 **Metro** | *Agenda*

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)  
Date: Thursday, October 8, 2015  
Time: 7:30 to 9 a.m.  
Place: Metro Regional Center, Council Chamber

---

- |         |     |   |                             |
|---------|-----|---|-----------------------------|
| 7:30 AM | 1.  | <b>CALL TO ORDER, DECLARATION OF A QUORUM &amp; INTRODUCTIONS</b>   | <b>Craig Dirksen, Chair</b> |
| 7:32 AM | 2.  | <b>CITIZEN COMMUNICATIONS ON JPACT ITEMS</b>  |                             |
| 7:35 AM | 3.  | <b>UPDATES FROM THE CHAIR &amp; COMMITTEE MEMBERS</b>   | <b>Craig Dirksen, Chair</b> |
|         | *   | <ul style="list-style-type: none"><li>• <b>MTIP/RFFA Next Steps</b></li><li>• <b>ODOT Consultation Survey</b></li><li>• <b>Region 1 ACT Update</b></li></ul>  | <b>Kelly Brooks, ODOT</b>   |
| 7:50 AM | 4.  | * <b>Consideration of the JPACT Minutes for September 10, 2015</b>  |                             |
|         | 5.  | <b><u>ACTION ITEMS</u></b>  |                             |
| 7:55 AM | 5.1 | * <b>Resolution No. 15-4642</b> , For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Include the Interstate 84/Interstate 5-Banfield Interchange Deck Overlay and Bridge Rail Retrofit Project and the Interstate 405 Fremont Bridge Approach Ramps Modular Joint Replacement Project - <b><u>RECOMMENDATION</u></b> | <b>Ken Lobeck, Metro</b>    |
| 8:05 AM | 5.2 | * <b>Resolution No. 15-4646</b> , For the purpose of amending the 2015-18 MTIP to reprogram the City of Milwaukie's OR99 E. Bridge at Kellogg Lake Project Surface Transportation Program (STP) funds of \$1,055,000 to their 17 <sup>th</sup> Ave. Multi-Use Trail Project for construction - <b><u>RECOMMENDATION</u></b>   | <b>Ken Lobeck, Metro</b>    |
| 8:15 AM | 5.3 | * <b>Resolution No. 15-4649</b> , For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Include the Amtrak Cascades Passenger Rail Service Operations and Maintenance Costs Project - <b><u>RECOMMENDATION</u></b>  | <b>Ken Lobeck, Metro</b>    |
|         | 6.  | <b><u>INFORMATION / DISCUSSION ITEMS</u></b>  |                             |
| 8:25 AM | 6.1 | * <b>2018 Regional Transportation Plan Update</b> – Review draft work program & engagement strategy - <b><u>DISCUSSION</u></b>  | <b>Kim Ellis, Metro</b>     |
| 9:00 AM | 7.  | <b>ADJOURN</b>  | <b>Craig Dirksen, Chair</b> |

\* Material available electronically # Material available at the meeting

**Upcoming JPACT Meetings:**

- Thursday, November, 12, 2015
- Thursday, December 10, 2015
- Thursday, January 15, 2015

For agenda and schedule information, contact Alexandra Eldridge: 503-797-1916 or [alexandra.eldridge@oregonmetro.gov](mailto:alexandra.eldridge@oregonmetro.gov).  
To check on closure or cancellations during inclement weather please call 503-797-1700.

# Metro respects civil rights

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

## Thông báo về sự Metro không kỳ thị của

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

## Повідомлення Metro про заборону дискримінації

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

## Metro 的不歧视公告

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

## Ogeysiiska takooris la'aanta ee Metro

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

## Metro의 차별 금지 관련 통지서

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

## Metroの差別禁止通知

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

## សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

## إشعار بعدم التمييز من Metro

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

## Paunawa ng Metro sa kawalan ng diskriminasyon

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

## Notificación de no discriminación de Metro

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

## Уведомление о недопущении дискриминации от Metro

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

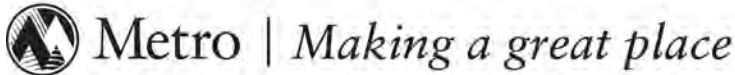
## Avizul Metro privind nediscriminarea

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

## Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

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





## 2015 JPACT Work Program

*As of 10/01/15*

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

<p><b><u>October 8, 2015</u></b></p> <ul style="list-style-type: none"><li>• Chair comments TBD (10 min)</li><li>• <b>Resolution No. 15-4642</b>, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Include the Interstate 84/Interstate 5-Banfield Interchange Deck Overlay and Bridge Rail Retrofit Project and the Interstate 405 Fremont Bridge Approach Ramps Modular Joint Replacement Project – <u>Recommendation</u> (Ken Lobeck, Ted Leybold, Metro; 10 min)</li><li>• <b>Resolution No. 15-4646</b>, For the purpose of amending the 2015-18 MTIP to reprogram the City of Milwaukie’s OR99 E. Bridge at Kellogg Lake Project Surface Transportation Program (STP) funds of \$1,055,000 to their 17<sup>th</sup> Ave. Multi-Use Trail Project for construction – <u>Recommendation</u> (Ken Lobeck, Ted Leybold, Metro; 10 min)</li><li>• <b>Resolution No. 15-4649</b>, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Include the Amtrak Cascades Passenger Rail Service Operations and Maintenance Costs Project– <u>Recommendation</u> (Ken Lobeck, Metro; 10 min)</li><li>• <b>2018 Regional Transportation Plan Update</b> – Review draft work program &amp; engagement strategy – <u>Discussion</u> (Kim Ellis, Metro; 35 min)</li></ul>	<p><b><u>November 12, 2015</u></b></p> <ul style="list-style-type: none"><li>• Chair comments TBD (5+ min)</li><li>• <b>Approve 2018 Regional Transportation Plan Update Work Plan – <u>Action</u></b> (Kim Ellis, Metro; 25 min)</li><li>• <b><i>Metropolitan Transportation Improvement Program (MTIP) &amp; Regional Flexible Fund Allocation (RFFA) Policy Options – <u>Discussion</u></i></b> (Dan Kaempff, Ted Leybold, Metro; 50 min)</li></ul>
<p><b><u>December 10, 2015</u></b></p> <ul style="list-style-type: none"><li>• Chair comments TBD (5+ min)</li><li>• <b>Project of the Quarter: <u>Information</u></b> (Ted Leybold, Metro; 10-15 min)</li><li>• <b><i>Metropolitan Transportation Improvement Program (MTIP) &amp; Regional Flexible Fund Allocation (RFFA)</i></b></li></ul>	<p><b><u>January 21, 2016</u></b></p>

<b><u>February 18, 2016</u></b>	<b><u>March 17, 2016</u></b>
---------------------------------	------------------------------

**Parking Lot:**

- Southwest Corridor Plan
- Land use & transportation connections
- Prioritization of projects/programs
- Westside Freight Study/ITS improvements & funding
- All Roads Safety Program (ODOT)
- Air Quality program status update
- Regional Travel Options Survey results briefing
- Regional Snapshot
- Washington County Transportation Futures Study briefing
- Draft Regional Transit Vision (early 2016)
- Equity Initiatives in the Region (Jan '16)



## Metro | Memo

Date: September 28, 2015  
To: JPACT Members, Alternates and Interested Parties  
From: JPACT Chair Craig Dirksen  
Subject: 2016 Joint Policy Advisory Committee on Transportation (JPACT) Meeting Schedule

---

After receiving feedback from committee members, regional partners, and key stakeholders, we are proposing moving the monthly JPACT meetings to the third Thursday of each month. This change will make it easier for our partners to attend both MPAC (held the second and the fourth Wednesday of the month from 5 to 7pm) and JPACT (currently held the second Thursday of the month from 7:30 to 9am).

In addition, this change allows for more time between TPAC and JPACT meetings, which would help information flow between the technical and the policy committees.

When we discussed this in the spring, we heard concerns about potential conflicts for the county coordinating committees. It is my hope that by giving more advance notice of the potential change, the coordinating committees can ensure that their 2016 schedule can align with the proposed JPACT 2016 calendar.

### **Proposed 2016 JPACT meeting calendar:**

- January 21
- February 18
- March 17
- April 21
- May 19
- June 16
- July 21
- August 18
- September 15
- October 20
- November 17
- December 15



# Oregon

Kate Brown, Governor

## Department of Transportation

Transportation Planning Unit

Mill Creek Office Building

555 13<sup>th</sup> Street NE, Suite 2

Salem, OR, 97301-4178

Phone: (503) 986-4121

Fax: (503) 986-4174

August 12, 2015

The Oregon Department of Transportation would like your feedback on the effectiveness of its consultation practices. A short survey has been developed and is available at the link provided below. The survey evaluates ODOT's local consultation practices regarding the following processes:

- Conferring with affected local officials and other interested parties in accordance with established rules, plans, policies, procedures or programs;
- Considering the input of local officials and other interested parties before taking action;
- Periodically informing local officials and other interested parties about actions taken, as per the federal and statewide planning regulations; and
- Implementing federal and state regulations regarding public involvement.

The survey can be accessed online at: <https://www.surveymonkey.com/r/LocalConsultationSurvey>. Please complete the survey by October 16<sup>th</sup>, 2015.

Your participation will help ODOT determine the agency's effectiveness in implementing federal and statewide planning and public involvement regulations, per Federal Regulations<sup>1</sup> and the Oregon Transportation Commission (OTC) [Public Involvement Policy](#). These regulations are designed to ensure effective communication between ODOT, local officials and other interested parties participating in statewide transportation planning and Statewide Transportation Improvement Program (STIP) processes.

The questions in this survey ask about your experiences with statewide transportation planning and programming activities. Transportation planning refers to your participation in activities, such as updating the *Oregon Transportation Plan* or any of its component mode and topic plans, including the *Oregon Bicycle and Pedestrian Plan* and the *Oregon Public Transportation Plan*. The survey also includes questions about your involvement in developing the STIP, reflecting on the processes used to prioritize and program projects.

You are also welcome to make any additional comments about the effectiveness of ODOT's consultation practices. An overview of ODOT's practices can be accessed [here](#). Please forward any feedback to [Mary.M.McGowan@odot.state.or.us](mailto:Mary.M.McGowan@odot.state.or.us) by October 16<sup>th</sup>, 2015

The collective results, will be kept anonymous, and reported to the Oregon Transportation Commission (OTC) and the Federal Highway Administration (FHWA). If you have questions about the survey instrument or evaluation, please contact Mary McGowan, ODOT Sr. Transportation Planner, at (503) 986-4224. We appreciate your efforts in completing this online survey.

Amanda Pietz  
ODOT Planning Unit Manager

---

<sup>1</sup> Federal regulations requiring an assessment of local consultation practices include: [23 USC 135\(f\)\(2\)\(B\) through \(g\)\(2\)\(B\)](#), [23 CFR 450.210\(b\)\(1\)](#).



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)  
Meeting Minutes  
September 10, 2015  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman  
Shirley Craddick, *Vice Chair*  
Nina DeConcini  
Craig Dirksen, *Chair*  
Denny Doyle  
Kathryn Harrington  
Tim Knapp  
Neil McFarlane  
Steve Novick  
Roy Rogers  
Paul Savas  
Kris Strickler  
Rian Windsheimer

AFFILIATION

City of Vancouver  
Metro Council  
Oregon Department of Environmental Quality  
Metro Council  
City of Beaverton, representing Cities of Washington County  
Metro Council  
City of Wilsonville, representing Cities of Clackamas County  
TriMet  
City of Portland  
Washington County  
Clackamas County  
Washington State Department of Transportation  
Oregon Department of Transportation

MEMBERS EXCUSED

AFFILIATION

ALTERNATES PRESENT

Jules Bailey  
Doug Daoust  
Susie Lahsene  
Jeff Swanson

AFFILIATION

Multnomah County  
City of Troutdale, representing Cities of Multnomah County  
Port of Portland  
Clark County

OTHERS PRESENT: Mike Baker, Kelly Brooks, Jef Dalin, Chris Deffebach, Lori DeRemer, LeeAnne Ferguson, Mark Gamba, John Goodhouse, Jeff Gudman, Jeff Hamm, Eric Hesse, Stephan Lashbrook, Alan Lehto, Zoe Monahan, Mark Ottenad, Matt Ransom, Kari Schlosshauer, Andrew Singelakis, Bob Stacey, Joanna Valencia

STAFF: Grace Cho, Andy Cotugno, Alexandra Eldridge, Kim Ellis, Dan Kaempff, Alison Kean, Ted Leybold, Chris Myers, Nellie Papsdorf, Randy Tucker, John Williams

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

JPACT Chair Craig Dirksen called the meeting to order and declared a quorum at 7:32 a.m.

**2. CITIZEN COMMUNICATION ON JPACT ITEMS**



Councilor Jeff Gudman, City of Lake Oswego, shared a column he wrote for the Lake Oswego Review concerning a proposed bike and pedestrian pathway on the Willamette Shore Line that would provide connections across the region, through the Cities of Lake Oswego, Portland, and Oregon City. Councilor Gudman explained that the article gives an overview of the vision for the project as well as practical steps for achieving that vision, and encouraged the region's leaders to move forward collaboratively on the project.

### **3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS**

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

- JPACT Finance Subcommittee Update: Chair Dirksen reminded the committee that he originally convened the JPACT Finance Subcommittee to work on a state transportation package. In light of the state's failure to pass a transportation package, the lack of potential for increased federal funding and the challenges around local transportation funding, the subcommittee began to discuss the possibility of regional transportation funding. They then asked staff to develop a framework for a conversation about what range of projects might be of mutual interest to fund with a regional revenue source. Chair Dirksen introduced Mr. Ted Leybold, Metro staff, to provide a brief summary of that discussion.
  - Mr. Leybold explained that Metro staff held a series of three workshops, involving over fifty individuals, including staff from state, county, and city governments, as well as representatives of non-government organizations and other interested parties. In these workshops, participants discussed what transportation system elements were of sufficient regional importance that they created a shared interest across the region.
  - After significant discussion, participants at the workshop agreed it would be best to concentrate on the highest functional class elements of the Regional Transportation Plan (RTP) based on service volumes, distances covered, and critical connections to designated centers and employment areas.
  - Mr. Leybold shared a graph of the system elements, centered on five different modal elements: throughways and arterials, transit, active transportation, freight, and system management and operations.
  - Fundamental questions for consideration in future phases include: the potential use of Corridor framework and date for project prioritization, using a one-time ask versus ongoing sources of revenue, requiring cost sharing/local matches, the use of themes in terms of how to characterize projects, and whether or not to have a local pass-through option (some funds reserved for regional projects while others are "passed through" to local agencies.)
  - Mr. Leybold explained that developing the system definition and framework was the first phase of inquiry. If the decision was made to move forward, the next steps would be future phases of research and scenario testing followed by strategy and campaign development.
  - Chair Dirksen noted that the subcommittee expressed interest in continuing the conversation around regional transportation funding after the state legislative session. He explained that he felt it was necessary to bring an update to JPACT and the Metro Council to validate what the subcommittee's done to date and to get an informal affirmation of continued interest before moving forward.
    - Commissioner Roy Rogers responded that he could not commit to a regional funding mechanism without a definitive framework. He also stressed the importance of the business community's support.

- Commissioner Paul Savas expressed interest in focusing on larger projects that would solve particular problems that resonate with constituents. He noted that Clackamas County's participation would be dependent on how the guiding principles were framed.
  - Mr. Neil McFarlane expressed his support for moving forward with a regional transportation plan, noting that the federal and state levels were currently unable to provide relief. He shared feedback he'd received from operators and the public concerning growing congestion and the instability of the region's transportation system. He added he would commit TriMet's resources to moving ahead with such a plan as well.
  - Commissioner Steve Novick expressed support for moving ahead with a regional funding system, explaining that it seemed critical for moving ahead with much needed transportation projects such as the Southwest Corridor Plan.
  - Ms. Susie Lahsene shared the Port of Portland's support for a regional system, noting its significance economically statewide.
  - Commissioner Bailey noted that local action is often a catalyst and a guide for legislative action, so a regional system could provide an opportunity to continue funding discussions, set a successful framework, and guide a statewide system.
  - Chair Dirksen thanked the committee for their feedback and offered to hold a JPACT Finance Subcommittee meeting in December to report on stakeholder discussions and prepare for upcoming funding conversations.
- Transportation for America Policy Breakfast: Metro and Transportation for America are hosting a policy breakfast featuring Beth Osborne, Transportation for America's senior policy advisor, on Friday, September 11 from 7:30-9am at the Metro Regional Center.
- 2015 Washington County Livability Solutions Forum: The forum will be held at the Beaverton Building on Tuesday, September 22 from 12:30-4:30pm. A flier with event information was emailed to JPACT members the previous week.
- Mr. Rian Windsheimer provided the following updates from the Oregon Department of Transportation (ODOT) Region 1 ACT: Congestion in the Portland metro area is worsening, with a 6.3% rise in vehicle volume over the past year. Recent solutions include managing the metro area's transportation system to help smooth traffic flow and reduce crashes which cause additional delay. For example, over the past year new technology along highway 217 has reduced total crashes by 12%.
  - The Statewide Transportation Improvement Program (STIP) is interested in the best way to spend its resources in order to prevent injuries and fatalities. A list of possible projects is now available for review and comment, and a new STIP website is available to review proposed projects and provide feedback to project managers. ODOT will be cataloguing comments and sharing them as part of its ongoing STIP outreach.
- Mr. Neil McFarlane provided the following updates from TriMet: On September 12, the Orange Line will have its grand opening, including celebrations across the region and free transit all day. Mr. McFarlane thanked JPACT, the Metro Council, and the MTIP/RFFA funding program for supporting the new line. He added that the TriMet Board of Directors would also be considering a payroll tax increase on Wednesday, September 16. The increase is intended to help support implementation of TriMet's Service Enhancement Plan.
- Ms. Nina DeConcini gave an update on the Oregon Department of Environmental Quality's Clean Fuels program, noting that a public hearing was scheduled for Monday, October 19 at

9:30am and the comment period ends at 4:00pm on Wednesday, October 21. She added that an email would be sent out to JPACT and interested parties with more information.

#### **4. CONSIDERATION OF THE JPACT MINUTES FOR JULY 9, 2015**

MOTION: Councilor Kathryn Harrington moved and Mr. Neil McFarlane seconded, to approve the July 9, 2015 minutes.

ACTION: With all in favor, the motion passed.

#### **5. INFORMATION/DISCUSSION ITEMS**

##### **5.1 Project of the Month: Sellwood Bridge**

Chair Dirksen introduced Mr. Ted Leybold to provide a brief overview of the Sellwood Bridge Project. Mr. Leybold explained that the Sellwood Bridge update was the first of a new Project of the Month series intended to share with JPACT how planning, policy, and programming work has led to tangible projects across the region. The series will also hopefully inform future project development by sharing lessons from project managers directly involved.

Key elements of the presentation included:

- The Sellwood Bridge has had a long history in the Portland metro area. The revitalization process and initial regional involvement began in 1999, with the release of Metro's South Willamette River Crossing Study. The report illustrated the bridge's deficiencies as well as corridor needs but concluded that the region did not want to build new bridges. Instead it was decided that bridges should be rehabilitated instead.
- The project was given policy priority on economic development in 2040 land use areas. There was also an additional policy emphasis on active transportation gaps and funding leverage. In the 2008-2009 cycle, the project was awarded \$2 million for project development through the RFFA program.
- In 2012, the project was identified as one of three regional priority projects. The funding leverage policy worked successfully in that the initial \$2 million investment from the regional flexible funds led to \$17.7 million of funding provided by a TIGER III grant.
- Mr. Leybold then introduced Mr. Mike Baker, a consultant with the project, to share his experience working on the Sellwood Bridge. Mr. Baker thanked the committee for having him, noting that he'd been working on the project since 2010. Key components of his presentation included:
  - Mr. Baker explained that projects of this scale require a regional approach to funding and partnership. The \$307.5 million total was organized with contributions from Multnomah County, City of Portland, State of Oregon, a TIGER III grant, regional flexible funds, and federal appropriations.
  - The Sellwood Bridge is a critical link in the region's transportation system with about 30,000 vehicle crossings a day. When finished, the project will provide more reliable commutes and more space for cyclists and pedestrians, and also be streetcar ready in case the line is expanded.
  - Economic benefits of the project include: 223 construction contracts awarded totaling \$220 million, 119 developing minority and women-owned emerging small

- businesses (DMWESB) contracts totaling \$38 million and growing, over 80,000 apprenticeship hours, and subcontractor mentoring for small general contractors.
- The project's apprenticeship goal is 20% of all trades with apprentices. All contractors and subcontractors on the project are meeting or exceeding that goal. The contractors and subcontractors are also on their way to meet social equity goals, including workforce diversity and DMWESB contracting.
  - Mr. Baker then shared valuable information and lessons he received from working on the project including the importance of responding to the Policy Advisory Committee's feedback, early and solid support from regional partners supported by a mutually agreed upon charter, and early and often communication with the public in order to build trust and good will into the project's core.

*Member discussion included:*

Councilor Harrington commended staff and stakeholders' successful work on the Sellwood Bridge Project. She noted that the positive results were very meaningful for the region's residents and expressed appreciation for the opportunity to hear about how the project has been able to achieve its results.

## **5.2 Metropolitan Transportation Improvement Program (MTIP) & Regional Flexible Fund Allocation (RFFA) Policy Development Update**

Chair Dirksen introduced Mr. Dan Kaempff, Metro staff, to give a brief update on the MTIP and RFFA process and timeline to date.

Key elements of the presentation included:

- Context for policy update: Mr. Kaempff explained that there were several reasons why the MTIP/RFFA policy needs to be updated. Since the last RFFA cycle, the Metro Council has adopted new regional policies such as Climate Smart Strategies and the Active Transportation Plan. In that time, ODOT has also formed the Region 1 ACT, allowing an additional forum to discuss transportation priorities. There have also been MAP-21 changes to federal funding programs. Finally, during last year's MTIP/RFFA retrospective process, stakeholders indicated that they felt the region needed to update its existing policies.
- There are two fundamental policy questions to consider:
  - How can MTIP policy improve coordination between the various funding programs?
  - How should the RFFA programs and funding categories be updated to better reflect the Regional Transportation Plan (RTP) and related policies?
- Additional transportation funds expended in the region include: federal funding through TIGER grants, ODOT funding through Connect Oregon, local transit taxes and other sources of revenue, and local transportation taxes and fees in jurisdictions across the region.
- To begin the update process, staff held a series of open workshops with representatives from community-based organizations, the general public, and local jurisdictions. Three workshops were held and over 75 people participated.
- Four main policy themes emerged from these discussions; one to continue existing policy and three new policy directions:
  1. Maintain existing policies but eliminate specific funding percentages for project categories.
  2. Focus on Safe Routes to School projects and programs.
  3. Focus on Climate Smart Strategies short list of actions.

- The Transportation Policy Alternatives Committee (TPAC) made the following recommendations: the policy theme discussion should be grounded in existing policies, the region should take advantage of the significant effort already put into Climate Smart Strategies and Active Transportation policy development, Safe Routes to School program needs should be a focus of the update, and RFFA policy options should be derived from the previously mentioned themes and presented for public comment.
- Upon completion of the public comment on draft policy proposals, TPAC, JPACT, and the Metro Council will discuss and consider RFFA policy through the Fall and Winter of 2015, leading to the adoption of a final policy document in Spring 2016. In the same timeframe, a workgroup will update project selection criteria to align with the new policy direction.

*Member discussion included:*

Ms. Susie Lahsene noted that the MTIP/RFFA update would influence any public discussion of a regional funding mechanism and encouraged staff to keep that in mind.

Commissioner Savas shared concerns about MTIP/RFFA policy and expressed interest in discussing policy further at future workshops. He inquired about what criteria will be established to ensure that projects are weighed fairly and distributed equitably across the region. Chair Dirksen noted that there were a number of policy discussions scheduled moving forward.

Mayor Knapp also expressed concerns about sufficient policy discussion time and emphasized his interest in having more of such discussions as a committee.

Councilor Craddick emphasized the importance of collecting feedback from the region's residents and stakeholders. She noted that the process was developed to ensure that those groups were accurately included in the update process.

Mayor Knapp noted that as JPACT representative for the Cities of Clackamas County he would support TPAC's recommendation of moving forward directly into policy development.

**6. ADJOURN**

JPACT Chair Craig Dirksen adjourned the meeting at 9:08 a.m.

Respectfully Submitted,



Nellie Papsdorf  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF SEPTEMBER 10, 2015**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
2.0	Letter	N/A	A Bike and Pedestrian Pathway Named the Willamette Shore Line	091015j-01
3.0	PowerPoint	05/18/15	System of Mutual Funding Interest	091015j-02
5.1	PowerPoint	09/10/15	MTIP Project of the Month: Sellwood Bridge Project	091015j-03
5.2	PowerPoint	09/10/15	MTIP/RFFA Policy Development	091015j-04
5.2	Handout	09/10/15	2019-2021 Regional Flexible Fund Allocation Policy Update and Implementation Timeline	091015j-05
5.2	Letter	08/27/15	Chair Response to MTIP/RFFA Process	091015j-06
5.2	Letter	08/27/15	Chair Response to MTIP/RFFA Process	091015j-07
5.2	Memo	09/10/15	RE: STIP 150% Lists and Key Dates	091015j-08
5.2	Packet	9/10/15	ODOT Region 1 STIP	091015j-09
N/A	Handout	N/A	ODOT State of Congestion in the Portland Metro Area	091015j-10
N/A	Flyer	9/16/15	Smart Urban Freight Strategies Workshop	091015j-11

BEFORE THE METRO COUNCIL

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

RESOLUTION NO. 15-4642

Introduced by: “Chief Operating Officer  
Martha Bennett in concurrence with  
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, JPACT and the Metro Council must approve bridge repair or replacement projects that exceed \$5 million dollars in project cost; and

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

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

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

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

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

Approved as to Form:

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

**Exhibit A to Resolution No. 15-4642**

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

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

**Existing programming:** None – New projects

**Amended programming:**

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

Note:

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



## STAFF REPORT

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

---

Date: September 28, 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 FHWA/FTA, and the MPO over time when programming clarifications are needed. Overall, the approved MTIP provides the following:

- The MTIP provides a financial four-year snapshot of how federal transportation funding is committed to specific projects, and their phases.
- The MTIP includes state and local funding that is committed as matching funds against the federal funds, or to regionally significant transportation projects in the region that may require federal approvals to implement.
- The MTIP provides the regional transportation investment picture and goals identified in the long-range RTP during the RTP’s first four years.
- The MTIP provides accountability of the federal transportation funding ensuring that the funds are used for their intended eligibility for the identified projects, phases, and project scope elements.
- The MTIP is the official document validating that the MPO and region has adhered to the programming rules of financial constraint reflecting that the fund programming does not exceed the annual fund apportionments or specific allocations.
- The MTIP provides the picture of unobligated federal funds allowing project lead agencies the ability to obligate and expend their awarded or allocated federal transportation funding.
- The MTIP through its complex programming process provides a confirmation that the region’s conformity finding achieved in the RTP is still correctly maintained ensuring that the region can continue receiving federal transportation funds.
- Metro as the MTIP manager acts as the conduit to complete required MTIP programming actions for agencies receiving federal transportation not managed directly by Metro, ensuring they can obligate and expend their funding in timely fashion.

- In air quality nonattainment and maintenance areas (and to a lesser degree in attainment areas), the MTIP is the source validation document as part of the NEPA record of decision (ROD) process ensuring the conformity requirements were completed, and the estimated project costs as stated in the environmental document are consistent with MTIP programming.

#### *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:*

Approximately every three years, the MTIP receives a full update that includes system network re-modeling for conformity requirements. The MTIP update provides the next four-year "snap-shot" of how funding committed to the transportation system will be expended. A full MTIP update may occur in conjunction with the MPO's RTP update or separately as a formal amendment to the RTP. The next full MTIP update will occur in conjunction with the development of the 2018 RTP. In between MTIP updates, Metro as the MPO is authorized by FHWA and FTA to complete required project amendments to the MTIP. There are two types of MTIP amendments Metro is authorized to complete: Administrative and Formal Amendments.

#### *MTIP 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 do not require FHWA approval and formal resolution/approval from Metro Council. Administrative amendments are approved by ODOT acting as the delegated approval arm on behalf of FHWA/FTA.

As the name suggests, Formal MTIP amendments require additional approval steps, documentation, plus formal resolution and approval by JPACT, and Metro Council. Formal amendments also require approval from FHWA/FTA. Formal amendments do not impact the conformity finding or financial constraint. However, Formal amendments must demonstrate through the documentation process 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. An example is a new preservation project on the Interstate Highway system where the funding exceeds \$5 million

dollars. The Administrative or Formal threshold for this project category is \$5 million. If a new project was requested to be added to the MTIP, and the total project cost in this example were \$6.5 million, and on the Interstate Highway system, then a Formal amendment is required to add the project to the MTIP per Table 6.1.

In the specific case of ODOT's new State Bridge Program projects that are seeking approval to be added to the MTIP as part of this agenda item, two projects exceed the maximum threshold of \$5 million dollars set in the MTIP Table 6.1 where the guidance states: (to qualify as an Administrative amendment) "Bridge repair or replacement projects – total project costs is less than \$5 million". Both the I-84/I-5 Banfield Interchange (at an estimated project cost of \$6,570,000) and I-405 Fremont Bridge (at an estimated cost of \$5,750,000) repair projects exceed the \$5 million threshold per Table 6.1. Therefore, the two require a Formal amendment to the MTIP.

The funding for ODOT's State Bridge Program projects as described in the following paragraphs are federal funds administered by ODOT. They are separate from Metro's Regional Flexible Fund Allocation (RFFA) program. Review and approval of ODOT's State Bridge Program and any necessary adjustments is accomplished by ODOT with final approval by the Oregon Transportation Commission (OTC). Once OTC has approved the State Bridge Program changes that require MTIP programming changes, Metro now acts as the conduit to complete the required MTIP programming adjustments so ODOT will be able to obligate and expend the federal funds. For the I-84/I-5 Banfield Interchange, I-405 Fremont Bridge, Oregon 224 (Highway 171) Bridge, and the Interstate 5/Oregon 217 project, the OTC approved the new projects and subsequent funding during April 2015. The following provides additional details about the four new ODOT bridge repair projects in the Metro region and the two requiring a formal amendment to the MTIP.

#### ODOT State Bridge Program:

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

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

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

- Interstate 5/Oregon 217 (Highway 1) Deck Overlays project, estimated cost: \$3,204,900.

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

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

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

Additionally, funding for both projects has been verified ensuring the financial constraint finding for the 2015-2018 MTIP has been maintained.

Staff will complete separately the administrative amendment to modify the 2015-18 MTIP to include Oregon 224 Bridge and I-5/Oregon217 projects. This formal amendment requires JPACT and Metro Council approval for the I-84/I-5 Banfield Interchange and I-405 Fremont Bridge projects as shown in Resolution 15-4642. The programming summary is shown in Exhibit A to the Resolution 15-4642. Attachment 1 to this staff report provides maps of the project locations.

## **ANALYSIS/INFORMATION**

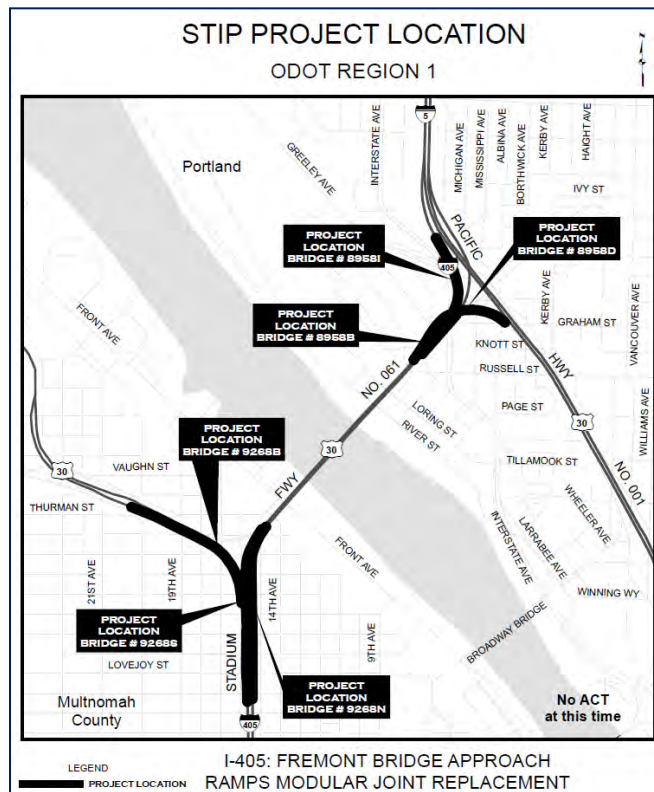
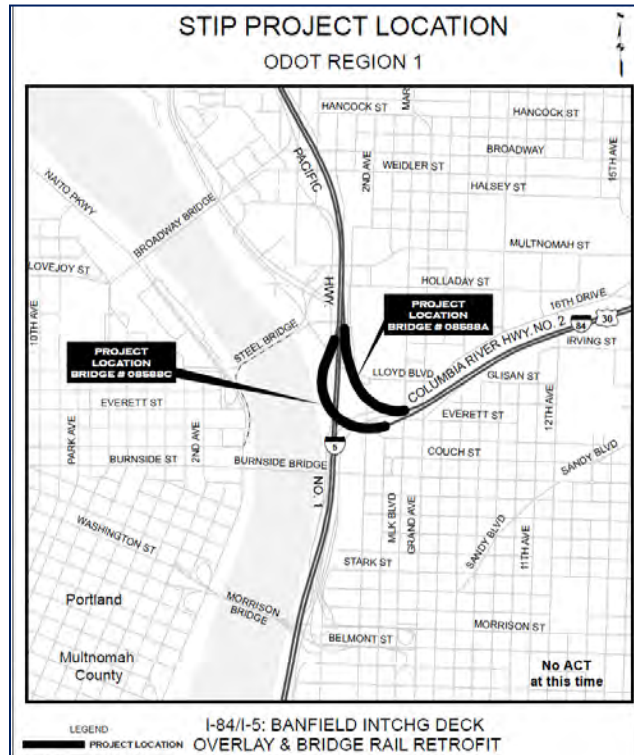
1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2015-2018 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 14-4532 on July 31, 2014 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland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

## **RECOMMENDED ACTION:**

TPAC recommends the approval of Resolution 15-4642. (TPAC approval date: September 25, 2015)

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

### Project Location Maps



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2015-18 )	RESOLUTION NO. 15-4646
METROPOLITAN TRANSPORTATION )	
IMPROVEMENT PROGRAM (MTIP) TO )	
REPROGRAM THE CITY OF MILWAUKIE’S )	
OR99E BRIDGE AT KELLOGG LAKE PROJECT )	Introduced by: “Chief Operating Officer
SURFACE TRANSPORTATION PROGRAM (STP) )	Martha Bennett in concurrence with
FUNDS OF \$1,055,000 TO THEIR 17 <sup>TH</sup> AVENUE )	Council President Tom Hughes”
MULTI-USE TRAIL PROJECT FOR )	
CONSTRUCTION )	

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

---

Tom Hughes, Council President

Approved as to Form:

---

Alison R. Kean, Metro Attorney

**Exhibit A to Resolution No. 15-4646**

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

**Action:** Amend MTIP to deprogram the City of Milwaukie’s \$1,055,000 of STP in PE from the OR99 E Bridge at Kellogg Lake and replace with local funds, plus commit and reprogram the \$1,055,000 of STP in the Construction phase for the City of Milwaukie’s 17<sup>th</sup> Ave Multi-use Trail project.

**Existing programming:**

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local (State) Match	Other Funds	Total Funding
OR99 E Bridge at Kellogg Lake	Design funding for removal of both dam and bridge, with a bridge replacement	15598	City of Milwaukie	Not stated	PE	STP	2015	\$1,055,000	\$ 120,749		\$1,175,749
17 <sup>th</sup> Ave Multi-use Trail: SE Ochoco to SE McLoughlin	Trail on west side of SE 17 <sup>th</sup> Avenue between Ochoco St and McLoughlin Blvd and possibly on-street bike lanes. Links two significant regional multi-use trails: The Trolley Trail and the Springwater Corridor Trail.	18018	City of Milwaukie	\$3,308,814	PE	STP	2013	\$1,245,384	\$ 142,540		\$3,308,814
					R/W	STP	2015	\$ 143,568	\$ 16,432		
					Cons	STP	<u>2015</u>	<u>\$1,580,047</u>	<u>\$ 180,843</u>		
							Total	\$2,968,999	\$ 339,815		

Notes:

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



**Exhibit A to Resolution No. 15-4646**

**Amended programming:**

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

Notes

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

## STAFF REPORT

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

---

Date: September 28, 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 FHWA/FTA, and the MPO over time when programming clarifications are needed. Overall, the approved MTIP provides the following:

- The MTIP provides a financial four-year snapshot of how federal transportation funding is committed to specific projects, and their phases.
- The MTIP includes state and local funding that is committed as matching funds against the federal funds, or to regionally significant transportation projects in the region that may require federal approvals to implement.
- The MTIP provides the regional transportation investment picture and goals identified in the long-range RTP during the RTP's first four years.
- The MTIP provides accountability of the federal transportation funding ensuring that the funds are used for their intended eligibility for the identified projects, phases, and project scope elements.
- The MTIP is the official document validating that the MPO and region has adhered to the programming rules of financial constraint reflecting that the fund programming does not exceed the annual fund apportionments or specific allocations.
- The MTIP provides the picture of unobligated federal funds allowing project lead agencies the ability to obligate and expend their awarded or allocated federal transportation funding.
- The MTIP through its complex programming process provides a confirmation that the region's conformity finding achieved in the RTP is still correctly maintained ensuring that the region can continue receiving federal transportation funds.
- Metro as the MTIP manager acts as the conduit to complete required MTIP programming actions for agencies receiving federal transportation not managed directly by Metro, ensuring they can obligate and expend their funding in timely fashion.
- In air quality nonattainment and maintenance areas (and to a lesser degree in attainment areas), the MTIP is the source validation document as part of the NEPA record of decision (ROD)

process ensuring the conformity requirements were completed, and the estimated project costs as stated in the environmental document are consistent with MTIP programming.

*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:*

Approximately every three years, the MTIP receives a full update that includes system network re-modeling for conformity requirements. The MTIP update provides the next four-year "snap-shot" of how funding committed to the transportation system will be expended. A full MTIP update may occur in conjunction with the MPO's RTP update or separately as a formal amendment to the RTP. The next full MTIP update will occur in conjunction with the development of the 2018 RTP. In between MTIP updates, Metro as the MPO is authorized by FHWA and FTA to complete required project amendments to the MTIP. There are two types of MTIP amendments Metro is authorized to complete: Administrative and Formal Amendments.

*MTIP 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 do not require FHWA approval and formal resolution/approval from Metro Council. Administrative amendments are approved by ODOT acting as the delegated approval arm on behalf of FHWA/FTA.

As the name suggests, Formal MTIP amendments require additional approval steps, documentation, plus formal resolution and approval by JPACT, and Metro Council. Formal amendments also require approval from FHWA/FTA. Formal amendments do not impact the conformity finding or financial constraint. However, Formal amendments must demonstrate through the documentation process 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. An example is a new preservation project on the Interstate Highway system where the funding exceeds \$5 million dollars. The Administrative or Formal threshold for this project category is \$5 million. If a new project was requested to be added to the MTIP, and the total project cost in this example were \$6.5 million, and

on the Interstate Highway system, then a Formal amendment is required to add the project to the MTIP per Table 6.1.

In the specific case of the city of Milwaukie's OR99E at Kellogg Lake and 17<sup>th</sup> Ave Multi-use Trail projects, the reprogramming action falls under Table 6.1 as a "Addition or deletion of a project" which requires a formal MTIP amendment. By reprogramming the previously awarded RFFA funds from the city of Milwaukie's OR99E at Kellogg Lake to their 17<sup>th</sup> Ave Multi-use Trail project for construction, the action effectively de-federalizes and deprograms previously awarded RFFA funds constituting a project deletion.

OR99E Bridge at Kellogg Lake and 17<sup>th</sup> Ave Multi-Use Trail Projects:

Both the city of Milwaukie's OR99E Bridge at Kellogg Lake and 17<sup>th</sup> Avenue Multi-use Trail: SE Ochoco to SE McLoughlin were awarded Surface Transportation Program (STP) funds from the Regional Flexible Fund Allocation (RFFA). The OR99E Bridge at Kellogg Lake project was awarded a total of \$1,055,000 of RFFA from the 2010-11 RFFA cycle. The 17<sup>th</sup> Ave Multi-Use Trail project was awarded \$2,968,999 of RFFA from the 2014-15 RFFA cycle that was applied to all three MTIP phases (PE, R/W, and Construction). A summary of the awarded funding includes the following:

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

The OR99E Bridge at Kellogg Lake project is a complex project with multiple goals. The project intends to remove Kellogg dam, address contaminated sediments, re-establish fish passage riparian habitat for endangered salmon and native wildlife, and provide pedestrian access underneath OR99E (SE McLoughlin Boulevard). Determination of whether this could be accomplished with a retrofit of the existing highway structure or a new highway bridge would be needed is also a part of the project scope. The project is intended to achieve five specific goals that include:

1. Habitat Restoration:  
By restoring 14 acres of native habitat within the former lakebed, the Kellogg-for-Coho-Initiative will provide crucially needed habitat for native plants, fish, and wildlife including several Endangered Species Act-listed species such as Lower Columbia coho salmon, Spring Chinook salmon, and Steelhead.
2. Fish Passage:  
Removing Kellogg Dam will open almost 9 miles of stream habitat. Due to its ecological potential, the KFCI is prioritized in local, regional, and state level recovery and resource management plans.
3. Downtown Revitalization:  
The initiative will restore a natural area adjacent to Milwaukie's developing, transit-oriented South Downtown and will be a significant amenity to the community.

4. Public Education:

The restored creek will provide community access to a wealth of public education opportunities. Citizens and visitors alike can learn how urban re-development can support both environmental and economic agendas.

5. Supporting Transportation Options:

A newly constructed bridge over Kellogg Creek would improve Milwaukie's infrastructure while supporting bike and pedestrian options in the vicinity of the creek by adding bike lanes along OR-99E and separated bike/ped access underneath McLoughlin Boulevard between Kronberg and Riverfront Parks.

Unfortunately, the city of Milwaukie has experienced challenges to get the OR99E Bridge at Kellogg Lake project moving forward. The City has not been able to obligate their STP funds. With no short term solution to implement the PE for the project and with the RFFA STP funds being significantly aged as of 2015, the city of Milwaukie and Metro staff evaluated potential alternative options for the RFFA sourced STP funds. One option raised was to reprogram the \$1,055,000 of STP to the 17<sup>th</sup> Ave Multi-use Trail project.

The 17<sup>th</sup> Ave Multi-use Trail project has obligated and is completing the Preliminary Engineering phase which includes required studies and activities for Preliminary Engineering (i.e. completion of NEPA), and Plans Specifications, & Estimates (PS&E). The project has obligated their STP funds to complete Right-of-Way Acquisition requirements with a target Right-of-Way phase completion date of October 2015. Construction is scheduled to begin by May of 2016.

During the PS&E phase, more detailed cost estimates become clearer based on the final design alternative for the project. As the 17<sup>th</sup> Ave Multi-use Trail moved through the PS&E phase, the cost estimate for the Construction phase was identified as being short by about one million dollars from the initial estimate submitted application for RFFA funding. The project needs to identify additional funding to fill the construction funding shortfall. The existing MTIP programming for the project is \$3.3 million. The Construction phase estimate has increased from \$1.58 million to about \$2.64 million. The revised cost estimate for the entire project has increased from its original \$3.3 million estimate to approximately \$4.4 million.

The city of Milwaukie pursued multiple funding options to address the Construction phase shortfall including an Oregon Parks and Recreation District (OPRD) grant. The city was not successful with their OPRD grant application. Without a clear solution present to solve the Construction phase funding gap, the City of Milwaukie evaluated the option of utilizing the OR99E Bridge at Kellogg Lake STP funds to cover the funding gap. On August 4, 2015, the Milwaukie City Council approved this option. The city of Milwaukie then contacted Metro with the formal request to reallocate the \$1,055,000 of STP from the OR99E Bridge at Kellogg Lake and reprogram the funds in the Construction phase for the 17<sup>th</sup> Avenue Multi-use Trail: SE Ochoco to SE MacLoughlin project. Staff's review of this proposal determined the reprogramming request was an eligible option and allowable use for the STP funds.

The reprogramming request is considered a lateral budgetary adjustment. No new Metro appropriated STP or other allocated federal funds are being committed to either project. The MTIP Financial Constraint requirement is maintained. There is no conformity issue as well as the financial reprogramming has not impact to the Conformity Finding.

## **ANALYSIS/INFORMATION**

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

## **RECOMMENDED ACTION:**

TPAC recommends the approval of Resolution 15-4646. (TPAC approval on September 25, 2015).

### Attachments:

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



August 19, 2015

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

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

Dear Mr. Leybold:

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

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

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

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark Gamba", is written over the "Sincerely," text.

The Honorable Mark Gamba  
Mayor, City of Milwaukie



**MILWAUKIE CITY COUNCIL  
AGENDA ITEM SUMMARY**

Agenda Item: **WS 2.**

Meeting Date: **August 4, 2015**

Title: **17<sup>th</sup> Avenue Trail Funding**

Prepared By: Brad Albert, Interim Engineering Director

Department Approval: Alma Flores, Community Development Director

City Manager Approval: Bill Monahan

Approval Date: July 22, 2015

**ISSUES BEFORE COUNCIL**

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

**STAFF RECOMMENDATION**

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

**KEY FACTS & INFORMATION SUMMARY**

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

**OTHER ALTERNATIVES CONSIDERED**

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

**CITY COUNCIL GOALS**

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

**FISCAL NOTES**

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



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE ) RESOLUTION NO. 15-4649  
2015-18 METROPOLITAN )  
TRANSPORTATION IMPROVEMENT )  
PROGRAM (MTIP) TO INCLUDE THE )  
AMTRAK CASCADES PASSENGER RAIL ) Introduced by: “Chief Operating Officer  
SERVICE OPERATIONS AND ) Martha Bennett in concurrence with  
MAINTENANCE COSTS 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, the ODOT Amtrak Cascades passenger rail service provides travelers an essential rail transportation option from southern Oregon to Vancouver, British Columbia; and

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

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

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

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

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

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

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

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

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

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

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

---

Tom Hughes, Council President

Approved as to Form:

---

Alison R. Kean, Metro Attorney

**Exhibit A to Resolution No. 15-4649**

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

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

**Existing programming:** None – New project

**Amended programming:**

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local (State) Match	Other Funds	Total Funding
Amtrak Cascades Service Operations and Maintenance Costs Project	Operations and maintenance costs for Amtrak Cascades Passenger Rail Service in the Portland Metro area	TBD	ODOT	\$9,571,826	Other	CMAQ - State	2016	\$8,588,799	\$983,027		\$9,571,826

Notes:

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

## STAFF REPORT

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

---

Date: September 28, 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 FHWA/FTA, and the MPO over time when programming clarifications are needed. Overall, the approved MTIP provides the following:

- The MTIP provides a financial four-year snapshot of how federal transportation funding is committed to specific projects, and their phases.
- The MTIP includes state and local funding that is committed as matching funds against the federal funds, or to regionally significant transportation projects in the region that may require federal approvals to implement.
- The MTIP provides the regional transportation investment picture and goals identified in the long-range RTP during the RTP’s first four years.
- The MTIP provides accountability of the federal transportation funding ensuring that the funds are used for their intended eligibility for the identified projects, phases, and project scope elements.
- The MTIP is the official document validating that the MPO and region has adhered to the programming rules of financial constraint reflecting that the fund programming does not exceed the annual fund apportionments or specific allocations.
- The MTIP provides the picture of unobligated federal funds allowing project lead agencies the ability to obligate and expend their awarded or allocated federal transportation funding.
- The MTIP through its complex programming process provides a confirmation that the region’s conformity finding achieved in the RTP is still correctly maintained ensuring that the region can continue receiving federal transportation funds.
- Metro as the MTIP manager acts as the conduit to complete required MTIP programming actions for agencies receiving federal transportation not managed directly by Metro, ensuring they can obligate and expend their funding in timely fashion.
- In air quality nonattainment and maintenance areas (and to a lesser degree in attainment areas), the MTIP is the source validation document as part of the NEPA record of decision (ROD) process ensuring the conformity requirements were completed, and the estimated project costs as stated in the environmental document are consistent with MTIP programming.

### 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:

Approximately every three years, the MTIP receives a full update that includes system network re-modeling for conformity requirements. The MTIP update provides the next four-year "snap-shot" of how funding committed to the transportation system will be expended. A full MTIP update may occur in conjunction with the MPO's RTP update or separately as a formal amendment to the RTP. The next full MTIP update will occur in conjunction with the development of the 2018 RTP. In between MTIP updates, Metro as the MPO is authorized by FHWA and FTA to complete required project amendments to the MTIP. There are two types of MTIP amendments Metro is authorized to complete: Administrative and Formal Amendments.

### MTIP 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 do not require FHWA approval and formal resolution/approval from Metro Council. Administrative amendments are approved by ODOT acting as the delegated approval arm on behalf of FHWA/FTA.

As the name suggests, Formal MTIP amendments require additional approval steps, documentation, plus formal resolution and approval by JPACT, and Metro Council. Formal amendments also require approval from FHWA/FTA. Formal amendments do not impact the conformity finding or financial constraint. However, Formal amendments must demonstrate through the documentation process 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. An example is a new preservation project on the Interstate Highway system where the funding exceeds \$5 million dollars. The Administrative or Formal threshold for this project category is \$5 million. If a new project was requested to be added to the MTIP, and the total project cost in this example were \$6.5 million, and on the Interstate Highway system, then a Formal amendment is required to add the project to the MTIP per Table 6.1.

In the specific case of ODOT's new Amtrak Cascades Service project that is seeking approval to be added to the MTIP as part of this agenda item, the MTIP Table 6.1 was used as the basis to determine if the project could be added to the MTIP via an Administrative or Formal amendment. Guidance stated in Table 6.1 generally requires new projects to be added via a Formal amendment. Once possible exception exists in the guidance that staff reviewed which states: "Other ODOT operations projects (programmatic maintenance or updates to signs, illumination, rock falls, etc.) – total project costs less than \$2 million dollars" which requires approval by Metro resolution. Since the Amtrak Cascades Services total project cost being programmed exceeds the \$2 million threshold, it must be added to the MTIP via a Formal amendment.

The funding for ODOT's Amtrak Cascades Service project as described in the following paragraphs are Congestion Mitigation Air Quality (CMAQ) federal funds. They are State CMAQ funds outside of Metro's CMAQ apportionment. They are separate from Metro's RFFA program. FHWA and ODOT coordinated the required approvals for ODOT to acquire the additional obligation authority to receive the unexpended CMAQ capacity for the project. As the MPO, Metro's role was to work with ODOT to confirm the eligibility of the State CMAQ for the Amtrak Cascades Service project. Metro is now acting as a conduit to assist ODOT complete the required MTIP programming. The following provides additional details about the State CMAQ approved for the Amtrak Cascades Service Operations and Maintenance Support project.

*ODOT's State Rail Program:*

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

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

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

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

As of 2014, challenges emerged for the Amtrak Cascades service. Beginning in January, 2014, Oregon updated its schedules to offer better connections for the Willamette Valley passenger rail users with the goal of supporting continued ridership growth. However, ridership declined during 2014 instead of increasing. Several factors contributed to the decline including the elimination of one late morning train

that departed Eugene, the Bolt Bus entered service as a direct competitor to the Amtrak Cascade service, on-time performance dropped, and gas prices have fallen. ODOT and WSDOT are working together reverse the trend and increase ridership.

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

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

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

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

Recently, ODOT received an opportunity to utilize available unexpended capacity of Congestion Mitigation Air Quality (CMAQ) improvement funds. The available State CMAQ does not impact the existing apportionment to the Metro region, or decreases our existing annual allocation. ODOT has applied and received approval from FHWA for a total of \$8,588,799 of State CMAQ to be used in

support of operations and maintenance needs for the Amtrak Cascades service. Adding the required 10.27% match, the CMAQ/match total equals \$9,571,827 that can be applied to the shortfall.

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

The additional CMAQ for ODOT does not impact Metro's annual CMAQ apportionment. There is no reduction to Metro's CMAQ allocation as a result of ODOT receiving the additional CMAQ funding. When programmed in the MTIP, the CMAQ will be identified with the fund code "CMAQ-State" to separate it from and avoid confusion with Metro's CMAQ funded projects. As part of the eligibility review for MTIP programming, the MTIP financial constraint requirement has been maintained.

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

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

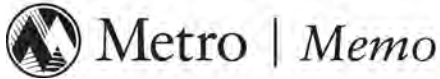
#### **ANALYSIS/INFORMATION**

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

#### **RECOMMENDED ACTION:**

TPAC recommends the approval of Resolution 15-4649. (TPAC approval date: September 25, 2015)





DATE: September 28, 2015  
TO: JPACT, MPAC and Interested Parties  
FROM: Kim Ellis, Principal Transportation Planner  
SUBJECT: 2018 RTP Update – Draft Work Plan and Draft Public Engagement Plan

\*\*\*\*\*

**PURPOSE**

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

**ACTION REQUESTED**

JPACT and MPAC are requested to provide feedback on the draft work plan and draft public engagement plan, considering the following questions:

1. Do you have **comments on the policy priorities** identified to be the focus of the update?
2. Do you have **comments on the Regional Leadership Forums?**
3. Do you have **comments on overall draft work plan or public engagement plan?**

**BACKGROUND**

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

In 2015, we are nearly halfway to 2040 – and there is still much to accomplish. A growing and increasingly diverse population, concerns about inequities, public health, safety, affordability, aging infrastructure, and congestion, and limited investment dollars call for bold leadership, new



**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.

partnerships, and thoughtful deliberation to identify innovative solutions to ensure our region remains a great place to live, work and play.

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

### Timeline for the 2018 Regional Transportation Plan Update



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

The update to the RTP will be completed in five phases from Summer 2015 to Fall 2018. Engaging local, regional and state partners, community leaders and the public in the update is critical to help ensure that as our region grows and we make investments in the transportation system, we preserve and protect what residents and businesses value most.

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

### **Partnership and Engagement Activities since May 2015**

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

- **Briefings and presentations** to regional advisory committees, county-level coordinating committees, community-based organizations and other standing committees such as the Transportation Justice Alliance, the Portland Freight Committee and the Bi-State Coordination Committee.
- A series of **community summits** hosted by Metro's Diversity Equity and Inclusion program in partnership with community-based organizations – participants included historically underrepresented community members (people of color, people with low-income and people with limited English proficiency) and housing, transportation and parks/natural areas experts.
- A 30-day **on-line quick poll** on transportation issues affecting the quality of life in the region.
- Oregon Innovation Award **work sessions with PSU Center for Public Service staff and community leaders** representing historically underrepresented community members as well as older adults and youth.
- **Interviews** of elected officials and business and community leaders that are still underway.

The central themes and issues identified through those different activities in combination with recommendations from the 2014 Regional Transportation Plan, 2014 Civil Rights Assessment, 2014 Regional Active Transportation Plan and 2014 Climate Smart Strategy served as a basis for developing the draft work plan and engagement approach prepared for review and input.

The draft work plan and draft public engagement plan are organized around connecting the policy and technical work through partnerships and inclusive public engagement to develop the 2018 RTP. The remainder of this memo summarizes the overall approach and next steps for the finalizing the work plan and public engagement plan for consideration by the Metro Council in December.

## 2018 RTP Update Policy Priorities (Attachment 1)

Summarized in **Attachment 1**, following are the policy priorities recommended to be the primary focus of the technical work, policy discussions and engagement activities to support the 2018 RTP update:



**Transit**



**Transportation equity**



**Finance**



**Freight**



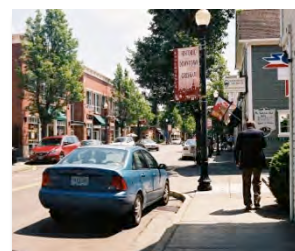
**Transportation design**



**Transportation safety**



**Performance and  
return on investment**



**Policy actions**

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

## 2018 RTP Update Regional Leadership Forums (Attachment 2)

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

---

<sup>1</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.

Summarized in **Attachment 2**, the Regional Leadership Forums will provide opportunities to learn from experts and leaders from other regions and share experiences within the region to build a shared understanding of the policy topics and the challenges and opportunities related to the issues. The forums will be designed to maximize constructive dialogue and problem-solving on the policy priorities to shape the 2018 RTP.

### **2018 RTP Update Technical Work Groups (Attachment 3)**

Summarized in **Attachment 3**, eight technical work groups are proposed to support the technical work to be conducted during the update. The work groups will be convened to advise Metro staff on implementing policy direction from the Metro Council, MPAC and JPACT. In this role, the work groups will review draft materials and analysis.

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

### **2018 RTP Update Draft Public Engagement Approach (Attachment 4)**

Summarized in **Attachment 4**, the regional advisory committees and technical work groups will serve as the primary engagement mechanisms for coordination, collaboration and consensus building. In addition, engagement with the broader community will be an important element of the public engagement approach. Ongoing involvement with the public will occur throughout the update process, and the project team will seek specific input and conduct targeted outreach during key outreach points using a variety of public engagement tools. The public engagement approach is coordinated with and helps leverage other engagement efforts across the agency to:

- 1) create an **inclusive process** that brings historically underrepresented community voices, older adults and youth into the decision-making process and broadening engagement efforts to include small and large businesses and economic development interests
- 2) use engagement to connect the policy and technical work through the following key engagement tools:
  - convening **Regional Leadership Forums** (joint meetings of the Metro Council, MPAC and JPACT) that are informed by the technical work groups and public input;
  - using **My Place storytelling, 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; and

- 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.

A summary of the overall work plan and an integrated timeline is provided in **Attachment 5**. The draft work plan and draft public engagement plan are provided in **Attachments 6 and 7, respectively**.

#### **NEXT STEPS**

A schedule of upcoming briefings is provided at the end of the memo. The draft materials will continue to be refined to reflect input from regional advisory committees in October. MTAC will be requested to make a recommendation to MPAC on October 21. MPAC will be requested to make a recommendation to the Metro Council on October 28. TPAC will be requested to make a recommendation to JPACT on October 31. JPACT will be requested to make a recommendation to the Metro Council on JPACT on November 12.

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

#### Attachments:

**Attachment 1.** 2018 RTP Policy Priorities *(September 28, 2015)*

**Attachment 2.** 2018 RTP Regional Leadership Forums *(September 28, 2015)*

**Attachment 3.** 2018 RTP Technical Work Groups *(September 28, 2015)*

**Attachment 4.** Building the 2018 RTP Through Partnerships *(September 28, 2015)*

**Attachment 5.** 2018 RTP Work Plan and Integrated Timeline *(September 28, 2015)*

**Attachment 6.** Draft 2018 Regional Transportation Plan Update Work Plan *(September 28, 2015)*

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

*The attachments will continue to be refined to reflect input from the regional advisory committees and stakeholder interviews that are underway.*



with a connected region

## 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

## **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



Getting there



with a connected region

# 2018 RTP Update Policy Priorities

The policy priorities define the primary focus of the 2018 RTP update. The update has been designed to address the policy priorities in an integrated manner through a combination of focused policy discussions, sound technical work and inclusive public engagement.



**Transit**



**Transportation equity**



**Finance**



**Freight**



**Transportation design**



**Transportation safety**



**Performance and  
return on investment**



**Policy actions**

The priorities come from recommendations identified during the 2014 Regional Transportation Plan update related to transportation design and safety, the 2014 Civil Rights Assessment related to transportation equity, 2014 Climate Smart Strategy and 2014 Regional Active Transportation Plan, MAP-21 requirements, and input received from partners and the public during development of the work plan.

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

- linking land use and transportation planning in concert with our shared values;
- 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
- addressing fiscal, social equity, economic, and environmental challenges that come with a growing region.

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



Getting there



with a connected region

# 2018 RTP Update Technical Work Groups

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



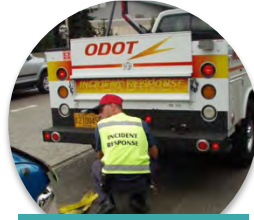
## Finance

- 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

2 to 4 meetings anticipated from 2015-16

**Lead staff: Ken Lobeck**

ken.lobeck@oregonmetro.gov  
503-797-1785



## Performance

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

3 to 5 meetings anticipated from 2015-16

**Lead staff: John Mermin**

john.mermin@oregonmetro.gov  
503-797-1747



## Freight

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

3 to 5 meetings anticipated from 2015-17

**Lead staff: Tim Collins**

tim.collins@oregonmetro.gov  
503-797-1660



## Design

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

5 to 8 meetings anticipated from 2015-17

**Lead staff: Lake McTighe**

lake.mctighe@oregonmetro.gov  
503-797-1660



## Safety

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

3 to 5 meetings anticipated from 2016-17

**Lead staff: Lake McTighe**

lake.mctighe@oregonmetro.gov  
503-797-1660



## Policy actions

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

4 to 6 meetings anticipated from 2017-18

**Lead staff: Tim O'Brien**

tim.o'brien@oregonmetro.gov  
503-797-1840

Getting there



with a connected region

# Building the 2018 RTP through partnerships

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

## Engagement approach

### Engagement goal

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

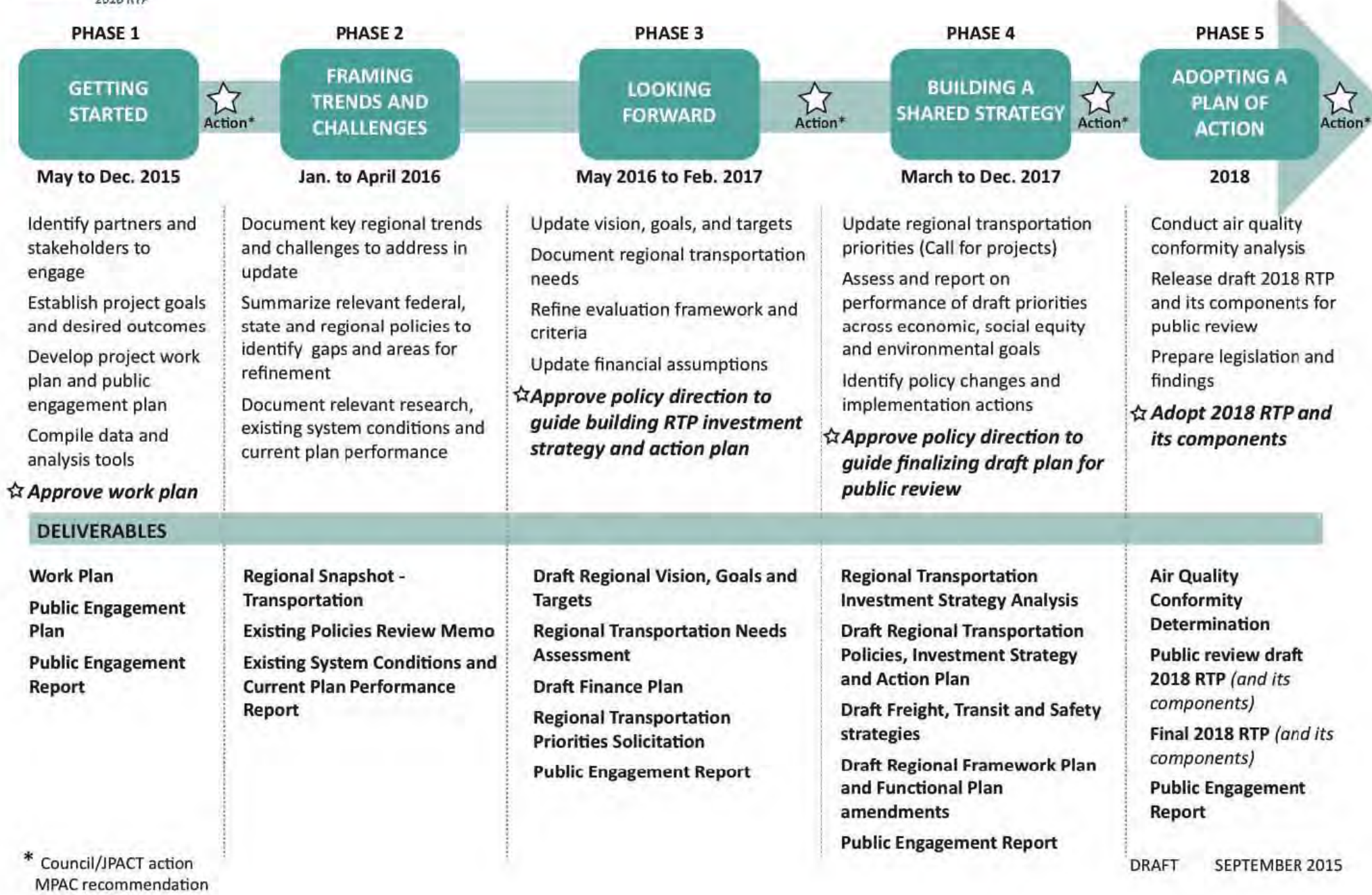


Community partnerships and engagement activities will seek to strengthen public trust and be more inclusive of historically underrepresented communities, youth and older adults.



# 2018 REGIONAL TRANSPORTATION PLAN WORK PLAN

Getting there with a connected region



DRAFT SEPTEMBER 2015

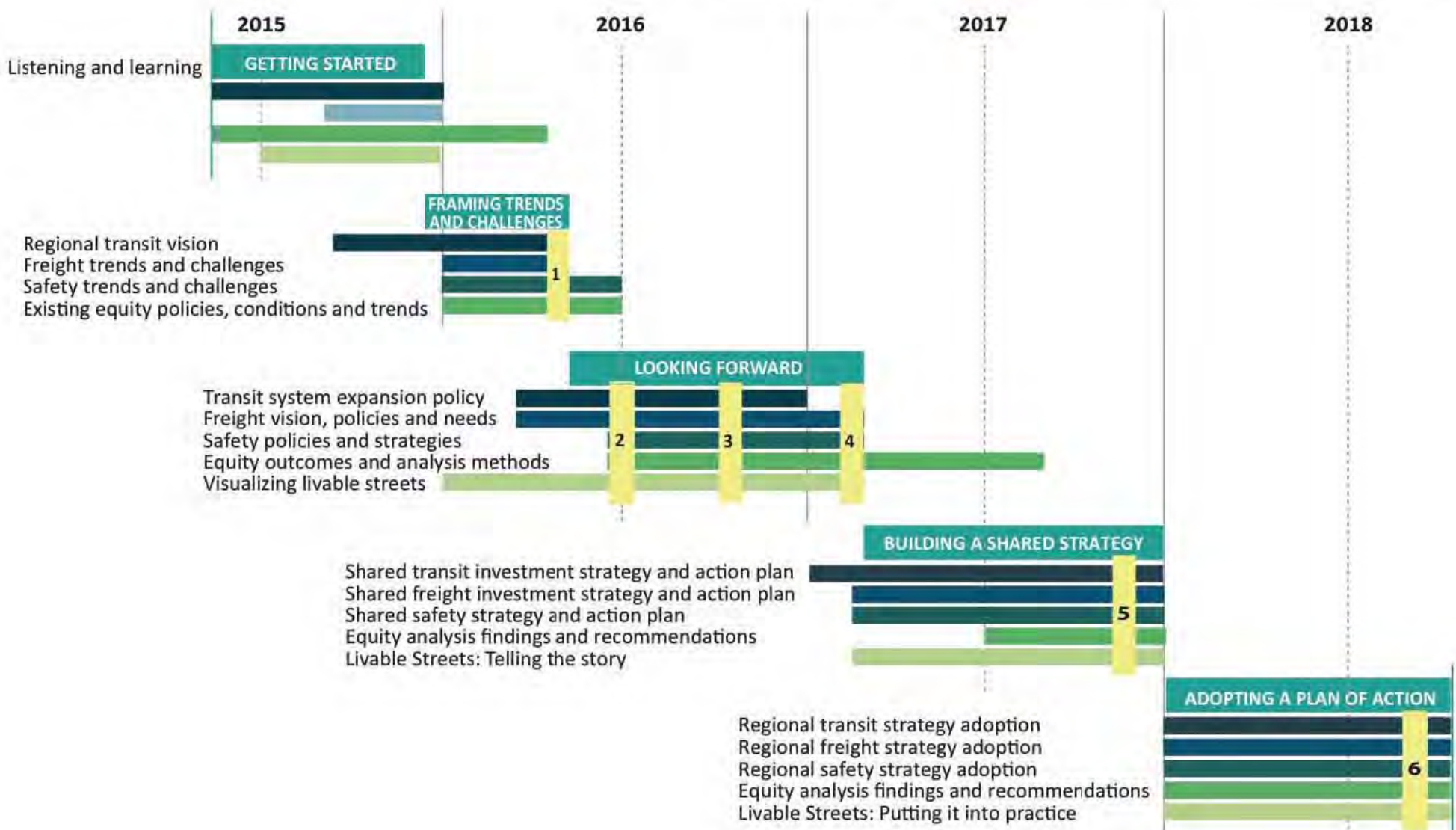


# 2018 REGIONAL TRANSPORTATION PLAN | timeline

Getting there with a connected region

**LEGEND:**

- 2018 RTP phases
- Regional Leadership Forum
- Regional Transit Strategy
- Regional Freight Strategy
- Regional Transportation Safety Strategy
- Transportation Equity Analysis
- Designing Livable Streets Update



Getting there



# 2018 REGIONAL TRANSPORTATION PLAN UPDATE

## Draft Work Plan

### May 2015 to September 2018

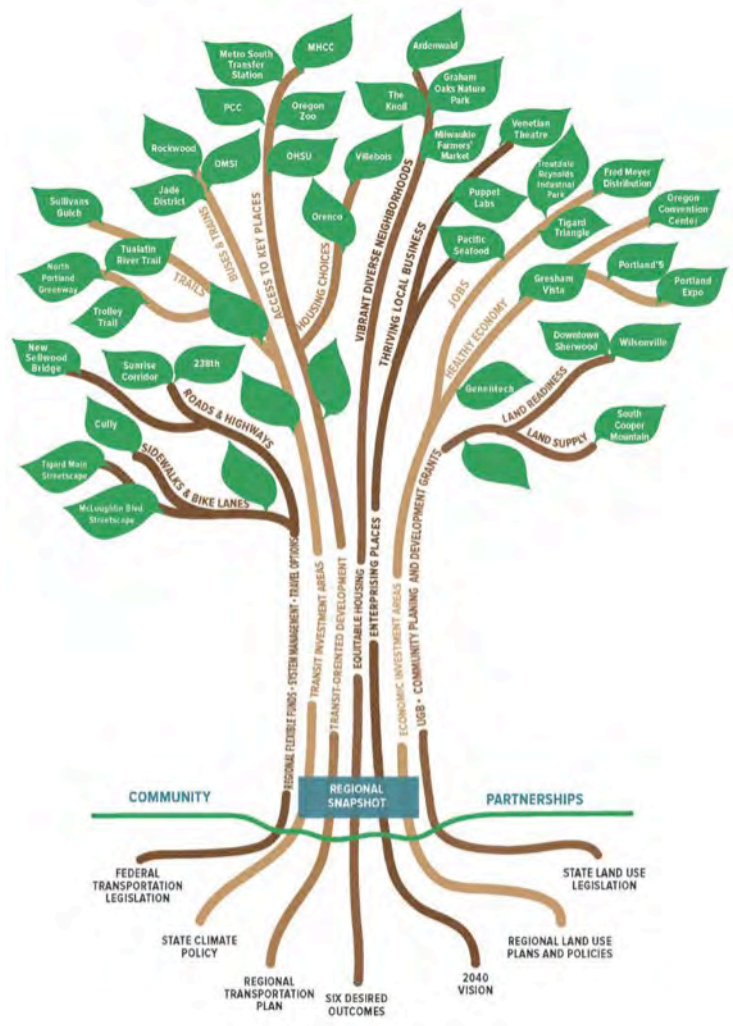
September 28, 2015

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

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

**PROJECT OBJECTIVES**

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



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

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

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

**Figure 1. Timeline for the 2018 Regional Transportation Plan Update**



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

**PROJECT MILESTONES**

↓	<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 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 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 in coordination with local jurisdictions, transit agencies and ODOT to address current and future transportation needs, including keeping the existing transportation system in a state of good repair.

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

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



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



**Transit**



**Transportation equity**



**Finance**



**Freight**



**Transportation design**



**Transportation safety**



**Performance and  
return on investment**



**Policy actions**

The policy priorities define the primary focus of the 2018 RTP update. They reflect a combination of recommendations identified in the 2014 Regional Transportation Plan update related to transportation design and safety, 2014 Civil Rights Assessment related to transportation equity, 2014 Climate Smart Strategy and 2014 Regional Active Transportation Plan, MAP-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 discussion on the role that investment in our region's transportation system can and should play in building healthy, equitable communities and a strong economy by:

- linking land use and transportation planning in concert with our shared values;
- 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
- addressing social equity, economic, and environmental challenges that come with a growing region.

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

<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

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

There are eight **technical work groups** proposed to be convened to advise Metro staff on developing materials to support the Regional Leadership Forums and implementing policy direction from the Metro Council, MPAC and JPACT related to the policy priorities. In this role, the work groups will review draft materials and analysis, provide information to their organization's leadership and/or staff about the progress of the work group and integrate input from partners and the public to develop recommendations to Metro staff. Work group members will include topical experts and representatives from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) or the designees of members. 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 Designing Livable Streets** policies, tools and best practices for making streets safe for all travelers. This will represent a significant update to develop and incorporate more current transportation design best practices and case studies. This work will also address design-related policy issues and recommendations identified through the 2014 RTP update, including arterial crosswalk spacing, transit and freight supportive street designs, motor vehicle bottlenecks, auxiliary lanes, and grade separated arterial intersections and sizing of arterials and throughways to advance a safe, healthy, and reliable multi-modal transportation system.



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



**2010 Regional Freight Plan** for supporting the efficient movement of freight and goods and enhance access to markets, reliable supply chains and industrial areas and intermodal facilities. This will represent a minor update to reflect more current freight travel data and refine investment priorities and implementation actions.



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



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



**2010 Transportation System Management and Operations Plan** for providing information to expand use of travel options and using technology to improve the operation of existing facilities and services. This will represent a minor update to review and refine policies in the existing RTP to inform refinements to investment priorities and implementation actions. A more comprehensive update is planned to begin upon completion of the Regional Travel Options Strategic Plan update in 2018 and will continue beyond the 2018 RTP update.



**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 effectively engaging historically underrepresented communities, youth, and older adults
- Regional Snapshots Series

- Metro Equitable Housing Initiative
- Metro Economic Value Atlas
- Southwest Corridor Project
- Powell-Division Transit and Development Project

### **Relevant partner projects and programs**

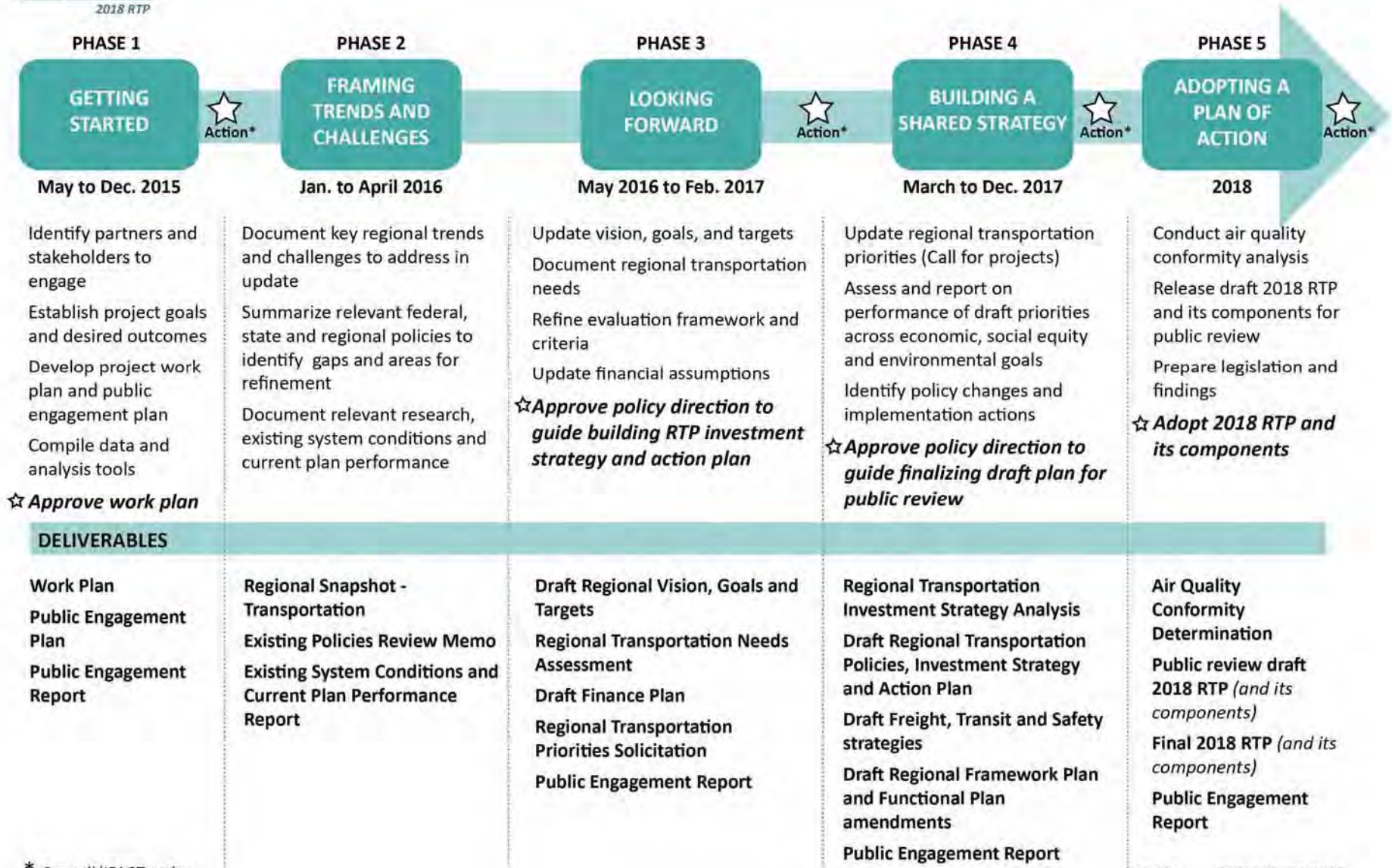
- City and county transportation system plan updates, corridor plans, area plans and studies
- TriMet's Service Enhancement Plans
- South Metro Area Regional Transit (SMART) Master Plan update
- Washington County Transportation Futures Study
- Updates to the ODOT Region 1 Active Transportation Needs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

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



# 2018 REGIONAL TRANSPORTATION PLAN WORK PLAN

Getting there with a connected region



\* Council/JPACT action  
MPAC recommendation

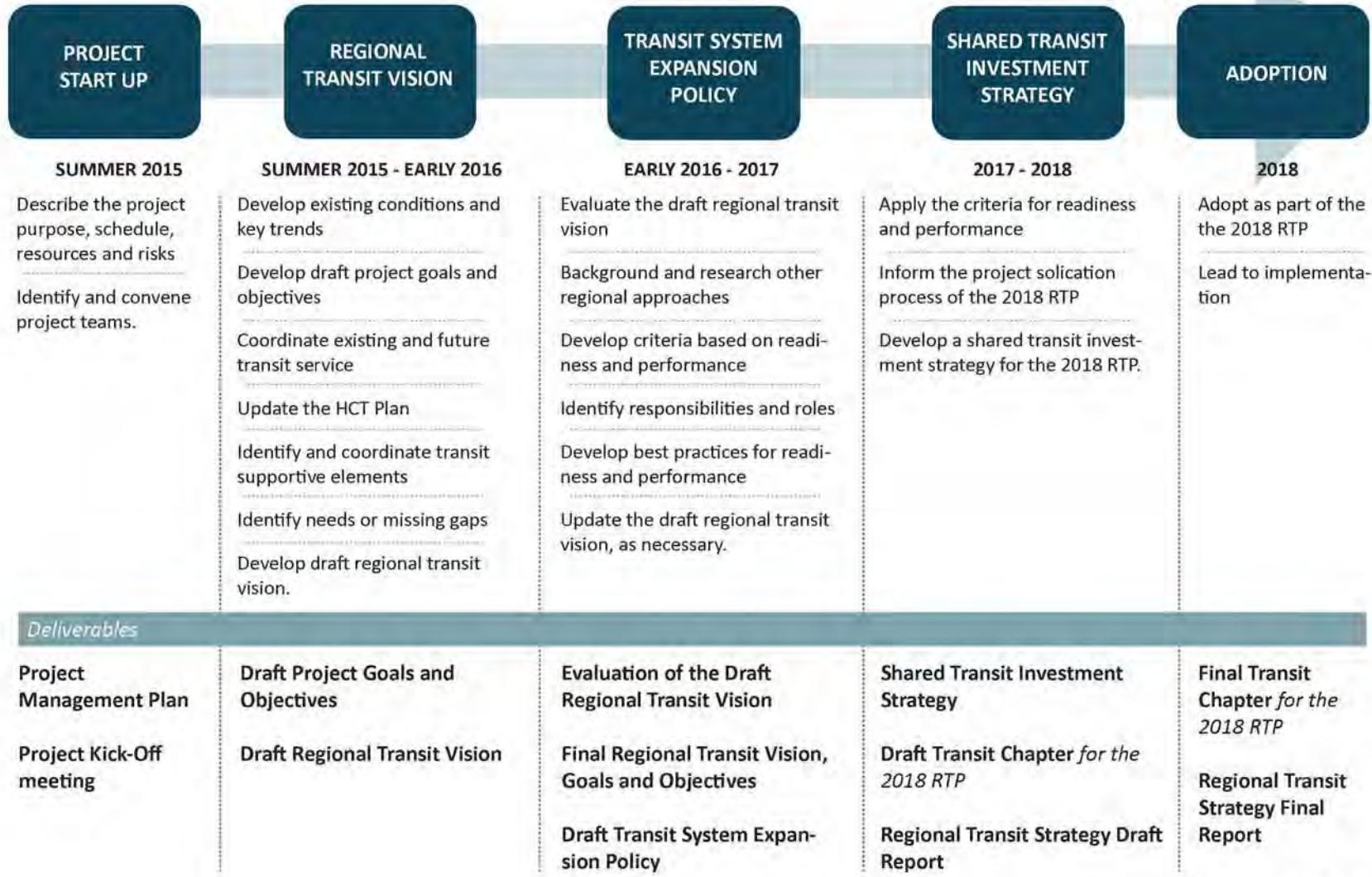


# 2018 RTP | REGIONAL TRANSIT STRATEGY

*Getting there by transit*

SEPTEMBER 28, 2015

2018 RTP UPDATE | DRAFT WORK PLAN | PAGE 9

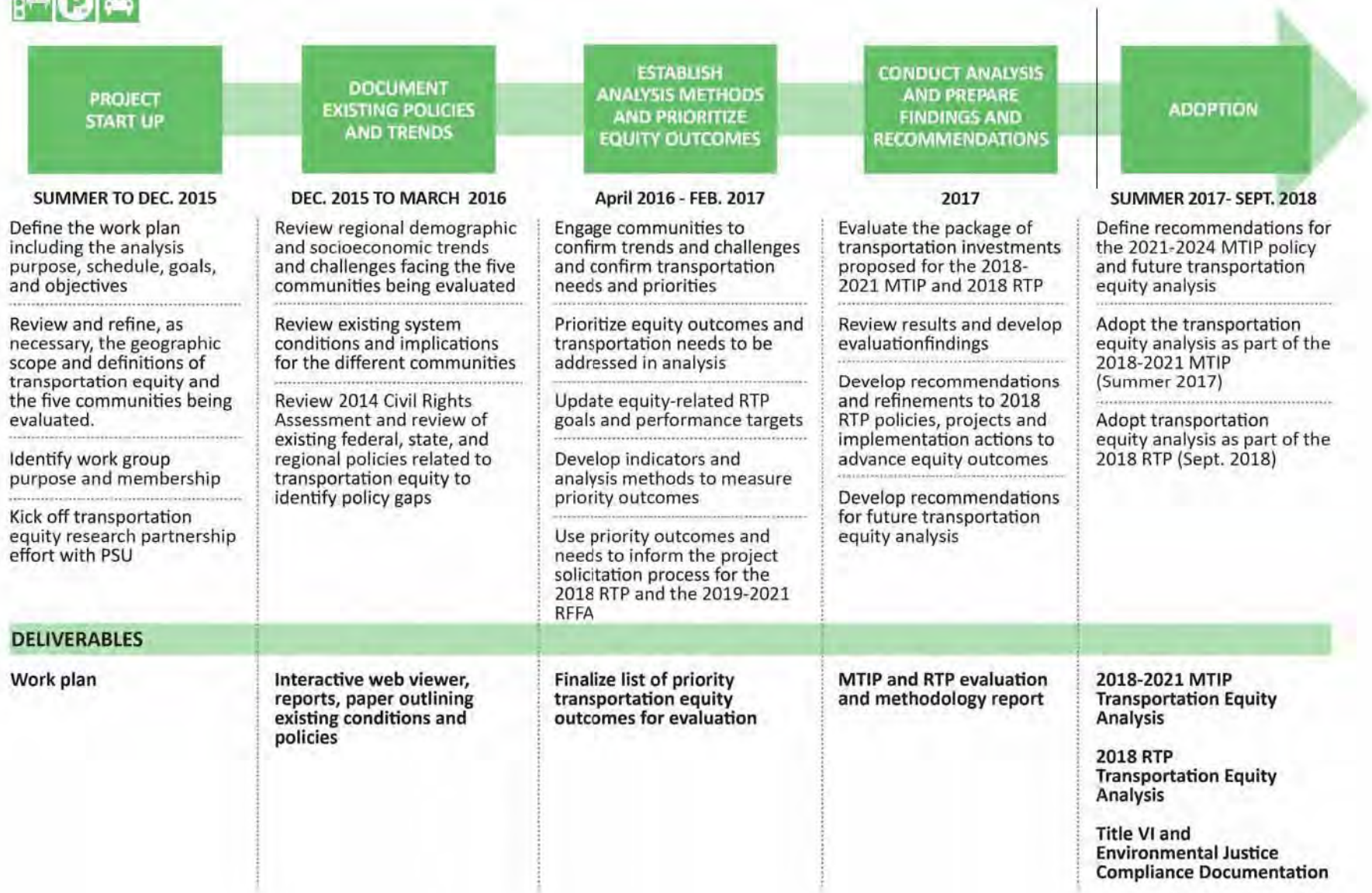


DRAFT - AUGUST 2015



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

*Getting there equitably*



DRAFT AUGUST 2015

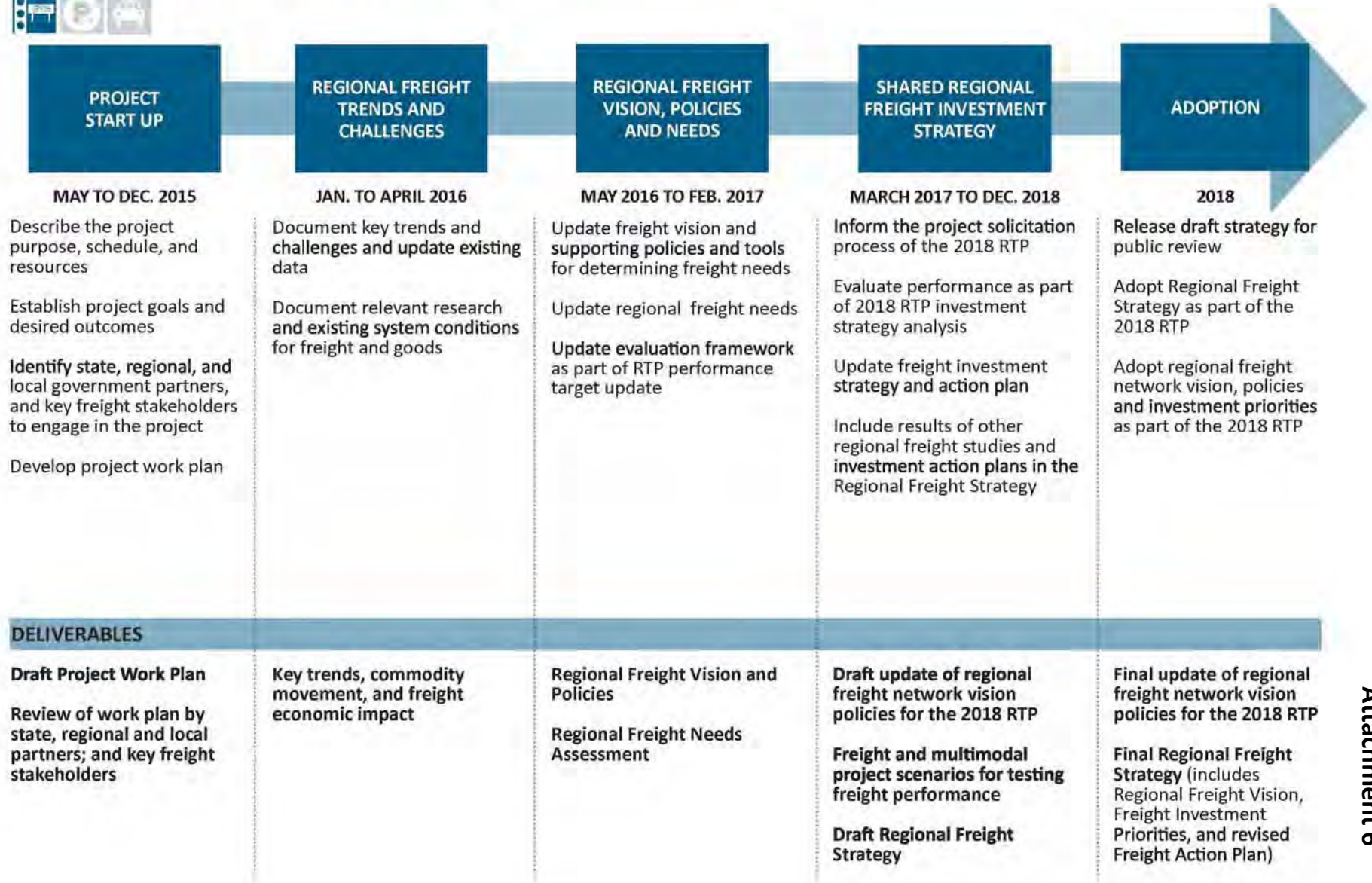


# 2018 RTP | REGIONAL FREIGHT STRATEGY WORK PLAN

*Getting there by moving freight*

SEPTEMBER 28, 2015

2018 RTP UPDATE | DRAFT WORK PLAN | PAGE 11



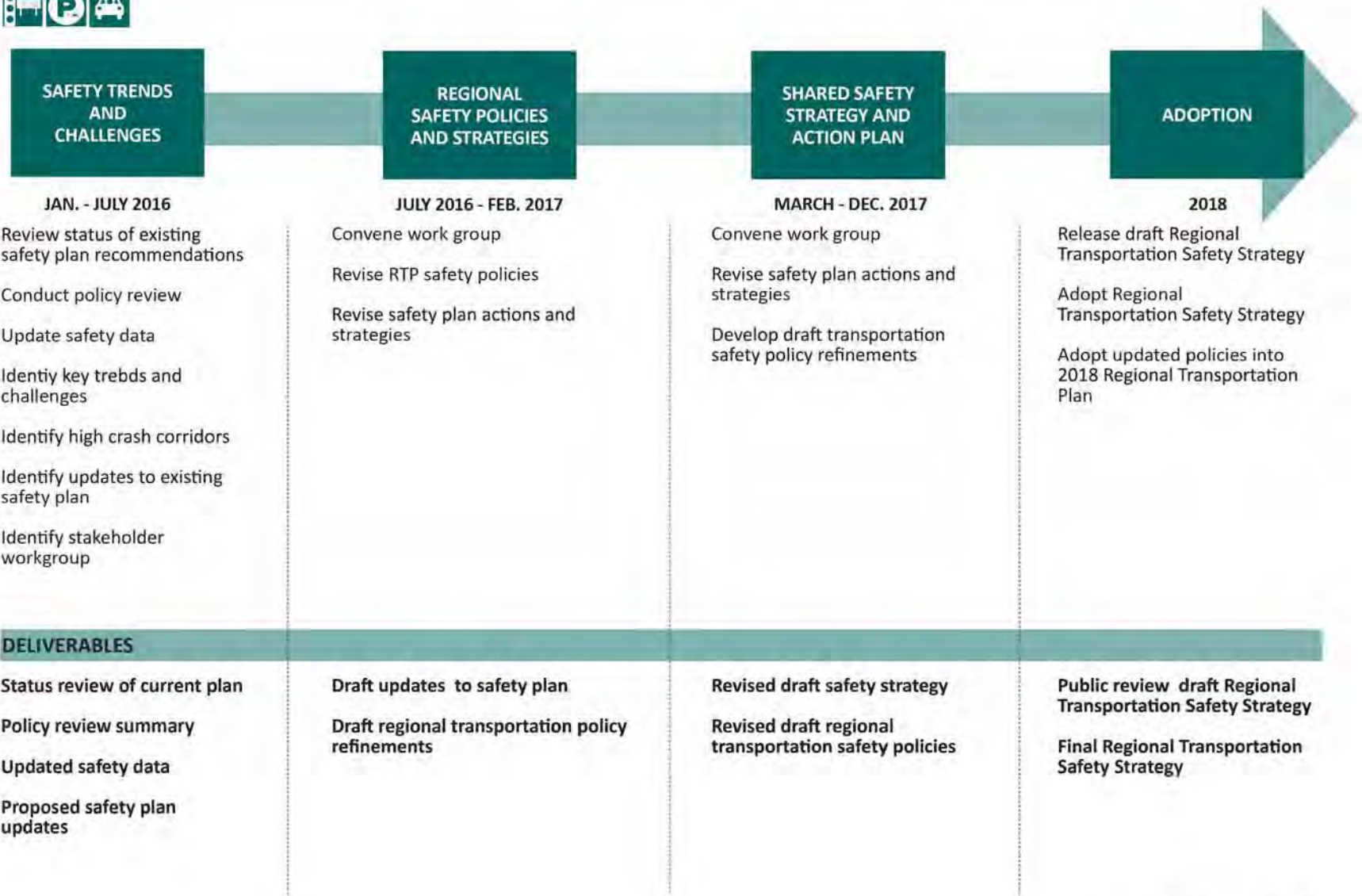
DRAFT SEPTEMBER 2015





## 2018 RTP | REGIONAL SAFETY STRATEGY WORK PLAN

*Getting there safely*



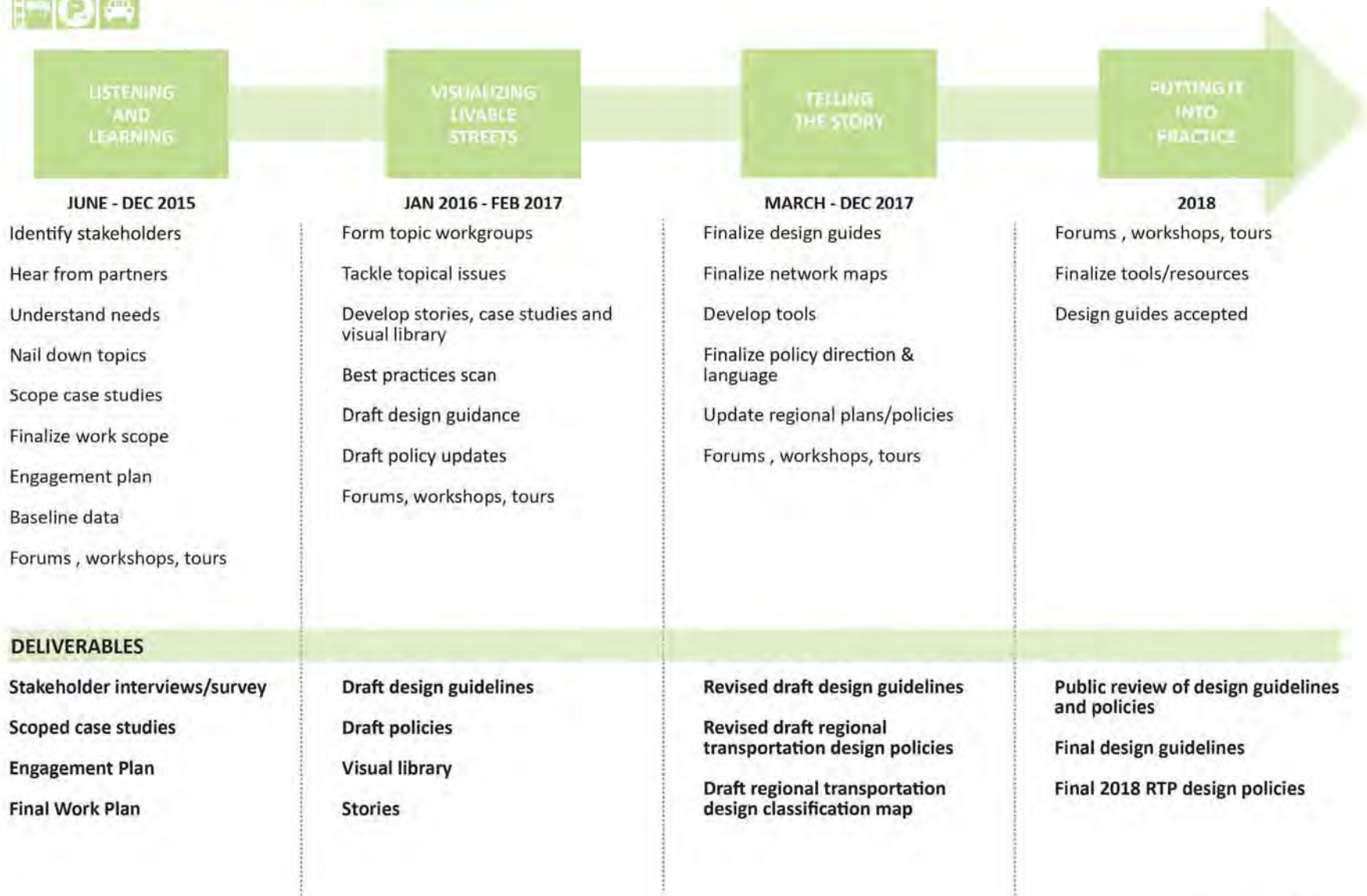


## 2018 RTP | DESIGNING LIVABLE STREETS WORK PLAN

*Getting there with design*

SEPTEMBER 28, 2015

2018 RTP UPDATE | DRAFT WORK PLAN | PAGE 13



DRAFT AUGUST 2015

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

*Getting there**with a connected region*

## 2018 REGIONAL TRANSPORTATION PLAN UPDATE Work Plan Appendix

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

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

### What is the Regional Transportation Plan?

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

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

**Figure 1. Elements of the Regional Transportation Plan**



Why does the plan need updating?

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



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

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

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

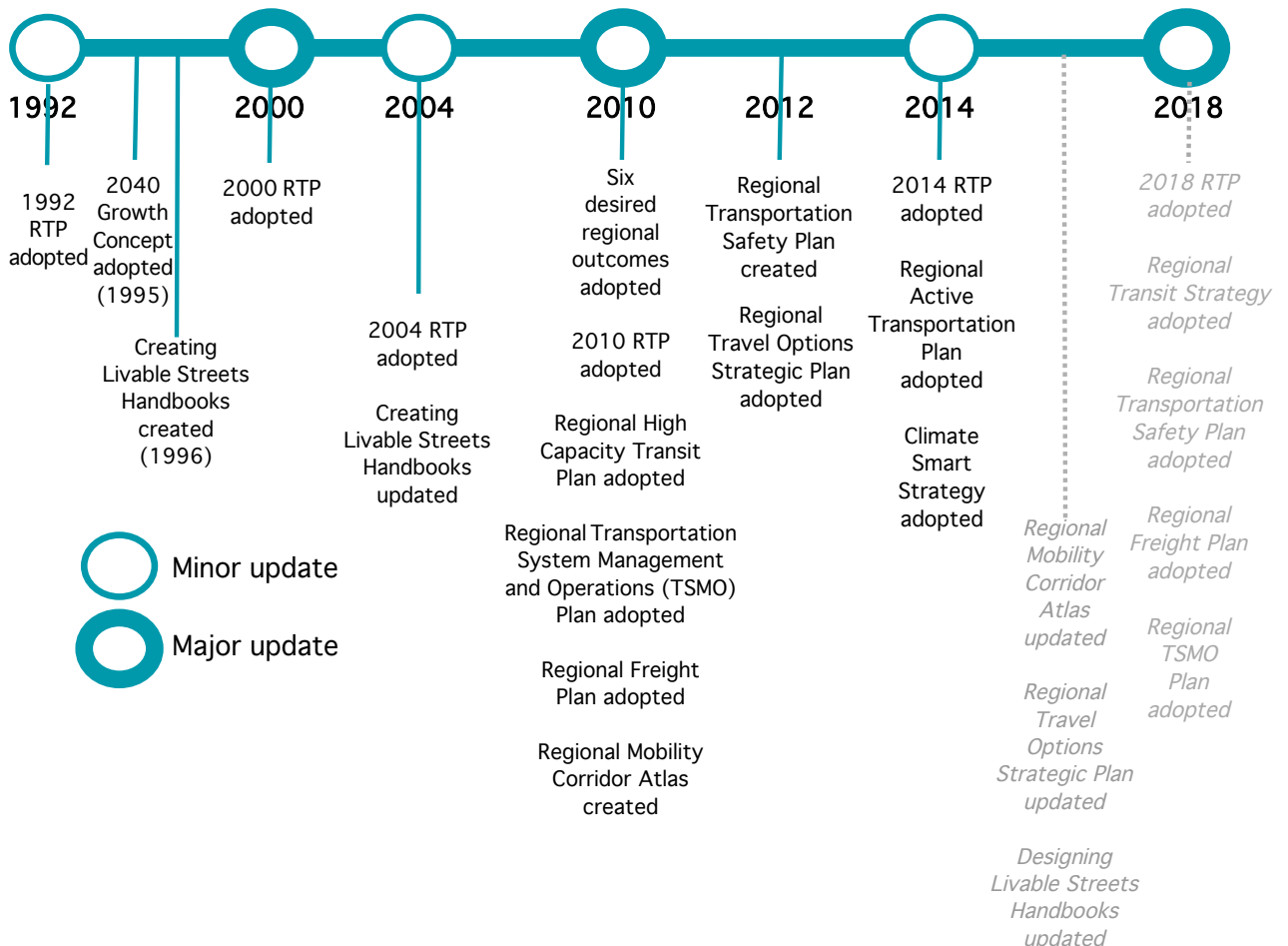
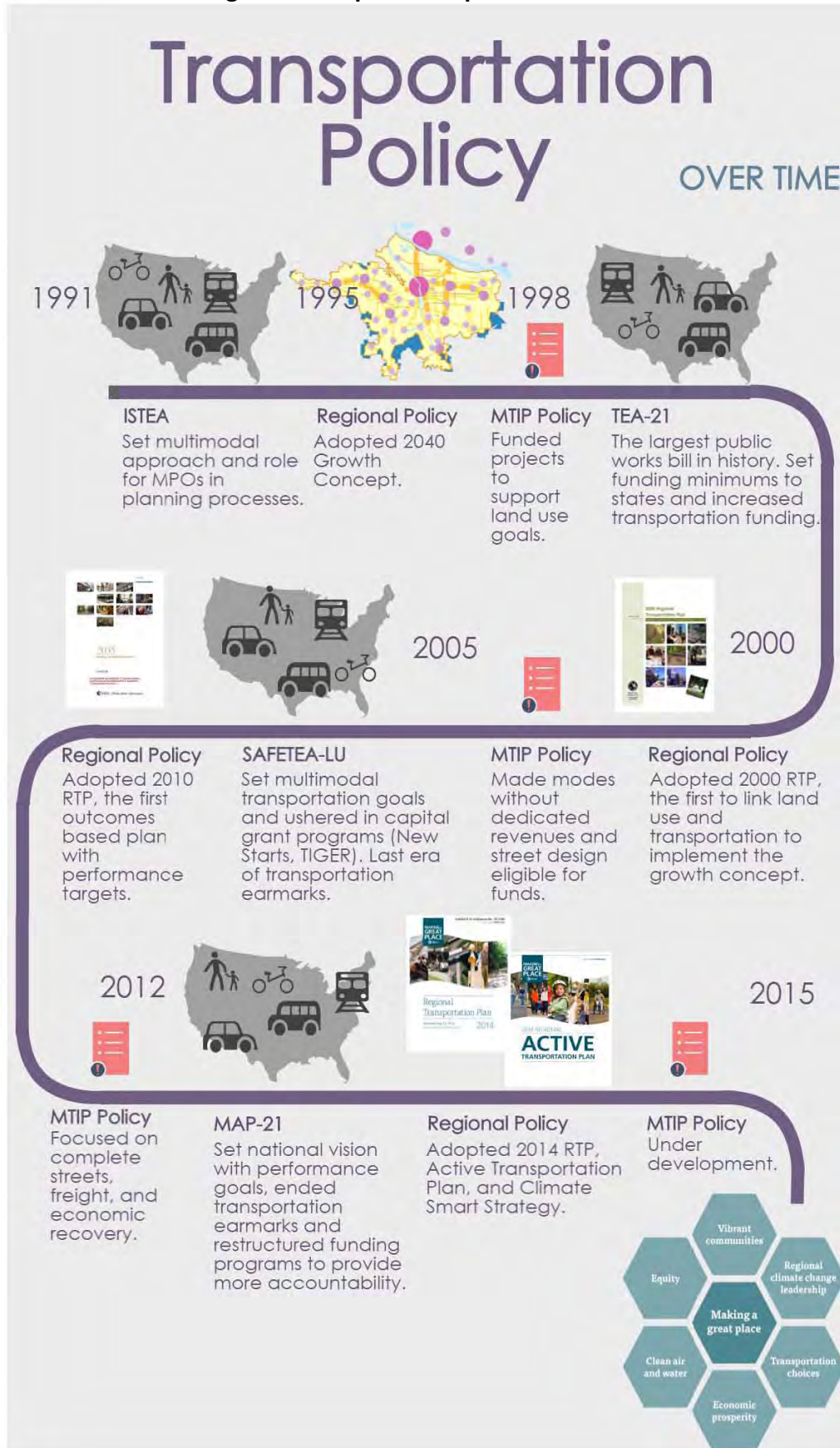


Figure 3. How federal and regional transportation policies have evolved since the early 1990s



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

### How will the plan be updated?

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

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

#### PHASE 1 | GETTING STARTED | May to December 2015

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

*Desired outcome: By Dec. 2015, identify 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	<b>Identify regional challenges and policy choices</b> to be considered through the process
	<b>Establish goals and desired outcomes for the process</b> , work plan and engagement strategy
	<b>Develop work plan and public engagement plan</b>
	<b>Develop data, tool and methods</b> 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 ( <i>Summer 2015</i> )
	Engage partners and the public to identify desired process outcomes, and shape work plan and community engagement strategy ( <i>Summer and Fall 2015</i> )
	Engage regional advisory committees on draft work plan and draft public engagement plan, including policy priorities and roles in process ( <i>Fall 2015</i> )

Phase 1 Key Activities	
<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 | April 2016 to February 2017

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

---

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

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

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

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

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

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

Phases 3 Key Activities	
<b>Planning</b>	<b>Update the shared vision and policy goals</b> <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 shared investment strategy</li> </ul>
	<b>Update the performance evaluation framework</b> <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>
	<b>Update financial plan</b> <ul style="list-style-type: none"> <li>• MPAC, JPACT and Council define funding levels for shared investment strategy</li> </ul>
	<b>Identify transportation needs and possible solutions</b> <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>	Continue to engage partners and the public to identify regional transportation needs and possible solutions ( <i>April – July 2016</i> )
	Continue to engage partners and the public to identify outcomes most important to residents, businesses, policymakers and others in the region to refine vision, goals, objectives and performance targets ( <i>April – July 2016</i> )
	Engage work groups and regional technical advisory committees to define principles to guide development and evaluation of shared strategy and indicators to report performance ( <i>Sept. – Dec. 2016</i> )
	Engage Council and regional policy advisory committees on principles to guide development and evaluation of shared strategy and indicators to report performance ( <i>Jan. - Feb. 2017</i> )
<b>Milestone</b>	Metro Council, JPACT and MPAC approve direction on development of shared investment strategy, including regional priorities, performance targets and funding levels ( <i>MPAC, JPACT and Council in Feb. 2017</i> )
<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>

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

**PHASE 4 | BUILDING A SHARED STRATEGY | March to December 2017****How do we get there?**

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

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

Phase 4 Key Activities	
<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</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> )
<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 ( <i>MPAC, JPACT and Council in Nov. and Dec. 2017</i> )
<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>• Draft Toolbox of Actions</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.

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 <i>(March 2018)</i>
	Release Air Quality Conformity Determination for 30-day public comment period <i>(March 2018)</i>
	Consult with Federal and state agencies <i>(March 2018)</i>
	Engage regional advisory committees to finalize recommendations to the Metro Council on adoption of 2018 Regional Transportation Plan <i>(Spring-Summer 2018)</i>
<b>Milestone</b>	MPAC makes recommendation on and JPACT considers adoption of 2018 RTP and 2018 RTP Air Quality Conformity Determination <i>(Summer 2018)</i>
	Metro Council considers adoption of 2018 RTP and 2018 RTP Air Quality Conformity Determination <i>(September 2018)</i>
<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



with a connected region

## 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>

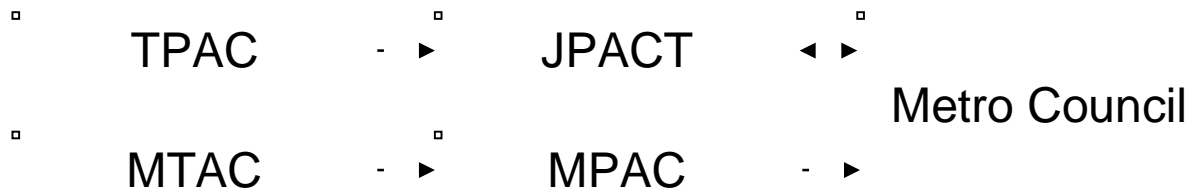
**REGIONAL TRANSPORTION DECISION-MAKING FRAMEWORK**

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:



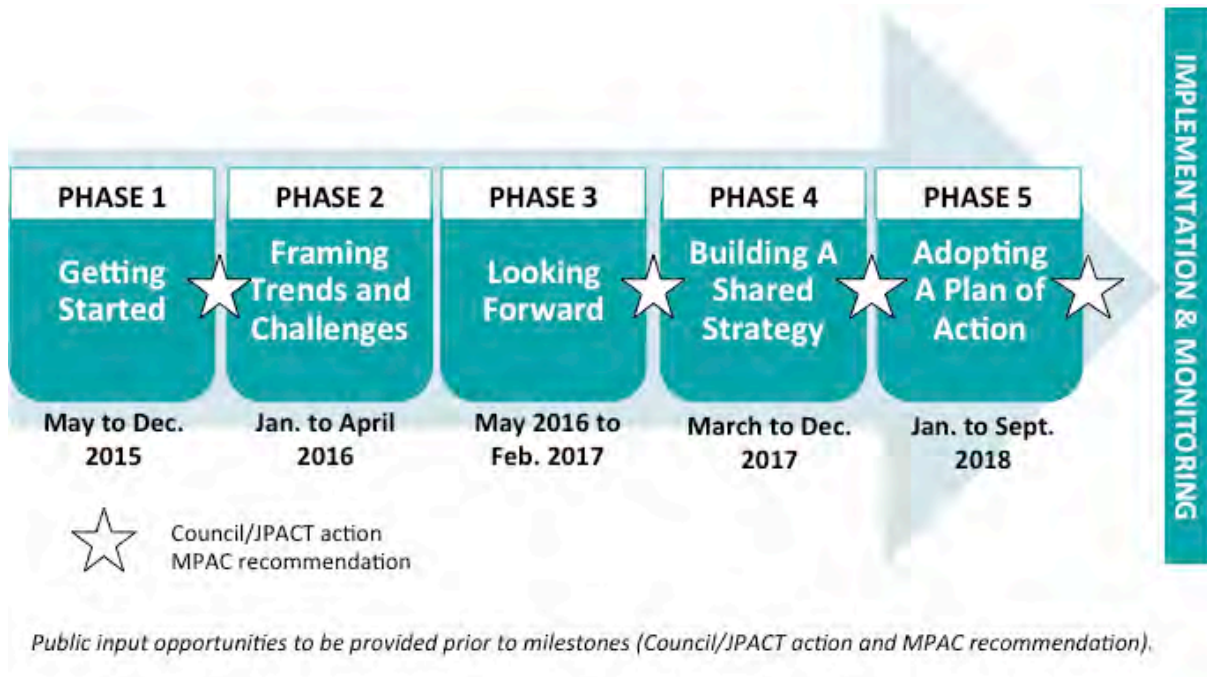
- Transit
- Transportation equity
- Finance
- Performance and return on investment
- Freight
- Transportation design
- Transportation safety
- Policy actions

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**



**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:

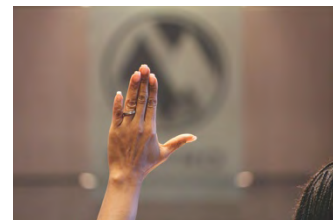
- Introduction and announcement of the project
  - Invitation to participate in online quick polls and surveys
  - Refinement of RTP goals, objectives and performance targets
  - Identification of transportation needs and priorities
  - Development of a shared investment strategy and action plan
- **Regional 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.



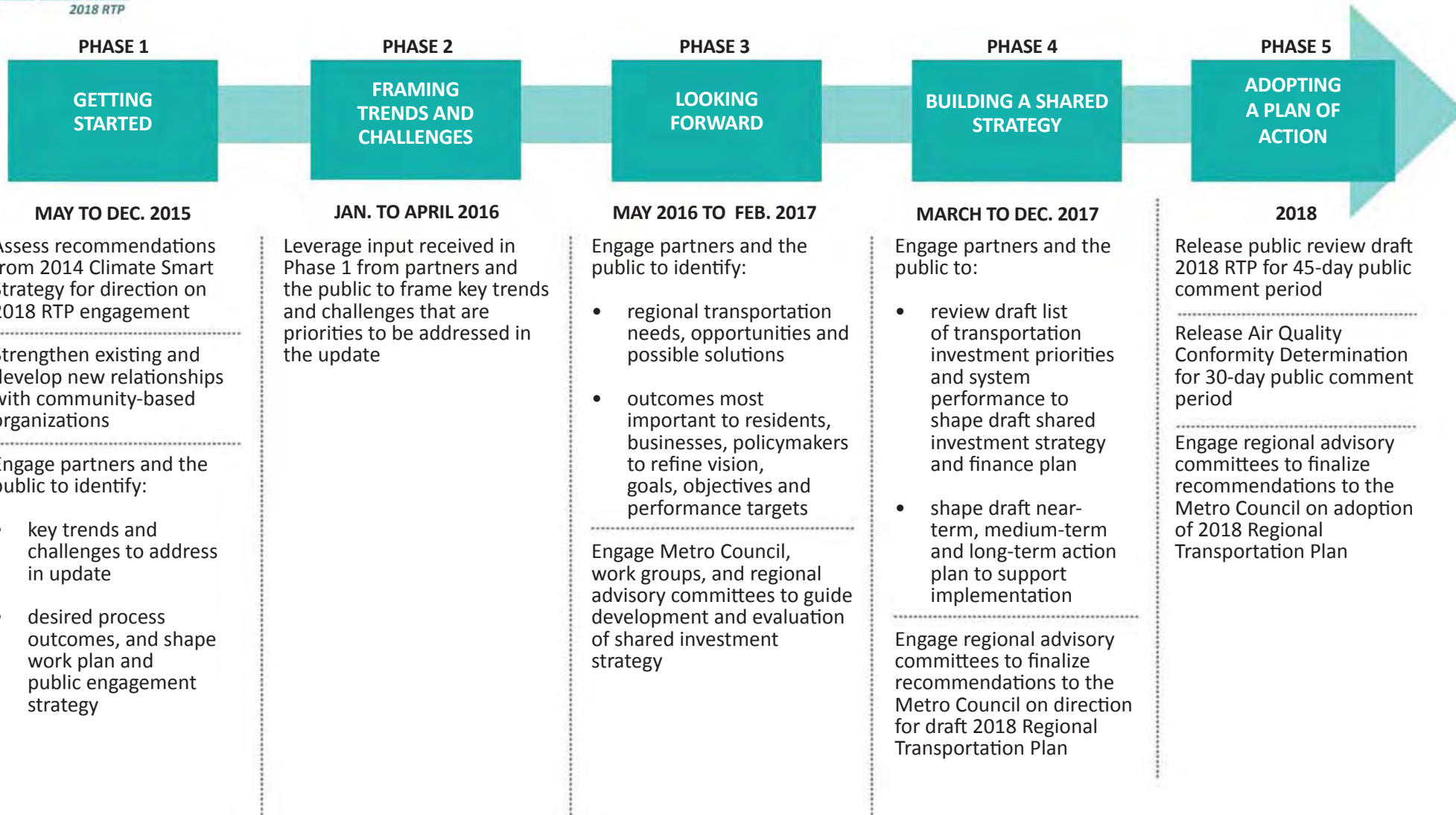
**HOW WE MEASURE SUCCESS**

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

Materials following this page were distributed at the meeting.

# Joint Policy Advisory Committee on Transportation (JPACT)

Agenda Items 5.1 to 5.3:

Seeking Approval for 3 Formal Amendments to the 2015-18 Metropolitan Transportation Improvement Program (MTIP)

- 5.1: Add the ODOT I-84/I-5 Banfield IC and the I-405 Fremont Bridge State Bridge Program projects.
- 5.2: Move the city of Milwaukie's OR99E Bridge project STP funds and reprogram them to the 17th Ave Multi-use Trail project.
- 5.3: Add the ODOT Amtrak Cascades Services Project.



Metro | *Making a great place*

# 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.





# ODOT I-84/I-5 Banfield IC & I-405 Fremont Bridge State Bridge Program projects.

- Cost savings from 2 State Bridge Program projects allow 12 bridge repair projects to be funded (11 are new repair projects).
- Approved by Oregon Transportation Commission on 4-16-15.
- 4 projects in the Metro region:
  - **I-84/I-5 Banfield IC**
  - **I-405 Fremont Bridge**
  - Oregon 224 (Highway 171) Bridge
  - Interstate 5/Oregon 217 (Highway 1) Deck Overlays

# City of Milwaukie OR99E at Kellogg Lake & 17<sup>th</sup> Ave Multi-use Trail STP Reprogramming

- \$1,055,000 of Regional Flexible Funds for Preliminary Engineering for the OR99E at Kellogg Lake project.
- Proposing to deprogram the Regional Flexible Funds and move them to the Construction phase of the 17<sup>th</sup> Ave Multi-use Path project.
- City Council requested transfer on 8-4-15.



# ODOT Amtrak Cascades Services Operations and Maintenance Support Project

- Adding to the MTIP a new State CMAQ funded project to support the Amtrak Cascades passenger rail service.
- Funding for operations and maintenance needs.
- \$8,588,799 of State CMAQ to help reduce funding shortfall.
- Does not impact Metro's CMAQ appropriation.

CMAQ = Congestion Mitigation Air Quality federal funds

# MPO and MTIP Management Responsibilities

- Metro's role is to ensure the programming complies with all applicable federal and state regulations:
  - Verify that the MTIP maintains financial constraint.
  - Validate that programming actions do not impact the air quality conformity finding.
  - CMP
  - Others



*Getting there*



*with a connected region*

# 2018 Regional Transportation Plan update

Joint Policy Advisory Committee on Transportation  
October 8, 2015

Kim Ellis, RTP project manager



Metro | *Making a great place*

# Building toward six desired outcomes



**Vibrant communities**



**Equity**



**Economic prosperity**



**Transportation choices**



**Clean air & water**



**Climate leadership**

# Why now?

- Implement Climate Smart Strategy and Active Transportation Plan
- Need to address issues deferred in past updates
- Need to refine existing plan components
- Comply with state and federal mandates



# Nearly halfway to our 50 year vision

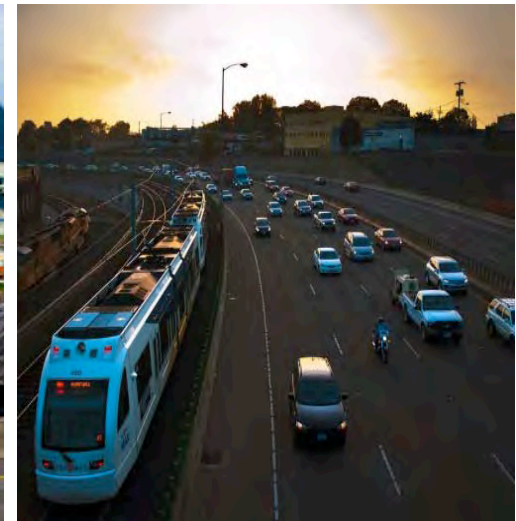
*How are we doing?*

*What have we learned?*

*What's working?*

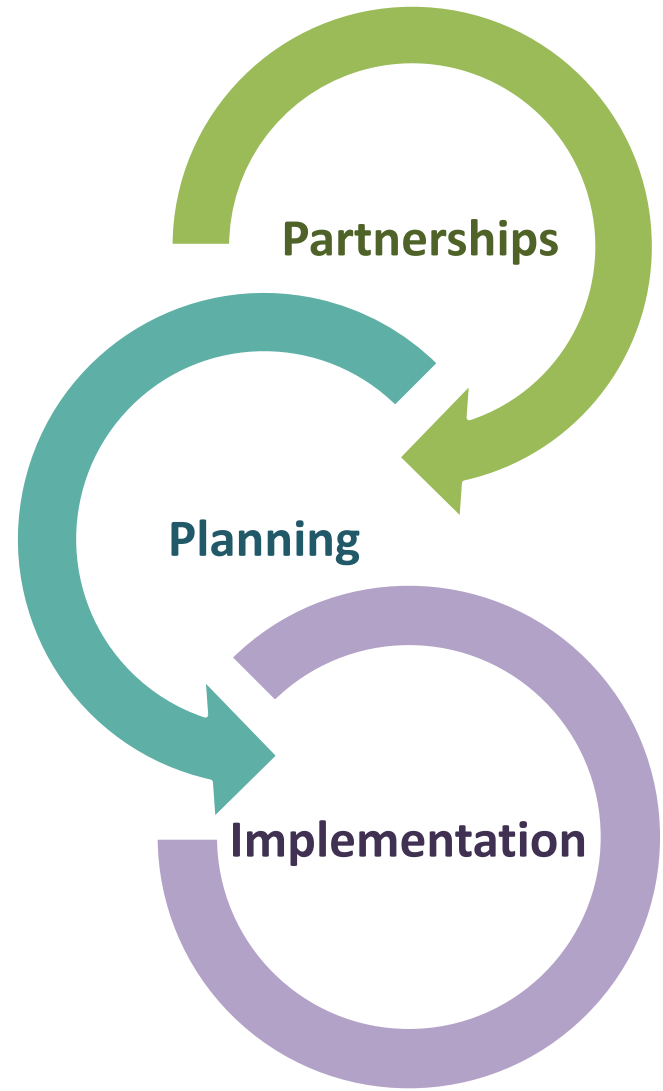
*What has changed?*

*Where do we go from here?*





# What's happened since May?



# Engaging partners and the public

- Briefings and presentations
- Community discussion groups
- On-line quick poll
- Work sessions with PSU Center for Public Service and community leaders
- Stakeholder interviews
- Following through on 2014 RTP and Climate Smart Strategy recommendations



# Identifying central themes and issues

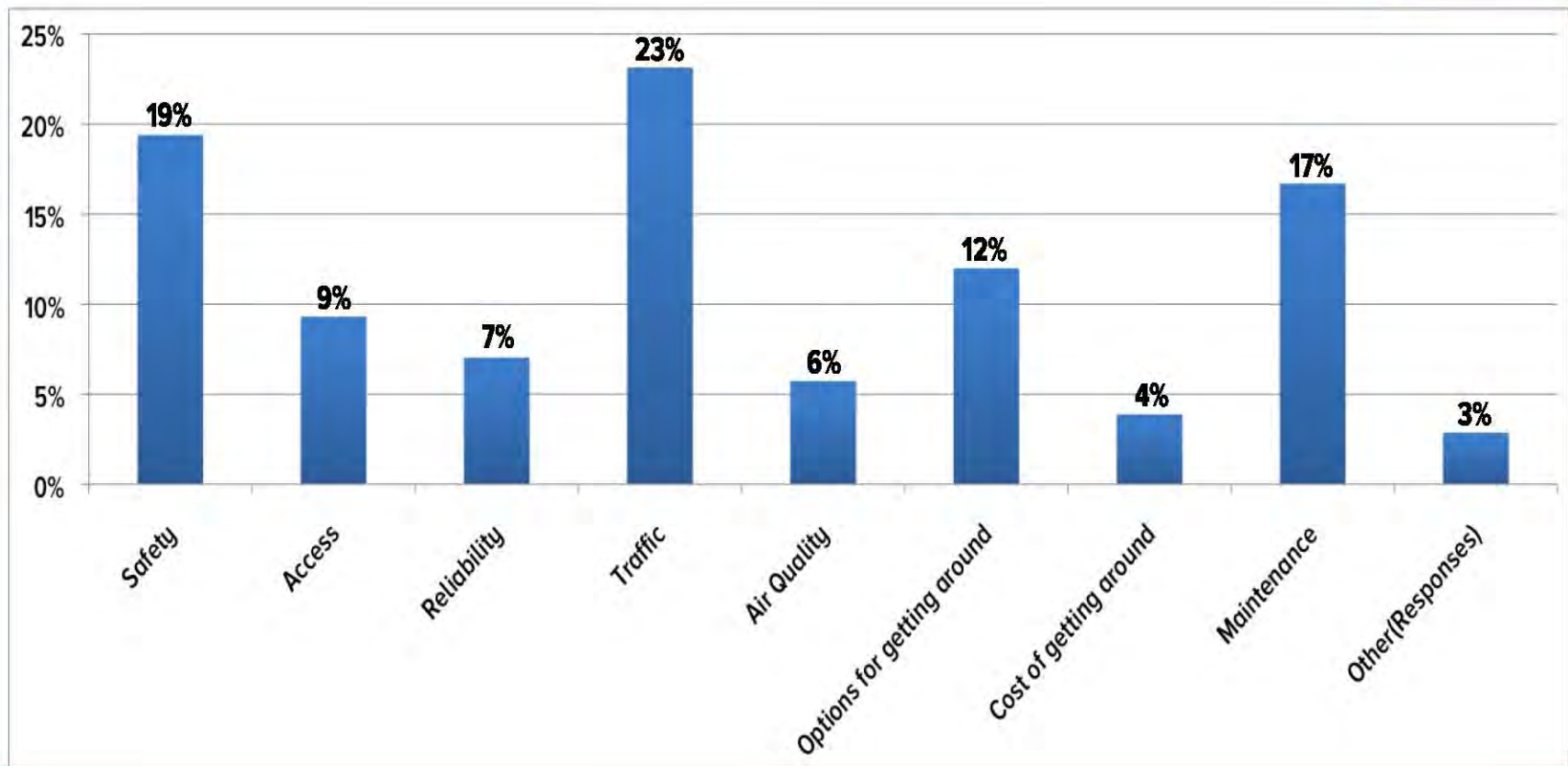
- Traffic
- Safety
- Funding
- Maintenance
- Reliability
- Efficiency
- Travel options
- Access to opportunity (jobs, education and services)
- Health
- Affordability
- Set clear regional priorities
- Advance consideration of equity and economic impacts

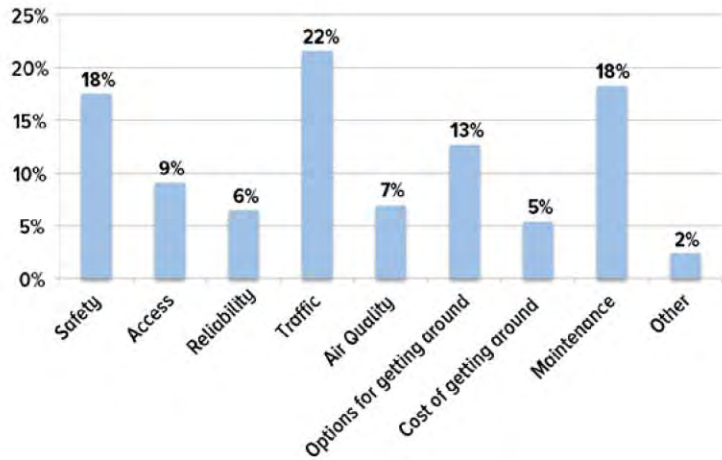
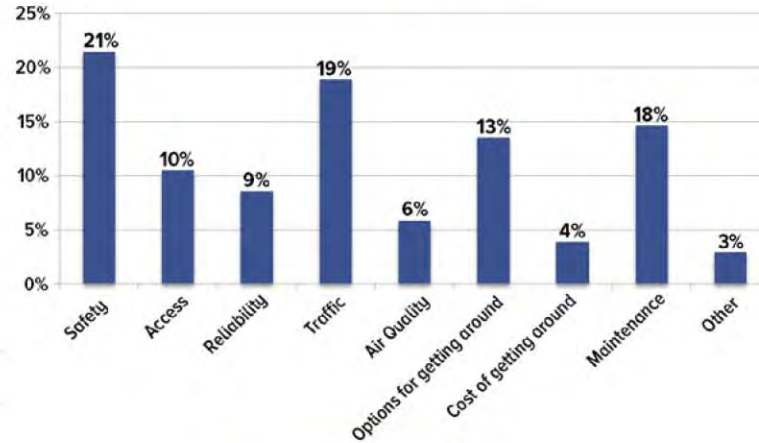
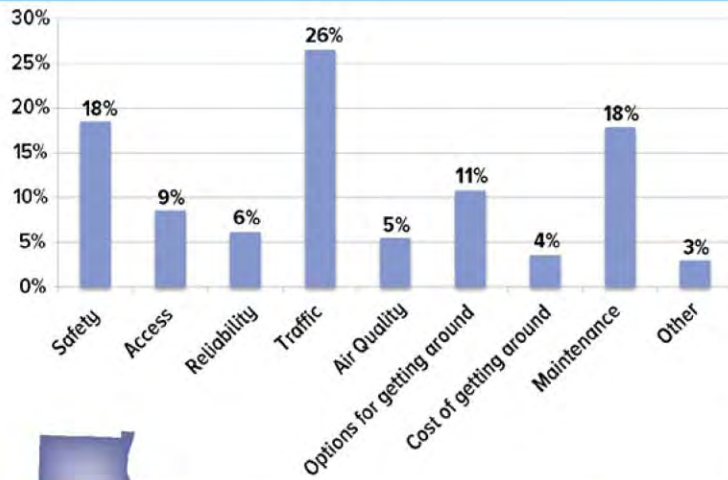


# Quick Poll #1 | What transportation issues most impact your quality of life?

N = 1,824

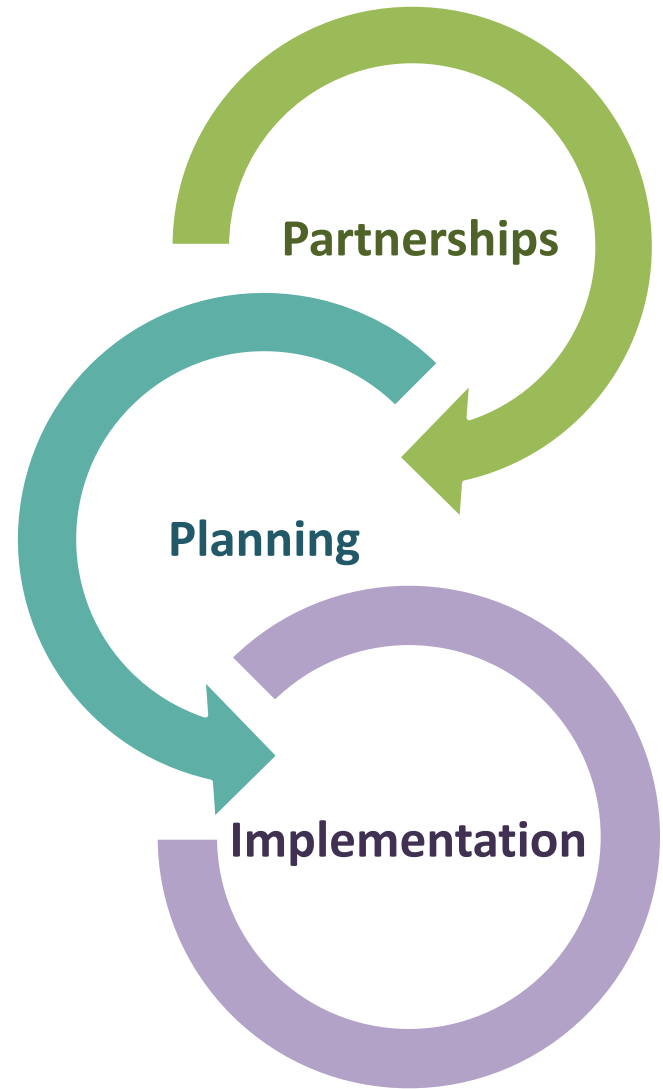
2018  
REGIONAL  
TRANSPORTATION  
PLAN UPDATE





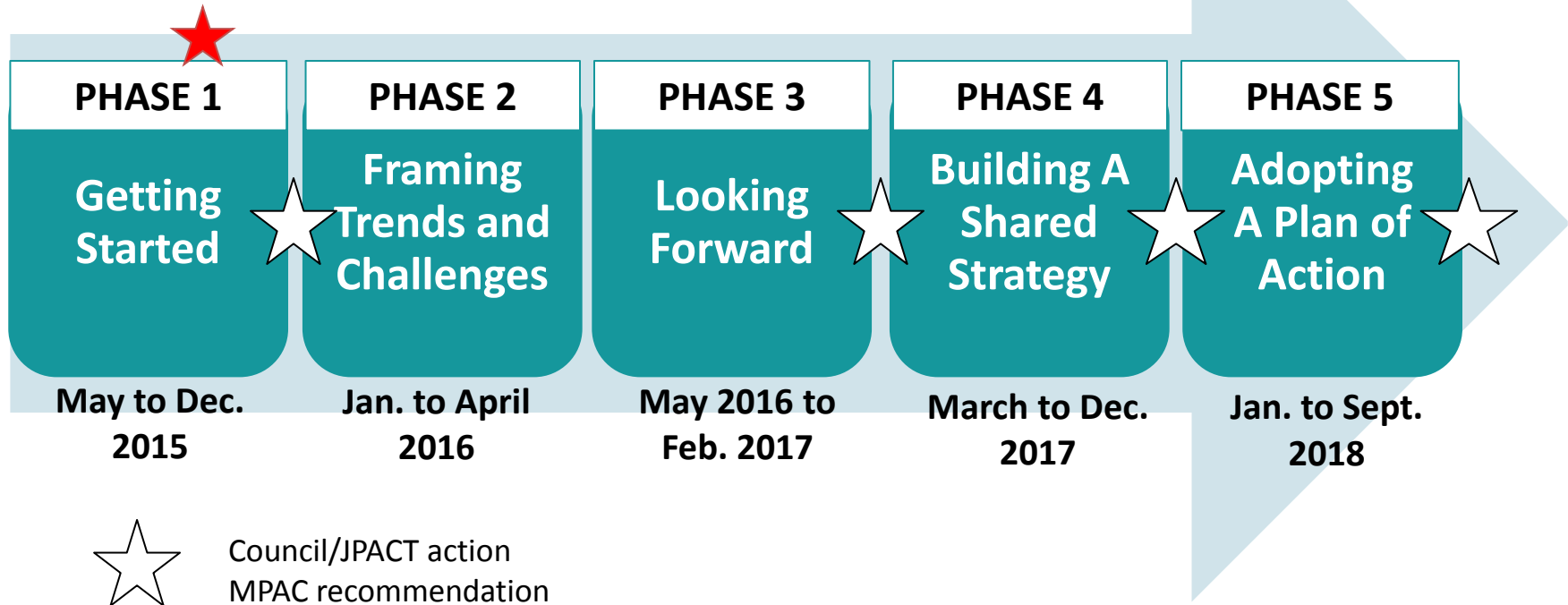
Quick Poll #1 | What transportation issues most impact your quality of life? (N = 1,824)

**Where are we  
now?**



# Timeline

*We are here*



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

# Policy Priorities

The policy priorities define the primary focus of the planning work, policy discussions and engagement activities to support development of the 2018 RTP.



**Transit**



**Transportation equity**



**Finance**



**Freight**



**Transportation design**



**Transportation safety**



**Performance and  
return on investment**



**Policy actions**



# Regional Leadership Forums



Regional Leadership Forums are joint meetings of the Metro Council, JPACT and MPAC to hear from local and national experts, collaborate and discuss regional challenges, integrate public input and provide policy direction to staff.

1. Trends, challenges and our vision for the future
2. Funding transportation
3. Designing for safe, healthy and equitable communities
4. Measuring what we value
5. Shaping regional priorities
6. Adopting a plan of shared actions

See Attachment 2

# Technical work groups



**Transit**



**Equity**

Metro staff will convene technical work groups to provide input to staff on draft materials and implementing policy direction from Regional Leadership Forums.

Transit and equity are anticipated to require more effort than other policy priorities.



**Finance**



**Performance**



**Freight**



**Design**



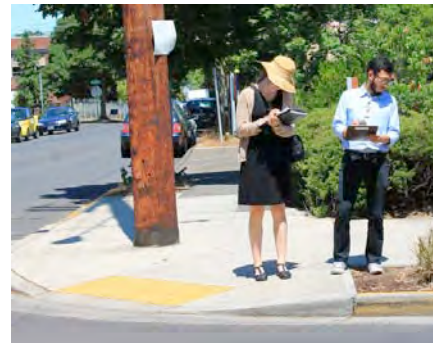
**Safety**



**Policy actions**

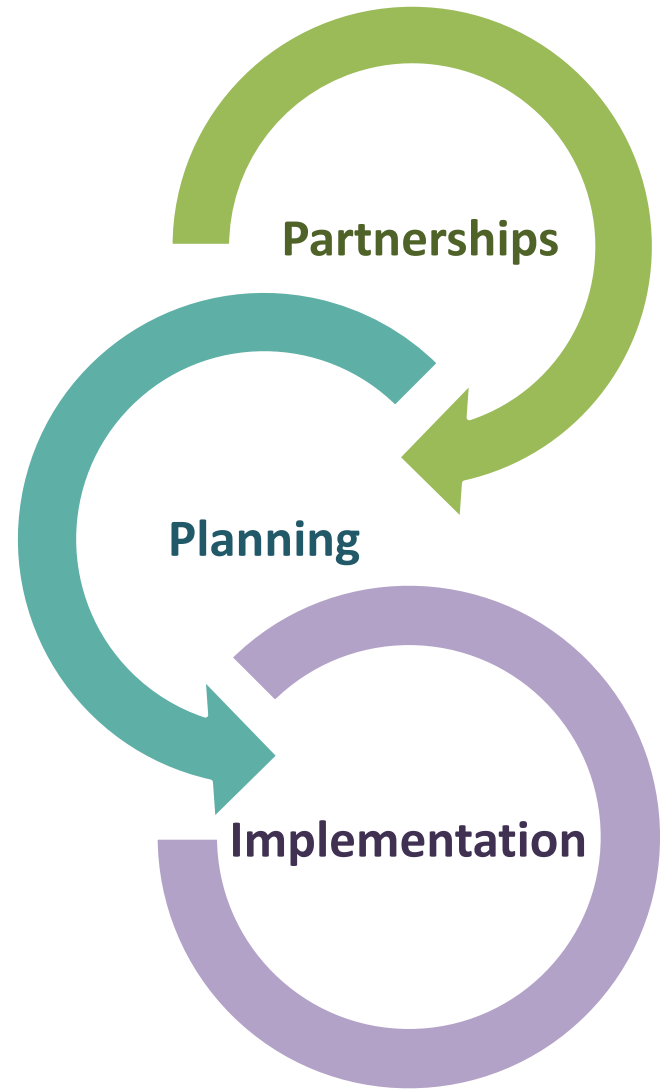
# Partner and public engagement

- Regional leadership forums
- Work groups
- Speakers series
- Briefings and stakeholder meetings/workshops
- Community tours and stories
- Project website
- Online comment opportunities
- Social media
- Newsfeeds and e-news



See Attachment 4

# What's next?



# Finalizing the work plan & engagement plan in 2015

**Oct. 14** MPAC discusses draft work plan and engagement plan

**Oct. 21** MTAC recommendation to MPAC

**Oct. 28** MPAC recommendation on approval of work plan and engagement plan

**Oct. 30** TPAC recommendation to JPACT

**Nov. 12** JPACT considers approval of work plan and engagement plan

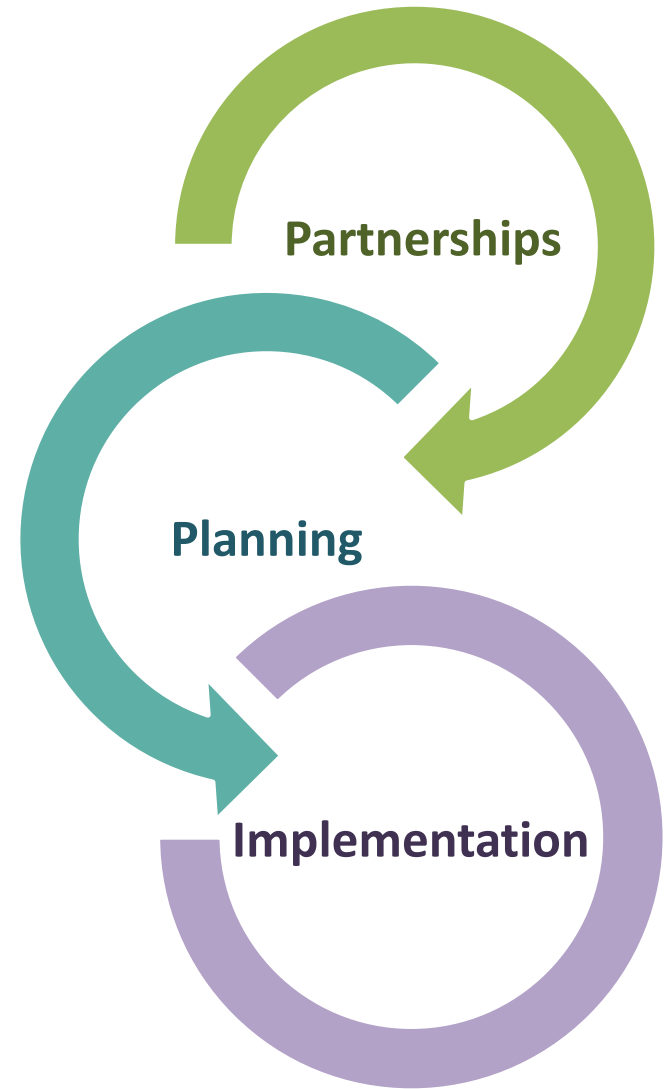
**Nov. 17** Council discusses MPAC and JPACT recommendations

**Dec. 3** Council considers approval of work plan and engagement plan

# Today's discussion

Questions or comments on:

1. Policy priorities?
2. Regional Leadership Forums?
3. Overall work plan or public engagement plan?





Stay connected at [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)

