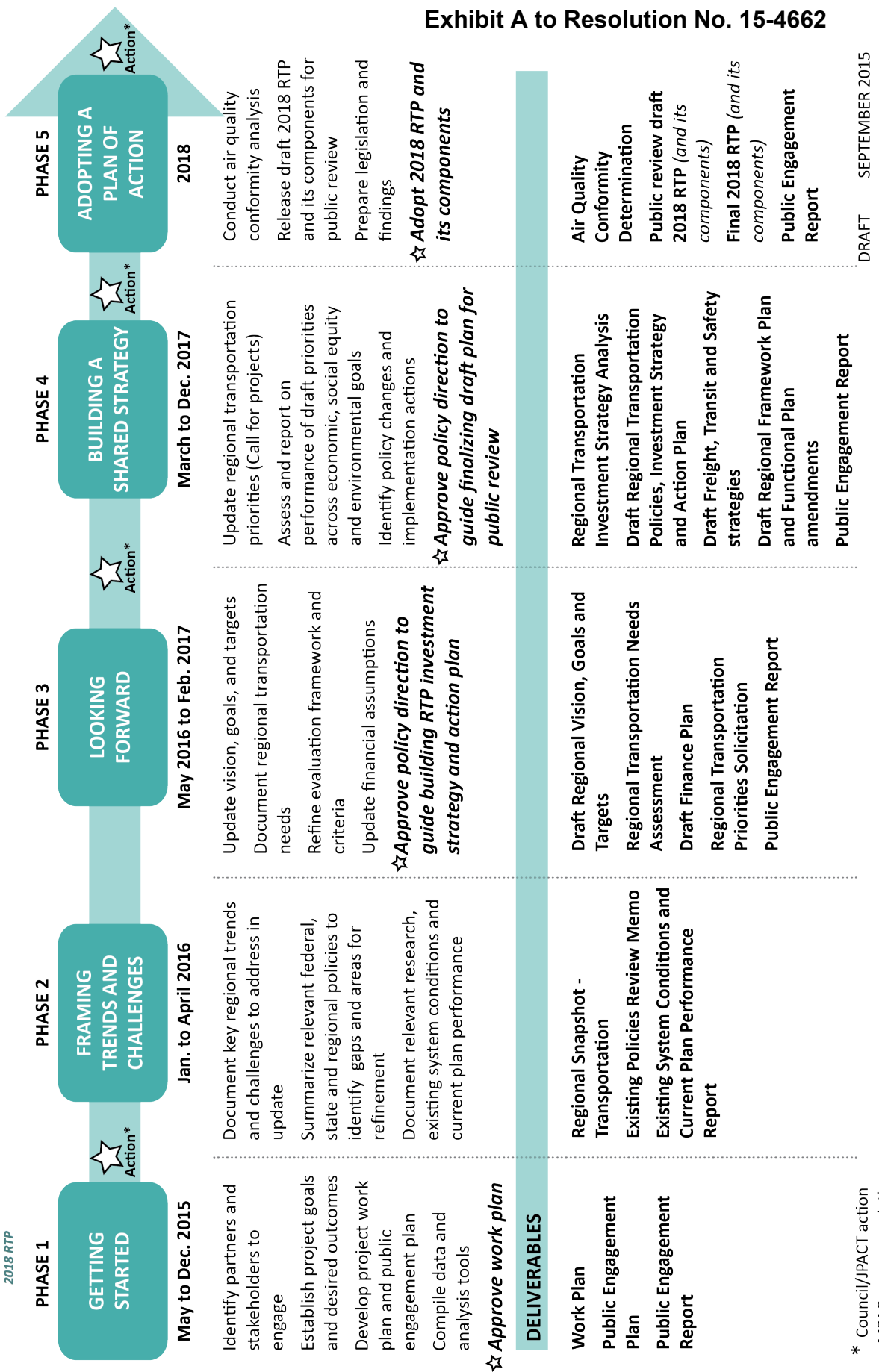
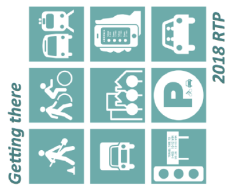
**Relevant partner projects and programs**

- 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~~ the Portland Metro Area Highway Performance Project identified in the 2015-16 Unified Planning Work Program
- 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, including updates to the RTP finance strategy and RTP performance measures, 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. A work plan for the Policy Actions will be developed during the 2018 RTP update process.~~

# 2018 REGIONAL TRANSPORTATION PLAN WORK PLAN

Getting there with a connected region

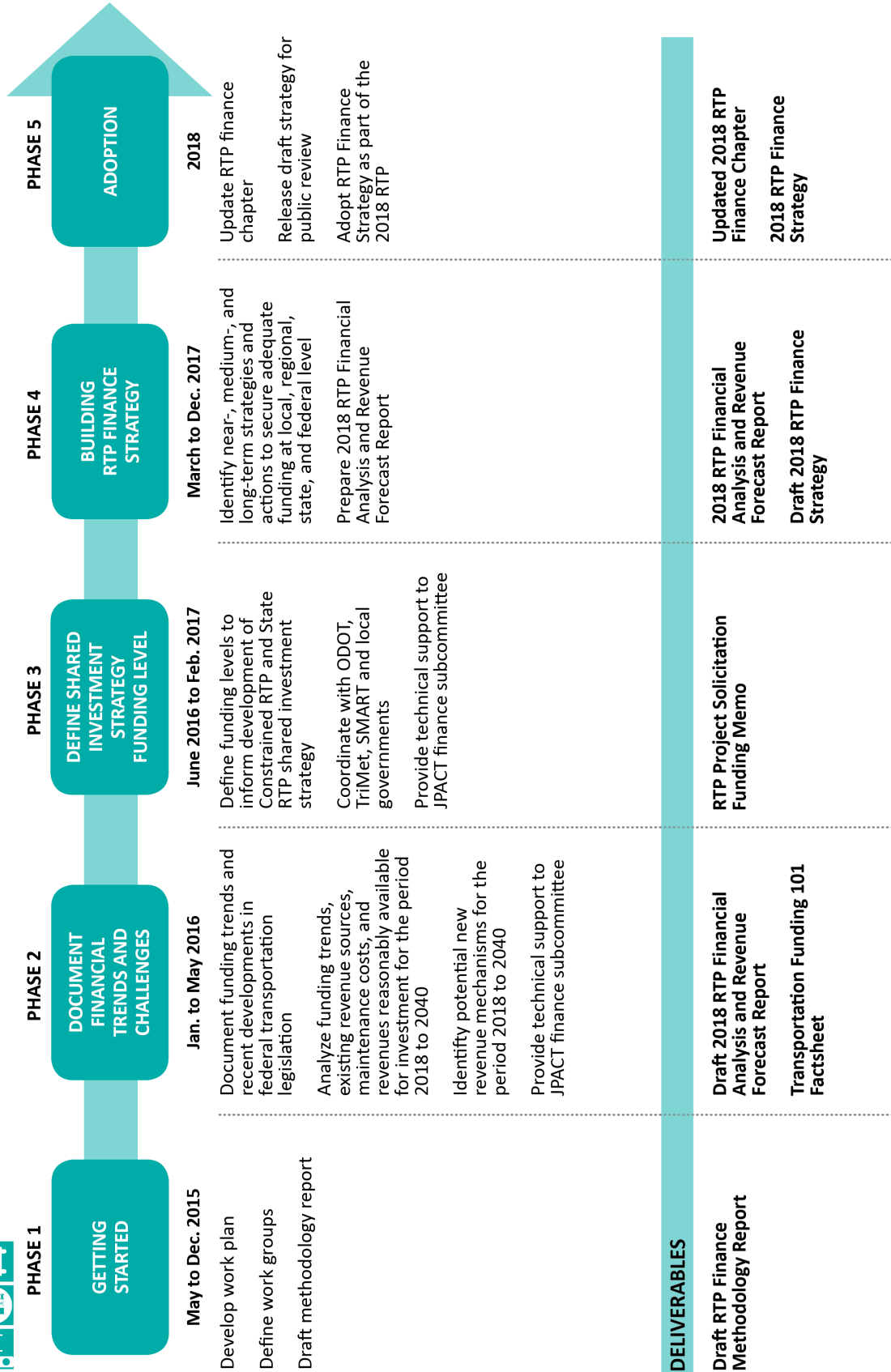


\* Council/JPACT action  
MPAC recommendation



# 2018 RTP | FINANCE WORK PLAN

*Getting there by investing in transportation*

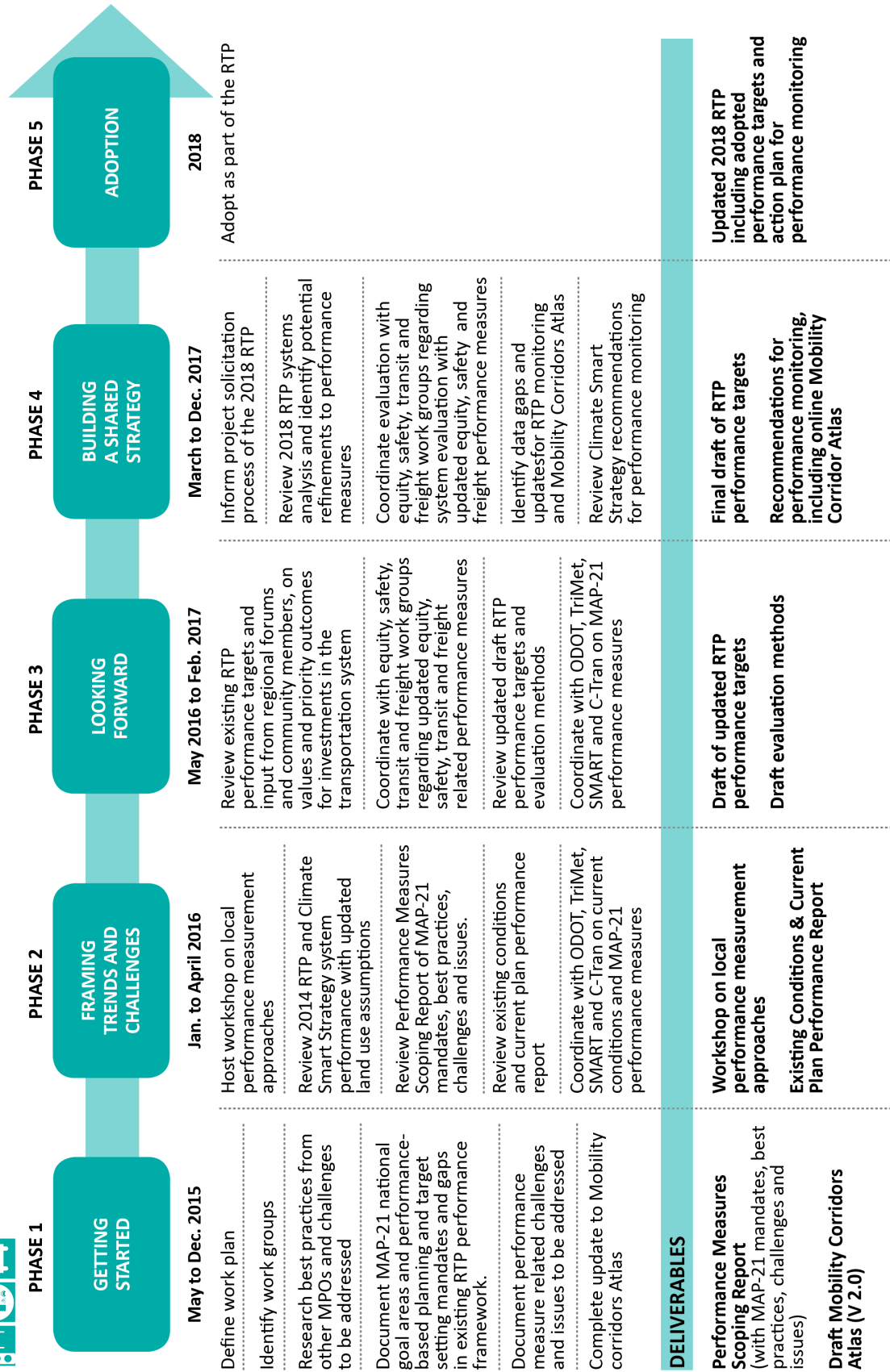


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# 2018 RTP | PERFORMANCE MEASURES WORK PLAN

Getting there by tracking our progress



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

*Getting there equitably*

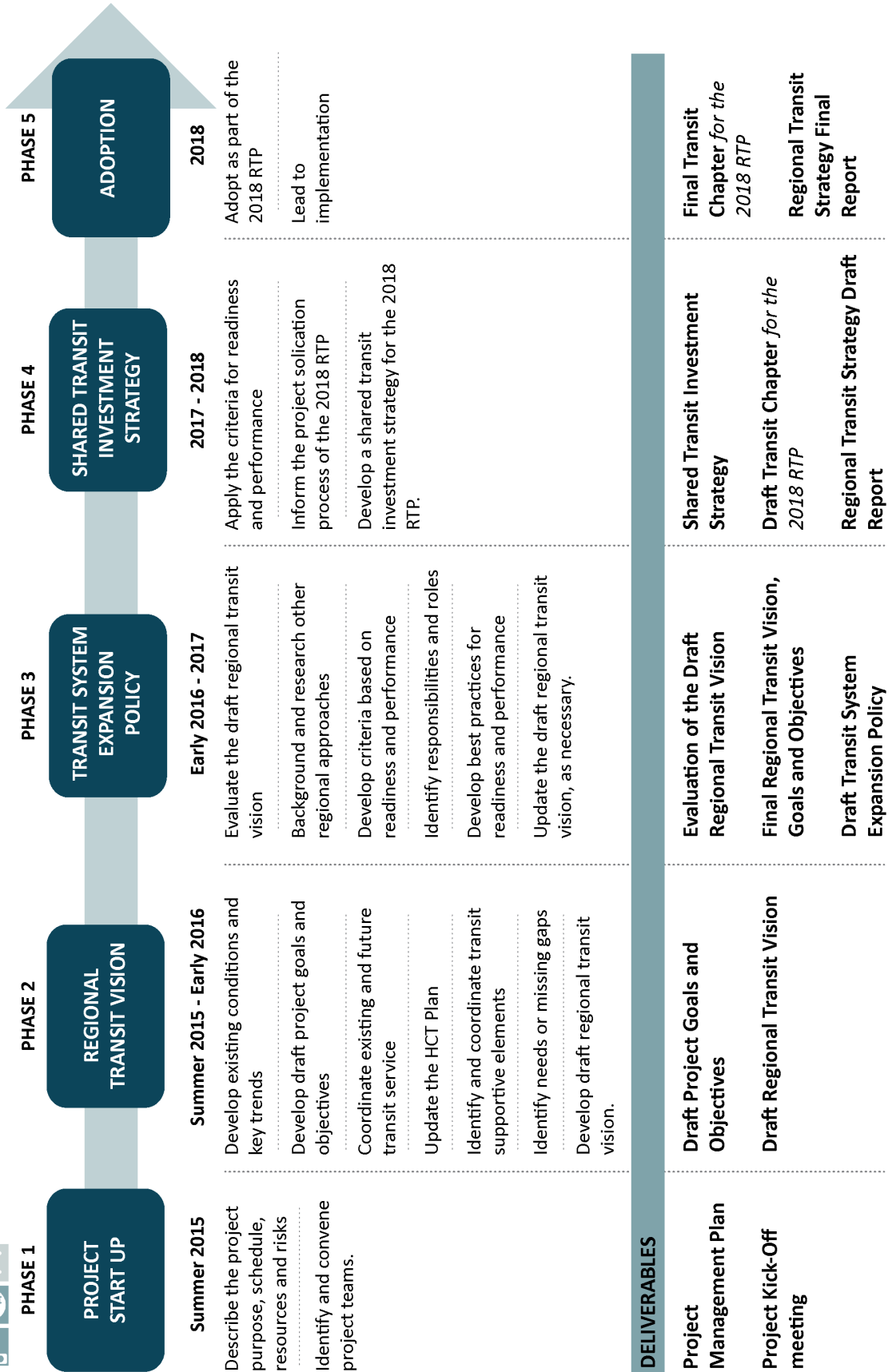


PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5
<p><b>PROJECT START UP</b></p> <p><b>Summer to Dec. 2015</b></p> <p>Define the work plan including the analysis purpose, schedule, goals, and objectives</p> <p>Review and refine, as necessary, the community definitions and thresholds of the communities being evaluated and come to agreement on overarching definition of transportation equity.</p> <p>Identify work group purpose and membership</p> <p>Kick off transportation equity research partnership effort with PSU</p>	<p><b>DOCUMENT EXISTING POLICIES AND TRENDS</b></p> <p><b>Dec. 2015 to March 2016</b></p> <p>Review regional demographic and socioeconomic trends and challenges facing the communities being evaluated</p> <p>Review existing system conditions and implications for the different communities</p> <p>Review 2014 Civil Rights Assessment and review of existing federal, state, and regional policies related to transportation equity to identify policy gaps</p>	<p><b>ESTABLISH ANALYSIS METHODS AND PRIORITIZE EQUITY OUTCOMES</b></p> <p><b>April 2016 to Feb. 2017</b></p> <p>Engage communities to confirm trends and challenges and confirm transportation needs and priorities</p> <p>Prioritize equity outcomes and transportation needs to be addressed in analysis</p> <p>Update equity-related RTP goals and performance targets</p> <p>Develop indicators and analysis methods to measure priority outcomes</p> <p>Use priority outcomes and needs to inform the project solicitation process for the 2018 RTP and the 2019-2021 RFFA</p>	<p><b>CONDUCT ANALYSIS AND PREPARE FINDINGS AND RECOMMENDATIONS</b></p> <p><b>2017</b></p> <p>Evaluate the package of transportation investments proposed for the 2018-2021 MTIP and 2018 RTP</p> <p>Review results and develop evaluation findings</p> <p>Develop recommendations and refinements to 2018 RTP policies, projects and implementation actions to advance equity outcomes</p> <p>Develop recommendations for future transportation equity analysis</p>	<p><b>ADOPTION</b></p> <p><b>Summer 2017 to Sept. 2018</b></p> <p>Define recommendations for the 2021-2024 MTIP policy and future transportation equity analysis</p> <p>Adopt the transportation equity analysis as part of the 2018-2021 MTIP (Summer 2017)</p> <p>Adopt transportation equity analysis as part of the 2018 RTP (Sept. 2018)</p>
<b>DELIVERABLES</b>				
<p><b>Work plan</b></p> <p>Mix of technical memorandums, maps or web-based map viewer, reports outlining existing conditions and policies</p> <p>Updated existing conditions section for 2018 RTP</p>	<p><b>Finalize list of priority transportation equity outcomes for evaluation</b></p>	<p><b>MTIP and RTP evaluation and methodology report</b></p>	<p><b>2018-2021 MTIP Transportation Equity Analysis</b></p> <p><b>2018 RTP Transportation Equity Analysis</b></p> <p><b>Title VI and Environmental Justice Compliance Documentation</b></p>	<p><b>2018 RTP Transportation Equity Analysis</b></p> <p><b>Title VI and Environmental Justice Compliance Documentation</b></p>

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# 2018 RTP | REGIONAL TRANSIT STRATEGY

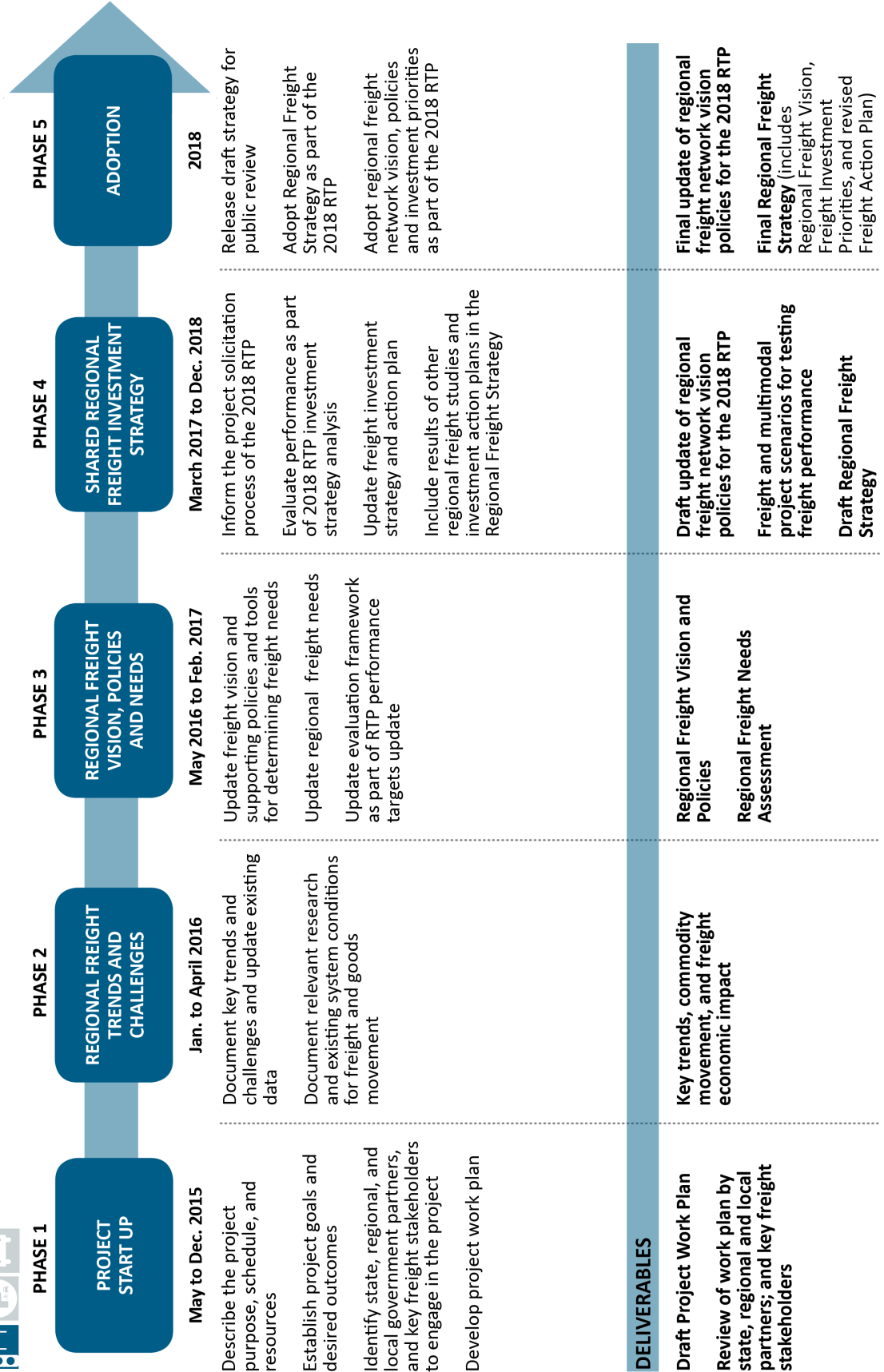
Getting there by transit



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# 2018 RTP | REGIONAL FREIGHT STRATEGY WORK PLAN

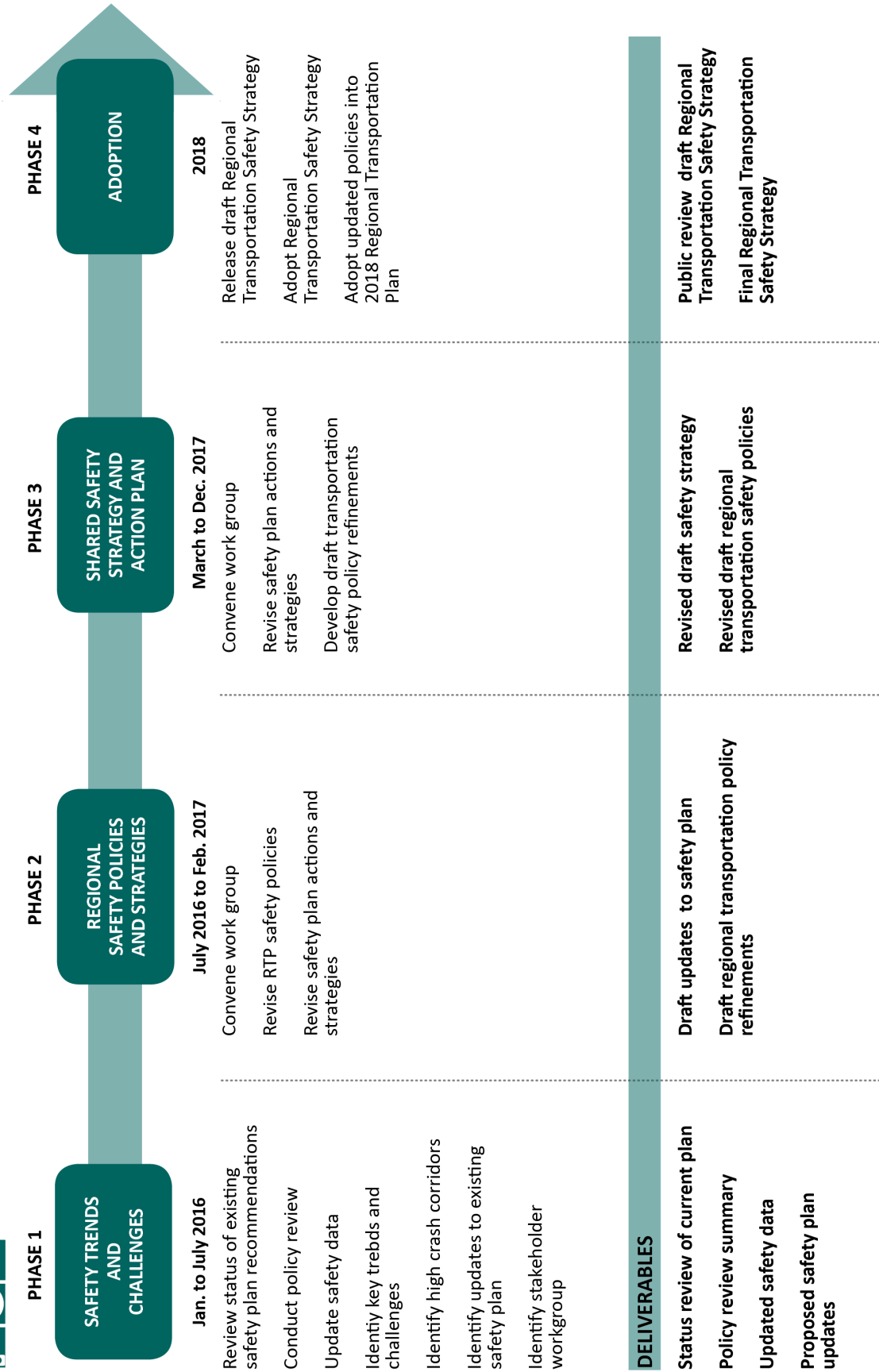
*Getting there by moving freight*



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# 2018 RTP | REGIONAL SAFETY STRATEGY WORK PLAN

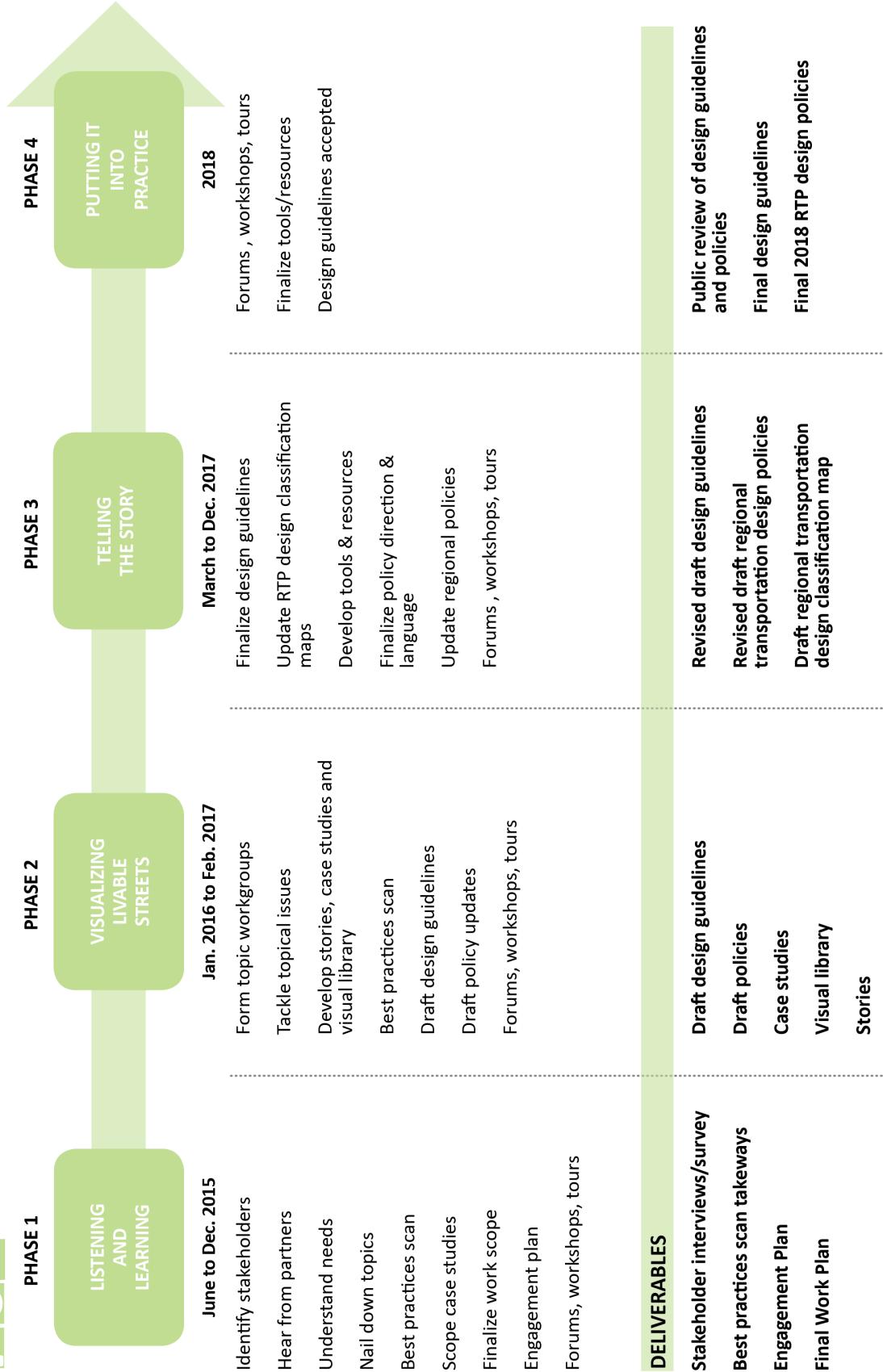
*Getting there safely*





# 2018 RTP | DESIGNING LIVABLE STREETS WORK PLAN

*Getting there with design*



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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 actions and partnerships needed to accomplish the plan’s goals.

[Each element will be refined and updated through the 2018 RTP update.](#)

**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)

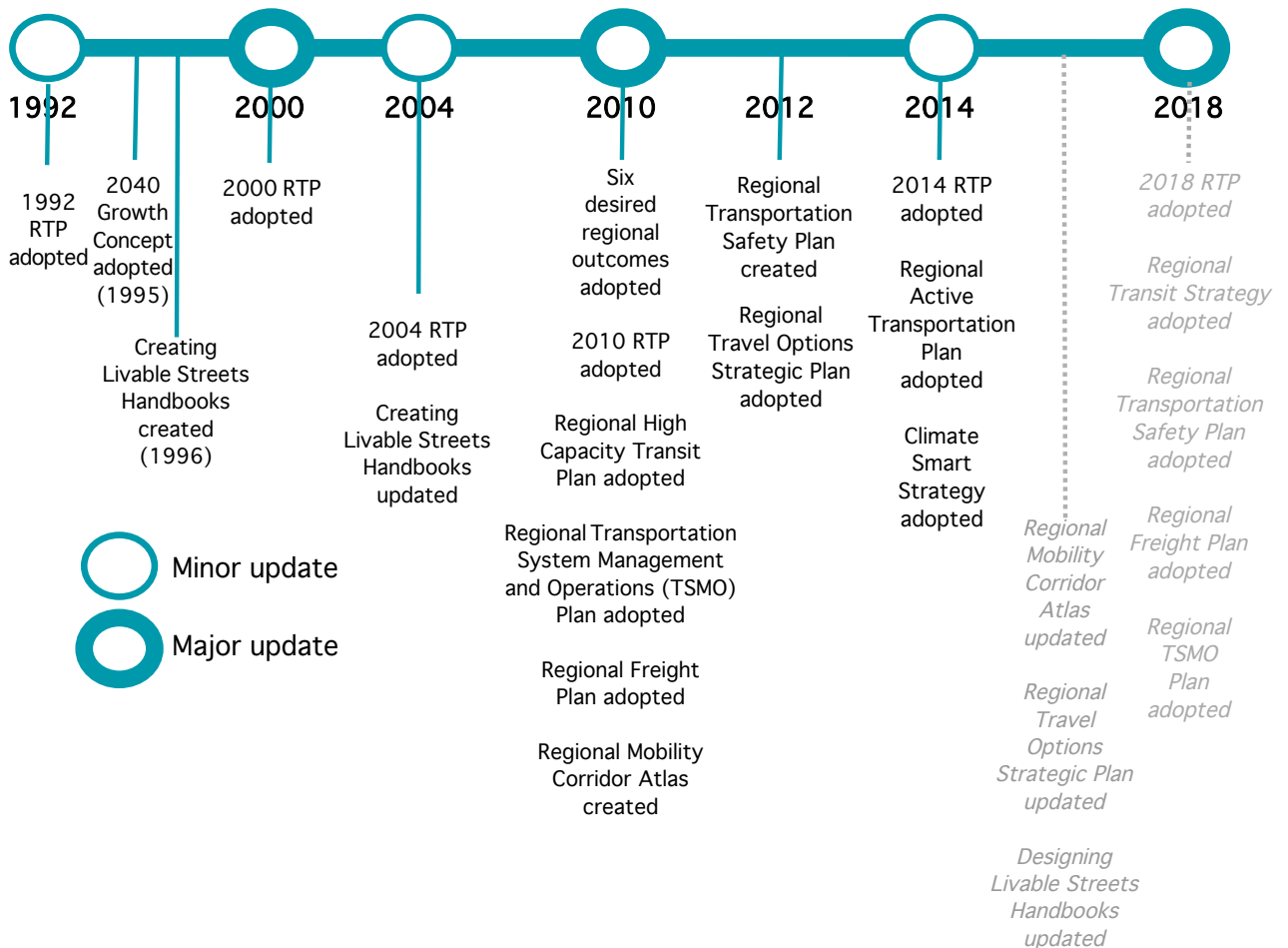
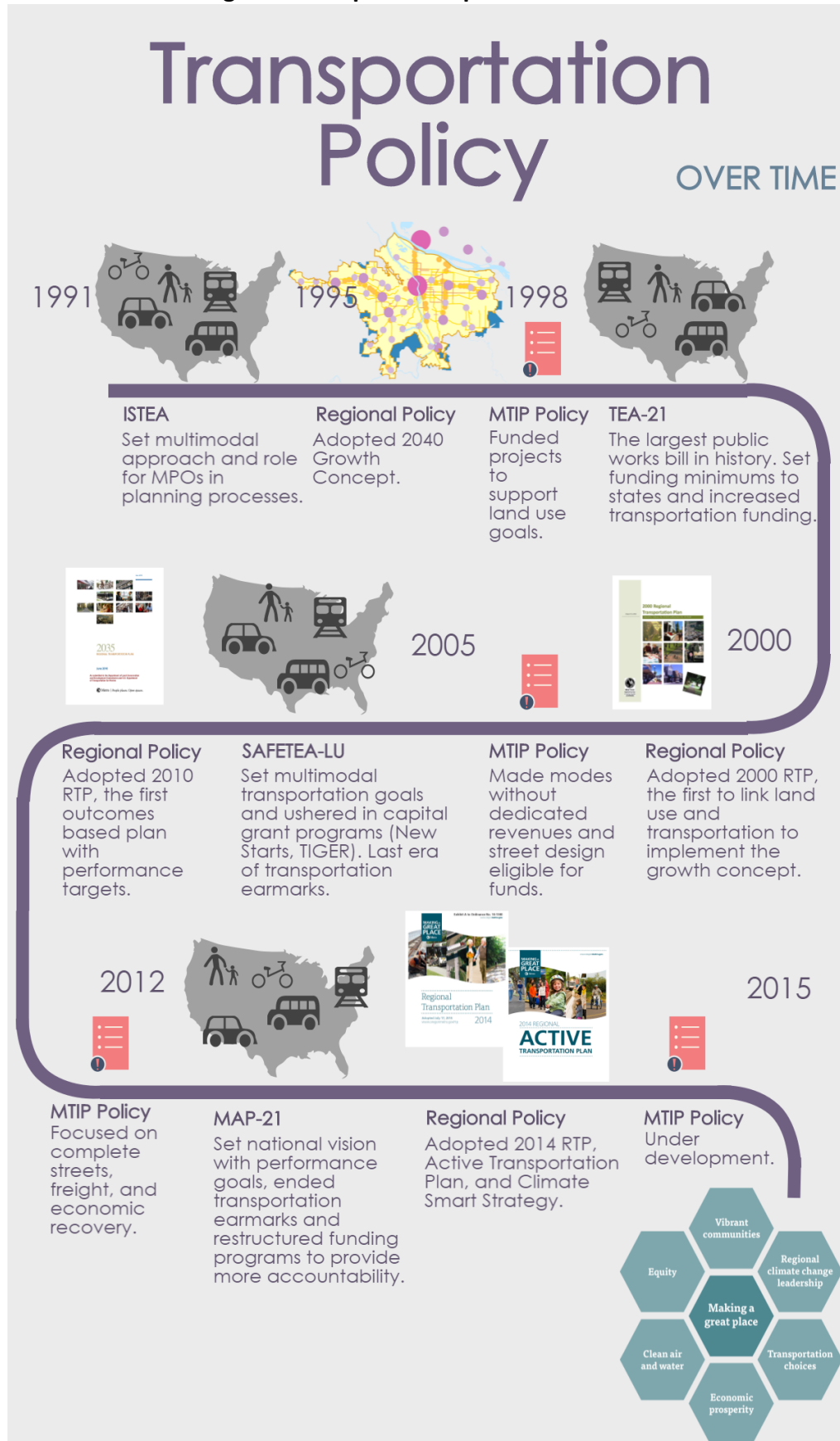


Figure 3. How federal and regional transportation policies have evolved since the early 1990s



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.

A more detailed description of the key planning and engagement activities, decision milestones and anticipated deliverables for each phase of the update follows.

**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 policy priorities to be addressed through the update and the 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"> <li>Begin assessing baseline and future conditions of the region’s transportation system, assuming there are no changes to existing plans, policies and programs</li> </ul>
Partnerships & Engagement	Engage partners and the public to identify priorities to be addressed in the update (Summer 2015)
	Engage partners and the public to identify desired process outcomes, and shape work plan and community engagement strategy (Summer and Fall 2015)
	Engage regional advisory committees on draft work plan and draft public engagement plan, including policy priorities and roles in process (Fall 2015)

Phase 1 Key Activities	
<b>Milestone</b>	MPAC makes recommendation to the Metro Council on the work plan and public engagement plan ( <i>October 2015</i> )  JPACT and Metro Council consider approval of work plan and public engagement plan ( <i>November and December 2015, respectively</i> )
<b>Deliverables</b>	<ul style="list-style-type: none"> <li>• Work plan</li> <li>• Public engagement plan</li> <li>• Summary report(s) of engagement with partners and the public on:                             <ul style="list-style-type: none"> <li>○ community summit discussion groups as they relate to public engagement and transportation issues</li> <li>○ quick poll on the public's transportation priorities to be addressed</li> <li>○ 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</li> <li>○ Innovation team forums on public trust, decision-making and evaluation of public engagement effectiveness</li> </ul> </li> </ul>

**PHASE 2 | FRAMING TRENDS AND CHALLENGES | January to April 2016**

*Desired outcome: By April 2016, identify and understand key transportation trends and challenges facing the region 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	
<b>Planning</b>	<b>Report on key trends</b> shaping the region’s future, highlighting where we have been, where we are now, opportunities and challenges looking forward
	<b>Begin to update financial framework</b> <ul style="list-style-type: none"> <li>• Update local, regional, state and federal revenue forecast</li> </ul>
	<b>Begin to identify transportation needs and solutions</b>
<b>Partnerships &amp; Engagement</b>	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> )
<b>Milestone</b>	N/A
<b>Deliverables</b>	<ul style="list-style-type: none"> <li>• Regional Trends and Challenges Snapshot – Transportation</li> <li>• Atlas of regional mobility corridors (draft 2.0)</li> <li>• Existing Policies and Plans Review 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</li> <li>• Existing System Conditions and Current Plan Performance Report</li> </ul>

### PHASE 3 | LOOKING FORWARD | May 2016 to February 2017

#### Where do we want to be in 2040?

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*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-refine 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 2017 as part of 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 existing sources of expected funding and historic levels of funding by source, and identifying "reasonably expected" new funding and potential new funding mechanisms to support a policy discussion on the sources and levels of funding needed to implement the region's investment priorities and meet federal and state requirements. This work will be informed by and may inform other concurrent funding discussions happening at the local, regional, state and federal levels.

**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 "Constrained" and "Strategic" shared investment strategy-strategies should be updated.



Phases 3 Key Activities	
<b>Planning</b>	<p><b>Update the shared vision and policy goals</b></p> <ul style="list-style-type: none"> <li>• Update shared vision – where do we want to be in 2040?</li> <li>• Update goals and objectives – how do we get there?</li> <li>• MPAC, JPACT and Council define principles to guide development and evaluation of region’s <u>“Constrained” and “Strategic” shared investment strategystrategies</u></li> </ul>
	<p><b>Update the performance evaluation framework</b></p> <ul style="list-style-type: none"> <li>• Update performance measures and targets – how do we measure progress?                             <ul style="list-style-type: none"> <li>○ Update performance targets data and methods</li> <li>○ Update system evaluation framework, data and methods</li> </ul> </li> <li>• Refine indicators to report on shared investment strategy performance across environmental, economic and equity outcomes</li> <li>• Define process and policy direction to guide update to list of transportation investments and system evaluation</li> </ul>
	<p><b>Update financial plan</b></p> <ul style="list-style-type: none"> <li>• <u>Update the financially constrained revenue forecast to assume to implement the “Constrained RTP” investment priorities</u></li> <li>• <u>Identify potential new funding mechanisms to assume to implement the more aspirational “Strategic RTP”</u></li> <li>• MPAC, JPACT and Council define funding levels for <u>the “Constrained RTP” and “Strategic RTP” shared investment strategystrategies</u></li> </ul>
	<p><b>Identify transportation needs and possible solutions</b></p> <ul style="list-style-type: none"> <li>○ Update topic and modal plans,<sup>2</sup> Designing Livable Streets tools and best practices and parking management approaches, develop Regional Transit Plan and identify opportunities to further implement the Regional Active Transportation Plan and the Climate Smart Strategy</li> <li>○ Identify opportunities to support increased use of alternative fuel vehicles, transportation electrification, connected vehicles, driverless vehicles and other advanced technologies</li> <li>○ Identify potential transportation risks and vulnerabilities to inform how to make the region more resilient to natural and security hazards, climate change and extreme weather events</li> </ul>
<b>Partnerships &amp; Engagement</b>	<p>Continue to engage partners and the public to identify regional transportation needs and possible solutions <i>(April – July 2016)</i></p>
	<p>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></p>
	<p>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></p>
	<p>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></p>
<b>Milestone</b>	<p>Metro Council, JPACT and MPAC approve direction on development of shared</p>

<sup>2</sup> Regional Transportation Safety Plan, Regional Travel Options Strategic Plan, Regional Transit System Plan, and Regional Freight Plan.

Phases 3 Key Activities	
	investment strategy, including regional priorities, performance targets and funding levels <i>(MPAC, JPACT and Council in Feb. 2017)</i>
<b>Deliverables</b>	<ul style="list-style-type: none"> <li>• Draft Regional Vision, Goals and Targets</li> <li>• Regional Transportation Needs Assessment</li> <li>• Draft Finance Plan</li> <li>• Regional Transportation Priorities Solicitation Packet</li> <li>• Public Engagement Report</li> </ul>

**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	
<b>Planning</b>	<b>Develop draft shared investment strategy</b> <ul style="list-style-type: none"> <li>• Solicit and coordinate updates to list of the region’s transportation investment priorities and regional system maps consistent with Metro Council, JPACT and MPAC policy direction                             <ul style="list-style-type: none"> <li>○ Incorporate local transportation system plan and corridor refinement plan updates</li> <li>○ Address identified regional transportation needs and opportunities</li> </ul> </li> <li>• Compile draft regional shared investment strategy</li> </ul>
	<b>Evaluate draft shared investment strategy</b> <ul style="list-style-type: none"> <li>○ Conduct and report on system-level evaluation of investment priorities relative to plan’s goals, objectives and performance targets</li> <li>○ Identify tradeoffs and choices for regional discussion</li> </ul>
	<b>Refine draft shared investment strategy based on public engagement and performance evaluation</b>
	<b>Develop action plan to support implementation</b> <ul style="list-style-type: none"> <li>○ Identify near-term and long-term strategies and actions to advance implementation of the plan, <i>including securing adequate funding</i></li> <li>○ Update performance monitoring framework, data and methods</li> </ul>
	<b>Identify policy updates and prepare draft topic and modal plans</b>
<b>Partnerships &amp; Engagement</b>	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>

Phase 4 Key Activities	
<b>Milestone</b>	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 (MPAC, JPACT and Council in Nov. and Dec. 2017)
<b>Deliverables</b>	<ul style="list-style-type: none"> <li>• Regional Transportation Investment Strategy Analysis</li> <li>• Draft Regional Transportation Policies, Investment Strategy and Action Plan</li> <li>• Draft Modal and Topical Plans (Transit, Freight, Safety)</li> <li>• <u>Draft Toolbox of Actions</u></li> <li>• <u>Draft RTP Finance Strategy</u></li> <li>• Draft Regional Framework Plan and Functional Plan amendments</li> <li>• Public Engagement Report</li> </ul>

**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 and RTP Finance Strategy.

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

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

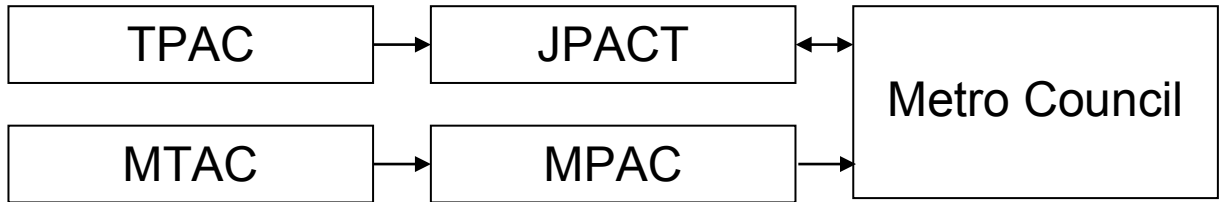
**REGIONAL TRANSPORTION DECISION-MAKING FRAMEWORK**

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:



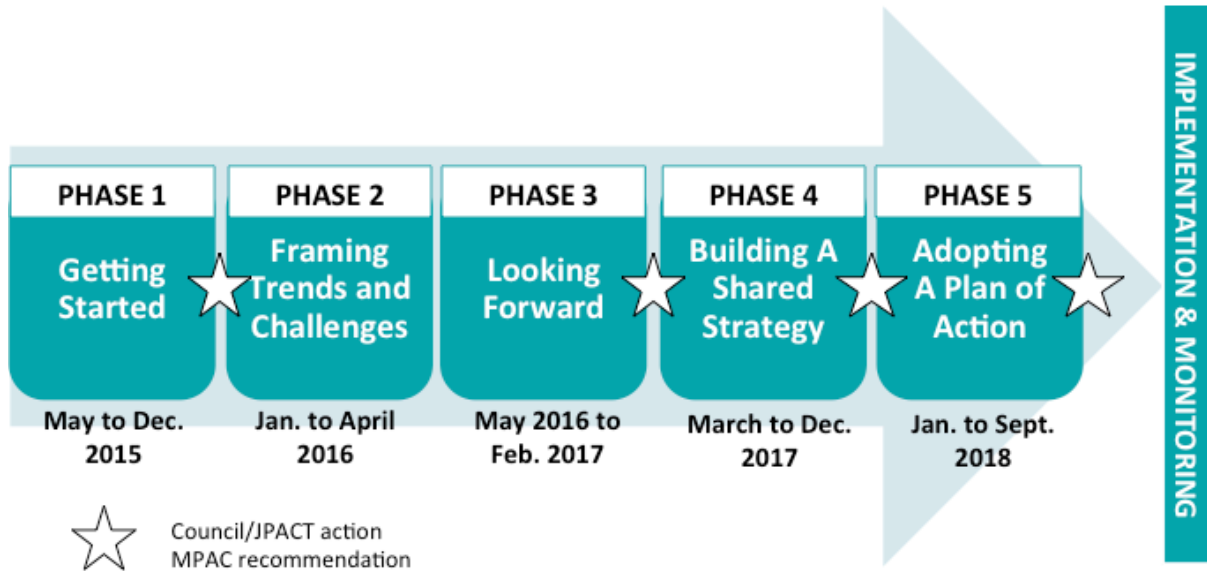
- Transit
- Transportation equity
- Finance
- Performance and return on investment
- Freight
- Transportation design
- Transportation safety
- Policy actions

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](http://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**

★	<b>December 2015</b>	Metro Council considers adoption of work plan and public engagement plan
★	<b>February 2017</b>	Metro Council, MPAC and JPACT provide policy direction on development of shared investment strategy, including regional priorities, performance targets and funding levels
★	<b>December 2017</b>	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
★	<b>September 2018</b>	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.

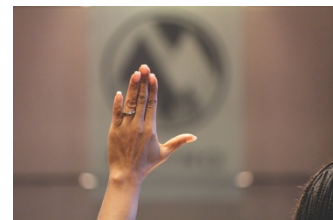
It is expected that newsfeeds and e-newsletters will be developed during these key points:

- 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.



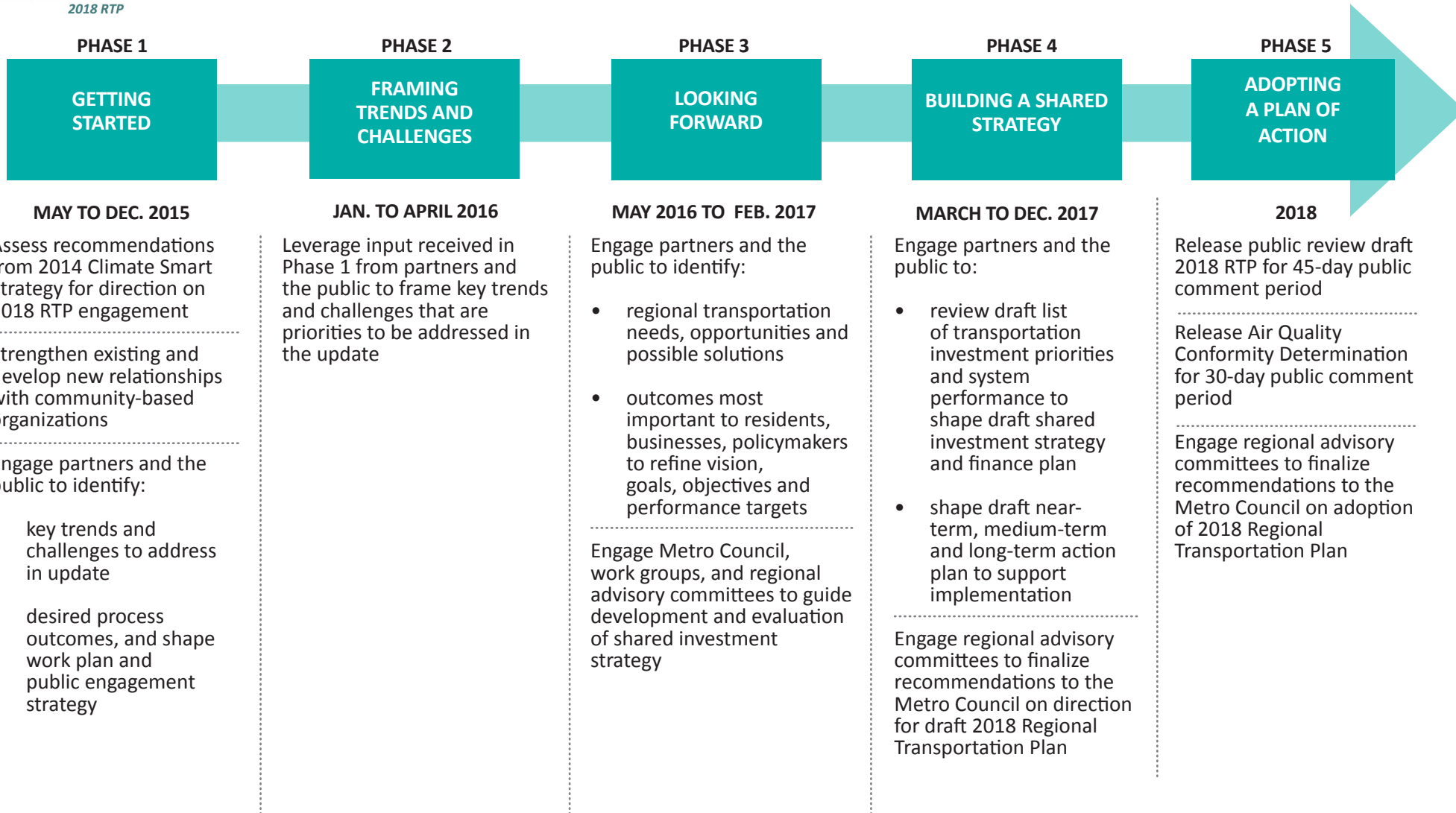
**HOW WE MEASURE SUCCESS**

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**

Public engagement plan

Engagement reports on:

- 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

Engagement report on:

- regional trends and challenges affecting future travel in the region

Engagement report on:

- regional transportation needs, opportunities and possible solutions
- priority outcomes to inform refining vision, goals, objectives and performance targets

Engagement reports on:

- 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

Materials to support engagement with regional advisory committees in finalizing recommendations to the Metro Council on direction for draft 2018 Regional Transportation Plan

Public review draft of 2018 RTP

Air Quality Conformity Determination

Engagement reports on:

- 45-day public comment period on draft 2018 RTP
- 30-day public comment period on Air Quality Conformity Determination

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 15- 4662, FOR THE PURPOSE OF APPROVING A WORK PLAN AND PUBLIC ENGAGEMENT PLAN FOR THE 2018 REGIONAL TRANSPORTATION PLAN UPDATE

Date: October 21, 2015

Prepared by: Kim Ellis, 503-797-1617

#### BACKGROUND

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area. As the federally-designated MPO, Metro is responsible for updating the Regional Transportation Plan (RTP) every four years. Metro is also responsible for developing a regional transportation system plan (TSP), consistent with the Regional Framework Plan, statewide planning goals, the Oregon Transportation Planning Rule (TPR), the Metropolitan Greenhouse Gas Reduction Targets Rule, the Oregon Transportation Plan (OTP), and by extension state modal plans.

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. Providing continued compliance with federal planning regulations, including MAP-21<sup>1</sup>, ensures continued federal transportation funding eligibility for projects and programs in the region.

Engagement and planning activities for the 2018 RTP update have been organized to support a regional policy discussion on the future of the region's transportation system and the role that investment 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 and desired outcomes for the region;
- supporting local plans and visions;
- making the most of the investments we have already made in our transportation system;
- providing safe, reliable and affordable mobility options to access to jobs, education, healthcare and other services and opportunities; and
- addressing social equity, and economic, and environmental challenges that come with a growing region.

Engaging local, regional and state partners, business and community leaders and the public in the 2018 RTP 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.

Metro Council action through Resolution No. 15-4662 approves the work plan and public engagement plan for the 2018 Regional Transportation Plan update. The resolution directs staff to proceed with the second phase of the update.



**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.

<sup>1</sup> 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.

## 2018 REGIONAL TRANSPORTATION PLAN UPDATE

Twenty-five years ago, the region established the 2040 Growth Concept to preserve and protect our unique quality of life and help shape the growth expected over the next 50 years. Since 1995, Metro and the communities of the Portland metropolitan region have taken a collaborative approach to linking land use and transportation planning 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, healthcare and other services and opportunities.

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 pragmatic and innovative solutions to ensure our region remains a great place to live, work and play.

### 2018 RTP Update Timeline

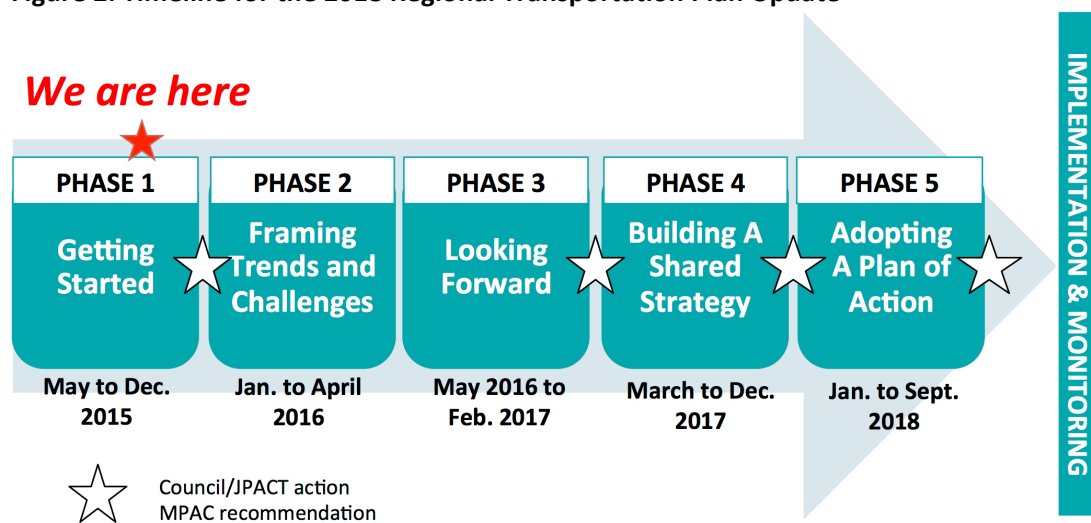
The update to the RTP will be completed in five phases from May 2015 to Fall 2018, shown in Figure 2. During this period of time, the Metro Council and staff will engage the public and local, regional and state partners to update the RTP to meet current and future transportation needs over the next 25 years.

The update will implement the Regional Active Transportation Plan adopted in July 2014 and the region’s Climate Smart Strategy adopted in December 2014.

The process will include development of a Regional Transit Strategy and updates to the:

- 2002 Designing Livable Streets case studies, tools and best practices
- 2010 Regional Freight Plan
- 2010 Regional Transportation System Management and Operations Plan
- 2010 High Capacity Transit System Plan (*as a component of the new Regional Transit Strategy*)
- 2010 Atlas of Regional Mobility Corridors
- 2012 Regional Transportation Safety Plan
- 2012 Regional Travel Options Strategic Plan.

Figure 2. Timeline for the 2018 Regional Transportation Plan Update



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

- **Phase 1 (Getting Started)** began in May and included several engagement activities to scope the work plan and public engagement plan for the remaining phases of the update. The engagement activities aimed to identify what policy priorities are most important for this update to address and how the region will work together to address them.
- **Phase 2 (Framing Trends and Challenges)** will include a regional discussion of how the region’s transportation system is performing today and the demographic, fiscal, technology, economic, environmental and social trends and challenges that are expected to shape the future of transportation in the region.
- **Phase 3 (Looking Forward)** will focus on looking to the future and refining the region’s vision for the transportation system, and the framework of goals, objectives and performance targets that specify what we want to achieve with our transportation investments by 2040. This phase will also identify regional transportation needs and possible solutions, and update the transportation funding assumptions. At the end of this phase, the Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will be asked to provide policy direction to guide building the shared investment strategy in Phase 4.
- **Phase 4 (Building A Shared Strategy)** will focus on working together to update the investment strategy following policy direction from Phase 3 and evaluating how it well it performs. This phase will also include a regional discussion of the plan’s policies, investment priorities and strategies based on the evaluation. During this phase, drafts of the 2018 RTP and its components will be prepared for further review. Components of the 2018 RTP are anticipated to include the 2018 Regional Transit Strategy, 2018 Regional Freight Strategy, 2018 Regional Transportation Safety Strategy, and the 2018 Regional Transportation System Management and Operations Strategy in addition to amendments to the Regional Framework Plan and regional functional plans to address relevant policy actions identified through the update. The strategies will identify near-, medium- and long-term actions and partnerships needed to support implementation, including securing adequate funding.
- **Phase 5 (Adopting a Plan of Action)** will focus on public review and adoption of the 2018 Regional Transportation Plan and its components. This phase will include a final 45-day public comment period on the 2018 Regional Transportation Plan and its components prior to final action by Council, JPACT and MPAC.

**Project milestones**

☆	<b>December 2015</b>	Metro Council considers adoption of work plan and public engagement plan
☆	<b>February 2017</b>	Metro Council, MPAC and JPACT provide policy direction on development of shared investment strategy, including regional priorities, performance targets and funding levels
☆	<b>December 2017</b>	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
☆	<b>September 2018</b>	Metro Council considers adoption of 2018 RTP (and its components) for federal and state review

Throughout the update, meaningful opportunities for input will be provided to inform Metro Council, JPACT and MPAC actions. Through this update, the Metro Council, JPACT and MPAC will integrate public input and continue to work together 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. **Attachment 1** documents the public agency-related briefings and presentations.
- A two-question 30-day **on-line quick poll** for the general public on which transportation issues most impact quality of life and what should Metro consider when developing the 2018 RTP. **Attachment 2** includes a report documenting the methodology and responses to the quick poll.
- **Stakeholder interviews** with elected officials and business and community leaders to clarify concerns, views and desired outcomes for regional transportation planning and investment decisions. **Attachment 3** includes a report documenting the methodology and highlights of the responses given during the interviews.
- A **series of community discussions** hosted by Metro's Diversity Equity and Inclusion program and facilitated by the MultiCultural Collaborative for six culturally based and one youth focused group on topics relating to equity, transportation, housing, parks and natural areas and community engagement. Participants included historically underrepresented community members (people of color, people with low-income and people with limited English proficiency) and housing, transportation and parks/natural areas experts. The goal of the discussion groups was to identify engagement activities that are responsive and culturally relevant to the communities engaged. **Attachment 4** summarizes engagement strategies and action items recommended for Metro to pursue through agency engagement efforts. The recommendations helped to shape and will inform implementation of the 2018 RTP update public engagement plan.
- **Oregon Innovation Award work sessions with Portland State University** Center for Public Service staff and community leaders to develop a strategy for reaching historically underrepresented communities through more inclusive public engagement and decision-making processes. Relevant to 2018 RTP update, the public engagement plan specifically identifies building long term relationships with community-based organizations working on issues of environmental justice and transportation advocacy and introducing a community decision-making process at the RTP Regional Leadership Forums beginning in 2016.

## SUMMARY OF KEY THEMES IDENTIFIED DURING SCOPING ACTIVITIES

The central themes and issues identified through those different engagement activities, shown in **Figure 3**, in combination with recommendations from the 2014 RTP, 2014 RTP Environmental Justice and Title VI Assessment, 2014 Regional Active Transportation Plan, and 2014 Climate Smart Strategy served as a basis for developing the work plan and public engagement plan prepared for review by the Metro Council and regional advisory committees from September to November.

**Figure 3. Central themes and issues identified during scoping activities**

<ul style="list-style-type: none"> <li>• Traffic</li> <li>• Safety</li> <li>• Funding</li> <li>• Maintenance</li> <li>• Reliability</li> <li>• Efficiency</li> <li>• Travel options</li> </ul>	<ul style="list-style-type: none"> <li>• Access to opportunity (jobs, education and services)</li> <li>• Health</li> <li>• Affordability</li> <li>• Set clear regional priorities</li> <li>• Advance consideration of equity and economic impacts</li> </ul>
   	

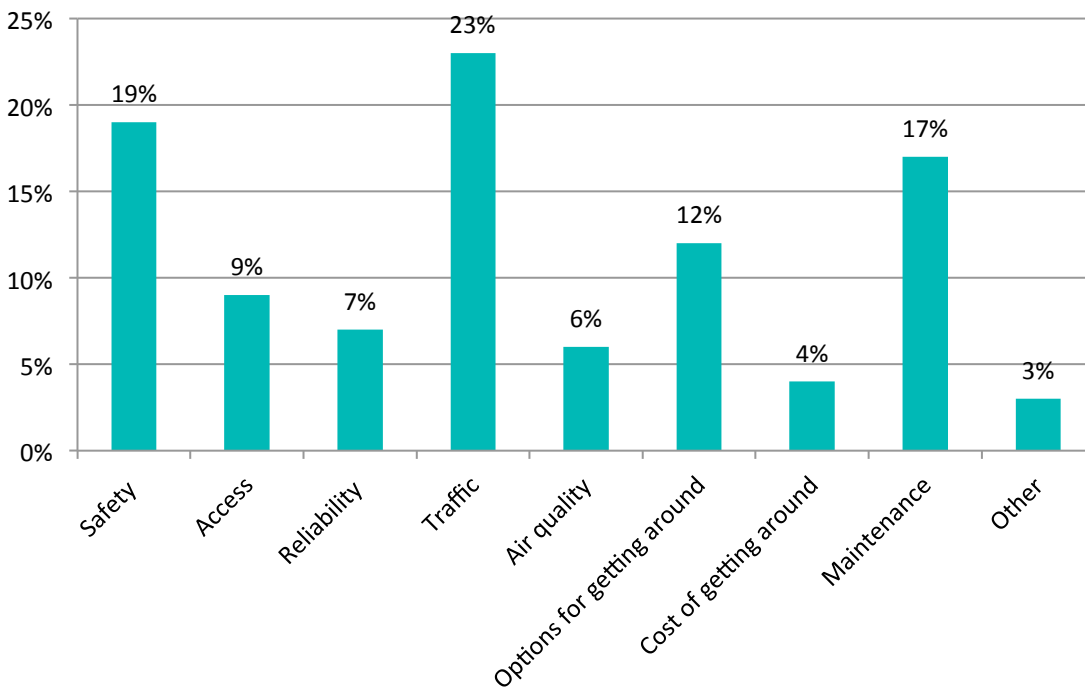
A summary of key themes from each engagement activities follows.

**KEY THEMES FROM QUICK POLL**

Metro hosted a quick poll from July 17 through Aug. 15, 2015, with two questions created to inform the development of the 2018 Regional Transportation Plan work program and three questions for demographic analysis. Metro received 1,824 responses to the poll.

**Thinking about how you, your family and friends in your community get around on a day-to-day basis, what transportation issues most impact your quality of life? (Select up to three)**

**FIGURE 1. TOP TRANSPORTATION ISSUES (N=1,824)**



Across Clackamas, Multnomah and Washington counties **the top three responses were traffic, safety and maintenance**. While traffic was cited most frequently in Washington and Clackamas counties, safety was cited most frequently in Multnomah County.

**FIGURE 2. COMPARISON OF TOP TRANSPORTATION ISSUES BY COUNTY (N=1,824)**

Clackamas County	Multnomah County	Washington County
<b>Traffic (22%)</b>	<b>Safety (21%)</b>	<b>Traffic (26%)</b>
Safety (18%)	Traffic (19%)	Safety (18%)
Maintenance (18%)	Maintenance (18%)	Maintenance (18%)
Options for getting around (13%)	Options for getting around (13%)	Options for getting around (11%)
Access (9%)	Access (10%)	Access (9%)
Air Quality (7%)	Reliability (9%)	Reliability (6%)
Reliability (6%)	Air Quality (6%)	Air Quality (5%)
Cost of getting around (5%)	Cost of getting around (4%)	Cost of getting around (4%)
Other (2%)	Other (3%)	Other (3%)

To the second question, “**What should Metro consider when developing the 2018 Regional Transportation Plan?**,” the overarching perspective that came through from the comments was an acceptance that more people are coming to the Portland metropolitan region, and the region needs to respond with more people-moving capacity on its transportation system. Some respondents advocated for specific places for expanded roadways, especially areas that will alleviate bottlenecks in the system; some called for an expansion of light rail and other transit options; and some wanted to see a focus on completing and improving the safety of the active transportation systems. Taken as a whole, the comments encourage policymakers to focus on moving the most number of people, providing more options for moving around the region, and improving safety – especially for bicyclists and pedestrians. Key themes highlighted the need for a range of strategies:

- The need for **more capacity by improving transit options and increased transit connectivity**, including light rail extensions, service expansion and park and ride facilities as well as feeder buses.
- The need for **more capacity by expanding roadways**, especially in areas of consistent bottlenecks, including freeway expansions and new roads for alternative routes.
- The need for **more safe active transportation options**, both in creating walkable and bikeable communities, building safe connections to existing facilities, and addressing 'disappearing bike lanes.

**Attachment 2** includes a report documenting the methodology and responses to the quick poll.

#### KEY THEMES FROM STAKEHOLDER INTERVIEWS

From July through early October 2015, Jeanne Lawson and Associates Public Involvement scheduled interviews with 31 elected officials and business and community leaders to clarify concerns, views and desired outcomes for regional transportation planning and investment decisions.

Key themes from stakeholders interviewed through September 30 include:

##### 1. Trends that will change the way we get around in 20 years:

- Increased population and more diverse population



- People will be driving less (due to increased congestion, increased cost of driving a car, and change in people’s habits, i.e., millennials’ preferences)
- Advances in technology (autonomous cars and smart roads)

**2. Transportation challenges that should be addressed in the 2018 RTP Update:**

- Funding shortages are a big concern. Everyone agrees we need more funding, and we’ll need a conversation about how to get it (increased gas tax, VMT fee, raise local taxes, etc.)
- Congestion, particularly for regional commuters. There are major choke points on highways that need to be addressed.
- Jobs/housing imbalance (need to link transportation and land use planning)
- Regional transit connectivity.
- The need to plan regionally, and have a difficult conversation about regional priorities. The Plan needs to provide for *regional* connectivity of roads and transit.
- One size does not fit all. RTP needs to consider the distinct needs of various parts of the region, and of the various users of the system.

**3. 2018 RTP should prioritize:**

- Projects that improve safety for all modes
- Improvements that will lead to reduced drive alone trips, improved movement of goods and services, and improved regional transit connections
- Projects of mutual self-interest between the various interest groups (“best” projects that serve the region as a whole)

**4. 2018 RTP update engagement and outreach strategy:**

- People gave a lot of ideas for how to reach out to the public. A specialized engagement approach is needed to reach different ethnicities, geographies, and interest levels.
- Focus on partnerships and building support for more investment from diverse stakeholders and interest groups.
- The messaging needs to link the RTP to people’s needs and how transportation affects their daily lives (i.e., congestion, reliable travel time).

**Attachment 3** includes a final report documenting the methodology and responses given during the interviews.

**OVERVIEW OF THE WORK PLAN AND PUBLIC ENGAGEMENT PLAN**

The work plan and public engagement plan are organized around connecting the policy and technical work through partnerships and inclusive public engagement to support a regional policy discussion on the future of the region’s transportation system and the role that investment can and should play in providing safe, reliable and affordable mobility options to access to jobs, education, healthcare and other services and opportunities, managing congestion and building healthy, equitable communities and a strong economy.

Engaging local, regional and state partners, business and community leaders and the public in the 2018 RTP 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.

The remainder of this staff report summarizes the overall approach for consideration by the Metro Council, highlighting the policy, technical and public engagement activities identified to support development of the 2018 RTP:

- 2018 RTP Update Regional Leadership Forums (Attachment 5)
- 2018 RTP Update Technical Work Groups (Attachment 6)
- 2018 RTP Update Public Engagement Approach (Attachment 7)

### 2018 RTP Update Policy Priorities

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, including securing adequate funding. This includes document system performance trends and challenges for all modes of travel and the region’s major travel corridors, advancing the region’s consideration of transportation equity in the planning process, development of a Regional Transit Strategy, documenting expected revenue and potential new funding mechanisms to fund the region’s investment priorities, and updating the region’s design policies and recommended practices, and strategies for transportation safety and freight and goods movement.<sup>2</sup> Information related to these cross-cutting policy topics will be discussed at the Regional Leadership Forums.

### 2018 RTP Update Regional Leadership Forums (Attachment 5)

The policy priorities are proposed to be the focus of a series of six joint meetings of the Metro Council, JPACT and MPAC. Called Regional Leadership Forums, the joint meetings provide opportunities for policymakers to collaborate, learn from local and national leaders and share experiences within the region to build a shared understanding of the policy topics and the challenges and opportunities related to the

<sup>2</sup> 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.

issues. The forums will be designed to maximize constructive dialogue and problem-solving on the policy priorities to shape the 2018 RTP whereby policymakers discuss public input and staff work, and provide direction back to staff on development of the 2018 RTP. The general timing and topics to be discussed are summarized in **Attachment 5**. Metro staff will continue to use prep-MPAC meetings and prep-JPACT meetings to seek advice on the timing and desired outcomes for RTP-related discussions at individual policy committee meetings as well as the planned Regional Leadership Forums.

In addition, Metro staff will convene a leadership forum planning group that includes the chairs of both policy advisory committees, or their designees, and designated Metro Council liaisons in advance of each Regional Leadership Forum to seek advice on the design of the forum, draft discussion materials and their respective leadership role during the forum. Discussion materials will be distributed in advance of each forum.

### **2018 RTP Update Technical Work Groups (Attachment 6)**

Summarized in **Attachment 6**, 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, JPACT and MPAC. In this role, the work groups will review draft materials and analysis, keep their respective elected officials and agency/organization's leadership informed 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. The work groups will also help identify areas for further discussion by MTAC and TPAC and the Metro Council, JPACT and MPAC.

Work group members will include topical experts and representatives from TPAC and MTAC or the designees of members. Opportunities to share information and collaborate across work groups will be provided. Metro staff will provide materials and regular updates at meetings of TPAC and MTAC to support this role. In addition, work group meeting information and materials will be posted on the project website at [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp).

### **2018 RTP Update Public Engagement Approach (Attachment 7)**

While regional advisory committees and technical work groups serve as the primary engagement mechanisms for the 2018 RTP update through coordination, collaboration and consensus building, engagement with the broader community is a critical 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 engagement during key outreach points using a variety of public tools.

Summarized in **Attachment 7**, 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 a variety of strategic engagement tools to connect the policy and technical work** by:
  - convening **Regional Leadership Forums** (joint meetings of the Metro Council, JPACT, and MPAC) that are informed by the technical work groups, TPAC, MTAC and public input;
  - using **My Place storytelling, Regional Snapshots, place-based engagement activities, stakeholder meetings and speakers series 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

- leveraging the utility of the **project website, social media and other online tools** (newsfeeds, electronic newsletters, quick polls, surveys and open houses) to provide more frequent, accessible, and meaningful public comment opportunities in advance of project milestones.

## **ANALYSIS/INFORMATION**

1. **Known Opposition** None known.
2. **Legal Antecedents** Several federal, state and regional laws and actions relate to this action.

### **Federal laws and actions include:**

- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended]
- U.S. EPA transportation conformity rules (40 CFR, parts 51 and 93)
- U.S. DOT rules that require Metro to update RTPs on a four-year cycle [23 CFR 450.322(a)]
- Moving Ahead for Progress in the 21st Century (MAP-21) Act [P.L. 112-141]

### **State laws and actions include:**

- Statewide planning goals
- Oregon Administrative Rules for Transportation Planning (OAR Chapter 660, Division 12)
- Oregon Transportation Plan and implementing modal plans, including the Oregon Highway Plan
- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252)
- 2013 Oregon Clean Air Act State Implementation Plan (SIP), amended in December 2013
- 2014 Portland Area Carbon Monoxide Maintenance Plan with substitute transportation control measures
- 2007 Portland Area Ozone Maintenance Plan
- Oregon House Bill 2001, the Jobs and Transportation Act, passed by the Oregon Legislature in 2009, directs Metro to conduct greenhouse gas emissions reduction scenario planning and LCDC to adopt reduction targets for each of Oregon's metropolitan planning organizations
- OAR 660-044, the Metropolitan Greenhouse Gas Reduction Targets Rule, adopted by the Land Conservation and Development Commission (LCDC) in May 2011, and amended in November 2012

### **Metro Council actions**

- Ordinance No. 10-1241B (For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan), adopted on June 10, 2010.
- Ordinance No. 10-1244B (For the Purpose of Making the Greatest Place and Providing Capacity for Housing and Employment to the Year 2030; Amending the Regional Framework Plan and the Metro Code; and Declaring an Emergency), adopted on December 16, 2010.
- Resolution No. 14-4526 (For the Purpose of Adopting the 2014 Regional Active Transportation Plan), adopted July 17, 2014.
- Resolution No. 14-4533 (For the Purpose of Approving the Environmental Justice and Title VI Assessment for the 2014 Regional Transportation Plan and the 2015-2018 Metropolitan Transportation Improvement Program), adopted on July 17, 2014.

- Resolution No. 14-4534 (For the Purpose of Approving the Joint Air Quality Conformity Determination for the 2014 Regional Transportation Plan and the 2015-2018 Metropolitan Transportation Improvement Program), adopted July 17, 2014.
  - Ordinance No. 14-1340 (For the Purpose of Amending the 2035 Regional Transportation Plan to Comply With Federal and State Law; and to Amend the Regional Framework Plan), adopted July 17, 2014.
  - Ordinance No. 14-1346B (For the Purpose of Adopting a Climate Smart Strategy and Amending the Regional Framework Plan to Comply with State Law), adopted December 18, 2014.
  - Resolution No. 15-4623 (For the Purpose of Adopting the Fiscal Year 2015-16 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with the Federal Transportation Planning Requirements), adopted May 14, 2015.
3. **Anticipated Effects** Enables the 2018 RTP update to proceed to the next phase.
  4. **Budget Impacts** This fiscal year of the project is funded in the current budget and federally-required 2015-16 Unified Planning Work Program (UPWP). Implementation of the work plan and public engagement plan will be determined through future budget and UPWP actions.

### **RECOMMENDED ACTION**

Metro Council approval of Resolution No. 15-4662.

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Getting there



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## 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 and public engagement 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 and public engagement 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 and Regional Freight Strategy work plan
Oct. 8	JPACT input on draft RTP update work plan, including JPACT role and policy priorities
Oct. 14	MPAC input on draft RTP update work plan, including MPAC role and policy priorities
Oct. 21	MTAC recommendation to MPAC on 2018 RTP update work plan and public engagement plan
Oct. 28	Seek MPAC recommendation on 2018 RTP update work plan and public engagement plan
Oct. 30	TPAC recommendation to JPACT on 2018 RTP update work plan and public engagement plan
Nov. 12	Seek JPACT approval of 2018 RTP update work plan and public engagement plan
Nov. 17	Metro Council discussion of MPAC and JPACT recommendations on 2018 RTP Update work plan and public engagement plan
<b>Dec. 3, 2015</b>	Seek Metro Council approval of 2018 RTP Update work plan and public engagement plan

## Attachment 1 to Staff Report to Resolution No. 15-4662

### 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

#### **September**

Sept. 1 Metro Council  
Sept. 3 Portland Freight Committee  
Sept. 16 MTAC  
Sept. 18 SW 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. 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 Regional Transportation Plan Update Online Quick Poll 1 Report

October 2015

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*Summary of responses provided July 17 to August 15, 2015*

**MAKING A  
GREAT  
PLACE**



## **Attachment 2 to Staff Report to Resolution No. 15-4662**

**Project website:** [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)

**Metro is the federally mandated metropolitan planning organization** designated by the governor to develop a regional transportation plan and to allocate federal funds for the Portland metropolitan region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

### **Metro respects civil rights**

Metro hereby gives public notice that it is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with Metro. Any such complaint must be in writing and filed with Metro's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, see the website at [oregonmetro.gov/civilrights](http://oregonmetro.gov/civilrights) or call 503-797-1536.

Getting there



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## 2018 REGIONAL TRANSPORTATION PLAN UPDATE

# Online Quick Poll 1 Report

July 17 to Aug. 15, 2015

## INTRODUCTION

Metro hosted an online "quick poll" to get feedback from the public to inform the development of the 2018 Regional Transportation Plan work plan. The poll asked five questions. The first two questions were designed to identify which transportation issues most impact quality of life and what Metro should consider when developing the 2018 Regional Transportation Plan. The remaining three questions served to document the demographics of respondents.

Between July 17 and Aug. 15, 2015,<sup>1</sup> 1,824 people submitted responses to the poll. The majority of the responses came from Washington County residents (52 percent), followed by Multnomah County (36 percent), and Clackamas County (12 percent). Nineteen responses came from residents living in adjacent counties.

This report documents the results of the poll and demographics of respondents. The results and responses were used to help shape the work plan and public engagement plan to support the 2018 Regional Transportation Plan update.

## SUMMARY OF RESPONSES BY QUESTION

The text of the poll and a summary of responses follow.

*The Regional Transportation Plan is a tool to help strengthen our economy by providing safe and reliable transportation choices that connect people who live and visit here to jobs, schools, families, parks and other important places.*

*It's time to look ahead to what our transportation system can look like in 2040. The 2018 Regional Transportation Plan provides the opportunity to update the investments we will make in roads, sidewalks, bikeways, transit and freight routes to support communities today and in the future.*

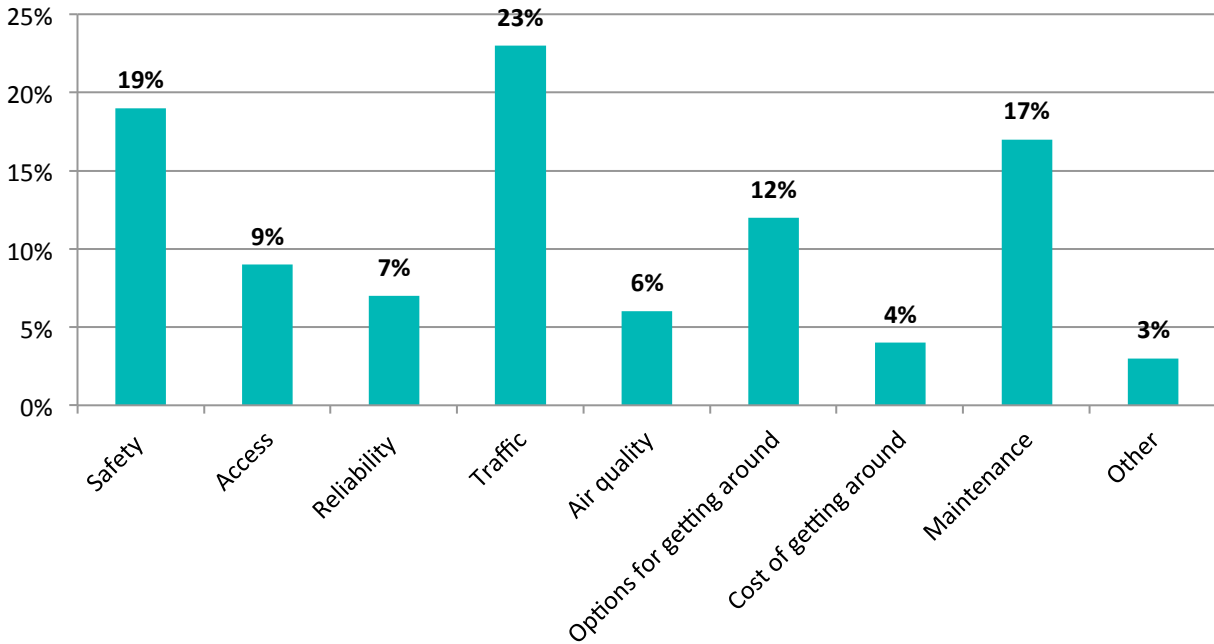
*Please take a moment to help shape the priorities for the 2018 Regional Transportation Plan. This poll is open through Saturday, August 15, 2015.*

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<sup>1</sup> Responses were accepted through 9 a.m. Aug. 18.

**Question 1. Thinking about how you, your family and friends in your community get around on a day-to-day basis, what transportation issues most impact your quality of life?**  
(Select up to three)

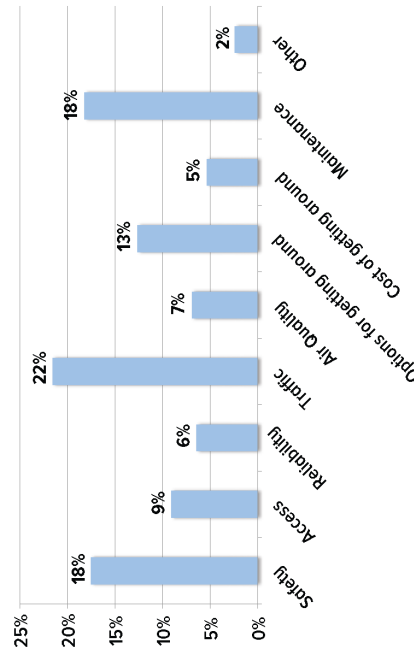
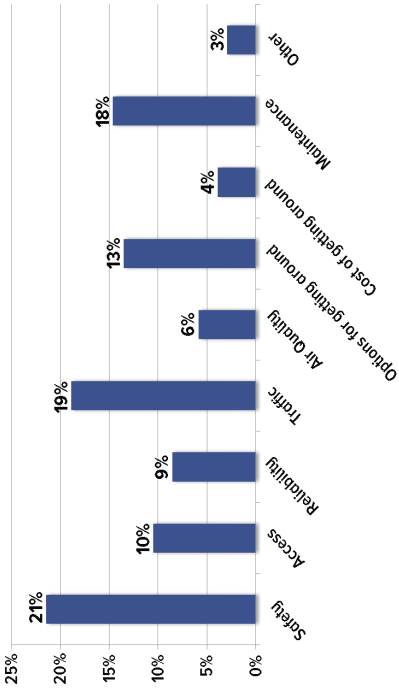
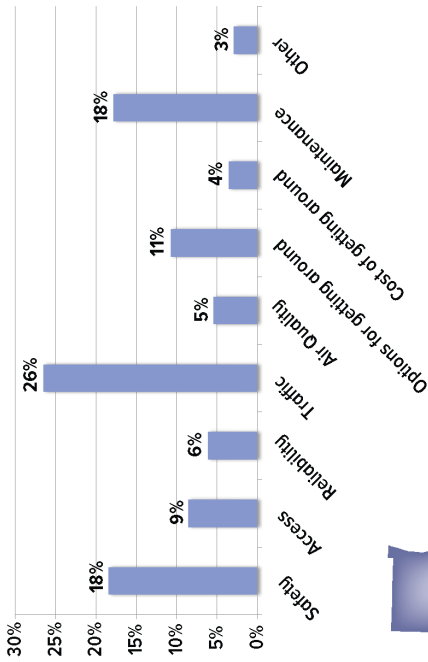
**FIGURE 1. TOP TRANSPORTATION ISSUES (N=1,824)**



Across Clackamas, Multnomah and Washington counties – **the top three responses were traffic, safety and maintenance.** While traffic was cited most frequently in Washington and Clackamas counties, safety was cited most frequently in Multnomah County.

**FIGURE 2. COMPARISON OF TOP TRANSPORTATION ISSUES BY COUNTY (N=1,824)**

Clackamas County	Multnomah County	Washington County
<b>Traffic (22%)</b>	<b>Safety (21%)</b>	<b>Traffic (26%)</b>
Safety (18%)	Traffic (19%)	Safety (18%)
Maintenance (18%)	Maintenance (18%)	Maintenance (18%)
Options for getting around (13%)	Options for getting around (13%)	Options for getting around (11%)
Access (9%)	Access (10%)	Access (9%)
Air Quality (7%)	Reliability (9%)	Reliability (6%)
Reliability (6%)	Air Quality (6%)	Air Quality (5%)
Cost of getting around (5%)	Cost of getting around (4%)	Cost of getting around (4%)
Other (2%)	Other (3%)	Other (3%)



Quick Poll #1 | What transportation issues most impact your quality of life? (N = 1,824)

8/24/2015



- The need for greater capacity by **expanding roadways, especially in areas of consistent bottlenecks**, including a combination of freeway expansions and new roads to provide alternative routes.
- The need for **more safe active transportation options**, both in creating walkable and bikeable communities, building safe connections to existing facilities, and addressing “disappearing bike lanes.”

Other comments included calls to focus on safety, equity and the needs of an aging population, people with disabilities and residents living along roads that have become busier, as well as calls to encourage use of carshare/carpool/vanpool, improve funding streams, ensure smooth freight movement, prioritize roadway maintenance, optimize signal timing for traffic flow, ensure clean returns on investments and that the whole transportation system works together, better education and enforcement of the rules of the road, and encourage housing development near employment areas to reduce commuter travel.

#### **Themes and quotes from Clackamas County residents:**

There were 133 responses from Clackamas County residents to Question 2. The main themes were:

- The need for **transit connectivity**, including extending light rail to new destinations.
  - *I would like more public transportation with a focus on attractive, affordable, safe light rail, buses, trolley, MAX, safe bike lanes and pedestrian options.*
- The need for **safe active transportation options**.
  - *Increase options for non motorized vehicles. More walking paths, bike paths. Encourage walking/biking to school and walking to work or close by errands. Get people out of their cars.*
- The need for additional **motor vehicle capacity**, especially in areas of consistent bottlenecks.
  - *Improve I-205 by widening and put a moratorium on further development in Oregon City area until infrastructure improvements are made to support growth.*

Other comments included needs to focus on maintenance, safety, equity and improved funding streams.

#### **Themes and quotes from Multnomah County residents:**

There were 403 responses from Multnomah County residents to Question 2. The main themes were:

- The need for a **safe active transportation system**, especially the need to fill in gaps in bike infrastructure to address “disappearing bike lanes.”

- *Improve bicycle safety – cycling share will remain low/stagnant until serious attempts to improving it are made.*
- The need for more **transit connectivity and access to transit**, with special consideration for areas outside the central city and those that need later service times.
  - *Increase access to transit. More bus lines, more often. Especially in east county.*
- The need for additional **motor vehicle capacity**, especially in light of new development and increased population.
  - *Invest in our roads and highways. The total lack of prioritization into solving problems of ‘Lack of Capacity’ will, in the long run, ‘Kill our Quality of Life and Our Economy.’ We must reverse our total focus that has been on light rail and bike access.*

Other comments included focusing on needs of an aging population, clear returns on investments, the environment, freight movement, maintenance, ensuring the whole transportation system works together and better education and enforcement of the rules of the road.

**Themes and quotes from Washington County residents:**

There were 622 responses from Washington County residents to Question 2. The main themes were:

- The need for more capacity by **improving transit options**, including light rail extensions, service expansion and park and ride facilities as well as feeder buses.
  - *Improve bus service as a better alternative to private vehicle commuting.*
- The need for more capacity by **expanding roadways**, including freeway expansions and new roads for alternative routes through the county.
  - *Infrastructure build was halted 30+ years ago. We need more freeways, major boulevards, and alternative streets so that one little accident does not cause a region-wide traffic jam.*
- The need for more **safe active transportation options**, both in creating walkable and bikeable communities and building safe connections to existing facilities.
  - *More safe routes for suburbanites to use bike transport – safe connections and conditions that are family-friendly. There are loads of wonderful bike lanes and trails, but there is nearly always a tricky (high traffic or no bike lane) connection to get to them.*

Other comments included calls to focus on equity and the needs of an aging population, people with disabilities and the residents along roads that have become busier as well as calls to encourage the use of carshare/carpool/vanpool, improve funding streams, ensure smooth freight movement, prioritize roadway maintenance, optimize signal timing for



traffic flow, and encourage housing development near employment areas to reduce commuter travel.

**DEMOGRAPHIC INFORMATION**

Questions 3 -5: ZIP Code (Required) | What is your race/ethnicity? (Optional; select all that apply) | What is your age? (Optional)

**FIGURE 3. DEMOGRAPHIC COMPARISON OF RESPONDENTS AND REGIONAL POPULATION**

	Count	Percent	Regional population
<b>County</b>			
Multnomah	643	36%	49%
Washington	938	52%	34%
Clackamas	224	12%	17%
Other counties	19	-	-
<b>Ethnicity</b>			
White or Caucasian	1443	79%	75%
Black or African American	18	1%	4%
American Indian/Native American or Alaskan Native	25	1%	2%
Asian or Pacific Islander	58	3%	8%
Hispanic/Latino	53	3%	12%
Other	63	4%	6%
No Response	172	9%	-
<b>Age</b>			
20 years or younger	10	<1%	(18-20) 6%
21 to 35 years	196	11%	26%
36 to 50 years	368	20%	28%
51 to 65 years	510	28%	25%
66 years or older	258	14%	14%
No Response	482	26%	-

*Ethnicity numbers reflect possible overlap of minority “race” categories of African-American, American Indian or Alaskan Native, and Asian or Pacific Islander and minority “ethnicity” category of Hispanic/Latino; White/Caucasian represents those who identified as White, no other race and not Hispanic/Latino.*

## **PROMOTION OF QUICK POLL**

Metro promoted the quick poll through its website, newsfeeds, Facebook, Twitter feed and by requesting distribution by neighborhood association/CPO, business association, equity and other networks. Metro sent requests for distribution to:

- Transportation Justice Alliance
- Beaverton Neighborhood Program
- Gresham Citizen Involvement Committee
- Happy Valley Community Services and Public Safety
- Lake Oswego neighborhood association program
- Milwaukie Community Services Program
- Oregon City Citizen Involvement Council
- Portland Office of Neighborhood Involvement
- Tigard neighborhood association program
- Tualatin Citizen Involvement Organization Program
- West Linn citizen advisory program
- Wilsonville Committee for Citizen Involvement
- Clackamas County Community Planning Organizations Program
- Multnomah County Citizen Involvement Program
- Washington County Citizen Participation Organization Program.

In addition, the quick poll was distributed through email lists and carried in several e-newsletters, including multiple distributions by Washington County, the Intertwine Alliance and the Westside Transportation Alliance.

**Attachment 2 to Staff Report to Resolution No. 15-4662**

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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.

Stay in touch with news, stories and things to do.

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

**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



*Getting there*



**2018 RTP**

## 2018 Regional Transportation Plan Update

# Stakeholder Interviews Report

October 2015

**Report under development**

*Prepared for Metro*



*by JLA Public Involvement, Inc.*



**Report under development**

**KEY THEMES FROM 2015 COMMUNITY SUMMIT DISCUSSION GROUPS**

In June 2015, Metro community relations staff partnered with the equity strategy program to convene a series of discussion groups with underrepresented communities to help staff develop and implement engagement activities that are responsive and culturally relevant. The MultiCultural Collaborative facilitated the conversations. More than 130 people participated in the discussions. The recommendations helped to shape and will inform implementation of the 2018 RTP update public engagement plan.

**Here is what we heard about engagement:**

AUDIENCES	ENGAGEMENT STRATEGIES	RECOMMENDED ACTION ITEMS
<p><b>Native American</b></p>	<ul style="list-style-type: none"> <li>• Build long-term relationships with trusted members of the community, especially the Elders.</li> <li>• Invest in a diversity and civic leadership program like the City of Portland’s Diversity and Civic Leadership Program.</li> <li>• Understand the issues specific to their community.</li> </ul>	<ul style="list-style-type: none"> <li>• Hold meetings in the community</li> <li>• Coordinate engagement opportunities with other jurisdictions to limit participation fatigue.</li> <li>• Don’t use Opt In.</li> <li>• Don’t show up to events empty-handed.</li> <li>• Co-create engagement plans with trusted members of the community.</li> <li>• Show how community input is used.</li> </ul>
<p><b>Asian Pacific Islanders</b></p>	<ul style="list-style-type: none"> <li>• Build long-term relationships with trusted members of the community.</li> <li>• Co-create engagement plans that are inclusive and respectful.</li> </ul>	<ul style="list-style-type: none"> <li>• Increase outreach translation</li> <li>• Coordinate engagement opportunities with other jurisdictions to limit participation fatigue.</li> <li>• Connect with the community through inclusive engagement activities.</li> <li>• Show more diversity in images used in our materials.</li> </ul>
<p><b>African American</b></p>	<ul style="list-style-type: none"> <li>• Build and strengthen relationships with African American community through partnerships with CBOs.</li> <li>• Involve community leaders in the decision-making process.</li> </ul>	<ul style="list-style-type: none"> <li>• Share opportunities to engage in Metro’s programs and activities.</li> <li>• Build awareness and understanding about Metro’s programs and services.</li> </ul>
<p><b>Latino</b></p>	<ul style="list-style-type: none"> <li>• Adopt best practices for engaging underrepresented communities and standardize them.</li> <li>• Develop appropriate ways to communicate with the community and identify appropriate messengers.</li> <li>• Provide childcare.</li> <li>• Provide incentives to participate.</li> </ul>	<ul style="list-style-type: none"> <li>• Produce more translated materials and interpretation.</li> <li>• Use ethnic media.</li> <li>• Limit jargon.</li> <li>• Use social media.</li> <li>• Connect with community organizations to engage.</li> <li>• Go to the communities to engage.</li> <li>• Plan events at times when families can</li> </ul>

**Attachment 4 to Staff Report to Resolution No. 15-4662**

AUDIENCES	ENGAGEMENT STRATEGIES	RECOMMENDED ACTION ITEMS
		attend.
Slavic and Russian	<ul style="list-style-type: none"> <li>• Work with community liaisons and organizers to build relationships with the Russian community.</li> </ul>	<ul style="list-style-type: none"> <li>• Build awareness and understanding about Metro’s programs and services.</li> <li>• Spend more time with communities to build relationship and trust.</li> <li>• Implement creative, culturally appropriate engagement with underserved communities.</li> <li>• Follow through on promises to build trust.</li> <li>• Work with community liaisons, organizers and churches to create engagement activities that are culturally relevant.</li> </ul>
African Immigrant	<ul style="list-style-type: none"> <li>• Invite youth to participate in civic leadership activities and programs.</li> </ul>	<ul style="list-style-type: none"> <li>• Continue to reach out to the Africa House.</li> <li>• Build awareness and understanding about Metro’s programs and services.</li> </ul>
Youth	<ul style="list-style-type: none"> <li>• Develop a comprehensive youth engagement strategy with a range of recommendations and resources.</li> <li>• Build and develop long-term relationships with youth leaders.</li> <li>• Look at providing paid opportunities for youth to weigh in and share input during the decision-making process (e.g. Multnomah Youth Commission).</li> <li>• Look at creating a model similar to Multnomah County and the City of Portland’s for effective youth engagement.</li> <li>• Give more weight to the youth voice in decision-making.</li> <li>• Create a regionally diverse youth council with actual influence in the decision-making process.</li> </ul>	<ul style="list-style-type: none"> <li>• Build awareness and understanding about Metro’s programs and services.</li> <li>• Use social media and other online resources to share opportunities for youth to engage and participate.</li> <li>• Partner with schools to engage youth and build leadership opportunities.</li> </ul>



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?

Regional Leadership Forum April '16



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?

Regional Leadership Forum Summer '16



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?

Regional Leadership Forum Fall '16



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?

Regional Leadership Forum Feb. '17



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?

Regional Leadership Forum Fall '17



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?

Regional Leadership Forum Summer '18



# 2018 RTP Update Technical Work Groups

Getting there



with a connected region

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, keep their respective elected officials and agency/organization’s leadership informed about the progress of the work group and integrate input from partners and the public to develop recommendations to Metro staff. Transit and equity are anticipated to require more effort than other policy priorities.

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](http://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

5 to 6 meetings anticipated from 2015-16

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

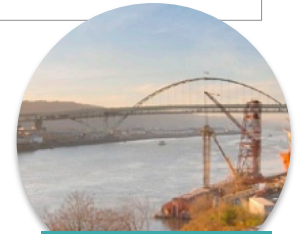


## Performance

- 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

Getting there



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# 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

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 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.

### 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.
- Actively seek public input prior to key milestones during the project and provide the input to the Metro Council and regional committees.
- Support an inclusive and place-based approach.
- Comply with all public participation requirements.
- Coordinate engagement efforts with relevant Metro projects and programs.

### Key themes

- We need to ensure all communities thrive as we grow and change.
- We must make every dollar count.
- We are most successful when we work together.

### Building 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 roles and responsibilities

### Policy partnerships: Metro Council, JPACT and MPAC



- 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

### Technical partnerships: TPAC, MTAC and technical work groups



- 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

### Technical support: Metro staff



- 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

### Community partnerships: Partners and the public

- Tell us about your experiences traveling in the region and the places that are important to you
- Provide community values, needs and priorities
- Provide inspiration and ideas
- Provide input and recommendations to decision-makers



Community partnerships and engagement activities will seek to strengthen public trust and be more inclusive of historically underrepresented communities, youth and older adults.



**DATE:** October 21, 2015  
**TO:** TPAC and Interested Parties  
**FROM:** Dan Kaempff, Principal Transportation Planner  
**SUBJECT:** MTIP/RFFA DRAFT Policy Options for Public Comment

---

#### **PURPOSE**

Seek feedback on 2019-21 Regional Flexible Funds Allocation policy options prior to release for public comment.

#### **ACTION REQUESTED**

TPAC is requested to provide feedback on the RFFA policy options outlined below. These options have been identified and refined through a series of public workshops, held during summer and fall 2015. Upon review by JPACT, questions regarding these options will be included in an upcoming public comment opportunity.

#### **BACKGROUND**

To begin the process of updating existing MTIP/RFFA policy, Metro convened a series of three public workshops, held during the April-June 2015 timeframe, to get early stakeholder input on what policy areas should be considered. Several themes emerged from those discussions:

- a. Incorporation of policies adopted since the last MTIP/RFFA policy update, namely the Regional Active Transportation Plan and Climate Smart Strategies
- b. Consideration of Safe Routes to School as a funding focus area
- c. Consideration of whether or not to retain a funding split in the Community Investment Projects Focus Area (Step 2)

The next step in the process was to develop policy options for how those funding themes could be addressed through the RFFA policy. Metro is holding two work group meetings in October 2015, for the purpose of refining the themes into options to share with the public for their input and feedback to be conducted by Metro in January 2016.

**[NOTE: The final work group meeting will be held on October 23. The policy option information in this staff memo will be updated and an updated version based on input from that meeting will be distributed in a supplemental mailing to TPAC prior to their October 30 meeting.]**

#### **POLICY OPTIONS**

Based on input received at the MTIP/RFFA work group meeting on October 2, staff has developed two policy option frames for discussion at the October 23 work group meeting.

Both policy options are rooted in addressing the Regional Transportation Plan (RTP) performance targets, as shown below, and are based on direction from the Regional Transportation Finance Approach.

The region’s Six Desired Outcomes guided the development of the 2014 RTP performance targets for transportation investments. The eleven performance targets are shown below in Table 1.

**Table 1: 2014 Regional Transportation Performance Targets**

<b>Economy</b>	<b>Safety</b> – By 2040, reduce the number of fatal and severe injury crashes for pedestrians, bicyclists, and motor vehicle occupants each by 50% compared to 2007 - 2011 average.
	<b>Congestion</b> – By 2040, reduce vehicle hours of delay (VHD) per person by 10 percent compared to 2010.
	<b>Freight reliability</b> – By 2040, reduce vehicle hours of delay per truck trip by 10 percent compared to 2010.
<b>Environment</b>	<b>Climate change</b> – By 2040, reduce transportation-related greenhouse gas emissions per capita below 2010 levels.
	<b>Active transportation</b> – By 2040, triple walking, biking and transit mode shares compared to 2010 modeled mode shares.
	<b>Basic infrastructure</b> – By 2040, increase by 50% the miles of sidewalk, bikeways, and trails compared to the regional networks in 2010.
	<b>Clean air</b> – By 2040, ensure zero percent population exposure to at-risk levels of air pollution.
	<b>Travel</b> – By 2040, reduce vehicle miles traveled per person by 10 percent compared to 2010.
<b>Equity</b>	<b>Affordability</b> – By 2040, reduce the average household combined cost of housing and transportation by 25 percent compared to 2010.
	<b>Access to daily needs</b> – By 2040, increase by 50 percent the number of essential destinations accessible within 30 minutes by bicycling and public transit for low-income, minority, senior and disabled populations compared to 2005.

The Regional Transportation Finance Approach is a framework that summarizes a general regional direction on the how the transportation needs of the region are to be addressed by existing or potential funding sources. This framework was developed at the JPACT retreat in May 2009. The approach identifies funding mechanisms that agencies use and a regional strategy for sources to be pursued to address unmet needs of the different elements of transportation activities in the region. This framework has been utilized in the development of Regional Flexible Fund allocation policies from 2010-13 forward.

**Option #1 – Maintain funding split and existing focus areas**

- 75% - Active Transportation projects, focusing on achieving relevant RTP performance targets
- 25% - Freight projects, focusing on achieving relevant RTP performance targets

- Update focus area project eligibility and prioritization criteria where relevant to reflect:
  - Consistency with Regional Active Transportation Plan
  - Climate Smart Strategies short list of recommended actions
  - Consistency with Regional Freight Plan
- Maintain separate eligibility criteria
- Maintain separate prioritization criteria
- Increases opportunity for limited-focus projects

*Strengths:*

- Provides a higher degree of assurance that policy objectives for specific performance outcomes are met by focusing funding on the types of projects that most affect those outcomes (e.g. freight initiatives to reduce delay for trucks or active transportation to increase active transportation mode share)

*Weaknesses:*

- More specific criteria limits opportunities for comprehensive, multi-objective projects

**Option #2 – Single, multi-modal project focus area**

- Integrates previous freight and active transportation focus areas
- Aimed at funding projects that achieve multiple RTP performance targets outcomes
- Integrated eligibility criteria
- Integrated prioritization criteria

*Strengths:*

- Allows for a comprehensive approach to addressing transportation needs/deficits in a specific geographic area

*Weaknesses:*

- A lack of sufficiently sophisticated measurement tools makes meaningful comparisons of projects difficult

*Challenge:*

- Would need to define priority (weighted?) outcomes during the criteria integration process

**Public comment question framework**

- Focus of the public comment opportunity would be to get input on the trade-offs of the two options (broad focus v. more targeted focus)
- Provide opportunities for high-level, “quick poll” input, as well more in-depth level of comment

**Policy questions to be discussed at TPAC/JPACT (outside public comment)**

Through the policy option discussion outlined above, additional policy questions/issues have been raised. Those questions are not being specifically addressed through the formal public comment

opportunity, but instead will be discussed directly and resolutions proposed at TPAC and JPACT for final comment opportunity prior to policy adoption.

*Safe Routes to School:*

Both of these options include the opportunity to focus on infrastructure projects that address the desire heard from many around the region to invest in Safe Routes to School (SRTS). The existing Active Transportation/Complete Streets criteria read as follows:

Relative priority	Criteria
Highest	Improves access to and from priority destinations: <ul style="list-style-type: none"> <li>• Mixed-use centers</li> <li>• Large employment areas (by # of jobs)</li> <li>• <b>Schools</b></li> <li>• Essential services for EJ/underserved communities</li> </ul>
Highest	Improves safety: <ul style="list-style-type: none"> <li>• addresses site issue(s) documented in pedestrian/bike crash data</li> <li>• separates pedestrian/bike traffic from freight and/or vehicular conflicts</li> </ul>
Highest	Serves underserved communities
Higher	Improves safety by removing conflicts with freight and/or provides safety mitigation for any potential freight conflicts
Higher	Completes the "last mile"
Higher	Increase in use/ridership by providing a good user experience (refer to Active Transportation design criteria)
Higher	Serves high density or projected high growth areas
Priority	<b>Includes outreach/education/engagement component</b>
Priority	Can leverage funds
Priority	Reduces need for highway expansion

Schools are listed as a "Highest" priority criterion in the existing AT/CS policy. Inclusion of an educational component in a project is a "Priority"-level criterion. These are the fundamental elements of SRTS investments that fit within RFFA funding eligibility.

Through the conversations held to date, a specific SRTS proposal has not emerged and found regional support. Neither option as currently described expressly identifies SRTS as a specific investment category or as a higher priority investment.

Further input is needed to identify how the region could invest in SRTS-specific outcomes, in both the areas of education/promotion and infrastructure. One policy option which could be considered by TPAC and JPACT is to look at the degree to which SRTS-specific outcomes are prioritized and used as a weighting factor in the project selection criteria.

*Other policy questions:*

- There is not yet a clearly identified method for possible increases to Step 1 programs or other region-wide applications to be considered. Potential applications to be considered could include:
  - Increasing the High Capacity Transit bond commitment to leverage FTA funds for Powell-Division bus rapid transit and Southwest Corridor investments
  - Increasing Regional Travel Options region-wide program commitment to invest in outcomes related to Climate Smart Strategies list of short-term actions, and/or to invest in Safe Routes to School educational and promotional efforts
  - Increasing Transportation System Management and Operations region-wide program commitment to invest in outcomes related to Climate Smart Strategies list of short-term actions
  - Should applications be developed to consider investments in these areas? How should they be evaluated and considered relative to Community Investment projects in Step 2?
- Update policy objectives language related to geographical distribution of projects and other identified issues
- Update regional financial approach to reflect using regional flexible funds for certain types of arterial projects (system management, small capital and project development to improve freight access to industrial/employment lands)
- Update focus area titles (if necessary)
- Other policy questions, as raised



Materials following this page were distributed at the meeting.



Date: October 30, 2015  
To: TPAC and Interested Parties  
From: Ted Leybold and Pamela Blackhorse  
Subject: TIP adjustments for July – September, 2015

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Below is the summary of Transportation Improvement Program amendments, programming adjustments and financial plan adjustments for the fourth quarter of Metro fiscal year 2014-15. There were 116 total for the fourth quarter. These adjustments are distributed to TPAC on a quarterly basis.

Please contact us if you have any questions.

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

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

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

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
940	19345	2016 TriMet Enhance Mobility Program	Administrative		TriMet	Alison Langton	Increase Section 5310 funds by \$226514(Fed) to reflect the adopted budget estimate of \$2 million (Fed)
941	19339	FY16 Bus & Rail Preventive Maint	Administrative		TriMet	Alison Langton	Transfer \$330000 (Fed) Section 5337 funds from 19342 State of Good Repair program.
942	19342	2016 State of Good Repair Program	Administrative		TriMet	Alison Langton	Cancel Key and Transfer \$330000 (Fed) Section 5337 funds to K19339 State of Good Repair program.
943	19348	Portland to Milwaukie Light Rail (FY16)	Administrative		TriMet	Alison Langton	Increase federal funding by \$15 million (Fed) and local funding by \$15 million to reflect an accelerated payout in the President's FY16 budget.
944	17302	SMART Bus Maintenance & Bus Related Improvements 2013	Administrative		SMART	V. Rademeyer	Name and description change. Change funding ratios. Change the name and description of K17302 SMART Bus Maintenance & Bus Related Improvements 2013
945	18029	SMART ASSOCIATED IMPROVEMENTS & PREVENTATIVE MAINT 2014	Administrative		SMART	Jodie Kotrlik	Amend K18029 SMART Associated Improvements & Preventative Maint 2014 to change the name and description
946	18030	SMART ASSOCIATED IMPROVEMENTS & PREVENTATIVE MAINT 2015	Administrative		SMART	Jodie Kotrlik	Amend K18030 SMART Associated Improvements & Preventative Maint 2015 to change the name and description
947	19305	SMART ASSOCIATED IMPROVEMENTS & PREVENTATIVE MAINT 2016	Administrative		SMART	Jodie Kotrlik	Amend K19305 SMART Associated Improvements & Preventative Maint 2016 to change the name and description
948	19306	SMART ASSOCIATED IMPROVEMENTS & PREVENTATIVE MAINT 2017	Administrative		SMART	Jodie Kotrlik	Amend K19306 SMART Associated Improvements & Preventative Maint 2017 to change the name and description.
949	19307	SMART ASSOCIATED IMPROVEMENTS & PREVENTATIVE MAINT 2018	Administrative		SMART	Jodie Kotrlik	K19307 SMART Associated Improvements & Preventative Maint 2018 to change the name and description
950	19284	Transit Oriented Development Program (TOD)	Administrative		TriMet	Dianne Hutchins	Change the Project Name Description and Lead Agency (Applicant)
951	18004	Oak and Baseline: S 1st @ SE 10th (Hillsboro)	Administrative		Hillsboro	Karla Antonini	Key #18004 - Slip the Planning phase from 2015 to 2016 and correct rounding
952	17888	SE Holgate & Ramona 122nd-136th Ave Sdwk/Portland	Administrative		Portland	Grace Cho	Amend K17888 Holgate and Ramona CN phase convert \$43070 of Metro TAP funds to TAP Flex funds add \$59316 (Fed) Metro TAP funds and \$59316 Bike/Ped funds and reduce overmatch by \$6789 to cover the match on the additional federal funds
953	19279	Sandy Blvd: NE 181st Avenue to East Gresham City Limit	Administrative		Gresham	Jeff Shelley	Slip PE phase to 2016 for project SANDY BLVD: NE 181ST AVE TO EAST GRESHAM CITY LIMIT (K19279).CANCEL AMENDMENT
954	18024	Regional Over-dimensional Truck Route Plan	Administrative		Portland	Tim Collins	Transfer \$25000 (fed) unspent Urban STP funds from Metro FP (Ex Key #18005) to Planning phase on this project.
955	18757	OR213 Operational Improvements	Administrative		ODOT	Kelly Brooks	Amend K18757 to cancel the PL phase transfer \$1618000 (from CN & PL) to K16150 and Combine K18787 and K18788 into K16150.
956	18788	OR213: SE Clay St - SE Mill St	Administrative		ODOT	Kelly Brooks	Amend K18757 to cancel the PL phase transfer \$1618000 (from CN & PL) to K16150 and Combine K18787 and K18788 into K16150.
957	18787	OR213: NE Couch St - SE Pine Street	Administrative		ODOT	Kelly Brooks	Amend K18757 OR213 Operational Improvements to cancel the PL phase and transfer \$1618000 to K16150 OR213: Couch - Division.Combine. Combine K18787 OR213: NE Couch St - SE Pine Street and K18788 OR213: SE Clay St - SE Mill St into K16150.
958	16150	OR213: Intersection Improvements Couch - Division	Administrative		ODOT	Kelly Brooks	Amend K18757 OR213 Operational Improvements to cancel the PL phase and transfer \$1618000 to K16150 OR213: Couch - Division. Combine. Combine K18787 OR213: NE Couch St - SE Pine Street and K18788 OR213: SE Clay St - SE Mill St into K16150

959	18806	US26: Cornelius Pass Rd - NW 185th Ave	Administrative		Hillsboro	Ana Jovanovic	Advance CN to 2016. and add a RW phase of \$251000 by reducing CN to \$17877831. Reduce PE to \$2000000 by moving \$205400 to K19584 Region 1 Matching Funds
960	18262	I-5 SB: Broadway - Weidler Exit Ramp	Administrative		ODOT	Lindsay Higa	Advance CN to 2015.Notification Only - Increase the UR phase to \$46000 by moving funds from CN
961	19296	Regional Freight Analysis and Project Development	Formal	15-4637	Metro	Bud Reiff	Transfer \$250000 (Fed) USTP funds from Key #19296 Reg'l Freight bucket to Key #19174 Freight Modeling & Data Improvement
962	19174	Freight Demand Modeling & Data Improvement	Formal	15-4637	Metro	Bud Reiff	Transfer \$250000 (Fed) USTP funds from Key #19296 Reg'l Freight bucket to Key #19174 Freight Modeling & Data Improvement Detail
963	17516	FFO - I-5: Interstate Bridge - Hassalo St	Administrative		ODOT	Kelly Brooks	Amend K17516 I-5: Interstate Bridge - Hassalo St to add an OT phase with \$1M from K19078 Fix-it Shelf Ready program
964	17212	Tooze Rd: 110th Ave - Grahams Ferry Rd	Administrative		Wilsonville	David Arena	Increase PE to \$921263 by adding \$64400 of local funds to K17212 (Tooze Rd: 110th - Grahams Ferry Rd).
965	18016	Corridor & Systems Planning 2015	Administrative		Metro	Vaughan Rademeyer	Remove K18016 Corridor & Systems Planning 2015 from the 15-18 STIP as the project was obligated in 2014.
966	19534	OR224: BRIDGE DECK OVERLAYS	Administrative		ODOT	OTC	Add project to 2015-2018 STIP as approved by OTC in April. To be funded from bottom line of State Bridge FP
967	19535	I-5/OR217: BRIDGE DECK OVERLAYS	Administrative		ODOT	OTC	dd project to 2015-2018 STIP as approved by OTC in April. To be funded from bottom line of State Bridge FP
968	19636	OR99: WILLAMETTE RIVER (STEEL BRIDGE) LIFT SPAN	Administrative		ODOT	OTC	dd project to pay ODOT's share of Railroad project on Steel Bridge. To be funded from bottom line of State Bridge FP.
969	18796	US30B: NE 103rd - 107th Ave	Administrative		ODOT	Vaughan Rademeyer	Cancel RW and increase PE by \$42000 using RW and CN funds for K18796 US30B: NE 103RD AVE - NE 107TH AVE (K18796)
970	18306	East Metro Connections ITS	Administrative		Gresham	David Arena	Slip CN phase to 2016 and OTH phase to 2017 for the East Metro Connections ITS project (K18306)
971	19636	OR99: WILLAMETTE RIVER (STEEL BRIDGE) LIFT SPAN	Administrative		ODOT	Brenda Zuniga	Add Tri-Met share of project cost (\$1926948.18). ODOT will be paying invoices and billing Tri-Met for their share.
972	17697	US26: SE Powell Blvd at 116th Ave	Administrative		ODOT	Lindsay Higa	Slip CN RW and UR to 2016 for K17697
973	18023	Burgard/Lombard @ North Time Oil Road Intersection	Administrative		Portland	David Arena	Amend K18023 Burgard/Lombard @ North Time Oil Road intersection to increase RW to \$236204 by moving \$24458 from CN. Slip CN to 2016
974	19070	I-205: I-84 - SE Stark/Washington Street	Administrative		ODOT	Kelly Brooks	Advance PE to 2015.
975	17270	40 Mile Loop: Blue Lake Park - Sundial Rd	Administrative		Port of Portland	Sam Hunaidi	Slip CN to 2018 and RW to 2017 update funding responsibilities
976	18778	US30: NW McNamee Rd - NW Bridge Ave	Administrative		ODOT	Ana Jovanovic	Slip CN phase to 2016 for US30 NW McNamee Rd â€œ NW Bridge Ave (K18778).
977	18776	OR99E: SE Harold St - SE Harrison St	Administrative		ODOT	Kelly Brooks	Combine Key 19442 into 18776; moving \$535964.29 from BL (PE savings) \$50K RW & \$1.78M CN; advance CN for 18776 to 2016 and slip RW to 2016 add UR for 2016; add'l \$33K to CN from Bridge FP for membrane on br 02008A; update funding responsibility.
978	19442	OR99E: Crystal Springs Creek Bridge Replacement	Administrative		ODOT	Kelly Brooks	Combine Key 19442 into 18776; moving \$535964.29 from BL (PE savings) \$50K RW & \$1.78M CN; advance CN for 18776 to 2016 and slip RW to 2016 add UR for 2016; add'l \$33K to CN from Bridge FP for membrane on br 02008A; update funding responsibility.
979	18311	Durham Rd/Upper Boones Ferry Rd. OR99W - I-5	Administrative		Tigard	Michele Thom	Create an OTHER phase and slip CN and PE to 2016.
980	18383	Burnside St: Willamette River Br Painting & Rehabilitation	Administrative		Multnomah County	Justin Shoemaker	Add RW phase splitting \$625K from CN. No change to project total

981	18564	I-5: Bridge Deck Rehab (MP 301.00 to MP 302.00)	Administrative	ODOT	David Kim	Combine Key 18573 into 18564; change project name & adjust funding. \$346105 from Key 18573 to bottom line of State bridge FP.
982	18573	I-5: Morrison Interchange Ramps Deck Seal	Administrative	ODOT	David Kim	Combine Key 18573 into 18564; change project name & adjust funding. \$346105 from Key 18573 to bottom line of State bridge FP.
983	18308	N/NE Columbia Blvd Traffic/Transit Signal Upgrade	Administrative	Portland	Vaughan Rademeyer	Creating a PL phase and moving \$75000 from PE to PL. Slip PE to 2016 and CN to 2017.
984	18795	US26 (Powell Blvd) SE 20th - SE 34th	Administrative	ODOT	David Kim	Change name and limits and increase RW to \$400000 by moving funds from CN
985	18022	Foster Road Streetscape: SE 50th - SE 84th	Administrative	Portland	Bret Richards	Slip CN to 2016
986	15599	OR213 Harmony Sunnyside Rds Sidewalk/Sig Impv	Administrative	Clackamas County	Seth Brumley	Cancel OR213HARMONYSUNNYSIDE RDS SIDEWALK/SIGNAL IMPV (K1599) and move funds to JENNINGS AVE: OR99E TO OATFIELD RD (K19276).
987	19276	Jennings Ave: OR 99E to Oatfield Rd	Administrative	Clackamas County	Seth Brumley	Cancel OR213HARMONYSUNNYSIDE RDS SIDEWALK/SIGNAL IMPV (K1599) and move all funds to JENNINGS AVE: OR99E TO OATFIELD RD (K19276) including \$248000 from Metro FP that was deobligated from PE.
988	19651	I-5: Interstate BR (NB) Trunion Shaft Replacement	Administrative	ODOT	Kelly Brooks	Add project for PE only per OTC approval 8/21/2015. WSDOT to share 50% of costs with ODOT as lead. ODOT funds to come from bottom line of State Bridge FP.
989	18778	US30: NW McNamee Rd - NW Bridge Ave	Administrative	ODOT	Ana Jovanovic	Adding a UR phase with funds from CN.
990	17466	LO-Portland Trail: Tryon Cr - Elk Rock Tunnel	Administrative	Metro	Bret Richards	Change the project name and description. Slip PL phase to 2016. Correct Funding Responsibility.
991	17414	SW Oleson Road: Fanno Creek Bridge	Select	Washington County	Lorrie Link	Cancel the UR phase.
992	18027	SMART Bus Capital Associated Improvements & Preventative Maint 2014	Administrative	SMART	Jodie Kotrlik	Change the name description and increase the funding to \$470000 (total) 5307 funds.
993	18028	SMART Bus Capital Associated Improvements & Preventative Maint 2015	Administrative	SMART	Jodie Kotrlik	: K18028 (SMART Bus Capital Associated Improvements & Preventative Maint 2015) - Change project name update project description and update project funding to \$440000 total 5307 funds.
994	19502	Region 1 Rural Safety Improvements	Administrative	ODOT	Nicole Peirce	Add a CN phase for 2016 of \$1374572 from the Region 1 FP. Change County to Various.
995	19652	I-5: MARQUAM BR ELECTRIC & LIGHTING SYSTEM REPLACE	Administrative	ODOT	Shelli Romero	Add new project as approved by OTC 8/21/2015. To be funded from bottom line of State Bridge FP. FULL AMENDMENT 15-18-435: add new project: Key 19652 I-5: Marquam Br Electric & Lighting System Replace
996	18779	OR213: SE Lindy St - SE King Rd	Administrative	ODOT	Kyle Crate	Add a RW phase of \$550000 by moving \$250000 from CN and \$300000 from Region savings.
997	19287	Transportation System Management & Operations Program	Administrative	[Other]	Jodie Kotrlik	Add new TSMO project by moving \$303415 from K19287 Trans System Mgmt & Operations Program (2016)
998	19673	Portal Regional Archived Data User Service 2016	Administrative	[Other]	Jodie Kotrlik	Add new TSMO project by moving \$303415 from K19287 Trans System Mgmt & Operations Program (2016)
999	17697	US26: SE Powell Blvd at 116th Ave	Administrative	ODOT	Nicole Peirce	ADMINISTRATIVE AMENDMENT 15-18-579: K17697 (2014 & 2015 SIGNAL UPGRADES) Change the name of project to US26: SE POWELL BLVD AT 116TH AVE
1000	17881	SE 122nd Ave & 132nd Avenue: Sidewalk Connections	Administrative	Clackamas County	Mahasti Hanstings	K17881 122nd Ave & 132nd Ave Sidewalk Connections (Clackamas) to slip CN to 2016
1001	17707	OR 213 (82nd Ave): Sandy Blvd	Administrative	ODOT	Nate Scott	K17707 OR213 (82nd Ave) Sandy Blvd to add \$244.946 from the Region 1 FP increasing PE to \$297000 RW to 116000 and CN to \$756946 per CMR01

1002	17273	Westside Trail: Rock Creek Trail - Bronson Creek Trail	Administrative	Tualatin Hills PRD	Brenda Zuniga	Change CN funds to TAP.
1003	17410	Broadway Bridge - Willamette River	Administrative	Multnomah County	Vaughan Rademeyer	Slip CN phase to 2016 per IGA; change Admin by to LOCAL/CERT. No change to funding
1004	18020	Sandy Blvd: NE 230th Ave - NE 238th Dr (Wood Village)	Administrative	Multnomah County	Reem Khaki	Move \$75000 from RW to increase CN to \$558673 and fund RW with \$575000 Multnomah County funds. Slip CN to 2016
1005	19141	OR213: King Rd - Mt Scott Creek Bridge and ADA Ramps	Administrative	ODOT	Kyle Crate	Slip CN to 2016. Transfer \$881000 from Region FP (ex K17568) to increase PE to \$300000; RW to \$531000 and CN to \$600000
1006	18776	OR99E: SE Harold St - SE Harrison St	Administrative	ODOT	Nicole Peirce	Increase RW to \$153000 by moving funds from CN as approved by CMR-02
1007	17458	ITS Network Equipment	Administrative	ODOT	Christina Hopes	ITS NETWORK project slipping due to schedule adjustment
1008	18026	Cedar Creek/Tonquin Trail: OR99W - Murdock Rd.	Administrative	Sherwood	Vaughan Rademeyer	Slip RW to 2016 and CN to 2017. Updated RW Funding Responsibility.
1009	18006	Vehicle Electrification	Administrative	Metro	Vaughan R	Slip the PL and OT phases to 2016.
1010	14393	Cleveland St: NE Stark to SE Powell	Administrative	Gresham	Vaughan R	Slip CN to 2016
1011	17757	Main St Ph2: Rail Corridor-Scoffins	Administrative	Tigard	Vaughan R	Slip PE and RW to 2016 and CN to 2017. Correct rounding
1012	17270	40 Mile Loop: Blue Lake Park - Sundial Rd	Administrative	Fairview	Vaughan R	Slip PE to 2016.
1013	17267	Twenties Bikeway: NE Lombard - SE Crystal Springs	Administrative	Portland	Vaughan R	Slip RW and CN to 2016.
1014	18021	East Portland Active Transportation to Transit	Administrative	Portland	Vaughan R	Slip RW CN and OT phases to 2016 due to schedule adjustment.
1015	16986	Division Street Corridor Improvements (Gresham)	Administrative	Gresham	Vaughan R	Slip RW and CN to 2016 and correct rounding.
1016	18814	Connected Cully	Administrative	Portland	Kelly Brooks	Amend K18814 Connected Cully to slip PE to 2016
1017	18818	Downtown I-405 Ped Safety and Ops Imprvmts	Administrative	Portland	Shelli Romero	Amend K18818 Downtown I-405 Ped Safety & Operational Imprvmts to slip PE to 2016
1018	14438	Troutdale Rd & Stark St Beaver Creek Culvert	Administrative	Multnomah County	Vaughan R	Slip RW to 2016
1019	14409	Marine Dr. Path: NE 112th Ave-NE 185th Ave	Administrative	Portland	Vaughan R	Slip CN to 2016
1020	18308	N/NE Columbia Blvd Traffic/Transit Signal Upgrade	Administrative	Portland	Vaughan R	Slip the PL phase to 2016
1021	18819	St Johns Truck Strategy Phase II	Administrative	Portland	Shelli Romero	Amend K18819 St. Johns Truck Strategy Phase II to slip PE to 2016
1022	18316	Regional ITS Communications Infrastructure (ODOT)	Administrative	ODOT	Vaughan R	Slip CN to 2018. Update Funding Responsibility.
1023	18832	Willamette Greenway Trail: Columbia Blvd Bridge	Administrative	Metro	Michele Thom	Amend K18832 Willamette Greenway Trail: Columbia Blvd Bridge to slip PE to 2016.
1024	18833	NE 238th Dr: NE Halsey St - NE Glisan St	Administrative	Multnomah County	Rich Watanabe	Amend K18833 NE 238th Dr: NE Halsey St - NE Glisan St to slip CN to 2016
1025	18837	NE Columbia Blvd: Cully Blvd and Alderwood Rd	Administrative	Port of Portland	Kelly Brooks	Amend K18837 NE Columbia Blvd: Cully Blvd & Alderwood Rd to slip PE to 2016
1026	18413	I-205 at NE Killingsworth St. SB On-Ramp	Administrative	Portland	Vaughan R	Migrate project from FY12-15 MTIP and slip CN from 2014 to 2016
1027	13502	NE Columbia Blvd at MLK Jr. Blvd	Administrative	Portland	Bret Richards	Amend K13502 NE Columbia Blvd at MLK Jr Blvd to slip CN to 2016.
1028	17459	TTIP Enhancement for Arterial Traveler Information	Administrative	ODOT	Vaughan R	Slip OT phase to 2016 due to schedule adjustment
1029	19318	5339 FY15 - Bus and Bus Facilities (Capital)	Administrative	SMART	Vaughan R	Slip funding to 2016.
1030	19313	5310 FY15 - Senior & Disabled	Administrative	SMART	Vaughan R	Slip funding to 2016.

1031	18807	OR99W: SW Beef Bend Rd - SW Durham Rd	Administrative	King City	Lindsay Higa	Change project name and add MP's. Move \$104593 Statewide Enhance Match to Key 19584. Add \$24 from King City and adjust the funding per phase to the charter estimates and the match ratio to 11.83% per the IGA. Advance RW and CN to 2016
1032	18030	SMART ASSOCIATED IMPROVEMENTS & PREVENTATIVE MAINT 2015	Administrative	SMART	Vaughan R	Slip funding to 2016
1033	18029	SMART ASSOCIATED IMPROVEMENTS & PREVENTATIVE MAINT 2014	Administrative	SMART	Vaughan R	Slip funding to 2016.
1034	18028	SMART Bus Capital Associated Improvements & Preventative Maint 2015	Administrative	SMART	Vaughan R	Slip funding to 2016
1035	18838	OR99W: Corridor Safety and Access to Transit	Administrative	TriMet	Lindsay Higa	Amend K18838 OR99W: Corridor Safety & Access to Transit to slip PE to 2016 and transfer \$370233 Statewide Enhance Match funds to K19584.
1036	18050	TriMet Bus/Rail Transit Enhancements (FY14)	Administrative	TriMet	Vaughan R	Amend k18050 TriMet Bus/Rail Transit Enhancements FY14 to slip funding to 2016
1037	18027	SMART Bus Capital Associated Improvements & Preventative Maint 2014	Administrative	SMART	Vaughan R	Slip funding to 2016.
1038	19402	OR99E: Kellogg Creek	Administrative	ODOT	Vaughan R	Slip PE phase to 2016 due to schedule adjustment.
1039	18839	OR8 Corridor Safety and Access to Transit	Administrative	TriMet	Nate Scott	Slip PE to 2016 and transfer the Enhance Statewide Match of \$165758 to K19584.
1040	18017	Metropolitan Mobility Funding Preparedness	Administrative	Metro	Vaughan R	Slip CN to 2016 and correct rounding
1041	18840	Powell-Division Corridor Safety & Access to Transit	Administrative	TriMet	Vaughan R	Slip PE to 2016 and transfer \$287560 Enhance Statewide Match to K19584.
1042	19359	Washington County Arterial Pedestrian Crossings	Administrative	Washington County	Vaughan R	Slip PL phase to 2016 due to schedule adjustment
1043	19299	Portland Central City Safety Project - Phase 2	Administrative	Portland	Vaughan R	Slip PL phase to 2016 due to schedule adjustment.
1044	19280	SE 129th Avenue - Bike Lane and Sidewalk Project	Administrative	Happy Valley	Vaughan R	Slip PE phase to 2016 due to schedule adjustment
1045	18305	Sunnyside Rd Adaptive Signal System	Administrative	Clackamas County	Vaughan R	Slip the CN phase to 2016 due to schedule adjustment
1046	19188	Metro Central Transfer Station: CNG Fueling	Administrative	Metro	Vaughan R	Slip the OT phase to 2016 due to schedule adjustment
1047	14440	SW Capitol Highway: Multnomah to Taylors Ferry	Administrative	Portland	Vaughan R	Slip PE to 2016.
1048	18003	OR8 at Quince St. (Forest Grove) Sec	Administrative	Forest Grove	Vaughan R	Increase PE by \$275277 by moving Enhance funds from the UR phase. Transfer \$367835 Enhance Statewide Match from CN to K19584 and add \$99853 local agency funds.
1049	17268	Red Electric Trail: SW Bertha - SW Vermont Sec	Administrative	Portland	Vaughan R	Slip RW and CN to 2016 and correct rounding in RW & CN phases.
1050	18563	US26: Ross Island Intchg NB Conn Deck Overlay	Administrative	ODOT	Vaughan R	Add \$35700 to PE phase from State Bridge FP & \$11000 to CN from K17601. Slip K17601 to 2016.
1051	18019	Arata Rd - 223rd - 238th (Fairview/Wood Village)	Administrative	Multnomah County	Vaughan R	Slip CN to 2016.
1052	19534	OR224: BRIDGE DECK OVERLAYS	Administrative	ODOT	Vaughan R	Key 19534 OR224: Bridge Deck Overlays; Slip CN to 2017. No impact to funding
1053	19108	Portland Metro Area Clean Diesel Upgrade	Administrative	[Other]	DEQ/Vaughan	Increase funding to \$1971500 by adding \$1414273 from third parties sub-contracting with DEQ.

1054	18001	Clackamas County Regional Freight ITS Project	Administrative	Clackamas County	Vaughan R	Slip PE and CN to 2016. Update Funding Responsibility in PE & CN.
1055	18416	Springwater Trail Gap: SE Umatilla - SE 13th Ave	Administrative	Portland	Vaughan R	Slip RW UR and CN phases to 2016

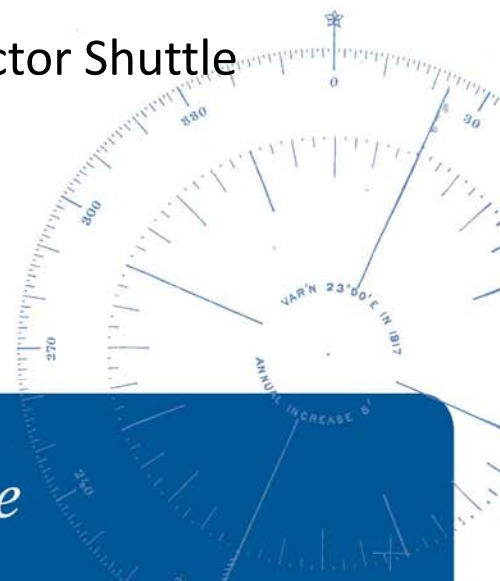


# Transportation Policy Alternatives Committee (TPAC)

## Agenda Item 5:

Seek approval to amend the 2015-18 MTIP to add the TriMet new North Hillsboro Job Connector Shuttle project.

- Overview of the MTIP programming process related to the TriMet new North Hillsboro Job Connector Shuttle project.
- Summary of TriMet's new North Hillsboro Job Connector Shuttle project.



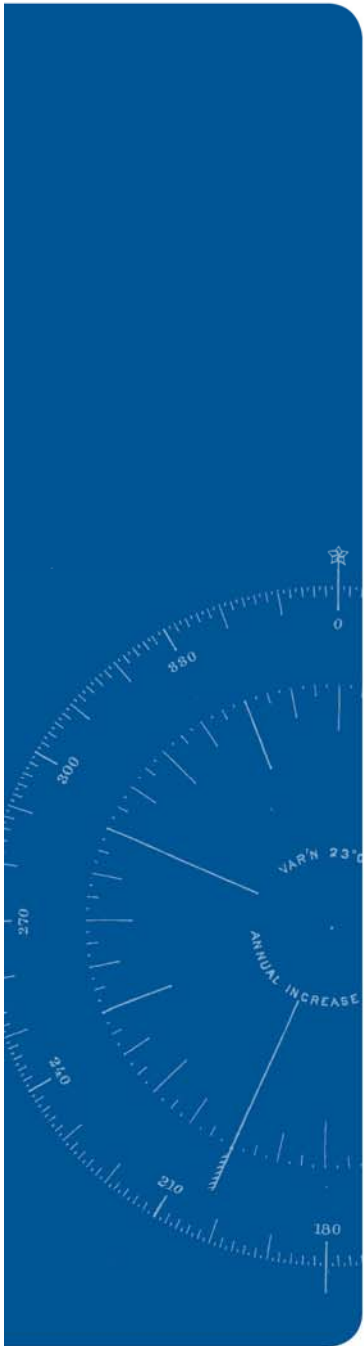
# MPO and MTIP Management Responsibilities

- MTIP represents the first 4-year implementation program of the RTP.
- Provides a snap-shot of how federal transportation funds will be expended over the 4-year period.
- MPO responsible to complete MTIP updates and amendments.
- MTIP management responsibilities are defined in federal regulations.



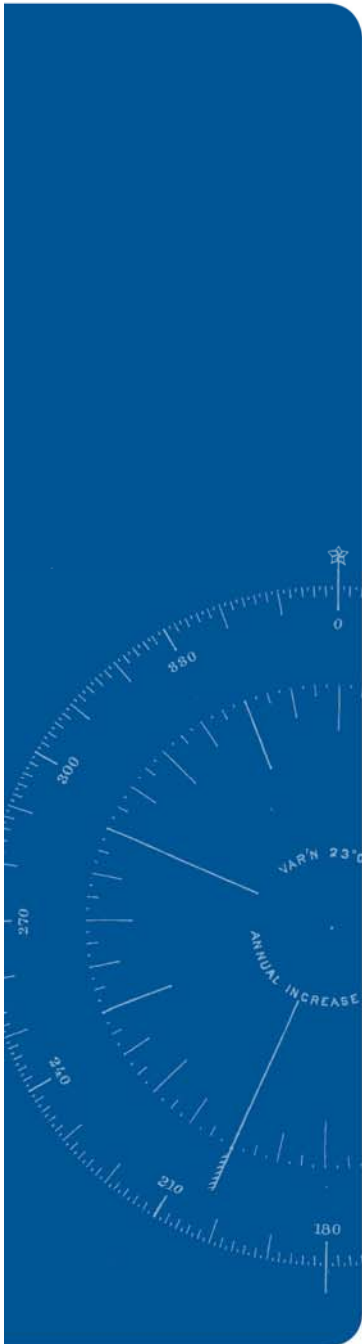
# MPO and MTIP Management Responsibilities

- Metro responsible for completing full MTIP Update.
- Between full updates, Metro completes MTIP Administrative and Formal amendments:
  - Administrative – minor changes that clearly have no impact to financial constraint or conformity finding.
  - Formal – eligible changes but potential RTP policy significance and need to demonstrate compliance with federal & state regulations.



## MTIP Formal & Administrative Amendments

- 2015-18 MTIP Chapter 6 provides guidance for Formal and Administrative amendments.
- Table 6.1 defines what types of changes may proceed via an Administrative or Formal amendment.
- Administrative amendments proceed directly to ODOT/USDOT with TPAC notice.
- Formal amendments require JPACT and Metro Council formal resolution plus USDOT approval.



# Formal & Administrative Amendment Examples

## Formal

- Addition of a new project
- Deletion of a project
- RFFA budget changes
- Scope changes (not impacting conformity)
- Major cost changes to a project

## Administrative

- Fund transfers among phases or projects in the same year.
- Minor description changes to clarify scope elements
- Minor cost changes
- Fund year changes due to minor schedule changes

## Exceptions

- Table 6.1 provides some exceptions to Formal amendments
- No impact to conformity or financial constraint

# MTIP Table 6.1 Exceptions

- Bridge repair or replacement projects– total project cost less than \$5 million,
- Preservation projects on the Interstate system - up to \$5 million; on the highway system – total project cost less than \$2 million or any “1R” preservation project on existing road surface.
- Advance construction or mitigation work to address environmental timing issues (i.e. bird or fish migration) - total cost less than \$500,000 (work must be consistent with NEPA and permitting processes and agency assumes all risk that full project may not be included in the TIP),
- Bottleneck reduction, system management, or demand management ODOT Operations projects – total project cost less than \$1 million,
- Other ODOT operations projects (programmatic maintenance or updates to signs, illumination, rock falls, etc.) - total project cost less than \$2 million,
- Sub-allocations of region-wide programs consistent with their respective strategic plans or program descriptions as approved by JPACT and Metro Council,
- Bicycle or pedestrian projects – total project cost less than \$1,000,000,
- Road realignment projects for safety purposes that does not change the number of vehicle lanes or other design elements that would affect vehicle capacity,
- General planning, corridor studies, or project development planning studies - total plan cost less than \$200,000,
- Public transit appropriations in excess of those estimated in original programming,
- Projects/programs allocated funding that were previously identified and approved by JPACT and the Metro Council as regional priorities for state or federal discretionary funding,
- Awarded through the state Public Transit Division Discretionary Grant Program,
- Emergency additions where an imminent public safety hazard is involved, and
- The addition of project details to previously approved generic projects such as parts and equipment, signals, street overlays, etc.



# MTIP Review of New North Hillsboro Job Connector Shuttle Service

- Seven MTIP review criteria were involved to determine and complete programming steps. They included:
  1. Federal funding eligibility:
    - FTA Section 5307 funds proposed for project.
    - Job access and reverse commute are an eligible 5307 activity.
  2. RTP verification:
    - All New MTIP projects must be in the RTP.
    - New project as a component of the larger RTP “Operations and Maintenance of Bus System”.
    - RTP ID: 11335.



# MTIP Review Criteria Continued

- Funds are approved. For federal transit funds: Must be in approved Program of Projects (POP):

Resolution 15-10-64  
Approved by the  
TriMet Board of  
Directors containing  
the new North  
Hillsboro Job  
Connector Shuttle  
service project on  
October 28, 2015.

## Revised Final FY2016 Program of Projects

TriMet posted a Public Notice on September 30 on its external website offering the public an opportunity to submit comments or request a Public Hearing on its revised plan for FY2016 federal transit funding. Neither comments nor a request for a Public Hearing were received by 5 p.m. on Wednesday, October 14, 2015.

Our Revised Final Program of Projects in FY2016 will include the following:

Estimated eligible programs in fiscal year 2016	% of Federal Funding	Amount
Section 5307 Urbanized Area Formula	80.00%	\$37,642,864
Section 5337 State of Good Repair	80.00%	\$18,510,000
Section 5339 Bus & Bus Facilities	80.00%	\$2,767,000
STP Surface Transportation Program	89.73%	\$12,177,832
CMAQ Congestion, Mitigation & Air Quality	89.73%	\$11,000,000
Section 5310 Elderly and Disabled Transportation	50.00%	\$1,989,187
Section 5309 New Starts	55.88%	\$115,000,000
<b>TOTAL</b>		<b>\$199,086,883</b>

## REVISED FINAL PROGRAM OF PROJECTS

**Bus & Rail Preventive Maintenance:** \$37,362,864 Section 5307 funds, \$18,510,000 Section 5337 funds, \$3,021,148 STP funds\*

**North Hillsboro Job Connector Shuttle:** \$280,000 Section 5307 funds\*

**Bus Replacement:** \$2,767,000 Section 5339 funds

**Regional Rail Debt Service:** \$5,000,000 STP funds, \$11,000,000 CMAQ funds

**East Portland Access to Employment & Education:** \$2,275,000 STP funds

**Regional Transportation Options Program:** \$473,772 STP funds

**Powell-Division Corridor Safety & Access to Transit:** \$1,407,912 STP funds

**Elderly and Disabled Transportation:** \$1,989,187 Section 5310 funds

**Milwaukie Light Rail Project:** \$115,000,000 Section 5309 New Starts funds

\*Revised from FY2016 Final Program of Projects posted on June 4, 2015

*Actual receipt of grant funds and the accounting recognition of grant revenue are contingent on a final federal transportation appropriations bill for next federal fiscal year. These projects show the plan for the maximum expected amount. If less funding is available, the federal involvement in these projects will be reduced.*



# MTIP Review Criteria Continued

## 4. Amendment type:

- New MTIP project = Formal amendment.
- Additional administrative amendments to occur to complete the Formal amendment.
- Transfer of funding from four TriMet Bus and Rail Preventative Maintenance projects to fund the new project.

## 5. Conformity verification:

- Conformity exemptions from 40 CFR 93.126 Exempt Projects Tables 2 and 3.
- New NHJC Shuttle is exempt under Table 2, Mass Transit, Operating assistance to transit agencies.



# MTIP Review Criteria Continued

## 6. Financial constraint verification:

- Utilizing existing programmed 5307 funds.
- No impact to financial constraint finding.
- TriMet funds: 5307 does not belong to Metro.
- No budget impact to Metro programs.

## 7. MPO programming responsibilities:

- Completing MTIP programming actions on behalf of TriMet.
- Consistent with Metro's MTIP management responsibilities under 23 CFR Part 450, Section 324.





Metro  
Metropolitan Transportation Improvement Program (MTIP)  
**PROJECT DETAIL WORKSHEET**

**Formal Amendment  
NEW PROJECT**

Lead Agency: TriMet

Project Type: Transit

Mile Points: N/A

**MTIP ID: TBD**

**Project Name: North Hillsboro Job Connector Shuttle**

ODOT KEY: TBD  
RTP ID: 11335  
RFFA ID: N/A  
RFFA Cycle: N/A

**Short Description:**

Implement a new job connector shuttle service north and south of Hwy 26 supporting low and middle wage workers transit needs within the North Hillsboro Industrial District

**Detailed Description:**

The NHJC Shuttle will serve employers in the NHID supporting low and middle income wage workers improve access to jobs by providing a link between MAX and employers in the district. The proposed route will include stops south of Hwy 26 along Walbridge Dr and at Orengo Station north to Westmark Center north of Hwy 26.

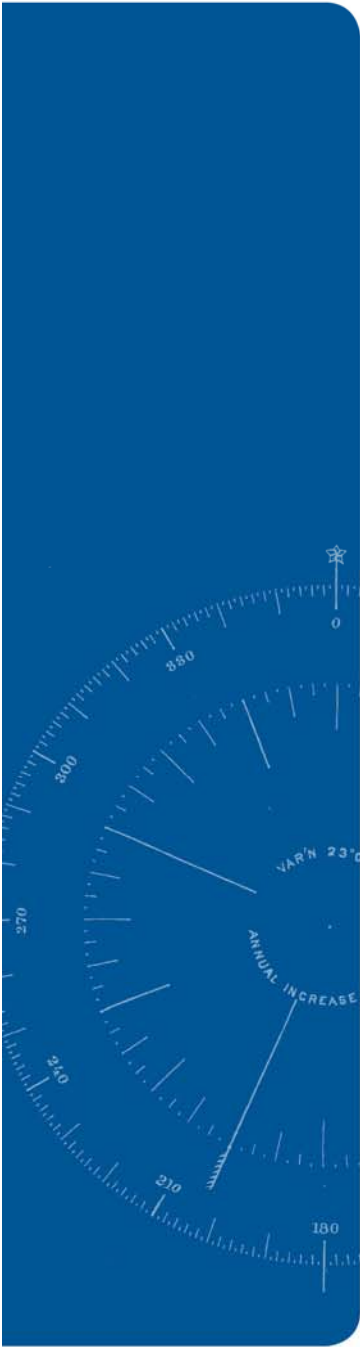
**STIP Description:**

TBD

**PROJECT FUNDING DETAILS**

Fund Type	Year	Project Phases					Total
		Planning	Preliminary Engineering	Purchase Right-of-Way	Construction	Other	
<b>Federal Funds</b>							
5307	2016					\$560,000	\$560,000
5307	2017					\$280,000	\$280,000
5307	2018					\$280,000	\$280,000
							<b>\$1,120,000</b>
<b>State Funds</b>							
<b>Local Funds</b>							
Local	2016					\$140,000	\$140,000
Local	2017					\$70,000	\$70,000
Local	2018					\$70,000	\$70,000
							<b>\$280,000</b>
Phase Totals:		\$0	\$0	\$0	\$0	\$1,400,000	<b>\$1,400,000</b>

Estimated Project Cost (YOES): \$1,400,000





# North Hillsboro Job Connector Shuttle

- Purpose: Help low and middle wage workers access jobs by providing a link between MAX and employers in the NHID.
- Serve employers both north and south of Highway 26.
- Employers served will include:
  - Intel
  - Salesforce.com
  - Laika Entertainment
  - Reiser's Fine Foods
  - Beaverton Foods
  - SureID
  - Alliance Packaging

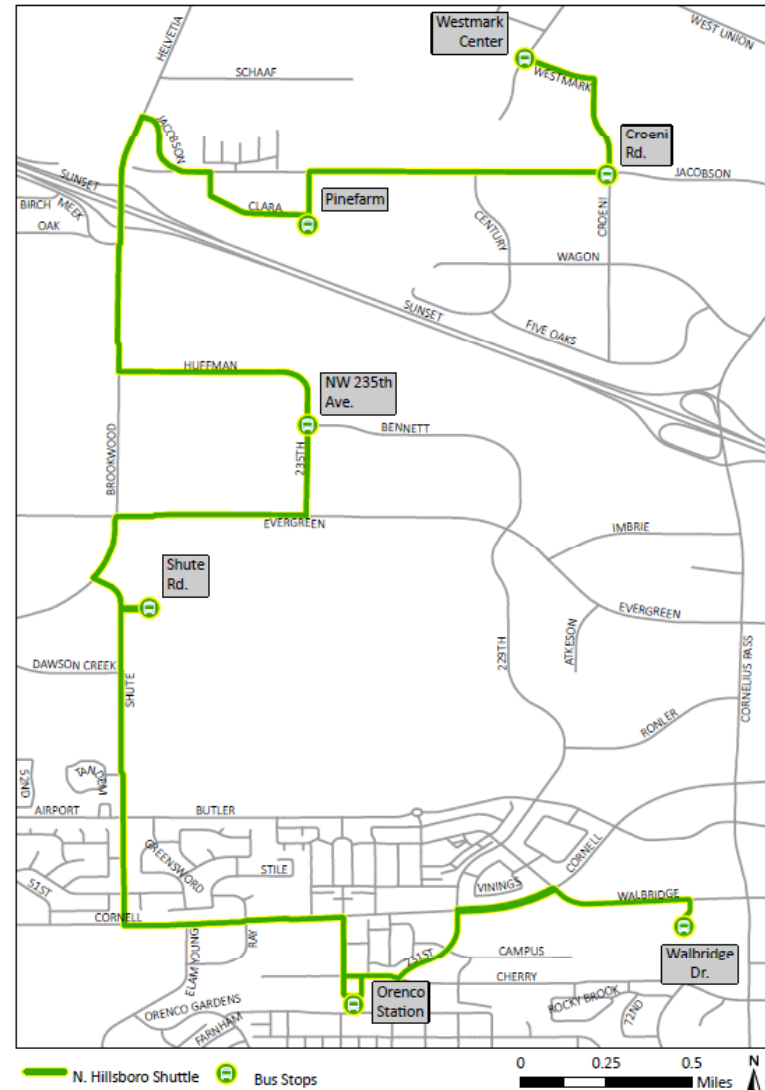


# North Hillsboro Job Connector Shuttle

- NHJC Shuttle will operate approximately on a 30 minute frequency during the extended rush hour between 5:30 am to 9 am and then 1:30 pm to 7:00 pm only during the weekdays.
- Planned to be operated by a third party – Ride Connection.
- Annual cost to operate the new service has been estimated at approximately \$280,000 per year.

DRAFT ROUTE MAP  
For more information,  
contact Alex Page:  
apage@rideconnection.org

## North Hillsboro Shuttle



# NHJC Shuttle Benefits & Support to Oregon Transportation Options Plan

- Three key benefits noted:
  - Help low/middle income employees with travel options to work.
  - Help attract more manufacturing businesses to the district.
  - Allow for more efficient transit service.
- Supports the Oregon Transportation Options Plan:

Safety

System Efficiency

Land Use & Transportation

Accessibility

Economy

Coordination

Mobility

Health & Environment

Equity



# **MTIP Formal Amendment: TriMet new North Hillsboro Job Connector Shuttle project**

## Questions

