

# Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)  
Date: Thursday, June 16, 2016  
Time: 7:30 to 9 a.m.  
Place: Metro Regional Center, Rooms 370 A & B

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- 7:30 AM 1. CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS** **Craig Dirksen, Chair**
- 7:35 AM 2. CITIZEN COMMUNICATIONS ON JPACT ITEMS**
- 7:40 AM 3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS** **Craig Dirksen, Chair**
- ACT Meeting Update
  - MTIP/RFFA: What's Next
  - Upcoming meetings: Legislature's Joint Committee on Transportation Preservation and Modernization
  - Upcoming Fall conferences
- 7:45 AM 4. CONSENT AGENDA**
- \* • Consideration of the April 21, 2016 Minutes
  - \* • Consideration of the May 19, 2016 Minutes
- 5. ACTION ITEMS**
- 7:50 AM 5.1 \* Resolution No. 16-4705, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) and the 2015-16 Unified Planning Work Program (UPWP) to Include the New Interstate 205: Stafford Road to OR 99-E Widening Project – RECOMMENDATION** **Ken Lobeck, Metro**
- 6. INFORMATION/DISCUSSION ITEMS**
- 8:15 AM 6.1 Congestion Management/Air Quality (CMAQ) Funding – INFORMATION/DISCUSSION** **ODOT Staff**
- 8:30 AM 6.2 \* 2018 RTP Update: Project Update – INFORMATION/DISCUSSION** **Craig Dirksen, Chair**  
**Shirley Craddick, Vice Chair**
- 9:00 AM 7. ADJOURN** **Craig Dirksen, Chair**

\* Material available electronically # Material available at the meeting

**Upcoming JPACT Meetings:**

- Thursday, July 21, 2016
- Thursday, August 18, 2016
- Thursday, September 15, 2016

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

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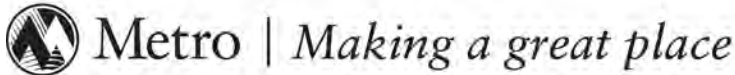
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## 2016 JPACT Work Program

*As of 06/08/16*

*Items in italics are tentative; **bold** denotes required items  
\*Reflects new 2016 meeting schedule: 3<sup>rd</sup> Thursday of each month\**

<p><b><u>June 16, 2016</u></b></p> <ul style="list-style-type: none"><li>• Chair comments TBD (5+ min)</li><li>• <b>Resolution No. 16-4705, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) and the 2015-16 Unified Planning Work Program (UPWP) to Include the New Interstate 205: Stafford Road to OR 99-E Widening Project - Recommendation</b> (Ken Lobeck, Metro; 25 min)</li><li>• Congestion Management/Air Quality (CMAQ) Funding (ODOT Staff; 15 min)</li><li>• 2018 RTP Update: Project Update (Kim Ellis, Metro; 30 min)</li></ul>	<p><b><u>July 21, 2016</u></b></p> <ul style="list-style-type: none"><li>• Chair comments TBD (5+ min)</li><li>• <b><i>Resolution No. 16-4713, For the Purpose of Endorsing the Proposed Range of SW Corridor High Capacity Transit Alternatives for Environmental Review and the Updated Project Purpose and Need Approved by the Southwest Corridor Steering Committee - Recommendation</i></b> (Chris Ford, Malu Wilkinson, Metro; 30 min)</li><li>• OTF Update (Drew Hagedorn, OTF; 15 min)</li><li>• 2018 RTP Update: RTP Revenue Forecast Approach (Ted Leybold, Ken Lobeck, Metro; 35 min)</li></ul>
<p><b><u>August 18, 2016</u></b></p> <ul style="list-style-type: none"><li>• Chair comments TBD (5+ min)</li></ul>	<p><b><u>September 15, 2016</u></b></p> <ul style="list-style-type: none"><li>• Chair comments TBD (5+ min)</li><li>• 2018 RTP Update: Background for Regional Leadership Forum #2 and Draft RTP Revenue Forecast (Kim Ellis, Ted Leybold, Ken Lobeck, Metro; 40 min)</li><li>• 2018 RTP Update: Draft Regional Transit Vision (Jamie Snook, Metro; Stephan Lashbrook, SMART; Eric Hesse, TriMet; 30 min)</li></ul> <p><u>Sept. 23, 8am – 12pm (OCC): RTP Regional Leadership Forum #2 (Navigating Our Transportation Funding Landscape)</u></p>

<p><b><u>October 20, 2016</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• <i>2018 RTP Update: Project Update (Kim Ellis, Metro; 30 min)</i></li> </ul> <p><u>Oct. 9-12: RailVolution 2016, Bay Area, CA</u></p>	<p><b><u>November 17, 2016</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• Regional Flexible Fund Allocation – Discussion (Ted Leybold/Dan Kaempff, Metro; 30 min)</li> <li>• 2018 RTP Update: Background for Regional Leadership Forum #3 (Kim Ellis, Metro; 20 min)</li> <li>• 2018 RTP Update: Safety Strategies &amp; Actions (Lake McTighe, Metro; 20 min)</li> </ul>
<p><b><u>December 15, 2016</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• <i>Regional Flexible Fund Allocation – Decision (Ted Leybold/Dan Kaempff, Metro)</i></li> <li>• <i>HOLD for SW Corridor</i></li> </ul> <p><u>Dec. 2, 8am – 12pm (OCC): RTP Regional Leadership Forum #3 (Transforming Our Vision into Regional Priorities)</u></p>	<p><b><u>January 19, 2017</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> </ul>

**2017-18 Events/Forums:**

- **October 2017:** RTP Regional Leadership Forum #4 (Drafting Our Shared Plan for the Region)
- **June 2018:** RTP Regional Leadership Forum #5 (Finalizing Our Shared Plan for the Region)

**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
- Washington County Transportation Futures Study (TBD)



Joint Policy Advisory Committee on Transportation (JPACT)

April 21, 2016

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman  
Shirley Craddick  
Craig Dirksen  
Denny Doyle  
Kathryn Harrington  
Tim Knapp  
Neil McFarlane  
Diane McKeel  
Steve Novick  
Roy Rogers  
Paul Savas  
Jeanne Stewart  
Kris Strickler  
Bill Wyatt

AFFILIATION

City of Vancouver  
Metro Council  
Metro Council  
City of Beaverton, representing Cities of Washington County  
Metro Council  
City of Wilsonville, representing Cities of Clackamas County  
TriMet  
Multnomah County  
City of Portland  
Washington County  
Clackamas County  
Clark County  
Washington State Department of Transportation  
Port of Portland

ALTERNATES PRESENT

Kelly Brooks  
Jef Dalin  
Doug Daoust  
Susie Lahsene

AFFILIATION

Oregon Department of Transportation  
City of Cornelius  
City of Troutdale, representing Cities of Multnomah County  
Port of Portland

OTHERS PRESENT: Martha Brooks, Mark Gamba, Mark Graf, Eric Hesse, Trey Higgemann, Abby Lanford, Stephan Lashbrook, Mark Lear, Noel Mickelberry, Mark Ottenad, Lucia Pinos, Stacy Revay, Alexa Reynolds, Ava Reynolds, Ané Roth, Chris Smith

STAFF: Martha Bennett, Beth Cohen, Colin Deverell, Alexandra Eldridge, Emily Lieb, Noah Siegel, Randy Tucker, Bob Stacey, Becca Uherbelau, John Williams

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

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

## 2. **CITIZEN COMMUNICATION ON JPACT ITEMS**

Seven members of the public testified before the committee regarding the 2018-21 Metropolitan Transportation Improvement Program (MTIP) & 2019-21 Regional Flexible Fund Allocation (RFFA):

- Mayor Mark Gamba, City of Milwaukie - Mayor Gamba testified that the RFFA money should be used wisely in order to best accomplish Climate Smart Solutions goals. He expressed that RFFA funds should go to alleviate congestion in the region's bottlenecks, which are the region's biggest freight problems. He also added that bike and pedestrian projects are critical to moving toward Climate Smart goals and are underfunded, but should be de-federalized in order to be doubly effective.
- Martha Brooks, Beaverton - Ms. Brooks shared the written testimony of Major General Curtis A. Loop, USA, Ret. The testimony stated that over 71% of 17-24 year olds in the United States are ineligible to join the military, with one of the three major disqualifying factors being obesity. She asked for the allocation of at least \$1.5 million for SRTS to encourage healthier lifestyles.
- Trey Higgeman and Ané Roth, Milwaukie - Ms. Roth testified that she had to drive her son a quarter mile to Linwood Elementary School because Linwood Avenue is too dangerous to bike or walk. Ms. Roth urged the committee to allocate \$15 million for Safe Routes to School (SRTS) so kids could get an hour of exercise every day to avoid diseases such as diabetes.
- Abby Lanford, Alexa Reynolds, and Ava Reynolds, Portland - Ms. Lanford, Ms. Reynolds, and Ms. Reynolds testified that on their walk to school they must walk on adjacent private property in order to avoid a busy street. They asked JPACT members to support funding for SRTS.
- Lucia Pinos, Portland - Ms. Pinos shared that she is member of Andanda Bicicletas en Cully (ABC) and wanted access to safe streets around schools. She testified in support of SRTS funding for kids to have access to sidewalks, lights, and street-safety programming.
- Noel Mickelberry, Portland - Ms. Mickelberry explained that she is the Executive Director of Oregon Walks, and has been working with many partners to make sure that SRTS receives RFFA funding. She noted that RFFA money is one of the few sources of money for active transportation and urged JPACT members to vote against any proposal that would allocate less than \$1.5 million for SRTS programming.
- Chris Smith, Portland - Mr. Smith informed JPACT that he currently serves on the Planning and Sustainability Commission in Portland. He noted that there were current transformational decisions being made to reduce drive-alone commuting and explained that SRTS was a key part of reaching Vision Zero goals. He asked JPACT members to maximize SRTS allocation.

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

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

- Chair Dirksen reminded JPACT members of the April 22<sup>nd</sup> Regional Leadership Forum at the Oregon Convention Center. He explained that the event would be an opportunity to discuss regional transportation priorities and provide direction on the 2018 Regional Transportation Plan (RTP) update. He noted that the keynote speaker would be R.T. Rybak, former three-term mayor of Minneapolis.
- Chair Dirksen asked JPACT members to share their opinions on a draft comment letter to be sent on behalf of JPACT to the Region 1 Area Committee on Transportation (ACT). He explained that this letter would provide information for ACT members to consider before making their decision on State Transportation Improvement Program (STIP) Enhance Non-Highway Funding. Several members expressed concerns over rural representation in the Region 1 ACT, and Chair Dirksen noted that each jurisdiction is able to submit their own letters. Chair Dirksen asked JPACT members to approve the letter with a show of thumbs. A majority of JPACT members expressed approval of the letter with a thumbs-up.

### **4. CONSENT AGENDA**

- **Consideration of the JPACT Minutes for March 17, 2016**
- **Resolution No. 16-4691, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Include the New Interstate 84 at Graham Road Bridge Replacements Project**

MOTION: Councilor Kathryn Harrington moved, and Mayor Doug Daoust seconded, to adopt the consent agenda.

ACTION: With all in favor, the motion passed.

### **5. ACTION ITEMS**

#### **5.1 Resolution No. 16-4694, For the Purpose of Adopting the Fiscal Year 2016-2017 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with the Federal Transportation Planning Requirements**

Chair Dirksen introduced Mr. Chris Myers, Metro staff, to give a presentation on the 2016-2017 Unified Planning Work Program (UPWP).

*Key elements of the presentation included:*

- Mr. Myers noted he would be discussing the 2016-2017 federal self-certification and the proposed fiscal year 2016-2017 UPWP.
  - Mr. Myers explained that the MPO's self-certification is a prerequisite for securing federal transportation planning funds and explained that the UPWP is not a regional policy-making document.
  - He explained that after Council approval, the UPWP would be sent to partners in the region, such as ODOT, for further approval.
-

*Member discussion included:*

Mayor Tim Knapp explained that certain parts of the document were inaccurate and noted that the document should be updated to include current information regarding the Americans with Disabilities Act (ADA) and the recently passed Fixing America's Surface Transportation (FAST) Act. Chair Dirksen tabled the item to be revisited at the next JPACT meeting after revision.

**5.2 2018-21 Metropolitan Transportation Improvement Program (MTIP) & 2019-21 Regional Flexible Fund Allocation (RFFA) Policy Report**

Chair Dirksen called Mr. Dan Kaempff and Mr. Ted Leybold, Metro staff, to present their summary of the MTIP and RFFA Policy Report.

*Key elements of the presentation included:*

- Mr. Kaempff noted that the public feedback showed that, in order to improve transportation in the region, regional policymakers should provide a safer, more effective, and diverse transportation system for everyone.
- Mr. Kaempff explained that the document's approach was rooted in the Regional Transportation Finance Approach. He explained that the document that JPACT would be considering at the meeting maintains the current Step 1 and Step 2 funding levels from previous funding cycles.
- Mr. Kaempff explained that JPACT may choose to adopt the policy document as-written, or alter the policy document by identifying specific funding targets.
- Chair Dirksen noted that JPACT would only be considering the policy document and that specific projects would be discussed later in the MTIP/RFFA project selection process.

**MOTION #1:** Commissioner Roy Rogers moved, and Mayor Denny Doyle seconded, to adopt the MTIP/RFFA policy document as presented by staff.

**AMENDMENT #1:** Mr. Neil McFarlane moved, and Commissioner Steve Novick seconded, to amend Section 7.0 of the draft policy document to:

- Adopt Step 1. A. bond commitments for regionally significant project development at a level of \$48 million.
- Adopt Step 1. B. Region-wide program investments at a total level of \$28.02 million with the sub-section funding levels outlined in the *Draft 2018-21 MTIP/RFFA Policy Report, April 2016*.
- Adopt new policy direction #1 of the *Draft Policy Report* and increase regional bond commitment for transit in the 2019-2021 program by \$15.43 million and the associated long-term bond repayment schedule to provide:
  - \$25 million for the final design and construction of the Powell-Division high capacity transit bus project.
  - \$80 million to the SW Corridor project for planning, design, engineering and construction.
- Adopt new policy direction #2 of the *Draft Policy Report* providing an increase to the RTO program of \$1.5 million for Safe Routes to Schools program support.



- Adopt new policy directions #3 & #4 of the *Draft Policy Report* providing a \$500,000 increase in regional programs to support Climate Smart Actions:
    - \$250,000 for RTO programs.
    - \$250,000 for TSMO programs.
  
  - Adopt new policy direction #5 of the *Draft Policy Report* providing \$3.78 million in 2019-2021 program funds and the associated long-term bond repayment schedule. Funding would create a \$12 million bond for a regional freight and active transportation project development program to advance projects that can leverage discretionary federal resources, support a 2017 legislative transportation funding effort and a 2018 regional transportation funding initiative:
    - \$10 million to be allocated to support arterial and related improvements associated with efforts already initiated by ODOT to develop projects to address three major regional bottlenecks; I-205 Abernethy Bridge, I-5/I-84 at the Rose Quarter, and Hwy 217 improvements.
    - \$2 million to be allocated to support project development and capital investment for active transportation projects, including Safe Routes to School for Title 1 schools, regional trails and other regionally significant active transportation facilities.
    - Require that before project development can proceed, candidate projects must be approved by JPACT.
  
  - Adopt a Step 2 allocation of:
    - \$7.33 million for Regional Freight Investments
    - \$25.76 million for Active Transportation/Complete Streets
  
  - Adopt additional policy language that:
    - Notes that Metro and TriMet have agreed that, as the planning and design of the SW Corridor project moves forward, opportunities to incorporate cost-effective pedestrian and bicycle connections between station areas and adjacent neighborhoods and schools, particularly Title I schools, will be identified and that, to the extent consistent with federal project eligibility and funding limitations, will seek to integrate such meritorious elements into the project design.
    - Expresses the region's intention to use the project development and regional transit bonding allocations to position the region to successfully win federal, state and local transportation funding increases and that this is intended to be an ongoing effort that not only will address the three named ODOT projects, but will be a foundation for addressing the funding needs of further priority projects in the Regional Transportation Plan such as the Sunrise Corridor Phase II, improvements associated with development of the Basalt Creek Parkway area and jurisdictional transfer efforts such as Powell Boulevard.
    - Express TriMet's willingness to seek approval from its Board of Directors for approval for bonding or in other mechanisms to de-federalize funding that is directed by JPACT to be used for Safe Routes to Schools projects in the 2019-2021 program allocations.
    - Note that TriMet has agreed not to initiate projects to compete in the Step 2 discretionary process for the 2019-2021 program allocations, although it may partner with others on applications.
-

*Discussion:* Mr. McFarlane noted that the state of transportation project funding has changed and explained that there should be an increase in funding available for project development in order to leverage additional state and federal transportation dollars. He explained that many funding sources, such as federal Transportation Investment Generating Economic Recovery (TIGER) grants, require front-end investment. Mr. McFarlane proposed dedicating \$3.78 million to secure \$12 million in bonds for regional project development. He explained that \$10 million would go to match funds from ODOT to address the region's bottlenecks, and the remaining \$2 million of the bond would be used for project development and capital investment for active transportation for SRTS and regional trail development.

*The Chair Next Called on Commissioner Paul Savas:* Commissioner Savas distributed a chart entitled "MTIP Funding Proposal" which proposed reallocating funds to project readiness bonding. Commissioner Savas moved, with Mr. Bill Wyatt second, to amend Mr. McFarlane's amendment to allocate more funds to project readiness bonding. In response to a question from the Chair regarding parliamentary procedure, Metro Attorney Kean advised that the motion was out of order as it did not pertain to the amendment on the table; Commissioner Savas withdrew his proposed motion.

AMENDMENT #1A: Commissioner Diane McKeel moved, and Councilor Shirley Craddick seconded, to amend Mr. McFarlane's motion regarding the language about incorporating cost-effective pedestrian and bicycle facilities into the design of the Southwest Corridor project, to also apply that intent to the Powell-Division Corridor project.

*Discussion:* Seeing no discussion, Chair Dirksen called for a vote on the amendment.

ACTION TAKEN ON AMENDMENT #1A: With all in favor, and one opposed (Savas), Amendment #1A passed.

AMENDMENT #1B: Commissioner McKeel motioned, and Mr. McFarlane seconded, to amend Mr. McFarlane's motion to include the Burnside Bridge Seismic and Safety Project to the list of projects to receive project development funding.

*Discussion:* Commissioner McKeel noted that the Burnside Bridge is an economic lifeline in the region and added that there was just a major earthquake in Japan. Commissioner Novick stated that the Burnside Bridge seismic strengthening is one of the most critical projects for the region. Councilor Harrington noted that the language in Mr. McFarlane's amendment did not limit the definition of further priority projects to exclude the Burnside Bridge Project.

ACTION TAKEN ON AMENDMENT #1B: With five in favor, and seven opposed, Amendment #1B failed.

AMENDMENT #1C: Mayor Tim Knapp moved, and Mayor Denny Doyle seconded, to make a friendly amendment to Mr. McFarlane's motion to clarify policy language that provides direction for TriMet and partners to de-federalize Safe Routes to School funding to the greatest extent possible is for capital projects, not the programmatic education and planning work.

*Discussion:* Mr. McFarlane shared that TriMet had already stated its commitment to de-

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federalize funds.

ACTION TAKEN ON AMENDMENT #1C: With all in favor, and one opposed (Stewart), Amendment #1C passed.

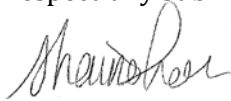
ACTION TAKEN ON AMENDMENT #1: With all in favor, and two opposed (Savas, Stewart), the Amendment #1 passed, as amended.

Chair Dirksen tabled the item until the May JPACT meeting.

**ADJOURN**

Chair Dirksen adjourned the meeting at 9:09 a.m.

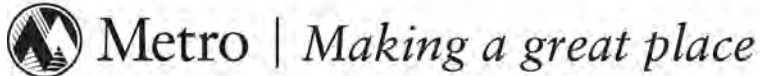
Respectfully Submitted,



Shaina Hobbs  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APRIL 21, 2016**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
<b>N/A</b>	Handout	April 2016	Metro Hotsheet	042116m-01
<b>2.0</b>	Testimony	04/21/16	Curtis A. Loop Written Testimony	042116m-02
<b>5.1</b>	Table	N/A	UPWP – Other Projects of Regional Significance	042116m-03
<b>5.1</b>	Handout	03/18/16	2016-2017 Unified Planning Work Program	042116m-04
<b>5.2</b>	Table	N/A	2019-2021 RFFA Funding Example	042116m-05
<b>5.2</b>	Memo	04/21/16	Mr. Neil McFarlane Motion to Amend Section 7.0 of the 2018-21 Transportation Improvement Program & 2019-21 Regional Flexible Funds Program	042116m-06
<b>5.2</b>	Chart	N/A	Commissioner Paul Savas 2018-2021 MTIP Funding Proposal	042116m-07
<b>2.0</b>	Post cards	N/A	Safe Routes to School Post Cards	042116m-08



Joint Policy Advisory Committee (JPACT)  
May 19, 2016  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman  
Shirley Craddick  
Nina DeConcini  
Denny Doyle  
Kathryn Harrington  
Tim Knapp  
Neil McFarlane  
Diane McKeel  
Steve Novick  
Roy Rogers  
Paul Savas  
Rian Windsheimer

AFFILIATION

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

ALTERNATES PRESENT

Sam Chase  
Doug Daoust  
Curtis Robinhold

AFFILIATION

Metro Council  
City of Troutdale, representing Cities of Multnomah County  
Port of Portland

OTHERS PRESENT: Kelly Brooks, Jef Dalin, Mark Gamba, Jeff Gudman, Eric Hesse, Gerik Kransky, Susie Lahsene, Stephan Lashbrook, Mark Ottenad, Michael Williams

STAFF: Nick Christensen, Beth Cohen, Colin Deverell, Alexandra Eldridge, Elissa Gertler, Shaina Hobbs, Lisa Hunrichs, Daniel Kaempff, Alison Kean, Frankie Lewington, Ted Leybold, Kyra Schneider, Stephanie Soden, Randy Tucker, Ina Zucker

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

JPACT Vice Chair Shirley Craddick called the meeting to order and declared a quorum at 7:31 a.m.

**2. CITIZEN COMMUNICATION ON JPACT ITEMS**

LeeAnne Ferguson, Portland - Ms. Ferguson explained that she represented the For Every Kid Coalition and would be reading public comment of West Linn Mayor Russ Axelrod. She testified that increasing access to transit and the ability for student to bike and walk to school would significantly reduce traffic and increase public health and safety. Ms. Ferguson urged JPACT to vote against any amendment that would reduce dedicated funds for active transportation.

Austin Heckert, Gladstone - Mr. Heckert testified that within the past year, two children in his neighborhood were hit by cars, so his mother drives him to school, despite living within walking

distance. He testified that it is unsafe to walk to school, as many of the streets in his neighborhood lack sidewalks, and many of the cars drive quickly. Mr. Heckert's mother asked JPACT to dedicate funds to Safe Routes to School.

### 3. **CHAIR UPDATES**

- Vice Chair Craddick informed committee members that JPACT and Metro are responsible, as stewards of the Metropolitan Transportation Improvement Plan (MTIP), for ensuring that the region's use of federal funds complies with federal requirements and implements regional policies. She added that TriMet and SMART provided materials outlining the capital investment program going before their decision makers. Vice Chair Craddick encouraged JPACT members to provide any feedback to the transit agencies, and added that JPACT will have an opportunity to review the full slate of federal funding investments put forward by ODOT, TriMet and SMART when the 2018-2021 MTIP comes forward for adoption in 2017.
- Vice Chair Craddick called on Mr. Rian Windsheimer to discuss the recent Region 1 ACT meeting. Mr. Windsheimer informed JPACT that ConnectOregon funds were for non-highway modal projects, such as rail, aviation, and bike/pedestrian. He noted there were 16 application submissions in the region, with 78 applications statewide. He shared a document with committee members (Document No. 051916m-05) which listed the rankings of the submitted applications and explained that final rankings would be determined mid-June, then submitted to the Oregon Transportation Commission before their final decision on July 21<sup>st</sup>.

### 4. **CONSENT AGENDA**

- **Consideration of April 21, 2016 Minutes**

MOTION: Commissioner Paul Savas moved, and Mr. Curtis Robinhold seconded, to defer the consideration of the April 21, 2016 JPACT minutes until the June JPACT meeting.

ACTION: With all in favor, the motion passed.

### 5. **ACTION ITEMS**

#### **5.1 Resolution No. 16-4694, For the Purpose of Adopting the Fiscal Year 2016-2017 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with the Federal Transportation Planning Requirements**

Ms. Elissa Gertler introduced Mr. Chris Myers, Metro staff, to discuss the newly updated Unified Planning Work Program (UPWP). He informed JPACT that the updated UPWP included MAP-21 nomenclature, and added that the UPWP referenced several MAP- 21 planning factors that the FAST Act carried forward. Mr. Myers added that most of the document's content is usually carried over each fiscal year.

MOTION: Mr. Neil McFarlane moved, and Mayor Denny Doyle seconded, to recommend the passage of the UPWP to the Metro Council.

*Discussion*: Mayor Tim Knapp expressed his appreciation of Mr. Myers's effort to update the UPWP.

ACTION: With all in favor, the motion passed.

## **5.2 2018-21 Metropolitan Transportation Improvement Program (MTIP) & 2019-21 Regional Flexible Fund Allocation (RFFA) Policy Report**

***Please note: The amendment numbers for Agenda Item #5.2 are continued from the MTIP/RFFA discussion at the April 21, 2016 JPACT meeting.***

Vice Chair Craddick reminded the committee that JPACT members were asked to submit amendments to be discussed at the meeting in advance. Mr. Dan Kaempff, Metro staff, provided a recap of the motions and subsequent actions taken by JPACT at the April 21<sup>st</sup> meeting. Mr. Kaempff noted that TPAC made one additional recommended edit to add “and persons with disabilities” to the Active Transportation and Complete Streets project criteria on page 17 of the policy document. He noted that there was an open motion to accept the policy document and added that there would need to be a separate motion to accept the additional change from TPAC.

Vice Chair Craddick asked Mr. McFarlane to summarize his amendment, which the committee passed at the previous meeting. Mr. McFarlane noted that the intent of his motion was to create a balanced program to address the needs of highway congestion, transit development, safety, and the priorities of Safe Routes to School (SRTS). He added that the bonding schedule is an attempt to preserve funds for Step 2 allocations, and to create partnerships for future development.

Commissioner Diane McKeel sought to clarify whether the projects listed on page 11 of the policy document were definite or suggested. Mr. McFarlane explained that the projects listed were only suggestions.

Commissioner Steve Novick recommended that TriMet reconsider Step 2 bond allocations to provide funding for an additional project pipeline for “Enhanced Transit Corridor” projects.

Vice Chair Craddick asked Metro staff to explain the effects of the TriMet proposal and Clackamas County’s proposed amendment on the MTIP/RFFA policy document. Ms. Gertler explained that the TriMet amendment would use \$3.78 million of Step 2 funds to secure bonds of \$10 million for highway project development funding and \$2 million for active transportation project development funding. She added that staff’s understanding of Clackamas County’s proposal was that \$5 million from bonding for high capacity transit would be reallocated toward bond payments for additional highway project development.

Ms. Alison Kean, Metro Attorney, explained that there was a motion on the table to adopt the draft policy document which included Mr. McFarlane’s previously approved amendment. Committee members moved several amendments to the motion on the table (MOTION #1).

AMENDMENT #2: Commissioner Paul Savas moved, and Mr. Curtis Robinhold seconded, to adopt the amendment submitted by Clackamas County.

*Discussion:* Commissioner Savas stated that his amendment would provide additional funds for Safe Routes to School. Councilor Kathryn Harrington noted that the document provided by Clackamas County stated that the \$2 million that would go to active transportation project development would be eliminated, and asked for clarification from staff. Mr. Ted Leybold explained that the county’s proposal did not clearly allocate \$2 million was not clearly allocated to SRTS, but removed it from

active transportation project development and re-allocated the funds to Step 2 active transportation funds capital project.

Councilor Sam Chase acknowledged that freight is an important aspect of the region's economic development strategy, but added that improving active transportation options is another important economic development strategy. He noted that the region chose to adopt a Climate Smart Strategy, which committed to increasing transit and active transportation, and stated that the Clackamas County proposed amendment would move away from the core principles of the Strategy.

Commissioner McKeel asked how removing \$5 million from transit bonding would affect projects such as Southwest Corridor and Powell-Division. Mr. McFarlane answered that the loss of \$5 million of bonding money would be a major blow to either of the projects.

Councilor Jack Burkman shared that he felt Commissioner Savas's proposal was pulling the money toward local interests rather than regional interests. Commissioner Savas noted that the region's bottlenecks need to be addressed, and added that congestion is contributing to toxics in the region's air.

ACTION TAKEN ON AMENDMENT #2: With one in favor (Savas), and 13 opposed, the motion failed.

AMENDMENT #3: Councilor Burkman moved, and Mr. McFarlane seconded, to adopt the changes proposed by Metro staff and TPAC to the policy document.

*Discussion:* Mr. Kaempff explained that the motion would adopt the changes made to the weighting for active transportation criteria made by TPAC's recommendation on May 6<sup>th</sup>. The changes would also include the adoption of the language "and persons with disabilities" to the Active Transportation and Complete Streets project criteria on page 17 of the policy document.

ACTION TAKEN ON AMENDMENT #3: With all in favor, the motion passed.

AMENDMENT #4: Commissioner McKeel moved, and Mayor Daoust seconded, to remove the list of suggested projects from page 11 of the policy document.

ACTION TAKEN ON AMENDMENT #4: With 12 in favor, and 2 opposed (Harrington, Savas), the motion passed.

AMENDMENT #5: Mr. Rian Windsheimer moved, and Commissioner Savas seconded, to combine bullets 2 and 3 on page 11 of the policy document.

ACTION TAKEN ON AMENDMENT #5: With all in favor, the motion passed.

Mayor Knapp noted that he felt the language included in the motion on the table did not properly address the amendment made at the previous JPACT regarding the de-federalization of funds. Metro staff noted that they would correct the language to accurately reflect what was passed in the previous meeting.

AMENDMENT #6: Mayor Knapp moved, and Commissioner Roy Rogers seconded, to revise the language about schools in the list of priority areas for active transportation criteria on page 17 of



the policy document to read, “schools, including the extension of safe routes to and from” in order to extend the priority to the areas surrounding schools.

*Discussion:* Commissioner Savas stated that the language was redundant. Councilor Harrington noted that she appreciated Mayor Knapp’s focus on the areas surrounding schools.

ACTION ON AMENDMENT #6: With all in favor, the motion passed.

Commissioner Novick distributed a sheet which clarified the definition of “Enhanced Transit Corridors” and listed potential corridors (document 051916m-06). Mr. McFarlane noted that he appreciated Commissioner Novick’s list and that TriMet would be in favor of returning to Commissioner Novick’s list if there were additional funds. Councilor Harrington asked whether there was language to allow for savings from bonds to go toward Step 2 projects. Mr. McFarlane noted that language would be required in an intergovernmental agreement.

Commissioner Savas shared that he has supported active transportation projects since 1999, and added that he would not be supporting the adoption of the policy document as he feels it does not do enough to address the region’s bottlenecks and will reduce future capability to leverage funds for highway projects.

Councilor Chase noted the importance in thinking about how affordable housing fits into our transportation system, and added that 30% of TriMet riders make less than \$20,000 a year.

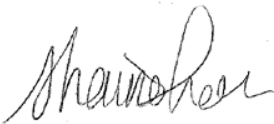
Vice Chair Craddick called for a vote on the motion on the floor (MOTION #1) to approve the 2018-21 Metropolitan Transportation Improvement Program (MTIP) & 2019-21 Regional Flexible Fund Allocation (RFFA) Policy Report, incorporating the amendments passed by the committee.

ACTION TAKEN ON MOTION #1: With 13 in favor, and 1 opposed (Savas), the motion passed.

## 6. **ADJOURN**

Vice Chair Craddick adjourned the meeting at 8:58 a.m.

Respectfully Submitted,



Shaina Hobbs  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 19, 2016**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
<b>3</b>	Handout	N/A	ConnectOregon VI Application Log	051916m-01
<b>5.2</b>	Letter	05/12/2016	Westside Economic Alliance Letter to JPACT	051916m-02
<b>5.2</b>	Memo	05/12/2016	Clackamas County Draft Motion to MTIP/RFFA	051916m-03
<b>5.2</b>	Letter	05/17/16	For Every Kid Coalition Letter to JPACT	051916m-04
<b>5.2</b>	Letter	04/06/16	Safe Routes to School Open Letter to JPACT	051916m-05
<b>5.2</b>	Handout	N/A	Enhanced Transit Corridors	051916m-06

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2015-18 ) RESOLUTION NO. 16-4705  
METROPOLITAN TRANSPORTATION )  
IMPROVEMENT PROGRAM (MTIP) AND THE ) Introduced by: “Chief Operating Officer  
2015-16 UNIFIED PLANNING WORK PROGRAM ) Martha Bennett in concurrence with  
(UPWP) TO INCLUDE THE NEW INTERSTATE ) Council President Tom Hughes”  
205: STAFFORD ROAD TO OR-99E WIDENING )  
PROJECT )

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

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

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

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

WHEREAS, the FY2015-16 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY2015-16 UPWP is required to receive Federal transportation funds; and

WHEREAS, JPACT and the Metro Council approved the 2015-16 UPWP Update in May of 2015; and

WHEREAS, this resolution amends the 2015-16 UPWP to include \$2,305,500 of National Highway Freight formula funds from the Fixing America’s Surface Transportation (FAST) Act and \$194,500 of State matching funds for a total of \$2,500,000 for needed planning and pre-National Environmental Policy Act (NEPA) project development activities for the I-205 Stafford Road to OR-99E Widening Project; and

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

WHEREAS, approximately 80,000-100,000 vehicles travel daily on I-205 between Stafford Road and OR99-E; and

WHEREAS, I-205 from Stafford Road to OR-99E narrows from six through lanes (3 lanes in each direction) to four (2 lanes in each direction) creating a dangerous driving safety hazard that has resulted in approximately 261 vehicle collisions over a five year period; and

WHEREAS, the approved funding will enable planning work to begin on a project to seismically upgrade the Abernethy Bridge and add a third lane in each direction on I-205 between Stafford Road and OR99-E; and

WHEREAS, the Oregon Transportation Commission (OTC) approved 2015-18 Statewide Transportation Improvement Program (STIP) amendment request to include the I-205: Stafford Road to OR99-E Widening Project on April 21, 2016; and

WHEREAS, with only the Planning phase being added to the MTIP at this time, the new I-205: Stafford Road to OR-99E Widening Project qualifies as an exempt project as cited in 40 CFR 93.126, Table 2, within the category of "Planning and Technical Studies," and therefore is exempt from needing to demonstrate conformity with the air quality emissions budget; and

WHEREAS, the MTIP's financial constraint finding will not be impacted as a result of adding the new I-205: Stafford Road to OR-99E Widening Project, as the project is being funded with approved non-Metro funding; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to formally amend the 2015-18 MTIP and the FY 2015-16 UPWP to include the new I-205: Stafford Road to OR-99E Widening Project.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2016.

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Tom Hughes, Council President

Approved as to Form:

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Alison R. Kean, Metro Attorney

**Exhibit A to Resolution No. 16-4705**

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

**Action:** Amend MTIP to include the Planning phase for the new I-205: Stafford Road to OR-99E Widening 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
I-205: Stafford Road to OR-99E Widening Project	Initiate planning activities to seismically upgrade the Abernethy Bridge and add a 3 <sup>rd</sup> lane in each direction on I-205 between Stafford Road and OR-99E	19786	ODOT	\$275-\$300 million	Planning	NHFP	2016	\$2,305,500	\$194,500	\$0	\$2,500,000
<b>Totals:</b>								\$2,305,500	\$194,500	\$0	\$2,500,000

Notes:

1. Fund code notes:
  - a. NHFP = FAST Act National Highway Freight Program funds.
  - b. State = State funds.
  
2. Phase references:
  - a. MTIP phases are divided into five possible categories to differentiate how project how project funding will be applied.
  - b. The MTIP programming phases include:
    - i. Planning = Planning activities including pre-NEPA project development work. These projects are added to the UPWP.
    - ii. PE phase = Preliminary Engineering (NEPA + PS&E, plans specifications & estimates).
    - iii. RW = Right-of-Way – activities involving needed right of way acquisition and utility relocation
    - iv. Construction = Represents the key project implementation phase that includes pre and post construction work.
    - v. Other = Generally reserved for ITS and transit project implementation phases that do not fit into the regular capital project construction phase logic. Also used when necessary for utility relocation programming needs.

## STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) AND THE 2015-16 UNIFIED PLANNING WORK PROGRAM (UPWP) TO INCLUDE THE NEW INTERSTATE 205: STAFFORD ROAD TO OR-99E WIDENING PROJECT

Date: May 16, 2016

Prepared by: Ken Lobeck, 503-797-1785

### SUMMARY:

This item proposes two actions:

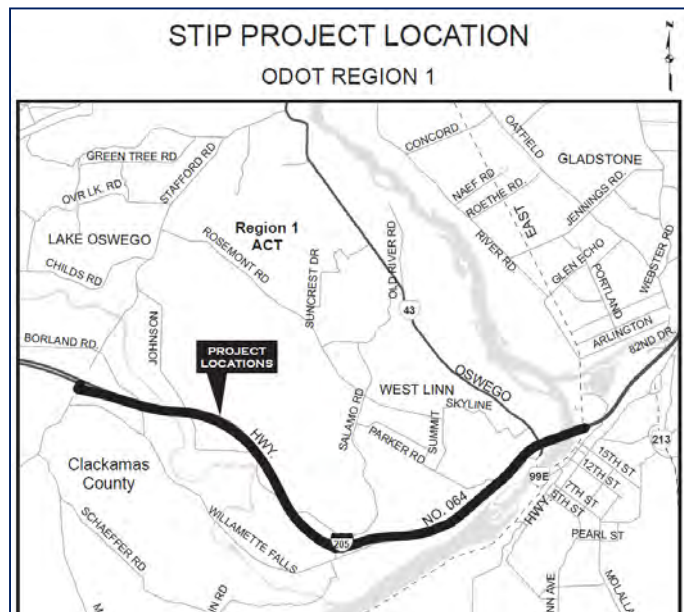
- It seeks approval to amend the 2015-16 MTIP to add the I-205: Stafford Rd to OR-99E Widening Project Planning phase.
- Since the MTIP programming action only involves the Planning phase, it seeks approval to amend the FY 2015-16 UPWP to add the project as a regionally significant UPWP project.

### BACKGROUND:

#### *Interstate 205: Stafford Road to OR-99E Widening Project*

The full project proposes widening I-205 from four through lanes (2 lanes in each direction) to six through lanes (3 lanes in each direction) and will provide seismic upgrades to the Abernethy Bridge. Interstate 205 has six lanes for most of its 37-mile length, but only four lanes between exit 3 (Stafford Road, Lake Oswego) and exit 9 (OR-99E, Oregon City). Between 80,000 and 100,000 vehicles travel this narrow section of the highway on an average day; 261 vehicle collisions have been attributed to traffic congestion over a five-year period (2009-2013).

The project limits span approximately six miles. The preliminary estimated cost for the entire project ranges from \$275-\$300 million. Through this amendment, the Planning phase will be added to the MTIP with a phase total of \$2.5 million. The Federal portion is \$2,305,500 provided from the Fixing America's Surface Transportation (FAST) Act National Highway Freight program. The remaining \$194,500 is State matching funds. The Oregon Transportation Commission (OTC) approved the request to amend the 2015-18 Statewide Transportation Improvement Program (STIP) on April 21, 2016.



With approval by the OTC, Metro will complete the Federal MTIP programming requirements IAW 23 CFR 450.300-336 to amend the MTIP and add the Planning phase for the new I-205: Stafford Road to OR-99E Widening Project. The 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).

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

*Project Review for MTIP Inclusion:*

The MTIP is a Federal document and must comply with programming guidelines identified in 23 CFR 450.300-336. Adding a new project to the MTIP involves an initial review process that includes the following seven steps:

1. Project Funding Justification, Eligibility, and Verification. Yes:
  - a. Reference 23 CFR 450.324(e), and (f)(3) & (4), plus (g)(2),(3), & (4).
  - b. The I-205: Stafford Rd to OR-99E Widening Project completed a formal review and approval process through the OTC.
  - c. The OTC has provided formal approval supporting the commitment of the Federal National Highway Freight Program funding and State funds for the Planning phase totaling \$2.5 million. Through this action, funding justification and verification has been accomplished.
  - d. These funds are under the management of ODOT.
  - e. The project is located on the Interstate system, has Federal funds and is considered a major regionally significant project. It is required to be programmed in the MTIP.
  
2. Regional Transportation Plan (RTP) Verification. No:
  - a. New projects proposed for submission in the MTIP must be consistent with current long range Regional Transportation Plan (RTP) per 23 CFR 450.324(f)(2). The term “consistent” means that the project needs to be included in the current financially constrained component to the RTP before it can be added to the MTIP.

- b. The I-205: Stafford Rd to OR-99E Widening Project is not included in the constrained RTP. It is included in the unconstrained strategic element, but not the financially constrained component of the current RTP.
  - c. However, a planning study for I-205 with the same limits is identified in the RTP, ID #11497. Since only the Planning phase is being programmed at this time and a planning project entry exists in the current RTP, adding the planning phase to the MTIP is acceptable even though the full project is not identified in the RTP constrained component.
  - d. Assuming full project funding will be secured, ODOT is recommended to add the entire project to new 2018 RTP financially constrained component to ensure the project complies with air conformity modeling requirements IAW 23 CFR 450.322(6) which states the following: *“Include design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of the source of funding, in nonattainment and maintenance areas to permit conformity determinations under the U.S. EPA conformity regulations at 40 CFR Part 51. In all areas, all proposed improvements shall be described in sufficient detail to develop cost estimates.”*
  - e. In order to add later project phases, specifically R/W and Construction phases once funding has been secured, the air conformity analysis in the financially constrained component of the RTP must have been completed.
3. Consistency with RTP Goals and Strategies Verification. Yes:
- a. As part of the Federal and state performance measurements compliance requirement, projects in the RTP and MTIP must be consistent with the RTP’s approved strategies and goals IAW 23 CFR 450.322(a) & (b) (1) to (5), (7) & (9).
  - b. The I-205: Stafford Road to OR-99E Widening Project meets two key RTP goals:
    - i. Goal 2: Sustain Economic Competitiveness and Prosperity and the following objectives:
      - 1. Objective 2.1 – Reliable and Efficient Travel and Market Area Access: Provide for reliable and efficient multi-modal regional, interstate and intrastate travel and market area access through a seamless and well-connected system of throughways, arterial streets, freight services, transit services and bicycle and pedestrian facilities.
      - 2. Objective 2.3 – Metropolitan Mobility: Maintain sufficient total person-trip and freight capacity among the various modes operating in the Regional Mobility Corridors to allow reasonable and reliable travel times through those corridors.
    - ii. Goal 5: Enhance Safety and Security, Objective 5.1, Operational and Public Safety – Reduce fatal and severe injuries and crashes for all modes of travel.
4. MTIP Formal or Administrative Amendment Verification – A Formal Amendment is Required:
- a. The I-205: Stafford Road to OR-99E Widening Project is a new project. Although only the Planning phase with a total programming cost of \$2.5 million is being



added to the MTIP through this amendment, the determination of whether or not a new project is exempt from a Formal MTIP amendment is based on the estimated total project cost, and if the project requires air conformity analysis. The total project cost for the I-205: Stafford Road to OR-99E Widening Project is estimated at \$275-\$300 million dollars. Even if it qualified as a “preservation project on the Interstate System”, the exemption limit is \$5 million for these types of projects.

- b. The project is a capacity enhancing project and will require air conformity modeling analysis as well. There are no exemptions in the 2015-18 MTIP, Chapter 6, Table 6.1 for new capacity enhancing projects that have not completed an air conformity modeling analysis.
  - c. The I-205: Stafford Road to OR99E Widening Project requires a Formal MTIP Amendment, plus JPACT and Metro Council approval. Once approved by Metro Council, the Formal amendment will require final approval from USDOT.
5. Conformity Verification. Yes:
- a. Federal air conformity exemption requirements are outlined in 40 CFR 93.126, Exempt Projects, Tables 2 and 3.
  - b. Only the Planning phase for the I-205: Stafford Road to OR-99E Widening Project is being added to the MTIP through this amendment. Therefore, it is considered a “Planning” project from a conformity viewpoint at this time.
  - c. Planning projects are exempt from having to complete air conformity modeling analysis per 40 CFR 93.126, Table 2, within the category of “Other” in the subcategory of “Planning and Technical Studies”.
  - d. Generally, the “Planning” exemption stated in 40 CFR 93.126, Table 2 has allowed the Planning or Preliminary Engineering (PE) phases to be added to the MTIP for capacity enhancing projects or other projects that require air conformity modeling analysis, but have not completed the requirement. The historical precedent has been when the Right-of-Way (R/W) or Construction phases are ready to be added to the MTIP, proof that the air conformity modeling analysis was completed needs to be demonstrated at that time. However, this is subject to USDOT’s interpretation. USDOT can determine that the air conformity modeling compliance requirement line is at PE and not R/W.
6. Financial Constraint Verification. Yes:
- a. The Federal and state funds committed to the project are under the management of ODOT. The OTC has reviewed and approved the funding request on April 21, 2016. Therefore, the funds are considered available and may be considered part of the FY 2016 financial constraint finding.
  - b. There is not a negative impact to the financial constraint finding as a result of adding the Planning phase for the I-205: Stafford Road to OR-99E Widening Project.
7. Metro Programming Responsibilities: As the MPO, Metro is completing the required MTIP programming actions for ODOT. The project’s proposed funding does not impact any appropriated funding Metro receives.

Summary:

Staff will complete the MTIP programming action upon final approval from the Metro Council and monitor subsequent required approvals up and through USDOT for final inclusion in the MTIP/STIP. The programming summary is shown in Exhibit A to the Resolution 16-4705.

Metro will work with ODOT to complete the necessary RTP amendment to complete the required air conformity analysis and develop a project funding plan that meets the “Reasonable Availability of Funds” definition to include the I-205 Widening project in the RTP’s Financially Constrained list.

**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 16-4705. (Approval date: April 29, 2016)

Attachments:

1. OTC April 21, 2016 Agenda
2. OTC STIP Amendment Request Staff Report
3. Project Location Map
4. I-205 Stafford Rd to OR-99E Widening Project Brochure

**OREGON TRANSPORTATION COMMISSION**  
**AGENDA**  
**April 20-21, 2016**  
**Redmond, Oregon**

**Wednesday, April 20**

***TOUR***

**12:00 PM**                      The Oregon Transportation Commission and ODOT staff to participate on a tour of ODOT Region 4 projects and the Daimler Truck Facility in Madras. The tour will depart from the Eagle Crest lobby. *(4 hours)*

***FORMAL MEETING***  
***Eagle Crest Conference Center***  
***1552 Cline Falls Road***  
***Redmond, Oregon 97756***  
***(503) 986-3450***  
***(See directions on the last page)***

**4:30 PM**                      W1)    Welcome and Introductions. *(5 mins., City of Redmond Mayor **George Endicott** and Deschutes County Commissioner **Alan Unger**)*

**4:35 PM**                      W2)    Participate in a panel discussion with members of the Central Oregon Area Commission on Transportation (COACT) and approve its updated Operating Guidelines and biennial report. **Action.** *(60 mins., ODOT Central Oregon Area Manager **Gary Farnsworth** and Members of the **COACT**)*

**5:35 PM**                      ADJOURN

***DINNER***  
***Eagle Crest Conference Center***  
***1552 Cline Falls Road, Juniper Room***  
***Redmond, Oregon 97756***

**5:35 PM**                      No-host dinner with members of the Oregon Transportation Commission, ODOT staff, members of Central Oregon Commission on Transportation, and local officials in the Juniper Room at Eagle Crest Conference Center.

# OREGON TRANSPORTATION COMMISSION

## AGENDA

### April 20-21, 2016

### Redmond, Oregon

**Thursday, April 21**

**FORMAL MEETING**  
*Eagle Crest Conference Center*  
*1552 Cline Falls Road*  
*Redmond, Oregon 97756*  
*(503) 986-3450*

**8:00 AM**                      Agenda review and briefing session in the Board Room.

*Note: The Commission may choose to take agenda items out of order, pull, defer or shorten presentation time of agenda item(s) to accommodate unscheduled business needs. All portions of the meeting are open to the public unless noted as an executive session. Anyone wishing to be present for a particular item should arrive when the meeting begins to avoid missing an item of interest.*

**Website address to view agendas/minutes on the Internet:** [http://www.oregon.gov/ODOT/COMM/otc\\_main.shtml](http://www.oregon.gov/ODOT/COMM/otc_main.shtml)

*The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to Jacque Carlisle, Commission Assistant, at (503) 986-3450.*

- 9:00 AM**            A)    Oregon Transportation Commission welcome. **Informational.** (5 min., **OTC Chair**)
- 9:05 AM**            B)    Director's Report. **Informational.** (5 min., **ODOT Director Matthew Garrett**)
- 9:10 AM**            C)    Public Comments. (**Up to 15 min.**)  
*(The Commission values public testimony. **Please note:** This part of the agenda is for comments on topics not scheduled elsewhere on the agenda. General guidelines: provide 10 copies of your written summary or other materials to the Commission Assistant prior to your testimony; and limit your comments to three minutes.) Please sign up on the public comment sheet provided at the meeting handout table.*
- 9:25 AM**            D)    Receive an informational update about the work of the Central Oregon Regional Solutions Team. **Informational.** (30 min., **ODOT Region 4 Manager Bob Bryant, ODOT Central Oregon Area Manager Gary Farnsworth, and Members of the Central Oregon Regional Solutions Team**)
- 9:55 AM**            E)    Receive an informational quarterly report on key highway projects in Region 4. **Informational.** (30 min., **ODOT Region 4 Manager Bob Bryant**)
- 10:25 AM**          F)    Request approval of applications and letters of support for TIGER 2016 funding from the Oregon Department of Transportation. **Action.** (15 min., **ODOT Assistant Director Travis Brouwer**)

# OREGON TRANSPORTATION COMMISSION

## AGENDA

### April 20-21, 2016

### Redmond, Oregon

#### Thursday, April 21, (continued)

- 10:40 AM** G) Request permission to appear before the May 2016 Legislative Emergency Board to seek approval to apply for federal grants. **Action.** **15 min., ODOT Assistant Director Travis Brouwer)**
- 10:55 AM** H) Receive an informational update about the Oregon Department of Transportation's (ODOT) climate change work, including efforts to reduce greenhouse gas emissions (mitigation) and deal with floods, fires, and other results of the changing climate (adaptation). **Informational.** **(45 mins., ODOT Transportation Planning Unit Manager Amanda Pietz and ODOT Sustainability Program Coordinator Geoff Crook)**
- 11:40 AM** *Lunch and briefing session in Board Room (60 mins.)*
- 12:40 PM** I) Request approval of the City of Rainier's request to assign its \$2,996,264 ConnectOregon V grant to the Portland & Western Railroad, Inc. (P&WRR). The A-Street Safety Corridor Rail Improvement Project is located in the City of Rainier, in Columbia County. The total estimated project cost is \$5,290,830. **(20 mins., ODOT Rail and Public Transit Division Administrator Hal Gard, ODOT Region 2 Area Manager Tim Potter)**
- 1:00 PM** J) Receive an informational update of the Oregon Department of Transportation's Research Program. **Informational.** **(30 min., ODOT Transportation Development Division Administrator Jerri Bohard and ODOT Research Manager Michael Bufalino)**
- 1:30 PM** K) Receive an informational presentation of the Transportation Options for At-Risk Drivers program. **Informational.** **(40 mins., ODOT Rail and Public Transit Division Administrator Hal Gard, ODOT Transit Operations Manager Robin Bjurstrom, ODOT DMV Field Services Group Manager Stefanie Coons, ODOT DMV Customer Services Manager Terri Anderson and Commute Options Executive Director Jeff Monson)**
- 2:10 PM** L) Consider approving items on the Consent Calendar. **Action.** **(5 min., ODOT Director Matthew Garrett)**
- 2:15 PM** M) **ADJOURN**

# OREGON TRANSPORTATION COMMISSION

## AGENDA

### April 20-21, 2016

### Redmond, Oregon

**Thursday, April 21, (continued)**

## CONSENT CALENDAR

1. Approve the minutes of the March 17, 2016, Commission meeting in Salem.
2. Confirm the next two Commission meeting dates:
  - Thursday, May 19, 2016, meeting in Salem.
  - Thursday, June 16, 2016 in Hood River, and Friday, June 17, 2016, Tri-State Commission meeting in Portland.
3. Request approval to adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Request approval the following rules:
  - a) Adoption of 731-007-0500, 731-007-0510, 731-007-0520, 731-007-0530, 731-007-0540, 731-007-0550, 731-007-0560, 731-007-0570 and the repeal of 734-010-0200, 734-010-0220, 734-010-0230, 734-010-0240, 734-010-0250, 734-010-0260, 734-010-0270, 734-010-0280 relating to contractor prequalification.
  - b) Amendment of 735-061-0210 relating to the pilot program for Class C third-party testing.
  - c) Amendment of 735-062-0007 relating to the definition of mother and father.
5. Repeal obsolete Oregon Transportation Commission policies on Demand Management/Rideshare and Federal Reauthorization Highway Program Earmark requests.
6. Request approval to commit, in State Fiscal Year 2017, funding to the state's Metropolitan Planning Organizations (MPOs). The MPOs will use the funds to carry out transportation planning programs in order to meet the requirements of federal and state law. The funding amounts to be passed through to the MPOs are illustrated in Attachment 1, and request to authorize the Transportation Development Division Administrator to sign the necessary agreements for the disbursement of the above noted funds.
7. Request approval to appear at the May 2016 meeting of the Emergency Board, to request an increase in the Maintenance Limitation of \$16,966,375 and an increase in the Local Government Limitation of \$10,732,666, to help offset the damages resulting from winter storms and the standoff in Harney County.
8. Request approval to amend the 2015-2018 Statewide Transportation Improvement Program to add a new project, Oregon 540: Miner Creek Culvert Replacement project, located in, Region 3. Funding will come from Region 3's Financial Plan. The total estimated cost of this project is \$786,175.

**OREGON TRANSPORTATION COMMISSION**  
**AGENDA**  
**April 20-21, 2016**  
**Redmond, Oregon**

**Thursday, April 21, (continued)**

9. Request approval to amend the 2015-2018 Statewide Transportation Improvement Program to add the Region 1 Mumble Strip Pilot project on a 4.45 mile section of U.S. 26-Mt Hood Highway in Multnomah and Clackamas County and a five mile section of Interstate 205-East Portland Freeway in Clackamas County. The project goal is to reduce the severity and frequency of roadway departure crashes, and test the constructability and traffic noise in comparison to conventional rumble strips. The funds will come from the 2016 Traffic Safety Grant Program's roadway departure funds in the amount of \$75,000. The total estimated cost of this project is \$75,000.
10. Request approval to amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to add a new Development STIP (D-STIP) project, Interstate 5: Woodburn-Salem, located in Marion County in Region 2. Funding will come from the 2015-2018 Fix-It Interstate Maintenance funds. The total estimated cost of the project is \$469,800.
11. Request approval to amend the 2015-2018 Statewide Transportation Improvement Program to add project development funding for the Interstate 205: Stafford Road to Oregon 99E Widening project in Clackamas County. The funding will come from FAST Act freight funds. The total estimated cost of this project is \$2,500,000.
12. Accept the Oregon Department of Transportation (ODOT) Quarterly Program Report for January 1-March 31, 2016.

**OREGON TRANSPORTATION COMMISSION  
AGENDA  
April 20-21, 2016  
Redmond, Oregon**



Directions below are to the formal meeting location.  
Eagle Crest Resort – Hotel and Conference Center  
1522 Cline Falls Road, Redmond OR 97756  
541-923-9644

From the West (Heading east on Oregon 22):

Continue on Oregon 22E/Santiam Hwy SE for 80 miles. Once in Sisters take a sight left to continue on Oregon 126 E toward Redmond. Take exit toward Cline Falls Highway. Turn right onto SW Cline Falls Road. Turn left onto Falcon Crest Drive. Turn right onto Mountain Quail Drive.

From the North West (Heading southeast on U.S. 26 from Portland):

Continue straight on U.S. 26 for 103 miles. Once in Madras continue onto U.S. 97 S for 24.3 miles. Turn right onto SW Glacier Ave. Continue onto Oregon 126 W/SW Highland Ave. Take the Cline Falls Hwy exit toward NW 74<sup>th</sup> St. Turn right onto Cline Falls Road. Turn left onto Falcon Crest Drive. Turn right onto Mountain Quail Drive.





# Oregon

Kate Brown, Governor

## Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** April 7, 2016

**TO:** Oregon Transportation Commission

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** **Consent** - Amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to add project development funding for I-205: Stafford Road to OR-99E Widening Project.

**Requested Action:**

Request approval to amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to add the I-205: Stafford Road to OR-99E Widening Project in Clackamas County.

<b>Project Name</b>	<b>I-205: Stafford Road to OR-99E (KN 19786) U.S. 26: MP 3.3-9.3</b>	
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>
Planning	2017	\$2,500,000
Right of Way	2016	\$0
Utility Relocation	2016	\$0
Construction	2017	\$0
<b>TOTAL</b>		<b>\$2,500,000</b>

**Background:**

Interstate 205 has six lanes for most of its 37-mile length but only four lanes between exit 3 (Stafford Road, Lake Oswego) and exit 9 (OR-99E, Oregon City). Between 80,000 and 100,000 vehicles travel this narrow section of the highway on an average day; 261 vehicle collisions have been attributed to traffic congestion over a five-year period (2009-2013).

The proposed amendment will provide \$2,500,000 in National Highway Freight Program funding provided by the FAST Act to initiate planning work on a project to seismically upgrade the Abernethy Bridge and add a third lane on I-205 in each direction between Stafford Road and OR-99E. The Region 1 Area Commission on Transportation provided a letter to the commission in March supporting the addition of this project to the 15-18 STIP. The Oregon Freight Advisory Committee was also consulted on allocating Freight program funding to this project and expressed support.

Oregon Transportation Commission

April 7, 2016

Page 2

With Commission approval ODOT has applied for a FASTLANE grant provided under the FAST Act for the Abernethy Bridge portion of the project. Adding the project to the STIP will ensure this application receives full and fair consideration.

Attachments:

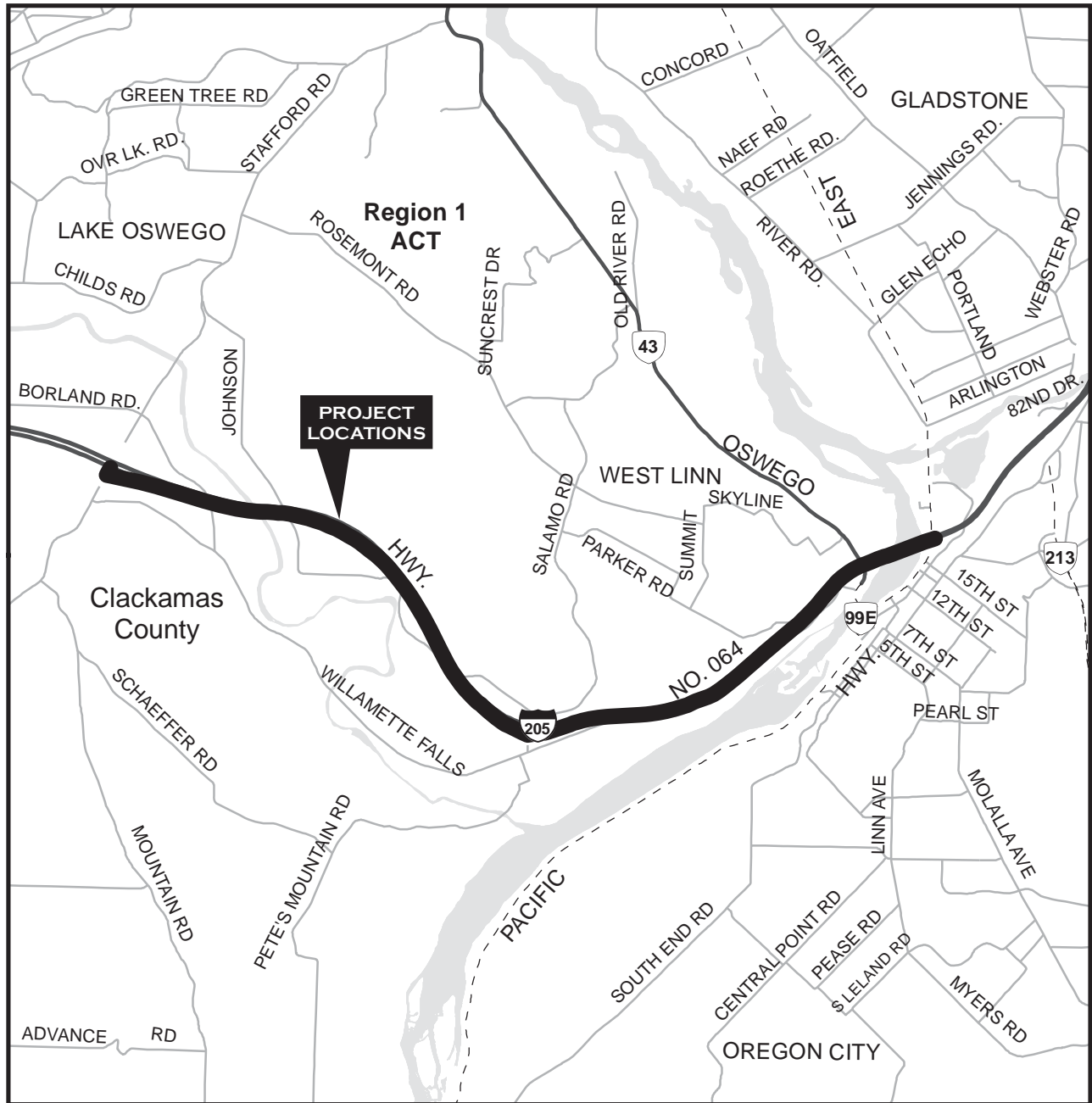
- Attachment 1 - Location and Vicinity Map

Copies (w/attachment) to:








Jerri Bohard	Travis Brouwer	Tom Fuller	Kurtis Danka
Paul Mather	Rian Windsheimer	Jeff Flowers	Kelly Brooks
Mac Lynde	Sue D'Agnese	Rich Watanabe	Talena Adams
Vaughan Rademeyer	Kelly Jacobsen	Arlene Santana	

# STIP PROJECT LOCATION

## ODOT REGION 1



**LEGEND**

-  PROJECT LOCATION
- STATE HIGHWAY CLASSIFICATION**
-  INTERSTATE
-  STATEWIDE
-  REGIONAL / DISTRICT
-  REGIONAL BOUNDARY
-  COUNTY BOUNDARY
-  ACT BOUNDARY

**I-205: STAFFORD RD - OR99E  
EAST PORTLAND FREEWAY  
KEY NO. 19786**

"This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information."




0 0.75 Miles  
 PRODUCED BY ODOT - GIS UNIT  
 (503) 986-3154 - MARCH 2016  
 GIS No. 23-52

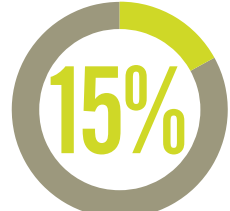
# I-205: STAFFORD ROAD TO OR-99E WIDENING PROJECT

Supplying safety and reliability to a regional economic engine



**261**   
**CRASHES IN THIS CORRIDOR 2009-2013**

**99%**   
**FORECAST EMPLOYMENT GROWTH IN CLACKAMAS INDUSTRIAL AREA 2005-2030**

**15%**   
**ABERNETHY BRIDGE TRAFFIC GOING ONLY ONE EXIT**

## PROBLEM

- Interstate 205 has six lanes for most of its 37-mile length but only four lanes between exit 3 (Stafford Road, Lake Oswego) and exit 9 (OR-99E, Oregon City).
- 80,000 - 100,000 vehicles travel this narrow section of the highway on an average day; 261 vehicle collisions have been attributed to traffic congestion over a five-year period (2009-2013).

## SOLUTION

- Adding a third lane on I-205 in each direction between Stafford Road and OR-99E will improve traffic operations and reduce vehicle collisions. It will also provide consistency throughout the corridor.
- Widening the Abernethy Bridge across the Willamette River in Oregon City will maintain both through capacity as well as a lane for the direct connection between OR-43 and OR-99E.



## PROJECT BACKGROUND

When I-205 was constructed in the early 1970's, only four lanes were built between I-5 and Oregon City because of topographical constraints and anticipated demand. According to the Regional Transportation Plan, the standard for this kind of freeway is six lanes. Regional growth and increased use of I-205 now strain the highway's capacity, especially at peak times and key chokepoints. The results are delay, unreliability and frequent crashes.

The worst traffic problems are near Oregon City, where the proximity of interchanges with OR-99E and OR-43 create stop and go conditions between three and six hours per day. This is expected to increase to almost 17 hours per day in 2035. The Abernethy Bridge is also a priority safety location because of the frequency and severity of crashes that occur there.

This project has regional significance is that access to I-5 from the Clackamas Regional Center and Clackamas Industrial Area is critical for freight mobility and the metropolitan area's economic vitality. The industrial area has become a major hub of shipping and distribution. Reliable and safe travel on I-205, two-thirds of which is long distance, is essential to the metropolitan area's economic success.

## IMPLEMENTATION STRATEGY

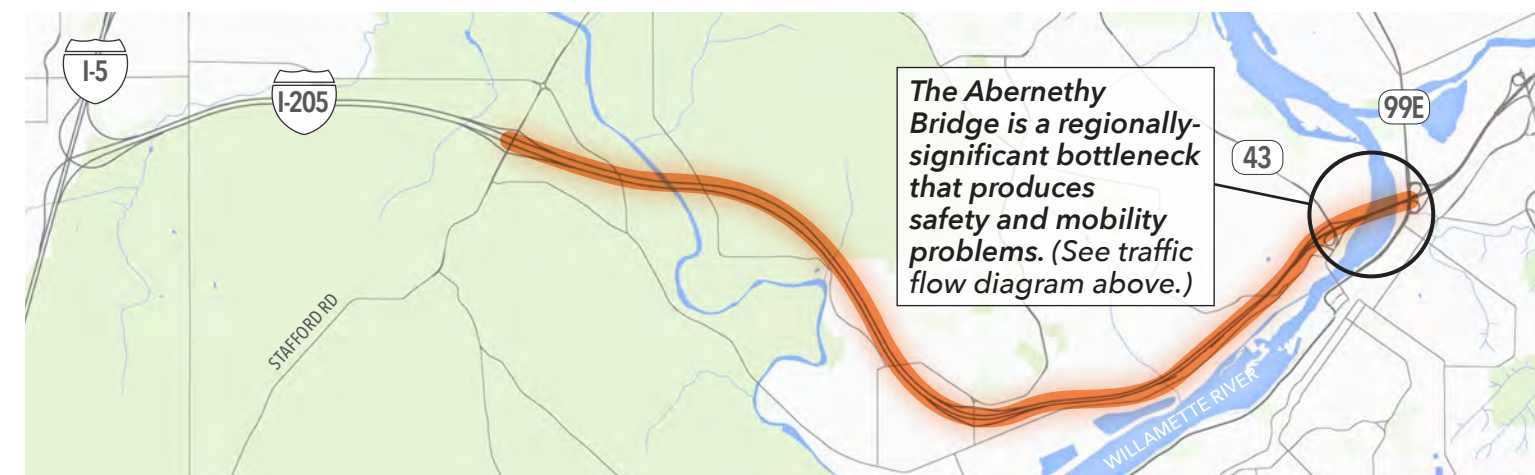
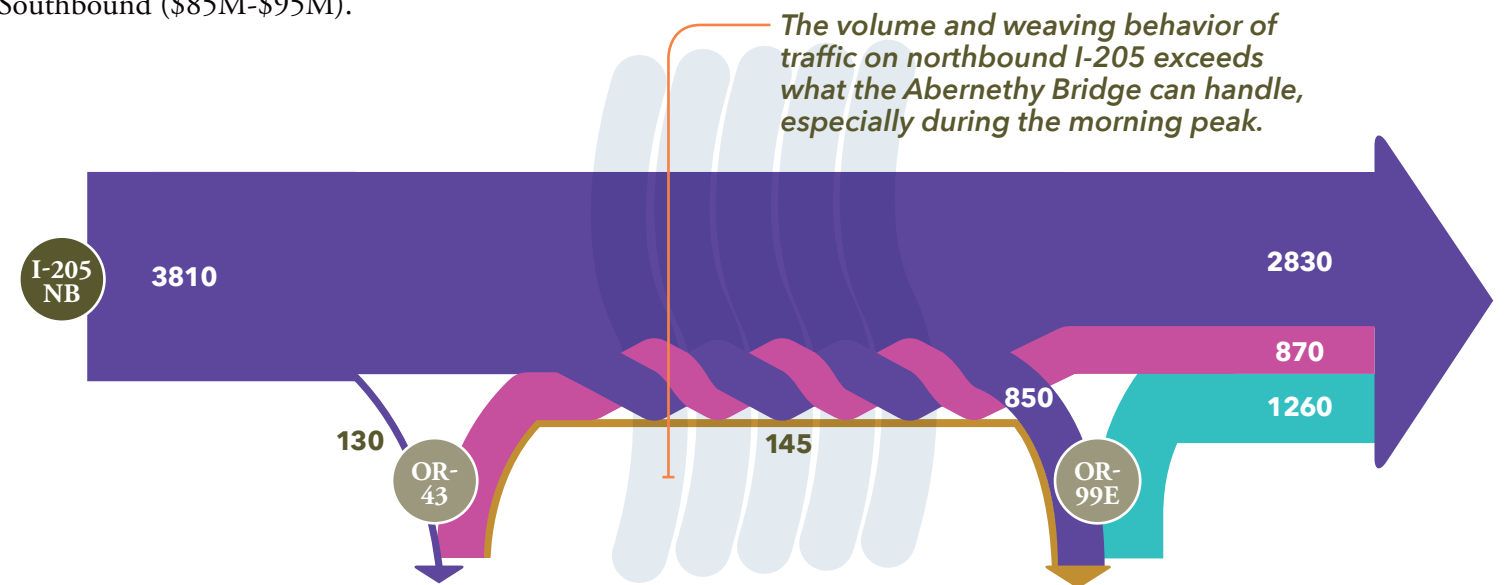
Safety and reliability in this corridor make it necessary to overcome the physical obstacles of widening I-5 between Oregon City and Wilsonville. Preliminary cost estimates are based on three distinct phases: Abernethy Bridge (\$80M-\$85M), Northbound (\$100M-\$125M) and Southbound (\$85M-\$95M).

## KEY ELEMENTS

In each direction, this project will add a third lane between Stafford Road (exit 3) and OR-43 (exit 8); on the Abernethy Bridge, the project will add a fourth lane to help separate through and local traffic.

## SPECIAL FEATURES

This project represents an opportunity to improve the safety and efficiency of the existing roadways while increasing capacity to accommodate anticipated growth and traffic volumes.



### PROJECT COST ESTIMATE

**\$275-\$300 MILLION OVERALL:**

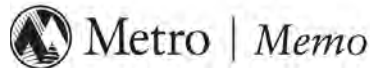
- **ABERNETHY BRIDGE: \$80-\$85M**
- **NORTHBOUND I-205: \$110-\$125M**
- **SOUTHBOUND I-205: \$85-\$90M**

### PROJECT READINESS

PROBLEM ID  SHOVEL READY

### VALUES & GOALS





Date: June 9, 2016  
To: Joint Policy Advisory Committee on Transportation and Interested Parties  
From: Grace Cho, Associate Transportation Planner  
Ted Leybold, Resource Development Manager  
Subject: Changes to Statewide Congestion Mitigation and Air Quality (CMAQ) Funding Allocation

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### **Purpose**

Provide an overview of an upcoming statewide process regarding the allocation of CMAQ funds across eligible areas in Oregon.

### **Issue**

The Oregon Department of Transportation (ODOT) recently announced it will be revisiting the allocation formula for distributing CMAQ funding throughout the state because the Eugene and Salem regions are now eligible to receive those funds. ODOT has informally notified stakeholders that a statewide CMAQ discussion is to take place over the summer of 2016 with a recommendation to the Oregon Transportation Commission (OTC) by this autumn.

While a specific process and timeline has not yet been announced, the region's transportation stakeholders need to ensure that their interests are being considered by ODOT as it prepares its new allocation proposal to the Oregon Transportation Commission. The Portland region and its jurisdictions have an important stake in understanding and shaping relevant criteria and options for a new statewide air quality funding distribution process. It is critical that ODOT provide a process that allows adequate time for the Portland region to meaningfully consider and communicate with the OTC about the implications of any new CMAQ distribution proposal.

ODOT staff will provide additional information about the process at the June JPACT meeting and can receive initial input at that time. Additional input from the region will be facilitated as ODOT further defines the process for developing a recommendation to the OTC.

### **Portland MPO Implications of Statewide CMAQ Funding Allocation Discussions**

The CMAQ funding program is one of three federal funding programs that comprise the regional flexible fund allocation. The current statewide sub-allocation formula of CMAQ funding provides approximately \$13 million annually in federal funding for projects in the Metro region. This represents approximately one third of the total regional flexible fund allocation. Providing CMAQ funding to the Eugene and Salem areas could reduce funding to the regional flexible fund process by several million dollars annually, depending on how the new distribution process is defined.

Further background information and implications for the region are provided on the attached summary of current CMAQ issues.

**Next Steps**

- Metro staff will work with TPAC at the June 24<sup>th</sup> meeting to identify input the region desires to be considered by the CMAQ distribution process.
- Staff will facilitate communication from ODOT to JPACT about the CMAQ funding distribution process.
- Staff will be available to support the development of comments that can be provided to ODOT during their decision-making process by JPACT or individual agencies.

# What is happening with CMAQ?

## 1) What is the Congestion Mitigation and Air Quality (CMAQ) program?

The Congestion Mitigation and Air Quality (CMAQ) program is a U.S. Department of Transportation (U.S. DOT) funding program intended to “provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act.” With the creation and implementation of the CMAQ program in 1991 as part of the Intermodal Surface Transportation Efficiency Act (ISTEA), funding became available to areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The CMAQ program is housed and administered through the Federal Highway Administration (FHWA).

## 2) Does the Portland metropolitan region receive CMAQ funds?

Yes, the Portland metropolitan region has received CMAQ funding since the start of the CMAQ program in 1991 because the region was formerly a non-attainment area for carbon monoxide and is currently required to implement a maintenance plan to address carbon monoxide emissions.

## 3) How are CMAQ funds distributed? (Federal Government to State Government)

Since the creation and implementation of the CMAQ funding program, CMAQ funding has been disbursed through state department of transportation (DOT). The State DOT then decides how to allocate the CMAQ funds to eligible areas. Formulas which prescribe the amount of CMAQ funding to each state have evolved since the implementation of the program in 1991. In 2009 the authorization bill SAFETEA-LU changed the distribution formula from one that varied each year based on impacted populations and levels of exposure to emissions to one based on the proportion of funds each state received in 2009. Therefore, the proportion of funds to each state has not changed since 2009, even through the landscape of eligible areas and the air quality context has changed.

## 4) How are CMAQ funds distributed? (State Government to Local Government)

Because State DOTs have the discretion for determining the allocation of CMAQ funding to those eligible areas in the state, the CMAQ funding program differs from state to state. FHWA does not have statewide distribution requirements for State DOTs aside from establishing eligible areas. In Oregon, ODOT has taken a sub-allocation approach to distributing CMAQ funding to eligible areas. Since 2006, ODOT has used the same sub-allocation formula for CMAQ funding, which was based on multiple factors including air quality status, pollution severity and population. Eligible areas outside of MPOs have received an “off the top” allocation of \$65,000 per year, typically spent in one obligation of funds accumulated over several years.

## 5) How much of that CMAQ funding comes to the Portland metropolitan region?

The Portland metropolitan region currently receives approximately \$13 million per year to implement transportation projects which address air quality issues. Amounts change slightly each year consistent with the rate of annual growth of overall federal transportation funding to the state. In general, the funds have grown slightly over time and with no changes in the sub-allocation formula would be approximately \$14 million by the end of the current federal authorization bill in 2020.

**6) What is currently happening with CMAQ in Oregon and why is this discussion happening now?**

FHWA recently made a determination the Eugene and Salem regions are eligible to receive CMAQ funding. The Eugene and Salem MPOs have now requested ODOT to update the state distribution method to account for their eligibility. ODOT is considering how to update the distribution process and is expected to propose a process in the very near future.

**7) Does the end of the maintenance plan impact the eligibility of CMAQ funding to the Portland metropolitan region?**

No, regions which complete the maintenance requirements remain eligible and may continue to receive CMAQ funding, even after receiving full attainment status.

**8) If new places become eligible for CMAQ funding, does that mean the State of Oregon receives more CMAQ funding?**

No, the federal transportation reauthorization does not increase or decrease the level of CMAQ funding each state receives based on the current air quality conditions and newly eligible areas.

**9) How soon can the Portland metropolitan region be affected/impacted by the outcomes of the statewide CMAQ allocation discussions?**

The impacts to the funding amounts will be determined by the Oregon Transportation Commission when they adopt a new distribution process, including the date the new process will go into effect.

**10) What can elected officials do to contribute to conversation about the statewide CMAQ funding allocation?**

To date, ODOT has communicated a general description to undergo a process over the summer and looks to bring forward to the OTC a new recommendation on how to allocate CMAQ funds in the state by autumn 2016. Under such a short timeframe, it will be difficult for ODOT staff to facilitate a robust discussion with stakeholders. As ODOT prepares to define a more specific process proposal, agencies can send a message to ODOT asking for the process timeline needs to be extended so they can fully engage with the stakeholders, understand the impacts and implications, and design a solution which all stakeholders can agree, before taking a recommendation to the OTC.



## Congestion Mitigation & Air Quality Improvement Program (CMAQ)

### 2016 Program Update for Oregon

June 2016

#### Program Requirements

The CMAQ program is a flexible federal-aid funding source for transportation projects that reduce traffic congestion and improve air quality. Within this general purpose, the program can fund a wide variety of projects, with each project meeting three basic criteria: *it should be a transportation project, it should generate an emissions reduction, and it should be located in or benefit a nonattainment or maintenance area.* Some general project categories include: dust reduction, traffic flow improvements, transit vehicles and operations, transit infrastructure, bicycle and pedestrian facilities and programs, Transportation Options, alternative fuels and vehicles, data systems and planning, and education/outreach.

#### Funding & Eligible Areas

Each state receives a calculated amount of funding, based on its FY 2009 apportionment. States may invest their CMAQ funds in any eligible area or project and there is no requirement to sub-allocate to MPOs or other eligible areas. State DOTs are encouraged to consult affected MPOs and air quality agencies to determine regional and local CMAQ priorities and work with them to allocate funds accordingly. Since 2006 (and previously), all CMAQ funds in Oregon are allocated to the eligible areas for investment decisions. While the state DOT has discretion on how to allocate the funds, the eligible areas are determined by the Federal Highway Administration (FHWA).

Example of Oregon's FY2016 allocation of CMAQ funding (\$17.8M) to existing eligible areas, based on an agreed upon formula from 2006.

FY 2016	CMAQ
Portland Metro (MPO)	\$14,086,017
Medford (MPO)	\$2,465,053
Grants Pass (MPO)	\$704,301
Klamath Falls	\$352,150
LaGrande	\$65,000
Oakridge	\$65,000
Lakeview	\$65,000
	<b>\$17,802,521</b>

#### What's New

- Salem & Eugene
  - As of March 2016, FHWA confirmed that both Salem and Eugene are eligible CMAQ areas.
  - Oregon's CMAQ funds have been allocated through FY2018 to existing CMAQ eligible areas, as part of various Metropolitan Transportation Improvement Plans (MTIPs) and the Statewide Transportation Improvement Plan (STIP).

- Proposed National Performance Management Measure: On-Road Mobile Source Emissions
  - Would require states to estimate statewide emission reductions and set 2- and 4-year Total Emission Reduction targets

### **Current Efforts**

- All CMAQ eligible areas were notified in April 2016 that Salem and Eugene are now CMAQ eligible areas and as a result the funding allocation will need to be revisited and updated.
- A stakeholder meeting was held to provide an overview of the Proposed National Performance Management Measures.
- Commitment was made by ODOT to bring stakeholders together to recommend a funding allocation proposal for Oregon Transportation Commission (OTC) consideration and approval by Fall 2016.
- ODOT staff are working on a range of options to begin the discussions with stakeholders. The spectrum ranges from :
  - an allocation to each eligible area based on population
  - strategic selection of projects through a targeted and/or competitive process
  - ODOT selects all CMAQ investments

### **Next Steps**

- Summer – Technical Meeting(s): ODOT staff convenes a meeting with staff from CMAQ eligible areas to review the current allocation formula process, discuss issues and opportunities, and discuss the range of options for future allocations and identify challenges and benefits of each.
- August/September – Policy Meeting(s): ODOT Director convenes a meeting with policy leaders from the CMAQ eligible areas in an effort to come to consensus on a recommendation to take to the OTC, based on feedback from the prior Technical Meeting(s).
- September – Prepare recommendation for OTC consideration.
- October/November – OTC discussion and anticipated approval.

### **ODOT Contact**

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# Metro | Memo

DATE: June 6, 2016  
TO: JPACT and Interested Parties  
FROM: Kim Ellis, RTP Project Manager  
SUBJECT: 2018 Regional Transportation Plan Update – Regional Leadership Forum #1

\*\*\*\*\*

## PURPOSE

Report key takeaways from the first Regional Leadership Forum held on April 22, 2016.

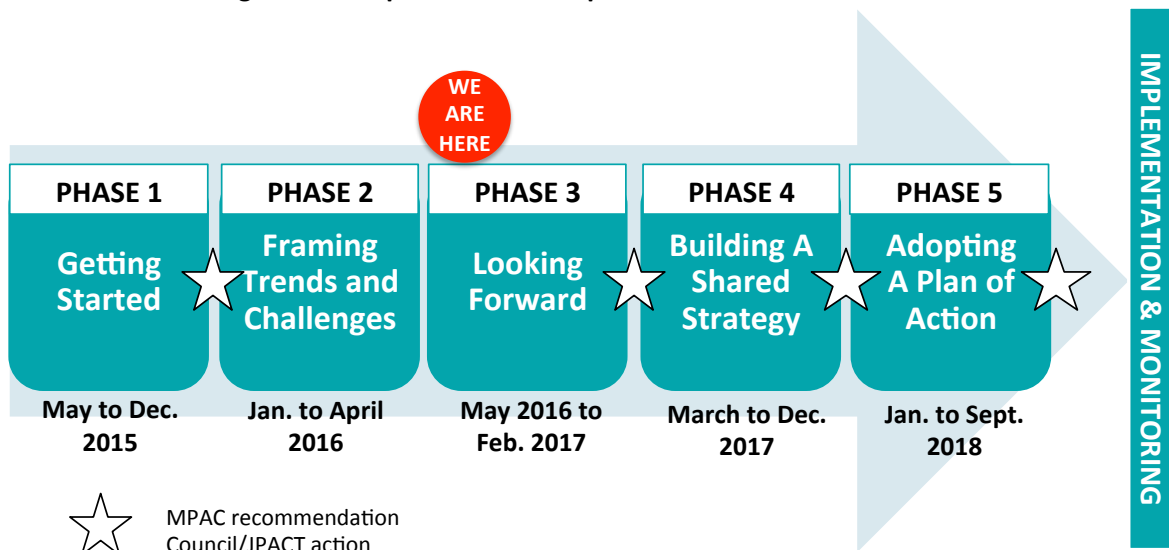
## Action Requested/Outcome

- Do you have any observations to share about the first regional leadership forum?
- Do you have any comments or suggestions that may help us plan the next two regional leadership forums scheduled for 2016?

## BACKGROUND

Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business in the Portland metropolitan region with access to safe, reliable and affordable ways to get around. Through the 2018 Regional Transportation Plan (RTP) update, the Metro Council is working with communities throughout the region to plan the transportation system of the future by updating the region's shared transportation vision and investment strategy for the next 25 years.

## Timeline for 2018 Regional Transportation Plan Update

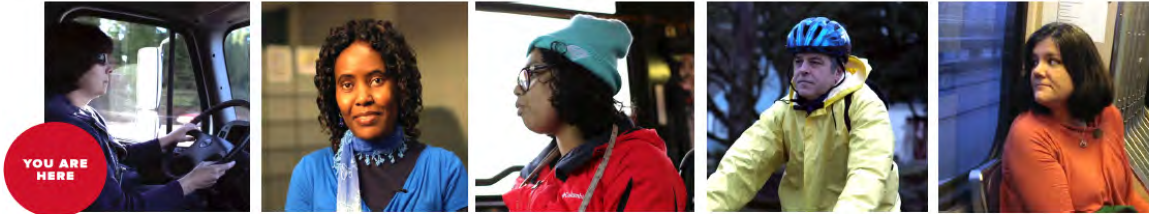


## WHAT HAS CHANGED SINCE JPACT LAST CONSIDERED THIS ITEM?

- On April 22, 2016, the Metro Council convened more than 60 leaders from across the Portland metropolitan area to begin shaping a bold vision for the future of travel in the

region. A [short summary of key takeaways and final report](#) are now available. The information is posted on the project website at [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp) and will be distributed to forum participants, regional committees, and RTP interested parties.

- Staff completed the **Regional Snapshot on Transportation** in support of the April 22 forum. News coverage and video footage of the forum and the full series of videos, stories and statistics on the experiences of residents and businesses and how they get around the region can be viewed at [www.oregonmetro.gov/snapshot](http://www.oregonmetro.gov/snapshot).



[For more stories and stats about our changing region, visit oregonmetro.gov/snapshot](http://www.oregonmetro.gov/snapshot)

- Planning is underway for the **next two regional leadership forums, scheduled for Sept. 23 and Dec. 2, 2016**. Both forums will be held from 8 AM to Noon at the Oregon Convention Center.
  - The **Sept. 23 forum** will focus on **transportation funding**.
  - The **Dec. 2 forum** will focus on **defining regional priorities** to guide updating the RTP policies, projects and strategies.

More information will be provided at a future meeting.

- Staff convened six **technical work groups** to develop information to support the update and future forum conversations. Regional technical advisory committees will review the information this summer. All work group materials are available on the project website.
- Two related **state-level activities** have taken place in anticipation of the 2017 Legislative Session:
  - The final report of the **Governor's Transportation Vision Panel** was released. The Report is available online at [www.visionpanel.wordpress.com](http://www.visionpanel.wordpress.com). The report identifies transportation needs and priorities for Oregon.
  - The [schedule of meetings](#) of the **Oregon Legislature's Joint Committee on Transportation Preservation and Modernization** was announced. The series of nine meetings provide an opportunity to discuss state and local transportation needs with policymakers, business and community leaders and the public across Oregon. Two meetings will be held in the region:
    - **June 13, 5 p.m.** Great Hall, Mount Tabor Building Portland Community College SE Campus, 2305 SE 82nd Ave., Portland
    - **September 19, 5 p.m.** Shirley Huffman Auditorium Hillsboro Civic Center, 150 E. Main Street, Hillsboro

#### **What packet material do you plan to include?**

- Regional Leadership Forum 1 Summary (May 2016)
- Regional Leadership Forums Schedule (May 3, 2016)

Getting there with a connected region



## 2018 REGIONAL TRANSPORTATION PLAN UPDATE

# Regional Leadership Forum 1 summary

## Exploring Big Ideas for our transportation future

The region is looking ahead to how our transportation system will accommodate future growth and change – and what investments we should make over the next 25 years to build a safe, reliable and affordable transportation system.

### What did leaders say?

*We need a bold vision for our future.*

*Planning and investment must benefit all families, businesses and communities.*

*We must grow the pie and spend tax dollars wisely.*

On April 22, 2016, the Metro Council convened more than 60 leaders from across the Portland metropolitan area to begin shaping a bold vision for the future of travel in the region. City, county, regional and state policymakers and business and community leaders came together to bring the perspectives of communities and constituents from throughout the Portland region.

These leaders offered their views on:

- current **big issues** around transportation
- emerging **big trends** that will affect future travel
- **big solutions** that can come from an update to the Regional Transportation Plan.



“All of us in the country and literally in the world count on [this region] to lead. And it is time... for you to challenge some basic assumptions... Big visions are what drive change.”

–R.T. Rybak, three-term mayor of Minneapolis

“First, abandon your script. Second, abandon your assumptions. I encourage you to replace them with empathy and curiosity.”

–Mychal Tetteh, CEO, Community Cycling Center



## Six key takeaways

### 1. Our region is growing and changing and so is the world around us.

New partners and innovation need to be part of shaping a shared vision for the future and defining how we work together to achieve it.

### 2. The region's transportation system is a shared experience and a shared responsibility.

Transportation is a top concern for most people, but we each have our own experience of getting around. Understanding these perspectives will help build a coalition to pursue a mix of investments and strategies that work together and accomplish multiple goals.

### 3. We need to define a bold vision for the future of transportation and the role it should play in our communities.

Transportation is not an end unto itself, but a means to an end. There's more to be done to communicate the value of investing in all parts of our transportation system.

### 4. Our transportation system must be inclusive and benefit all families, communities and our economy.

We need to take care of our existing system and invest in all travel options in ways that create an integrated system that is safe, reliable and affordable for all users.

### 5. Technology and data will be transformational and are key to a bold vision.

Our challenge is to figure out how we harness the connectivity and efficiencies technology can provide while ensuring that it doesn't make existing problems worse or leave some communities behind.

### 6. We need partnerships and leadership to create a great future.

We can build the future we want for our region. To keep it prosperous and moving, we need to work together to pursue more funding and embrace new voices and ideas.

## More information

News coverage and video footage of the forum are available at [oregonmetro.gov/snapshot](http://oregonmetro.gov/snapshot).

A report on the forum will be available in June 2016. Find out more about the 2018 RTP update at [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp).

Getting there with a connected region



Safe • Reliable • Affordable

## 2018 REGIONAL TRANSPORTATION PLAN UPDATE

### Regional Leadership Forums

The Metro Council will convene MPAC, JPACT, state legislators and invited community and business leaders in a series of discussions to foster regional leadership and collaboration to address regional transportation challenges.

Working together across interests and communities can help ensure every person and business in the Portland metropolitan region has access to safe, reliable and affordable ways to get around. Find out more at [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp).

1

#### Exploring Big Ideas for Our Transportation Future

Explore challenges, trends and solutions for the future of transportation

*Outcome: Identify possible Big Solutions to consider through the 2018 RTP update*

April 22,  
2016  
8-11 a.m.

2

#### Navigating Our Transportation Funding Landscape

Explore solutions for securing adequate transportation funding

*Outcome: Direction on RTP investment levels and possible funding solutions*

Sept. 23  
2016  
8-noon

3

#### Transforming Our Vision into Regional Priorities

Define our regional priorities

*Outcome: Direction on regional priorities to guide updating policies, projects and strategies*

Dec. 2,  
2016  
8-noon

4

#### Drafting Our Shared Plan for the Region

Refine our regional transportation plan for public review

*Outcome: Direction on refinements to policies, projects and strategies to prepare draft 2018 RTP for public review*

Oct.  
2017

5

#### Finalizing Our Shared Plan for the Region

Finalize 2018 Regional Transportation Plan for approval

*Outcome: Preliminary action on recommended 2018 RTP for consideration by JPACT and the Metro Council*

June  
2018

## Getting there with a connected region



### 2018 REGIONAL TRANSPORTATION UPDATE

## Regional Leadership Forum 1 Report

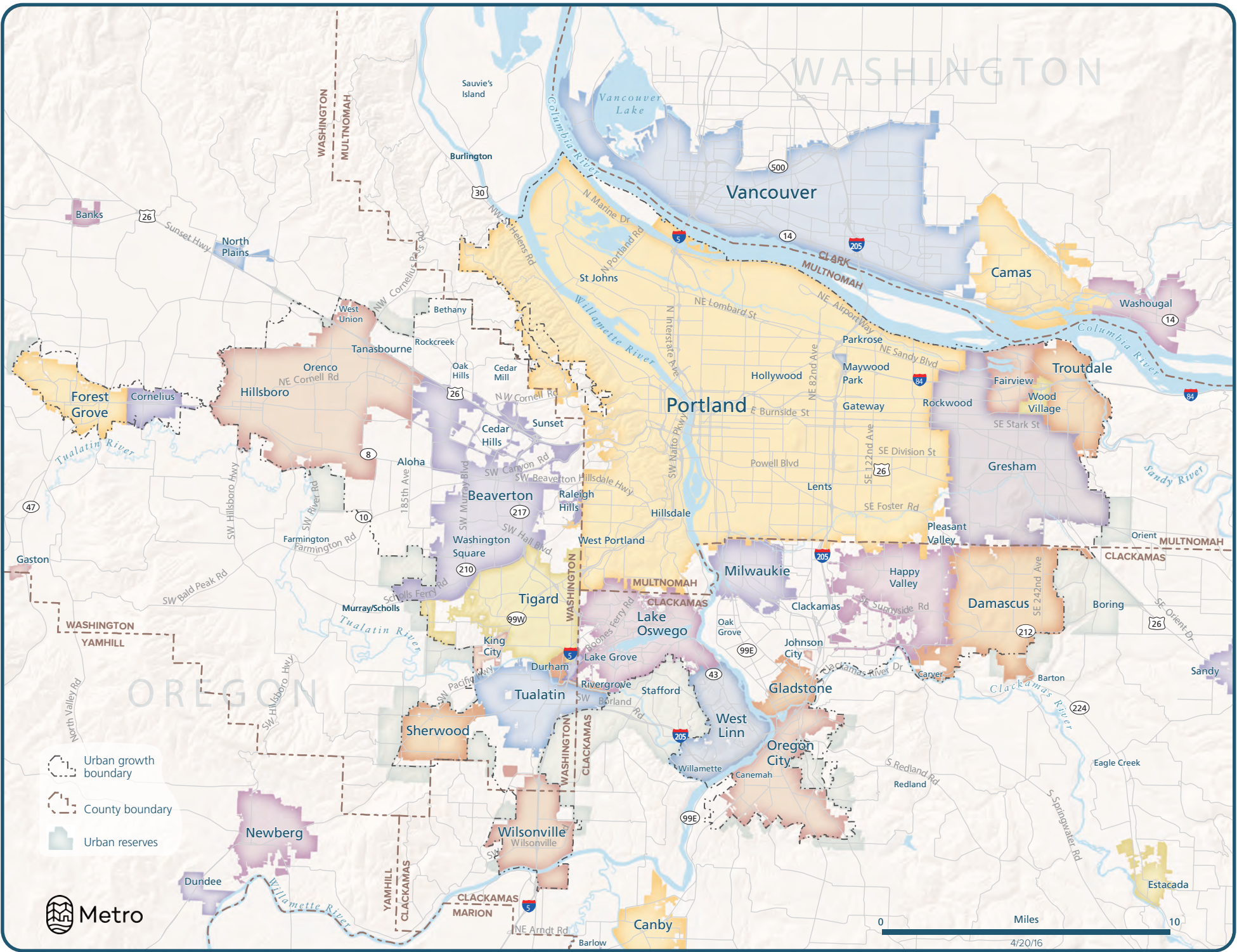
### Exploring Big Ideas for our transportation future

*A summary of the April 22, 2016 forum about the future of transportation in the Portland metropolitan region in support of the 2018 Regional Transportation Plan update.*

**May 25, 2016**







-  Urban growth boundary
-  County boundary
-  Urban reserves



0 10 Miles  
4/20/16



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## 2018 REGIONAL TRANSPORTATION PLAN UPDATE

# Regional Leadership Forum 1 summary

## Exploring Big Ideas for our transportation future

The region is looking ahead to how our transportation system will accommodate future growth and change – and what investments we should make over the next 25 years to build a safe, reliable and affordable transportation system.

### What did leaders say?

*We need a bold vision for our future.*

*Planning and investment must benefit all families, businesses and communities.*

*We must grow the pie and spend tax dollars wisely.*

On April 22, 2016, the Metro Council convened more than 60 leaders from across the Portland metropolitan area to begin shaping a bold vision for the future of travel in the region. City, county, regional and state policymakers and business and community leaders came together to bring the perspectives of communities and constituents from throughout the Portland region.

These leaders offered their views on:

- current **big issues** around transportation
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“All of us in the country and literally in the world count on [this region] to lead. And it is time... for you to challenge some basic assumptions... Big visions are what drive change.”

–R.T. Rybak, three-term mayor of Minneapolis

“First, abandon your script. Second, abandon your assumptions. I encourage you to replace them with empathy and curiosity.”

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## Six key takeaways

### 1. Our region is growing and changing and so is the world around us.

New partners and innovation need to be part of shaping a shared vision for the future and defining how we work together to achieve it.

### 2. The region's transportation system is a shared experience and a shared responsibility.

Transportation is a top concern for most people, but we each have our own experience of getting around. Understanding these perspectives will help build a coalition to pursue a mix of investments and strategies that work together and accomplish multiple goals.

### 3. We need to define a bold vision for the future of transportation and the role it should play in our communities.

Transportation is not an end unto itself, but a means to an end. There's more to be done to communicate the value of investing in all parts of our transportation system.

### 4. Our transportation system must be inclusive and benefit all families, communities and our economy.

We need to take care of our existing system and invest in all travel options in ways that create an integrated system that is safe, reliable and affordable for all users.

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Our challenge is to figure out how we harness the connectivity and efficiencies technology can provide while ensuring that it doesn't make existing problems worse or leave some communities behind.

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We can build the future we want for our region. To keep it prosperous and moving, we need to work together to pursue more funding and embrace new voices and ideas.

## More information

News coverage and video footage of the forum are available at [oregonmetro.gov/snapshot](https://oregonmetro.gov/snapshot).

Find out more about the 2018 RTP update at [oregonmetro.gov/rtp](https://oregonmetro.gov/rtp).

# Regional Leadership Forum 1 Report

## PURPOSE AND BACKGROUND

This report summarizes the discussions of the first of five Regional Leadership Forums that will be convened by the Metro Council in support of the 2018 Regional Transportation Plan update.

### 2018 Regional Transportation Plan update

Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business with access to safe, reliable and affordable ways to get around.

The Regional Transportation Plan provides a shared vision and investment strategy that guides investments for all forms of travel to keep people connected and commerce moving throughout the Portland metropolitan region. The plan is updated every four years to stay ahead of future growth and address trends and challenges facing the region.

Our region is growing rapidly and straining our aging transportation system. A half-million new residents are expected to live in the Portland region by 2040. Our communities are becoming more culturally diverse, bringing rich cultural activity to neighborhoods. A new generation will grow to adulthood as others move toward retirement. Climate change is happening and our system is not prepared for the expected Cascadia Subduction Zone earthquake. We are experiencing technological changes in transportation that could radically alter our daily lives. Housing affordability and safe, reliable and affordable access to education, jobs and other important destinations are of concern.

The 2018 Regional Transportation Plan update provides policymakers, community and business stakeholders and the public with an opportunity to work together across interests and communities to bring innovative solutions to the challenges facing our changing region. It provides a platform for updating our shared vision for the transportation system and defining strategies and investment priorities to help ensure people and products get where they need to go as congestion, safety and maintenance issues increasingly impact our daily lives.

The 2018 RTP update is an opportunity to define how we will create a safe, reliable and affordable transportation system that is environmentally responsible, efficiently moves products to market, and ensures all people can connect to the education and work opportunities they need to experience and contribute our region's economic prosperity and quality of life.



*The region is looking ahead to how our transportation system will accommodate future growth and change – and what investments we should make over the next 25 years to build a safe, reliable and affordable transportation system.*

Find out more about opportunities to be involved in the 2018 RTP update at [oregonmetro.gov/rtp](https://oregonmetro.gov/rtp).

**#RTP2018**



## 2016-18 Regional Leadership Forums

To address the challenges and trends facing our region, the Metro Council is convening a series of five Regional Leadership Forums as part of the 2018 RTP update:

- 1 Exploring Big Ideas for Our Transportation Future** 4/22/16
- 2 Navigating Our Transportation Funding Landscape** 9/23/16
- 3 Transforming Our Vision into Regional Priorities** 12/2/16
- 4 Drafting Our Shared Plan for the Region** Fall 2017
- 5 Finalizing Our Shared Plan for the Region** Spring 2018

Forum participants will include members of the Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT), state legislators, and community and business leaders from throughout the Portland region. Working side-by-side, regional and state leaders will bring the perspectives of their communities and constituents to the conversation around the challenges we are facing, our vision for the future and potential solutions for moving forward.

## WHAT WE HEARD

On April 22, 2016, the Metro Council convened the first regional leadership forum, *Exploring Big Ideas for our transportation future*, at the Oregon Convention Center. More than 60 leaders from across the Portland metropolitan area begin shaping a bold vision for the future of travel in the region.

City, county, regional and state policymakers and business and community leaders joined in bringing the perspectives of communities and constituents from throughout the Portland region to the conversation.

These leaders offered their views on:

- current **big issues** around transportation
- emerging **big trends** that will affect future travel
- **big solutions** that can come from an update to the Regional Transportation Plan.

In addition to state legislators and members of MPAC and JPACT, participants included ten invited community leaders working in transportation advocacy, environmental justice, workforce equity, skilled trades and issues impacting older adults and ten invited business leaders from established firms, emerging businesses, business alliances and workforce partnerships. In all, more than 110 people attended the forum with 63 invited regional leaders and 50 general audience members.

**John Williams, Metro Deputy Planning Director**, facilitated the forum. A summary of the morning's opening remarks, featured speaker remarks and small group discussions follows.

### Opening remarks

**Wood Village Council President Tim Clark, Chair of the Metro Policy Advisory Committee**, recognized state legislators in attendance and thanked everyone for investing time to be part of the conversation that will set the region's direction on transportation investments for the next 25 years. He shared his excitement that the regional table has been expanded to include legislators and community and business leaders to help create a shared vision for our region's transportation system.

Chair Clark emphasized that success in the RTP update process hinges on how well we work together. He asked participants to be open to perspectives at the table they may not have considered before, to give everyone a chance to speak, and to embrace their leadership roles by

## What did leaders say?

*We need a bold vision for our future.*

*Planning and investment must benefit all families, businesses and communities.*

*We must grow the pie and spend tax dollars wisely.*





representing the interests of all their constituents in the discussion. He also challenged participants to take the opportunity during the breaks to introduce themselves to someone they haven't met before.



**Metro Councilor Craig Dirksen, Chair of the Joint Policy Advisory Committee on Transportation**, thanked everyone for participating in the forum and shared his excitement for beginning the two-year conversation that seeks to make the regional transportation planning process more connected and relevant to the people and businesses that rely on our shared transportation system.

He emphasized the importance of respectful dialogue in everyone's roles as leaders to give full attention to the issues that impact our communities and ensure everyone in the region has access to the quality of life that makes this place special. He acknowledged the community and business leaders at the regional table and the importance of actively engaging local, regional and community partners throughout the process.

**Mychal Tetteh, CEO of Community Cycling Center**, acknowledged how today's conversation is a wonderful way to kick off Earth Day 2016. He reflected that as we embark on the RTP update, everyone should consider what they need to carry on this journey, and what we might consider leaving behind. He provided two recommendations for the day: "First, abandon your script. Second, abandon your assumptions ... replace them with empathy and curiosity."

Mychal said, "If you do so, together we may position our region to make breakthroughs in transportation planning and implementation that may not be possible any other way." He expressed his hope that everyone can do more than just draw on their neighborhood, or constituent perspective and contextualize our work together in relationship to a world where the only constant is change. He acknowledged the forum as a new approach, stating, "Because this is a new approach to engagement, I don't want those of you who are all too familiar with regional government processes to be unprepared for the opportunity that awaits."

He challenged the group by asking, "What are you going to do to help make the world a better place today?"



*First, abandon your script.  
Second, abandon your assumptions. I encourage you to replace them with empathy and curiosity*

*- Mychal Tetteh, CEO,  
Community Cycling Center*

## Featured speaker

The forum was designed to foster leadership and collaboration and the theme was highlighted with featured **speaker R.T. Rybak**, three-term mayor of Minneapolis, recounting the familiar challenges of aging infrastructure, and citing the tragedy of the collapse of the Interstate 35W Mississippi River bridge during the evening rush hour in 2007, killing 13 people and injuring 145. Rybak challenged the crowd to step up into the leadership role the country expects from the Portland region and think boldly about transportation.

The challenges of changing needs and interests among different age groups, Rybak suggested, promote a new way of traveling that the Portland region is capable of addressing with our transportation options including a transit network, connected pedestrian walkways and bike paths, and shared ride services along with driving. Rybak characterized the region's transportation system as a "shared experience," urging leaders in the room to think about and engage all of the region's residents when thinking about the future to shape a common vision to drive the change that's needed.

Rybak emphasized the importance of making sure that the system serves all residents, and that its future is tied to helping people find affordable places to live and good jobs for work. He urged leaders to find ways to accommodate the growing interest of people with higher-incomes in living close to jobs and transit, while also protecting affordability and access for people with lower incomes.

Rybak shared the observation that transportation problems have a habit of holding up freight. Streets aren't safe enough for kids, commuters or seniors, he continued, adding that transit systems can't keep up with demand, or leave some areas underserved. It may seem that transportation problems demand transportation projects as solutions, he concluded.

But Rybak said leaders should approach transportation by seeing it as more than just moving people and goods from Point A to Point B. "We should never really be talking just about transportation," he said. "We should talk about the kind of communities we want to have," adding that it means leaders, advocates and others have to get beyond everyone fighting for their own share and their own projects. Diverse interests need to be willing to lay everything on the table – even "lock the door," as he put it, until a common vision can be hammered out. Big visions are what drive change, he argued, not fighting over every last penny in what he called a "culture of scarcity." He called out to the Portland region to step up to the challenge.



*All of us in the country and literally in the world count on [this region] to lead. And it is time...for you to challenge some basic assumptions...Big visions are what drive change.*

*- R.T. Rybak*



*When our region speaks about transportation...there is a focus on the Portland central city...and we know that what makes up the Portland [area] economy is a much more diverse set of workers and industries. I wanted to make sure the voices of those workers get represented in this process.*

*- Leigh McIlvaine, Oregon Tradeswomen, Inc. WANTO Project Manager*

## **Key takeaways and summary of small group discussions**

Following the opening remarks, leaders discussed top challenges and trends that should be addressed in the RTP update and potential solutions that could be incorporated into the plan to advance a safe, reliable and affordable transportation system in the Portland region. Six key takeaways and a summary of the small group discussions (*in italics*) follows.

### **1. Our region is growing and changing and so is the world around us.**

New partners and innovation need to be part of shaping a shared vision for the future and defining how we work together to achieve it.

*Leaders recognized that a major transformation is under way, changing the way we will travel over the next 25 years, and that our solutions will need to shift with it. There was also common agreement on the problems and trends affecting the future of transportation in our region – congestion, safety, affordability, insufficient funding, aging infrastructure, technology, climate change, seismic resiliency, and changing demographics.*

*There was a recognition that there are real costs to the region if we don't invest in our future – costs to families, costs to businesses, costs to government – and costs to the State of Oregon.*

### **2. The region's transportation system is a shared experience and a shared responsibility.**

Transportation is a top concern for most people, but we each have our own experience of getting around. Understanding these perspectives will help build a coalition to pursue a mix of investments and strategies that work together and accomplish multiple goals.

*Leaders discussed the need to maintain and protect our critical highways, bridges, local roads, and transit services, as these are the backbone of our economy, expressing that to do otherwise would be irresponsible and costly. From there, leaders felt we need to make sure we are operating our transportation system efficiently to ensure we make the most of the investments we've made and provide an integrated, seamless network to stretch taxpayer dollars.*

*In addition to keeping the existing system in a state of good repair, leaders discussed the need to continue investing in all options of travel – biking, walking, taking transit, carpooling, ride sharing services, driving and moving freight – as one seamless system with*

*all options contributing to the region's economic prosperity and quality of life.*

*Leaders talked about the need to break down the siloed-thinking that often positions one transportation mode against one another. Leaders acknowledged that a lack of funding and limitations on how existing funding can be spent has led to an emphasis on single solutions. Leaders understood that better transit service and making biking and walking safe and convenient will help increase road capacity for freight.*

*There was a recognition that siloed-thinking has also limited our ability to link housing and transportation goals related to affordability. Many leaders called for exploring new solutions related to funding projects in underserved communities, improving safety, use of technology and digital infrastructure, rethinking our streets and public space, making transit more affordable, reliable and time-competitive, and integration of new options such as on-demand travel services and trip planning tools to help ensure every person and business in the region has access to safe, reliable and affordable ways to get around. All parts of the transportation system, leaders agreed, need to work together regardless of jurisdictional responsibility or ownership.*

*Ideas suggested include:*

- fixing potholes and keeping the existing system in good condition;*
- building protected bikeways and complete streets to provide safe biking and walking routes to schools, transit and other destinations;*
- fixing bottlenecks on I-5, OR 217, and I-205, especially those affecting freight;*
- expanding transit coverage and frequency, including community and job connectors like GroveLink and connections between suburban communities;*
- integrating transit with technology and shared mobility services;*
- seeking opportunities to restructure freight distribution;*
- ensuring first/last mile connections to intermodal facilities and distribution centers;*
- using dedicated lanes for freight and multi-occupant vehicles;*
- pursuing the next level of demand management to increase the efficiency and optimization of existing system;*
- pursuing congestion pricing and tolling; and*
- retrofitting our bridges and transit system to withstand the expected Cascadian Zone earthquake and major storm events.*



*The biggest issue I am hearing about is congestion spilling off I-5...It really validates the Climate Smart Strategy that we all coalesced around, including investment in increased transit services - especially around the suburban to suburban outer ring of the region.*

*- Mayor Knapp, City of Wilsonville*



*It is our job to advocate for those who are needing a voice in our community, both communities of color, individuals living in poverty, individuals who are having a challenge making the next step and also make sure we are advocating for our business and making sure they have the right talent. Sometimes transportation is the biggest barrier from both perspectives.*

*- Bridget Dazey, Executive Director Clackamas Workforce Partnership*

### **3. We need to define a bold vision for the future of transportation and the role it should play in our communities.**

Transportation is not an end unto itself, but a means to an end. There’s more to be done to communicate the value of investing in all parts of our transportation system.

*Leaders talked about the importance of having a bold vision for the region’s transportation system and the need to work together to define how to achieve that vision. Leaders expressed the need to come together around a shared vision that considers: a transit system that’s fit for the future and connects people to the places they need to go; a freeway network that’s safe, reliable and well-managed; a regional system of trails and streets that keeps everybody safe on foot, on a bike, and in a car, bus or semi-truck; freight systems that keep our region and ports competitive; and a and streams and is refitted to keep our bridges standing after an earthquake.*

*Leaders shared many ideas about possible sources of funding, recognizing that we can’t continue carving up the same limited funding pie and that, instead, we need to work together to “grow the pie.” Ideas suggested include: user-based fees, increased gas tax and vehicle registration fees, congestion pricing, tolling, vehicle mile traveled fee, sales tax, and a regional transportation ballot measure.*

*There was a shared recognition that we have work to do to build public trust that any new funding would be spent wisely. By demonstrating the benefits in a cohesive vision of a better connected future, leaders suggested, the public may be more willing to finance the ever-increasing infrastructure needs of today and tomorrow. Some leaders offered that increased funding and investment should be coupled with prioritizing investments that achieve the mix of economic, social and environmental outcomes called for in the RTP.*

### **4. Our transportation system must be inclusive and benefit all families, communities and our economy.**

We need to take care of our existing system and invest in travel options in ways that create an integrated system that is safe, reliable, and affordable for all users.

*Leaders discussed the importance of applying a social equity lens to planning and investment decisions to help:*

- *ensure our decisions take into account the benefits and impacts to low-income communities, communities of color, youth, older adults and people living with disabilities*
- *maximize access to opportunity (e.g., jobs, school and services) and growing communities around transit without displacement*
- *link our transportation, community design and housing goals related to affordability and access to opportunity to make progress on all three, such as connecting low-income families to middle-income jobs*
- *expand shared on-demand mobility options and trip planning tools to serve all communities and individuals – across age, race, gender, geography, and income-level.*



## 5. Technology and data will be transformational and are key to a bold vision.

Our challenge is to figure out how we harness the connectivity and efficiencies technology can provide while ensuring that it doesn't make existing problems worse or leave some communities behind.

*Leaders called out how technology and data are driving the transportation conversation, our policy making and how we will travel in the future. Smart cities (e.g., cities that integrate multiple data and communication technologies to meet transportation needs), connected and driverless vehicles, Big Data, personal technology devices, freight delivery and shared mobility services (e.g, Uber and Lyft) were among the topics identified by leaders. Discussions spotlighted how we can use data to change the way we get around, deliver services, and make investment decisions. Data and technology, leaders proposed, will help us reach our transportation goals, improve the quality of our neighborhoods and allow us to think smarter, finding more innovative and creative solutions to some of our most pressing challenges. Leaders also discussed the importance of ensuring that new technology doesn't make existing problems worse or leave some communities behind.*

*We have some pretty bold visions...but we don't have the ability to meet those with our current funding allocation. [O]ur own growth and success is starting to catch up and we don't have the money to stay ahead of that.*

*- William Henderson,  
Portland Independent  
Chamber of Commerce*

## 6. We need partnerships and leadership to create a great future.

We can build the future we want for our region. To keep it prosperous and moving, we need to work together to pursue more funding and embrace new voices and ideas.

*A recurring theme in the table discussions was that keeping up with growth and building the future we want for the region requires us to think big, spend money more strategically to accomplish multiple outcomes, and build more consensus across diverse interests and perspectives on what the solutions are in the short and long-term.*



Many agreed that all interests should be at the table to share their perspective and that understanding those perspectives will help build a coalition to pursue the funding, investments and strategies that are needed to address the region’s many transportation needs.

### Regional Snapshot Series

To reinforce the value of bringing local and personal experiences to the conversation in order to learn from each other, three videos clips were shown throughout the forum from Metro’s Regional Snapshot Series.



The full series of videos and stories and statistics on the experiences of residents and businesses and how they get around the region can be viewed at [oregonmetro.gov/snapshot](http://oregonmetro.gov/snapshot).



For more stories and stats about our changing region, visit [oregonmetro.gov/snapshot](http://oregonmetro.gov/snapshot)

*I’m interested in what happens not only in our community but also what happens regionally. If we don’t get it right regionally, it doesn’t matter how good we are in our particular city.*

*- Councilor Jeff Gudman, City of Lake Oswego*

### NEXT STEPS

There is strong support for our shared transportation system and clear focus on the need to maintain the system we have today, address congestion, link our housing, transportation and workforce goals, meet seismic needs, and make appropriate investments in our system of highways, streets, transit, and biking and walking routes. Leaders recognized this forum was the beginning of many conversations on how to do that important work together with new voices and partners at the table.

The next forum is scheduled for Sept. 23, 2016 and will focus on funding. Find out more about upcoming opportunities to be involved in the 2018 RTP update at [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp).

# **Regional Leadership Forum 1 Report Attachments**





Getting there with a connected region



# 2018 REGIONAL TRANSPORTATION PLAN UPDATE REGIONAL LEADERSHIP FORUM 1

## Exploring Big Ideas for our transportation future

8 to 11 a.m., Friday, April 22, 2016  
Oregon Convention Center, Rooms F149-152

### THREE REASONS TO ATTEND

Decision makers,  
and community  
and business  
leaders – all at the  
same table

Our success hinges  
on how well we  
work together.

### The place for bold thinking

National, state and  
local leaders bring  
their insights to  
the discussion.

### Opportunity to help create the future you want

Five forums over  
two years to  
shape, direct and  
lead change.

7:30 a.m.

Registration, light breakfast and networking

8 a.m.

Welcome and morning overview

John Williams, Metro Deputy  
Planning Director

Wood Village Council President  
Timothy Clark, MPAC Chair

Metro Councilor Craig Dirksen,  
JPACT Chair

Mychal Tetteh, CEO  
Community Cycling Center

8:20 a.m.

### Featured speaker

#### More than just Point A to Point B

Building great communities, boosting  
economic prosperity and ensuring quality of  
life through transportation investments

R.T. Rybak  
Three-term mayor  
of Minneapolis

Followed by Q&A

9:10 a.m.

#### Big Issues

- *What is the one Big Issue around  
transportation that you hear about most  
from your constituents or community?*

Small group discussion

#### Big Trends

- *Picture the region 10 years from now, what  
Big Trends will affect future travel and how?*

9:50 a.m.

BREAK

10:05 a.m.

#### Big Solutions

- *Viewing the RTP as a tool for change, what Big  
Solutions should be considered in the 2018 RTP  
update?*

Small group discussion and  
report out (pitch your Big  
Solution)

10:55 a.m.

Next steps

John Williams

11 a.m.

Adjourn

## Featured speaker

**R.T. Rybak**, former three-term mayor of Minneapolis, served from 2002 to 2013. During his time in office, Rybak led efforts in economic development, affordable housing, transportation and youth violence prevention. Rybak will share his experiences leading a diverse metropolitan area and responding to the collapse of the I-35W Mississippi River Bridge that was rebuilt to expand travel options in his community.



When he left office, Minneapolis had restored its AAA bond rating, enjoyed the lowest unemployment in the country and put 20,000 young people through the STEP-UP summer jobs program he founded.

He is currently serves as executive director of Generation Next, a coalition of civic, business and school leaders focused on closing the educational achievement gap for children of color in Minneapolis and Saint Paul. His goal through this work is to make Minneapolis and St. Paul a national leader in innovative, cradle-to-career approaches to youth development, and to highlight the crisis of our region's achievement gap and advance effective strategies for ending it.

Rybak is the author of the just released "Pothole Confidential" about his 12 years as mayor of Minneapolis. Rybak also serves as a Vice Chair of the Democratic National Committee and as a Senior Advisor for Municipal Practice at Living Cities.

A Minneapolis native, R.T. Rybak spent almost 30 years working in journalism, the commercial real estate business, publishing and the Internet before being elected mayor in his first run for public office. He and his wife Megan O'Hara, have two grown children.

Regional Leadership Forum #1 | Small group discussion participants | April 22, 2016

**TABLE 1:**

1. Bernard, Jim (MPAC, Clackamas Co.)
2. Burkman, Jack (JPACT, City of Vancouver)
3. Chase, Sam (MPAC Liaison, Metro Council)
4. Freeman, Rob (Fred Meyer Clackamas)
5. McFarlane, Neil (JPACT, TriMet)
6. McIlvaine, Leigh (Oregon Tradeswomen, Inc.)

*McTighe, Lake – table captain*

**TABLE 2:**

1. Bartlett, Bruce (Washington County community member)
2. Bergsma, Hal (AARP)
3. Doss, Camron (Portland District SBA Director)
4. Doyle, Denny (JPACT, 2nd Largest City in Washington Co.)
5. Jones, Dick (MPAC, Clackamas Co. Special Districts)
6. Salz, Aly (Righteous Clothing)
7. Treece, Pam (Westside Economic Alliance)

*Dobson, Noelle – table captain*

**TABLE 3:**

1. Collette, Carlotta (MPAC Liaison, Metro Council)
2. Eiland, Jill (Intel)
3. Hayes, John (MPAC, School Districts Rep.)
4. Lahsene, Susie (JPACT, Port of Portland)
5. Monroe, Rod (Senator; District 24 – E. Portland/N. Clackamas Co.)
6. Novick, Steve (JPACT, City of Portland)
7. Schlosshauer, Kari (Safe Routes to School National Partnership)

*Perrault, Ramona – table captain*

**TABLE 4:**

1. Cardwell, Gary (NW Containers)
2. Reardon, Jeff (Representative; District 48 – Happy Valley)
3. San Soucie, Marc (MPAC, 2nd Largest City in Washington Co.)
4. Savas, Paul (JPACT, Clackamas Co.)
5. Stacey, Bob (MPAC Liaison, Metro Council)
6. Stober, Ty (MPAC, City of Vancouver)
7. Tetteh, Mychal (Community Cycling Center)

*Deverell, Colin – table captain*

**TABLE 5:**

1. Brent, Syni (RPM Mortgage)
2. Dazey, Bridget (Clackamas Workforce Partnership)
3. Gamba, Mark (MPAC (1st Vice Chair), Other Cities in Clackamas Co.)
4. Grover, Bob (Pacific Landscape Management)
5. Hughes, Tom (Metro Council)
6. Kransky, Gerik (Bicycle Transportation Alliance)
7. Lininger, Ann (Representative; District 38 – SW Portland, Lake Oswego)

*Zucker, Ina – table captain*

**TABLE 6:**

1. Craddick, Shirley (JPACT Liaison, Metro Council)
2. Dembrow, Michael (Senator; District 23 – SE/NE Portland)
3. Newberry, Skip (Technology Association of Oregon)
4. Rall, Chris (Transportation For America)
5. Willey, Jerry (MPAC, Largest City in Washington Co.)
6. Windsheimer, Rian (JPACT, ODOT)

*O'Brien, Tim – notetaker*

*Snook, Jamie – table captain*

**TABLE 7:**

1. Bogue, Emerald (MPAC, Port of Portland)
2. Collier, Corky (Columbia Corridor Association)
3. Dirksen, Craig (JPACT Chair, Metro Council)
4. Hastings, Chad (CenterCal Properties)
5. Hovies, Gordon (MPAC, Washington County Special Districts)
6. Knapp, Tim (JPACT, Cities in Clackamas Co.)

*Ursin, Nikolai – table captain*

**TABLE 8:**

1. Clark, Tim (MPAC Chair, Other Cities in Multnomah Co.)
2. Gudman, Jeff (MPAC, 2nd Largest City in Clackamas Co.)
3. Harrington, Kathryn (JPACT Liaison, Metro Council)
4. Hashagen, Ryan (Better Blocks Portland)
5. Henderson, William (Knock Software)
6. Satterfield, Vivian (OPAL Environmental Justice Oregon)
7. Truax, Pete (MPAC, Other Cities in Washington Co.)

*Cho, Grace - notetaker*

*Ellis, Scotty – table captain*

Regional Leadership Forum #1 | General audience attendance list | April 22, 2016

1. Tom Armstrong
2. Becky Bodonyi
3. Dan Bower
4. Karen Buehrig
5. Alice Cannon
6. Brad Choi
7. Carol Chesarek
8. Chris Deffebach
9. Jeff Dahlin
10. Rob Dixon
11. Denny Egner
12. Lori Figone
13. Judith Gray
14. Bill Holmstrom
15. Brendon Haggerty
16. Chad Hastings
17. Eric Hesse
18. Jim Hagar
19. Robert Hillier
20. Heather Koch
21. Karla Kingsley
22. Katherine Kelly
23. Mary Kyle McCurdy
24. Steve Kountz
25. Alan Lehto
26. Mauricio Leclerc
27. Stephan Lashbrook
28. Jon Makler
29. Zoe Monahan
30. Don Odermott
31. Alex Page
32. Cora Potter
33. Mark Ottenad
34. Jeannine Rustad
35. Matt Ransom
36. Bandana Shrestha
37. Gary Schmidt
38. Clay Veka
39. Joanna Valencia
40. Elaine Wells
41. Jonathan Schleuter
42. Jeff Hamm
43. Todd Juhasz
44. Deanna Palm
45. Steve Williams
46. Jason Hitzert
47. Jason Gibbons
48. Adam Barber
49. Jessica Berry
50. Andrea Hamburg
51. Craig Ward



**4/22/16 Regional Leadership Forum  
Table Notes from Small Group Discussions**

**Question #1 | BIG ISSUES**

Describe the one Big Issue – or transportation challenge – that you hear about most from your community or constituents?

**Table 1**

- Digital divide
- Equity issue
- Plans that we make serve workforce equitably
- Maintaining and taking care of what we have
- Can never build enough to resolve the problem
- Lack of connectivity – bike, ped, transit
- How we work with partners at state – how we get citizens to invest more
- Congestion, road maintenance and funding. How we communicate with the community to get them to invest more.
- Congestion – 14 miles 1.5 hrs. Single biggest issues – safety and interaction between trucks, bikes, etc. Issue because of coast – labor, extra fuel effects ability to serve customers
- Rose Quarter and I-5 Bridge
- Seismic resiliency - resilient transit and transportation system; climate change – Big weather; infrastructure maintenance.
- Access to jobs – manufacturing – construction – not always accessible by transit. Transit/job mismatch for low-income women. Voices of low-income people not included.
- Impacts to low income communities – cost to these populations need to include housing and equity issues.
- Split between urban and rural communities – TRUST – for funding and to get projects done.

**Table 2**

- Think from consumer perspective.
- Small business population increase stresses the system, now to future.
- Clackamas County business – 35 employees has ↑ commute time and ↓ reliability – flex to offer options.
- Alternative modes for seniors, safety and getting to transit.
- Oak Lodge Ride Connect – first mile last mile solutions – not just for transit but for commuters. Grove link is a good example.
- Cost of congestion – what does it cost all of us? Conflicts between modes of transportation. Not a zero sum game.
- Congestion. Hearing for 20 years – “Why don’t we build more roads?”
- Parking in neighborhoods.



- Lack of education about the cost of congestion and the link between urban congestion issue with others around the state.

### Table 3

- Moving product – businesses struggle.
- School funding vs. transportation funding; congestion = loss of business = less \$ for schools; inter-related.
- Better transit would increase capacity for freight; highways need to work for freight.
- Want to walk/bike to school, but not safe and getting kids to school safely AND congestion – no \$\$\$.
- Getting workers to work – transit hasn't kept pace.
- Congestion/safety/parking.

### Table 4

- Can't just solve freight: how to address all parts of the system.
- Need to be multi-dimensional; balance; community; walkability.
- Congestion x3; highways; planning life around commuting.
- PDX rail. Model is broken for freight; destination and export location; inefficiency; co-locating.
- Congestion x3 big @ local table. Product through PDX. Emerging hwy. Capacity; outgrown system.
- Need all of the above; focusing on the scraps of funding has over-emphasized single solutions; we need to expand the pie to address all needs.
- Congestion; vision zero; big ideas with small impact; incentives; safety.
- Suburban to suburban transportation; new Columbia River crossing.

### Table 5

- Industrial mix in Tualatin; freight on roadways, bring workforce in; government creates a better plan; need more leadership.
- Safety – safe streets – home → protected lanes – designated routes.
- Transportation is #1 challenge in getting to living wage jobs; getting around the region.
- Congestion growing; no current plan to relieve that; hard to move freight without going into Portland.
- Perspectives: a) Local – potholes; can't walk to grocery stores – too dangerous; b) Cost of housing rising – even for solid wage earners – affordability – “Drive to qualify” – live further from work; takes too long to get places.
- Congestion – not so bad depending how measured; safety.
- Less time with family because in traffic; childcare cost is so high; education will suffer – ripple effect; shouldn't silo transportation.
- Transportation doesn't get sufficient funding – maybe gas tax ↑.

### Table 6

- Education/communication/media current on benefits of alternatives.
- Getting people to and from work – productivity loss.
- Mobility for seniors (Health impacts from highway).
- Blend of mobility – getting to work, freight reliability for shipping time sensitive.

- Transit access to industrial areas and congestion.
- Safety
  - Who owns street
  - Housing issue – affordable.
- Congestion – keep freight/people moving.
- Frustration with congestion → safety issues.
- Think different about transit/technology imp.

**Table 7**

- Collective system approach to congestion management – new approach to transit that does not always head downtown; better serves suburbs.
- Congestion – restricting economic growth.
- Appropriate balance of modes.
- Truck traffic on highways growing due to Terminal 6 issues.
- Getting low wage people to shopping centers to fill jobs available/reactive to transportation problem rather than proactive.
- Designing safety within street system – often impedes truck traffic.

**Table 8**

- Congestion and traffic
- Funding; impact on infrastructure; maintenance; improving/enhancing what we have.
- Safety; travel differently throughout the day.
- Parking; affordable housing.
- Housing affordability, transportation options, jobs access, internet. Transportation choices across economic spectrum.
- Funding; affordable housing; transportation options.
- Affordable housing; access to jobs.

**Question #2 | BIG TRENDS**

Picture the region 10 years from now. What **Big Trends** will affect future travel and how?

**Table 1**

- Don't fail first then fund.
- Technology trends – Uber, connected vehicles. Autonomous vehicles. Equity implications
- GIS auto routing around congestion – into neighborhoods. Partnered with companies such as Lyft. Integrated payment platforms.
- Different use of the transportation system.
- Push back on “subsidizing” transit – need to show that driving is subsidized, including where we subsidize and how we subsidize.
- Older demographic wants roads/cars; younger demographic – less interest in driving.
- People looking for transportation options.
- Growing business and growing population – growing need to move more freight.
- Hard to get freight across I-5/Columbia.
- Internet industry taking the place of brick and mortar – e.g. ordering groceries online, use of the internet.
- Employees needing to move around.
- Affordability to housing – transportation connection.
- Fear that we are going to lose our economy – freight fear.
- Demographic – geographically.
- Suburbanization of poverty decentralization of people that need serves.
- Public and private partnerships – natural alignment
- Integration of apps, technology and different modes.

**Table 2**

- Some people feel like they (have) advantages, but other communities don't.
- Discussion about whether we can bring whole state along or region needs to do it “alone.”
- Driverless cars; other technology – don't have to be there in person to participate.
- Washington County has built trust, good use of \$, repair work contrast with City of Portland.
- Washington County – all cooperate, courageous politicians.
- PERS, general fund shortage – statewide transportation is low priority.
- Clackamas County feels why are we paying for something in Washington County.
- Last mile first mile.
- People are lazy – won't walk ½ mile.
- Climate refugees.
- Rural areas getting goods to market.
- Land use solutions improve quality of life for seniors.
- Diverse, older communities.

- Fast growing Hispanic population living in places without affordability of housing and transportation infrastructure.
- Diversity of regional communities, not just racial diversity. Diversity geographically different from Portland.
- Not recognizing all different types of communities.
- Negativity about roads versus trails.

### Table 3

- Busses and trucks moving to clearer fuels (natural gas, propane, electric).
- Leadership being squashed by ballot and referendum.
- Last – mile connectors – small vans, buses, jitneys, etc.
- Sharing economy/flexible economy.
- Changes in moving freight = alternatives – Uber for freight!
- Technology causing changes to freight and all transportation.
- Cleaner, quieter vehicles may spur development closer to busy roads and highways.
- Question: Equity issue; some new technology will be affordable, some will not!
- Question: How will we pay to keep Willamette bridges in the earthquake?
- Problem: Analysis paralysis.

### Table 4

- Transportation is contextual – jobs and personal needs (food, employment, safety) harm/withering economy due to lack of mobility – turned into poverty with weak mobility – businesses are increasingly focused on transportation constraints.
- Quality of life – tech companies drive up cost of living, but also not needing the same transportation access.
- Understand broader challenges in terms of transportation density and sprawl having different effects – property value increases and displacement.
- Trend of on-demand services/privatization - is the system responding? Online ordering continued inability to internalize external costs - private sector response is Uber/Lyft, etc. to a system that's not working.
- Assumption that road expansion is as solution to growing congestion?  
Telecommuting
- Trend to autonomous vehicles – implication for freight capacity – technology will make huge splashes; signals, cars, transit, technological innovation – more localized.
- Lack of leadership – connectivity – scatter shot development has fragmented system and induced demand - region cannot wait for state and federal.
- Cheap power and water; demographics and economic development implications – land use: Clark County growing like crazy along I-5 to Woodland.
- Central City economic development impacts commuters travel costs in Washington State.
- Increase in gas tax and user fees can help.

### Table 5

- Smartphones for maps, bikes, ridesharing, parking spots – use phones to give mode options; private sector is important.
- Technology - Tesla Model 3 – \$14B sold in one week.
- Hope for future

- Better predictability on local projects to get funded.
- When there were federal earmarks.
- Technology and young people – different ways of communicating and being political online.
- More community for young people – kids who lived through recession, better at sharing resources, multi-purposing.
- Rethink how we pay for transportation –
  - All modes, all sources.
  - Sell the vision.

**Table 6**

- Technology
  - Autonomous vehicles.
  - How does the infrastructure catch up?
- More travel options to allow access to other modes.
- Increased access to information.
- Population increase → demographic changes. Providing options for families.
- Funding needs cooperation from all sectors and needs alternatives to fund future improvements.

**Table 7**

- Internet commerce growing and its impact on transportation.
- Less predictable commute patterns because of housing affordability and employment opportunities outside downtown core.
- Technology bringing down cost of transportation (electric cars).
- New residents are influencing transportation system.
- Better information on congestion/gas to influence transportation choices.
- Growing freight movement as economy improves.

**Table 8**

- Automated vehicles; system-wide.
- Technology and network efficiency use; beyond what we know and use today → build into system and for user. Are work groups talking about this? Elected to talk more openly about the role of technology.
- Existing system is not as adaptive to disruptive technology.
- Rethink technology on other systems and how they will interact with the next big idea/disruption (transit strategy).
- Technology as the travel information tool → tell which mode you use.
- Role of government and regs access to info!
- Transportation system as more flexible and adaptable.
- Diversity of/for/the system.
- Demise of transportation monoculture.
- We are all in this together – COMMON GROUND.
- Broadband infrastructure.
- Metrics, measures and performance – common ground – data to drive/inform trends. Common ground.
- Driver behavior → design and other features to change travel behavior.

- Changing demographics. Making decisions around understanding the differences of people.
- Tech moving into private/proprietary systems.
  - Concern governments cannot influence.
  - Government regulatory role.
- Displacement.
- More sensory imbedded infrastructure for data collection.
- Understand all the tools available; understand each other.
- Freedom on Information Act (FOIA) should/has to be a two-way street.

**Question #3 | BIG SOLUTIONS**

Viewing the RTP as a tool for change, what **Big Solutions** should be considered in the 2018 RTP update?

**Table 1 Big solutions poster**

1. Break down silos between modes – all in it together – framing projects as community projects – equity.
2. Break down silos between housing and transportation-related problems and related solutions.
3. Dedicating parts of the system to freight starting with freeways.
4. Middle transit – the “collectors” of the transit system.

**Table 1 additional notes on Big Solutions**

- Between transportation user groups – complete projects – multi-modal focus balance between user groups.
- Break down silos – community projects = big projects with equity hardwired in
- Frame projects as community projects and turn this into a strategy of building an equitable community – bring more than just transportation tools.
- More people using transit to free up roadway space for trucks.
- Explore bringing technology together to address equality.
- Big funding strategies for transportation.
- Integrate strategies for housing and equity – related problems need related solutions.
- Dedicate lanes to freight.
- Develop structure – two state – legal authority to make decisions.
- CRC for freight – Dedicated freight lanes; truck and light rail bridge. Build more or get existing cars off the road. Can’t build yours way out of congestion.
- Get people to live closer to their jobs.
- Middle transit – regional system “collectors” of transit.

**Table 2 Big solutions poster**

1. Spend \$ on technological solutions – system can work better or won’t have to travel at all.
  2. Non-financially constrained RTP – aspirational leadership. THINK BIG.
  3. Funding for first mile – last mile, like Forest Grove link.
  4. Package of small solutions (filling the gaps) / big solutions.
  5. Policy – jurisdictional agreement/cooperation on geog/area of overlap.
  6. Safer bike; ped infrastructure, trails; providing recreational space within residential areas / increased prominence in active transportation plan.
  7. Tolling – i.e. supporting to market – New Jersey dedicated freight lanes, dedicated toll lanes.
  8. Accept that we’re going to bother/inconvenience people, i.e. tunnels, west-side bypass.
- (Side comment): No idea is a bad idea.

**Table 2 notes on Big Solutions**

- Local responsibility, but don't ignore the state.
- Tie solutions to projects, benefits.
- Show accountability and public trust in spending \$ where you said you were going to spend it.
- Flex schedules.

**Table 3 Big Solutions poster**

- Set goals, propose projects, then get \$.
- Common understanding of the problem (listen to the consumer).
- All stakeholders at the table – create package.
- Consider new funding sources.

**Table 3 additional notes on Big Solutions**

- We need funding! Prioritize transportation funding and what the projects will be.
- Analysis paralysis.
- Delivering products voters still support again and again.
- Too many coalitions, not enough product.
- Sales tax? At polls.
- Gas tax? Losing proposition due to electric vehicle registration fees and hybrid cars.
- User fees? Still have constitutional problem/limit on \$ raised → VMT → congestion pricing.
- Grant and foundation funding? Smart city grant, for example.
- Come up with list of projects voters will support.
- Regional tax and/or fee?
- Cannot just continue carving up the same funding. If you pay for bikes, you are not paying for something else.
- Increasing road capacity by getting people off the roads through sidewalks, bike lanes and transit.
- Building coalitions.
- Show leadership and raise funding!
- Government investing in technology research (federal Smart Cities Challenges grant).
- Think about what the consumers want.
- Connecting institutions of learning with transit.

**Table 4 Big Solutions poster**

- Manage and invest in mainline system.
- Next-level demand management.
- Restructure freight distribution.
- Funding:
  - Communicate the vision
  - “Grow the pie”
  - Investment in technology

**Table 5 Big Solutions poster**



- Build more protected bike infrastructure and trade in cars for electric bikes.
- Progressive tax on transportation users no matter what type of transportation/mode to fund all modes \*(WITT)
- Triple bottom line analysis on building new projects.
- Toll new roads – pay for convenience/speed.
- Regional tax for transportation.

### Table 6 Big Solutions poster

- Funding – all options/possibilities.
- Education and awareness.
- Expand freight system – new ideas.
- Improve last mile/park and ride.
- 3 categories for RTP:
  - Freight
  - Impact to employment
  - Public access

### Table 6 additional notes on Big Solutions

- Segment RTP
  - Freight
  - Commute
  - Access - transit
- Funding – open world of possibilities for funding transportation (sales tax) local/regional/state; not just gas tax – VMT.
- Public/private partnership.
- Bringing people together from all parts of the state to learn from each other.
- Raise consciousness of risk to system.
- Alternative freight solution.
- Funding
  - All options
  - VMT
  - The viability of funding options
  - Education
- Common understanding.
- Stimulate the use of freight rail; expanding freight rail system.
- Senator Dembrow to share information about information sharing.
- Education and awareness (3 segments of the RTP):
  - Freight
  - Impact on employment
  - Public (transit)
- Last mile.
- Middle transit – HCT, not radial, electric buses, bus lines.
- Alternative funding sources.
- Privately funded infrastructure.
- Car flooding.
- Ride sharing.
- Getting the word out

- Education
- Communications
- Media coverage.

**Table 7 Big Solutions poster**

- Additional I-205 southbound connection to I-5.
- Congestion management thru tolling.
- Build the complete RTP – highway capacity, HCT, system connections.
- Connect between suburban communities (beyond hub and spoke to downtown transit).
- Target strategic bottlenecks.
- Columbia River Crossing.
- Connect low-income neighborhoods to middle-income jobs.

**Table 8 Big Solutions poster**

- Open data policy.
- Proactive, user-technology on-demand travel options/choice tool.
- Increased efficiency/optimization of existing system.
- Free public transit.
- HOV – Multi-modal (freight, transit, multi-occupancy).
- Complete the gaps & build new connections (ATP).
- Minimum safety/network.
- Congestion/decongestion pricing.
- Intentional/consistent/purposeful on collaborating (summits/Regional Leadership Forums).
- Acknowledge the livability/economic intersection and integration.
- Partnerships and relations.
- Regional investment – facilitates collaboration.
- Education around the big issues to make less fearful or humanizing.

**Table 8 additional notes on Big Solutions**

- Proactive, user, technology, travel option/choice tool on-demand.
- Or go big.
- Try little things and let's see how they go.

# Regional Snapshot

# TRANSPORTATION



Access to transportation options that are safe, reliable and affordable is essential to the Portland metropolitan region's economic prosperity and quality of life.

Here's a look at where we are now.

## The daily commute



Average commute in miles



Average commute in minutes

**7** out of **10** commuters drive alone



## Safety

**57**



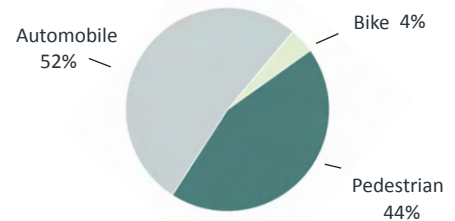
Percentage of fatal crashes where alcohol or drugs were a factor

*"(Safety) impacts every one of us, and it's something that we can do something about."*

-Don Mitchell, ODOT

**48**

Percentage of fatal crashes involving people walking or biking.



Total Traffic Fatalities by Mode 2010-2014

## Reliability



People with low incomes are more likely to need non-car transportation but 23% have no access to transit.

*"The greatest barriers to the use of public transportation are **time** and **reliability**. If people can't count on transit to get them there at a specific time, they're not going to use it."*

-Adria Decker Dismuke, Milwaukie resident

## Affordability

**\$1.9 Billion**



Annual cost of traffic crashes to our region



**\$8,698**

Annual cost to own & operate a vehicle



**\$1,100**

Annual transit pass

**20**

Average percentage of income spent on transportation



For more information and the rest of the story, visit: [oregonmetro.gov/snapshot](http://oregonmetro.gov/snapshot)



Getting there  
with a connected  
region

## 2018 Regional Transportation Plan

*Metro brings together the communities of the Portland metropolitan region to plan the transportation system of the future by updating a shared the region's shared vision and investment strategy for the next 25 years.*

Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business with access to safe, reliable and affordable ways to get around.

To get there, we need to work together to address these key questions:

1. What do we need most from our transportation system – now and in the future?
2. What can we afford and how do we pay for new projects while taking care of our existing roads, bridges, bikeways, sidewalks and transit services?
3. How should we measure progress toward our goals?

### **More people – and more changes – are coming**

A half-million new residents are expected to live in the Portland area by 2040. Our communities are becoming more culturally diverse, bringing rich cultural activity to neighborhoods. A new generation will grow to adulthood as others move toward retirement. To keep people connected and commerce moving, we need to work across interests and communities to bring innovative solutions to the challenges facing our changing region.



“There's just so much you can't do in this part of the region without getting in your car or riding on the bus for hours. I have relatives in Portland, I have grandkids in Gresham, and it can take over an hour just to get out there.”

–Susan, Tigard resident for 23 years



“Every morning I commute from Forest Grove to Portland... If there is no traffic, 40 to 45 minutes I'll be downtown. But with traffic it takes at least an hour... If there will be anything faster, more reliable and affordable, I'll take it.”

–Edna, Portland area resident for 20 years



“Transit is a big issue, especially for youth – and even for adults, too. Some places, on the weekends, they need to do things – it takes forever. It took me two hours almost just to get, by bus, from here to the Expo Center... I have to have a car to just do anything around there because it takes forever just to go anywhere, you know?”

– *Jeremy, Clark County resident, works in Northeast Portland*

Whether your roots in the region run generations deep or you moved to Oregon last week, you have your own reasons for loving this place – and Metro wants to keep it that way. Help shape the future of the greater Portland region and discover tools, services and places that make life better today.

**Metro Council President**

Tom Hughes

**Metro Council**

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

**Auditor**

Brian Evans

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

**New challenges need new solutions**

A history of leadership and collaboration has kept our system of roads, bridges, bikeways, sidewalks and transit ahead of the national curve. In general it serves us well, but there is more to be done. The system is aging and not keeping up with growth and changing travel needs. People and businesses are concerned about traffic congestion, safety, affordability, climate change and community health. Many residents – especially those of low income and communities of color – are underserved and have difficulty getting to jobs, training and other services.

Funding is tight, and we have multiple transportation priorities. But if not addressed, these challenges will compromise our region’s economic prosperity and quality of life.

“Prioritize investments that help the greatest number of people and reduce carbon emissions, while responding to income and racial equity.”

–*2015 stakeholder interview*



“Congestion is bad for everyone. People who commute far to work have less time with family. Cars idling on the roads produce pollution and greenhouse gases. And slow movement of goods is bad for the economy and affects all consumers.”

–*2015 stakeholder interview*

**Contact**

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

503-797-1750  
trans@oregonmetro.gov  
oregonmetro.gov/rtp.

**Partnerships and leadership will create a great future**

The Regional Transportation Plan guides investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. To stay ahead of future growth and take care of the transportation investments we have already made, our region’s elected, community and business leaders must work together to define what transportation investments are most needed, how much we can afford, and how we will pay for them over the next 25 years.

**Join in, be heard**

Choose how you stay informed and join the conversation now through 2018:

- speaker events and discussion groups
- online quick polls and surveys
- Metro Council and advisory committee meetings.

**Find out how to be involved – and more – at [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp).**



Getting there with a connected region



# Exploring Big Ideas for Our Transportation Future

Regional Leadership Forum 1 | 8 to 11 a.m. Friday, April 22, 2016

Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business with access to safe, reliable and affordable ways to get around.

## REGIONAL LEADERSHIP FORUMS 2016-18

- 1 Exploring Big Ideas for Our Transportation Future 4/22/16
- 2 Navigating Our Transportation Funding Landscape 9/23/16
- 3 Transforming Our Vision into Regional Priorities 12/2/16
- 4 Drafting Our Shared Plan for the Region Fall 2017
- 5 Finalizing Our Shared Plan for the Region Spring 2018

The Metro Council will convene MPAC, JPACT, state legislators, and community and business leaders in a series of discussions to foster leadership and collaboration to address our regional transportation challenges.

### Our shared challenges

Our region is facing the challenges and opportunities that come with growth. At the same time, several trends are shaping our transportation needs and the tools available to address them. How well we work together to respond to our shared challenges and trends will determine how sustainable, prosperous and livable our region will be in 2040.

### Today's desired outcome

To work across interests and communities to identify possible Big Solutions to consider through the 2018 RTP update.



# Voices from our region: Getting to a safe, reliable

“There’s places that trucks should not be in. There’s also places that bikes shouldn’t be in. There’s a place for everything. Not everywhere should be for both.”  
–*Lourdes Hitzfeld, Vancouver (driver of 35’ semi truck)*



“Improvements before potential disasters (earthquakes) are important, or all transportation (of food, ambulances, etc.) will stop.”  
–*Poll comment, Cedar Hills*

“I commute from Forest Grove to Portland... If there is no traffic, 40 to 45 minutes I’ll be downtown. But with traffic it takes at least an hour... If there will be anything faster, more reliable and affordable, I’ll take it.”  
–*Edna, Forest Grove*



“Walking to a bus stop is  $\frac{3}{4}$  mile, or the second option is  $1\frac{1}{2}$  miles away. I am 61 years old.”  
–*Poll comment, Aloha*

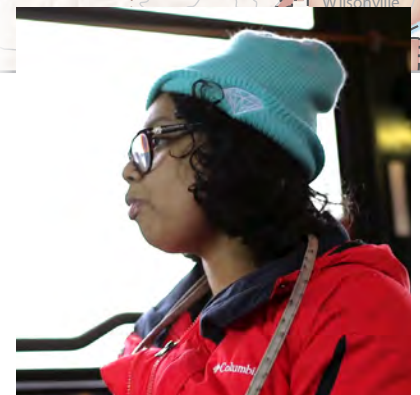
“I wish the government could do more to increase the number of buses, extending lines for the MAX, and putting in more bicycle lanes.”  
–*Martin Blasco, Hillsboro resident*



“The growing population and economy present an opportunity to develop suburb to suburb transit, in addition to traditional suburb to downtown routes.”  
–*Poll comment, Tigard*

“We keep putting money into roads. There will always be too much car traffic so quit enabling this mode of transportation by building bigger roadway systems.”  
–*Poll comment, Southeast Portland*

“Having people who experience disabilities be involved in policymaking is great. I definitely want to improve public transportation because I don’t have any other options. I’m going to be using public transportation for the rest of my life.”  
–*Kiersi Coleman, Tualatin*



# People and affordable transportation future

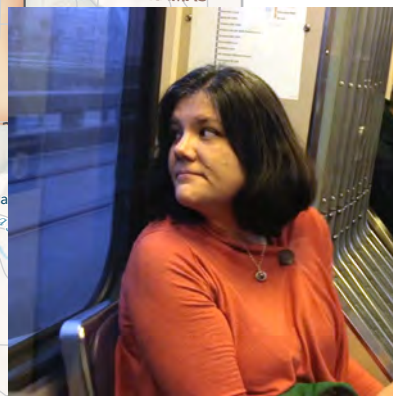
Housing patterns and displacement are requiring lower-income households to travel further to jobs, adding to an already high housing-transportation cost burden.”  
—Poll comment, Northeast Portland



“Banking is what brings me to Gresham. I love my neighborhood, but Sacramento Street is the only full through street in the area. So we got too busy of a street. It’s a not a matter of being quiet, it’s a matter of cars hit once a year.”  
—Dale, Portland (Parkrose)



“I came here because I had to get my computer fixed... I like how this is a small city, you do have that city feel but it takes 15 minutes to get across the city, not hours.”  
—Kelsey Franklin (visiting Bridgeport Village), Gresham



“The [MAX] ride from Milwaukie doesn’t vary much at all. That’s one of the best things about having the Orange Line. When I took the bus, the time to work was entirely dependent on the traffic.”  
—Adria Decker Dismute, Milwaukie

“I just want a city that has smooth transportation, that works for commerce and individuals.”  
—Poll comment, Happy Valley



“We loved our old neighborhood so we started looking there. Then we realized we couldn’t afford anything we wanted... We got everything we wanted (in Tualatin). The only thing that would make it better is if the commute was any less. I’m looking at 45 minutes and my wife is about an hour.”  
—Brian McCauley, Tualatin

“Many road systems have not been upgraded to accommodate more traffic, or more modes of transportation. Expansion is difficult where roadways are already tight, and re-/alternative-routing can create negative impacts on neighborhoods by increasing traffic.”  
—Poll comment, Clackamas





# What we've heard

More than 1,800 poll respondents in July and August 2015

## Big issues

*Thinking about how you, your family and friends in your community get around day-to-day, what transportation issues most impact your quality of life?*

Respondents were asked to pick three or add their own.

- 23%** Traffic
- 19%** Safety
- 17%** Maintenance

Across Clackamas, Multnomah and Washington counties – the top three responses were traffic, safety and maintenance. Respondents called for a range of strategies to address these issues:

- **More transit options and increased transit connectivity**, including light rail extensions, transit service expansion, and park and ride facilities.
- **Expand roadways in areas of consistent bottlenecks**, including a combination of freeway expansions and new roads to provide alternative routes.
- **More safe and convenient options for biking and walking** by completing gaps and building new connections.

More than 5,000 poll respondents in January and February 2016

## Big trends

*What emerging trends do you think will most affect the future of travel?*

Respondents were asked to pick three or add their own.

- 70%** **Aging infrastructure** Our freeways, roads and bridges are aging and not as prepared for natural disasters (flooding, earthquakes).
- 56%** **Growth** More people and goods are using the transportation system as our population and economy grow.
- 48%** **Changing demographics** Our population is aging and becoming more ethnically diverse.
- 44%** **More travel options** Our transportation system has more options for getting around (car, transit, biking and walking options).
- 35%** **Technology** Advances in technology (GPS, mobile devices, driverless and electric vehicles, online shopping, automation) will change travel.
- 16%** **Shared mobility services** People are using Uber, Zip Car, bike-share and other ride services more.

### Metro

Whether your roots in the region run generations deep or you moved to Oregon last week, you have your own reasons for loving this place – and Metro wants to keep it that way. Help shape the future of the greater Portland region and discover tools, services and places that make life better today.

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### Auditor

Brian Evans

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



4/20/16

Getting there with a connected region



2018 REGIONAL TRANSPORTATION PLAN UPDATE  
REGIONAL LEADERSHIP FORUM


## Exploring Big Ideas for our transportation future



Metro | Making a great place

## Share the conversation

#RTP2018  
@oregonmetro  
@R\_T\_Rybak



Metro | Making a great place


## Getting to a safe, reliable and affordable transportation future



## R.T. Rybak

### More than just Point A to Point B

Building great communities, boosting economic prosperity and ensuring quality of life through transportation investments




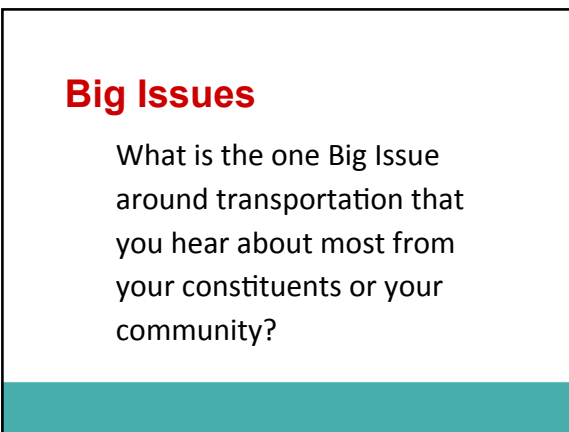
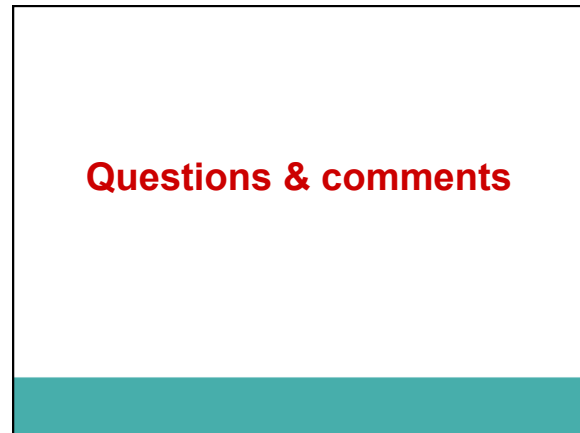
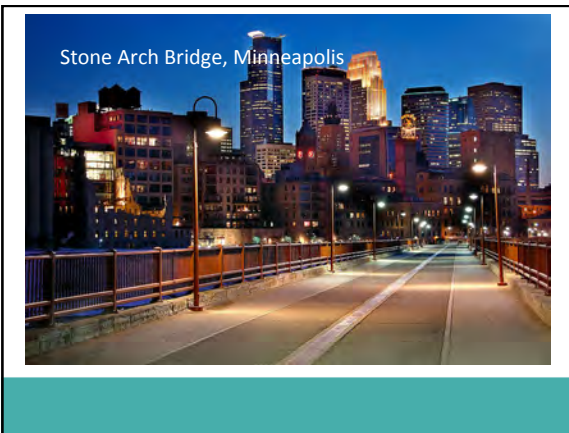
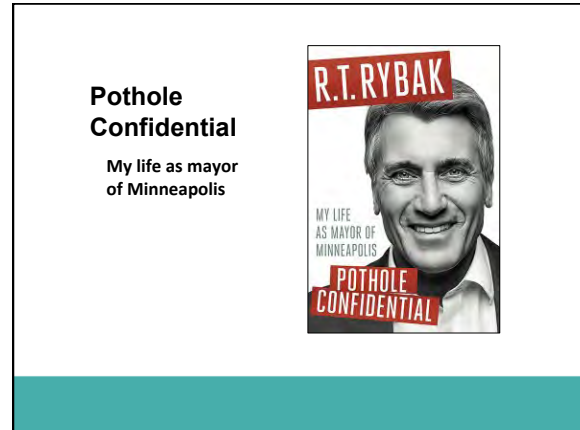
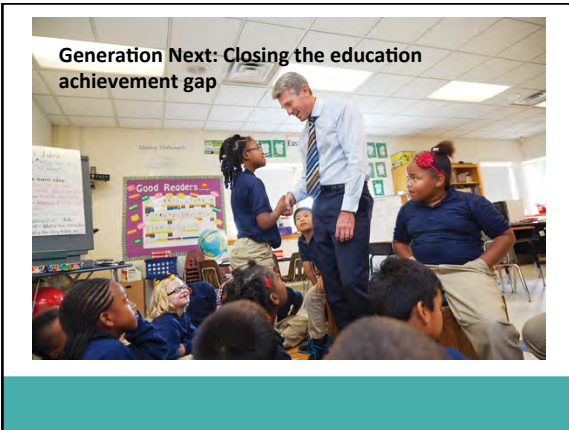
## Three term mayor of Minneapolis

- Economic development
- Affordable housing
- Transportation
- Youth violence prevention



## I-35 W Mississippi Bridge collapse, Aug. 1, 2007





## Big Solutions

Viewing the RTP as a tool for change, what Big Solutions should be considered in the 2018 RTP update?

## Next steps

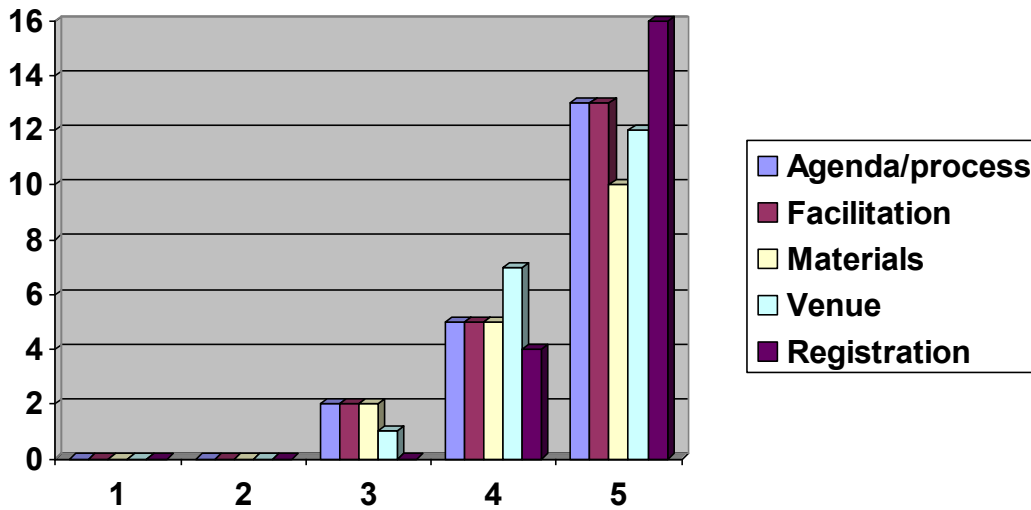
- Watch for summary report
- Continue discussion at regional advisory committees
- Sept. 23, 2016, forum on transportation funding

**Regional Leadership Forum 1**  
**Exploring Big Ideas for our transportation future**  
**FORUM EVALUATION RESULTS**

Sample size = 20

*Event evaluation*

On a scale of 1 (poor) to 5 (excellent)



**Based on your experience of today's forum:**

**What was the best part of the morning?**

- RT Rybak
- **Table discussion**
- Action items
- Cross pollination of electeds, business and advocates
- Strong agenda
- Keynote w/Q&A
- Good people

**What could have been better?**

- More millennials in the room
- More community members and businesses
- Parking validation for community and business members
- Unlocking the door next to the MAX stop
- Topics too broad; discussion abstract
- Encourage SW Washington legislators be invited
- All good

**Better?**

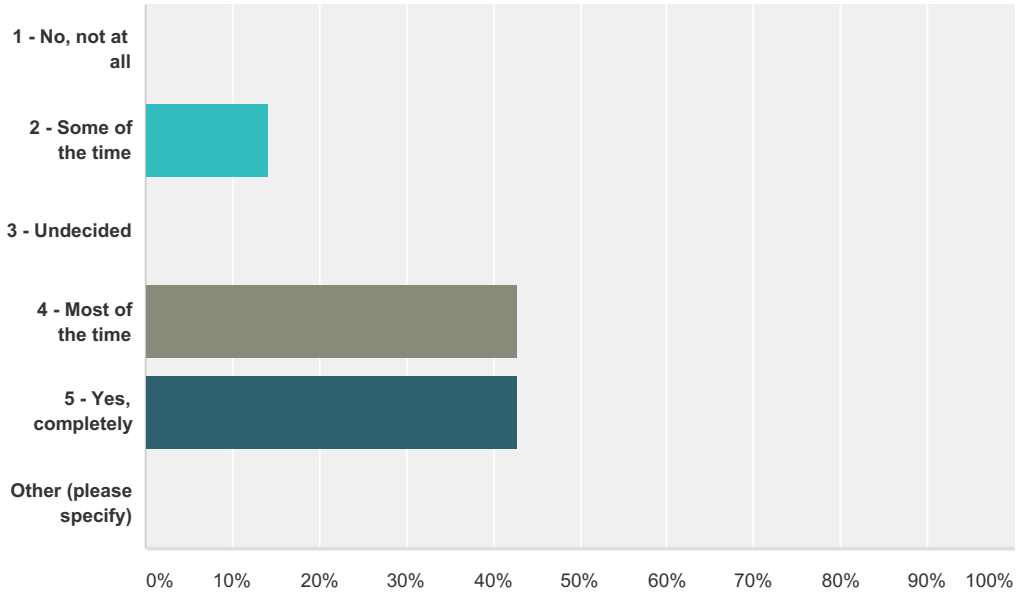
- More diversity needed
- Need more seed ideas
- Fairly new to process; would help to know current status of RTP
- Well done
- Allowing people to attend virtually
- Bigger thinking – out of the box new ideas; really thinking about the future
- Not dividing the room and time for tables
- Longer group discussion
- What is most important: Moving people? Moving freight?
- Stronger focus on building solutions/priority list; table was diffuse because ran out of time; shape of desired outcome not fully clear

**Do you feel the 2018 Regional Transportation Plan update is on track? If yes, why? If no, briefly state concerns.**

- Yes. Destruction of silo mentality
- Yes. Focusing on the important parts
- Yes. Looking forward to participating as process moves forward
- Yes. Community involvement is key
- Yes. Good variety of stakeholders
- Yes, but first time I've been a part of the process
- In general, yes; thanks for including business voices
- So far, fine; it's early
- Good start. Need to promote and do regional projects of all sizes
- Let's talk ☺
- No clue
- We will see – draft what we're saying
- Barely
- Can't solve future issues with current solutions
- Not sure.
- No. We need funding

### Q1 Based on your experience at the discussion tables, do you feel your perspective was heard?

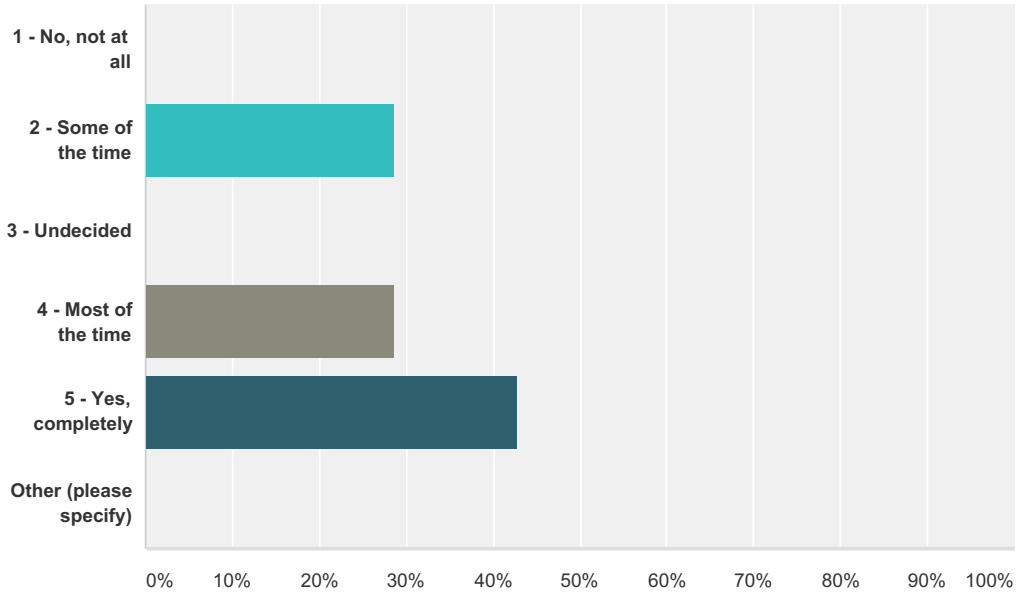
Answered: 7 Skipped: 0



Answer Choices	Responses
1 - No, not at all	0.00% 0
2 - Some of the time	14.29% 1
3 - Undecided	0.00% 0
4 - Most of the time	42.86% 3
5 - Yes, completely	42.86% 3
Other (please specify)	0.00% 0
<b>Total</b>	<b>7</b>

## Q2 Based on your experience, do you feel your expertise was recognized and respected?

Answered: 7 Skipped: 0



Answer Choices	Responses	
1 - No, not at all	0.00%	0
2 - Some of the time	28.57%	2
3 - Undecided	0.00%	0
4 - Most of the time	28.57%	2
5 - Yes, completely	42.86%	3
Other (please specify)	0.00%	0
<b>Total</b>		<b>7</b>



## Q3

**What would you recommend be changed, added or discontinued in the discussion format to improve your experience at the next forum?**

- Answered: 6
- Skipped: 1

It's challenging to be the sole 'community' voice at a table dominated by decision-makers who are familiar with one another and with decision-making processes; often the conversation around big ideas kept being neutered by a conversation around the political feasibility - sort of defeats the purpose of generating discussion around big ideas, no?

4/27/2016 7:49 PM

It would be great to have two, differing "community" perspectives at each table, e.g. housing & bikes, or transit & schools. It's important that our elected officials hear that there are multiple community issues (just as there are multiple issues for elected officials, too), and that burden to be the expert/representative shouldn't be carried by just one person.

4/25/2016 4:33 PM

I wonder if you all could just do seating assignments without overtly labeling people. But given what I saw you probably do need to make sure you have specific representation. I saw one elected official place his name placard on top of a community rep placard at the table I was seated at...it was indicative of the kind of dynamics you all are working to overcome. At the same time I feel like overt labeling can reinforce old silo's in ways that aren't helpful! Thanks for much for your work on this-

4/25/2016 12:13 PM

The differences in views on the realities of our transportation system are far enough apart, that it would take a lot more time to build greater understanding at the points of disagreement: induced demand; biking, walking and transit as modes that are just as real for those using them as cars are for drivers; the injustice of the external costs of parking. This is especially true with the power differential at tables - decision-makers have more influence and community members have to pick and choose which issues they can even begin to push on.

4/25/2016 7:39 AM

Nothing comes to mind.

4/22/2016 7:21 PM

No, nothing.

4/22/2016 7:16 PM

### **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 503-797-1700 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).

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

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council.

The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

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

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

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

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

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

May 25, 2016

# Metro hotsheet

Project updates  
June 2016

## Parks and nature

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

**Partners in Nature partnerships:** More than 20 organizations submitted letters of interest to participate in Partners in Nature, an effort to better connect diverse communities with nature. About \$250,000 is available to support the partnerships. Conversations are ongoing with 12 potential new partners, including work with Centro Cultural to support Latino community engagement in Washington County for the Chehalem Ridge access plan and with Sista Sistah to hold a culturally specific run-walk event at Glendoveer Golf and Tennis Center. These new partnerships join three existing partnerships with the Center for Intercultural Organizing, Self Enhancement Inc. and Latino Greenspaces that began during the pilot phase. Contact: Sheilagh Diez, 503-813-7533

**Orenco Woods Nature Park:** An abandoned Hillsboro golf course, once slated for housing, will instead be preserved and transformed into a nature park. Crews broke ground on Orenco Woods Nature Park in April for a joint project between Metro and the city of Hillsboro. The 30-acre, \$4 million park in Hillsboro's Orenco neighborhood could open by early next year with trails, picnic areas, play spaces and more. Rock Creek and the Rock Creek Trail run through the park. Recent restoration efforts included removing a concrete weir from Rock Creek, adding logs and boulders to the creek and wetlands to create fish habitat, and planting native trees, shrubs and grasses along the creek to stabilize the banks and to provide habitat for birds and wildlife. Rod Wojtanik: 503-797-1846

**Springwater Corridor Trail:** One of the last gaps on the Springwater Corridor Trail is moving closer to completion, with a construction project set to get underway this summer. Metro's Parks and Nature Department acquired easements from the Oregon Pacific Railroad in 2010 to enable the completion of the trail from Southeast Umatilla Street to Southeast 13th Avenue in Portland's Sellwood neighborhood. Money from the Metropolitan Transportation Improvement Program, Regional Flexible Funds and Portland development fees are paying for construction. That project should be completed by the end of the year. Last year, the Metro Council approved an agreement with the railroad to allow for trail construction on another segment of the so-called Sellwood Gap, from Southeast 13th to 17th avenues. As a part of that \$1 million agreement, the railroad tracks would be moved a few feet to the south to allow for a future trail to be built next to the railway. A timeline hasn't been established for trail construction from 13th to 17th avenues. Contact: Barbara Edwardson, 503-797-1925

## Land use and transportation

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

On June 16, the Metro Council is scheduled to consider adoption of JPACT's policy direction for the 2019-21 **Regional Flexible Fund Allocation**. If the council adopts the policy, project solicitation is expected to begin June 20, with a kick-off meeting for applicants planned on June 28 at Metro Regional Center and applications due August 26. Project contact: Dan Kaempff, 503-813-7559.

On June 13, the **Southwest Corridor Plan** steering committee will meet in Beaverton to confirm the range of light rail alignments and related transportation projects to advance into federal environmental review. The committee will also discuss potential refinements to the light rail alignment in the Tigard Triangle and the project purpose and need. Public scoping for the environmental review process will begin in August. Project contact: Noelle Dobson, 503-797-1745.

The **Powell-Division Transit and Development Project** steering committee meets June 1 to discuss preliminary staff findings about a bus rapid transit route using Division Street in inner Southeast Portland. These findings show that such a route could be faster than today's bus or a route on inner Powell Boulevard, but additional public engagement and analysis will occur over the summer. Also on the agenda will be a discussion of route options between downtown Gresham and Mt. Hood Community College. Project contact: Craig Beebe, 503-797-1584.

Letters of interest for Metro's **Equitable Housing** planning and development grants are due June 8. Up to \$500,000 will be available this year for cities and counties seeking to reduce barriers to equitable housing in their communities. Program contact: Emily Lieb, 503-797-1921.

The Metro Council is scheduled to vote on the proposed **Strategic Plan to Advance Racial Equity, Diversity and Inclusion** on June 23, with a public hearing scheduled for June 16. Among the strategies in the plan are improving Metro's role as a convener for racial equity, meaningful engagement with communities of color, development of a more racially-diverse workforce, creating an environment in programs, services and destinations that is welcoming to communities of color, and improving equity through distribution of resources. Contact: Juan Carlos Ocaña-Chíu, 503-797-1774.