

 **Metro | Agenda**

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, November 10, 2016
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chamber

- | | | | |
|----------------|------------|--|-----------------------------|
| 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 |
| 7:50 AM | 4. | <u>CONSENT AGENDA</u> | |
| | * | • Consideration of the September 15, 2016 Minutes | |
| | 5. | <u>INFORMATION/DISCUSSION ITEMS</u> | |
| 7:55 AM | 5.1 | * 2018 RTP Update: Project Update and Background for Regional Leadership Forum #3 (Connecting our Vision and Values to Our Priorities) | Kim Ellis, Metro |
| 8:15 AM | 5.2 | * 2018 RTP: Regional Transit Strategy - Regional Transit Vision | Jamie Snook, Metro |
| 9:00 AM | 6. | ADJOURN | Craig Dirksen, Chair |

* Material available electronically # Material available at the meeting

Upcoming JPACT Meetings:

- Thursday, December 15, 2016
- Thursday, January 19, 2017
- Thursday, February 16, 2017

For agenda and schedule information, contact Nellie Papsdorf: 503-797-1916 or Nellie.papsdorf@oregonmetro.gov.
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2016/2017 JPACT Work Program

As of 11/02/16

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

<p><u>November 10, 2016</u></p> <ul style="list-style-type: none"> • Chair comments (5+ min) • 2018 RTP Update: Project Update and Background for Regional Leadership Forum #3 (Connecting Our Vision and Values to Our Priorities) (Kim Ellis, Metro; 20 min) • 2018 RTP: Regional Transit Strategy - Regional Transit Vision (Jamie Snook, Metro; 45 min) <p><u>Nov. 14-17:</u> Association of Oregon Counties Annual Conference, Eugene, OR</p> <p><u>Nov. 16-17:</u> Transportation 4 America: Capital Ideas II Conference, Sacramento, CA</p> <p><u>Nov. 18:</u> Best Practices Trip, Seattle, WA</p>	<p><u>December 15, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Special Transportation Fund/5310 Allocation/Process – Information/Discussion (TriMet; 15 min) • Regional Flexible Fund Step 2 Project Selection – Discussion (Ted Leybold/Dan Kaempff, Metro; 40 min) <p><u>Dec. 2, 8am – 12pm (OCC):</u> RTP Regional Leadership Forum #3 (Connecting Our Vision and Values to Our Priorities)</p> <p><u>Dec. 9:</u> Oregon Metropolitan Planning Organization Consortium (OMPOC), Corvallis, OR</p>
<p><u>January 19, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • 2018 RTP Draft Revenue Forecast (Ted Leybold/Ken Lobeck, Metro; 20 min) • <i>Regional Flexible Fund Step 2 Project Allocation – Decision (Ted Leybold/Dan Kaempff, Metro)</i> <p><u>Jan. 30, 7:30-9am:</u> JPACT Finance Subcommittee</p>	<p><u>February 16, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • <i>2018 RTP Update: Priorities, Evaluation Framework & Call for Projects – Information/Discussion (Ellis, Metro; TBD)</i> • 2018 RTP Update: Safety Crash Data Analysis (Lake McTighe, Metro; 20 min) • <i>Draft Unified Planning Work Program (UPWP) 2017-2018 – Information/Discussion (Chris Myers, Metro; TBD)</i>
<p><u>March 16, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • <i>Draft Unified Planning Work Program (UPWP) 2017-2018 – Recommendation (Chris Myers, Metro; TBD)</i> • <i>2018 RTP Update: Priorities, Evaluation Framework & Call for Projects – Recommendation (Ellis, Metro; TBD)</i> 	<p><u>April 20, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min)

<u>May 18, 2017</u> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) 	<u>June 15, 2017</u> <ul style="list-style-type: none"> • Chair comments TBD (5+ min)
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RTP Regional Leadership Forums:

- **April 2016:** RTP Regional Leadership Forum #1 (Exploring Big Ideas for Our Transportation Future)
- **September 2016:** RTP Regional Leadership Forum #2 (Building the Future We Want)
- **December 2016:** RTP Regional Leadership Forum #3 (Connecting Our Vision and Values to Our Priorities)
- **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)



Metro | Memo

Date: October 25, 2016
To: JPACT Members, Alternates and Interested Parties
From: Nellie Papsdorf, Metro
Subject: 2017 Joint Policy Advisory Committee on Transportation (JPACT) Meeting Schedule

Please mark your calendars with the following 2017 JPACT meeting dates. JPACT meetings will be held on the third Thursday of the month, from 7:30 a.m. to 9 a.m. in the Metro Council Chamber (unless otherwise notified):

- January 19, 2017
- February 16, 2017
- March 16, 2017
- April 20, 2017
- May 18, 2017
- June 15, 2017
- July 20, 2017
- August 17, 2017
- September 21, 2017
- October 19, 2017
- November 16, 2017
- December 21, 2017



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)
Meeting Minutes
September 15, 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
Rian Windsheimer
Jeanne Stewart

AFFILIATION

City of Vancouver
Metro Council
Metro Council
City of Beaverton
Metro Council
City of Wilsonville
TriMet
Multnomah County
City of Portland
Oregon Department of Transportation
Clark County

MEMBERS EXCUSED

Nina DeConcini

AFFILIATION

Oregon Department of Environmental Quality

ALTERNATES PRESENT

Susie Lahsene
John Ludlow

AFFILIATION

Port of Portland
Clackamas County

OTHERS PRESENT: Jef Dalin, Mark Graf, Eric Hesse, Gerik Kransky, Stephan Lashbrook, Jaimie Lorenzini, Dave Nordberg, Mark Ottenad, Scott Richman, Andrew Singelakis, Zef Wagner

STAFF: Jeff Frkonja, Elissa Gertler, Rebecca Hamilton, Ernest Hayes, Shaina Hobbs, Alison Kean, Ted Leybold, Lake McTighe, Nellie Papsdorf, Noah Siegel, 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.

2. CITIZEN COMMUNICATION ON JPACT ITEMS

There were none.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

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

- Chair Dirksen informed JPACT members that the second Regional Leadership Forum was scheduled for Friday, September 23rd, at the Oregon Convention Center.
- Chair Dirksen thanked those who sent letters to the Oregon Department of Transportation (ODOT) regarding the changes in CMAQ funding. He noted that the MPO would work with ODOT to build a system to allow it to maintain its RFFA agreements. He encouraged partner jurisdictions to submit comments to ODOT if they had not already done so.
- Chair Dirksen shared that the Joint Committee on Transportation Preservation and Modernization would be holding a hearing in Hillsboro on September 19th.
- Chair Dirksen reminded JPACT members that the November JPACT meeting would be moved to November 10th in order to accommodate the Association of Oregon Counties Conference.
- Chair Dirksen called on Commissioner Roy Rogers to give an update on the September 2nd Region 1 Area Commission on Transportation (ACT) meeting. Commissioners Rogers shared that the ACT meeting had several visitors from other ACT regions. He noted that the ACT contributed to the success of the region in the recent Connect Oregon VI project selection.
- Mayor Tim Knapp expressed concern that the first panel proposed for the second Regional Leadership Forum lacked perspectives from the freight or business communities.
- Commissioner Roy Rogers shared that the City of Tigard and the City of Tualatin had partnered on an application for an Oregon Blue Zones Project and had been chosen as finalists. Chair Dirksen noted that Metro submitted a letter of support for the Tigard-Tualatin application.
- Chair John Ludlow shared that he had requested information regarding resources spent on the Southwest Corridor Project. Ms. Elissa Gertler shared that the request had been received by Metro staff and he would soon receive a response.
- Mr. Rian Windsheimer shared that the region did very well in the recent selection of ConnectOregon VI projects and shared a list of selected projects (Doc. no. 091516j-01).

4. CONSIDERATION OF THE JPACT MINUTES FOR JULY 21, 2016

Mr. Neil McFarlane noted that the language in the fifth paragraph on the third page should be changed to reflect that the project was undergoing environmental scoping, not environmental review.

MOTION: Chair John Ludlow moved, and Councilor Kathryn Harrington seconded, to approve the July 21, 2016 minutes.

ACTION: With all in favor, the motion passed as amended.

5. INFORMATION/DISCUSSION ITEMS

5.1 JPACT Finance Subcommittee Re-cap: Regional Bottleneck Project Development

Key elements of the presentation included:

- Mr. Rian Windsheimer informed JPACT members that the JPACT Finance Committee presentation focused on projects to mitigate congestion at three regional bottlenecks. The project
- He noted that several state legislators were present at the August JPACT Finance Subcommittee meeting.
- Mr. Windsheimer shared that the I-5 Rose Quarter project would require high levels of funding, with an estimated cost of \$400 million.

Member discussion included:

- Councilor Shirley Craddick asked how ODOT planned to seek funding for the projects. Mr. Windsheimer shared that the Oregon Transportation Commission had dedicated \$4.1 million for the Rose Quarter Project, and added that the project needed more funding. He noted that ODOT would seek USDOT FASTLANE grant money.
- Councilor Craddick noted that state legislators should continue to be invited to future discussions about project funding in order to keep them informed.
- Councilor Harrington thanked ODOT for putting together information to inform stakeholders about the bottleneck projects.
- Chair John Ludlow expressed his concern that the Boone Bridge was not considered as one of the three identified bottlenecks. He shared that in a recent Clackamas County survey, congestion was listed as the top concern. Chair Ludlow asked when RFFA funds were last used for a regional bottleneck project, and Chair Dirksen replied that RFFA funds are only about 5% of total transportation funding in the state, so larger projects must receive funding from larger federal and state sources.
- Ms. Susie Lahsene noted that the Port of Portland in conjunction with Business Oregon and the Oregon Department of Agriculture was undergoing a process to interview several businesses to determine how transportation issues, especially in the Portland metropolitan region, were affecting business throughout the state. She stated that she would share more information with JPACT after completion of the project.
- Commissioner Steve Novick shared that there had been a large amount of public outreach for the Southwest Corridor Project and that would continue in order to keep voters informed of any transportation funding package they might need to vote on in the future.
- Several members asked ODOT to provide projected costs of major projects to be funded. Mr. Windsheimer noted that research was currently being conducted to determine what the costs would be. Chair Dirksen added that significant resources are required to determine the cost of large civil engineering projects.

5.2 RFFA Bond Proceeds for Active Transportation Project Development

Chair Dirksen called on Mr. Ted Leybold, Metro staff, to discuss the next steps in the RFFA process.

Key elements of the presentation included:

- Mr. Ted Leybold explained that Step 1 of RFFA funds will generate \$2 million of project development funds for active transportation projects (Doc. No 091516-04). He noted that these funds were not to be confused with Step 2 capital funding.
- Ms. Lake McTighe shared that the desired outcome of the project development was to create a “menu” of active transportation projects for regional decision-makers can draw from in order to leverage federal, state, and regional funding opportunities.

- Ms. McTighe noted that the illustrative menu created by Metro staff represented approximately \$1 billion of a backlog of bicycle and pedestrian projects.
- She noted that a regional work group had been convened to discuss and categorize projects in order to make the menu of projects easy to navigate. She added that the list will be constrained by local priorities, the amount of local project development funds, and the feasibility of completing project development and constructing the projects in the near term.
- Ms. McTighe noted that the menu will essentially act as the ten year investment strategy for active transportation projects in the region, as it is closely coordinated with the Regional Transportation Plan's project solicitation.

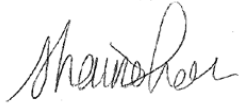
Member discussion included:

- Mr. Rian Windsheimer stated that having priority projects listed ahead of time when new funding is available will be helpful.
- Commissioner Stewart asked what Washington JPACT members could do to be supportive in the process, as most of the project funds were dedicated to Oregon projects. Chair Dirksen asked that members from Washington give feedback on regional relevance of projects in addition to offering complementary ideas.
- Mayor Knapp thanked Ms. McTighe for attending the Clackamas County Coordinating Committee (C4) meeting and making the planning process more inclusive.

ADJOURN

JPACT Chair Dirksen adjourned the meeting at 8:52 a.m.

Respectfully Submitted,



Shaina Hobbs
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF SEPTEMBER 15, 2016

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
3.	Table	N/A	Oregon Department of Transportation ConnectOregon VI Project List	091516j-01
3.	Handout	N/A	ODOT Bottleneck Project re-cap	091516j-02
5.1	PowerPoint	08/11/16	ODOT Project Development Briefing (JPACT Finance Subcommittee)	091516-03
5.2	Table	N/A	RFFA Bond Proceeds	091516-04
N/A	Handout	September 2016	September 2016 Metro Hotsheet	091516-05

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: October 31, 2016
To: Joint Policy Advisory Committee on Transportation (JPACT) and Interested Parties
From: Kim Ellis, RTP Project Manager
Subject: 2018 Regional Transportation Plan: Project Update and Background for Regional Leadership Forum #3 (Connecting Our Vision and Values to Our Priorities)

PURPOSE

Update JPACT on project accomplishments and the third Regional Leadership Forum planned for December 2, 2016.

ACTION REQUESTED/OUTCOME

Staff is seeking feedback from JPACT members regarding the following:

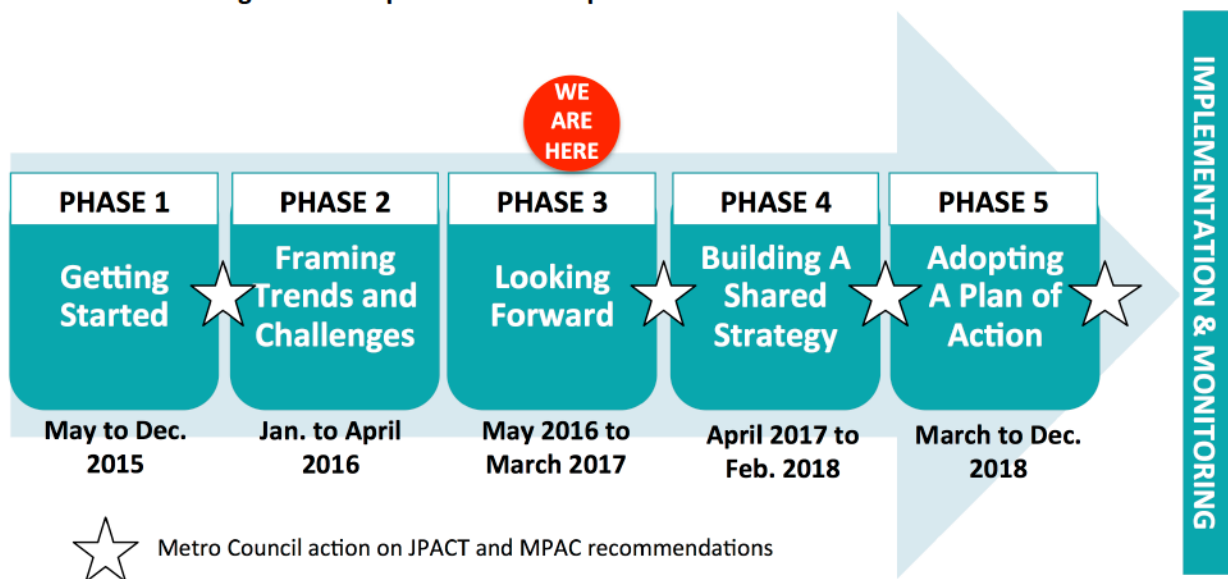
- Do you have any comments or suggestions that may help us plan the Dec. 2 forum?
- Do you have any comments or suggestions on other elements of the 2018 RTP update?

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, affordable and healthy ways to get around. A half-million new residents are expected to live in the Portland area by 2040, and our transportation needs continue to outpace available resources – particularly as the purchasing power of existing revenues continues to be eroded by inflation, fuel efficiency, and alternative fuels.

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. The update will define a shared transportation vision and investment strategy for the next 25 years.

Timeline for 2018 Regional Transportation Plan Update



Growing needs, limited revenues

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, community health and other challenges. Many residents – especially those of low income and people of color – are underserved and have difficulty getting to jobs, training and other services.

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.

WHAT HAS CHANGED SINCE JPACT LAST CONSIDERED THIS ITEM?

Since the last update to JPACT in June, staff continued to implement the adopted work plan and public engagement plan. A summary of accomplishments and activities that are underway follows.

- On September 23, 2016, the Metro Council convened more than 70 leaders and 80 stakeholders from across the Portland metropolitan area to continue shaping a bold vision for the future of travel in the region. A **short summary of key takeaways** is provided in **Attachment 1**. The summary is posted on the project website at www.oregonmetro.gov/rtp and will be distributed to forum participants, regional committees, and RTP interested parties.
- In order to take advantage of and leverage other engagement efforts, staff hosted a **30-day online survey** to seek input on regional transportation priorities from October 7 to November 7 as a question added to the comment map tool for the regional flexible funds proposed projects. A summary of responses will be available in late November.
- Planning is underway for the next **regional leadership forum, scheduled for Dec. 2, 2016**. The forum will be held from 8 AM to noon at the Oregon Convention Center. The **Dec. 2 forum** will focus on **discussing the region's vision for the future, defining regional priorities given the region's current funding reality and work ahead to build a path to new funding**. The forum discussions will shape the direction the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) provide next year (tentatively March 2017) on updating the RTP policies, projects and programs and work ahead to build a path to new funding. The draft agenda for the Dec. 2 Regional Leadership Forum in **Attachment 2**. The schedule of all Regional Leadership Forums is provided in **Attachment 3**.
- Staff continued convening six **technical work groups** to develop information to support the update related to transportation equity, outcomes-based evaluation framework, transportation finance, safety, transit and freight. Regional technical advisory committees began reviewing the information this summer. All work group materials are available on the project website.
- Staff prepared an updated schedule of key work plan activities, milestones and deliverables that is provided in **Attachment 4**. An overview of key work plan elements and deliverables is summarized in **Attachment 5**. Reflecting the work plan adopted by the Metro Council, Attachment 5 describes how each element will be incorporated into the 2018 Regional Transportation Plan and supports future regional funding discussions.

NEXT STEPS

Over the next several months, Metro staff will be completing a number of activities to inform and support updating the region's investment priorities and subsequent evaluation of investments. More information will be provided at future briefings of JPACT. JPACT will be asked to make a recommendation to the Metro Council in March 2017.

Attachments

Attachment 1. Regional Leadership Forum 2 Summary (*Oct. 26, 2016*)

Attachment 2. Draft Regional Leadership Forum 3 Agenda (*Oct. 26, 2016*)

Attachment 3. Regional Leadership Forums Schedule (*Oct. 26, 2016*)

Attachment 4. RTP Work Plan Overview (*Oct. 28, 2016*)

Attachment 5. 2018 RTP Update: Key Work Plan Elements and Deliverables (*Oct. 28, 2016*)

Attachment 6. 2018 RTP Update: community Engagement Activities for 2015- 2016 (*Oct. 28, 2016*)

Getting there with a connected region



2018 REGIONAL TRANSPORTATION PLAN UPDATE Regional Leadership Forum 2 summary

Building the Future We Want

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 transportation system that provides every person and business with access to safe, reliable, affordable and healthy ways to get around.

What did leaders say?

Technology is a tool, not a solution.

There are people who are not in rooms like this who depend on the conversation.

People will support what they help create.

On Sept. 23, 2016, the Metro Council convened more than 70 leaders and 80 stakeholders from across the Portland metropolitan region to discuss the role of technology in our transportation system and to learn about successful transportation funding campaigns in Los Angeles, the Bay Area and Seattle.

City, county, regional and state policymakers and business and community leaders came together to explore what the future of transportation might look like from local and national leaders actively engaged in envisioning the future with their communities. Forum participants came from established and emerging businesses, business alliances, workforce partnerships, skilled trades organizations, and community-based organizations working on transportation advocacy, environmental justice, housing, community design, workforce equity, environmental protection and issues impacting youth and older adults.

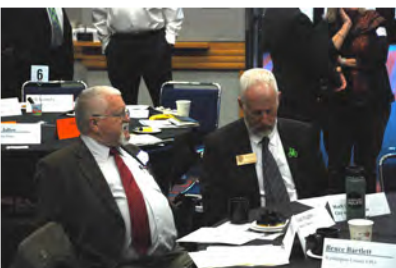
Bringing these diverse perspectives to the conversation prompted a call for greater representation from communities whose quality of life and economic prosperity are most often impacted by our region's transportation system.



“For folks from different walks of life, from different income levels, and different parts of the region, if there isn’t a way for them to remain connected and a way for the transportation system to be efficient, they really fear for their future.”

—Cyreena Boston Ashby, COO, Oregon Public Health Institute

Attachment 1 Five key takeaways



1. Technology and data are tools, not solutions.

Innovative technologies, ranging from car sharing and ridesharing services to electric cars and self-driving vehicles, are fundamentally changing how we travel. We need to enact thoughtful policies that deliver helpful technology, while ensuring these new tools and services benefit all residents and businesses and support our vision for the future.

2. We need to keep people and goods connected and moving with smart investments and measurable results.

Transportation investments support our region's economic prosperity and quality of life. Investments should safely and reliably connect people work, school, services and other opportunities; maximize use of existing infrastructure; and promote greater use of efficient travel modes for both people and goods. This includes keeping our existing transportation system in good repair and using technology and other tools to achieve greater efficiencies. An essential step is providing more and better travel options and greater access to transportation services for everyone.

3. We must take steps to strengthen public confidence and demonstrate the benefits of transportation investments.

Building the future we want means prioritizing transportation investments that support our vision and holding ourselves accountable by measuring how investments support the desired outcomes identified in our vision. It's important that we demonstrate to the public that taxpayer dollars are being spent wisely.

4. Coalitions need strong leadership and leaders need strong coalitions.

The region's government, business and community leaders need to work together to agree on a bold vision for the future that reflects what people and businesses value and want in the region's transportation system. We need to welcome new voices and leaders to the table to help identify solutions to address the challenges we face. This can build broad support for the solutions and help make the case more funding to build the future we want for our region.

5. People will support what they help create.

It will take more than having diverse perspectives at the table to get us to the future we want. Building deeper relationships with community and business coupled with meaningful engagement opportunities will help shape policy and investment decisions. The degree to which we invest in these relationships reflects our level of commitment to providing a transportation system that meets the needs of all communities and businesses.

More information

News coverage of the forum is available at oregonmetro.gov/forum2recap.

Materials and presentations from the forum are available at oregonmetro.gov/event/building-future-we-want.

Find out more about the 2018 RTP update at oregonmetro.gov/rtp.

Getting there with a connected region

**DRAFT AGENDA****2018 REGIONAL TRANSPORTATION PLAN****REGIONAL LEADERSHIP FORUM 3****Connecting our vision and values to our priorities**

8:30 a.m. to noon, Friday, Dec. 2, 2016

Oregon Convention Center, Rooms F149-152

THREE REASONS TO ATTEND

ENGAGE in a candid conversation about our transportation funding reality

TAKE A STAND on our Big Vision for the future of transportation – does it reflect the future we want?

LEAD and help define the region's priorities to get us to the future we want

8:00 a.m.	Registration, light breakfast and networking	
8:30 a.m.	Welcome	Metro Councilor Craig Dirksen, JPACT Chair
8:40 a.m.	Quick poll 1: Who is in the room?	
8:45 a.m.	The challenge: Does the draft vision reflect the future we want?	<i>Presenter TBD</i>
8:55 a.m.	Quick poll 2: Shaping our shared vision and priority outcomes	
9:00 a.m.	Report back and group discussion	
9:20 a.m.	BREAK	
9:35 a.m.	Federal and state funding reality	<i>Presenter TBD</i>
10:00 a.m.	Our regional funding reality	<i>Presenter TBD</i>
10:15 a.m.	Questions and group discussion	
10:25 a.m.	Small group discussion Part 1: Shaping the RTP investment priorities given our funding reality	
11:00 a.m.	Small group discussion Part 2: Growing the pie to accelerate our priorities to achieve our vision	
11:35 a.m.	Report back and large group discussion	
11:55 a.m.	Next Steps: Where are we headed in 2017?	<i>Presenter TBD</i>
Noon	Adjourn	

Getting there with a connected region



2018 REGIONAL TRANSPORTATION PLAN

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, affordable and healthy ways to get around.

Find out more at oregonmetro.gov/rtp.

1

April 22, 2016
8-11 a.m.

2

Sept. 23 2016
8-11:30 a.m.

3

Dec. 2, 2016
8-noon

4

Nov./Dec. 2017

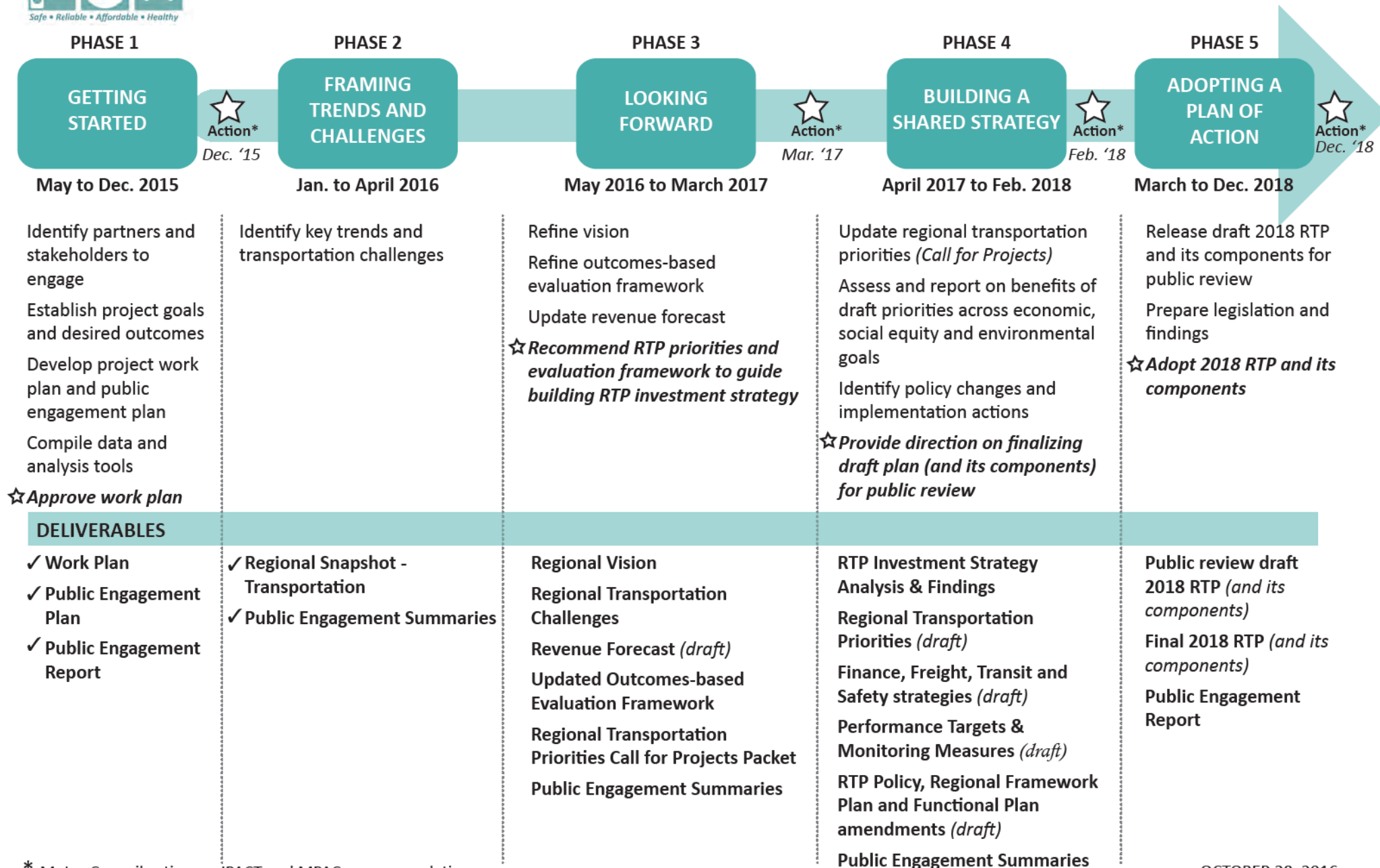
5

June/July 2018



2018 REGIONAL TRANSPORTATION PLAN WORK PLAN

Getting there with a connected region



* Metro Council action on JPACT and MPAC recommendations

OCTOBER 28, 2016



2018 Regional Transportation Plan Update Key Work Plan Elements & Deliverables

(reflects work plan adopted by the Metro Council by Resolution No. 15-4662)

What: Strategic update to the Regional Transportation Plan (RTP) that provides an updated vision and sharpened investment strategy for advancing the Region 2040 plan and meeting the transportation challenges of a growing region.

How: An inclusive, place-based approach to:

- tell the story of our changing region and funding realities
- better connect plan outcomes to the values and experiences of people living and working in the region
- ground policy development and implementation in community values
- strengthen public confidence and demonstrate the need for increased investment to achieve healthy, equitable communities and a strong economy
- increase regional collaboration and coordination
- build new partnerships and strengthen existing ones to inspire innovative solutions to social, economic and environmental challenges facing the region.

Key Work Plan Elements	How will this element be incorporated into the RTP?	How does this element support regional funding discussions?
Transportation Equity Analysis	Applies an equity focus on key areas of the RTP, including: <ul style="list-style-type: none"> • Community engagement • Project and program evaluation • Policy development • Implementation 	Engages new health, academic and community partners. Provides a vetted set of priority outcomes to inform identifying near and long-term transportation investment priorities to advance equity.
Regional Transit Strategy	Provides an updated transit vision for the region, including: <ul style="list-style-type: none"> • Updates High Capacity Transit (HCT) System map • Integrates Enhanced Transit Corridors (ETC) concept and identifies potential corridors • Updates transit system expansion policy to inform near-term and long-term HCT and ETC investment priorities • Incorporates TriMet's Service Enhancement Plans, 	Engages new community, business and transit partners. Provides a comprehensive, vetted system of near and long-term transit service and investments.

Key Work Plan Elements	How will this element be incorporated into the RTP?	How does this element support regional funding discussions?
	<p>SMART Master Plan and City of Portland Streetcar expansion plans into the RTP definition of the regional system</p> <ul style="list-style-type: none"> • Defines transit supportive investments to improve transit access, speed and reliability • Identifies near and long-term investment priorities 	
Regional Freight Plan Update	<p>Provides an updated freight vision for the region, including:</p> <ul style="list-style-type: none"> • Updates regional freight network • Identifies key freight trends and challenges (including bottlenecks) • Identifies near and long-term investment priorities 	<p>Engages new freight, business and community partners.</p> <p>Provides an updated, vetted set of near and long-term freight investments.</p>
Regional Transportation Safety Plan Update	<p>Formally adopts and incorporates an updated Regional Transportation Safety Plan as an element of the RTP, including:</p> <ul style="list-style-type: none"> • Identifies high-injury corridors for the region • Defines what constitutes a “safety project” • Creates a regional zero death and serious injury goal • Updates the safety action plan for the region, including recommendations on near- and long-term investment priorities 	<p>Engages new health and community partners.</p> <p>Helps create consensus and a shared vision of how to achieve aggressive safety targets through investments in the transportation system.</p> <p>Defines high-injury corridors as the vetted priority areas to inform near and long-term safety investments.</p>
Designing Livable Streets Update	<p>Updates regional street design element of the RTP, including:</p> <ul style="list-style-type: none"> • Updated program of best practices for trail and roadway design • Updated design policy for local plans and RFFA allocations 	<p>Engages new community partners.</p> <p>Establishes vetted design expectations for federally- and regionally-funded projects that reinforce 2040 Growth Concept land use and transportation</p>

Key Work Plan Elements	How will this element be incorporated into the RTP?	How does this element support regional funding discussions?
	<ul style="list-style-type: none"> Builds local partnerships and support for advancing best practices on-the-ground 	<p>outcomes.</p> <p>Creates consensus on design that is needed to build support for funding projects in the region.</p>
Regional Finance Strategy	<p>Forecasts transportation revenues to:</p> <ul style="list-style-type: none"> Identify expected federal, state, regional and local transportation funding through 2040 based on current revenue trends Forecast future operations and maintenance costs through 2040. Identify strategies to stabilize existing funding sources Consider new funding sources needed to address forecast funding shortfall 	<p>Engages local, regional and state governmental partners responsible for transportation finance.</p> <p>Provides a factual and vetted foundation of funding realities facing the region and possible avenues for addressing expected funding constraints.</p>
Project & Program Investments & Outcomes-Based Performance Evaluation	<p>Informs updates to near- and long-term investment priorities for the regional system within revenue forecasts, responding to regional policy through an outcomes-based performance evaluation framework. This includes:</p> <ul style="list-style-type: none"> Financially-constrained system of investments that reflects current funding realities Priority system of projects needed to more fully address regional transportation challenges if more funding were available 	<p>Provides a vetted, comprehensive menu of near-term and long-term active transportation, arterial, freight, ITS, regional programs, safety, throughway, and transit investments.</p>
Digital Mobility	<p>Expands the transportation system management and operations (TSMO) policy</p>	<p>Engages new partners.</p> <p>Provides a policy framework</p>

Key Work Plan Elements	How will this element be incorporated into the RTP?	How does this element support regional funding discussions?
	<p>framework in the RTP to:</p> <ul style="list-style-type: none"> • more directly support public and private investments in new technologies and digital mobility • ensure that new technologies continue to support 2040 outcomes • integrate federal Smart Cities initiative digital tools and technologies to inform identifying near- and long-term investment priorities 	<p>that addresses emerging technologies, including self-driving vehicles, car share and rideshare services and transportation electrification.</p> <p>Defines near-term and long-term operational investment priorities that maximize system efficiency, thereby preserving limited transportation funds for capital projects and potentially deferring the timing and/or need for some capital projects, allowing for others to be advanced more quickly.</p>
Resilience	<p>Identifies potential risks and vulnerability of the regional transportation system:</p> <ul style="list-style-type: none"> • Seismic and natural hazards • Climate change and extreme • Extreme weather events 	<p>Engages new community and academia partners.</p> <p>Provides a vetted policy framework for investments that respond to these emerging areas of concern.</p>



2018 Regional Transportation Plan Update

Community Engagement Strategy for 2015-16

This document summarizes community engagement activities completed to date, consistent with the public engagement plan adopted by the Metro Council by Resolution No. 15-4662.

1. Outcomes identified in 2018 RTP update public engagement plan for providing meaningful public engagement and demonstrating how input has influenced the decision

a) Demonstration of how decision-making process operates and where/when to provide input

- Pre-forum community leader meetings where decision-making process is reviewed
- [proposed strategy] Schedule of policy and technical meetings where conversation will continue after Forum 3 and identify opportunities for public comment at these meetings

b) Outreach that is early and often in planning and decision-making process to shape policies and outcomes

SCOPING PHASE 2015

Stakeholder interviews

- 13 community leaders, 10 business leaders, and 9 elected leaders [October]

Online survey

- 1,824 respondents to quick poll on transportation issues most impacting quality of life [July 17 to Aug. 15, 2015]

Discussion groups (participants self-selected through community partners)

- Questions on transportation issues most impacting quality of life with 140 participants from six culturally specific community based organizations [Spring and Fall 2015]

UNDERSERVED COMMUNITIES FOCUSED ENGAGEMENT 2016

Focus groups (participants randomly selected through research firm)

- Three focus groups of 7-12 participants each [June 2016]
 - One each for Asian Americans, African Americans, Latinos
 - Questions on transportation issues most impacting quality of life

Discussion groups (participants self-selected through community partners)

- Two discussion groups of 15-20 participants each [June 2016]
 - One each facilitated by Momentum Alliance and Native American Youth and Family Center
 - Questions on transportation issues most impacting quality of life

Online survey

- 321 respondents to survey focused on “minority voices” on transportation issues and priorities [June 26 to Sept. 17, 2016]

FORUMS 2016

- **Forum 1, April 22, 2016:** 11 community leaders/10 business leaders invited
 - **Forum 2, Sept. 23, 2016:** 18 community leaders/16 business leaders invited
 - **Forum 3, Dec. 2, 2016:** Focus on improving attendance of those invited, strategically adding both community and business leaders
- c) Tracking of, and follow-up with participants on, how input is considered by decision-makers and impacts final action or outcome of decision**
- *Under development for end of update process*
- d) Public evaluation of public engagement experience**
- Poll of community leaders *prior to forum* on their measures of success for participation
 - Adjustments made in response to input to forum format, agenda prior to forum
 - Poll of community leaders *after forum* about extent to which forum delivered those measures
 - Adjustments made in response to input to future forum format, agenda
 - Debrief with select community leaders after forums
 - Evaluation survey distributed to all participants after each forum
- e) Monitoring of success in reaching historically underserved communities as well as youth and older adults**
- Incorporation of Strategic Plan to Advance Racial Equity, Diversity and Inclusion objectives from Goals A and B in forum planning and implementation
 - *Under development for end of update process*

2. RTP Pilot Financial Partnership Program

- Metro seeks to engage experts and stakeholders from the broader community to help guide, inform, and improve our projects, policies, programs and plans.
- Recognizing that attending engagement opportunities during typical working hours are a barrier for some community members to participate in events where their community expertise, input and perspectives are requested, Metro entered into a limited form of financial partnerships with individuals representing community-based organizations for forums 1 through 3.
- Stipends of \$90 per forum provided for invited community leaders
 - Forum 1, four community leaders received stipends
 - Forum 2, 12 community leaders received stipends

Memo

Date: Monday, October 31, 2016
To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties
From: Jamie Snook, Principal Planner
Subject: 2018 RTP: Regional Transit Strategy Vision

Purpose

The purpose of this memorandum is to provide an overview and status of the regional transit strategy (RTS) and vision. The RTS will serve as the transit component of the 2018 Regional Transportation Plan (RTP) update and will provide a coordinated vision and strategy for transit in the Portland metropolitan area.

This is a critical time to consider how transit fits into our larger regional goals. The Climate Smart Strategy, adopted in 2014, demonstrated clear direction to invest more in our transit system in order to meet regional goals and objectives related to sustainability and carbon emissions. Current growth rates will require us to expand transit service in order to minimize provide people with transportation options and minimize congestion. Transit also helps the region meet its equity and access goals as it is a primary mode of transportation for people with disabilities and youth, getting them to work, school, and helping to attain access to daily needs. Investments in the transit system should focus on reducing peak hour congestion, improving air quality, and enabling more efficient freight movement within and through the region.

The RTS is being developed in coordination with the Future of Transit vision developed by TriMet through its Service Enhancement Plans, the South Metro Area Regional Transit (SMART) Master Plan and . The RTS also includes updating the Regional High Capacity Transit (HCT) System Plan and the Transit System Expansion Policy, adopted in 2010. By coordinating these efforts, the RTS will guide investments in the region's transit service, capital investments and transit supportive elements. The plan will provide local and regional partners with a blueprint for prioritizing transit and transit-supportive improvements that support the regional transit vision.

Action Requested

Staff is seeking feedback from JPACT members regarding the following issues:

- Identifying priorities for the Regional Transit Vision
- Updating the High Capacity Transit (HCT) Plan, and
- Integrating the Enhanced Transit Corridors concept into the Regional Transit Strategy (RTS).

Regional Transit Vision

This is an important time to update the Regional Transit Vision. With continued regional growth come challenges such as more congestion, higher housing prices, and strained access to employment. Residents, elected officials, and community organizations view increased transit service as a critical part of the overall solution to these challenges. If we want to become the region we laid out in our 2040 Growth Concept, we must continue improving transit's accessibility, service, reliability, and reach.

Through the RTS, we are engaging community leaders and transit providers, serving the region, to develop a shared vision and investment strategy. Building off of the Climate Smart Strategy, the regional transit vision is: ***to make transit more frequent, convenient, accessible and affordable.*** . Investments in the transit system should help achieve the following outcomes:

- **Frequent:** Align frequency and type of transit service to meet existing and projected demand and in support of local and regional land use and transportation visions.
- **Convenient:** Make transit more convenient and competitive with driving by improving transit speed and reliability through priority treatments (e.g., signal priority, bus lanes, queue jumps, etc.) and other strategies. Improve customer experience by ensuring seamless connections between various transit providers, including transfers, information and payment.
- **Accessible:** Provide safe and direct biking and walking routes and crossings that connect to stops to make transit more accessible. Expand the system to improve access to jobs and essential destinations/daily needs.
- **Affordable:** Ensure transit remains affordable, especially for those dependent upon it.

The Regional Transit Vision will be comprised of three components:

1. **Transit service improvements:** local and regional transit service improvements designed to meet current and projected demand in line with local and regional visions.
2. **Capital investments:** new enhanced transit strategies such as signal priority, queue jumps, etc or high capacity transit options such as bus rapid transit or light rail.
3. **Transit supportive elements:** including policies such as Travel Demand Management and physical improvements such as sidewalks, crossings and complementary land uses.
- 4.

As we explore our region's transit needs, it is important to remember that limited funding is a challenge faced by regions and transit providers throughout the country. Many jurisdictions have taken to raising funds at the local level as a means to leverage the limited federal funds available. While our region is potentially preparing for a funding measure to support specific transit capital improvements, this will not address additional needs identified by stakeholders in the regional transit vision, nor will it support increased operations or service investments.

Regional Transit Vision – Transit service improvements

These include the planned local and regional transit service improvements being developed by transit providers throughout the region. Examples include: TriMet's Service Enhancement Plans, SMART Master Plan, and future Portland Streetcar service lines. These service improvements will be incorporated into a regional transit service typology that reflects the varying needs for different types of transit service throughout the region based on demand and geography, and aligns them with existing and proposed local and regional land use and transportation visions.

Regional Transit Vision – Capital investments

The capital investment component of the regional transit vision includes two types of investments: High Capacity Transit (HCT) and Enhanced Transit Corridors (ETC). These investments are intended to connect regional centers, town centers, and to improve the speed and reliability of major transit lines. Transit providers throughout the region are collaborating on a coordinated transit vision which includes transit service improvements and capital investments

High Capacity Transit (HCT)

In 2009, the region concluded a process to create the first high capacity transit system plan since the 1980s. This plan defined a tiered list of HCT corridors for prioritization, which was adopted into the RTP in 2010. Since the HCT plan adoption, the region has moved forward with the top two priorities: Southwest Corridor and Powell-Division Corridor. *See attached HCT System map.*

Since 2009, a number of changes have occurred that necessitate updating the HCT plan. For example in 2009:

- The Lake Oswego Transit and I-5 Bridge Replacement projects were identified as moving forward toward project development at the time of approval. However, these projects are currently on hold;
- An HCT line was identified that connected the town center of Damascus, which recently voted to disincorporate; and
- The Division bus rapid transit project is moving forward and will meet some critical near term needs in one part of the Powell-Division corridor; the Powell corridor HCT needs remain unmet.

These changes, as well as other regional developments, should be reflected in the newest HCT plan.

Enhanced Transit Corridors

The Enhanced Transit Corridors (ETC) concept was developed as a way to increase speed, capacity and reliability in congested and heavy used transit corridors, which have been consistently eroding as the region continues to grow and congestion worsens in these key corridors. These improvements tend to be relatively low cost, context sensitive, and quickly deployed when compared to HCT projects. This concept is not necessarily new, but helps provide a framework for advancing a toolkit of improvements to transit corridors where they would provide the greatest benefit. These tools include technological improvements, such as next-generation, connected vehicle-based Transit Signal Improvement, and off-board payment to infrastructural improvements, such as queue jumps and transit-only rights of way.

While there are numerous possible packages of investment that could be implemented, Enhanced Transit Corridors could be grouped into two major categories (Levels 1 & 2), based on the type, intensity, and extent of the investments deployed and requested by the partner jurisdiction. The key distinctions between the two typologies are the intensity of improvements and potential funding mechanisms.

The ETC concept builds off of the Service Enhancement Plan (SEP) to restore and expand transit service or could be prioritized through the updated System Expansion Policy. The ETC is an opportunity to provide speed and reliability to corridors that need it most.

ETC Level 1 consists of smaller scale enhanced transit improvements, most likely ranging from \$10-\$50 million. These are lower intensity investments that could include spot improvements on more than one line, modest improvements throughout a corridor or focused investments on key segments of a corridor. Typical ETC Level 1 improvements could include:

- More frequent service
- Wide stop spacing
- Improved stops with shelter amenities, bike racks, real-time arrival information, and improved lighting
- Next-generation transit signal priority
- Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes where feasible/needed

ETC Level 2 consists of medium to large scale enhanced transit improvements, likely to include FTA as a funding partner and range from \$50 - \$300 million (FTA Capital Investment Grant, Small Starts maximum funding levels). These are higher intensity levels of investments in infrastructure treatments to meet corridor-wide transit needs. Projects identified here would need to meet the

System Expansion Policy criteria and FTA Capital Investment Grant Small Starts requirements. Typical ETC Level 2 are inclusive of the Level 1 improvements, but also may include:

- Longer articulated buses and in some cases streetcar
- Level or near-level boarding platforms
- Exclusive transit lanes / grade separation crossings where feasible/needed

See attached description of Enhanced Transit Corridors for more detailed information.

Transit vision – transit supportive elements

The regional transit vision also includes transit supportive elements. These are infrastructural improvements, programs, policies, and strategies that bolster demand for and improve access to transit in the region. These supportive elements include efforts such as Travel Demand Management (TDM) strategies such as individualized and employer-based travel training, mixed use and higher intensity development with managed parking, improved pedestrian and bicycle safety and connections, integrated trip planning and payment systems, and transit signal priority.

Transit vision - implementation

There are different ways in which the transit vision will be implemented. First, prioritizing and implementing transit service improvements are the responsibility of the transit provider, though they also rely on regional/local partnerships that demonstrate support for increased transit demand and improved performance. Transit service improvements are programmed on an annual basis through the Annual Service Plan process, which is tied to the service providers' annual budget processes, though service improvements may themselves be implemented at multiple times during the year.

Through the Regional Transit Strategy, we will be updating the Transit System Expansion Policy to provide a clear and transparent process for prioritizing and implementing capital investments related transit capital improvements. The updated System Expansion Policy will provide the framework and guidance to help answer the question "What are the region's next priorities?". The update will include an analysis of how funding and policies have changed locally, regionally, and federally. This, in turn, will allow for an update to the process to prioritize projects on readiness and merit. This would apply to any project seeking regional support to pursue FTA Capital Investment Grants such as Small Starts, New Starts or Core Capacity funding.

Next Steps

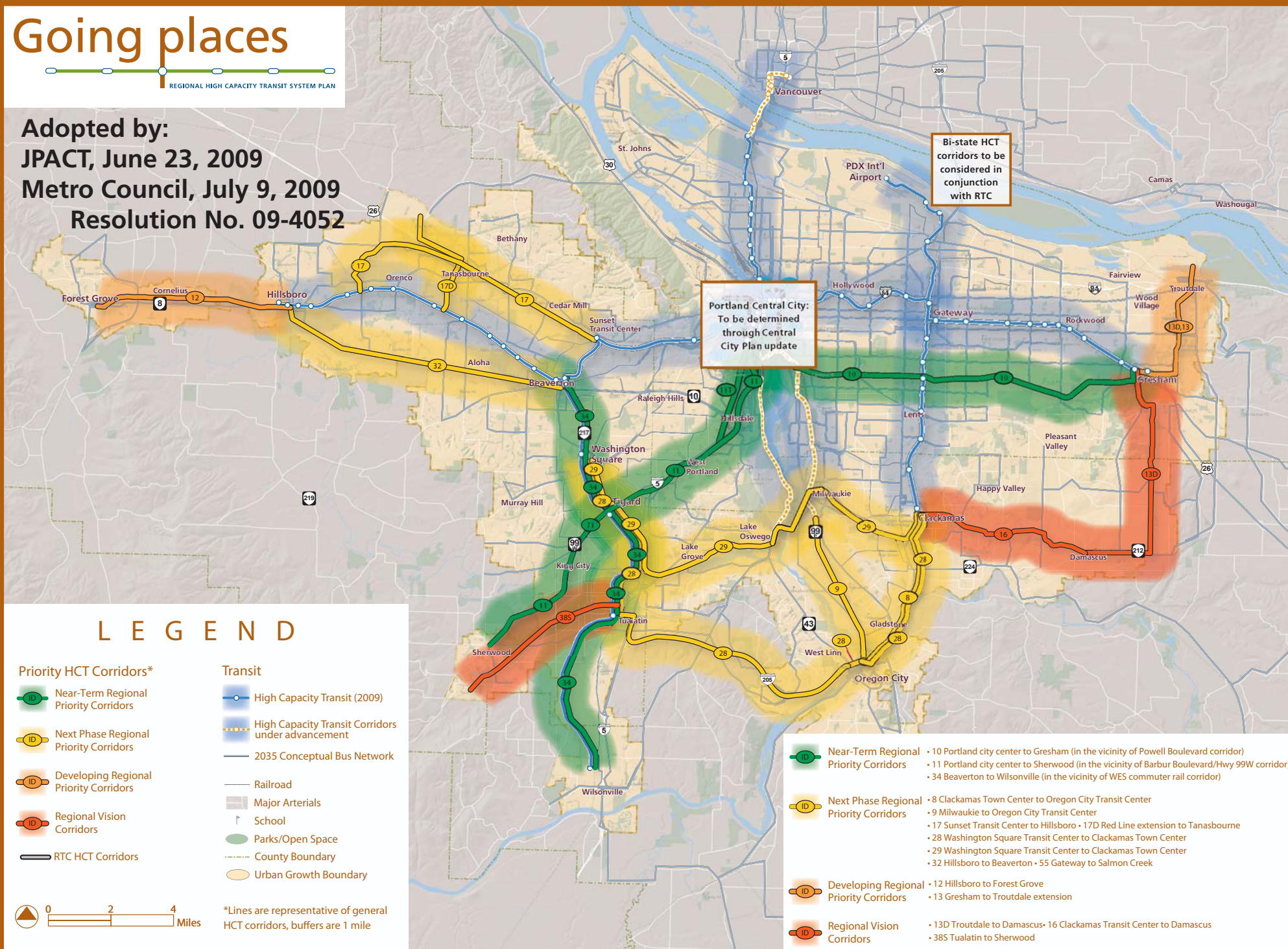
We have a lot of work ahead of us and we are continuing to work with regional partners through the Transit Work Group to help define the Regional Transit Vision in more detail as well as develop a clear and transparent Regional Transit Strategy implementation process. Below is a short list of next steps:

- Develop a **Regional Transit Vision**, including service improvements and transit-supportive elements (Fall 2016/Winter/Spring 2017)
- **Update High Capacity Transit plan** (Fall 2016/Winter 2017)
- Refine Enhanced Transit Corridors concept and incorporate into Vision if supported (Winter/Spring 2017)
- **Update Transit System Expansion Policy** and implementation process (Winter/Spring 2017)
- Provide coordination between RTS and RTP working groups and products (ongoing)

Going places



Adopted by:
JPACT, June 23, 2009
Metro Council, July 9, 2009
Resolution No. 09-4052



Enhanced Transit Corridors

Concept: In order to meet the Portland Metro region’s environmental, economic, livability and equity goals as we grow over the next several decades, we need new partnerships to produce transit service that provides increased capacity and reliability yet is relatively low-cost to construct, context-sensitive, and able to be deployed more quickly throughout the region where needed. Producing this “Enhanced Transit,” through the co-investment of multiple partners could be a major improvement over existing service, including our region’s best Frequent Service bus lines, but less capital-intensive and more quickly implemented than larger scale high capacity transit projects the region has built to date. Investments would serve our many rapidly growing mixed-use centers and corridors and employment areas that demand a higher level of transit service but are not seen as good candidates for light rail, or larger bus rapid transit with fully dedicated lanes.

Enhanced Transit partnerships could also create quicker, higher quality transit connections to connect low-income and transit-dependent riders to jobs, school and services. It would allow for a more fine-grained network of higher-quality transit service to complement our high capacity transit investments, relieve congestion and grow ridership throughout the region in response to the region’s rapid growth.

Enhanced Transit Toolbox: Enhanced Transit service could include elements such as:

- More frequent service
- Longer articulated buses, and in some corridors, streetcar
- Wider stop spacing
- Improved stops with shelter amenities, weather protection, real-time arrival information, bike racks, improved lighting
- Level or near-level boarding platforms
- Off-board electronic fare payment with all-door boarding
- Next-generation transit signal priority
- Intersection treatments such as queue jumps
- Intersection treatments such bus-only signals, and bypass lanes
- Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes
- Exclusive transit lanes where feasible
- Access to Transit investments including sidewalks and pedestrian crossings
- Policy commitments to support transit ridership (TDM Programs, adopted policies to prioritize transit reliability)

Enhanced Transit Corridor “Levels:” While there are numerous possible packages of investment using the toolbox listed above, projects could be grouped into two major categories or Levels, based on the type, intensity and extent of the toolbox elements deployed. See attached table for potential descriptions.

Level 1: Smaller Scale Enhanced Transit (\$10-50 Million)

Level 2: Medium to Large Scale Enhanced Transit with FTA funding partnerships (\$50-300 Million)

Implementation: Implementation of this new program would need to occur region-wide to identify co-investment opportunities for TriMet service increases and develop a comprehensive, prioritized investment pipeline of Enhanced Transit Corridors ready to be included in regional plans and upcoming funding requests. Timing is perfect as TriMet has recently begun implementing its Service Enhancement Plan service improvements and should be leveraging partnerships with local jurisdictions in that investment. Development of the higher level corridors now is also crucial to ensure that Enhanced

Transit is able to receive funding in upcoming regional and state funding opportunities and to establish eligibility for federal funding where appropriate.

DRAFT

Enhanced Transit Corridors Typologies

DRAFT: 10/4/2016

	Level	Potential Improvements	Potential Funding	Rough Cost Range
Foundation	TriMet Service Enhancement Plan Partnerships with Local Jurisdictions Projects prioritized through TriMet's Service Enhancement Plan process in coordination with jurisdiction(s).	<ul style="list-style-type: none">• More frequent service, increased span, route restructuring or new service coverage• Intersection treatments such as queue jumps• Improved stops with basic amenities• Access to Transit investments including sidewalks and pedestrian crossings• Policy commitments to support transit ridership (TDM Programs, adopted policies to prioritize transit reliability)	TriMet Service Local Jurisdiction(s) Institutional or Private Partner(s)	\$2-10 Million
	1 Level 1 Enhanced Transit Lower intensity of investment, infrastructure treatments may be focused as follows: - Modest investments throughout a corridor - Focused investments on key segments of a corridor - Spot improvements on more than one line. Cost range driven primarily by number and type of investments. Projects prioritized through TriMet's Service Enhancement Plan process in coordination with jurisdiction(s) proposing project. Projects identified as Enhanced Transit Corridors in RTP, with RTP project description and cost defined by project partners.	<ul style="list-style-type: none">• More frequent service• Wider stop spacing• Improved stops with shelter amenities, bike racks, real-time arrival information, and improved lighting• Next-generation transit signal priority• Intersection treatments such as queue jumps where feasible• Intersection treatments such bus-only signals, and bypass lanes where feasible• Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes where feasible• Potentially longer articulated buses in some corridors• Access to Transit investments including sidewalks and pedestrian crossings, ADA treatments• Policy commitments to support transit ridership (TDM Programs, adopted policies to prioritize transit reliability)	TriMet Service Local Jurisdiction(s) Institutional or Private Partner(s) State (Connect Oregon, STIP, Transportation Package, ODOT Region 1) Regional Funding Measure TriMet Capital TIGER	\$10-50 Million
	2 Level 2 Enhanced Transit Higher intensity of investment, infrastructure treatments within a corridor and includes new vehicles. Projects likely to seek and qualify for FTA Small Starts program grants. Projects prioritized through Regional Transit System Expansion Policy criteria. Level 2 projects will likely fall within Sub-levels, based on type, extent and intensity of investments. The proposed sub-levels A-C correspond to the FTA Project Justification Warrants, which are based on total project capital cost and existing weekday transit trips in the corridor. These Warrants represent corridor performance at levels that would receive sufficient ratings under the Small Starts program for the project to qualify for the program.	<ul style="list-style-type: none">• More frequent service, at least meeting Federally required minimums• Longer articulated buses, and in some corridors, streetcar, including unique branding• Wider stop spacing• Improved stops with shelter amenities, bike racks, real-time arrival information, improved lighting• Level or near-level boarding platforms• Off-board electronic fare payment with all-door boarding• Next-generation transit signal priority• Intersection treatments such as queue jumps where feasible• Intersection treatments such as bus-only signals, and bypass lanes where feasible• Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes where feasible• Exclusive transit lanes where feasible• Grade separated crossings where needed• Access to Transit investments including sidewalks and pedestrian crossings, ADA treatments• Policy commitments to support transit ridership (TDM Programs, adopted policies to prioritize transit reliability)	FTA Small Starts TriMet Service TriMet Capital Local Jurisdiction(s) Institutional or Private Partner(s) State (Connect Oregon, Transportation Package, STIP, ODOT Region 1) Regional Funding Measure	A) \$50-100 Million* B) \$100-175 Million* C) \$175 Million-\$300 (maximum allowed under Small Starts grant program;* requires significant local funds to overmatch, given FTA funding structure)

*Use Small Starts Warrants to help inform project evaluation and prioritization



2018 Regional Transit Strategy

Working together, we can create a shared vision and investment strategy that helps partners prioritize transit and transit-supportive investments over the next 25 years.

The Portland region is growing as more people are attracted to our quality of life. Transit is a key component of that quality of life and a crucial piece of our transportation system.

A collaborative approach builds on good transit planning around the region to create a single coordinated vision: to make transit more frequent, convenient, accessible and affordable.



“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

Partnerships and leadership will create a great future

The Regional Transit Strategy engages community leaders and all transit providers serving the region to define a shared vision and investment strategy for transit in the region. Together we can develop a clear path towards implementation that can be embraced by a wide coalition of users and stakeholders.

Transit providers involved

- Canby Area Transit
- South Clackamas Transportation District
- Clackamas Community College Shuttle
- C-TRAN
- Portland Streetcar Inc
- Ride Connection
- Salem-Keizer Transit
- Sandy Area Metro
- SMART
- TriMet
- Yamhill County Transit Area



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

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.

Why this, why now?

The region's Climate Smart Strategy demonstrated a clear consensus to invest more in our transit system, and now is the time to build on that momentum. This transit strategy will be a key component of the 2018 Regional Transportation Plan, which will update the region's shared vision and investment strategy for all of the ways people and businesses get around.

Solutions to meet growing challenges

Transit service must expand to keep pace with growth, and an integrated system will help our communities grow the way they want to. Providing frequent and convenient transit gets employees to work and customers to businesses, supporting economic growth while reducing impacts to our natural environment.

Transit investments reduce peak hour congestion, creating less delay for people driving and freight movement. Transit is crucial for seniors, people with disabilities and youth, getting them to work, school or other places they need to go.

Building on the direction from the region's Climate Smart Strategy, the Regional Transit Strategy will define a shared vision that includes:

- local and regional transit service improvements
- new transit enhancement strategies, such as transit signal priority, queue jumps, etc.
- high capacity transit investments, such as light rail and bus rapid transit
- additional capacity and reliability improvements on our existing transit system
- transit supportive elements such as sidewalks, crossings and complementary land uses.

Funding is limited, and we have multiple transportation priorities. But if not addressed, the challenges of growth will compromise our region's economic prosperity and quality of life. Acting together, the region will build a clear vision for the Portland region's transit service and a policy foundation for getting there.

The MAX carries nearly **1 in 3** Sunset/Banfield commuters during rush hour.

Residents of the region take over **100 million** rides on transit every year.

“Better reliability in transit time is also a key factor. Without it folks get anxious, trains get crowded and people have an additional concern when making the decision on how to get somewhere.” –Survey response, February 2016

What's next?

- fall/winter 2016: regional transit vision
- spring 2017: shared transit investment strategy

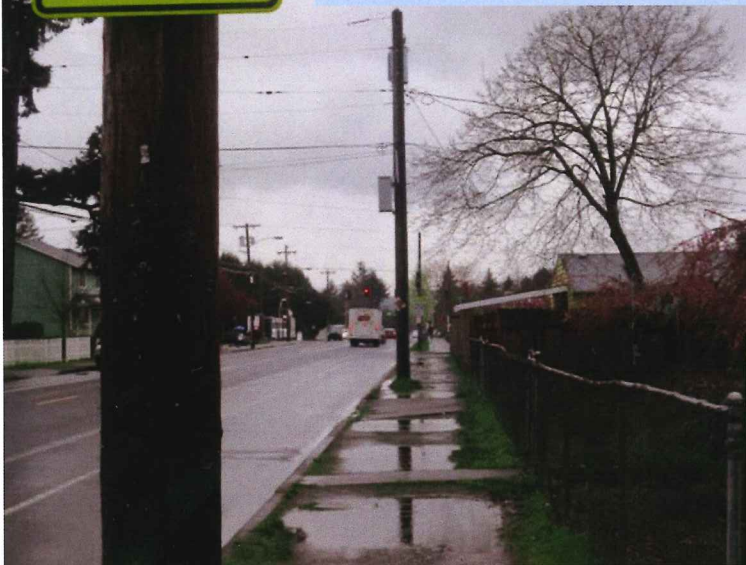
Find out how to be involved – and more – at oregonmetro.gov/rtp.



Materials following this page were distributed at the meeting.

Please Support Brentwood-Darlington's Safe Routes to School Project!

-We are home to **13,000** residents and have **4 Portland Public Schools** within our neighborhood serving **over 1,000 students** (K-8 Title I, 100% Free and Reduced Lunch, and over 50% students of color; our Community Transition Program School serves students with moderate to severe disabilities; 18 students use wheelchairs)



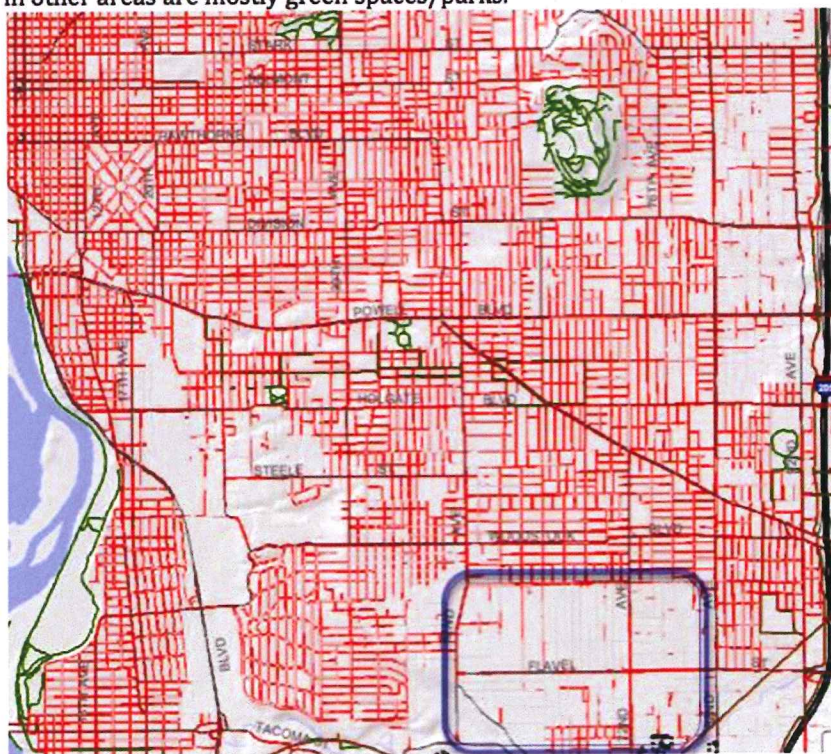
-Brentwood-Darlington lacks vital safety infrastructure such as sidewalks, accessibility ramps, and crosswalks. **SE Flavel and SE Duke** are listed as our main path for our "Safe Routes to School" despite being unfinished and incomplete. Students walk in the road alongside cars to avoid the puddle-filled sidewalks 8 months out of the school year or walk on our neighborhood roads that are without sidewalks.

- Metro's funding of 3 million dollars, will actually bring a **6 million dollar project** to this underserved neighborhood because **PBoT will match the grant amount**. This grant will repair all of our sidewalks on SE Flavel and SE Duke, as well as create a traffic calming Greenway on two of our high pedestrian neighborhood roads.



Southeast (West of 205) Sidewalk Map

The biggest neighborhood gap in terms of not having sidewalks is in our neighborhood, Brentwood-Darlington (bottom right). The other large gaps in other areas are mostly green spaces/parks.



Pedestrian Deaths

Slow down ... Speed kills!

20 mph
1 out of 10 pedestrians hit by a vehicle traveling 20 mph will be a fatality.
STOPPING DISTANCE IS 110'

30 mph
5 out of 10 pedestrians hit by a vehicle traveling 30 mph will be a fatality.
STOPPING DISTANCE IS 200'

40 mph
8 out of 10 pedestrians hit by a vehicle traveling 40 mph will be a fatality.
STOPPING DISTANCE IS 370'



2018 Regional Transportation Plan

Building the Future We Want

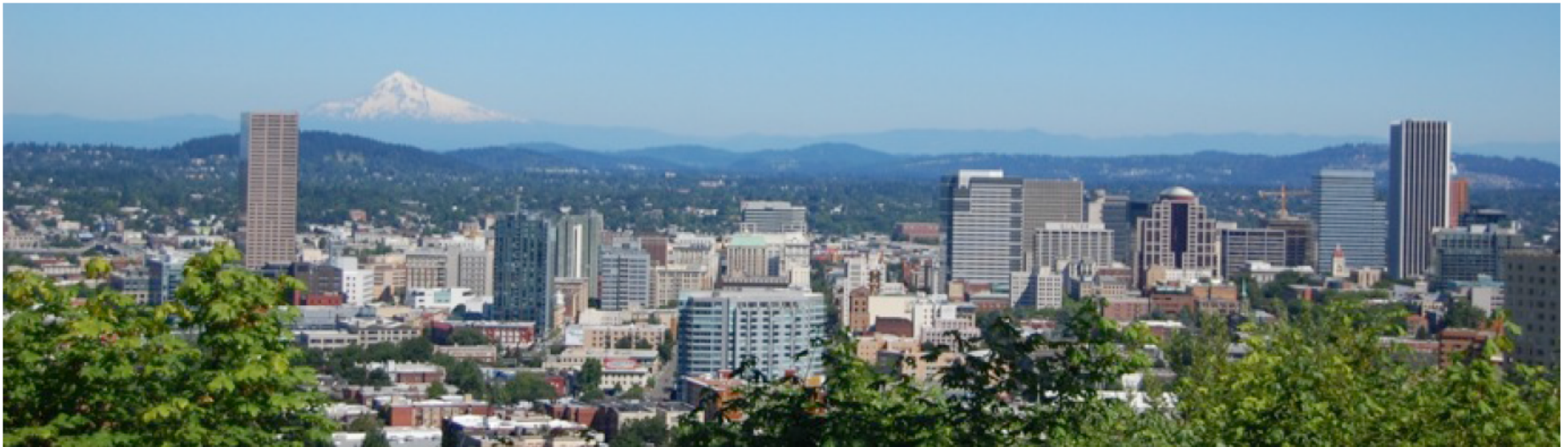
JPACT briefing

November 10, 2016

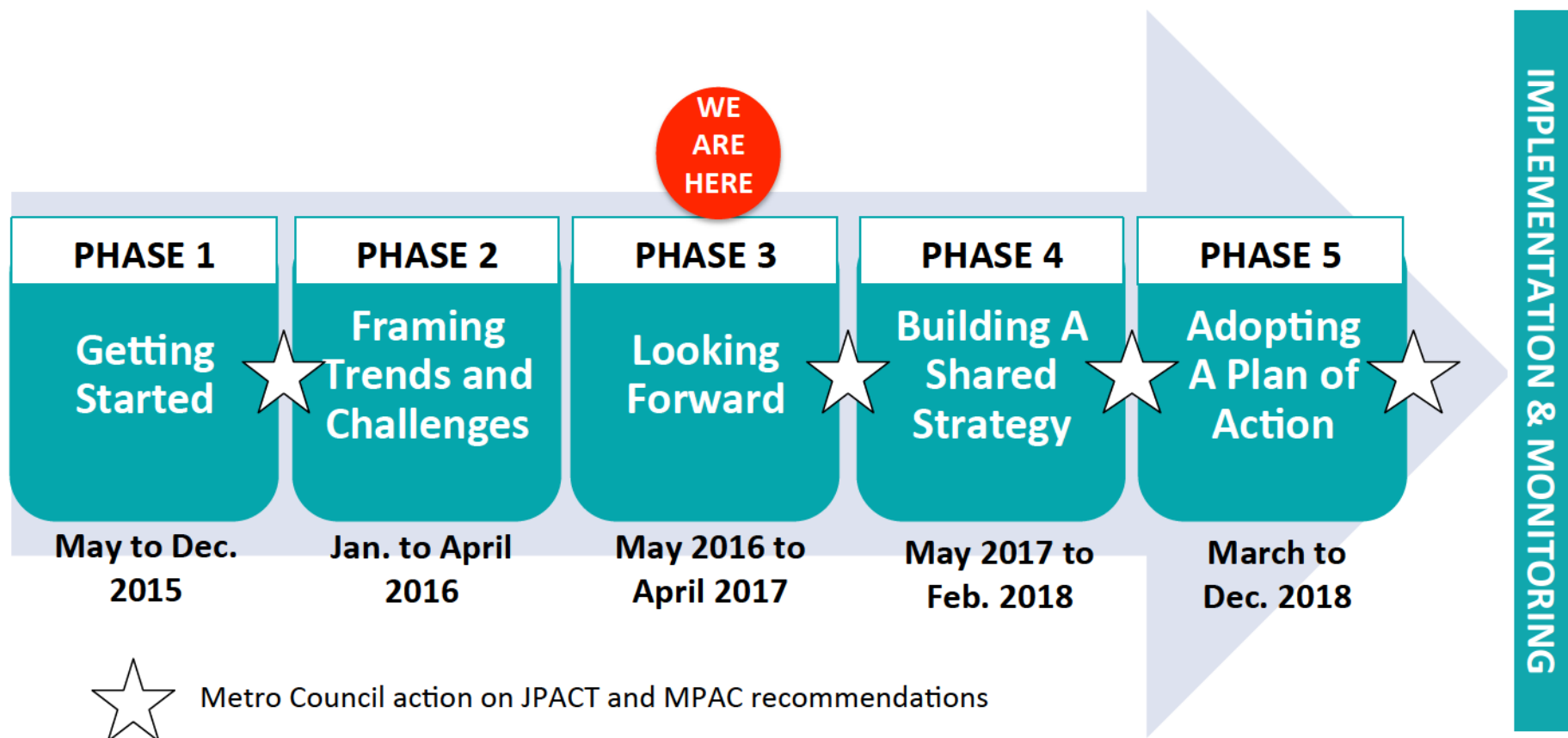


Key outcomes for today

- Provide project update
- Preview Regional Leadership Forum 3



Project timeline



2018 Regional Transportation Plan

Inclusive, collaborative

Engages new voices & partners

Builds on past efforts & actions

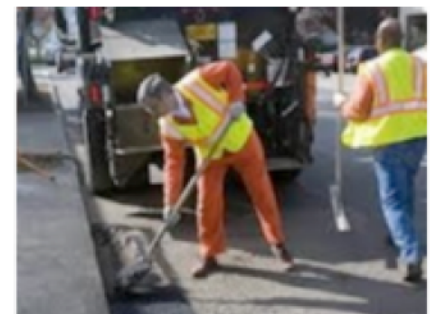
Continues focus on outcomes

Builds a path to future funding



Challenges to our economic prosperity and quality of life

- Growth
- More congestion – people and goods
- Crashes and fatalities
- Aging infrastructure
- Earthquake vulnerability
- Shifts in technology
- Social disparities
- Gaps in transit, biking and walking connections
- Public health impacts
- Housing and transportation affordability and displacement
- Climate change and air quality



2018 RTP Quick Poll Surveys (2015 and 2016), Regional Snapshot on Transportation (2016), technical work group discussions (2016) and Regional Leadership Forums 1 and 2 (2016)

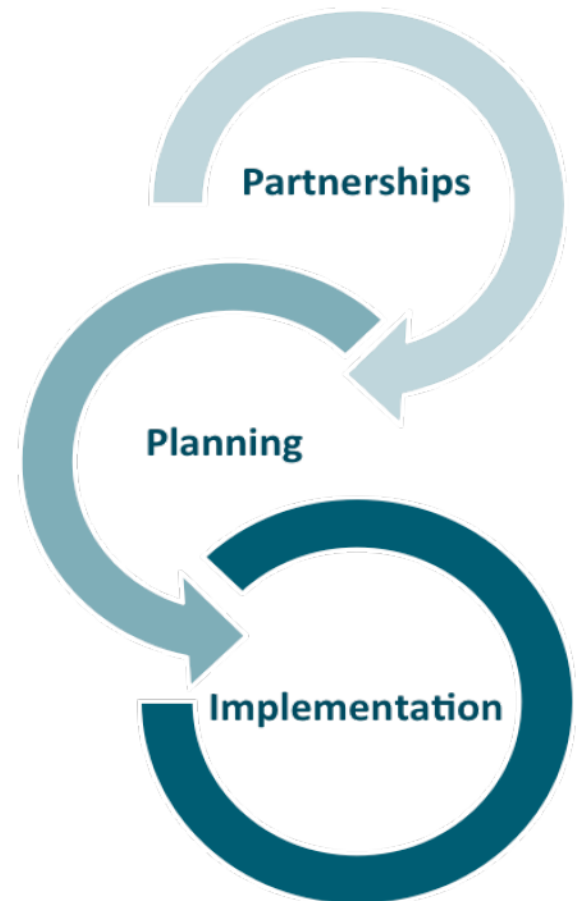
Positioning the region for 2040

Our needs continue to outpace funding

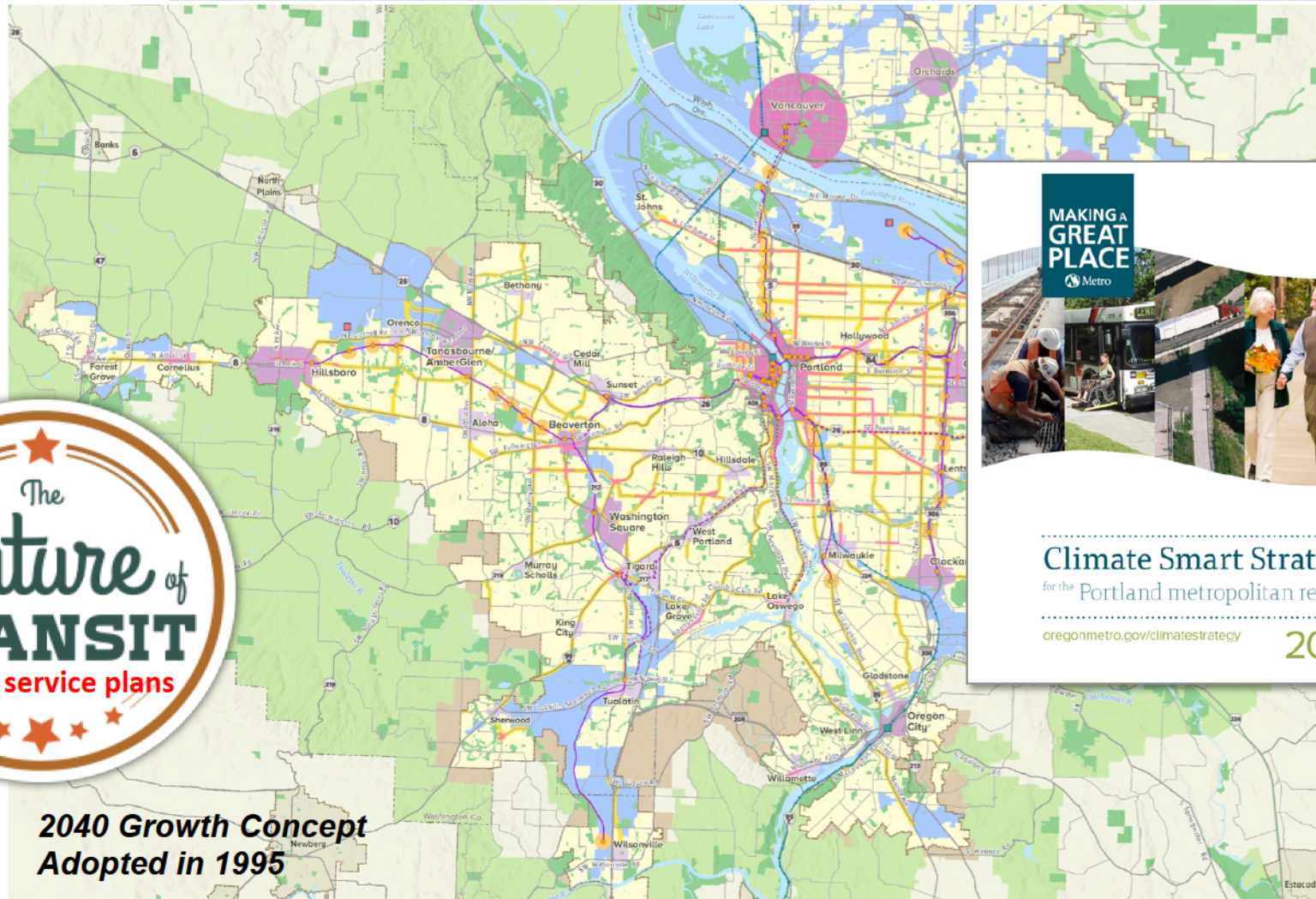
Our region's competitive advantage and success depend on how well we work together to build a path to future funding

This is an opportunity to continue being forward-thinking and innovative as we work toward the future we want

Now is the time to set a bold vision and clear priorities, and demonstrate the value of investing in transportation



2040 Growth Concept is our foundation



Adopted policy goals

RTP Goals (first adopted in 2010 and amended in 2014)

WHAT WE WANT TO ACHIEVE

Vibrant communities

Economic competitiveness

Transportation choices

Travel efficiency

Safety and security

Environmental stewardship

Public health

Reduced greenhouse gas emissions

HOW WE GET THERE

Equity

Sustainability

Accountability

Partner and public engagement

- ✓ Regional leadership forums
- ✓ Technical work groups
- ✓ Snapshot speakers series
- ✓ Briefings and stakeholder meetings/workshops
- ✓ Community tours and stories
- ✓ Project website
- ✓ Online polls
- ✓ Social media
- ✓ Newsfeeds and e-news



Regional leadership forums

1 Exploring Big Ideas for Our Transportation Future 4/22/16 ✓

2 Building the Future We Want 9/23/16 ✓

3 Connecting Our Priorities to Our Vision 12/2/16

4 Drafting Our Shared Plan for the Region Dec. 2017

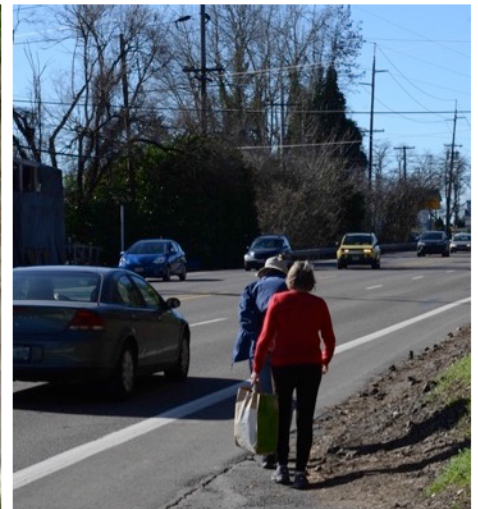
5 Finalizing Our Shared Plan for the Region June 2018



DRAFT Vision for the future of transportation

Our region's shared economic prosperity and quality of life are sustained by a transportation system that provides every person and business in the region access to safe, reliable, affordable and healthy ways to get around.

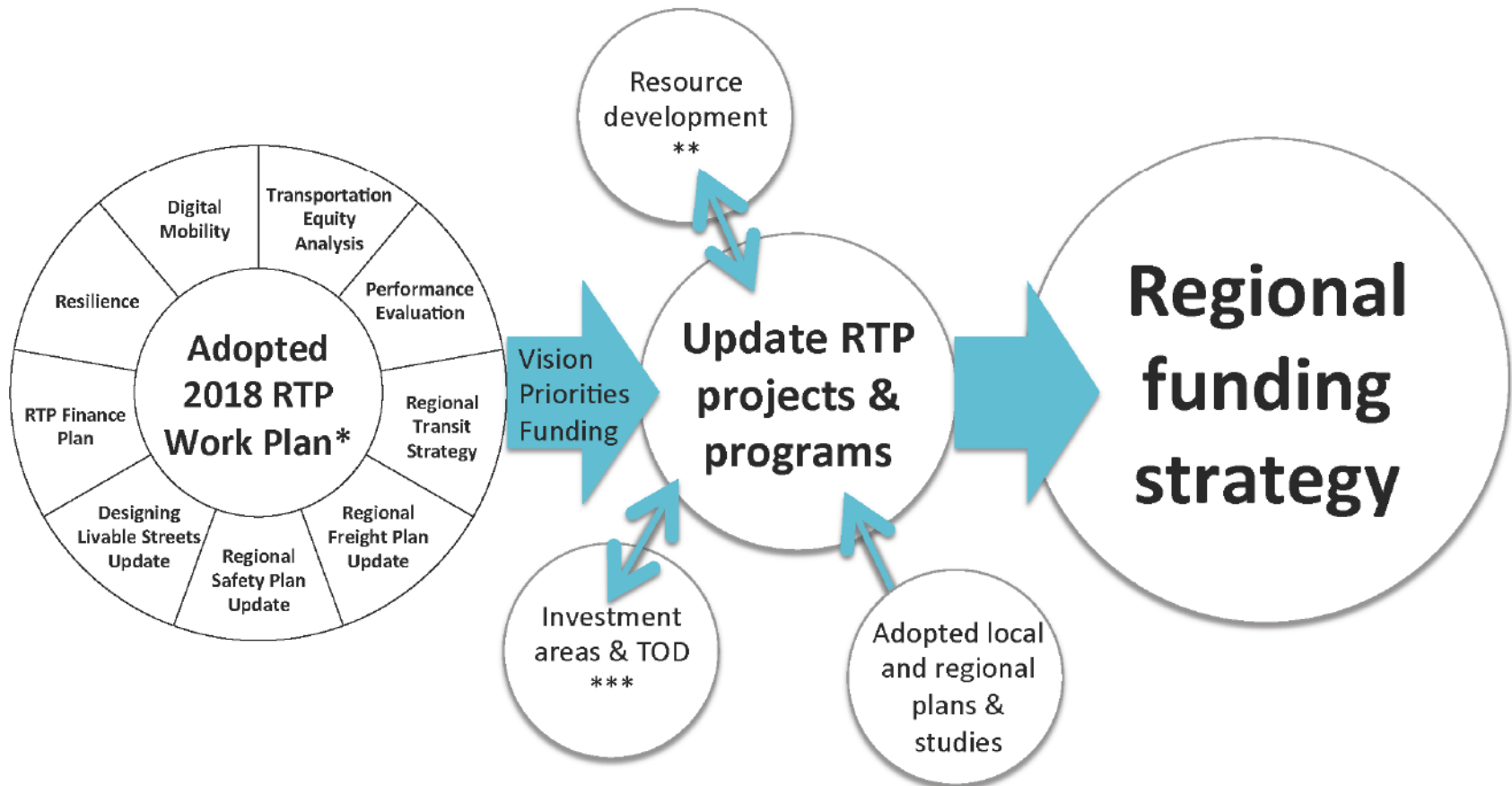
Compiled from Regional Leadership Forums 1 & 2 and RTP engagement activities



The opportunity before you to build a compelling plan

1. Better link investment priorities with our vision and funding reality as we address regional transportation challenges and public priorities
 - 10-year priorities (2018 to 2027)
 - longer-term priorities (2028 to 2040)
2. Demonstrate the region's commitment to:
 - transparency and outcomes-based, performance-driven decisions
 - Climate Smart Strategy and RFFA "Big Five" and active transportation, including Safe Routes to Schools, Southwest Corridor and Powell-Division BRT
3. Build stronger partnerships, momentum and broad support for a compelling plan that can be funded and built:
 - advance state, regional, and local priorities
 - successfully compete for state and federal grants
 - attract and leverage future funding opportunities

Building the RTP Investment Strategy and path to future funding



- * Areas of focus identified during adoption of 2014 RTP, 2014 ATP and 2014 Climate Smart Strategy
- ** 2019-21 Regional Flexible Funds Allocation and project development activities
- *** Southwest Corridor Plan, Powell-Division BRT and transit-oriented development program activities

Next steps

Dec. 2, 2016	Leadership Forum 3 on funding reality & priorities
Feb. to April 2017	Council, MPAC and JPACT discussions on building RTP investment strategy
April 2017	MPAC and JPACT recommendations on building RTP investment strategy
April 2017	Council direction on building RTP investment strategy
May 1 to June 23, 2017	RTP Call for Projects <i>(subject to Council action)</i>



Questions for JPACT

Questions or comments on:

- Dec. 2 Regional Leadership Forum?
- 2018 RTP update?



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Metro

Getting there



by transit

Regional Transit Strategy

a component of the 2018 RTP

JPACT briefing

November 10, 2016

Regional Transit Strategy

Collaborative effort

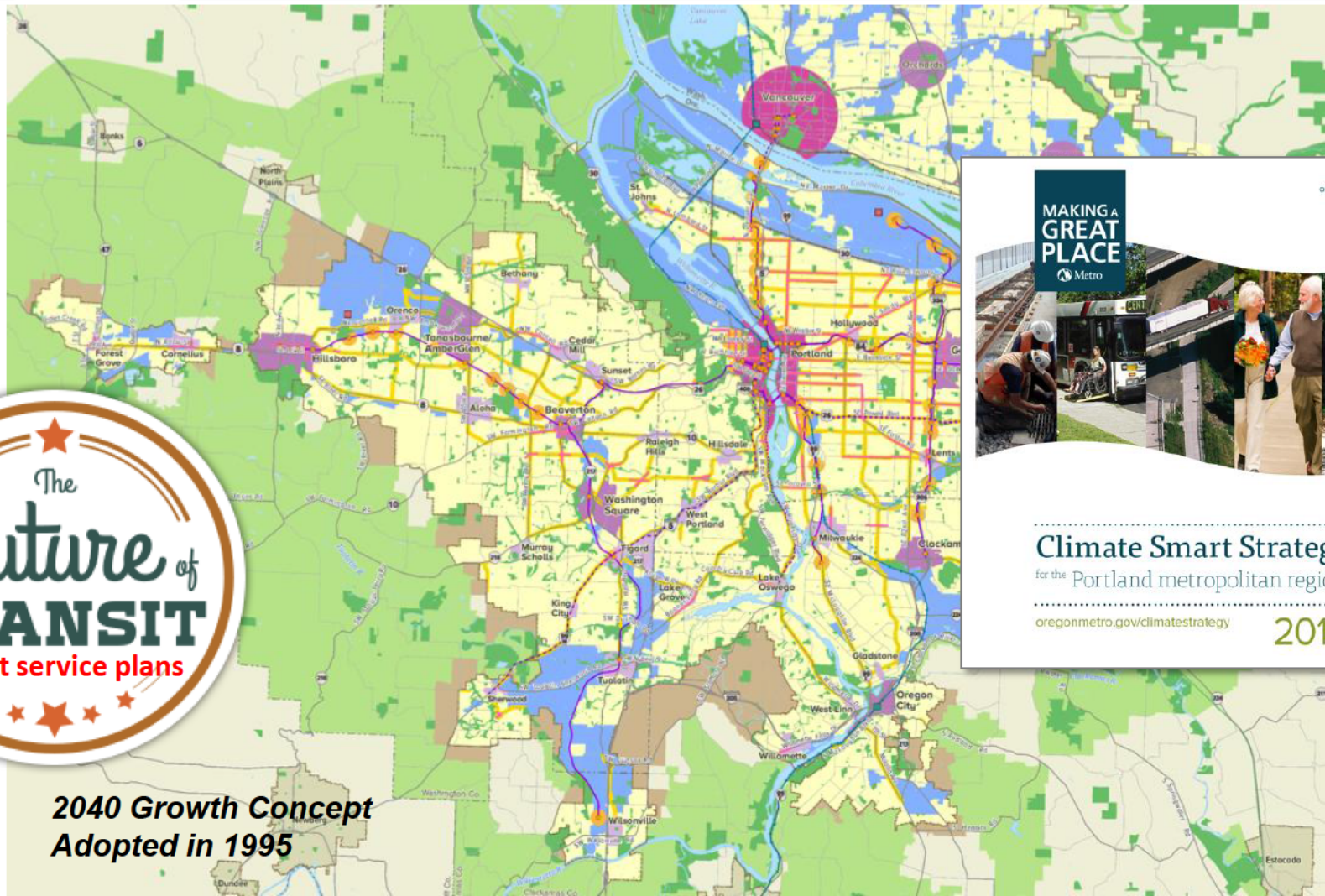
Building off past efforts

Path towards implementation

Transit component of the RTP



2040 Growth Concept is our foundation



**2040 Growth Concept
Adopted in 1995**



We are growing...



Portland region nears 2.4 million residents, growing by 41,000 last year

Top 10 transit lines

2015 Top 10 transit lines (by ridership)

Number of boarding rides



1. MAX Blue Line



2. MAX Green Line



3. MAX Red Line



4. 4-Division/Fessenden



5. 72-Killingsworth/
82nd Avenue



6. MAX Yellow Line



7. Portland Streetcar



8. MAX Orange Line



9. 20-Burnside/Stark



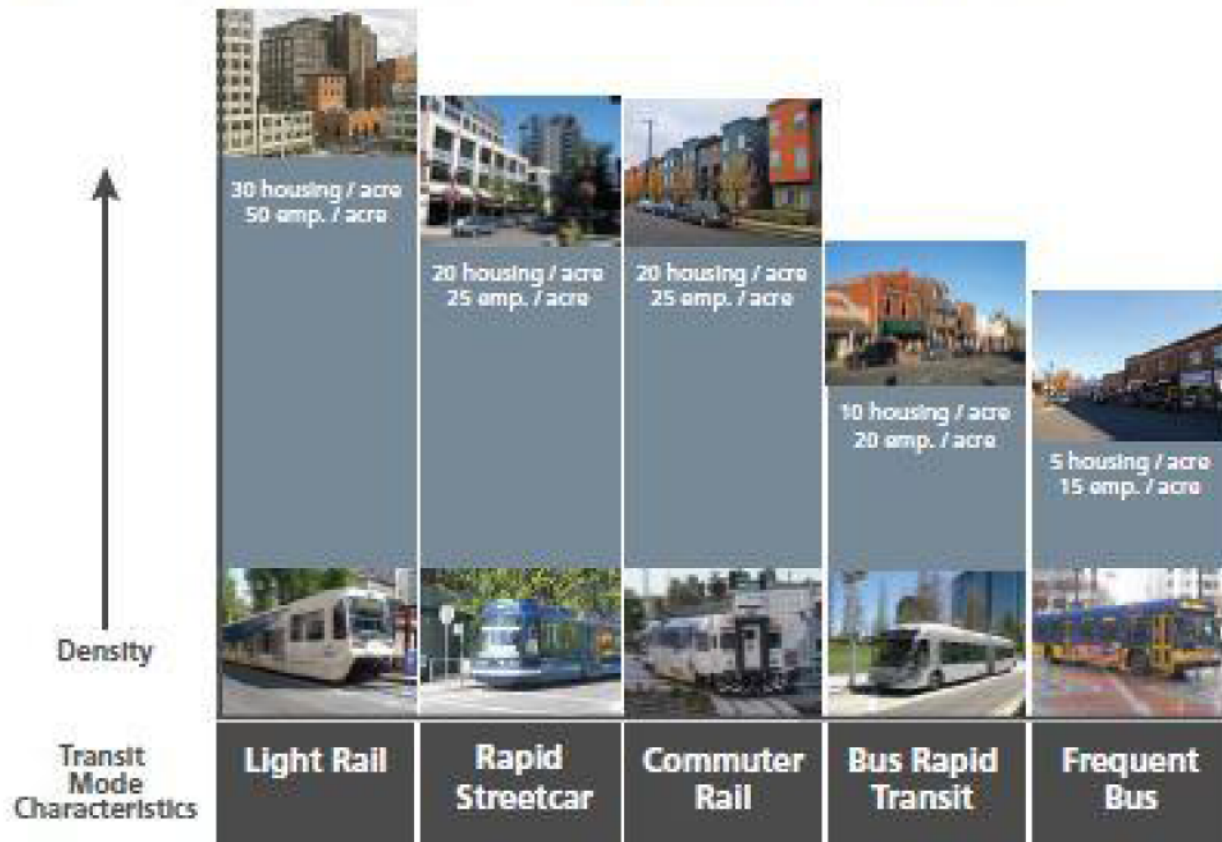
10. 75-Cesar Chavez/
Lombard

Connecting the strategy to our needs

Local & regional bus	Express bus, frequent bus, enhanced transit, streetcar	Bus rapid transit, light rail
Less frequent		More frequent
Less capacity		More capacity
Operates in mixed traffic		All/majority of operation in exclusive guideway
Streetscape doubles as stop or station		High investment in station access
Supports linear development		Supports nodal development
Connects home, work, school and play		Connects regional and town centers
Locally funded		Federally funded

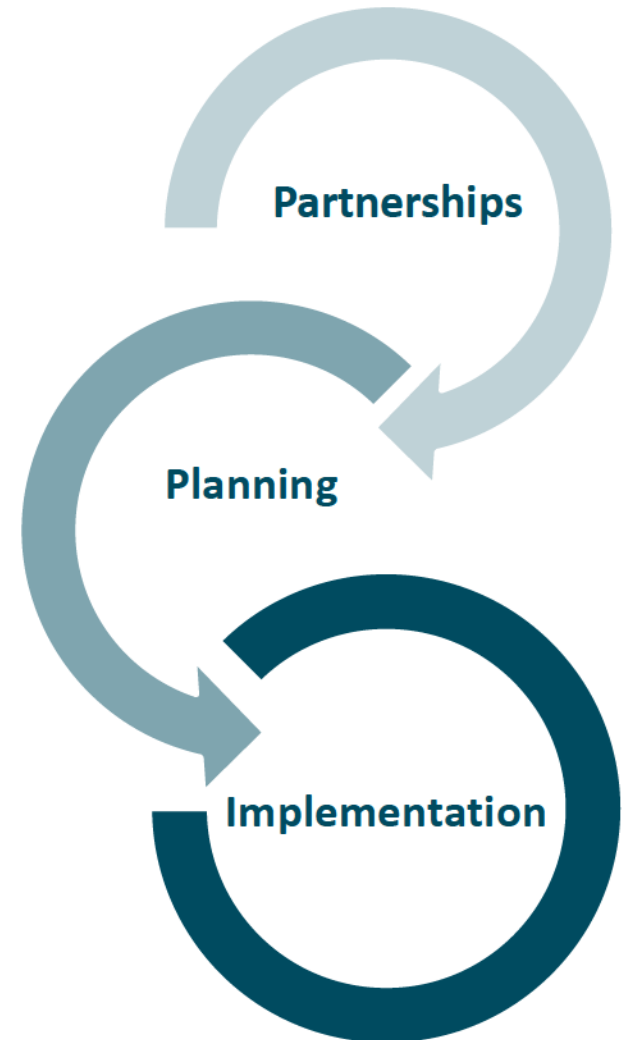
Connecting the strategy to our needs...

Figure 3.9: Station area density targets for high capacity transit modes



Regional Transit Vision

To make transit more
frequent, convenient,
accessible and
affordable



Regional transit vision

Transit service

- TriMet
- SMART
- Portland Streetcar
- Ride Connection
- CTRAN
- CAT
- SAM
- Salem-Keizer
- Other transit providers
- CTP

Capital investments

- Enhanced transit corridors
- High capacity transit

Transit supportive elements

- Bike/pedestrian improvements
- First/last mile
- TOD investments
- Affordable housing strategy
- Land use plans
- ITS/technology
- Shared mobility

Regional transit vision

Transit service

- TriMet
- SMART
- Portland Streetcar
- Ride Connection
- CTRAN
- CAT
- SAM
- Salem-Keizer
- Other transit providers
- Coordinated Transportation Plan



Regional transit vision



Capital investments

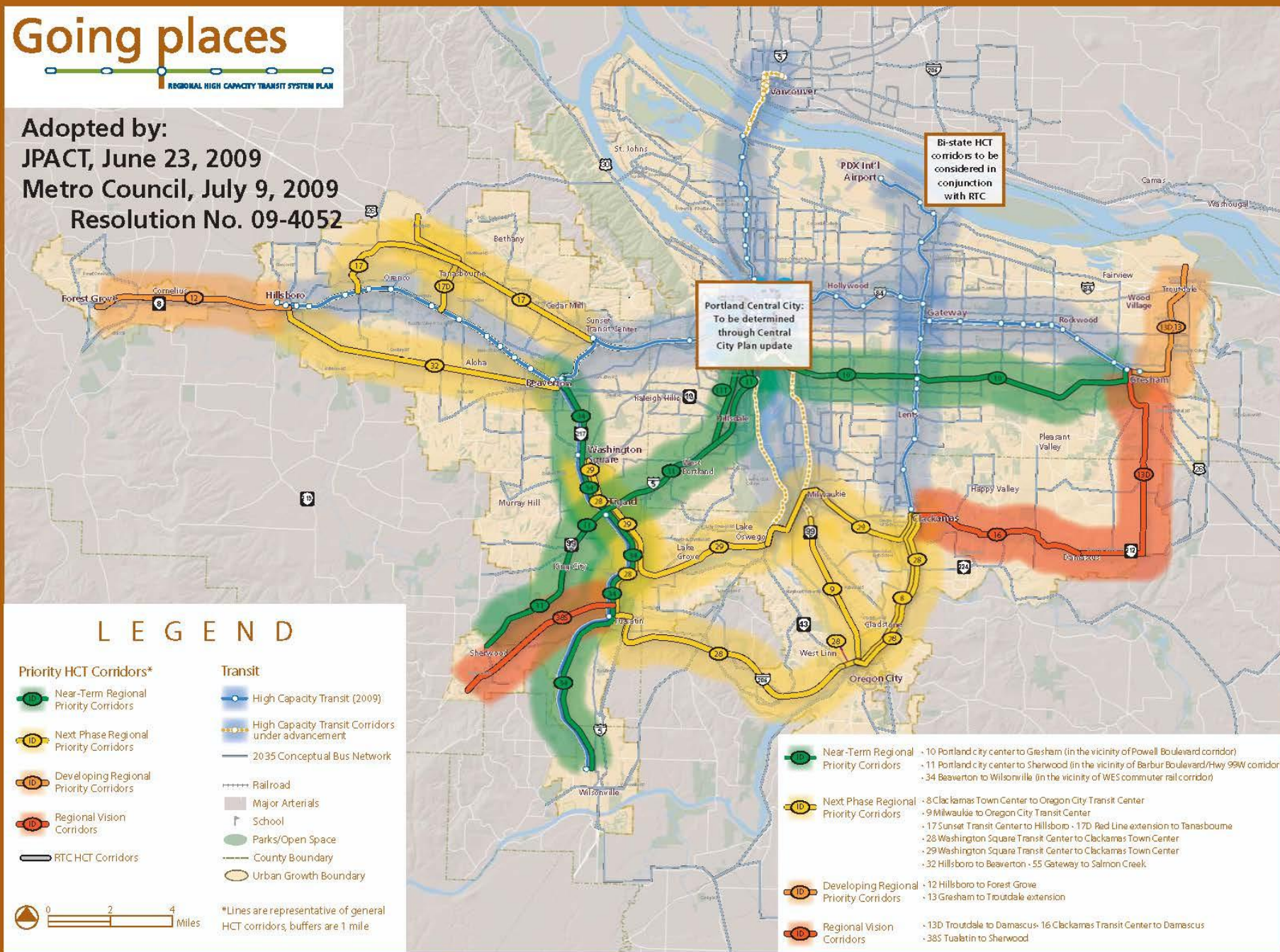
- High Capacity Transit
- Enhanced Transit Corridors



Going places



Adopted by:
JPACT, June 23, 2009
Metro Council, July 9, 2009
Resolution No. 09-4052



Enhanced transit corridors...

Increase capacity and reliability

Relatively low cost and context sensitive

Deployed quickly



Enhanced transit corridors...

Enhanced Transit service could include elements such as:

More frequent service

queue jumps

Articulated buses or streetcar

bus-only signals, and bypass lanes

Wider stop spacing

Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes

Improved shelters and amenities

Exclusive transit lanes where feasible

Level or near level boarding

Access to Transit investments

Transit signal priority

Policy commitments to support transit ridership

Enhanced transit corridors...

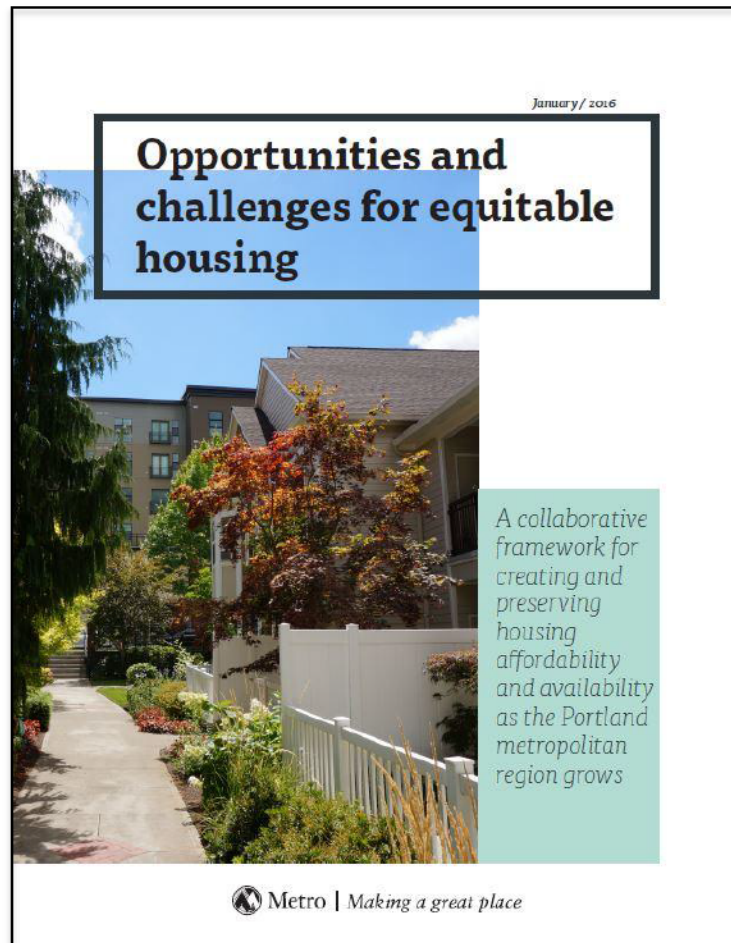
Building off of the Service Enhancement Plans...

Enhanced Transit Corridor “Levels:”

Level 1: Smaller Scale Enhanced Transit (\$10-50 Million)

Level 2: Medium to Large Scale Enhanced Transit with FTA funding partnerships (\$50-300 Million)

Regional transit vision



Transit supportive elements

- Bike/pedestrian improvements
- First/last mile
- TOD investments
- Affordable housing strategy
- Land use plans
- ITS/technology
- Shared mobility

Regional transit vision

Transit service

- TriMet
- SMART
- Portland Streetcar
- Ride Connection
- CTRAN
- CAT
- SAM
- Salem-Keizer
- Other transit providers
- CTP

Capital investments

- Enhanced transit corridors
- High capacity transit

Transit supportive elements

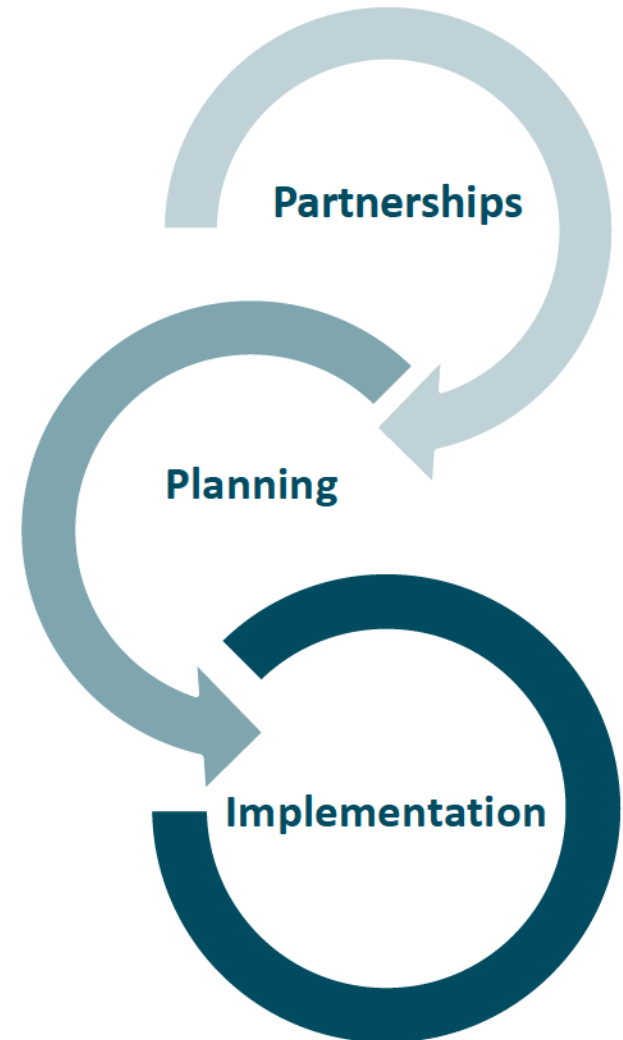
- Bike/pedestrian improvements
- First/last mile
- TOD investments
- Affordable housing strategy
- Land use plans
- ITS/technology
- Shared mobility

Vision - implementation

The Plan: VISION



IMPLEMENTATION



Implementation/policy framework

Transit Vision

Transit service

ETC/HCT

Transit supportive
elements




Implementation

Service planning by transit
providers

Transit Providers/ Transit
System Expansion Policy

Local & regional efforts/
System Expansion Policy

What's next?

 We are here...

Fall 2015 to
2016

Phase 1:
Vision/
Partnerships

2016-2017

Phase 2:
Planning/
Policy

2017

Phase 3:
Transit
Investment
Strategy

2018

Phase 4:
Adoption/
Implementati
on

Next steps

Developing a regional transit vision and maps (Fall 2016 – Spring 2017)

Updating the System Expansion Policy (Winter 2016-Spring 2017)

Supporting the 2018 RTP (ongoing)



Discussion

- Priorities for the Regional Transit Vision
- Approach to updating the HCT Plan
- Integrating the enhanced transit corridors concept



Thank you



oregonmetro.gov





November hotsheet

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.

The **Willamette Falls Legacy Project** team will unveil design alternatives for a public riverwalk during a Nov. 17 community event at Clackamas Community College. At the event, the riverwalk design team will make a short presentation and participants will be invited to share feedback about the design options. An online survey will also be available at rediscoverthefalls.com. The project is a collaboration between Metro, Oregon City, Clackamas County and the State of Oregon. The riverwalk is intended to provide public access to Willamette Falls and spur economic redevelopment of the former Blue Heron paper mill site. Contact: Brian Moore, 503-797-1761

Planning continues for the future nature park at **Chehalem Ridge**, a 1,200-acre site in Washington County about 15 minutes south of Forest Grove and Cornelius. A draft concept plan for the site will be shared with community members at two events in December. At the two events, staff members will share a draft proposal for trails, parking, park uses and other improvements. Community members will be asked to provide input that will help shape the final proposed plan for the park. The Metro Council is expected to decide on a plan for Chehalem Ridge Nature Park during summer 2017. Contact: Karen Vitkay, 503-797-1874.

Waste reduction and management

Metro manages the Portland region's garbage, recycling and compost systems, and encourages residents and businesses to make the most of what they don't want.

Metro is undertaking a **health impact assessment** to understand potential risks and benefits of sending a portion of garbage from the Portland region to the Covanta Marion waste-to-energy facility near Brooks. Metro held a scoping meeting with public health, environmental, and equity stakeholders to help ensure a broad set of factors is evaluated. The completed assessment will be shared with the Metro Council in Spring 2017. Contact: Rob Smoot, 503-797-1689, rob.smoot@oregonmetro.gov.

The Metro Council has directed staff to explore policy options to require some Portland-area businesses to **separate food scraps from the garbage**. Options should consider incentives and support for businesses, as well as costs. Staff will come back to Council with further information in the spring. The Council also directed staff to issue an RFP for food scraps processing services aimed at nine pre-qualified firms. Contact: Matt Korot, 503-797-1760, matt.korot@oregonmetro.gov.

Land use and transportation

Working together, our region can reduce traffic, improve our economy and maintain what make this region a great place. Metro works with 24 cities and 3 counties to protect local values and preserve our region's farms and forests.

Regional Flexible Funds: TPAC and JPACT will consider public comments along with technical evaluations and other factors this fall as they seek to develop a final project list to recommend to the Metro Council in January. \$33 million in federal transportation dollars will be spent to improve walking, biking and moving freight. Contact: Cliff Higgins, 503-797-1932.

The **Urban Growth Readiness Task Force** has agreed on a proposal to send to the Legislature to improve flexibility in managing the UGB. The proposal would allow the Metro Council to add up to 1,000 acres to the UGB in between the six-year cycle for comprehensive review of the region's growth. Contact: Andy Shaw, 503-797-1763.

The **Southwest Corridor Plan** steering committee meets Nov. 14 to discuss comments received during the recent 31-day comment period and hear staff's recommendations on which light rail alignments and related bike, walk and roadway projects to study in federal environmental review. The committee will meet again Dec. 12 to take action on the staff recommendations. Contact: Eryn Kehe, 503-797-1881.

Equitable Housing grants: On Nov. 1, the Metro Council will discuss the Metro COO's recommendations for up to \$575,000 in grants to help communities around the region reduce barriers to creating more housing choices for people of all incomes. Agreeing with a screening committee's recommendations, the COO recommended total or partial funding for grants in seven communities. The council will make a grant award decision on Dec. 1. Contact: Craig Beebe, 503-797-1584.

The **Powell-Division Transit and Development Project** steering committee meets Nov. 7 in East Portland. They are expected to recommend a Locally Preferred Alternative for a bus rapid transit line between Portland and Gresham. Their recommendation would need to be approved by project partners. Contact: Noelle Dobson, 503-797-1745.

Metro's **Transit-Oriented Development Program** marks the opening of Slate, a new mixed-use building at the Burnside Bridgehead in Portland on Nov. 17. The 10-story development includes housing, creative offices and retail space at the intersection of two major transit corridors. Metro partnered with Beam Development and Urban Development Partners, contributing \$500,000 to the \$35 million project. Program contract: Jon Williams, 503-797-1931.

Metro's **Regional Snapshots** program released its fifth installment on Oct. 27. The content package focuses on housing affordability trends and opportunities in Greater Portland. Contact: Craig Beebe, 503-797-1584.