

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, June 30, 2017
Time: 9:30 a.m. to noon
Place: Council Chamber

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|-----------------|--------------|---|---------------------------|
| 9:30 am | 1. | Call To Order, Declaration Of A Quorum And Introductions | Tom Kloster, Chair |
| 9:35 am | 2. * | Comments From The Chair And Committee Members <ul style="list-style-type: none">• Call for Projects Update (Kim Ellis)• Regional Transportation Snapshot (Tom Kloster)• Congestion Mitigation Air Quality Program (CMAQ) Update (Tyler Frisbee/Grace Cho)• Regional Travel Options (RTO) Strategic Plan Kickoff (Dan Kaempff)• I-84 Multimodal Integrated Corridor Management Deployment Plan (Caleb Winter) | Tom Kloster, Chair |
| 10:05 am | 3. | Citizen Communications On Agenda Items | |
| 10:10 am | 4. * | Consideration Of TPAC Minutes For May 26, 2017 | |
| 10:15 am | 5. * | 2015-18 Metropolitan Transportation Improvement Program (MTIP) Amendment 17-4819 <p>Purpose: For the purpose of amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to modify and/or add new projects as part of the June 2017 formal MTIP Amendment (JN17-06-JUNE) involving a total of four projects affecting clean water services, Gresham, Portland, and ODOT.</p> <ul style="list-style-type: none">• <u>Recommendation to JPACT</u> | Ken Lobeck, Metro |
| 10:25 am | 6a. * | 2018-2021 Metropolitan Transportation Improvement Program (MTIP) Resolution 17-4817 <p>Purpose: To provide a brief overview of the 2018-2021 MTIP and request TPAC recommend JPACT approval of Resolution 17-4817</p> <ul style="list-style-type: none">• <u>Recommendation to JPACT</u> | Grace Cho, Metro |
| 10:35 am | 6b. * | 2018-2021 Metropolitan Transportation Improvement Program (MTIP) Air Quality Conformity Determination Resolution 17-4816 <p>Purpose: To provide a brief overview of the Air Quality Conformity Determination for the 2018-2021 MTIP and request TPAC recommend JPACT approval of Resolution 17-4816</p> <ul style="list-style-type: none">• <u>Recommendation to JPACT</u> | Grace Cho, Metro |

- 10:45 am 7. * **2018 RTP: Transportation Equity Evaluation Update** **Grace Cho, Metro**
Purpose: To provide TPAC an overview of the results from the transportation equity assessment beta test and discuss lessons learned.
• Information/Discussion
- 11:05 am 8. * **2018 RTP: Designing Livable Streets** **Lake McTighe, Metro**
Purpose: Update TPAC on the Designing Livable Streets project. Receive input from TPAC on the draft Table of Contents.
Information/Discussion
- 11:30 am 9. * **2018 RTP: Regional Transit Strategy** **Jamie Snook, Metro**
Purpose: To provide an update on the development of the Regional Transit Strategy policy framework, vision and emerging transit strategies.
- 12:00 pm 10. • Information/Discussion **Tom Kloster, Chair**
- Adjourn**

<p><u>Upcoming TPAC Meetings:</u></p> <ul style="list-style-type: none">• Friday, July 28, 2017• Friday, August 25, 2017• Friday, Sept. 29, 2017	<p>* Material will be emailed with meeting notice ** Material will be emailed at a later date after notice # Material will be distributed at the meeting.</p> <p>For agenda and schedule information, call 503-797-1766. To check on closure/cancellations during inclement weather please call 503-797-1700.</p>
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2017 TPAC Work Program

As of 6/23/17

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

<p><u>June 30, 2017</u> Comments from the chair:</p> <ul style="list-style-type: none"> • Call for Projects Update (Ellis) • Regional Snapshot (Ellis) • CMAQ Update (Frisbee) • RTO Strategic Plan Kickoff (Kaempff) • I-84 Multimodal Integrated Corridor Management Deployment Plan (Winter) • MTIP Amendment 17-4819– <u>Recommendation to JPACT</u> (Lobeck, 10 min) • 2018-2021 MTIP Resolution 17-4817 – <u>Recommendation to JPACT</u> (Cho, 10 min) • 2018-2021 MTIP Air Quality Conformity Resolution 17-4816 –<u>Recommendation to JPACT</u> (Cho, 10min) • 2018 RTP: Transportation Equity Evaluation Update <u>Information/Discussion</u> (Cho, 20 min) • 2018 RTP: Designing Livable Streets <u>Information/Discussion</u> (McTighe, 25 min) • 2018 RTP: Regional Transit Strategy <u>Information/Discussion</u> (Snook, 30 min) 	<p><u>July 28, 2017</u> Comments from the chair:</p> <ul style="list-style-type: none"> • 2018 RTP Call for Projects Update (Ellis) • 2018 RTP Work Plan Update (Ellis) • MTIP Project Delivery <u>Discussion</u> (Lobeck/Leybold, 15 min) • TSMO Plan Update Project Scope <u>Information/Discussion</u> (Winter, 30 min) • Washington County Transportation Future Study <u>Information</u> (Chris Deffebach, 30 min) • Washington County Freight Study <u>Information</u> (Phil Healy, 30 min)
<p><u>August 25, 2017</u> Comments from the chair:</p> <ul style="list-style-type: none"> • • Digital Mobility Policy Work Plan <u>Information/Discussion</u> (Frisbee, 30 min) • Draft RTP Constrained Revenue Forecast Report <u>Information/Discussion</u> (Lobeck/Leybold, 30 min) • 2018 RTP Work Plan Next Steps (Ellis, 30 min) 	<p><u>September 29, 2017</u> Comments from the chair:</p> <ul style="list-style-type: none"> • • MTIP Formal Amendment 17-**** <u>Recommendation to JPACT</u> (Lobeck, 10min) • TransPort Bylaws Draft Review <u>Information</u> (Winter, 15 min) • Regional Transit Strategy & System Expansion Policy <u>Information/Discussion</u> (Snook, 30 min) • Update on RTP Investment Strategy <u>Information/Discussion</u> (Ellis, 30 min) • 2018 RTP: Transportation Resiliency and Emergency Routes <u>Information/Discussion</u> (Ellis, 30 min) • Regional Travel Options (RTO) Strategy Update <u>Information/Discussion</u> (Kaempff, 20 min) • <i>RTP Regional Mobility Corridors <u>Information/Discussion</u> (Ellis, 30 min)</i>

2017 TPAC Work Program

As of 6/23/17

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

<p><u>October 27, 2017</u> Comments from the chair:</p> <ul style="list-style-type: none"> • • TransPort Bylaws Draft Review – Recommendation to JPACT (Winter, 30 min) • <i>Draft Regional Transportation Safety Plan Kick-off technical review</i> (McTighe, 30 min) • <i>Draft RTP Finance Plan Kick-off technical review</i> (Leybold/ Lobeck, 30 min) • <i>Draft Regional Freight Plan Kick-off technical review</i> (Collins, 30 min) • <i>Policy Review Update Information/Discussion</i> (Ellis, 30 min) 	<p><u>November 17, 2017</u> Comments from the chair:</p> <ul style="list-style-type: none"> • • Draft RTP Investment Strategy Findings <u>Information/Discussion</u> (Ellis, 45 min) • Designing Livable Streets <u>Information/Discussion</u> (McTighe, 30 min) • Transportation Equity draft results (Cho, 15 min) • <i>Draft Regional Transit Strategy Kick-off technical review</i> (Snook, 30 min) • <i>Draft Regional Freight Plan Information/Discussion</i> (Collins, 30 min) • <i>Draft Regional Transportation Safety Plan Information/Discussion</i> (McTighe, 30 min)
<p><u>December 15, 2017</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • • Draft Regional Travel Options (RTO) Strategy for Public Comment <u>Information/Discussion</u> (Kaempff, 30 min) • Draft RTP Investment Strategy Findings <u>Information/Discussion</u> (Ellis, 45 min) • Regional Leadership Forum #4 Background <u>Information/Discussion</u> (Ellis, 30 min) • <i>Draft Regional Transit Strategy Information/Discussion</i> (Snook, 30 min) 	<p><u>January, 2018</u> Special TPAC Meeting in early January, info coming soon!</p>

Parking Lot

- FTA Certification Review Report Back (TriMet, Smart)
- Federal Training Group Concept (Lobeck)
- Vehicle Electrification Project Options Information/Discussion (Leybold, Winter)
- TPAC Bylaws Review

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2018 Regional Transportation Plan

Getting there with a connected region

How we get around shapes our communities and our everyday lives. Through the fall of 2018, Metro will work with local, regional and state partners and the public to update our region's shared transportation vision and investment strategy for the next 25 years.

Building a connected region

Planning for the region's transportation system means more than deciding where to build roads, transit, sidewalks and bikeways. It's also about:

- taking care of what we have and building great communities
- ensuring that no matter where you're going, you can have safe, reliable, healthy and affordable options to get there.
- creating vibrant and connected communities, nurturing a strong economy, advancing social equity and protecting the quality of life we all value.

Now is the time to act

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.

The Regional Transportation Plan

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 greater Portland region. The plan is updated every four years to stay ahead of future growth and address trends and challenges facing the people of the region.



Why is the 2018 update important?

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, healthy and affordable ways to get around.

The 2018 Regional Transportation Plan will help the region respond to the changing transportation needs of our communities and businesses. The new plan will establish priorities for state, federal and regional funding and help set the stage for the new options for people and products to get where they need to go.

This update is an opportunity to define how we will create a safe, reliable, healthy 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.

Throughout the summer, Metro and its regional partners will begin updating the region's transportation investment priorities. In early 2018, residents will be asked to provide feedback on the draft project list and key findings from the technical evaluation.

In spring 2018, regional decision-makers will discuss the findings, new funding information, and public input to provide direction for additional refinements.



New challenges call for 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 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.

Join in and be heard

Updating the RTP requires bold leadership, new partnerships, new voices and thoughtful deliberation. It calls for a regional conversation on the future of our transportation system and the role that investment can and should play in building healthy, equitable communities and a strong economy.

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.



Voices from around the region

There are many stories from the nearly 2 million residents across our region. Three residents share their perspectives and challenges in getting around.

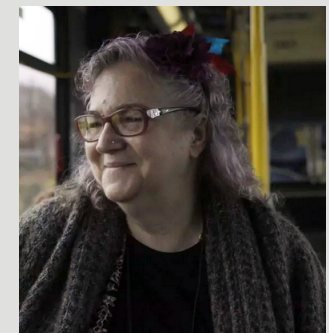
“I know that we had the snow recently, so that made driving very difficult in some areas because there were a lot of potholes. And besides that, I think traffic in general [is a problem], depending on the area. My commute can be anywhere from 40 minutes to an hour and a half.”

– Adam, Cornelius resident



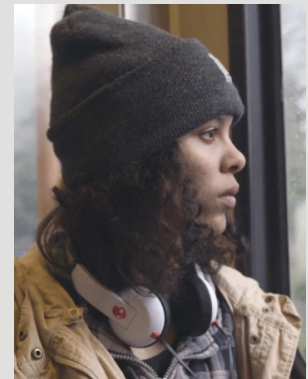
“I use a mobility scooter if there's a long distance in between places I'm traveling... I do have to drive on the streets sometimes, because the sidewalks are bad. I mean, there are places where there are no sidewalks and it leaves the necessity to ride in the road with a mobility scooter, or even with a walker.”

– Annadiana, Forest Grove resident



“My ideal transportation experience would be one where I didn't necessarily have to transfer from route to route so often, because that's where I tend to miss more buses and have to wait for longer periods of time.”

– Tana, Northeast Portland resident



Regional Snapshot: greater Portland on the move

Find more stories and stats from around a changing region: oregonmetro.gov/snapshot.



Refining regional transportation priorities

An overview for agencies and jurisdictions for Metro's call for projects

The Regional Transportation Plan brings city, county, regional and state priority transportation projects together to create a coordinated 23-year regional transportation priority list for the period from 2018 to 2040. It is a key step for these projects to qualify for potential regional, state, and federal funding.

All types of projects are included in the Regional Transportation Plan list – highways, key roads, transit, freight, biking and walking as well as planning and special studies. The current list includes more than 1,200 projects region-wide. An updated revenue forecast shows the region will have less funding available than in 2014.

Throughout the summer, Metro and its regional partners will be updating the region's transportation investment priorities.

The information that follows is to assist project sponsors as they respond to the 2018 Regional Transportation Plan call for projects.

Why is the update to the project list important?

Much has changed in the region since adoption of the Regional Transportation Plan and Regional Active Transportation Plan in 2014: Several projects have been completed (e.g., Sellwood Bridge replacement, Portland-Milwaukie MAX extension, the Sunrise expressway was built); TriMet completed plans for expanding local and regional transit service; and the Metro Council and the Joint Policy Advisory Committee on Transportation adopted an ambitious strategy – called the Climate Smart Strategy – for reducing greenhouse gas emissions that calls for increased system and demand management strategies and a significant expansion of transit service throughout the greater Portland region. In addition, the federal and state transportation-funding landscape continues to change, requiring the region to play a more active role in funding and financing priority regional projects.

Call for projects through July 21

During the past year, RTP work focused on understanding the region's transportation challenges and public priorities for investment, documenting in the amount of funding expected to be available to pay for the region's transportation needs and updating the region's vision for the transportation system.

Now it is time to pull the pieces together as we work together to address regional challenges, reflect public priorities, and maximize progress toward the region's shared vision and goals for the future transportation system.

This call for projects asks regional partners to submit priority lists for the 2018 RTP that:

- update the current *constrained* priority projects that address the highest public priorities and most immediate regional transportation challenges.
This list of projects will include projects for which funding has been committed and projects that can be implemented with funding the region currently expects to have available.
- identify additional *strategic* priority projects that the region should work together to develop funding for and construct.
This list of projects includes priorities for which funding is not currently anticipated.

Project submittals are due to Metro no later than July 21, 2017

The projects will undergo evaluation through the fall. The public will be asked to review and comment on the draft priority projects and key evaluation findings in January 2018. The evaluation findings, updated policy and funding information, and public input will inform decision-makers as they work together to identify and recommend refinements to the draft investment strategy in Spring 2018.

Who submits projects or programs to the RTP?

- the 24 cities of the Portland metropolitan region
- Clackamas, Multnomah and Washington counties
- Metro
- South Metro Area Regional Transit (SMART) district
- TriMet
- Oregon Department of Transportation (ODOT)
- Port of Portland in coordination with transportation agencies and county coordinating committees
- Portland Streetcar, Inc. in coordination with the City of Portland and TriMet
- transportation management associations in coordination with transportation agencies, county coordinating committees and transit providers
- special districts (e.g., Tualatin Hills Park & Recreation, Clackamas Parks & Recreation District)
- railroad operators in coordination with the Port of Portland, transportation agencies and county coordinating committees

What projects can be submitted?

Projects must be located on the designated regional transportation system and be inside the federally-recognized metropolitan planning area boundary, and:

1. projects must help achieve regional vision, goals and policies for the transportation system
2. projects must cost at least \$1 million or be bundled with similar projects to meet the cost threshold
3. projects must come from adopted plans or strategies developed through a planning process that identified the project to address a transportation need on the regional transportation system
4. projects must demonstrate the planning process met the appropriate requirements for public involvement, including having provided opportunities for public comment, with specific efforts to engage communities of color, people with low-income and people who don't speak English well.

How will project submittals be recommended?

All of the project priorities that will be submitted to the RTP will come from local, regional or state planning efforts that included opportunities for public input. Clackamas, Multnomah and Washington counties and cities within each county will recommend priority projects for their jurisdictions at county coordinating committees. The City of Portland will recommend

projects after reviewing priorities with its community advisory committees. ODOT, the Port of Portland, TriMet, SMART and other agencies will work with county coordinating committees and the City of Portland to recommend priority projects. These meetings are open to the public.

In addition, each county coordinating committee, the City of Portland, TriMet, ODOT, SMART and the Port of Portland will submit endorsement letters indicating their recommended projects are priorities for the 2018 RTP.

When can the public weigh in?

Throughout the development of the Regional Transportation Plan, Metro conducts online surveys and other outreach efforts. Several opportunities for public input have already been provided and more are planned:

- In January 2018, Metro will ask the public for input on a draft project list and initial findings on how the system would perform with those improvements in place. The public input received in January along with the technical findings and policy discussions by the Joint Policy Advisory Committee on Transportation, the Metro Policy Advisory Committee and the Metro Council will result in additional direction to staff on further updating the draft project list.
- In summer 2018, Metro will ask the public for input on the discussion drafts of the Regional Transportation Plan, the revised project list and supporting strategies for safety, freight and transit. The public input received will be considered by the Joint Policy Advisory Committee on Transportation, the Metro Policy Advisory Committee and the Metro Council as part of the adoption process in Fall 2018.

Sign up for updates on future opportunities for input at oregonmetro.gov/subscribe.

Resources for agencies

Several resources will be available for agencies as they update their project lists. Additionally, Metro staff liaisons to each county and city can assist agencies and participate in meetings.

Find more information and online resources at oregonmetro.gov/2018projects.





Project List Cost Targets

for agencies and jurisdictions for Metro’s call for projects

The Regional Transportation Plan brings city, county, regional and state priority transportation projects together to create a coordinated 23-year regional transportation priority list for the period from 2018 to 2040. It is a key step for these projects to qualify for potential regional, state, and federal funding.

All types of projects are included in the Regional Transportation Plan list – highways, key roads, transit, freight, biking and walking as well as planning and special studies. The current list includes more than 1,200 projects region-wide. An updated revenue forecast shows the region will have less funding available than in 2014.

On June 1, Metro issued a call for projects for agencies to begin updating the region’s transportation investment priorities.

The call for projects asks regional partners to submit priority lists for the 2018 RTP that:

- update the current *constrained* priority projects that address the highest public priorities and most immediate regional transportation challenges.
This list of projects will include projects for which funding has been committed and projects that can be implemented with funding the region currently expects to have available.
- identify additional *strategic* priority projects that the region should work together to develop funding for and construct.
This list of projects includes priorities for which funding is not currently anticipated.

This document provides project list cost targets to assist agencies and jurisdictions as they respond to the call for projects.

Sub-Regional Project List Cost Targets (capital projects only)*

Rounded billions of 2016 dollars

Agency/Coordinating Committee	Constrained List Cost Target for 2018-2027 <small>(billions of 2016 dollars)</small>	Constrained List Cost Target for 2028-2040 <small>(billions of 2016 dollars)</small>	Strategic List Cost Target <small>(billions of 2016 dollars)</small>	Total RTP List Cost Target for 2018-2040 <small>(billions of 2016 dollars)</small>
City of Portland	\$0.419	\$0.619	\$1.038	\$2.076
Clackamas County and cities	\$0.284	\$0.415	\$0.699	\$1.398
Multnomah County and cities	\$0.161	\$0.231	\$0.393	\$0.785
Willamette River Bridges (Mult. Co.)	\$0.048	\$0.056	\$0.105	\$0.209
Washington County and cities	\$0.917	\$1.226	\$2.143	\$4.286
ODOT**	\$0.667	\$0.855	\$1.522	\$3.044
TriMet (High Capacity Transit only)***	\$2.525	\$1.620	\$1.890	\$6.035
Metro (regional programs)	\$0.084	\$0.109	\$0.193	\$0.387
Port of Portland****	\$0.024	\$0.032	\$0.056	\$0.112

Call for projects through July 21

During the past year, RTP work focused on understanding the region’s transportation challenges and public priorities for investment, documenting in the amount of funding expected to be available to pay for the region’s transportation needs and updating the region’s vision for the transportation system.

Now it is time to pull the pieces together as we work together to address regional challenges, reflect public priorities, and maximize progress toward the region’s shared vision and goals for the future transportation system.

Find more information and online resources at: oregonmetro.gov/2018projects

Table notes:

- * The Constrained and Strategic project list cost targets are considered draft for purposes of the 2018 RTP Call for Projects.
 - The total cost estimates of projects or project phases submitted for each list must be no greater than the cost target for each list.
 - The Constrained list cost targets are based on the draft financially constrained revenue forecast prepared in consultation with local, regional and state agencies. More information on the forecast is available upon request.
 - Local agency constrained list cost targets include a per capita share of anticipated federal and state discretionary funding for purposes of the call for projects and does not guarantee receipt of this funding for specific projects.
 - The Strategic list cost targets are based on doubling the draft constrained list targets with the exception of TriMet's target, which reflects approximately a 56 percent increase above the Constrained list cost target. Projects in the draft Strategic list will be assumed to be implemented in the 2028-2040 time period for analysis purposes.
 - Committed funding for local Fiscal Year 2018-19 (starting July 1, 2018) and federal Fiscal Year 2019 (starting October 1, 2018) and beyond is included in the draft financially constrained revenue forecast. That includes local committed funding (MSTIPe, SDCs, etc.), 2019-2021 Regional Flexible Funds Allocation, federal discretionary programs (e.g., TIGER, FASTLANE) and ODOT STIP Enhance funding.
 - Any project or project phases located on the regional system and that will use committed local funding in local fiscal year 2018-19 (starting July 1, 2018) and beyond should be included in your Constrained project list in the appropriate time period.
 - Any project or project phases that have had its federal or state funding awarded, but NOT fully obligated by October 1, 2018 should be included in your 2018-2027 Constrained project list.
 - Any project or project phases that has had its federal or state funding both awarded AND fully obligated prior to October 1, 2018 should not be included in the RTP project list.
- ** This target includes \$1 billion identified in draft statewide transportation package to advance three priority bottleneck projects in the Portland region (I-5/Rose Quarter, OR 217, and I-205 widening – Ph. 1: I-205/Abernethy Bridge and Ph. 2: I-205 mainline). This target does not include funding assumptions for highway element of I-5 Columbia River Bridge Replacement.
- *** Federal and state revenues to High Capacity Transit (HCT) projects represent a maximum available threshold. Actual revenues will be adjusted based on projects identified during the planning and project development process, their costs, and the ability to identify local and/or regional revenues to meet federal HCT local funding match requirements.
 - This target allows for up to \$200 million in local interest borrowing costs which can be counted toward the project and includes \$600 million for the Southwest Corridor project as part of a broader regional transportation funding measure to be developed.
 - During the Call for Projects, local agencies should work with TriMet to identify additional local source funding to apply to HCT projects submitted to the 2018 RTP to meet at least a 30 percent local share contribution.
 - The Strategic cost target for TriMet for HCT reflects approximately a 56 percent increase above the Constrained cost target to reflect aggressive, but reasonable planning and implementation schedules.
 - This target does not include transit service and operations enhancements and related “operating” capital or ongoing operations and related “operating” capital (such as transit vehicle replacements for existing service or maintenance facilities) that are federally funded and will be accounted for separately.
- **** This cost target is for road-related projects. Marine terminal, rail, and Hillsboro, Portland and Troutdale airport property projects will be accounted for separately.



Metro

2018 Regional Transportation Plan

2018 RTP Call for Projects

For agencies and jurisdictions responding to Metro's call for projects

The Regional Transportation Plan brings city, county, regional and state priority transportation projects together to create a coordinated 23-year regional transportation priority list for the period from 2018 to 2040. It is a key step for these projects to qualify for potential regional, state, and federal funding.



Call for projects through July 21

During the past year, RTP work focused on understanding the region's transportation challenges and public priorities for investment, documenting in the amount of funding expected to be available to pay for the region's transportation needs and updating the region's vision for the transportation system.

Now it is time to pull the pieces together as we work together to address regional challenges, reflect public priorities, and maximize progress toward the region's shared vision and goals for the future transportation system.

Find more information and online resources at: oregonmetro.gov/2018projects

On June 1, Metro issued a call for projects for agencies to begin updating the region's transportation investment priorities. The following information is being provided to assist agencies as they respond to the 2018 RTP Call For Projects.

DEADLINE: By 5:00 P.M. on Friday, July 21, 2017 nominating agencies must:

- Complete updates to project information electronically via Metro's on-line RTP Project Hub
- Submit new or updated GIS shapefiles electronically via Metro's on-line RTP Project Hub
- Submit signed public engagement checklists ([Form A](#) and [Form B](#)) to Rebecca Hamilton at rebecca.hamilton@oregonmetro.gov

DEADLINE: By 5:00 P.M. on Friday, July 21, 2017 lead staff from ODOT, TriMet, Port, City of Portland and county coordinating committees must:

- Submit endorsements and project lists (in excel format) to Rebecca Hamilton at rebecca.hamilton@oregonmetro.gov
- Staff may request an extension to this deadline of no later than August 25, 2017.



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Introduction

The Regional Transportation Plan brings city, county, regional and state priority transportation projects together to create a coordinated 23-year regional transportation priority list for the period from 2018 to 2040. It is a key step for these projects to qualify for potential regional, state, and federal funding.

All types of projects are included in the Regional Transportation Plan list – highways, key roads, transit, freight, biking and walking as well as planning and special studies. The current list includes more than 1,200 projects region-wide. An updated revenue forecast shows the region will have less funding available than in 2014.

Throughout the summer, Metro and its regional partners will be updating the region's transportation investment priorities. The information that follows is to assist project sponsors as they respond to the 2018 Regional Transportation Plan call for projects.

Why is the update to the project list important?

Much has changed in the region since adoption of the Regional Transportation Plan and Regional Active Transportation Plan in 2014: Several projects have been completed (e.g., Sellwood Bridge replacement, Portland-Milwaukie MAX extension, the Sunrise expressway was built); TriMet completed plans for expanding local and regional transit service; and the Metro Council and the Joint Policy Advisory Committee on Transportation adopted an ambitious strategy – called the [Climate Smart Strategy](#) – for reducing greenhouse gas emissions that calls for increased system and demand management strategies and a significant expansion of transit service throughout the greater Portland region. In addition, the federal and state transportation-funding landscape continues to change, requiring the region to play a more active role in funding and financing priority regional projects.

This call for projects asks regional partners to submit priority project lists for the 2018 RTP for the Oct. 1, 2018 to Sept. 30, 2040 time period that:

- update the current *constrained* priority projects that address the highest public priorities and most immediate regional transportation challenges.
This list of projects will include projects for which funding has been committed and projects that can be implemented with funding the region currently expects to have available.
- identify additional *strategic* priority projects that the region should work together to develop funding for and construct.
This list of projects includes priorities for which funding is not currently anticipated.

The projects will undergo evaluation through the fall. The public will be asked to review and comment on the draft priority projects and key evaluation findings in January 2018. The evaluation findings, updated policy and funding information, and public input will inform

OUR SHARED VISION

In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.

Approved by the Metro Policy Advisory Committee, Joint Policy Advisory Committee on Transportation, and the Metro Council in May 2017.

The projects must help achieve the region's vision and adopted goals for the transportation system.

decision-makers as they work together to identify and recommend refinements to the draft investment strategy in Spring 2018.

Schedule and timeline

June 1, 2017	Call for Projects begins
July 21, 2017	Agencies submit project lists and endorsements, and update RTP Project Hub information by 5 p.m.
July-October 2017	RTP Technical Evaluation Process (Round 1)
Aug. 2017	Metro reviews submittals for completeness, compiles draft project lists for TPAC and MTAC review, and begins technical analysis
Aug. 25, 2017	Agencies submit project list endorsements and pilot project evaluation worksheets by 5 p.m.
Nov. – Dec. 2017	<p>Draft RTP Findings & Recommendations Report released for technical review by TPAC, MTAC, RTP work groups and technical coordinating committees to discuss findings and deficiencies, and recommend changes, if any, that are needed. The technical discussions will inform materials being prepared for discussion by the Metro Council and regional policy advisory committees, through an on-line comment opportunity and at the Regional Leadership Forum 4.</p> <p>Metro provides corridor-level and other technical evaluation information to agencies and coordinating committees to use to inform potential refinements to projects in Spring 2018</p> <p>Coordinating committees prepare to refine project lists in Spring 2018 in response to the system evaluation, transportation equity analysis, project evaluation and public input</p>
Jan. – Feb. 2018	On-line public comment opportunity on draft projects and key findings
Feb. 2018	<p>Regional Leadership Forum 4</p> <ol style="list-style-type: none">Discuss regional findings and deficiencies, project information and public input on draft projects listsDiscuss updated funding informationProvide direction on refining investment priorities (e.g., timing and/or constrained/strategic list) and updated evaluation measures and project criteria
Feb. to April 2018	Cities and counties work with Metro, ODOT, Port, TriMet and SMART through technical and policy coordinating committees to identify investment strategy refinements, if needed or desired

April 29, 2018	Agencies submit updated projects and required Project Hub information by 5 p.m.
May – June 2018	RTP Technical Evaluation Process (Round 2) Metro compiles refined draft project lists and reviews updated project submittals with TPAC and MTAC Metro evaluates refined draft project lists and updates regional-level findings on system performance and transportation equity analysis Metro reviews updated findings with TPAC and MTAC to frame tradeoffs and choices to highlight to the Metro Council, JPACT and MPAC
June 2018	Metro Council and JPACT recommend which draft project list (Round 1 or Round 2 or Hybrid) to be released during 45-day public comment period

Agency contacts and Metro staff liaison

Agency	Agency contact	Metro liaison
City of Portland	Courtney Duke (503) 823-7265 courtney.duke@portlandoregon.gov	Lake McTighe (503) 797-1747 lake.mctighe@oregonmetro.gov
Clackamas County and cities	Karen Buehrig (503) 742-4683 karenb@co.clackamas.or.us	Dan Kaempff (503) 813-7559 daniel.kaempff@oregonmetro.gov
Multnomah County and cities (excluding City of Portland)	Joanna Valencia (503) 988-3043 x29637 joanna.valencia@multco.us	Jamie Snook (503) 797-1751 jamie.snook@oregonmetro.gov
Washington County and cities	Chris Deffebach (503) 846-3406 christina.deffebach@co.washington.or.us	Kim Ellis (503) 797-1617 kim.ellis@oregonmetro.gov
TriMet	Eric Hesse (503) 962-4977 hessee@trimet.org	Jamie Snook (503) 797-1751 jamie.snook@oregonmetro.gov
ODOT	Lidwien Rahman (503) 731-8229 lidwien.rahman@odot.state.or.us	John Mermin (503) 797-1747 john.mermin@oregonmetro.gov
Port of Portland	Phil Healy (503) 415-6512 philip.healy@portofportland.com	Tim Collins (503) 797-1762 tim.collins@oregonmetro.gov

Confirm meeting dates, times and locations with local agency contacts.

Metro staff contacts

Metro staff have been assigned to provide technical support throughout the RTP solicitation process.

2018 RTP Update Process	Kim Ellis kim.ellis@oregonmetro.gov
Public involvement and Title VI non-discrimination documentation	Cliff Higgins clifford.higgins@oregonmetro.gov
RTP finance and Agency revenues	Ken Lobeck ken.lobeck@@oregonmetro.gov
Safety projects	Lake McTighe lake.mctighe@oregonmetro.gov
Pedestrian, bicycle and trail projects and Regional Active Transportation Plan	Lake McTighe lake.mctighe@oregonmetro.gov
Freight projects and Regional Freight Plan	Tim Collins tim.collins@oregonmetro.gov
Mobility corridors, road and bridge capacity or reconstruction projects	Tim Collins tim.collins@oregonmetro.gov
Demand management projects and programs	Dan Kaempff daniel.kaempff@oregonmetro.gov
System management and operations projects and programs	Caleb Winter caleb.winter@oregonmetro.gov
Transit projects and Regional Transit Strategy	Jamie Snook jamie.snook@oregonmetro.gov
Cost estimate methodology	Anthony Buczek anthony.buczek@oregonmetro.gov
Travel demand model assumptions	Thaya Patton thaya.patton@oregonmetro.gov
Geographic information system data	Matthew Hampton matthew.hampton@oregonmetro.gov
RTP project list or on-line project hub	Rebecca Hamilton rebecca.hamilton@oregonmetro.gov

Who is eligible to submit project or programs to the RTP?

Eligible entities are referred to as project sponsors and include:

- Clackamas County and its cities
- Multnomah County and its cities
- Washington County and its cities
- City of Portland
- Metro
- South Metro Area Regional Transit (SMART) district
- TriMet
- Oregon Department of Transportation (ODOT)
- Port of Portland (in coordination with transportation agencies and county coordinating committees)
- Portland Streetcar, Inc. is eligible as part of a joint project with the City of Portland and TriMet
- Transportation management associations and school districts are eligible as part of a joint project with a local government, Metro, ODOT or transit provider (in coordination with transportation agencies, county coordinating committees and transit providers).
- Special districts (e.g., Tualatin Hills Parks and Recreation, Clackamas Parks and Recreation, Portland Bureau of Environmental services) and railroad operators are eligible as part of a joint project with a local government, Metro, ODOT or transit provider (in coordination with transportation agencies and county coordinating committees).
- Eligible project sponsors are encouraged to join together to propose a project, such as a multi-county or multi-city or city-county transportation project.

What projects and programs can be submitted?

1. **Projects and programs that advance regional policies and goals.** Projects and programs submitted must help achieve the [regional vision, goals](#) and policies. The 2014 RTP goals, policies, system map designations and performance targets provide the policy framework with which projects must be consistent. If a project location is not designated on a RTP system map, an RTP System Map Changes Worksheet must be submitted.¹
2. **Projects and programs identified in plans or strategies adopted through a public process.** Projects must come from adopted plans or strategies developed through a planning process that identified the project to address a transportation need on the regional transportation system. Lead agencies must demonstrate the planning process has met or will meet the appropriate requirements for public involvement, including having provided opportunities for public comment, with specific efforts to engage communities of color, people with low-

¹ All requested system map changes must be accompanied with an explanation for the proposed change that demonstrates how the requested change is consistent with RTP policy. Project sponsors must consult with RTP staff on the proposed changes in advance of submitting the changes through the Call for Projects.

income and people who don't speak English well.² Forms A and B are provided for lead agencies to certify these requirements are met.

Plans and planning processes from which projects are eligible for submission include:

Local Transportation System Plans	TriMet Transit Improvement Program
Regional Travel Options Strategic Plan	TriMet Service Enhancement Plans
Regional Active Transportation Plan	Portland Streetcar System Plan
Regional Transportation System Management and Operations Plan	Portland Bicycle Plan for 2030
Regional Freight and Goods Movement Action Plan	Other adopted City, County ODOT, TriMet and SMART plans, strategies and studies, including concept and safety plans
Regional High Capacity Transit Plan	SMART Master Plan
Regional Active Transportation 10-year Investment Strategy list of projects	Park district plans
Southwest Corridor Shared Investment Strategy	Division Transit Project Corridor-wide Strategy
Regional Safe Routes to School Framework or other adopted Safe Routes to Schools plans and studies	East Metro Connections Plan
Washington County ITS Plan	Highway 217 Corridor Plan

For projects from plans and processes not listed above, agencies should confirm eligibility with Metro staff.

Guidance on project and program parameters

1. Projects or programs must be located on the [RTP designated regional transportation system](#) and be inside the region's federally-recognized [metropolitan planning area boundary](#).
2. Projects or programs must cost at least \$1 million to be submitted as a discrete project or program. Specific details, including location and extent, must be provided for all projects.
3. Projects and programs that cost less than \$1 million must be bundled with other similar projects or programs (e.g., sidewalk infill projects on multiple streets in a downtown area). Specific details, including location and extent, must still be provided for bundled projects to support the technical analysis.
4. Projects or programs with costs greater than \$1 million that may either be listed separately or bundled into a broad programmatic category include seismic retrofits, transit service enhancements, minor bridge repair, area-wide Intelligent Transportation System projects.
5. All highway, road, bicycle and transit capital (e.g., MAX extensions, bus rapid transit, street car) projects that change or add capacity must be specifically identified as individual projects because they must be modeled for air quality and greenhouse gas emissions.

² Historically marginalized communities are defined as persons living with a disability, persons of color, persons with low income, people with limited English proficiency, youth and older adults.

6. Transit service and operations enhancements and related “operating” capital or ongoing operations and related “operating” capital (such as transit vehicle replacements for existing service or maintenance facilities) that are federally funded may be either listed separately or bundled into a programmatic category as noted previously. Transit service expansion will be included in the regional modeling and related access to transit and emissions analysis.
7. Project development costs (e.g., preliminary design, final design and engineering, right-of-way acquisition) must be incorporated into overall project costs.
8. Projects that cost more than \$25 million may be submitted as discrete phases of project development (e.g., preliminary design, final design and engineering, right-of-way acquisition, and construction) and/or smaller, logical segments.
9. Project development costs for large capital projects that are in the *Strategic Priorities* list may be included in the *Constrained Priorities* list as a discrete project.

How will project submittals be coordinated?

1. Coordination of submittals will occur through ongoing public meetings of county coordinating committees, the city of Portland and the Transportation Policy Alternatives Committee (TPAC).
2. Metro staff liaisons for each county, the City of Portland, Port, ODOT, TriMet and SMART have been assigned to provide technical support throughout the RTP solicitation process and will participate in these meetings.
3. Clackamas, Multnomah and Washington counties and cities within each county will recommend priority projects for their jurisdictions at county coordinating committees.
4. County coordinating committee lead staff will manage project list submittals for the county and its cities.
5. The City of Portland will recommend projects after reviewing priorities with its community advisory committees – the Pedestrian, Bicycle and Freight advisory committees and the Bureau and Budget Advisory Committee.
6. City of Portland transportation staff will manage project submittals for the city and Portland Streetcar, Inc.
7. Portland Streetcar, Inc. staff will participate in meetings held by the City of Portland and TriMet to coordinate and develop joint project submittals.
8. Park districts, school districts, transportation management associations, railroad operators, and city and county trails, environmental services, and land use staff will participate in meetings held by their respective county coordinating committee or the City of Portland to coordinate and develop joint project submittals.
9. ODOT, the Port of Portland, TriMet, SMART and other agencies will seek feedback from county coordinating committees and the City of Portland to recommend priority projects. ODOT also will seek feedback from the Region 1 Area Commission on Transportation (ACT) to recommend priority projects.

Who is responsible for submitting project information to Metro?

1. Nominating agencies³ are responsible for updating and submitting required project information to Metro via the on-line RTP Project Hub, including new or updated GIS information and the public involvement checklists/non-discrimination certification.
2. The Port of Portland, TriMet, and the South Metro Area Regional Transit (SMART) lead staff will submit required project information and each agency's respective project list directly to Metro.⁴
3. ODOT lead staff will submit required project information and ODOT's project list directly to Metro.⁵
4. Metro lead staff will submit required project information on regional projects and programs in coordination with coordinating committees and the City of Portland.
5. The City of Portland and county coordinating committees lead staff will each submit a list of all city and county projects and programs recommended for their respective sub-region.
6. All project lists submitted to Metro must be organized within three groupings:
 - highest priority (2018-2027 in Constrained priorities project list)
 - high priority (2028-2040 in Constrained priorities project list)
 - additional priority (2028-2040 in Strategic priorities project list).
7. The total cost estimates of projects or project phases submitted for each list must be no greater than the cost target for each list. See below for more information on project list cost targets.

What endorsements are required to demonstrate support of local and state officials?

The project submittals must clearly demonstrate that local and/or state officials and relevant coordinating committees support the project.

³ Nominating agencies are defined as the public agency that is submitting the project to the 2018 RTP for consideration. It does not indicate financial commitment to the project. In those cases when the nominating agency is different from the facility owner, the nominating agency will be responsible for updating and submitting required project information in coordination with the facility owner as needed to ensure accurate information is provided.

⁴ TriMet and SMART manage transit capital and service expansion investments to submit within their respective project list cost targets in coordination with the county coordinating committees, the City of Portland and Metro. Local agencies may include transit projects within their respective project list cost targets with the support of the appropriate transit provider. Local agencies should work with TriMet to identify additional local source funding to apply to HCT projects submitted to the 2018 RTP to meet at least a 30 percent local share contribution. A memo or other documentation showing the proposed cost sharing for each projects (e.g., TriMet, local, federal, state, regional estimated cost share) should be provided to Metro. This documentation does not indicate financial commitment but will be used to help demonstrate fiscal constraint for the RTP Constrained list of projects.

⁵ ODOT manages state highway investments to submit within the ODOT project list cost targets in coordination with the Region 1 ACT, county coordinating committees, the City of Portland and Metro. Local agencies may submit projects on State facilities within their respective project list cost targets with ODOT support. A memo or other documentation showing the proposed cost sharing for each project (e.g., federal, state, regional, local estimated cost share) should be provided to Metro. This documentation does not indicate financial commitment but will be used to help demonstrate fiscal constraint for the RTP Constrained list of projects.

1. Each county coordinating committee, the City of Portland, TriMet, SMART, Metro, the Port of Portland and ODOT must endorse their respective *Constrained Priorities* and *Strategic Priorities* project lists submitted to Metro.
2. The policy-level county coordinating committee should be the endorsing body for the county coordinating committees (C-4, EMCTC, & WCCC).
3. For the City of Portland, Metro, TriMet, SMART, ODOT and the Port of Portland, an elected or appointed body or designee should serve as the endorsement body (e.g., Portland City Council, Metro Council, TriMet Board, SMART Board, Oregon Transportation Commission, & Port Commission).
4. A letter support from the endorsing body or designee is sufficient to meet this requirement.
5. Endorsements should be submitted by the July 21, 2017 project submittal deadline, but no later than August 25, 2017. Agencies should notify Metro staff if the July 21 endorsement deadline cannot be met.
6. In addition to the above, any agency may submit endorsements for projects submitted by other agencies.

How do agencies certify public involvement and non-discrimination requirements have been or will be met?

Metro relies on agencies to conduct the local public engagement needed for all projects to come into the RTP. The public involvement checklist and non-discrimination certification are required for continuing the evaluation process and can be found in [Form A](#) and [Form B](#).

1. Projects that have been adopted in a transportation system plan, subarea plan, topical (e.g. safety) plan, modal (e.g. freight) plan, or transit service plan through a public process. Form A provides an outline of the expected public involvement and non-discrimination efforts required when identifying and recommending projects to submit for the 2018 RTP. ⁶ As part of the 2018 RTP project solicitation, each project sponsor will need to submit a completed Form A. Form A does not have to be completed for each individual project; a project sponsor may submit a single checklist that covers all of the projects that have met the requirements.
2. Projects that are undergoing a public process and have not yet been incorporated into a locally adopted plan. There may be cases where a project or multiple projects are being recommended for inclusion in the RTP, but the local adoption process has not been completed. Projects emerging from local planning processes that have not yet been incorporated into locally adopted plans may be submitted if the agency certifies it has or intends to complete the necessary public involvement requirements and has written support from the appropriate governing body recommending the project be included in the RTP. The certification is made by completing and submitting Form A. Form A does not have to be completed for each individual project; a project sponsor may submit a single checklist (Form A) for all relevant projects (both those from an adopted plan and those currently in development) to certify all the public involvement requirements will be met for each project in the near future.

⁶ These requirements are also listed in Appendix G. of Metro's Public Engagement Guide at: www.oregonmetro.gov/public-engagement-guide

3. Projects that are being submitted to be included in the 10-year regional transportation investment strategy (2018-2027 implementation). Form B provides an outline of the expected public involvement and non-discrimination efforts required when identifying and recommending projects to submit for the 2018 RTP 10-year investment strategy (2018-2027 implementation) and expected to seek state or federal funding to be implemented. The certification is made by completing and submitting Form B. Form B does not have to be completed for each individual project; a project sponsor may submit a single checklist (Form B) for all relevant projects to certify all the public involvement and non-discrimination requirements have been or will be met for each project during project development.

How many projects can be submitted?

- All agencies should look for opportunities to leverage local, regional, state, and federal resources.
- The table below summarizes project list cost targets for each county and the City of Portland, ODOT, TriMet, the Port of Portland and Metro. The project list cost targets are shown in billions of 2016 dollars.

Sub-Regional Project List Cost Targets (capital projects only) ¹

Rounded billions of 2016 dollars

Agency/Coordinating Committee	Constrained List Cost Target for 2018-2027 (billions of 2016 dollars)	Constrained List Cost Target for 2028-2040 (billions of 2016 dollars)	Strategic List Cost Target (billions of 2016 dollars)	Total RTP List Cost Target for 2018-2040 (billions of 2016 dollars)
City of Portland	\$0.419	\$0.619	\$1.038	\$2.076
Clackamas County and cities	\$0.284	\$0.415	\$0.699	\$1.398
Multnomah County and cities	\$0.161	\$0.231	\$0.393	\$0.785
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Port of Portland ⁴	\$0.024	\$0.032	\$0.056	\$0.112

Table notes:

¹ The Constrained and Strategic project list cost targets are considered draft for purposes of the 2018 RTP Call for Projects.

- The Constrained list cost targets are based on the draft financially constrained revenue forecast prepared in consultation with local, regional and state agencies. More information on the forecast is available upon request.

- The total cost estimates of projects or project phases submitted for each list must be no greater than the cost target for each list.
- Local agency constrained list cost targets include a per capita share of anticipated federal and state discretionary funding for purposes of the call for projects and does not guarantee receipt of this funding for specific projects.
- The Strategic list cost targets are based on doubling the draft constrained list targets with the exception of TriMet’s target, which reflects approximately a 56 percent increase above the Constrained list cost target. Projects in the draft Strategic list will be assumed to be implemented in the 2028-2040 time period for analysis purposes.
- Committed funding for local Fiscal Year 2018-19 (starting July 1, 2018) and federal Fiscal Year 2019 (starting October 1, 2018) and beyond is included in the draft financially constrained revenue forecast. That includes local committed funding (MSTIPe, SDCs, etc.), 2019-2021 Regional Flexible Funds Allocation, federal discretionary programs (e.g., TIGER, FASTLANE) and ODOT STIP Enhance funding.
 - Any project or project phases located on the regional system and that will use committed local funding in local fiscal year 2018-19 (starting July 1, 2018) and beyond should be included in your Constrained project list in the appropriate time period.
 - Any project or project phases that have had its federal or state funding awarded, but NOT fully obligated by October 1, 2018 should be included in your 2018-2027 Constrained project list.
 - Any project or project phases that has had its federal or state funding both awarded AND fully obligated prior to October 1, 2018 should not be included in the RTP project list.

² This target includes \$1 billion identified in draft statewide transportation package to advance three priority bottleneck projects in the Portland region (I-5/Rose Quarter, OR 217, and I-205 widening – Ph. 1: I-205/Abernethy Bridge and Ph. 2: I-205 mainline). This target does not include funding assumptions for highway element of I-5 Columbia River Bridge Replacement.

³ Federal and state revenues to High Capacity Transit (HCT) projects represent a maximum available threshold. Actual revenues will be adjusted based on projects identified during the planning and project development process, their costs, and the ability to identify local and/or regional revenues to meet federal HCT local funding match requirements.

- This target allows for up to \$200 million in local interest borrowing costs which can be counted toward the project and includes \$600 million for the Southwest Corridor project as part of a broader regional transportation funding measure to be developed.
- During the Call for Projects, local agencies should work with TriMet to identify additional local source funding to apply to HCT projects submitted to the 2018 RTP to meet at least a 30 percent local share contribution.
- The Strategic cost target for TriMet for HCT reflects approximately a 56 percent increase above the Constrained cost target to reflect aggressive, but reasonable planning and implementation schedules.

- This target does not include transit service and operations enhancements and related “operating” capital or ongoing operations and related “operating” capital (such as transit vehicle replacements for existing service or maintenance facilities) that are federally funded and will be accounted for separately. TriMet and SMART will submit project lists for these types of investments by July 21, 2017.
- 4 This cost target is for road-related projects. Marine terminal, rail, and Hillsboro, Portland and Troutdale airport property projects will be accounted for separately.

List of Programmatic Categories

Programmatic categories are intended to group similar projects that are typically exempt from the regional emissions analysis but address a transportation need on the regional system. Therefore, these projects do not have to be individually specified for the purposes of travel demand modeling and emissions analysis to be conducted for the RTP.

Project sponsors should group similar projects that are exempt from regional emissions analysis that do not add or otherwise change capacity to the transportation network, into broader programmatic categories rather than submitting projects individually if there is any intention of seeking state or federal funds for these projects. The programmatic category must list an estimated cost which equals or is greater than the sum of all the potential projects bundled in the programmatic category.

Bicycle infrastructure projects serve as the exception. All bicycle infrastructure projects should be submitted individually because they are modeled in the regional bike model. Nonetheless, other bicycle projects (e.g. signage, bike parking) may be identified as programmatic categories. A list of the types of projects that may be submitted to the 2018 RTP in programmatic categories can be downloaded [here](#).

What information will project sponsors need to provide?

For revisions to existing 2014 RTP projects and programs

1. **General project information:** Revisions to existing project information, including revisions to project name, description, location, status, primary purpose, secondary objectives, RTP investment category, project design elements/cross-section and other information. Guidance for project names, descriptions and locations is posted on the Call for projects web page at oregonmetro.gov/2018projects.
2. **Cost estimate:** Revisions to total project cost in 2016 dollars and source of project cost estimate. For projects with an anticipated completion date in 2027 or earlier, lead agencies must complete Metro’s cost estimate worksheet or use a comparable cost estimate methodology to update project costs for all capital projects. Submission of cost estimate worksheets is optional and can be done through the RTP Project Hub. If choosing alternate methodology – please send description of methodology to Anthony Buczek at anthony.buczek@oregonmetro.gov for review.

3. **Time period:** Anticipated time period for project or program completion as either 2018-2027 or 2028-2040 to match revenue forecast years. Projects and programs in the 2018-2027 time period must be on the *Constrained Priorities* list of projects.
1. **Project modeling assumptions:** Documentation of needed revisions to modeling assumptions for all highway, road, bike and transit projects that add or otherwise change capacity. Submission of modeling details will be done through an on-line form in the RTP Project Hub. Modeling details for projects in the 2014 RTP will be provided to nominating agencies to use as a starting point for submission through the RTP Project Hub. They can also be downloaded from Metro's FTP site at: <ftp://ftp.oregonmetro.gov/dist/tran/RTP/> along with other background model information.
4. **GIS shapefile:** Electronic GIS shapefile reflecting updates to the location of projects and programs in existing 2014 RTP. Instructions for submitting updated or new GIS information through the RTP Project Hub can be downloaded [here](#).
5. **Public involvement checklist and non-discrimination certification:** Documentation of public involvement certifying that appropriate public involvement efforts were made or will be made and documented. Form A public involvement certification checklist can be downloaded [here](#). Form B public involvement certification checklist for projects recommended for the 10-year investment strategy can be downloaded [here](#).
6. **RTP System Map Changes:** Identify relevant changes to RTP system maps to reflect updates to existing projects.⁷
7. **Project evaluation information:** Answer project evaluation related questions for each applicable project(s). A worksheet will be provided by Metro the week of June 25. Pilot project evaluation worksheets are due to Rebecca Hamilton at rebecca.hamilton@oregonmetro.gov by 5 p.m. August 25.

For new projects and programs

2. **General project information:** project description, location, status, primary purpose, secondary objectives, RTP investment category, project design elements/cross-section and other information. Guidance for project names, descriptions and locations is posted on the Call for projects web page at oregonmetro.gov/2018projects.
3. **Cost estimate:** Total project cost in 2016 dollars and source of project cost estimate. For projects with an anticipated completion date in 2027 or earlier, project sponsors must complete Metro's cost estimate worksheet or use a comparable cost estimate methodology to update project costs for all capital projects. Submission of cost estimate worksheets is optional and can be done through the RTP Project Hub. If choosing alternate methodology – please send description of methodology to Anthony Buczek at anthony.buczek@oregonmetro.gov for review.
4. **Time period:** Anticipated time period for project or program completion as either 2018-2027 or 2028-2040. Projects and programs in the 2018-2027 time period must be on the *Constrained Priorities* list of projects.
5. **Project modeling assumptions:** Documentation of modeling assumptions for all highway, road and bike projects that add or otherwise change capacity is required. Submission of

⁷ All requested system map changes must be accompanied with an explanation for the proposed change that demonstrates how the requested change is consistent with RTP policy. Project sponsor staff must consult with RTP staff on the proposed changes in advance of submitting the changes through the Call for Projects.

modeling details will be done through an on-line form in the RTP Project Hub. Modeling details for new projects must also be submitted through the RTP Project Hub. Metro's FTP site at: <ftp://ftp.oregonmetro.gov/dist/tran/RTP/> provides some background model information.

6. **GIS shapefile:** Electronic GIS shapefile of all location specific projects and programs submitted. Instructions for submitting new GIS information through the RTP Project Hub can be downloaded [here](#).
7. **Public involvement checklist and non-discrimination certification:** Documentation of public involvement certifying that appropriate public involvement efforts were made or will be made and documented. Form A public involvement certification checklist can be downloaded [here](#). Form B public involvement certification checklist for project.ts recommended for the 10-year investment strategy can be downloaded [here](#).
8. **RTP System Map Changes:** Request relevant changes to RTP system maps, if any, to reflect new projects.
9. **Project evaluation information:** Answer project evaluation related questions for each applicable project(s). A worksheet will be provided by Metro the week of June 25. Pilot project evaluation worksheets are due to Rebecca Hamilton at rebecca.hamilton@oregonmetro.gov by 5 p.m. August 25.

What resources are available?

Along with your local transportation system plan (TSP), subarea plan, modal and topical plans, transit service plans, several resources will be available at oregonmetro.gov/2018projects. The [RTP Resource Guide](#) includes links to all of data resources listed below. Metro GIS data can be made available and posted on Metro's FTP site upon request.

Key resources

- Metro has assigned transportation staff liaisons for each county and the City of Portland to participate in meetings and contacts for topical questions to assist in this effort.
- An on-line project database (called the RTP Project Hub) has been developed for lead agencies to review and submit new or updated information. Data on existing RTP projects has been pre-populated from the 2014 RTP project list for convenience and project cost estimates have been updated to 2016 dollars using an inflation calculation. Lead agencies should verify accuracy of all information and update as needed. Guidance for updating information in the RTP Project Hub can be downloaded [here](#).
- Available maps, documents and related-materials include:
 - 2014 RTP Modal System Maps (in [zoomable](#) format)
 - Regional Bike Network
 - Regional Pedestrian Network
 - Regional Transit Network (includes regional transit stops and stations)
 - Arterials and Throughways Network
 - Regional Freight Network (includes freight intermodal facilities)
 - 2014 RTP Project List (in [zoomable](#) or [shapefile](#) format)
 - [2018 RTP Resource Guide](#) which includes links to all of the data sources identified in this document.

- 2018 RTP Project Hub for agencies to use to update project information.

Additional resources

- Historically marginalized communities above regional rates data by census boundary (in [PDF](#) format and [shapefile](#) format) for:
 - Low-income
 - Persons of color
 - Low English proficiency
 - Youth
 - Older adults
- Seniors and persons with disabilities from TriMet’s Coordinated Transportation Plan for Seniors and Persons with Disabilities (in [PDF](#) format)
- Focused historically marginalized communities above regional rates data by census boundary (in [PDF](#) format) for:
 - Low-income
 - Persons of color
 - Low English proficiency
- Regional High Injury Corridors (in [PDF](#) and [zoomable](#) format)
- Regional Crash Map (in [zoomable](#) format)
- ODOT Region 1 All Roads Transportation Safety Program Hot Spot and Systemic Locations (in [PDF format](#))
- Regional Active Transportation 10-Year Investment Strategy [map](#) and list of projects (in [excel](#) format)
- Regional bike and pedestrian network gaps (in [PDF](#) format)
- Low and medium wage jobs per square mile, 2015 (in [PDF](#) format)
- Low and medium wage jobs per square mile, 2040 forecast (in [PDF](#) format)
- All jobs per square mile, 2015 (in [PDF](#) format)
- All jobs per square mile, 2040 forecast (in [PDF](#) format)
- Jobs per square mile in Regional Target Industries, 2015 (in [PDF](#) format)
- Regional emergency transportation routes (ETRs) (in [PDF](#) format)
- Oregon Seismic Lifeline Routes (in [PDF](#) format)
- Oregon Freight Bottlenecks (in [PDF](#) format)
- Oregon Freight Intermodal Connector System Needs dated April 2017 (in [PDF](#) format)
- Title 4 Industrial and Employment areas boundaries, dated Oct. 2014 (in [PDF](#) format)
- Title 6 2040 Centers and station communities boundaries, dated Oct. 2014 (in [PDF](#) format)
- Regional zoning classifications ([RLIS data](#))
- On-road vehicle emissions concentrations from DEQ Portland Air Toxics Solution Study (in [PDF](#) format)
- Regional Safe Routes to School Framework and School District Maps (in [PDF](#) format and [zoomable](#) format in the RTP Resource Guide)

Additional resources will be added as needed to support the pilot project evaluation. All instructions, guidance and other resources are available to download from Metro's website at www.oregonmetro.gov/2018projects.

June 2017

Regional Snapshot Transportation

However you get around greater Portland, you use roads, transit and bridges built by previous generations of Oregonians. Their investments have made this a livable, prosperous place. But as we grow, how can we protect such achievements? How should we work together to keep greater Portland moving?



How we travel

70% 

Share of workers commute driving alone, 6th lowest in the nation.

1 in 3

new Portland-area workers in the last 5 years commute by transit, bike or foot, or work from home.



#1

Region in the nation, share of commuters bicycling to work.

Our vision for tomorrow

The 2014 Regional Transportation Plan's projects serve more than 1.5 million people in the urban portions of Multnomah, Clackamas and Washington counties.



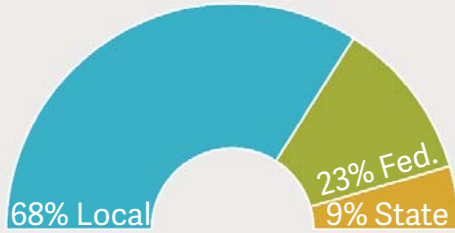
\$22.8 billion in projects include...

29% Roads & Bridges | 28% Transit
26% Highways | 11% Biking /Walking
4% Freight | 2% Regional Programs

"This community, more than any community in America, is the one that has led us in trying to understand how to move from Point A to Point B, and then beyond... All of us in the country count on Portland to lead."

R.T. Rybak
Former Mayor
City of Minneapolis

Our funding landscape

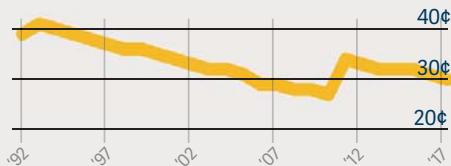


Local funds contribute to roughly 68% of all expected revenue in the Regional Transportation Plan.

38%



Of the region's bridges are functionally obsolete or structurally deficient.

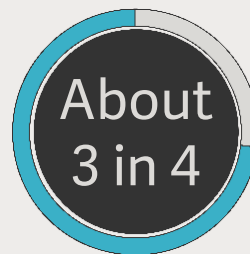


2017 state fuel tax per gallon accounts for only 74% of the purchasing power 25 years ago.

What can we do together?

\$200B

In local funding proposals were on ballots throughout the nation in 2016. 74% of them passed.



Greater Portland residents feel congestion affects them personally.

"If we are really going to solve congestion, if we're really going to solve equity issues around transportation... we're going to have to think a lot more creatively about what transportation can look like."

Mayor Mark Gamba
City of Milwaukie

**YOU ARE
HERE**

For more information and the rest of the story, visit: oregonmetro.gov/snapshot



Meeting minutes

Meeting: **Transportation Policy Alternatives Committee (TPAC)**

Date/time: Friday, May 26, 2017 | 9:30 a.m. to noon

Place: Metro Regional Center, Council chamber

Members Attending

Ted Leybold, Vice-Chairman
Karen Buehrig
Joanna Valencia
Chris Deffebach
Judith Gray
Nancy Kraushaar
Katherine Kelly
Don Odermott
Eric Hesse
Phil Healy
Rachael Tupica
Tyler Bullen
Glenn Koehrsen
Patricia Kepler
Alfred McQuarters

Affiliate

Metro
Clackamas County
Multnomah County
Washington County
City of Portland
City of Wilsonville and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
TriMet
Port of Portland
Federal Highway Administration
Community Representative
Community Representative
Community Representative
Community Representative

Alternates Attending

Jon Makler

Affiliate

Oregon Department of Transportation

Members Excused

Lynda David
Dave Nordberg
Michael Williams
Charity Fain
Heidi Guenin

Affiliate

SW Washington Regional Transportation Council
Oregon Department of Environmental Quality
Washington State Department of Transportation
Community Representative
Community Representative

Guests Attending

Zoe Monahan
Dwight Brashear
Kari Schlosshauer

Affiliate

City of Tualatin
SMART/City of Wilsonville
National Safe Routes to School Partnership

Metro Staff Attending

Ken Lobeck, Senior Transportation Planner
Jamie Snook, Principal Transportation Planner
Grace Cho, Associate Transportation Planner

Kim Ellis, Principal Transportation Planner
Tim Collins, Senior Transportation Planner
Marie Miller, Administrative Specialist II

1. Call to Order, Declaration of a Quorum and Introductions

Vice-Chairman Leybold called the meeting to order at 9:35 a.m. and declared a quorum was present. Member introductions were made.

2. Comments From the Chair and Committee Members

- **Quarterly UPWP and MTIP Amendment Summary (Ted Leybold)** Leybold directed attention to the Memo in the committee packet from Ken Lobeck, reporting on the Metropolitan Transportation Improvement Program (MTIP) 2nd Quarter FFY 2017 Completed Amendments and 3rd Quarter SFY 2016-17 UPWP Summary Report. No comments were made on the report.
- **May 2017 Administrative Amendment List of Projects (Ted Leybold)** Leybold directed attention to the Memo in the committee packet from Ken Lobeck, reporting on May 2017 MTIP Administrative Amendment Project List. No comments were made on the report.
- **Comments from Committee Members.** Chris Deffebach asked for a report from the past week Joint Policy Advisory Committee on Transportation (JPACT) where critical action was taken on the bond action, with inter-agency agreement between TriMet and Metro. Action taken allows the SW Corridor project to continue moving forward. Deffebach acknowledged the efforts of staff addressing loss of CMAQ funds with further work yet to be done, TPAC input included.
 - Vice-Chair Leybold provided a CMAQ status update. There have been ongoing meetings at the state level. At the last CMAQ Policy Advisory Committee meeting, discussion was held on the basis of the formula, with the need to reflect the differences areas have in level of commitment, risks, and air quality status. This is consistent with OTC direction of ensuring the funding formula supports strategic investment outcomes. ODOT staff is expected to draft formulas that reflect air qualities and the state implementation plan, which will be presented at JPACT soon. Regarding the RFFA transit and project development bond action, Metro felt it was important to be responsive to the needs of ODOT, TriMet and Active Transportation program and provide bond proceeds to allow projects to move forward. TriMet agreed to start a first phase of funding support, while still allowing for mitigating the CMAQ funding reductions within the entire flexible fund process.
 - Katherine Kelly commented on the technical advisory level of experience from TPAC to help make recommendation to JPACT on issues, such as this.
 - Nancy Kraushaar commented on some confusion with Clackamas County Coordinating Committee when this issue was discussed. While local projects kept funding, the significant reduction in SW Corridor was not fully communicated. Receiving detailed communications in a timely manner on suggested changes to projects would be appreciated.
 - Eric Hesse agreed on the need for communications with funding implementation decisions to better inform choices moving forward. The TriMet board recently approved their 2018 budget that reflects bus service increase ridership and services. There will be a fare increase for the 5th year in a row. TriMet thanks everyone for their patience with the recent service disruptions for MAX improvements.
 - Judith Gray commented on recent topic area meetings concerning transportation, including congestion pricing, where different agencies presented informative material and the all-day meeting was well attended. Gray recommends more conversations at this committee, and opportunities to have agenda items address technology issues soon. Vice-Chair Leybold reported that Tyler Frisbee, Policy and Innovation Manager, was hiring a new member of her team with responsibilities around this topic area. The request for this agenda item will be noted.

3. Citizen Communications on Agenda Items

There were no comments.

4. Consideration of TPAC Minutes for April 28, 2017

Discussion: Glenn Koehrsen referred to minor spelling/grammar edits in the draft minutes that would be corrected for final approval.

MOTION: To approve the minutes of April 28, 2017 with these edits approved.

Moved: Nancy Kraushaar

Seconded: Jon Makler

ACTION: With edits, motion passed unanimously.

5. 2015-18 Metropolitan Transportation Improvement Program (MTIP) Amendment – Resolution 17-4811

Ken Lobeck presented Resolution 17-4811 requesting a TPAC approval recommendation of resolution 17-4811 to JPACT that amends the 2015-18 MTIP to modify and/or add new projects as part of the May 2017 Formal MTIP Amendment, involving a total of seven affected projects, six for ODOT and one for Metro. Lobeck reported that two additional projects have recently been added to this amendment, which extends the public notification period and review by JPACT and Council for approval.

Resolution 17-4811, that covers all seven projects are:

- ODOT – Key 19651: I-5 Interstate Bridge (NB) Trunnion Shaft Replacement
- ODOT – Key 21019: NEW, Region 1 Bridge Screening Project
- ODOT – Key 19402: OR-99E Kellogg Creek
- ODOT – Key: NEW TBD: U.S. Route 30 Corridor
- ODOT – Key 20719: OR-219 at Laurel, Midway, and I-84 at Fairview Ramp (new project)
- ODOT – Key 18502: Traffic Safety Grant Program 2016
- Metro – Key 19551: Metro Drive Less Connect Outreach Program

Summary points with this resolution:

- No fiscal constraint issues with the amendment
- Proceed to JPACT on June 15, 2017
- Final approval from Council expected mid-July
- Final ODOT and USDOT review during August 2017

Lobeck reported on two new additional projects proposed, asking to be included in the Formal MTIP Amendment. These would be taken to JPACT directly, if approved by TPAC, modified to reflect TPAC did not have time to review final adjustments, on a separate motion to approve them. Public notification period would be extended and updated staff report provided.

- TriMet 5310 E&D Transit Capital (17-19). New project. For vehicle purchases and contracted services supporting elderly and disabled transit needs.
- Ride Connection 5310 E&D Transit Capital (17-19). New project. For vehicle purchase, contracted services, mobility/preventive maintenance supporting elderly and disabled transit.

Discussion from the committee:

- Nancy Kraushaar commented on the OR99E: Kellogg Creek project, one of the seven projects in the proposed amendment. While this was a top priority for the City of Milwaukie, they do not support the project currently due to changes with funds and project aspects. The City of

Milwaukie would like to recommend not transferring the \$495,000 to the design projects at this time, but is open to pursuing future opportunities for funding the project. Jon Makler added that discussions between ODOT and the City of Milwaukie highlighted the circumstances of the situation, where this project was not cost feasible proceeding with the project in these terms of the amendment. Kraushaar wanted it noted in the minutes that the City of Milwaukie does not, at this time, support removing this project from the program, but would like to find fund allocations to advance the project when feasible. Kraushaar will vote no on the motion because of this, believing that something might be arranged before the JPACT meeting. This will be forwarded to JPACT as a discussion item.

- Joanna Valencia asked what would be presented to JPACT in the circumstances. It would be the full resolution and two additional projects, with the item previously discussed on Kellogg Creek.
- Judith Gray asked how this could be phrased to exclude the Kellogg Creek project, while including all other projects for recommendation to JPACT.

MOTION: To recommend to JPACT approval of Resolution 17-4811, with seven projected identified in the formal amendment, and two new projects recently added.

Moved: Jon Makler

Seconded: Karen Buehrig

Additional amendments to the motion:

Amend motion to exclude the recommendation of OR99E: Kellogg Creek Project (one of the seven original projects) so that further discussion between the City of Milwaukie and ODOT can take place, with consideration for further inclusion at JPACT.

Amend motion to remove the two late additional projects (TriMet and Ride Connection) from recommendation, but defer to JPACT for review and further inclusion.

Moved: Judith Gray

Seconded: Nancy Kraushaar

Discussion:

- Jon Makler had concerns forwarding the recommendation to JPACT excluding the project, and sending possible mixed signals on not having the project included, while recognizing communication challenges and project cost changes for the project.
- Glenn Koehrsen commented on the concern of having the project fall off the list altogether. Ken Lobeck reported that the full effect without recommendation would delay the design on three new projects.
- Katherine Kelly commented on communications from TPAC to JPACT between meetings, with TPAC not knowing what the outcome might be. Kelly asked if the TPAC bylaws addressed notifications by email on communications/decisions such as in this matter.
- Chris Deffebach asked for clarification on the funding source for the project, which was identified as ODOT. Deffebach commented that at issue was TPAC is not seeing the original projects, therefore adds to questions with changes. Leybold and Lobeck added that when projects listed are either added or deleted, they require MPO approval on changes, and that is why these MTIP amendments are being reviewed.
- Karen Buehrig appreciated the opportunity to ask questions, and learn more about how funding moves between MTIP projects. A suggestion might be show better show how this applies with projects in the full picture.
- Judith Gray asked what the possible impact of delaying this issue would be. Considerations with changed funds in the course of design and time changes are understandable, but when agencies can't agree with recommendations in timely manner, it's difficult to support and proceed with

recommendations further on the process. Lobeck added that the impact would delay these projects until fall 2018.

- Eric Hesse commented on the role of TPAC with reference to how ODOT's allocation of funds are used with the program. Definitions of roles with projects and funding will better support programs.

MOTION REPEATED: To recommend to JPACT approval of Resolution 17-4811, with seven projected identified in the formal amendment, and two new projects recently added.

Additional amendments to the motion:

Amend motion to exclude the recommendation of OR99E: Kellogg Creek Project (one of the seven original projects) so that further discussion between the City of Milwaukie and ODOT can take place, with consideration for further inclusion at JPACT.

Amend motion to remove the two late additional projects (TriMet and Ride Connection) from recommendation, but defer to JPACT for review and further inclusion.

Moved: Judith Gray

Seconded: Nancy Kraushaar

ACTION: Motion to approve: 9. Motion not to approve: 3. Abstaining: 1

SECOND MOTION TO AMEND FIRST MOTION: To recommend to JPACT approval of Resolution 17-4811, removing Project OR99E Kellogg Creek from this recommendation list, to be considered at JPACT upon further discussion between Milwaukie and ODOT prior to JPACT consideration for later inclusion with the Resolution, and including two new projects identified in the staff report (TriMet and Ride Connect) to occur in the 2015-18 MTIP allowing final approval to then occur from USDOT.

Moved: Chris Deffebach

Seconded: Eric Hesse

ACTION: Motion approved by 12 to 1 vote. Two abstaining: Jon Makler and Eric Hesse.

6. 2018-2021 Metropolitan Transportation Improvement Program (MTIP)

Grace Cho presented information on planned federally funded transportation spending identified in the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) and the results of the air quality conformity determination. Briefly describing MTIP, Ms. Cho reported the federal to local investment split as 68% federal, 32% local match.

Ms. Cho provided graphics showing investment types between Capital Investments (including one-time funding grants for transit projects), Maintenance and Operations (Federal funding for 2018-2021 not having local funding), and Regional Programs, Obligations and Planning. It was noted that capital improvements have a local match greater than the minimum required 10.27%. Regarding transit capital funding, Ms. Cho mentioned it is primarily comprised of the one-time competitive funding grants for transit projects, totaling \$528 million, includes Division transit project and electric buses. The remaining \$42 million in transit capital investments is used primarily for buses and local stop improvements.

ODOT administered funds show maintenance and capital projects for roadway improvements, maintenance and preservation, system management and operations and planning/project development. Ms. Cho then spoke to how the MTIP investments are aligned with RTP implementation and 2014 RTP goals. She explained how progress is being shown towards implementing the RTP goals over a mixed balance of investments and multimodal mix of transportation projects.

Grace Cho reported that part of federal requirements the MTIP is required to undergo an air quality analysis. She reminded TPAC that in September 2016, TPAC approved an analysis approach. A key

component of this analysis approach was relying on a provision in rules that permits the previous emissions analysis could be used. As such, a thorough review of projects was undertaken that resulted in project scopes consistent, complying with air quality standards.

Ms. Cho reported on the MTIP Public Comment (handout). She mentioned the public comment online survey generated 147 comments. On the question of best use of available federal transportation funding, Ms. Cho mentioned the results on averages rated the region in the middle, but many respondents didn't feel the region was on the right track in terms of investments, suggesting the region should be investing less or more in different transportation modes. Question two asked how best to track and pay attention to advance social equity within a transportation system. The public comment illustrated with most responding to affordability and displacement risk. Question three asked how pollution might be reduced from driving, investments in the transit system was favored.

Judith Gray asked if the information on the public comments was in the memo presented in the packet. Ms. Cho reported that the public comment period had just closed, and only the summary sheet was presented. She mentioned that the full package of the 2018-2021 MTIP program, including the public comment, will be presented at the June TPAC meeting asking for recommendation to JPACT. Ms. Cho added that comments in the survey that were specific to lead agencies would be provided to them.

Chris Deffebach asked if the range of new performance measures with the equity analysis were being tested on the 2018-2021 MTIP, and if so, what was learned. Ms. Cho reported that MTIP investments were showing benefits to Historically Marginalized Communities in safety and access to jobs. However, even with a \$1.6 B investment, percentages barely changed. Refinements are planned with project evaluations this fall to help better examine these measures. Eric Hess added that it is good to hear more about the measures, especially as they impact process with RTP.

7. 2018 RTP: Regional Freight Strategy Plan

Tim Collins presented information on the 2018 RTP Regional Freight Strategy. With the RTP Freight work group members, staff and partners, a regional freight policy framework is under development. Emerging freight strategies and investments to improve freight goods movement are being identified that define the vision for enhancing freight movement.

The Regional Freight Network Vision supports policies to guide investments in the multimodal regional freight network. The Regional Freight Network Map is an important tool for freight investment planning, showing highways and freeways that are designated main roadway routes, as well as intermodal roadway connectors for freight destinations.

Regional Freight Network Concept has five policies to guide implementation:

- Use a systems approach to plan for and manage the freight network
- Reduce delay and increase reliability
 - New measures are being developed to address regional freight performance measures with truck hours of delay and cost of delay
- Protect industrial lands and freight investments
 - New measures are being developed to measure access to industrial lands and intermodal areas
- Look beyond the roadway network to address critical marine and rail needs
- Pursue clean, green and smart technologies and practices

In addition, MPAC recommends a sixth policy to address Freight Safety.

Information was given on work to date on freight strategy work plan items. Identified challenges and opportunities that address regional freight needs are being addressed for matching strategies with system management and technology, capacity, freight rail and air/marine. Collins noted these strategies with investments can move toward the RTP Call for Projects and other investments.

Currently, future updates to prepare for a draft Regional Freight Strategy under consideration are:

- Regional Freight Network map updates, that include intermodal study data
- New section describing Freight Delay Areas in the region (developed in coordination with ODOT)
- New section on the federal FAST Act and freight-related funding opportunities (in development)
- Updated strategies and freight-related investment priorities (to be developed)

Comments from committee members:

Glenn Koehrsen mentioned not seeing autonomous vehicles in the materials regarding freight travel. This issue is important and should receive some mention in documents before 2040 regarding planning, including freight strategy. Tim Collins agreed and will include this issue with Freight strategy updates.

Don Odermott reported that while the Freight work group has been focused on the performance of freight movement with investments, whether it be human or technology driven, having reliable freight movement is key to our future. There is a recognized shortage of drivers that understand this issue well.

Judith Gray commented on the wide growth of e-commerce, using the example of online shopping and increased deliveries on roads. It was reported that retail shopping dropped 12% in the past year due to online shopping and delivery at the holidays. As demands for goods increase with this method, the whole RTP program, not just with freight, needs to anticipate and adjust. Gray recommends a goal be adopted to ensure autonomous vehicles with policy on how this might be regulated as well.

Eric Hesse commented that the autonomous vehicles conversation was also included in regional transit strategies. It would be beneficial to hear from Tyler Frisbee on policy strategy for both freight and other transit strategies that justify trips on our roadways, and help leverage inter-connections.

Tyler Bullen asked what role congestion pricing had on freight, with costs spread out possibly more easily than other vehicles. Collins reported that resources are limited with staff capacity, but travel forecasting has been done in the past, and could be addressed in the future.

Phil Healy mentioned that freight travel has already moved from known congested hours to less peak times. The Willamette Falls Locks, that have been inoperable for years, changed some freight travel from barge to road. Elements like this make an impact on freight movement.

Karen Buehrig commented on the RTP and Call for Projects, and how all these strategies, including Freight, were coming together. Being map oriented, Buehrig looked forward to providing specific comments related to maps and appreciated the ODOT/Freight Network connections mapped out. Proposed amendments and Freight draft plan will come to TPAC in the fall for review.

Nancy Kraushaar commented on the timeliness of the Willamette Falls Locks with the Corps of Engineers working on a deadline for either new ownership or new system to keep the Locks open for river traffic. Any advocacy in support of this effort is appreciated. Regarding freight highway delay areas, the maps

highlight the congestion on I-5. The City of Wilsonville hopes a new study will find strategies to help relieve congestion in this area, along with new transit development for the SW Corridor.

Joanna Valencia reported that she appreciated the maps shown. With growth in the Damascus area, connections in east Multnomah County are items of discussion with jurisdictions, how connections for missing gaps can be funded and taken further. There are TSP planning sessions occurring. The goal is to provide freight and transit needs adequately from the Columbia River to the Clackamas River area. Collins added that interconnectors were discussed with the Freight work group as well for this area.

Don Odermott commented on the Washington County Future Freight Study recently completed with partners that showed freight movement doing fairly well throughout Washington County, but delayed significantly when reaching I-5. This back up shows on the map. Odermott suggested that the weakest link may not be the Rose Quarter, with the pace of growth soon it may be I-5 south.

Jon Makler commented on the Freight Highway Delay Areas Map, with the detail shown it is not the preferred method of public presentation. Makler is concerned with the map showing where delays are, but not where they are caused and produced. Identifying the system that identifies caused congestion might be more beneficial for pursuing management type solutions. Makler viewed the issue as two factors; capital improvements vs solutions to mitigating congestion. Tim Collins added that coordination between ODOT and Metro to better define elements with the map is possible.

Judith Gray agreed that wrong impressions can be formed in meetings from maps and data presented. Materials that show congestion that is already known will not help identify specific plans to address the congestion. Volume of freight isn't shown on the map which provides a significant gap in critical economic impact on the region. It was suggested to have an economic value atlas study done. Before presenting to JPACT, prepare materials that will show beyond known congestion with freight on the roads and not lose context to freight solutions.

8. Update on 2018 RTP Call for Projects Funding Targets and ODOT and TriMet Priorities for 2018 RTP

Kim Ellis presented information on the 2018 RTP Call for Projects. The overview of Metro's call for projects was given, noting that the website for listed (oregonmetro.gov/2018projects), starting June 1 with a soft start, and more information to be added. May 30th Ellis will present to Metro Council for approval to move the project forward.

The draft 2018 RTP financially constrained capital revenue forecast – starting point for Call for Projects was presented. Local agencies and partners have added input with the draft data. The Port of Portland and SMART are noted as under development with recent data just known. Changes since the last draft of the data shows Clackamas County down slightly due to spending more on maintenance and less on capital. Multnomah County went up slightly from additional revenue found. Others remain unchanged. Regional source programs that reflect the regional allocated flex programs (TSMO, TOD, RTO) for 2019-2021 are listed.

A table summarizing sub-regional capital funding targets (based on the draft constrained forecast and doubling the draft constrained revenue forecast to set an overall funding level for the RTP Investment Strategy) for purposes of the call for projects was presented. The draft targets and subject to change prior to June 1 to reflect any updates to the draft forecast identified during the agency review.

Kim Ellis noted a footnote to possible implications with doubling the draft constrained revenue forecast related to assumptions of the High Capacity Transit (HCT) funding, related to future conversations with ODOT and TriMet that make it feasible for the forecast. There are also unknown variables with local matches that might make the targets realistic. More will be known by the June 1 launch, and further reported on at TPAC June 30.

Chris Deffebach asked if the strategic level is for ODOT or TriMet. Vice-Chair Leybold reported that these were two separate issues. The HCT (TriMet) funding for financially constrained revenue is project driven, including a series of small start projects with new large projects. The federal assumption to date has been Federal 50% funding needing to raise state, local and regional funding match. The state has agreed setting up to 20% match, with the 50% Federal grant funding, to which 30% local funding at the financially constrained level is possible. If we had taken the approach of asking the state to double their match, we most likely would not have met our target goals. Adjustments will be made once we hear from legislative issues.

Kim Ellis referred to the chart showing the 2028-2040 Strategic List Target column of doubled funding amounts, which could change and adjustments to be made. This is what is known for a start for Call for Projects. Ellis clarified that in addition to the 10-year constrained strategy level, the outer years were listed for strategic levels. Deffebach asked for confirmation on TSMO and RTO programs not allocated to local jurisdictions. Ellis agreed, and reported that they were developing strategy to share for them.

Karen Buehrig commented on the impact of doubling funds with tables presented. It was suggested to keep the tables on one page for better readability, with color coding different agencies lines and categories. It would also help to separate total sources from local/regional sources. Buehrig agreed that programs such as RTO and TSMO need to be shown on lists for their funding. Buehrig asked for clarification with the statement in the handout that read "Clackamas, Multnomah and Washington counties and cities within each county will recommend priority projects submitted for their jurisdictions at county coordinating committees. This was confirmed that Metro is looking for projects in the three "buckets"/columns in the table, and not the level of priority with projects as a whole. The priorities will be evaluated now and in the future.

Don Odermott commented on reviewing the revenue stream with Washington County, and finding roughly 10% of revenues undercounting from development contributions. Documentation is needed immediately, with reviews and midstream adjustments expected. Ellis agreed, and will be confirming with federal CFR caps or thresholds and what rules apply.

Katherine Kelly agreed with the difficulty of historically tracking STP's with the methodology hard to find. For this first round of Call for Projects with RTP, if Washington County is considering changes with these numbers, further discussion need to be framed on a region basis. Kim Ellis reported that Ken Lobeck would be meeting with coordinating committees on the issue, but changes on the issue would not apply for this round of projects. Federal approval is also needed.

Joanna Valencia asked what was included with the Call for Projects on the refined project list with criteria for the complete package. Ellis reported that the criteria identified on the website with project details would be required, from existing project lists, using 2016 dollars, to confirm those amounts, use short and public-friendly descriptions that make it more accessible to the public with specific language.

Chris Deffebach asked if refining some of the wording to eliminate extra priorities is possible. The description page on the webpage will be updated to reflect that.

Eric Hesse presented information on TriMet major capital projects list (draft) that provided a focus on other projects beyond main transit projects and maintenance, among them Division Transit Project and Southwest Corridor Project. Defining local/regional funding is a challenge and will require more conversations to better define.

- Division Transit Project
- Southwest Corridor Project
- Red Line extension, including Gateway and Airport Improvements, and possible Steel Bridge Improvements
- Enhanced Transit Corridors as informed by partner priorities and System Expansion Policy
- North Downtown Portland Transit Mall terminal for bus layover (DTP and other)
- Improvements to Powell Garage to support Division Transit Project and service expansion
- Potential additional operations facility
- Replacement and expansion bus and light rail vehicle purchases
- Preventive maintenance of system assets (signals, switches, facilities)

Hesse reported that with these projects, core capacity requirements, a system growth, the need to prioritize with broad regional interest, and looking at designs for facilities growth needs are all part of the factors with these projects. TriMet will continue to seek information on partner projects, to help define a suite of projects for 10 and 20-year periods that include transit operations systems, project improvement designs and multilayer projects with affordable housing.

Jon Makler presented information on project participation from ODOT Region 1 Fiscal Constraint Funding. The target is \$1.522 billion (2018-2040) developed in concert with ODOT finance staff and the MPO. This includes the assumption that \$1 billion will come from the Oregon legislature. Cities and counties within the MPO also have a target and will submit project lists to metro via their coordinating committees.

Where does ODOT focus fiscally constrained target funding, and why:

- Historically, ODOT's fiscally constrained project list has focused on project that require air quality conformity modeling
- Projects that will or could have an air quality impact as our primary focus
- ODOT has a continued focus on wringing efficiency from the system rather than expansion on new facilities.

Makler provided information on areas of interest with projects focused on Interstate 205, Interstate 5, the Sunrise Phase II project from 122nd to Rock Creek Junction, and Oregon Hwy. 217. Regarding multi-county projects, jurisdictional transfer projects were discussed with a question on whether state funding would be found for non-state facilities for unnamed transfer opportunities that achieve multi-modal objectives, including fiscal constraint funding to address arterial highways.

Another multi-county project focus with active traffic management includes variable speed limits and message signs. A third focus is interstate and highway operations with response to operational improvements beyond ATM projects. Until more is known from state legislature, we have only project listings that will be more defined later this summer with the balance between funding and projects. There has been many conversations with coordinating committees where projects are discussed on

what can be kept on the list, and what is missing for future opportunities. ODOT is interested in hearing about these strategic project lists.

Chris Deffebach asked if ODOT envisioned funding specifically for Active Transportation projects. Makler clarified that with jurisdictional transfer funds, now being discussed in the state legislature, arterial investments for enhanced competitive projects would be addressed, when known, with county partners.

Karen Buehrig commented on the need to work together to understand the role with partners on projects in this process. It was asked what the intent of the roles were in regard to ODOT, TriMet, Metro and the coordinating committees. Ellis and Makler reported on having each project submission being transparent with their partners, whether or not they have their endorsement of the project, for region wide support. Buehrig also commented on the issue with TriMet inclusion of enhanced transit corridors on the list, that while she supports the level of work in Clackamas County, this isn't the same level of work in other areas. If this guides what is included in the RTP, then more collaborative work may be needed. Eric Hesse added more time is recognized to identify priorities with time to develop the expansion policies, where issues like this will be addressed.

Judith Gray commented on a concern with the jurisdictional transfer bucket of funding. One issue is dealing with state owned arterials, often called orphan highways. There is a need to have more than an all or nothing strategic approach for long-term growth. A jurisdictional bucket of funds that are ODOT owned with partner stakeholders may not fully address growth concerns. Makler responded that investments from ODOT are used for leveraging large capital amounts toward programs across the system. The investments in the so-called "Jurisdictional Transfer" bucket is not wholly for the entire bucket funding, but leveraged for other projects as well.

Chris Deffebach asked when the distribution list of funds from TriMet and ODOT would be known. Jon Makler reported that factors not defined from the state legislature yet, they are not releasing exact figures that affect the full scope of projects. An expected date for this data might be around July 10. Eric Hesse agreed. TriMet is refining cost estimates and budgets. Deffebach added that coordinating committee discussions and updates with the process is helpful and appreciated.

9. Adjourn

There being no further business, meeting was adjourned by Vice-Chair Leybold at 12:15 p.m.

Meeting minutes respectfully submitted by,
Marie Miller
Planning and Development, Metro

Attachments to the Record, Transportation Policy Alternatives Committee meeting, May 26, 2017:

Item	Topic	Document Date	Description
1	Agenda	5/26/2017	May 26, 2017 Meeting Agenda
2	TPAC Work Program	5/19/2017	TPAC Work Program as of 5/19/2017
3	Staff Memo, Attachment 1 & 2	4/10/2017	MTIP 2 nd Quarter FFY 2017 Completed Amendments and 3 rd Quarter SFY 2016-17 UPWP Summary Report
4	Memo	5/18/2017	May 2017 MTIP Administrative Amendment Project List
5	Meeting Minutes Draft	4/28/2017	TPAC Meeting Minutes Draft for April 28, 2017 Meeting
6	Resolution 17-4811, Exhibit A, Staff Report, Attachment 1	5/22/2017	Resolution 17-4811, MTIP Amendments, Exhibit A to Resolution, Staff Report Memo on Resolution, Attachment 1
7	Memo	5/26/2017	Memo: 2018-2021 MTIP and Air Quality Conformity Determination, Amended
8	Handout	May 2017	Public Comment Summary, 2018-2021 MTIP
9	Memo, Attachment 1a, 1b, 2a, 2b, 3, 4, 5	May 2017	Regional Freight Strategy Update Memo, Freight work group list, Challenges and Opportunities, Bottleneck Areas, Evaluation Measures, Regional Freight Network Map
10	Handout	May 2017	2018 RTP: Refining Regional Transportation Priorities; An Overview for Agencies and Jurisdictions for Metro's Call for Projects
11	Handout	5/25/2017	Draft 2018 RTP Financially Constrained Capital Revenue Forecast
12	Handout	May 2017	TriMet Major Capital Projects List – Draft
13	Presentation	May 2017	2018 RTP Update Project Solicitation, from ODOT
14	Presentation	5/26/2017	2015-18 MTIP Amendment – Resolution 17-4811
15	Presentation	5/26/2017	2018-2021 MTIP Presentation
16	Presentation	5/26/2017	2018 RTP Regional Freight Strategy

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2015-18)	RESOLUTION NO. 17-4819
METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO MODIFY)	Introduced by: "Chief Operating Officer
AND/OR ADD NEW PROJECTS AS PART OF THE)	Martha Bennett in concurrence with
JUNE 2017 FORMAL MTIP AMENDMENT (JN17-)	Council President Tom Hughes"
06-JUNE) INVOLVING A TOTAL OF FOUR)	
PROJECTS AFFECTING CLEAN WATER)	
SERVICES, GRESHAM, PORTLAND, AND ODOT)	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) 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 US Department of Transportation (USDOT) has issued new MTIP amendment submission rules and definitions for Formal and Administrative amendments that both the Oregon Department of Transportation (ODOT) and Oregon MPOs must adhere to; and

WHEREAS, Clean Water Services determined that an ODOT Congestion Mitigation and Air Quality (CMAQ) grant was not the appropriate funding source for them to develop a CNG fueling center at their facility and have declined receipt of the grant resulting in the project now being deprogrammed and canceled in the MTIP; and

WHEREAS, awarded federal Transportation Community and System Preservation (TCSP) funds to the city of Gresham for their Division Street Corridor Improvements Project have lapsed and now require the TCSP funds programmed in the Right-of-Way and Construction phases to be deprogrammed and removed from the MTIP while Gresham works on an alternative funding plan for the project which will be addressed in the new 2018 MTIP; and

WHEREAS, this amendment will add Portland's new SW Moody and Bond Ave Corridor Improvements Project to the 2015 MTIP that includes an ODOT \$1,000,000 Immediate Opportunity Fund (IOF) grant enabling Portland to initiate Preliminary Engineering before the end of federal fiscal year 2017 plus be ready for construction before the end of federal fiscal year 2018; and

WHEREAS, ODOT's new OR99W SW Naito Pkwy – SW Huber St Phase 2 Project that is being added to the 2015 MTIP through this amendment will erect two overhead signs to increase sign visibility, safety, and improve way finding in support of findings and mitigation recommendations from the Barbur Road Safety Audit allowing ODOT to obligate the awarded Highway Safety Improvement Program (HSIP) funds and initiate the Preliminary Engineering phase before the end of federal fiscal year 2017; and

WHEREAS, all four projects were evaluated against seven MTIP review factors to ensure all requested changes and additions can be accomplished legally through the MTIP amendment process; and

WHEREAS, the MTIP review factors included project eligibility/proof of funding, RTP consistency with the financially constrained element, consistency with RTP goals and strategies, determination of amendment type, air conformity review, fiscal constraint verification, and compliance with MPO MTIP management responsibilities; and

WHEREAS, the MTIP's financial constraint finding is maintained as the project changes and new funding has been verified, or reflect lateral funding to existing programmed projects; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the June 2017 Formal MTIP Amendment; and

WHEREAS, all projects included in the June 2017 Formal MTIP Amendment successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

WHEREAS, TPAC received their notification and recommended approval on June 30, 2017; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on July 20, 2017 to formally amend the 2015-18 MTIP to include the June 2017 Formal Amendment bundle of four projects requiring necessary changes and updates.

ADOPTED by the Metro Council this ____ day of _____ 2017.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

2015-2018 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 17-4819



<p align="center">Proposed May 2017 Formal Amendment Bundle Amendment Type: FORMAL, JN17-06-JUNE Total Number of Projects: 4</p>			
ODOT Key	Lead Agency	Project Name	Required Changes
19185	Clean Water Services	ROCK CREEK CNG FUELING INFRASTRUCTURE (HILLSBORO)	Project is being deprogrammed and canceled per ODOT direction. Clean Water Service (planned CMAQ recipient) elected not to receive the CMAQ grant funds.
16986	Gresham	Division Street Corridor Improvements (Gresham)	Deprogram and delete Right-of-Way and Construction phase funding as TCSP funding is no longer available to project. PE phase completed, but no further progress expected. Deprogramming action effectively cancels the project.
21092 New Project	Portland	SW MOODY AVE AND BOND AVE CORRIDOR IMPROVEMENTS	Add new project to the 2015-18 MTIP.
21071 New Project	ODOT	OR99W: SW NAITO PKWY - SW HUBER ST PHASE 2	Add full project to allow PE to obligate the HSIP funds before the end of 2017. Project will erect two overhead signs to increase sign visibility and improve way-finding. Construction phase planned for FFY 2018

Exhibit A to Resolution 17-4819

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



EXISTING MTIP PROGRAMMING							
ODOT Key	MTIP ID	Lead Agency	Project Name			Project Type	Project Cost
19185	70816	Clean Water Services	ROCK CREEK CNG FUELING INFRASTRUCTURE (HILLSBORO)			Other	\$ 3,269,333
Project Description:		Construct a Compressed Natural Gas fueling station to dispense renewable natural gas.					

Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
CMAQ (State)		Federal	2015					\$ 1,169,000	\$ 1,169,000
Local	Match	Local	2015					\$ 133,797	\$ 133,797
Other	Overmatch	Local	2015					\$ 1,966,536	\$ 1,966,536
Total:				\$ -	\$ -	\$ -	\$ -	\$ 3,269,333	\$ 3,269,333

PROPOSED AMENDED CHANGES							
ODOT Key	MTIP ID	Lead Agency	Project Name			Project Type	Project Cost
19185	70832	ODOT	ROCK CREEK CNG FUELING INFRASTRUCTURE (HILLSBORO)			Other	\$ -
Project Description:		Construct a Compressed Natural Gas fueling station to dispense renewable natural gas.					

Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
CMAQ (State)		Federal	2015					\$ -	
Local	Match	Local	2015					\$ -	
Other	Overmatch	Local	2015					\$ -	
Total:				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Notes: 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
 2.CMAQ - State: Federal Congestion Mitigation Air Quality (CMAQ) improvement funds allocated to ODOT.
 Local: Local agency funds provided as the required match to the federal funds.

Amendment Summary:
 The amendment deprograms and cancels the project from the 2015 MTIP

Exhibit A to Resolution 17-4819

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



EXISTING MTIP PROGRAMMING:									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
16986	70543	Gresham	Division Street Corridor Improvements (Gresham)					Local Road	\$ 1,310,600
Project Description:			Complete Street construction includes multi-use path sidewalk and pedestrian crossings.						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
TCSP	L680	Federal	2013		\$ 161,514				\$ 161,514
Local	Match	Local	2013		\$ 18,486				\$ 18,486
Other	Overmatch	Local	2013		\$ 20,000				\$ 20,000
TCSP	L680	Federal	2017			\$ 211,020			\$ 211,020
Local	Match	Local	2017			\$ 24,152			\$ 24,152
Other	Overmatch	Local	2017			\$ 14,828			\$ 14,828
TCSP	L680	Federal	2017				\$ 460,600		\$ 460,600
Local	Match	Local	2017				\$ 52,718		\$ 52,718
Other	Match	State	2017				\$ 347,282		\$ 347,282
Total:				\$ -	\$ 200,000	\$ 250,000	\$ 860,600	\$ -	\$ 1,310,600
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. TCSP = Transportation Community and System Preservation Program Funds 3. Other = Additional local funds provided by the lead agency (often referred to as overmatch) to cover project phase costs 4. Local = local agency funds provided as the required match to the federal funds.								

PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
16986	70543	Gresham	Division Street Corridor Improvements (Gresham)				Local Road	\$ 200,000	
Project Description:			Complete Street construction includes multi-use path sidewalk and pedestrian crossings.						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
TCSP	L680	Federal	2013		\$ 161,514				\$ 161,514
Local	Match	Local	2013		\$ 18,486				\$ 18,486
Other	Overmatch	Local	2013		\$ 20,000				\$ 20,000
TCSP	L680	Federal	2017			\$ -			\$ -
Local	Match	Local	2017			\$ -			\$ -
Other	Overmatch	Local	2017			\$ -			\$ -
TCSP	L680	Federal	2017				\$ -		\$ -
Local	Match	Local	2017				\$ -		\$ -
Other	Match	State	2017				\$ -		\$ -
Total:				\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STP-FLX = Federal Surface Transportation Program allocated to ODOT on an annual basis 3. State = Required State matching funds to the federal funds								

Amendment Summary

Right of Way and Construction phase funding deprogrammed and canceled as TCSP federal funding has expired.
Project has not been carried over into the new draft 2018-21 MTIP as well.

Exhibit A to Resolution 17-4819

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



EXISTING MTIP PROGRAMMING - None **New Project**

PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
21029	TBD	Portland	SW MOODY AVE AND BOND AVE CORRIDOR IMPROVEMENTS				Local Road	\$ 10,270,900	
Project Description:			The project will construct approximately three-tenths of a mile of SW and install new traffic signals on SW Curry Street						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Other	OTH0	Local	2017		\$ 1,000,000				\$ 1,000,000
IOF	S600	State	2018				\$ 1,000,000		\$ 1,000,000
Other	OTH0	Local	2018				\$ 8,270,900		\$ 8,270,900
Total:				\$ -	\$ 1,000,000	\$ -	\$ 9,270,900	\$ -	\$ 10,270,900
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Other = Additional local funds provided by the lead agency (often referred to as overmatch) to cover project phase costs 3. IOF = State "Immediate Opportunity (grant) Funds" - non federal								

Amendment Summary

This amendment adds the project to the 2015 MTIP enabling the PE phase to be initiated before the end of Federal Fiscal Year (FFY) 2017 to help ensure Construction can begin during FFY 2018

Exhibit A to Resolution 17-4819

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



EXISTING MTIP PROGRAMMING - None **New Project**

PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
21071	TBD	ODOT	OR99W: SW NAITO PKWY - SW HUBER ST PHASE 2				Highway	\$ 775,000	
Project Description:			Erect two overhead signs to increase sign visibility and improve way finding						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
HSIP	ZS30	Federal	2017		\$ 162,000				\$ 162,000
HSIP	ZS30	Federal	2018			\$ 50,000			\$ 50,000
HISP	ZS30	Federal	2018				\$ 20,000		\$ 20,000
HSIP	ZS30	Federal	2018					\$ 543,000	\$ 543,000
Total:				\$ -	\$ 162,000	\$ 50,000	\$ 20,000	\$ 543,000	\$ 775,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. HSIP = Federal Highway Safety Improvement Program (Fund code of ZS30 =100% federal funds - no match required)								

Amendment Summary

This amendment adds the full project to the 2015 MTIP enabling the Federal PE funds to be obligated before the end of the Federal Fiscal Year 2017. Construction is planned for 2018.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: Wednesday, June 21, 2017
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: June 2017 MTIP Formal Amendment plus Approval Request of Resolution 17-4819

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO MODIFY AND/OR ADD NEW PROJECTS AS PART OF THE JUNE 2017 FORMAL MTIP AMENDMENT (JN17-06-JUNE) INVOLVING A TOTAL OF FOUR PROJECTS AFFECTING CLEAN WATER SERVICES, GRESHAM, PORTLAND, AND ODOT.

BACKGROUND

What this is:

The June 2017 Formal MTIP Amendment bundle contains required changes and updates to four projects. Highlights of the required changes include:

- **Key 19185:**
Impacts ODOT & Clean Water Services' planned Rock Creek Fueling Infrastructure at Hillsboro. The amendment will deprogram the CMAQ plus matching funds and cancel the project from the MTIP & STIP.
- **Key 16986:**
Applies to the city of Gresham's Division Street Corridor Improvements project. The amendment will deprogram lapsed Transportation and Community System Program (TCSP) funds from the Right of Way a (ROW) and Construction phases. Gresham is in progress of developing a new funding plan with additional local funds in place of the TCSP funds.
- **Key 21029:**
The amendment adds the SW Moody Ave and Bond Ave Corridor Improvements project for Portland to the 2015 MTIP allowing the PE phase to be initiated before the end of federal fiscal year 2017.
- **Key 21071:**
The amendment adds ODOT's OR99W SW Naito Pkwy to SW Huber St Phase 2 project to the 2015 MTIP that will erect two overhead signs to increase visibility and improve way finding, plus allow PE to obligate the HSIP funds before the end of 2017.

What is the requested action?

Staff is requesting a TPAC approval recommendation of resolution 17-4819 to JPACT enabling the two new projects, one proposed canceled project plus one partially deprogramming action to occur in the 2015-18 MTIP allowing final approval to then occur from USDOT.

A summary of the projects included in the May 2017 Formal MTIP Amendment bundle is provided in the following tables on the next pages.

JUNE 2017 FORMAL AMENDMENT BUNDLE CONTENTS

1. Project: ROCK CREEK CNG FUELING INFRASTRUCTURE (HILLSBORO)	
Lead Agency:	Clean Water Services
ODOT Key Number:	19651
Project Description:	Construct a Compressed Natural Gas (CNG) fueling station to dispense renewable natural gas.
What is changing?	Through this amendment, the project with nearly \$1.17 million of CMAQ plus match for a total of \$3,269,333 is being deprogrammed and canceled from the MTIP and STIP.
Additional Details:	<p>The grant award originates from the ODOT Compressed Natural Gas Infrastructure Program that was approved to award projects that spur clean technology in Oregon and reduce transportation related emissions. Subsequent to the grant award, Clean Water Services decided not to move forward with the construction of the CNG Fueling facility.</p> <p>The federal process to construct a CNG fueling center is complicated. With the associated regulations and requirements when CMAQ funding added to the mix, the effort becomes even more complicated. Clean Water Services' review of the project and requirements resulted in a decision to decline the ODOT CMAQ grant for the Rock Creek Fueling Center. Clean Water Services is still looking at injecting their gas into a pipeline and selling it off-site for vehicle use, but decided that an on-site fueling facility, which is what the ODOT grant would have funded, did not make sense for them at this time.</p>
Why a Formal amendment is required?	Per the STIP & MTIP Amendment Matrix: Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a formal amendment
Total Programmed Amount:	The project programming will decrease from \$3,269,333 to \$0.
Other and Notes:	The project was a special CMAQ grant award from ODOT.

2. Project: DIVISION STREET CORRIDOR IMPROVEMENTS (GRESHAM)	
Lead Agency:	Gresham
ODOT Key Number:	16986
Project Description:	Complete Street construction includes multi-use path sidewalk and pedestrian crossings.
What is Changing?	This amendment removes the lapsed Transportation Community and System Preservation (TCSP) funds from the ROW and Construction phases. The project will be left with only PE programmed.
Additional Details:	<p>This is a mandated "clean-up" amendment to remove the lapsed TCSP funds from the project before the 2015 MTIP expires. Gresham received a total of \$833,134 in TCSP funding for the project in 2011. As of 2015, only the PE TCSP funds had been obligated. The TCSP funds were awarded with a conditional "year of award plus three years" obligation shelf life requirement. This meant all awarded TCSP funds had to be awarded by September 30, 2014.</p> <p>The city of Gresham requested a funding shelf-life extension from FHWA on 7/22/2014 and provided three primary reasons for the project delay. They included:</p>

	<p>A detailed explanation as to why the extension is needed. What delayed the project?</p> <ul style="list-style-type: none"> o The change associated with FHWA's Map 21 project and the newly acquired NHS status of Division <ul style="list-style-type: none"> ▪ Because Gresham became aware of the Map 21 process after receiving the Division grant, a series of meetings between Gresham, ODOT, Metro & FHWA were needed to sort out what this change meant and how it might affect the project. This caused several months of delay to the original schedule. o Difficulty associated with developing an approvable section in light of the new NHS status <ul style="list-style-type: none"> ▪ The result of the meetings with the parties above resulted in Gresham abandoning the original concept of off-street shared paths and pursue a more conventional on street bicycle arterial cross-section. In order to achieve a layout concept that Gresham felt met the guidance outlined from ODOT, Metro & FHWA, Gresham had to carefully explore existing topographic and right-of-way constraints and investigate feasible options and their impacts. This resulted in an additional four months of delay. o Time associated with getting required consultants under contract <ul style="list-style-type: none"> ▪ ODOT's process and workload caused a significant delay in getting our environmental & right-of-way consultant under contract. The process to get a consulting team under contract and working on the project took over 1 year. Although much of this time overlaps with the delay explained in the 1st 2 bullets, this difficulty getting a consultant under contract added to the delay in developing an acceptable cross-section. <p>The fund extension was denied. FHWA staff directed the city of Gresham to begin working with ODOT for alternative funding options.</p>
Why a Formal amendment?	<p>Changes in Fiscal Constraint by the following criteria: Projects \$1M and over – increase/decrease over 20% require a formal amendment. The cost decrease reflects an 84.7% change in funding which exceeds the 20% threshold.</p>
Total Programmed Amount:	<p>Total programmed amount decreases from \$1,310,600 to \$200,000</p>
Other and Notes:	<p>The city of Gresham is evaluating funding options and developing a new funding plan with local funds for the project. The revised project will be re-added to the 2018 MTIP during the first amendment this Fall.</p>

3. Project:	SW MOODY AVE AND BOND AVE CORRIDOR IMPROVEMENTS
Lead Agency:	Portland
ODOT Key Number:	21029
Project Description:	The project will construct approximately three-tenths of a mile of SW and install new traffic signals on SW Curry Street.
What is Changing?	This amendment adds the project to the 2015 MTIP allowing the PE phase to begin before the end of FFY 2017. The project received an ODOT \$1,000,000 Immediate Opportunity Fund (IOF) grant in support of the project. The remaining required funding for the project will be from local funds. The total project cost is estimated at \$10.27 million.
Additional Details:	<p>The Oregon Business Development (OBDD) and the Oregon Department of Transportation (ODOT) have worked closely with the city of Portland and Oregon Health & Science University (OHSU) on the latter's organization establishment of two new facilities, the Knight Cancer Research Building and the Center for the Health & Healing 2 Facility in the South Waterfront District of Portland's Central City.</p> <p>Completion and operation of the buildings will require transportation improvements to the SW Moody Avenue/SW Bond Avenue Corridor including the extension of SW Bond Avenue between River Parkway and Tilikum Crossing as well as new traffic signals at the intersections of SW Moody Ave and SW Bond Ave with SW Curry Street. A summary of the planned improvements include:</p> <ul style="list-style-type: none"> - Extend SW Bond Ave between SW River Parkway and SW Porter to serve the Knight Cancer Research Building (about 3/10 of a mile) (to be 2 through-lanes, 1 in each direction). - SW Bond extension will connect the existing SW River Pkwy cul-de-sac with Tilikum Crossing and provide a connection to the SW Meade Street extension that will provide access to the Knight Cancer Research Building. - Install new traffic signals at the intersection of SW Moody and SW Curry Street - Install new traffic signals at the intersection of SW Bond and SW Curry Street to serve the Center for Health & Healing 2.

	<ul style="list-style-type: none"> - Include on-street parking access. - Add required street lighting underground utilities. - Add temporary asphalt pedestrian/bicycle facilities to be replaced with permanent 13-foot sidewalks & a separated bike lane upon development of the adjacent sites. <p>The roadway must be elevated for a majority of its extent in order to match the grade of adjacent proposed development and connect to the Tilikum Crossing. As a result, the project will be built in two phases. Retaining walls and fill must be installed and allowed to settle in the first phase, known as surcharge. The second phase includes utility installation, paving, street lights and traffic signals. However, before either phase can begin, contaminated soil must be removed, disposed of, and replaced with fill.</p>
Why Formal?	Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a formal/full MTIP amendment.
Total Programmed Amount	The total project programming amount will be \$10,720,900. \$1,000,000 is estimated to complete PE with the remainder in the Construction phase.
Other and Notes:	Construction is planned for 2018.

4. Project:	OR99W: SW NAITO PKWY - SW HUBER ST PHASE 2
Lead Agency:	ODOT
ODOT Key Number:	21071
Project Description:	Erect two overhead signs to increase sign visibility and improve way finding
What is Changing:	The amendment adds the project to the 2015 MTIP enabling the HSIP funds programmed in PE to be obligated before the end of federal fiscal year 2017
Additional Details:	<p>The project supports the Barbur Road Safety Audit (Barbur RSA) implementation. The project is located on Barbur Boulevard (Oregon 99 West) between Southwest Huber Street and Southwest Naito Parkway in Multnomah County. The total cost for the project is approximately \$775,000 and will be funded by the Oregon Department of Transportation (ODOT) Region 1 All Roads Transportation Safety (ARTS) Program via the Road Safety Audit Implementation project in the 2018-2021 Draft STIP.</p> <p>The Oregon Department of Transportation (ODOT) conducted a Road Safety Audit (RSA) in July 2015 on Oregon 99 West (Barbur Boulevard) to identify system-wide and location-specific safety issues including short, intermediate, and long term recommendations for improving safety on Oregon 99 West between Southwest Naito Parkway to Southwest Huber Street in the City of Portland. ODOT has since committed to using the recommendations from the RSA to select and fund projects that support goals for short and intermediate term improvements that will improve safety on the corridor.</p> <p>The Barbur RSA report identified inconsistent signage as one of the key safety issues of Southwest Barbur corridor between Naito Parkway and Capitol Highway and suggested overhead signing to increase sign visibility and improve way finding. ODOT evaluated and prioritized recommendations provided by the Barbur RSA team and identified two overhead signs for priority implementation to improve safety in the corridor:</p> <p>Northbound Oregon 99 West :</p> <ul style="list-style-type: none"> • MP 2.01 – south of Southwest Barbur at Southwest Naito Parkway Split, and • MP 2.2 – north of Southwest Bancroft Street. <p>If the signs are not constructed at these locations, it is possible that ODOT will not fulfill all the safety improvement recommendations in the Barbur Road Safety Audit which could result in more crashes on the corridor.</p>

Why Formal?	Adding or cancelling a federally funded and regionally significant project to the MTIP/STIP and state funded projects which will potentially be federalized requires a formal amendment.
Total Programmed Amount:	The total project programming amount will be \$775,000 of Highway Safety Improvement Program (HSIP) funds. The HSIP funds are 100% federal and no not require a state or local match.
Other and Notes:	The project was approved by the OTC for inclusion in the STIP during their May 18, 2017 meeting.

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against seven MTIP review factors. The seven factors include:

- Project eligibility/proof of funding commitment and verification
- RTP consistency review with the financially constrained element
- RTP goals and strategies consistency
- Amendment type determination; **Formal** or Administrative
- Air conformity review
- Fiscal constraint verification
- MPO responsibilities completion

MPO responsibilities include the completion of a required 30-day public notification period for all projects in the May 2017 Formal Amendment. All seven projects have been posted on Metro’s MTIP web page for notification and comment opportunity. **The 30 day public notification period began on June 16, 2017 and is expected to conclude on July 17, 2017.** Metro staff will respond to received comments as necessary. The projects can be amended as requested and added to the 2015-18 MTIP without issue. TPAC received their notification and presentation of the June 2017 Formal MTIP Amendment on June 30, 2017.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the June 2017 Formal MTIP amendment will include the following:

- | <u>Action</u> | <u>Target Date</u> |
|---|--------------------|
| • Initiate the required 30-day public notification process..... | June 16, 2017 |
| • TPAC notification and approval recommendation..... | June 30, 2017 |
| • Completion of public notification process..... | July 17, 2017 |
| • JPACT approval recommendation to Council..... | July 20, 2017 |
| • Metro Council approval..... | August 10, 2017 |

USDOT Approval Steps:

- | <u>Action</u> | <u>Target Date</u> |
|--|-----------------------|
| • Metro development of amendment narrative package | August 10, 2017 |
| • Amendment bundle submission to ODOT and USDOT..... | August 11, 2017 |
| • ODOT clarification and approval..... | Mid-late August, 2017 |
| • USDOT clarification and final amendment approval..... | End of August 2017 |

Approval Steps Added Note:

ODOT and USDOT normally expect and require at least 30 days for review and approval of formal amendments submitted to them. On paper, the approval schedule leaves insufficient time for the required review and approvals. However, senior ODOT staff at Salem expressed confidence all required approvals and subsequent fund obligations can occur before the federal fiscal year 2017 obligation window closes as of September 1, 2017.

ANALYSIS/INFORMATION

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

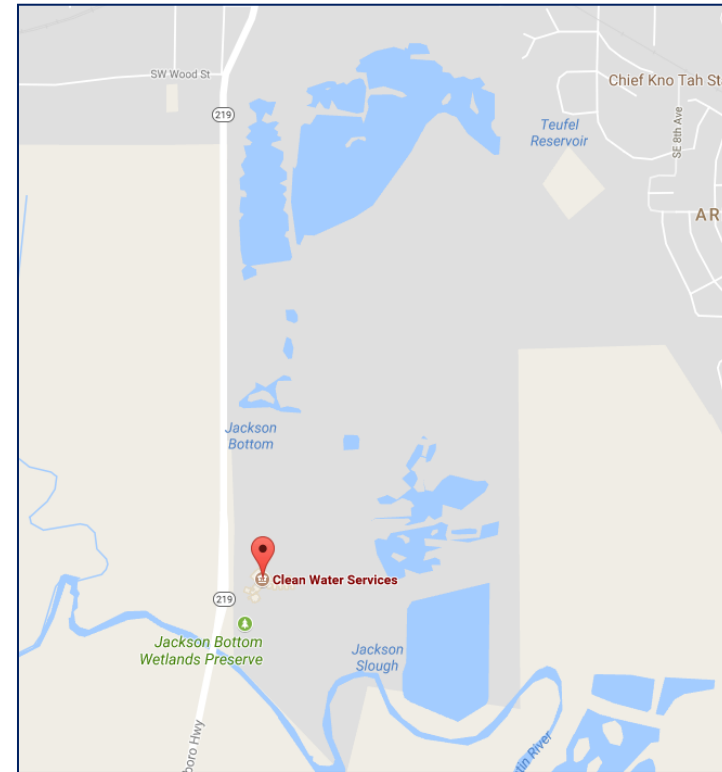
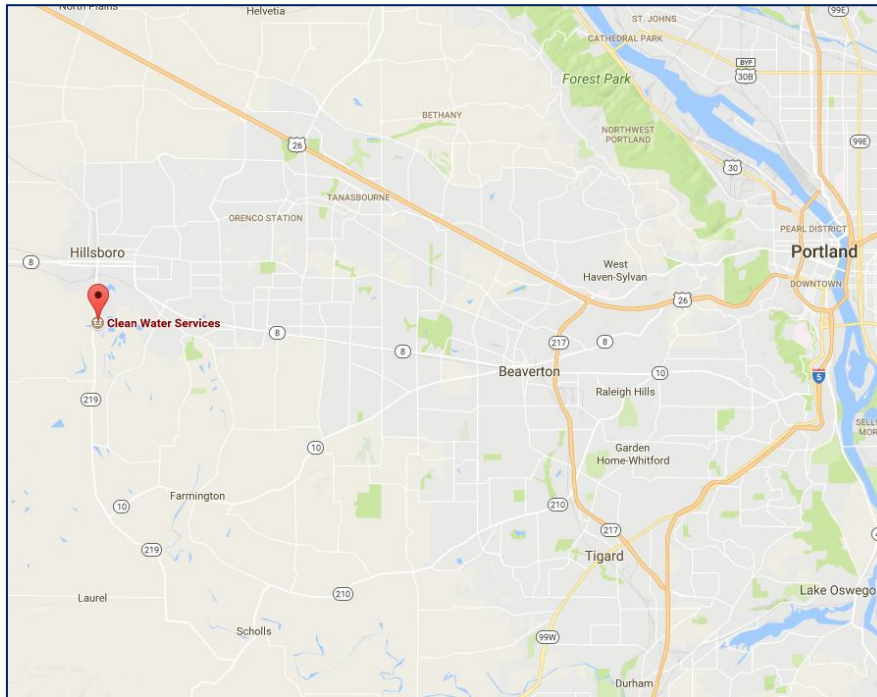
RECOMMENDED ACTION:

Staff recommends the approval of Resolution 17-4819.

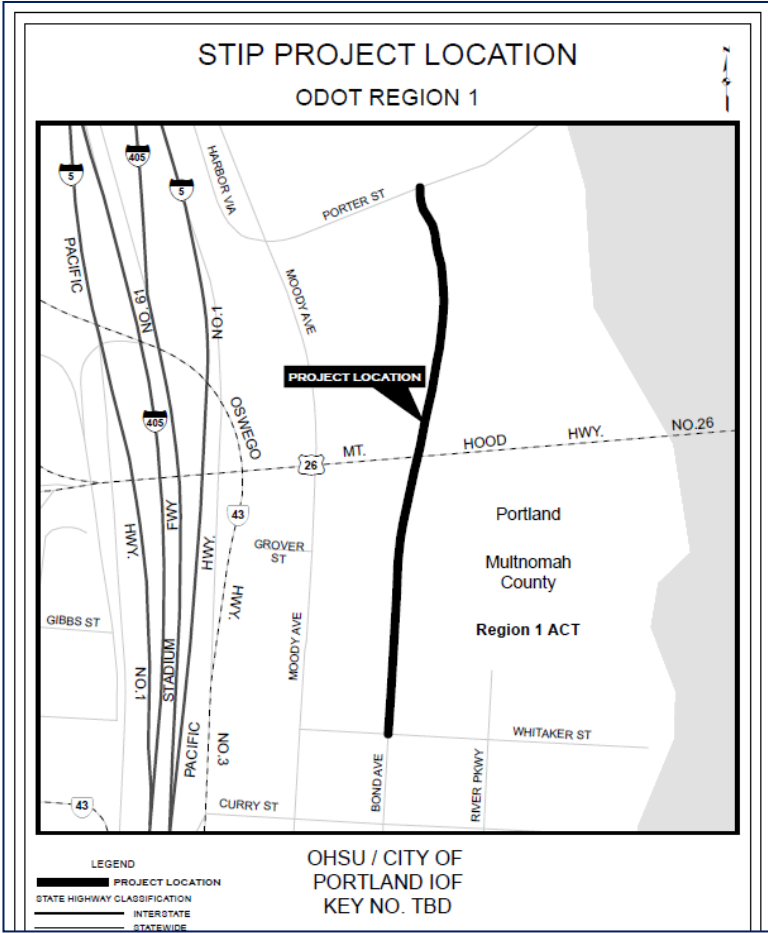
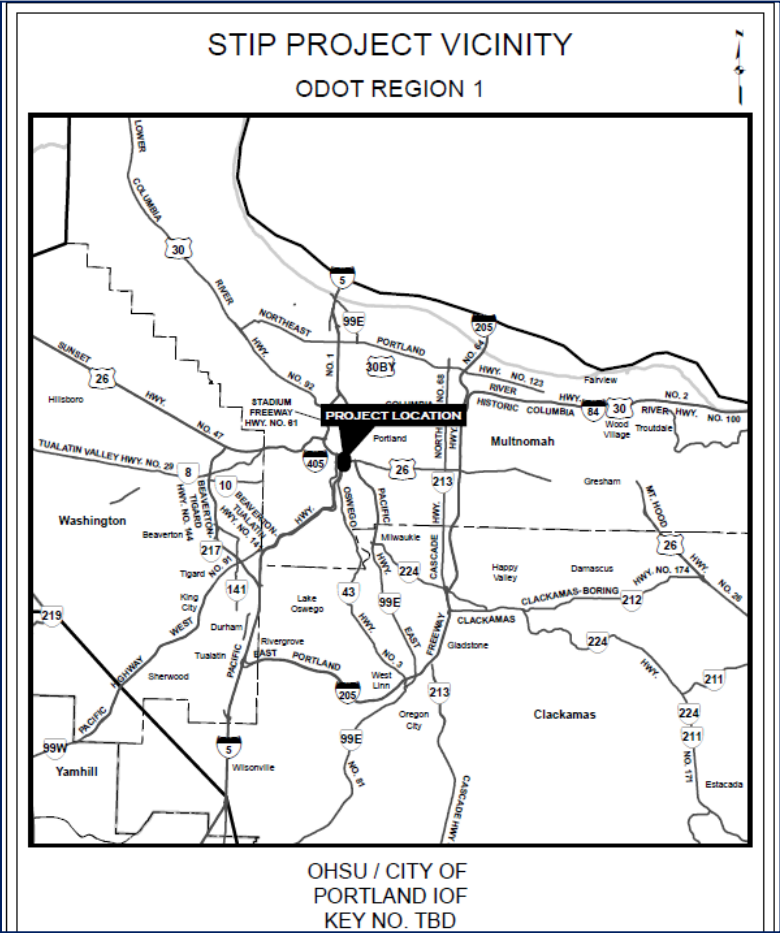
Attachment: Project Location Maps

**JUNE 2017 FORMAL MTIP AMENDMENT
PROJECT LOCATION MAPS
In Support of Resolution 17-4819**

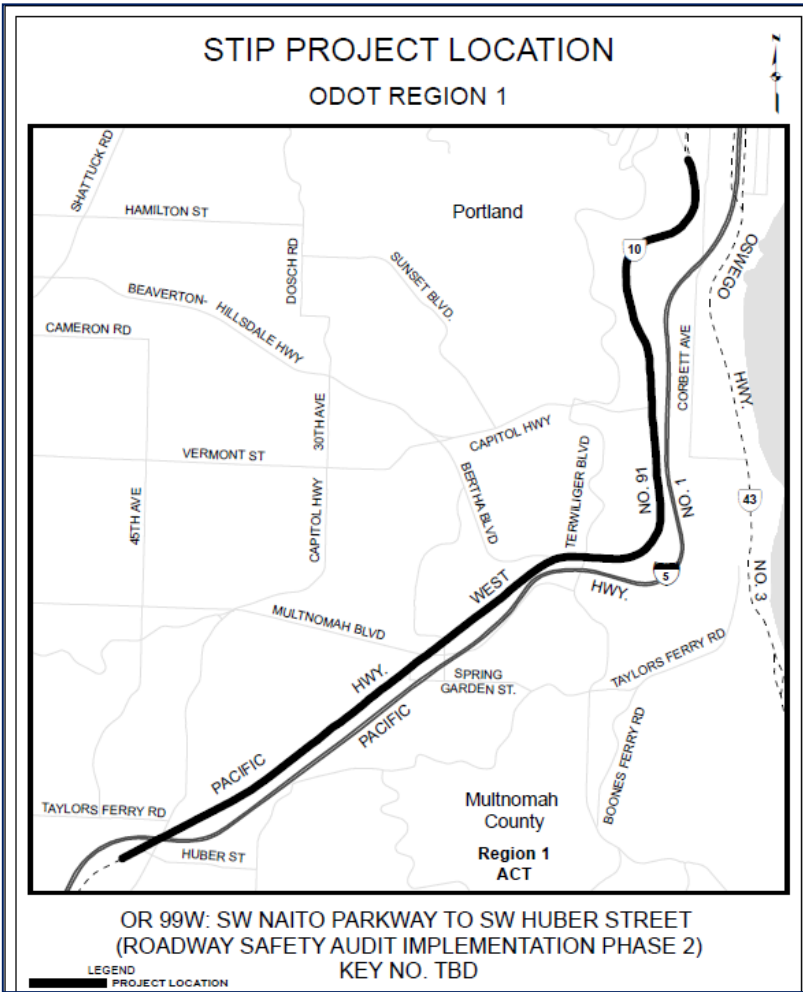
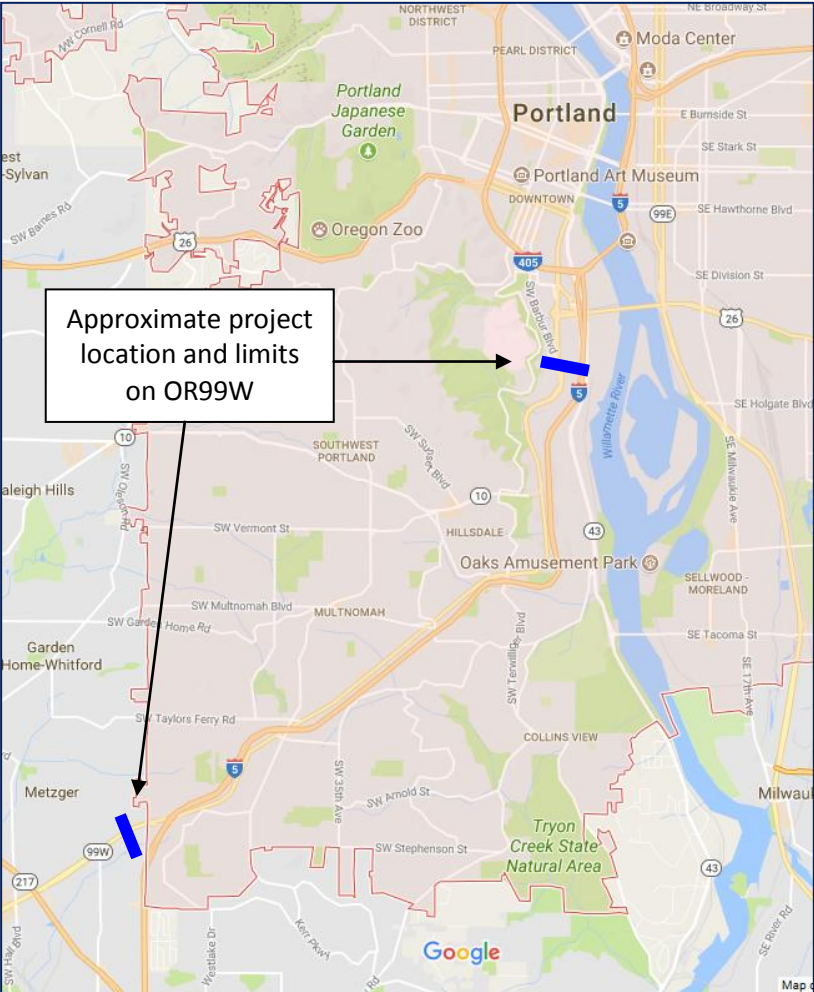
**Key 19185
ROCK CREEK CNG FUELING INFRASTRUCTURE (HILLSBORO)**



Key 21029
SW MOODY AVE AND BOND AVE CORRIDOR IMPROVEMENTS



Key 21071
OR99W: SW NAITO PKWY - SW HUBER ST PHASE 2



Memo

Date: Friday, June 30, 2017
To: Transportation Policy Alternatives Committee and Interested Parties
From: Grace Cho, Associate Transportation Planner
Subject: 2018-2021 MTIP and Air Quality Conformity Determination – Request for Recommendation to JPACT

Purpose

To provide an overview of the adoption draft of the 2018-2021 MTIP and the Air Quality Conformity Determination and request TPAC recommendation to JPACT.

Introduction and Background

As part of Metro's duties as the metropolitan planning organization (MPO) for the Portland region, Metro in partnership with ODOT, TriMet, SMART and local partners, is responsible for developing the federally mandated Metropolitan Transportation Improvement Program (MTIP). The MTIP is the schedule of expenditures (i.e., spending) of federal transportation funds as well as significant state and local funds in the Portland metropolitan region. As a report, the MTIP provides the implementation schedule of federally funded transportation projects in the Portland metropolitan region for the next four years. The MTIP also demonstrates how the transportation projects to be implemented comply with federal regulations, such as fiscal constraint, air quality impacts, and public involvement as well as monitors the region's progress towards achieving the vision and goals set forth in the region's long-range transportation plan.

The 2018-2021 MTIP

At the May TPAC meeting and the June JPACT meeting, both committees were presented an overview of the 2018-2021 MTIP. In the presentations Metro staff provided a breakdown of the level and types of federal and local matching investments expected to occur in the upcoming four federal fiscal years. Metro staff also provided the results of the compendium air quality conformity determination and a short summary as to what was heard through the 2018-2021 MTIP public comment. (Further discussion below.) In summary, the 2018-2021 MTIP adoption draft represents nearly \$1.6 billion in transportation funding (68% federal and 32% local match) expected to be invested in the region's transportation system over fiscal years 2018-2021 from the four agencies responsible for administering federal transportation dollars (Metro, ODOT, SMART, and TriMet).

A link to the adoption draft of the 2018-2021 MTIP can be found as Exhibit A as part of the legislation (Resolution 17-4817) attached to this memorandum.

A link to the Air Quality Conformity Determination for the 2018-2021 MTIP can be found as part of the legislation (Resolution 17-4816) attached to this memorandum.

The adoption draft of the 2018-2021 MTIP, the Air Quality Conformity Determination, and the draft resolutions have been provided to TPAC to illustrate what will be provided to JPACT to take action on at their July meeting. Metro staff requests any further questions regarding the 2018-2021 MTIP be brought forward at or in advance of the June TPAC meeting, where Metro staff seeks a request for a recommendation to JPACT.

2018-2021 MTIP Public Comment

A public comment period for the 2018-2021 MTIP was held from April 24th – May 23rd, 2017 on the public review draft 2018-21 MTIP and draft air quality conformity determination. Residents were encouraged to review the draft document and comment, but in efforts to make the information in the 2018-21 MTIP as accessible as possible Metro also launched an online comment survey that was designed to provide high level information on the 2018-21 MTIP to allow for residents to comment without the need to read the full document. A total of 147 comments were received through the online comment survey. The results are summarized within the 2018-2021 MTIP Public Comment Report and a two-page summary has been attached. (The two-page summary reflects what was seen at the May TPAC meeting.)

The 2018-2021 MTIP Public Comment Report which includes responses to thematic comments is included as Appendix VII as part of the 2018-2021 MTIP. (The 2018-2021 MTIP link can be used to access the public comment report.)

Lastly, attached to this memorandum are a collection of the free-form comments which were made during the 2018-2021 MTIP public comment period which were either: 1) project specific; or 2) agency specific comments. Metro staff asks for TPAC members to share these comments through the coordinating committees and consider these comments as the jurisdictions continue to plan and implement federally funded transportation projects.

Next Steps

The following timeline has been provided to illustrate the next steps for adopting the 2018-2021 MTIP and the air quality conformity determination.

Timeline

Activity	Timeframe
2018-2021 MTIP and Air Quality Conformity Determination – TPAC recommendation to JPACT	June 30, 2017
2018-2021 MTIP and Air Quality Conformity Determination – JPACT approval and recommendation to Metro Council	July 20, 2017
Metro Council adoption of 2018-2021 MTIP and Air Quality Conformity Determination	July 27, 2017
Submit 2018-2021 MTIP and Air Quality Conformity Determination to include in the 2018-2021 STIP and signature by the Governor	August 2017
Submit 2018-2021 MTIP and Air Quality Conformity Determination and 2018-2021 STIP to Federal Highway Administration and Federal Transit Administration for approval	August/September 2017

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2018-)	RESOLUTION NO. 17-4817
2021 METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM FOR THE)	Introduced by Councilor Craig Dirksen
PORTLAND METROPOLITAN AREA)	

WHEREAS, the Portland metropolitan area Metropolitan Transportation Improvement Program (MTIP), which reports on the programming of all federal transportation funds to be spent in the region, must be periodically updated in compliance with federal regulations; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) have proposed programming for federal fiscal years 2019-2021 through the regional flexible funds allocation process for a portion of the federal allocation of transportation funds to this region; and

WHEREAS, the Oregon Department of Transportation has proposed programming for federal fiscal years 2018-2021 of federal transportation funds for projects in the Portland metropolitan area through funding allocation processes they administer; and

WHEREAS, the transit service providers TriMet and South Metropolitan Area Rapid Transit (SMART) have proposed programming of federal transit funds for federal fiscal years 2018-2021; and

WHEREAS, these proposed programming of funds must be found in compliance with all relevant federal law and administrative rules, including a demonstration of compliance with the Oregon State implementation plan for air quality; and

WHEREAS, the draft 2018-2021 MTIP for the Portland, Oregon metropolitan area, attached as Exhibit A, demonstrates compliance with all relevant federal law and administrative rules; and

WHEREAS, the companion Metro Resolution No.17-4816, For the Purpose of Approving the Air Quality Conformity Determination for the 2018-2021 Metropolitan Transportation Improvement Program, demonstrates compliance with the federal Clean Air Act and the Oregon State implementation plan for air quality; and

WHEREAS, the 2018-2021 Metropolitan Transportation Improvement Program demonstrates compliance with the federal regulations Title VI of the Civil Rights Act of 1964 and Executive Order 12898 on Environmental Justice requirements, and

WHEREAS, the proposed 2018-2021 MTIP is consistent with the 2014 Regional Transportation Plan, adopted by Metro Ordinance No. 14-1340; and

WHEREAS, a public process has provided an opportunity to comment on the programming of federal funds to specific projects in specific fiscal years and whether the programming meets all relevant laws and regulations;

WHEREAS, extensive public processes were used to select projects to receive federal transportation funds; and

WHEREAS, on July 20, 2017 JPACT recommended approval of this resolution and the 2018-2021 MTIP; now therefore

BE IT RESOLVED that the Metro Council adopt the 2018-2021 Metropolitan Transportation Improvement Program for the Portland metropolitan areas as shown in Exhibit A; and

BE IT RESOLVED that projects in the existing 2015-2018 MTIP that do not complete obligation of funding prior to September 30, 2017 will be programmed into the 2018-2021 MTIP.

ADOPTED by the Metro Council this ___ day of July 2017.

Tom Hughes, Council President

Approved as to Form:

Alison Kean, Metro Attorney



2018-2021 Metropolitan Transportation Improvement Program (MTIP)

Adoption Draft

June, 2017

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 17-4817 FOR THE PURPOSE OF APPROVING THE 2018-2021 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA

Date: June 30, 2017

Prepared by: Grace Cho

PURPOSE

The 2018-2021 Metropolitan Transportation Improvement Program (MTIP) is a report summarizing all programming of federal transportation funding in the Portland metropolitan region for the federal fiscal years 2018 through 2021. Acting on this resolution would:

- Approve the scheduling of previously allocated federal funding to projects by project phase and fiscal year;
- Define administrative authority to add or remove projects from the 2018-2021 MTIP (as defined in Chapter 6);
- Affirm the region meets federal planning and programming rules and permit submission of the 2018-2021 MTIP to the Governor of Oregon and incorporation into the State Transportation Improvement Program.

BACKGROUND

The 2018-2021 Metropolitan Transportation Improvement Program (MTIP) is the federally mandated four-year schedule of expenditures (i.e., spending) of federal transportation funds as well as significant state and local funds in the Portland metropolitan region. As a report, the MTIP provides the upcoming four-year implementation schedule of transportation projects in the Portland region. The report must also demonstrate the use of federal funds will comply with all relevant federal laws and administrative rules.

In the Portland metropolitan region, there are three processes which propose programming of federal transportation funds and are therefore reflected in the MTIP. These processes are:

- The Regional Flexible Fund Allocation (RFFA): A process led by the Joint Policy Advisory Committee on Transportation and the Metro Council to allocate the region's discretionary federal transportation funds;
- The allocation of "Fix-It" and "Enhance" funding administered by the Oregon Department of Transportation, which predominately focuses on capital improvements and maintenance on the national highway system; and
- TriMet's Capital Investment Program (CIP) and the South Metro Area Rapid Transit (SMART) Capital Improvement Program (CIP): the processes led by the individual transit operators in region. TriMet's CIP is a 5-year rolling capital improvement program that guides the short term implementation of the 20-year service enhancement plans. The South Metro Area Rapid Transit (SMART) is the transit agency for the City of Wilsonville and allocates transit funding in conjunction with the city budget process.

All the projects and programs selected to receive federal funding through the three processes are summarized in the tables listed in Chapter 5 of the 2018-2021 MTIP (Exhibit A) by lead agency. The tables illustrate the assignment of funds by fund type and the amount of funding by disbursement year for the federal fiscal years 2018 through 2021. There are a number of different federal transportation funds assigned to different projects. This includes Federal Highway Administration (FHWA) funds: surface transportation block grant, congestion mitigation/air quality and the FTA funds new starts, small starts, a program for special needs transportation for seniors and people with disabilities, allocations for bus

purchases and allocations for maintenance of the bus and rail systems. Previous programming of these funds have been updated to reflect project completion as well as changes in construction schedules and project costs.

Additionally, programming changes to the adopted 2015-2018 MTIP that also need to be reflected in the 2018-2021 MTIP, will be tracked by staff during this adoption and approval process. These changes will become effective in the 2018-2021 MTIP immediately following federal approval of the 2018-2021 STIP by the U.S. Department of Transportation.

Public Comment for the Draft 2018-2021 MTIP

The Federal Highway Administration and Federal Transit Administration require Metro and other regional agencies nationwide to make the schedule of MTIP projects available for a 30-day public comment prior to final adoption.

On Monday, April 24, 2017, Metro opened a joint public comment period for the 2018-2021 MTIP and the air quality conformity determination (described in the staff report for Resolution 17-4816). As part of the public comment, Metro developed a four question survey which provided some information about the 2018-2021 MTIP and the air quality conformity determination and asked for feedback. The design of the short survey was a way of gather feedback without having members of the public needing to read the entire 2018-2021 MTIP or the air quality conformity determination. The public comment closed on Tuesday, May 23, 2017.

A total of 147 public comments were received on the 2018-2021 MTIP. In review of the public comments, the following main themes emerged from comments:

- More investment is needed; respondents often focused on their preferred mode (road maintenance, road capacity, light rail, bus service, bike facilities, sidewalks).
- Other types of investments could be reduced (road capacity, light rail or transit generally, bike facilities, sidewalks).
- Investment levels should match current demand (higher number of users or number of trips per mode should have higher level of investment) and/or be self-funding.
- Investments should be made to improve the quality of life for underserved populations but done in a way that doesn't trigger market-based displacement.

The public comment report and a summary of comments received on the draft 2018-2021 MTIP can be found in Appendix VII of Exhibit A.

Staff recommends adoption of the 2018-2021 Metropolitan Transportation Improvement Program with no changes.

The summary of comments and responses can be found in the companion documents, considered under Resolution No. 17-4816.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** This resolution programs transportation funds in accordance with the federal transportation authorizing legislation (currently known as MAP-21). The allocation process is intended to implement the Regional Flexible Fund Allocation (RFFA) process for years 2018 through 2021 as defined by Resolution Nos. 13-4467, 16-4756, and 17-4791. The 2018-2021 MTIP must be consistent with the 2014 Regional Transportation Plan, adopted by Metro Ordinance No. 14-1340.

This MTIP must also be determined to be in conformance with the federal Clean Air Act, which will be accomplished through concurrent action on Metro Resolution No. 17-4816.

3. **Anticipated Effects** Adoption of this resolution is a necessary step to make the transportation projects and programs defined in the 2018-2021 MTIP, provided as Exhibit A, eligible to receive federal funds to reimburse project costs.
4. **Budget Impacts** Adoption of this resolution is a necessary step in making eligible federal surface program funds for planning activities performed at Metro. These impacts have been previously described as a part of the actions on Metro Resolution Nos. 11-4313, 13-4467, and 14-4532. This includes \$5,688,777 of federal funds to be used for planning activities at Metro between 2018-2021. Grant funds allocated to Metro planning require a match totaling 10.27% of project costs. This would include \$647,791 through the course of the 2018-2021 time period. An additional \$10,410,740 of planning and programming activities scheduled and funded to take place in the 2018-2021 MTIP. These funds are subject to being sub-allocated to Metro or other agencies, although Metro would only be responsible for matching the portion of funds sub-allocated to Metro. Further action through the annual Unified Planning Work Program (UPWP) and individual Intergovernmental Agreements (IGA) will be needed to execute these planning activities.

RECOMMENDED ACTION

Staff recommends approval of Resolution No. 17-4817.

2018-2021 MITP Public Comment - Project Specific Comments

Zip Code	Comment	Specific Project or Request
97219	The city of Portland needs to prioritize repaving of arterial roadways!!! The CRC needs to be build. Get it going again partnering with the State of Washington. I-5 is the regions lifeline and this is an embarrassment to the State of Oregon and the City of Portland.	Columbia River Crossing
97229	I truly believe that a new crossing of the Columbia is an absolute necessity. While a new I-5 Bridge would be good, a better solution would be to build a new bridge to the east to ease both the 1-5 and Vista Ridge Tunnel nightmares. Its time for Oregon State Senator Peter Courtney to get over his feelings about the last attempt and put full effort into creating the crossing.	Columbia River Crossing, new Columbia River bridge to the east
97202	https://bikeportland.org/2014/09/19/comment-week-missed-opportunity-tilikum-crossing-111186	Improving the bike connection from Tilikum Crossing to PSU
97223	I would like to see the suburbs provide safer streets for cyclists and pedestrians, including continuous sidewalks (i.e. Tigard/Hall Boulevard), lower speed limits, and enhanced bike lanes.	Building better active transportation networks in the suburbs (Tigard)
97217	The stretch from the I-5 bridge south through the Rose Quarter is a mess. It needs to be redesigned to support modern traffic flow patterns, especially 18 wheelers.	I-5 in North Portland, Rose Quarter
97202	We need a NW Corridor from US 26 to US 30. Known as the Northern Connector in recent Washington County study.	Northern Connector highway
98682	We need more bridges and roads to washington	Columbia River bridges
97218	#1 .40 years ago, there was a "plan" to build a "ring road" around the Portland metropolitan region, to reduce traffic congestion, and improved freight mobility. We built the I-205 corridor, and sadly abandoned building the western half. FINISH THE JOB! Sending all Washington County bound traffic thru the Vista Ridge Tunnel makes absolutely no sense. #2 -- The Rose Quarter has the highest accident rate of any section of road in Oregon. FIX IT! We need more through lanes on I-5, thru the Rose Quarter. #3 -- we've spent 40 years spending a disproportional share of federal transportation dollars on light rail expansion. We need to build new roads, and repair existing roads and bridges. It's common sense to maintain what you have!	Westside Bypass, Rose Quarter
98685	Quit forcing the public onto slow and expensive trains, they don't want them. Buses are faster, cheaper and much more versatile. A third and fourth bridge over the Columbia River are needed, as well as a second freeway in addition to I-84 from the eastside, and a second freeway in addition to 26 from the westside.	Two new Columbia River bridges, new westside and eastside freeways
98675	No light rail! We need additional bridges north/south bridges to provide access across state lines so we can do business.	More Columbia River bridges
97267	The Orange Line has improved my quality of life and saved me money. However, it needs a far larger park and ride garage. Frequently I drive around the two lots, find no parking, and need to drive rather than ride.	Orange Line park and rides
97229	Need better commuting frequency, sw corridor to wilsonville & vancouver rail. Yes on bike lanes but don't take away much needed car lanes on powell. Families who can't bike or take the bus will suffer on traffic.	Southwest Corridor to Wilsonville, expanding the MAX Yellow Line to Vancouver

2018-2021 MITP Public Comment - Project Specific Comments

Zip Code	Comment	Specific Project or Request
97211	We need to stop building new roads. Maintaining the existing road network is the only use of funding that we should be directing towards roads. We should drastically increase funding for public transit - new light-rail lines (for instance we have a developed "spoke" network but don't have a "loop" to connect them outside the city center. We should have a light rail that runs down Killingsworth to 82nd, south on 82nd to Foster or so, and that loops back and connects to the Orange line.	Light rail loop line outside of the Central City
97089	Pay attention to the fact that when MAX moves in, property values go up to the point where low income folks are priced out of the neighborhood MAX serves. Like what is happening now in Milwaukie	Milwaukie MAX
97229	There are acres of vacant land surrounding the Sunset Transit Center. No provision was made to increase parking at that Station with the increase in thousands of new residents to the area. I can no longer find a parking spot and have to drive into downtown for work which is costing me \$2500 per year. Unacceptable lapse in planning. When I asked about this a couple of years ago, I got a flippant answer about catching a bus to the transit center. That involves me walking to the bus stop, catching the bus to the transit center and waiting for max. That took me over an hour to go 7 miles into downtown. Adding 2 hours total to my work day.	Sunset Transit Center
98642	You need to make a complete freeway loop from 30 over to 26 through forest park.... Self driving cars are coming and this is a bottleneck eliminator	Complete freeway loop
98675	Quit the wasteful studies and build more bridges	Build bridges
97224	This is why you people are so messed up-None of the Above. You should be planning for effective transportation and new transportation corridors not social engineering. We need a new eastside and westside bridges; not rehashing old single I-5 bridge failures.	Westside and Eastside bridges over the Columbia
97211	The transportation system is only equitable if it is affordable for all users. Tickets should be much cheaper and/or free where possible.	Cheaper transit
97218	continuous sidewalks where lacking esp along thoroughfare streets well used by kids and pedestrians, i.e., NE 47th Ave.	safety on NE 47th Ave
97213	Air quality risk on this map (http://projects.oregonlive.com/pollution/) correlate strongly with those areas of East Portland which are historically less affluent neighborhoods. Also, please find ways within your means to encourage inclusionary housing zoning for low-income households near transit lines!	Air quality in East Portland
97024	providing appropriate transit and roadway capacity to serve areas where populations have been resettled (east county)	Helping displaced residents
97229	I would take the max more from Sunset Station, but there is no available parking after 6:30 or 7 in the morning. There needs to be more parking for daily commuters.	Sunset TC
97211	We should not invest any resources in making driving more convenient, easy, or affordable. We need less single occupancy vehicles on the road to reduce air pollution. We should take away lanes from SOV and dedicate them to bus routes.	Create bus lanes

2018-2021 MITP Public Comment - Project Specific Comments

Zip Code	Comment	Specific Project or Request
97213	We are a household of 2 in our mid-30s with one car, which we use only occasionally. We are both dedicated to biking and taking transit (usually MAX, we are within walking distance of the 60th street MAX stop) as often as possible. We would strongly like to see more bike lanes along arterials (like Sandy/Halsey/Glisan/60th Street) to make it more convenient.	Bike lanes on arterials in NE Portland
97223	It really is important for the region to get serious about seriously supporting non-personal-care forms of transportation. For instance, I don't ride my bike and drive instead for several reasons. Living in Tigard and taking the bus to downtown Portland where I work is extremely inconvenient and takes too much time out of my day to get other things done. The price of parking, while inconvenient, isn't so high it stops me from driving. Even if I could practically ride my bike, I used to bike, and there is too much car hostility toward bikes. I'm not willing to die on a bike commute, because someone driving a car finds it inconvenient to share the lane with me. We need physically separated, protected bike lanes if you want to get that bike commute number significantly above 7%. And, I don't mean just in Portland but the suburbs, too. Look at Vancouver, BC, and how many of their suburbs have dense urban cores. This is more of a development patten we should be encouraging. We really need to seriously invest in providing exclusive rights-of-way for transit for it to be truly viable. While I'm pro-MAX, we could just build dedicated bus rapid transit lanes along 99W from Portland to Sherwood for a fraction of the price. With good enough connections, appropriate development patterns, and political will, this region could truly do something revolutionary. Same thing with the failed Division BRT line. A lane on Powell could be dedicated to frequent-service BRT, an exclusive right-of-way. There are lots of ideas, but this city will have to truly start thinking outside of the American box and be willing to make real sacrifices if we want to maintain the quality of life that has been developed in this city over the years.	Long-distance protected bike lanes, bus rapid transit lanes
97229	Larger MAX park and rides (final mile will always be an issue) - Sunset Transit Center is full before 0700 weekdays.	Larger park and rides
97218	Really need to improve neighborhood bus service and frequency, especially for outer Portland neighborhoods.	Neighborhood bus service
97217	Realistically, not everyone can bike or walk. We need to find ways to encourage clean fuels for freight, and for older/disabled citizens who can't use active transportation modes. Also, given crime statistics, I'm afraid to tell my aging parents it's safe to use transit. I don't want them waiting at bus stops by themselves in their Gresham location. So even though I use transit consistently for commuting and other purposes, I don't think it is always the answer for my family.	Safe bus stops
97223	Why is Metro not buying clean buses? We have, still, the dirtiest bus fleet - TriMet refuses to buy CNG buses, hybrid electric buses, hydrogen fuel cell buses, trolley buses...Vancouver, Seattle and San Francisco are literally leaving Portland in the dust as they have 100% clean, renewable powered bus fleets, and Portland depends on dirty diesel. We refuse to buy high capacity buses (articulated or double-deck buses), leaving would-be riders kicked to the curb, and force them back into their cars due to TriMet's bus service unreliability, a policy that Metro 100% supports to discourage bus ridership.	Cleaner buses

2018-2021 MTIP Public Comment - Comments Directed to Specific Partner Agencies

ZIP Code	Comment	Partner Agency
97229	There are acres of vacant land surrounding the Sunset Transit Center. No provision was made to increase parking at that Station with the increase in thousands of new residents to the area. I can no longer find a parking spot and have to drive into downtown for work which is costing me \$2500 per year. Unacceptable lapse in planning. When I asked about this a couple of years ago, I got a flippant answer about catching a bus to the transit center. That involves me walking to the bus stop, catching the bus to the transit center and waiting for max. That took me over an hour to go 7 miles into downtown. Adding 2 hours total to my work day.	Beaverton
98642	Putting in more roads that get you out to Beaverton Hillsboro.... You need to make a complete freeway loop from 30 over to 26 through forest park.... Self driving cars are coming and this is a bottleneck eliminator	Beaverton
97229	Larger MAX park and rides (final mile will always be an issue) - Sunset Transit Center is full before 0700 weekdays.	Beaverton
97267	My neighborhood has few streetlights and few sidewalks. When I originally moved there I planned to walk often, but found it to be unsafe.	Clackamas County
97217	Realistically, not everyone can bike or walk. We need to find ways to encourage clean fuels for freight, and for older/disabled citizens who can't use active transportation modes. Also, given crime statistics, I'm afraid to tell my aging parents it's safe to use transit. I don't want them waiting at bus stops by themselves in their Gresham location. So even though I use transit consistently for commuting and other purposes, I don't think it is always the answer for my family.	Gresham
98642	Putting in more roads that get you out to Beaverton Hillsboro.... You need to make a complete freeway loop from 30 over to 26 through forest park.... Self driving cars are coming and this is a bottleneck eliminator	Hillsboro
97089	Again as Tourism is a huge part of the Economic impact, better transportation to the trails, waterfalls, and focus will help this industry reach those that are coming.	Multnomah County
97024	providing appropriate transit and roadway capacity to serve areas where populations have been resettled (east county)	Multnomah County
97089	Again as Tourism is a huge part of the Economic impact, better transportation to the trails, waterfalls, and focus will help this industry reach those that are coming.	ODOT
97216	Bus/MAX routes fail to serve highly populated but poor areas of Portland, especially in outer NE and SE.	Portland
97216	It's hard for me to say as I live on a block that has no sidewalks or curbs and the nearest side street is "unimproved." I've never seen road work done on my street. I doubt my street is a good representation of how the money has been used.	Portland
97213	No, too much on transit, not enough on highways, bridges and road maintenance. I have no idea what the biking/walking money was spent on. Nothing in East Portland.	Portland

2018-2021 MTIP Public Comment - Comments Directed to Specific Partner Agencies

ZIP Code	Comment	Partner Agency
97219	The city of Portland needs to prioritize repaving of arterial roadways!!! The CRC needs to be build. Get it going again partnering with the State of Washington. I-5 is the regions lifeline and this is an embarrassment to the State of Oregon and the City of Portland.	Portland
97229	Absolutely more affordable housing, more close in should be prioritized. And to make it livable, don't cut down all the trees. Leave green spaces to sequester carbon.	Portland
97218	continuous sidewalks where lacking esp along thoroughfare streets well used by kids and pedestrians, i.e., NE 47th Ave.	Portland
97213	Air quality risk on this map (http://projects.oregonlive.com/pollution/) correlate strongly with those areas of East Portland which are historically less affluent neighborhoods. Also, please find ways within your means to encourage inclusionary housing zoning for low-income households near transit lines!	Portland
97218	"Displacement risk" in this survey reads like if there is a risk that an infrastructure investment will increase risk for displacement, then it would be deprioritized. I believe that as a region we need to make investments that improve quality of life and wealth-building opportunities for low income communities and communities of color, AND do it in a way that minimizes risk that those investments will lead to gentrification and displacement. Look at Living Cully or Our 42nd Avenue as neighborhood-scale examples of this model in NE Portland.	Portland
97213	We are a household of 2 in our mid-30s with one car, which we use only occasionally. We are both dedicated to biking and taking transit (usually MAX, we are within walking distance of the 60th street MAX stop) as often as possible. We would strongly like to see more bike lanes along arterials (like Sandy/Halsey/Glisan/60th Street) to make it more convenient.	Portland

2018-2021 MTIP Public Comment - Comments Directed to Specific Partner Agencies

ZIP Code	Comment	Partner Agency
97223	<p>It really is important for the region to get serious about seriously supporting non-personal-care forms of transportation. For instance, I don't ride my bike and drive instead for several reasons. Living in Tigard and taking the bus to downtown Portland where I work is extremely inconvenient and takes too much time out of my day to get other things done. The price of parking, while inconvenient, isn't so high it stops me from driving. Even if I could practically ride my bike, I used to bike, and there is too much car hostility toward bikes. I'm not willing to die on a bike commute, because someone driving a car finds it inconvenient to share the lane with me. We need physically separated, protected bike lanes if you want to get that bike commute number significantly above 7%. And, I don't mean just in Portland but the suburbs, too. Look at Vancouver, BC, and how many of their suburbs have dense urban cores. This is more of a development patter we should be encouraging. We really need to seriously invest in providing exclusive rights-of-way for transit for it to be truly viable. While I'm pro-MAX, we could just build dedicated bus rapid transit lanes along 99W from Portland to Sherwood for a fraction of the price. With good enough connections, appropriate development patterns, and political will, this region could truly do something revolutionary. Same thing with the failed Division BRT line. A lane on Powell could be dedicated to frequent-service BRT, an exclusive right-of-way. There are lots of ideas, but this city will have to truly start thinking outside of the American box and be willing to make real sacrifices if we want to maintain the quality of life that has been developed in this city over the years.</p>	Portland
97223	<p>I would like to see the suburbs provide safer streets for cyclists and pedestrians, including continuous sidewalks (i.e. Tigard/Hall Boulevard), lower speed limits, and enhanced bike lanes.</p>	Tigard
97224	<p>Light Rail has many problems associated with it. Costs for WES to be subsidized show poor planning. Don't add that sort of poor planning to the Tigard area.</p>	Tigard

2018-2021 MTIP Public Comment - Comments Directed to Specific Partner Agencies

ZIP Code	Comment	Partner Agency
	<p>It really is important for the region to get serious about seriously supporting non-personal-care forms of transportation. For instance, I don't ride my bike and drive instead for several reasons. Living in Tigard and taking the bus to downtown Portland where I work is extremely inconvenient and takes too much time out of my day to get other things done. The price of parking, while inconvenient, isn't so high it stops me from driving. Even if I could practically ride my bike, I used to bike, and there is too much car hostility toward bikes. I'm not willing to die on a bike commute, because someone driving a car finds it inconvenient to share the lane with me. We need physically separated, protected bike lanes if you want to get that bike commute number significantly above 7%. And, I don't mean just in Portland but the suburbs, too. Look at Vancouver, BC, and how many of their suburbs have dense urban cores. This is more of a development patter we should be encouraging. We really need to seriously invest in providing exclusive rights-of-way for transit for it to be truly viable. While I'm pro-MAX, we could just build dedicated bus rapid transit lanes along 99W from Portland to Sherwood for a fraction of the price. With good enough connections, appropriate development patterns, and political will, this region could truly do something revolutionary. Same thing with the failed Division BRT line. A lane on Powell could be dedicated to frequent-service BRT, an exclusive right-of-way. There are lots of ideas, but this city will have to truly start thinking outside of the American box and be willing to make real sacrifices if we want to maintain the quality of life that has been developed in this city over the years.</p>	Tigard
97202	<p>https://bikeportland.org/2014/09/19/comment-week-missed-opportunity-tilikum-crossing-111186</p>	TriMet
97267	<p>The Orange Line has improved my quality of life and saved me money. However, it needs a far larger park and ride garage. Frequently I drive around the two lots, find no parking, and need to drive rather than ride.</p>	TriMet
97089	<p>Pay attention to the fact that when MAX moves in, property values go up to the point where low income folks are priced out of the neighborhood MAX serves. Like what is happening now in Milwaukie</p>	TriMet
97229	<p>There are acres of vacant land surrounding the Sunset Transit Center. No provision was made to increase parking at that Station with the increase in thousands of new residents to the area. I can no longer find a parking spot and have to drive into downtown for work which is costing me \$2500 per year. Unacceptable lapse in planning. When I asked about this a couple of years ago, I got a flippant answer about catching a bus to the transit center. That involves me walking to the bus stop, catching the bus to the transit center and waiting for max. That took me over an hour to go 7 miles into downtown. Adding 2 hours total to my work day.</p>	TriMet
97211	<p>The transportation system is only equitable if it is affordable for all users. Tickets should be much cheaper and/or free where possible.</p>	TriMet
97229	<p>I would take the max more from Sunset Station, but there is no available parking after 6:30 or 7 in the morning. There needs to be more parking for daily commuters.</p>	TriMet

2018-2021 MTIP Public Comment - Comments Directed to Specific Partner Agencies

ZIP Code	Comment	Partner Agency
	<p>It really is important for the region to get serious about seriously supporting non-personal-care forms of transportation. For instance, I don't ride my bike and drive instead for several reasons. Living in Tigard and taking the bus to downtown Portland where I work is extremely inconvenient and takes too much time out of my day to get other things done. The price of parking, while inconvenient, isn't so high it stops me from driving. Even if I could practically ride my bike, I used to bike, and there is too much car hostility toward bikes. I'm not willing to die on a bike commute, because someone driving a car finds it inconvenient to share the lane with me. We need physically separated, protected bike lanes if you want to get that bike commute number significantly above 7%. And, I don't mean just in Portland but the suburbs, too. Look at Vancouver, BC, and how many of their suburbs have dense urban cores. This is more of a development patter we should be encouraging. We really need to seriously invest in providing exclusive rights-of-way for transit for it to be truly viable. While I'm pro-MAX, we could just build dedicated bus rapid transit lanes along 99W from Portland to Sherwood for a fraction of the price. With good enough connections, appropriate development patterns, and political will, this region could truly do something revolutionary. Same thing with the failed Division BRT line. A lane on Powell could be dedicated to frequent-service BRT, an exclusive right-of-way. There are lots of ideas, but this city will have to truly start thinking outside of the American box and be willing to make real sacrifices if we want to maintain the quality of life that has been developed in this city over the years.</p>	TriMet
97229	Larger MAX park and rides (final mile will always be an issue) - Sunset Transit Center is full before 0700 weekdays.	TriMet
97218	Really need to improve neighborhood bus service and frequency, especially for outer Portland neighborhoods.	TriMet
97217	<p>Realistically, not everyone can bike or walk. We need to find ways to encourage clean fuels for freight, and for older/disabled citizens who can't use active transportation modes. Also, given crime statistics, I'm afraid to tell my aging parents it's safe to use transit. I don't want them waiting at bus stops by themselves in their Gresham location. So even though I use transit consistently for commuting and other purposes, I don't think it is always the answer for my family.</p>	TriMet
97223	<p>Why is Metro not buying clean buses? We have, still, the dirtiest bus fleet - TriMet refuses to buy CNG buses, hybrid electric buses, hydrogen fuel cell buses, trolley buses...Vancouver, Seattle and San Francisco are literally leaving Portland in the dust as they have 100% clean, renewable powered bus fleets, and Portland depends on dirty diesel. We refuse to buy high capacity buses (articulated or double-deck buses), leaving would-be riders kicked to the curb, and force them back into their cars due to TriMet's bus service unreliability, a policy that Metro 100% supports to discourage bus ridership.</p>	TriMet
97202	We need a NW Corridor from US 26 to US 30. Known as the Northern Connector in recent Washington County study.	Washington County

2018-2021 MTIP Public Comment - Comments Directed to Specific Partner Agencies

ZIP Code	Comment	Partner Agency
97007	Many accidents go unreported, so though these are extremely important, we can't rely on the reported numbers. Too many high-profit homes being built (best for developers), but my daughter who has a wonderful federal job and a Masters from Yale, can't afford to buy a home in the new developments in Washington County!	Washington County
97229	There are acres of vacant land surrounding the Sunset Transit Center. No provision was made to increase parking at that Station with the increase in thousands of new residents to the area. I can no longer find a parking spot and have to drive into downtown for work which is costing me \$2500 per year. Unacceptable lapse in planning. When I asked about this a couple of years ago, I got a flippant answer about catching a bus to the transit center. That involves me walking to the bus stop, catching the bus to the transit center and waiting for max. That took me over an hour to go 7 miles into downtown. Adding 2 hours total to my work day.	Washington County
98642	Putting in more roads that get you out to Beaverton Hillsboro.... You need to make a complete freeway loop from 30 over to 26 through forest park.... Self driving cars are coming and this is a bottleneck eliminator	Washington County

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE AIR) RESOLUTION NO. 17-4816
QUALITY CONFORMITY DETERMINATION)
FOR THE 2018-2021 METROPOLITAN)
TRANSPORTATION IMPROVEMENT)
PROGRAM) Introduced by Chief Operating Officer Martha
Bennett in concurrence with Council
President Tom Hughes

WHEREAS, clean air contributes to the health of Metro residents and their quality of life; and

WHEREAS, the federal Clean Air Act and other federal laws and regulations, including 40 Code of Federal Regulations (CFR) 93.100 through CFR 93.129, contain air quality standards designed to ensure federally supported activities meet air quality standards; and

WHEREAS, the federal standards apply to on-road transportation plans, programs and activities in the Metro area; and

WHEREAS, Oregon Administrative Rules Chapter 340, Division 252, Transportation Conformity, was adopted to implement section 176(c) of the federal Clean Air Act, as amended, and these rules also apply to Metro area on-road transportation plans, programs and activities; and

WHEREAS, these federal and state regulations require metropolitan planning organizations (MPOs) to conduct an air quality conformity determination with each update of the regional transportation plan (RTP), the development of each metropolitan transportation improvement program (MTIP) or when substantial amendments are made to the RTP or MTIP; and

WHEREAS, an update of the MTIP was developed over the course of 2016-2017 to reflect the funding allocation for federal fiscal years 2018 through 2021; and

WHEREAS, an air quality conformity analysis was conducted according to state and federal laws and regulations, and through consultation with local, state, and federal agencies for the 2018-2021 MTIP; and

WHEREAS, as part of the analysis, federal, state, and local partners, through the Transportation Policy Alternatives Committee (TPAC) approved utilizing the regional emissions analysis results from the 2014 RTP for the purpose of conducting the air quality conformity determination; and

WHEREAS, through project review a number of the transportation projects identified within the 2018-2021 MTIP are exempt from air quality conformity analysis; and

WHEREAS, for those projects which are not exempt, the Air Quality Conformity Determination for the 2018-2021 MTIP demonstrates the timing and design of the projects included in the 2018-2021 MTIP can be built and the resulting total transportation emission to be substantially less than the motor vehicle emissions budgets, or maximum transportation source emissions levels; and

WHEREAS, analysis of the transportation projects in the financially constrained 2018-2021 MTIP demonstrates compliance with the three identified transportation control measures; and

WHEREAS, a formal public comment period was held from April 24 – May 23, 2017 and staff responded to the comments pertaining to the air quality determination accordingly, as shown in Appendix J of Exhibit A; and

WHEREAS, the Transportation Policy Advisory Committee recommended approval of this legislation to JPACT at the June 30, 2017 meeting; and

WHEREAS, the JPACT recommended approval of this legislation at the July 20, 2017 meeting; now therefore

BE IT RESOLVED the Metro Council hereby:

1. Adopts the recommendation of JPACT and approves the Air Quality Conformity Determination for the 2018-2021 MTIP attached to this resolution as Exhibit A.
2. Directs the Chief Operating Officer to submit the Air Quality Conformity Determination for the 2018-2021 MTIP to the U.S. Environmental Protection Agency for review and the Federal Highway Administration and Federal Transit Administration for approval.

ADOPTED by the Metro Council this ____ day of July 2017.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney



2018-21 MTIP Air Quality Conformity Determination

Adoption Draft, June 30, 2017

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 17-4816, FOR THE PURPOSE OF APPROVING THE AIR QUALITY CONFORMITY DETERMINATION FOR THE 2018-2021 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Date: June 30, 2017

Prepared by: Grace Cho

Background

To comply with federal mandates, Metro is required to conduct an air quality analysis with the update of each Regional Transportation Plan (RTP) and development of a new Metropolitan Transportation Improvement Program (MTIP). The air quality conformity determination must demonstrate compliance with all federal and state determined air pollutants for the area to allow the region to be eligible to receive federal funds for transportation projects. Compliance with all applicable air quality standards for the 2015-2018 MTIP is addressed in the Air Quality Conformity Determination proposed for adoption by the Metro Council.

Metro's region air quality is currently in a "maintenance" status for carbon monoxide. This means, while the region has greatly reduced carbon monoxide levels and has not exceeded maximum levels since 1989, it must continue to monitor on-road carbon monoxide emissions levels and complete air quality conformity determinations until October 2017.

For the region to demonstrate compliance with air quality regulations, the region must:

- Demonstrate the projected carbon monoxide emissions from transportation sources are equal to or less than the motor vehicle emissions budget(s) established for each analysis year (OAR 340-252-0190(b)(A)); and
- Demonstrate the region is meeting performance standards for any adopted transportation control measures (TCMs).

To demonstrate compliance, an air quality analysis is conducted using Metro's travel forecasting model and the U.S. Environmental Protection Agency's (EPA) approved emissions model. The travel model, using the assumptions from region's projected population and employment growth to the transportation plan horizon year (2040) produces a set of results for different years of interest. The travel model results are then fed into the emissions model to determine air pollutant emissions from on-road sources. The emissions are assessed against Oregon Department of Environmental Quality (DEQ) established emissions "budgets," or maximum permitted carbon monoxide levels from on-road transportation sources. The projected carbon monoxide emissions must be equal to or less than the region's "budgets" in order for the region to demonstrate compliance.

Additionally, the region must demonstrate it has met performance standards for all adopted TCMs. Demonstration of compliance of the TCMs involves off-model assessments. The region has three TCMs: 1) increasing transit service; 2) building bicycle infrastructure; and 3) building pedestrian infrastructure. Progress is tracked with each Regional Flexible Fund Allocation cycle.

Once the region has demonstrated air quality conformity compliance, the air quality conformity determination is adopted by Metro Council and approved by the Federal Highways Administration (FHWA) and Federal Transit Administration (FTA) (after conferring with the U.S. EPA).

Air Quality Conformity Determination - Process

Prior to conducting the analysis, the region must conduct technical consultation with local, regional, state, and federal partners to address and agree to the air quality conformity analysis approach, methodology, inputs, and assumptions. In May and June 2016, representatives of FHWA, FTA EPA, DEQ, and Oregon Department of Transportation (ODOT) and Metro were contacted via email concerning the upcoming 2018-2021 MTIP conformity analysis. A Pre-Conformity Plan (Appendix C of Exhibit A) outlining the approach and methodology to conducting the air quality analysis, was provided for review. A key element to the approach (outlined in the Pre-Conformity Plan) for conducting the air quality analysis is to utilize a provision with the federal transportation conformity rules which allows the 2018-2021 MTIP to rely on the results from the previous emissions analysis undertaken for the 2014 RTP (Resolution 14-4534) as long as certain conditions were met. The approach was proposed in the Pre-Conformity Plan and discussed at interagency consultation. State and federal partners indicated support for the Pre-Conformity Plan and gave approval to move forward with the air quality analysis on June 1, 2016. Additionally, the Transportation Policy Alternatives Committee (TPAC), as the official consultation body for the Metro region on air quality issues related to transportation, were provided the Pre-Conformity Plan and consultation was held at the September 30, 2016 meeting. Members of TPAC approved the technical approach to the conformity determination.

Air Quality Conformity Determination Results

Exhibit A to Resolution No. 17- 4816, “For the Purpose of Approving the Air Quality Conformity Determination for the 2018-2021 Metropolitan Transportation Improvement Program,” is the air quality analysis that demonstrates the projected carbon monoxide emission from on-road transportation sources is equal or less than state approved budgets. The emissions results compared to approved budgets are listed below in the Table 2.

Table 2. Carbon Monoxide Motor Vehicle Emissions Compared to SIP Approved Budgets

Year	Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)	Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)
2010	1,033,578	448,398
2017	1,181,341	324,234
2040	1,181,341	290,007

The analysis illustrates federal and state air quality standards for carbon monoxide can easily be met now and in the future in the Metro region considering the combined emissions generated from on-road vehicles using: (1) the existing transportation system, (2) the projects included in the 2018-2021 Metropolitan Transportation Improvement Program, and (3) all other local transportation projects considered regionally significant.

Because the approach for the air quality conformity determination was approved to rely on the emissions analysis which was conducted for the 2014 RTP, the results from the 2014 RTP regional emissions analysis were reported. But a demonstration as to whether the region is meeting its commitments towards the transportation control measures were provided and updated. The transportation projects identified within the 2018-2021 MTIP were able to demonstrate consistency with the 2014 RTP and therefore relying on the results of the 2014 RTP were acceptable.

The transportation projects in the 2018-2021 MTIP were also analyzed to determine whether the performance standards of the region’s transportation control measures (TCMs) are being met. The analysis demonstrates the projects identified in the 2018-2021 MTIP meet the performance standards and remain in compliance.

Public Comment Summary and Responses/Recommendation Actions to Comments Received

A public review draft of the Air Quality Conformity Determination was released for public and technical comment from April 24 through May 23, 2017. This was done jointly with the public review draft of the 2018-2021 MTIP. The public comment period was advertised through Metro News and distributed to members of the land use and transportation news digest email. Notifications were also posted on Metro's Twitter and Facebook feeds and sent to Metro advisory committee interested persons lists (TPAC and JPACT). Additionally print advertisement was placed in several local newspapers including:

- Beaverton Valley Times
- Gresham Outlook
- Clackamas Review
- Portland Tribune
- Tigard Times.

The advertisements had translated text stating the purpose of the notice and providing contact information for more information. Additionally, the public comment was advertised on Metro's newsfeed and emails were sent to Metro's planning enews list. A total of eight technical and public comments were received. Exhibit A Appendix J provides the full public comment report, a short two-page summary, and Metro staff responses to the major comment themes.

The public and technical comments were shared with TPAC recommended adoption of this resolution at the June 30, 2017 meeting.

ANALYSIS/INFORMATION

1. **Known Opposition** None.

2. Legal Antecedents

- Resolution 10-150A, "For the Purpose of Approving the Air Quality Conformity Determination for the 2035 Regional Transportation Plan and the 2010-13 Metropolitan Transportation Improvement Program."
- Resolution 12-4333, "For the Purpose of Adopting the 2012-15 Metropolitan Transportation Improvement Program."
- Resolution 13-4490, "For the Purpose of Adopting the Substitute Transit Transportation Control Measure (TCM) as part of the State Air Quality Strategy and Regional Air Quality Conformity Determination."
- Resolution 14-4493, "For the Purpose of Approving the Use of Federal Streamlining Provisions for Regional Air Quality Conformity Determinations."
- Resolution 14-4527, "For the Purpose of Accepting the 2014 Regional Transportation Plan Project List for the Purpose of Air Quality Conformity Determination."
- Resolution 14-4534 "For the Purpose of Approving the Joint Air Quality Conformity Determination for the 2014 Regional Transportation and the 2018-2021 Metropolitan Transportation Improvement Program."

3. **Anticipated Effects:** Approval of this resolution allows for funding proposed for transportation projects in the 2018-2021 MTIP. With approval by JPACT and adoption by Metro Council, staff will submit the Air Quality Conformity Determination for review by the U.S. Environmental Protection

Agency and to the Federal Highway Administration and the Federal Transit Administration for approval.

4. **Budget Impacts:** None directly by this action.

RECOMMENDED ACTION

Staff recommends approval of Resolution No. 17-4816.



Memo

Date: Friday, June 30, 2017
To: Transportation Policy Alternatives Committee and Interested Parties
From: Grace Cho, Associate Transportation Planner
Subject: 2018-2021 MTIP Transportation Equity Analysis – Beta Test Results and Lessons Learned

Purpose

To provide TPAC information about the Transportation Equity Assessment conducted as part of the 2018-2021 MTIP development.

Introduction and Background

As part of the 2018-2021 MTIP, a Transportation Equity Assessment is conducted to look at how well the region's planned federal transportation investments will perform relative to equity goals and demonstrate compliance with regional responsibilities toward federal environmental justice and civil rights laws as they relate to transportation planning. The assessment takes a programmatic look at the region's short-term (fiscal years 2018 – 2021) planned investments, to determine whether: 1) progress is being made towards desired equity outcomes expressed by historically marginalized communities; 2) to determine whether the short-term package, in totality, is disproportionately impacting historically marginalized communities and if mitigation measures are necessary; and 3) learn from the assessment to propose technical refinements prior to utilizing the assessment methods for the 2018 RTP investment strategy.

The Transportation Equity Assessment used a set of six system evaluation measures to evaluate the package of investments in the 2018-2021 MTIP. These six system evaluations measures are (in no particular order):

- Exposure to crash risk
- Access to travel options – system connectivity & completeness
- Access to jobs
- Access to community places
- Habitat impact
- Share of safety projects

Each system evaluation measure quantitatively looks at performance of the of the system region-wide and in historically marginalized communities for a base-year (i.e. existing conditions) and for a future-year, which illustrate the performance of the system after a set of investments are made. For the Transportation Equity Assessment for the 2018-2021 MTIP, the transportation investments anticipated for construction between 2018 through 2021 were included and the future year was 2021.¹ Then a comparison was made for between the base-year and the future-year for both the region-wide results and in historically marginalized communities. Desired results would be to see that the system performance for access and transportation safety in historically marginalized communities performs at a greater rate than the region and with the transportation investments. For the habitat measure, the desired result would be to see proportionately less impact to habitat areas in historically marginalized communities.

¹ Transportation projects which were only programmed for planning or project development in the 2018-2021 timeframe (no construction phase programmed) or were programmatic in nature (e.g. travel demand management programs, repayment of debt service) were not included in the assessment.

Details of the evaluation methodology for each system measure, assumptions, and analysis approach can be found in the packet for the April 6th Transportation Equity work group meeting. The packet is available at: <http://www.oregonmetro.gov/public-projects/2018-regional-transportation-plan/equity>

Results of the Transportation Equity Analysis for the 2018-2021 MTIP

The 2018-2021 MTIP was utilized as a testing tool to see whether the newly formed transportation equity system evaluation measures would work in an applied setting. Under the timeframe in developing the 2018-2021 MTIP, six of the proposed seven transportation equity system evaluation measures were ready for testing.² Of the six evaluation measures, five of the system evaluation measures, mainly pertaining to transportation safety and accessibility performed in the desired direction for historically marginalized communities. The one system evaluation measure, habitat impact, demonstrated a potential disproportionate impact as there was a greater level of transportation investments anticipated between 2018-2021 intersecting/overlapping the region's high value habitats and historically marginalized communities. Recognizing transportation projects which use federal funding (in which the majority of the MTIP projects represent this case) are required to undergo an environmental review, a finding of a **potential** disproportionate impact was given. This is because project specific environmental impacts are not fully known until project design details are developed and further analysis is completed during the environmental review process. Additionally, the environmental review process gives the project sponsor the ability to make adjustments or implement mitigation strategies in tandem with the project. A set of recommendations have been made as a result of the finding and a brief discussion of the follow up recommendations are described in the next section.

Key findings from the 2018-2021 MTIP Transportation Equity Assessment

Overall Findings

- The 2018-2021 transportation investments being made to the transportation system by MTIP partners (Metro, ODOT, SMART, and TriMet), at an aggregate scale, tend to perform in the desired direction on transportation metrics in which historically marginalized communities have identified as priorities. This rings true for the access and safety measures, and yet to be determined for the affordability measure. As a result, the general positive direction will have realized benefits for historically marginalized communities, albeit the benefits may be incremental or hard to notice in a day-by-day interaction.
- A potential disproportionate impact of high value habitats in historically marginalized may be present. In recognizing this potential disproportionate impact, a set of recommendations to monitor the potential habitat impacts are being recommended as the 2018-2021 MTIP investments move forward from project development to construction. Additionally, further discussion is needed with historically marginalized communities to understand what are acceptable tradeoffs of transportation investments providing greater benefits in safety and/or access, but pose environmental impacts.
- Further discussion and direction is needed from historically marginalized communities as to whether to evaluate transportation maintenance and operations programs (e.g. paving, signage, illumination, traffic signals, bus replacements and track work) differently and in a

² The affordability system evaluation measure looks at the combined housing and transportation expenditure and the number of cost-burden households in the region. The method for evaluating this system evaluation measure for the future year is still under development.

more simplified manner compared to capital projects (e.g. new bicycle lanes, high capacity transit lines, auxiliary lanes on freeways).

- There remains a limitation for programmatic assessments to provide information about safety, access, and environmental impact at smaller, community geography or tease out the differences one historically marginalized communities may see in terms of safety, access, or environmental impact compared to another based on the investment program. Rather the programmatic assessment can provide high-level directional information on progress. There is recognition that the programmatic analysis does not comprehensively reflect benefits and burdens at an individual community scale.

Further detail of the results can be found in the Transportation Equity work group packet for April 6th, 2017.

Habitat Impact Follow Up and Recommendations Moving Forward

Overall, the 2018-2021 MTIP investments potentially have a disproportionate impact on high value habitats in areas where there are historically marginalized communities. The habitat analysis illustrates that more than half of the transportation investments identified within the 2018-2021 MTIP may have a potential environmental impact in historically marginalized communities.

As indicated by TPAC and MTAC, there are a number of assessments a transportation project must undergo during project development. This includes an analysis of the environmental impacts and proposed mitigation. Additionally, as some transportation practitioners indicated, during implementation the mitigation strategies carried out as part of the requirements of the project have the potential to improve the environmental conditions.

Nonetheless, the disproportional percentage of 2018-2021 MTIP transportation investments with a potential impact to high value habitat in areas with historically marginalized communities indicates the information of the potential impact be brought forward so appropriate consideration be incorporated. The following course of action is recommended to address the potential disproportionate impact:

- Metro staff will further look through the list of projects which overlap high value habitats and historically marginalized communities to better understand the scope and scales of the individual projects and group them into tiers. The tiers will help to prioritize which projects which are more likely higher risk for environmental impacts. (See attachment of tier list.)
- The tier information and the identified list of transportation investments which have potential environmental impacts in historically marginalized communities will be provided to sponsoring jurisdictions and the ODOT local liaison program to monitor and track outcomes of the environmental assessment, mitigation strategies, and how historically marginalized communities were considered and part of the development of the environmental mitigation considerations. The list of transportation investments identified in the 2018-2021 MTIP which appear as higher risk for environmental impacts have been provided as part of the June TPAC packet and a subsequent communication to the individual jurisdictions will follow.
- Follow up information regarding impacts and mitigation measures will be requested of the sponsoring jurisdictions to report on the higher risk projects as part of the next MTIP cycle.

Key Lessons Learned

The Transportation Equity Assessment for the 2018-2021 MTIP provided the opportunity to apply these new system evaluation measures and work through a number of technical and organizational lessons before launching the assessment on a much more intensive list of projects for the 2018 RTP. A summary of some of the key lessons have been provided below. These lessons are being used to help refine and reshape the transportation equity system evaluation measures as a means of preparing for the evaluation work on the 2018 RTP investment strategy.

- The nature of the transportation equity assessment is better designed for evaluating capital transportation investments which comprises only a limited portion of the 2018-2021 MTIP investments.
- Using the travel demand model for transportation equity assessments are limited by the types of projects and investments which can get modeled. For example, certain large-scale capital projects were not assessed in the model because they are currently funded in the MTIP for project development only, with no certainty of construction (e.g. Southwest Corridor);
 - As a result, using the travel demand model on a four-year investment program proved only a limited number of projects are able to be assessed and a limited set of changes projected. The application of these evaluation measures are more appropriate for the long-range capital investment strategy represented in the RTP.
- The programmatic nature of the transportation equity system evaluation can speak to the general direction of how transportation investments perform at an aggregate scale and not at a community-by-community level.
 - The evaluation results of each measure are able to provide high-level directional findings and serve as an indicator of further investigation, investment and/or implementation considerations.
 - Therefore the results as they pertain to historically marginalized communities lack any granularity and cannot show differences experienced by individual communities.
- The investment scenarios for the 2018 RTP may prove to provide more information about how well the transportation investments perform relative to transportation priorities identified by historically marginalized communities. The broader issue for the 2018 RTP will be defining ways to ensure the long-range outlook of investments gets realized.
- Collecting the transportation data, even for projects being programmed in the upcoming four years remains challenging, especially because a number of transportation investments are grouped into programs and the specific geographic extent of those investments was not available at the time of conducting the analysis.
 - This was experienced for a number of transportation maintenance programs, including updating illumination on roadways, pavement markings, and bus replacements.

Next Steps

In anticipation and preparation for the evaluation of the 2018 RTP investment strategy in summer through autumn 2017, Metro staff continues to work through the individual system evaluation measures to gather more insight as to the results and making targeted refinements to the evaluation measures in preparation of the 2018 RTP call-for-projects. Additionally, Metro staff will continue to follow up on the recommendations from the habitat impact results.

The following timeline has been provided to illustrate the next steps for the Transportation Equity Analysis as a component to the 2018 RTP.

Timeline

Activity	Timeframe
2018 RTP Call for Projects	June 1 – July 21, 2017
2018 RTP Investment Strategy Evaluation <ul style="list-style-type: none">• Includes transportation equity analysis	Late July – October 2017
Draft findings of 2018 RTP Investment Strategy Evaluation <ul style="list-style-type: none">• Includes transportation equity analysis findings and determination for federal compliance purposes	November 2017
Review analysis, costs, and modeling <ul style="list-style-type: none">• Refine evaluation framework, projects, investments packages, and programs (if necessary)• Refinements may be guided through recommendations from the transportation equity analysis findings	December 2017 – March 2018
Second round of assessment of the 2018 RTP Investment Strategy	March – May 2018
Public Comment on the 2018 RTP <ul style="list-style-type: none">• Transportation Equity Analysis report released as part of public comment	June – July 2018
Finalize the 2018 RTP <ul style="list-style-type: none">• Refine based on second round assessment• Refine based on public comment• Prepare materials for committee approval	August – September 2018
Technical (MTAC & TPAC) and Policy (MPAC & JPACT) Committee Approvals	October – November 2018
Adoption of the 2018 RTP	December 2018

2018-2021 MTIP Transportation Equity Assessment - Projects with Potential Habitat and Environmental Justice Impacts - DRAFT

NO.	PROJECT NAME	COUNTY	CITY	PROJECT DESCRIPTION	HMC	FHMC	Tier
1	OR8: SW HOCKEN AVE - SW SHORT ST	Washington	Beaverton	Design and construct streetscape, safety, and operational improvements on Canyon Rd in Beaverton between SW Hocken Ave and SW Short St. Upgrade or replace signals, improve access for pedestrians, and provide streetscape enhancements.	Yes	Yes	2
2	I-205: Division St - Killingsworth St	Multnomah	Portland / Maywood Park	Construct a NB Auxiliary lane on I-205 from the I-84 EB to I-205 NB off ramp at Killingsworth St and a SB Auxiliary lane on I-205 from I-84 EB to I-205 SB on ramp to the existing Auxiliary lane at Division / Powell St	Yes	Yes	2
3	US26 (POWELL BLVD): SE 122ND AVE - SE 136TH AVE	Multnomah	Portland	Construct sidewalks, storm water facility, buffered or separated bike lane, center turn lane/median and 2x11-foot travel lanes. Mid-block pedestrian crossings and lighting improvements are included.	Yes	Yes	2
6	SANDY BLVD: NE 181ST AVE - EAST GRESHAM CITY LIMIT	Multnomah	Gresham	Construction of multimodal, freight access and mobility facilities	Yes	Yes	2
7	NE 238TH DR: NE HALSEY ST - NE GLISAN ST	Multnomah	Wood Village / Troutdale	Widen travel lanes and add bicycle and pedestrian facilities.	Yes	Yes	2
9	NE COLUMBIA BLVD: CULLY BLVD & ALDERWOOD RD	Multnomah	Portland	Install or replace a signal and construct a taper on Columbia Blvd's east leg at Alderwood for future side-by-side left-turn lanes between Cully and Alderwood. Construct sidewalks at the Columbia/Alderwood intersection and on N side to Cully.	Yes	Yes	2
10	SE 242ND/HOGAN: NE BURNSIDE - E POWELL (GRESHAM)	Multnomah	Gresham	Widen SE Hogan Road to provide increased access for economic development and freight mobility. The project includes signals, bicycle and pedestrian improvements to provide safer and improved access for all road users.	Yes	Yes	2
11	Hunziker Road Industrial Area	Washington	Tigard	Add a road connection for freight and commercial vehicles to avoid congestion near Hwy 217 and I-5 interchange. Improves access to undeveloped industrial and commercial property in the Hunziker Industrial Core.	Yes	Yes	2
12	OR99W (Barbur Blvd) at SW Capitol Hwy	Multnomah	Portland	Prohibit NB left turns from OR99W onto I-5 ramp and redirect traffic flow through jug handle; Install EB right turn lane and new signal at Taylors Ferry; Address median gaps and striping; Add/improve signage; Install reflectorized backplates	Yes	No	2
4	Lombard Safety Extension	Multnomah	Portland	Road diet between MP 3.50 and N Wilbur. Signal upgrades at Fiske, Woolsey, Chautauqua, Wabash, Peninsular, and Greeley. Remove half signal at Drummond. Install RRFB with pedestrian island near Drummond. Address ADA improvements and access management as needed.	Yes	Yes	1
5	SUNRISE SYSTEM: INDUSTRIAL AREA FREIGHT ACCESS*	Clackamas	Happy Valley	Funding for a new two-lane state highway to provide freight access to the Clackamas Industrial Area and a multiuse path connecting to the I-205 multiuse path	Yes	Yes	1
8	ST JOHNS TRUCK STRATEGY PHASE II	Multnomah	Portland	Freight mobility, bicycle and pedestrian safety improvements to N Lombard, N Fessenden/St Louis and N Portland Rd/Columbia corridors.	Yes	Yes	1
13	NE KANE DRIVE AT KELLY CREEK CULVERT	Multnomah	Gresham	Remove existing temporary culvert. Install new culvert storm water system and repair roadway. Work includes upstream restoration and downstream pond mitigation.	Yes	Yes	1
14	SE 122ND AVE: JOHNSON CREEK BRIDGE REPLACEMENT	Multnomah	Portland	Emergency replacement of bridge #51C20.	Yes	Yes	1
15	I-84: East Portland Fwy - NE 181st Ave	Multnomah	Gresham / Portland / Maywood Park	Remove and replace asphalt surface to repair rutted pavement.	Yes	Yes	1
16	I-205: Abernathy Bridge - SE 82nd Dr	Clackamas	Gladstone / Oregon City	Remove and replace asphalt surface to repair rutted pavement.	Yes	Yes	1
17	I-84: GRAHAM ROAD BRIDGE REPLACEMENTS	Multnomah	Troutdale	Replace bridges #07046 & 07046A	Yes	Yes	1
18	I-405: FREMONT BRIDGE	Multnomah	Portland	Replace modular joints; bridges 09268B,09268N,09268S,08958B,08958D,08958I	Yes	Yes	1
19	I-5: Tigard Interchange - I-205 Interchange	Multnomah / Washington	Tigard / Tualatin / Lake Oswego / Portland	Remove and replace asphalt surface to repair rutted pavement.	Yes	Yes	1
20	I-84: Fairview - Marine Dr & Tooth Rock Tunnel	Multnomah	Wood Village / Unincorporated	This project repaves a section of I-84 between Fairview and Marine Dr, repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE 238th Ave.	Yes	Yes	1
21	OR99W: I-5 - McDonald St	Multnomah / Washington	Portland / Tigard	Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed. Includes full signal upgrade at Johnson/Main.	Yes	Yes	1
22	US26: OR217 - Cornell Rd	Washington	Beaverton	Repave mainline (1R).	Yes	Yes	1
23	I-5: INTERSTATE BRIDGE - HASSALO ST	Multnomah	Portland	Pavement rehabilitation 2 - 4 inch grind/inlay, guardrail & sign installation/replacement. Reinforced concrete pavement repair as necessary. Replace asphaltic plug joints on the Eliot School Viaduct. ADA ramps, inlet and manhole adjustments. Traffic loops	Yes	Yes	1
24	OR212: UPRR Structure - Rock Creek	Clackamas	Happy Valley	Repave roadway (1R) and upgrade ADA to current standards. Three inch inlay between fog lines (six inches beyond). Project adds necessary funds to design and construction.	Yes	Yes	1

2 = Higher potential of environmental impacts (based on current description)

1 = Lesser potential for environmental impacts (based on current description)

* Indicates project is already completed and open for service.

2018-2021 MTIP Transportation Equity Assessment - Projects with Potential Habitat and Environmental Justice Impacts - DRAFT

NO.	PROJECT NAME	COUNTY	CITY	PROJECT DESCRIPTION	HMC	FHMC	Tier
25	US26: Middle Fork Salmon River Culvert	Clackamas	NA	Culvert replacement. This project will fund additional design and construction.	Yes	Yes	1
26	US26 Ramp Improvements	Washington	Beaverton / Portland	Leverage 2018-2021 STIP projects on US-26.	Yes	Yes	1
27	MORRISON STREET: WILLAMETTE RIVER (MORRISON) BR	Multnomah	Portland	Remove existing lead-based paint and apply new protective paint. Remove current debris from bridge bearings, paint. Add a maintenance access catwalk for the fixed river spans.	Yes	Yes	1
28	NORTH DAKOTA STREET: FANNO CREEK BRIDGE	Washington	Tigard	Construct a new single span bridge on the same alignment. Raise the vertical grade line to improve site distance approaching the railroad crossing.	Yes	No	1
29	I-5: INTERSTATE BR (NB) TRUNNION SHAFT REPLACEMENT	Multnomah	Portland	Replace trunnion shaft; bridge #01377A. ODOT is lead on project with WSDOT paying 50% of total.	Yes	No	1
30	OR99E: ROCKFALL MITIGATION MP12.62 - MP14.06	Clackamas	Oregon City	Inspect and repair mesh. Scale slope behind mesh removing loose rock and vegetation. Rock bolting as needed and clear catchment area / roadside ditch	Yes	No	1
31	OR212: Rock Creek - Richey Rd	Clackamas	Milwaukie / Happy Valley/ Johnson City	Repave roadway and upgrade ADA to current standards. Project adds necessary funds to design and construction of existing design-only project in 2015-2018 STIP.	Yes	No	1
32	I-5: MARQUAM BR ELECTRIC & LIGHTING SYSTEM REPLACE	Multnomah	Portland	Replace electrical & lighting system; bridge #08328	Yes	No	1
33	I-84/I-5: BANFIELD INTERCHANGE	Multnomah	Portland	Concrete deck overlay & bridge rail retrofit; bridges #08588A & 08588C	Yes	No	1
34	I-5: N DENVER AVE NB TUNNEL ILLUMINATION	Multnomah	Portland	Upgrade the illumination system by replacing the electrical system including the replacement of the existing obsolete fixtures to current standard.	Yes	No	1
35	OR99E: Clackamas River (McLoughlin) Bridge	Clackamas	Gladstone	Design shelf ready plans to paint the structure	Yes	No	1
36	OR99E RAILROAD TUNNEL ILLUMINATION AND ITS	Clackamas	Oregon City	Upgrade the illumination systems of the roadway and pedestrian tunnels that pass under the railroad. Install a Variable Message Sign (VMS) south of the tunnel.	Yes	No	1
37	I-5: I-205 Interchange - Willamette River	Various	Tualatin / Wilsonville	Remove and replace asphalt surface to repair rutted pavement.	No	Yes	1

2 = Higher potential of environmental impacts (based on current description)

1 = Lesser potential for environmental impacts (based on current description)

* Indicates project is already completed and open for service.

Memo

Date: June 21, 2017
To: TPAC and Interested Parties
From: Lake McTighe, Senior Transportation Planner
Subject: Update on 2018 RTP Transportation Design - Designing Livable Streets and Trails Guide

Purpose

- Update TPAC on the Designing Livable Streets and Trails Guide project.
- Receive input from TPAC on the major elements of the draft Table of Contents for the guide.

Project Overview

Transportation design is one of eight policy priority areas for the update of the 2018 Regional Transportation Plan (RTP) update.¹ Transportation design policy and guidance will be updated and informed by the Designing Livable Streets and Trails Guide project. The purpose of the project is to update and provide new design guidance for roadways and regional trails to support achieving regional land use and transportation goals and policies.

The Designing Livable Streets and Trails Guide project will:

- Update current regional street and green street design guidelines.
- Create design guidelines for regional multi-use paths and regional nature trails.
- Develop resources, including decision making guidance, an image library, community stories, and case studies.
- Develop web-page for easy access of guide and resources.
- Convene workshops, forums and tours to engage, build partnerships, and increase awareness and knowledge of the role of designing livable streets in improving safety and creating healthy, equitable communities and a strong economy.
- Update RTP Design Classification policy map.

Project Approach and Timeline

Scoping of the project started in 2015 and was informed by interviews with agency staff. The project is anticipated to be completed by the end of 2018. The Transportation Design Work Group will provide input and technical expertise and will advise Metro staff on the project. Briefings on the progress of the project will be made to the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC); those committees will also provide technical input. The work group will meet between six and eight times.

The bulk of the project is divided into two phases. Phase 1, currently underway, seeks input from the work group to determine the content and organization of the design guide. The final product in

¹ The policy priorities define the primary focus of the technical work, policy discussions and engagement activities to support development of the 2018 RTP. Each of the policy priority areas has a work group that will provide input to staff on draft materials and implementing policy direction from the Metro Council and regional policy committees. <http://www.oregonmetro.gov/public-projects/2018-regional-transportation-plan>

Phase 1 will be an annotated outline and example visualizations used to gain agreement on the structure and content of the guide. Phase 2 will develop and finalize the design guide and supporting materials. Engagement activities coordinated by Metro will delve into particular topic areas will take place in both phases. Metro will coordinate the project with relevant 2018 RTP topic areas, including freight, safety, transit and equity.

June 2015 to March 2017 – Scope Project

- Metro conducted interviews with staff from local jurisdictions and agencies to inform the scope of work.
- TPAC and MTAC provided input on the project scope in Sept and Oct of 2015.
- Metro developed a scope of work and selected Kittelson and Associates and their sub-consultants for the project.

April to December 2017 - Phase 1: Draft Outline, Determine Content and Policy Updates

- Develop outline for the guide, receive input from work group on major elements to include in the guide.
- Develop annotated outline indicating intent and level of detail for the content.
- Develop example chapter and visualizations.
- Update Design Classification policy map in the RTP.

January to December 2018 - Phase 2: Develop Guide and Resources

- Public comment on the draft 2018 RTP.
- Develop guide and resources.
- Develop webpage.

The Transportation Design Technical Work Group will meet for the first time on Thursday, June 29 and provide input on the Draft Table of Contents and list of resources. This input, and input from TPAC and MTAC, will be incorporated into a Draft Annotated Table of Contents (TOC). The Annotated TOC will provide partners with an understanding of what is (and is not) proposed to be included in the updated design guide, and to provide an understanding of the intent, level of detail, examples, case studies, etc that will be included.

Project Team and Work Group

Input on the development of the guide and supporting resources will be provided through a variety of formats. The key participants directly involved in the project are identified below.

- **Project Management Team:** The project is guided by Lake McTighe (Metro, project manager), Lidwien Rahman (ODOT, project liaison), and Kittelson and Associates.
- **Consultant Team:** Kittelson and Associates (Karla Kingsley, Hermanus Steyn, Marc Butorac, Julia Knudsen), GreenWorks (Mike Faha, Gill Williams), Paste in Place (Ryan Sullivan), KLiK Concepts Erin Riddle, Brenda Fuste Bond Payne), and Morgan Holen, consulting arborist.
- **Technical Work Group:** Work group members include topical experts and community, business, city and county partners. The primary role of the work group is to provide in-depth and professional review of the design guidelines as they are developed.

- **Metro Internal Review Team:** Project deliverables are reviewed by an internal review team at Metro covering topics on freight, trails, wildlife habitat, transit, pedestrian and bikeway travel, placemaking and equity.
- **Metro Council and technical and policy advisory committees:** Briefings on the project will be made throughout the process to the Metro Council and to the Transportation Policy Alternatives Committee (TPAC), the Metro Technical Advisory Committee (MTAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC).

Project Background

Metro street design guidelines were first developed in 1997 to provide a set of tools to elected officials, public agency staff, and the private sector for achieving regional livability goals, including protecting air and water quality. A primary goal was to implement the 2040 Growth Concept by linking land-use and transportation planning and providing design guidance for streets that was responsive to surrounding land uses. The design guidelines also provided tools to address state and federal transportation policies related to context sensitive design, the Clean Water Act and the awareness of the impacts of transportation on habitat, wildlife and endangered species.

The program started with the release of the Creating Livable Streets guidelines. Since then the program has grown to include a suite of guidelines. The guidelines are currently only available in hard copy through mail order, and the webpage content for the program is minimal. The need to update the design guides was identified as an implementation activity in the 2010 RTP.

Description of current guidelines:

- **Creating Livable Streets—Street Design Guidelines.** Last updated in 2002, these guidelines describe how communities can design streets to better serve walking, biking and transit while also preserving auto travel and freight movement. The guidelines described in the handbook serve as tools for improving existing streets and designing new streets.
- **Green Streets—Innovative Solutions for Stormwater and Stream Crossings.** Created in 2002, this handbook describes basic stormwater management strategies and illustrates “green” street designs with features such as street trees, landscaped swales and special paving materials. The handbook also provides guidance on balancing the needs of protecting streams and wildlife corridors from urban impacts and providing access across streams as part of good transportation design.
- **Trees for Green Streets—An Illustrated Guide.** This handbook describes the role of street trees in managing stormwater. Appropriate tree species for the region are illustrated in the book, with a list of major characteristics. The handbook is intended for use in conjunction with the Creating Livable Streets and Green Streets handbooks.
- **Wildlife Crossings– Providing safe passage for urban wildlife (will not be updated through the project).** This was developed in 2009 and describes an approach to identifying wildlife inventory and linkages and mitigating the ecological effects of roads on wildlife populations through wildlife crossings.
- **Green Trails (will not be updated through the project)– Guidelines for environmentally friendly trails.** Developed in 2002, this handbook describes approaches to developing trails

and paths that are friendly to the surrounding environment, keeping impacts on natural resources to a minimum.

The guidelines are intended to be used in a variety of ways; however use of the guidelines has declined as they become more outdated and more people desire resources to be available on-line. Metro utilizes the handbooks when commenting on and providing technical assistance on transportation plans, projects and program. The Regional Transportation Functional Plan (RTFP), the implementing plan of the Regional Transportation Plan (RTP), specifies that city and county street design regulations shall allow implementation of the recommended designs. Additionally, transportation projects funded with federal Regional Flexible Funds must follow the design guidelines.

Since the region's growth strategy was adopted and the current design guidelines were last updated, many transportation projects have been completed. Lessons learned and recognition of new challenges should inform the project and the update of the design guidelines, including:

- Use of outcomes based planning framework and performance based design
- One size approach to transportation design does not fit all projects
- Adoption of the 2010 Regional Freight Plan, the 2014 Regional Active Transportation Plan, and the 2014 Climate Smart Strategy
- Completion of the 2012 Regional Transportation Safety Plan, identification of high injury corridors in the region, and rising pedestrian deaths in the region
- Expanding national research and efforts related to street design, especially for bikeway and intersection designs
- Nature can be part of the street
- Recognition of regional trails and multi-use paths as an important part of transportation
- Stormwater management is the responsibility of transportation planners and engineers
- Design can help reduce speeds and prevent severe injury crashes
- Autonomous vehicles
- Rising use of e-shopping and door to door delivery of goods
- Rising severe crashes
- Rapidly growing bicycle commute trips
- Growing diversity
- Growing aging population

Next Steps

June 30	Update to Transportation Policy Alternatives Committee (TPAC)
July 5	Deadline for work group to provide input on draft Table of Contents
July 19	Update to Metro Technical Advisory Committee (MTAC)
Sept 28	Work Group Meeting #2 – Annotated Outline
Nov9	Work Group Meeting #3 Final Annotated Outline/Sample Visualizations
2018	Phase 2 Begins

Attachments

- Work Group Roster
- Draft Table of Contents – Metro Designing Livable Streets and Trails Guide


2018 REGIONAL TRANSPORTATION PLAN
Roster for Design Technical Work Group

Metro is working with local, regional and state partners and the public to update the region's shared vision and strategy for investing in the regional transportation system for the next 25 years.

To support development of the 2018 Regional Transportation Plan, Metro staff are convening eight technical work groups to provide input to the project team on implementing policy direction from the Metro Council and regional policy advisory committees. In this role, the work group members review and provide feedback to Metro staff on draft materials and analysis, keep their respective elected officials and agency/organization's leadership informed. The work groups also help identify areas for further discussion by the Metro Council and regional technical and policy advisory committees.

Work group members include topical experts and representatives from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) or their designees, and other community, business, city and county partners. Meetings of the technical work groups are posted on Metro's calendar at www.oregonmetro.gov/calendar and www.oregonmetro.gov/rtp.

Design Work Group | as of 5/22/17

	Name	Affiliation
1.	Lake McTighe (project manager) Anthony Buczek Robert Spurlock	Metro
4.	Chris Strong	City of Gresham
5.	Denver Igarta (planning) Scott Batson (engineering) Zef Wagner (alternate)	Portland Bureau of Transportation, City of Portland
6.	Jeff Owen	TriMet
7.	Dyami Valentine (planning) Rob Saxton (engineering, alternate)	Washington County
8.	James Reitz Richard Blackmun (alternate)	City of Forest Grove
9.	Jeannine Rustad	Tualatin Hills Parks and Recreation District
10.	Scott Hoelscher (planning) Rick Nys (engineering)	Clackamas County
11.	Carol Chesarek	Community member/ MTAC
12.	Stephanie Noll	Street Trust
13.	Zach Weigel	City of Wilsonville
14.	Joseph Auth Rich Crossler-Laird Lidwien Rahman (project liaison)	Oregon Department of Transportation
15.	Ryan Guy Hashagen	Better Blocks PDX, Portland Pedals
16.	Brendon Haggerty	Multnomah County – Public Health
17.	Bob Galati Julia Hajduk (alternate)	City of Sherwood
18.	John Boren	City of Hillsboro
19.	Allan Schmidt	Portland Parks and Recreation, City of Portland

20.	Mike Houck	Urban Greenspaces Institute
21.	Kathryn Doherty-Chapman	Oregon Walks
22.	Nico Larco	Sustainable Cities Initiative, University of Oregon
23.	TBD	Multnomah County – Planning and Engineering
24.	Tim Kurtz	Portland Bureau of Environmental Services, City of Portland
25.	Mary Coolidge	Audubon of Portland

The following Draft Table of Contents (TOC) is based on the information in the existing *Creating Livable Streets, Green Streets, and Trees for Green Streets* guides, work sessions with Metro staff, and a review of other agency best practices. The specific information for each section will be determined during the development of the Annotated Outline. The content for the guide will be a combination of existing material from the existing guides and new information from current policies and best practices.

METRO DESIGNING LIVABLE STREETS & TRAILS GUIDE

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Memo

Date: Wednesday, June 21, 2017
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: Jamie Snook, Principal Planner
Subject: Regional Transit Strategy draft policy framework and vision

Purpose

The purpose of this memorandum is to provide an update to the Transportation Policy Alternatives Committee (TPAC) on the development of the Regional Transit Strategy (RTS) policy framework, vision and emerging transit strategies. The Regional Transit Strategy is a collaborative effort to create a single coordinated transit vision and implementation strategy. The objectives of the RTS are to:

- Implement the 2040 Growth Concept and Climate Smart Strategy
- Update RTP transit-related policies and performance measures
- Update the current Regional Transit Network Map and High Capacity Transit Map
- Update the Transit System Expansion Policy
- Recommend a coordinated strategy for future transit investments and identify potential partnerships, strategies and funding sources for implementation.

Action Requested

There is no formal action requested. Staff is seeking feedback regarding the following issues:

- Updating the transit policy framework with the goals developed through this process
- Proposed changes to the 2009 High Capacity Transit (HCT) System Map (I-5 bridge crossing, Lake Oswego to Portland, Gresham to Damascus, Southwest Corridor and Powell Division lines)
- Updating the policy framework to include Enhanced Transit Corridors as a way of grouping a suite of potential transit improvements underneath an overall policy framework quickly in a context sensitive manner
- What criteria should be considered while we update the Transit System Expansion Policy

Background

This is a critical time to consider how transit fits into our larger regional goals. The Climate Smart Strategy, adopted in 2014, provided 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 provide people with transportation options and minimize congestion. Significant and coordinated investment is needed to continue to provide equivalent service as our region grows; increasing service and access will require dedicated funding, policies, and coordination from all jurisdictions. 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, providing them with a way to get to work, school, and attain access to daily needs. Investments in transit should increase access, provide more transportation options for residents and workers, and improve air quality, reduce peak hour congestion.

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 Attachment 1, 2009 HCT System map.*

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

- 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 Regional Transit Strategy. However, we are focusing the Regional Transit Strategy more broadly so that it serves as policy guidance for how new transit lines and service are developed, rather than simply a set of lines on the map.

The RTS will inform 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 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 envisioned in our 2040 Growth Concept and in the 2014 Climate Smart Strategy, we must continue improving transit's accessibility, service, reliability, and reach.

Updating the Policy Framework

The 2010 RTP and the 2009 HCT System Plan focused mainly on capital investments to improve the transit system. The RTS will coordinate the operational, capital and transit supportive elements to make transit work more efficiently and effectively for everyone. The RTS vision is in response to the community needs as a whole, and is as much about improving operations as it is building high capacity transit.

We are building a strong Regional Transit Vision that coordinates plans and priorities of our regional partners. Building off of the Climate Smart Strategy, the regional transit vision is to make transit more frequent, convenient, accessible and affordable for everyone.

“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

Below are the goals identified to support our overall regional transit vision:

To make transit more frequent:

- Align frequency and type of transit service to meet existing and projected demand and transit needs.
- Support the implementation of adopted local and regional land use and transportation visions

To make transit more convenient:

- Make transit more convenient for everyone 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, route and schedule information and payment options.

To make transit more accessible:

- Provide safe and direct biking and walking routes and crossings that connect to transit stops to ensure transit services are fully accessible to people of all ages and abilities.
- Expand community and regional transit service across the region to improve access to jobs and community places.

To make transit more affordable:





- Ensure that transit remains affordable, particularly for those who rely on it the most

Updating our existing transit policies with our regional transit vision and goals provides a framework for what we are trying to achieve as we implement our transit vision. The transit work group is working towards developing updated policies that marry our existing policies with these goals and strategies. These goals do not include the existing policy: **Support expanded commuter rail and intercity transit service to neighboring communities**. This is still an important part of our transit system but since it is outside of Metro's jurisdiction it is a better fit as a policy, rather than a goal.

Additionally, the work group discussed at its last meeting the need to maintain our existing aging system and address existing transit bottlenecks. While our current policies do identify this as a need, it is not specifically called out as a policy. A recommendation could be to add a new policy such as: **Maintain, replace and improve critical elements to the system to maintain safe and reliable operations**.

Attachment 2 describes the potential strategies to support the overall vision that we want to achieve. The following table compares the existing 2014 RTP policies with the goals developed by the Transit Work Group. Staff will be updating the existing 2014 RTP policies to include the goals developed as part of this process.

Table 1: Existing and Potential Transit Policies

Existing policies		Regional Transit Strategy Goals
Build the total transit network and transit –supportive land uses to leverage investments		<ul style="list-style-type: none"> • Align frequency and type of transit service to meet existing and projected demand and transit needs.
Improve local transit service		<ul style="list-style-type: none"> • Support the implementation of local and regional land use and transportation visions.
Expand high capacity transit		<ul style="list-style-type: none"> • Make transit more convenient for everyone 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.
Expand regional and local frequent transit service		<ul style="list-style-type: none"> • Improve customer experience by ensuring seamless connections between various transit providers, including transfers, information and payment.
Improve pedestrian and bicycle access to transit		<ul style="list-style-type: none"> • Provide safe and direct biking and walking routes and crossings and other visibility amenities that connect to stops to make transit more accessible. • Expand the system to improve access to jobs and essential destinations/daily needs for everyone.
Support expanded commuter rail and intercity transit service to neighboring communities		<ul style="list-style-type: none"> • Support expanded commuter rail and intercity transit service to neighboring communities
		<ul style="list-style-type: none"> • Maintain, replace and improve critical elements to the system to maintain safe and reliable operations
		<ul style="list-style-type: none"> • Ensure that transit remains affordable, particularly for those who rely on it the most

The Transit Work Group and Transit Providers will be working towards updating the existing transit policies to reflect the Regional Transit vision, goals and strategies.

Draft transit network vision

As part of the 2018 RTP update, the Transit Work Group and Transit Providers are charged with updating the Regional Transit Vision and Regional Transit Network Map from the 2014 RTP (*see Attachment 3*). The Regional Transit Network Map presents the long term vision for transit in the region. This includes future transit service improvements and major capital investments. The RTS will identify the transit needs and solutions based on the planning efforts conducted by regional partners.

Together we can coordinate all of these efforts into one unified transit vision and network map. We are working with the Transit Work Group and Transit Provider to identify changes and additions to make transit more frequent, convenient, accessible and affordable. We are working with our partners around the region to help identify where there are needs not being met and where there should be changes to the vision and support the 2018 RTP update.

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.

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.

Enhanced Transit Corridors

The Enhanced Transit Corridors (ETC) concept has been developed as a way to quickly implement transit projects that increase speed, capacity and reliability in congested and heavily used transit corridors. As the region grows, these transit corridors often bear the brunt of congestion concerns, which has significant negative impacts on transit's speed and reliability. 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 an array of improvements to transit corridors where they would provide the greatest benefit. These improvements can include technological improvements, such as next-generation, connected vehicle-based Transit Signal Improvement, and off-board payments to infrastructural improvements, such as queue jumps and transit-only rights of way.

While there are numerous possible packages of improvements 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 attachment 4 description of Enhanced Transit Corridors for more detailed information.)

Transit vision – transit supportive elements

The regional transit vision also includes policy advancing and defining transit supportive elements. These are infrastructure 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.

Changes to the Regional Transit Network/Vision

At our Transit Work Group Meetings, we looked at potential changes to the regional transit network. The regional transit network map will continue to evolve as we continue to have more conversations about the transit needs and potential solutions. Some changes discussed at transit work group include:

- Removal of an HCT line to Damascus and replaced with a future HCT connection from Gresham to Happy Valley and connecting Pleasant Valley.
- Added new potential “Enhanced Transit Corridors”
- Updated the Portland Streetcar projects
- Changed the Lake Oswego to Portland Transit Project and HCT connection to Vancouver, Washington as future projects and not planned projects
- Identified bottleneck areas for improvement
- Identified areas for first/last mile connections
- Identified potential express bus locations
- Ensure connections to regional transit providers around the region

Transit System Expansion Policy framework

The System Expansion Policy was adopted as part of the High Capacity Transit (HCT) System Plan in 2009 and was designed to help jurisdictions move projects towards implementation. The purpose of the System Expansion Policy is to:

1. Clearly articulate the decision-making process by which future HCT corridors will be advanced for regional investment
2. Establish minimum requirements for HCT corridor working groups to inform local jurisdictions as they work to advance their priorities for future HCT
3. Define quantitative and qualitative performance measures to guide local land use and transportation planning and investment decisions
4. Outlines the process for updating the 2035 RTP, including Potential future RTP amendments, for future HCT investment decisions

The HCT System Plan and System Expansion Policy support the region's vision defined by the 2040 Growth Concept. Since the adoption of the HCT Plan and the System Expansion Policy, the region adopted the Six Desired Outcomes and completed the Climate Smart Strategy, while TriMet completed their Service Enhancement Plans and SMART embarked upon their Transit Master Plan. Other jurisdictions have continued to develop localized plans and policies that support transit improvements and investments in the region. The System Expansion Policy is intended to integrate all of these strategies together and help the region identify a process for focusing on transit projects that will yield the highest outcomes and enhance local goals.

The Transit Work Group has been working towards updating and simplifying the evaluation framework identified in the HCT System Plan and System Expansion Policy to provide a clear and transparent process for moving capital transit investments forward towards implementation.

Since the introduction of the enhanced transit corridor concept, the conversation has changed from HCT to transit investments. Regional partners are looking for more types of transit investments that could be deployed quickly, context sensitive and lower cost. It's really about where are we going to make transit investments that support our vision to make transit more frequent, convenient, accessible and affordable for everyone.

As there is flexibility in what types of transit investments we make, there should be flexibility in how we invest in our transit system. Local jurisdictions or agencies could choose to fund projects on their own because the investments are for a localized need. Alternatively, local jurisdictions or agencies may pursue regional, state or federal funds to support a larger regionally significant investment or set of investments. The transit system expansion policy would only apply to those investments seeking FTA Capital Investment Grant (CIG) program funding (e.g. New Starts, Small Starts or Core Capacity). Examples of investments that could be considered as part of this program could be projects like the Division Transit Project, a corridor based bus rapid transit (BRT), or the Southwest Corridor Transit Project, or the Eastside Streetcar Loop.

Through work with our Transit Work Group, we have developed a set of core criteria to assess the performance of the transit investment and set of readiness criteria to determine how ready the transit investment is in regards to moving forward towards implementation. We have been able to reduce the number of transit measure from 26 in the HCT System Plan to 10 core criteria assessment measures in our Regional Transit Strategy.

The core criteria assessment would apply to all projects that would likely seek federal funding from the FTA CIG program. This assessment focuses on:

- Mobility and ridership
- Land use supportive and market potential
- Cost effectiveness
- Equity benefit
- Environmental benefit

This assessment can help highlight which investment or set of investments perform best and their alignment with the transit vision. Local jurisdictions or agencies that want to move a project forward towards implementation would then be evaluated through the readiness assessment.

Next Steps

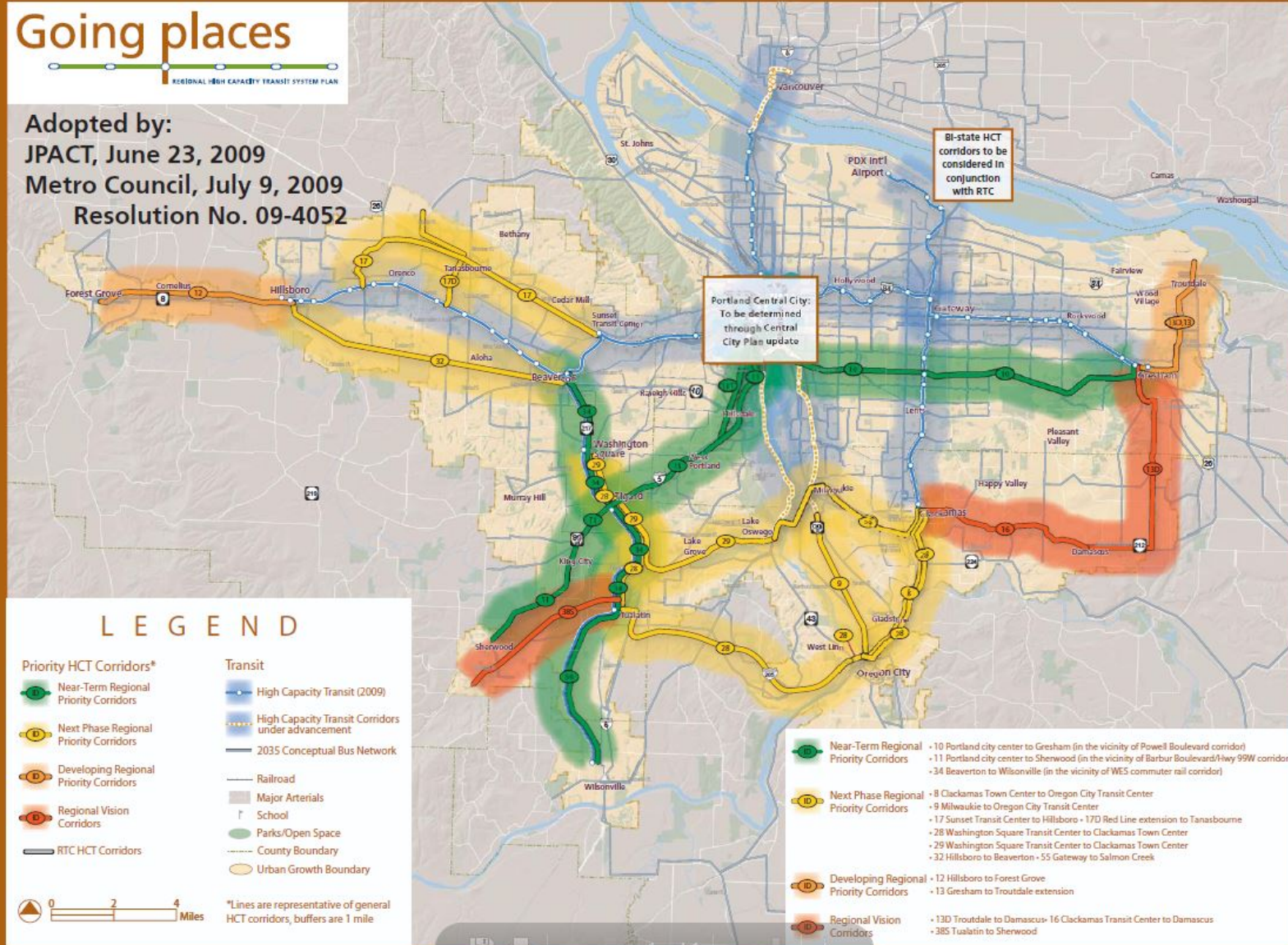
We are continuing to work with regional partners through the Transit Work Group to help define the Regional Transit Vision in more detail as well as develop a clear and transparent Regional Transit Strategy. Below is a short list of next steps:

- Continue to build a compelling transit vision
- Continue to work on updating the Transit System Expansion Policy
- Update the transit related policies in the Regional Transportation Plan to reflect our shared transit vision

Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

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



LEGEND

Priority HCT Corridors*

- Near-Term Regional Priority Corridors
- Next Phase Regional Priority Corridors
- Developing Regional Priority Corridors
- Regional Vision Corridors
- RTC HCT Corridors

Transit

- High Capacity Transit (2009)
- High Capacity Transit Corridors under advancement
- 2035 Conceptual Bus Network
- Railroad
- Major Arterials
- School
- Parks/Open Space
- County Boundary
- Urban Growth Boundary



*Lines are representative of general HCT corridors, buffers are 1 mile

- **Near-Term Regional Priority Corridors**
 - 10 Portland city center to Gresham (in the vicinity of Powell Boulevard corridor)
 - 11 Portland city center to Sherwood (in the vicinity of Barbur Boulevard/Hwy 99W corridor)
 - 34 Beaverton to Wilsonville (in the vicinity of WES commuter rail corridor)
- **Next Phase Regional Priority Corridors**
 - 8 Clackamas Town Center to Oregon City Transit Center
 - 9 Milwaukie to Oregon City Transit Center
 - 17 Sunset Transit Center to Hillsboro - 17D Red Line extension to Tanasbourne
 - 20 Washington Square Transit Center to Clackamas Town Center
 - 29 Washington Square Transit Center to Clackamas Town Center
 - 32 Hillsboro to Beaverton - 55 Gateway to Salmon Creek
- **Developing Regional Priority Corridors**
 - 12 Hillsboro to Forest Grove
 - 13 Gresham to Troutdale extension
- **Regional Vision Corridors**
 - 13D Troutdale to Damascus- 16 Clackamas Transit Center to Damascus
 - 38S Tualatin to Sherwood

Regional transit strategy vision and strategies for achieving vision

To make transit more frequent, convenient, accessible and affordable for everyone

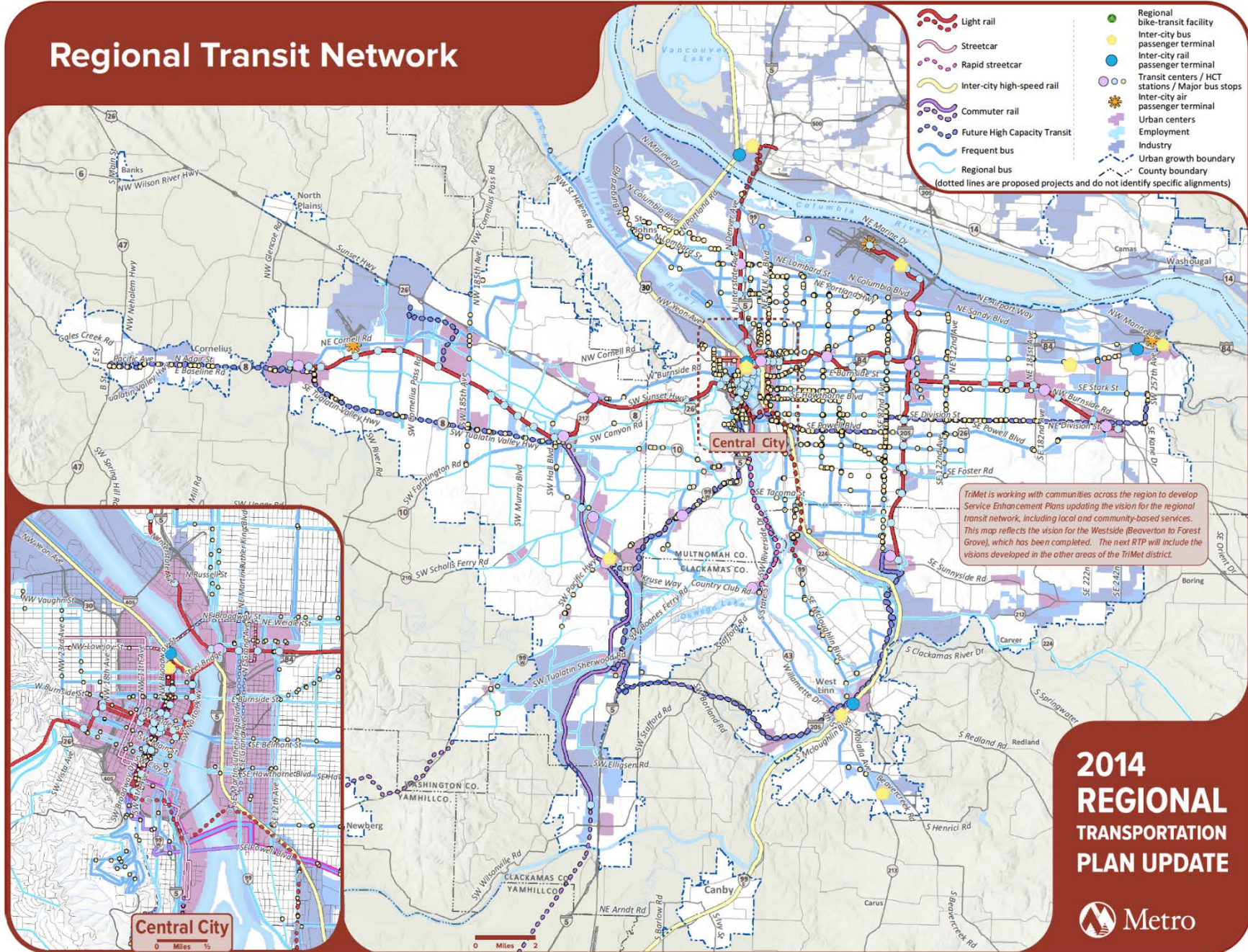
FREQUENT	CONVENIENT	ACCESSIBLE	AFFORDABLE
<p>GOAL:</p> <ol style="list-style-type: none"> Align frequency and type of transit service to meet existing and projected demand in support of adopted local and regional land use and transportation plans. 	<p>GOALS:</p> <ol style="list-style-type: none"> Make 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, route and schedule information and payment options. 	<p>GOALS:</p> <ol style="list-style-type: none"> Provide safe and direct biking and walking routes and crossings that connect to transit stops to ensure transit services are fully accessible to people of all ages and abilities. Expand community and regional transit service across the region to improve access to jobs and Community places. 	<p>GOAL:</p> <ol style="list-style-type: none"> Ensure transit remains affordable, especially for those dependent upon it.
<p>STRATEGIES:</p> <ul style="list-style-type: none"> Implement TriMet’s Future of Transit Service Enhancement Plans. Implement the SMART Master Plan. Implement the Portland Streetcar Strategic Plan and expansion. Implement and coordinate with C-TRAN’s Transit Development Plan. Implement and coordinate with state, regional, neighboring cities and rural transit providers future service plans. Invest in Enhanced Transit Corridor improvements. Invest in High Capacity Transit corridors. Implement TriMet’s Coordinated Transportation Plan for Seniors and Persons with Disabilities, in conjunction with Special Transportation Fund Advisory Committee (STFAC) and service providers. Coordinate transit investments with local and regional land use and transportation visions as service improvements are prioritized 	<p>STRATEGIES:</p> <ul style="list-style-type: none"> Implement TriMet’s Future of Transit Service Enhancement Plans. Implement the SMART Master Plan. Implement the Portland Streetcar Strategic Plan and expansion. Implement and coordinate with C-TRAN’s Transit Development Plan. Implement and coordinate with state, regional, neighboring cities and rural transit providers future service plans. Invest in Enhanced Transit Corridor improvements. Invest in High Capacity Transit corridors. Invest in repair and maintenance and critical transit bottleneck improvements to ensure the existing system functions effectively and efficiently. Facilitate service connections between transit modes and transit providers at transit hubs. Implement and coordinate the HOP Fastpass program across multiple service providers. Invest in next-generation transit signal priority and targeted right of way improvements, 	<p>STRATEGIES:</p> <ul style="list-style-type: none"> Coordinate transit investments with improvements to pedestrian and bicycling infrastructure that provide access to transit as service improvements are prioritized, in line with Regional Active Transportation Plan and TriMet’s Coordinated Transportation Plan for Seniors and Persons with Disabilities. Provide new community and regional transit connections to improve access to jobs and community services and make it easier to complete some trips without multiple transfers. Enhance transit access to jobs and other daily needs, especially for historically marginalized communities¹, youth, older adults and persons living with disabilities. Provide biking, walking, shared ride and park-and-ride facilities that help people access the transit system. Coordinate efforts with shared mobility and ride-sourcing providers to support better first and last mile connections. Coordinate and link transit-oriented development strategies with transit investments. 	<p>STRATEGIES:</p> <ul style="list-style-type: none"> Expand existing reduced fare program to low-income families and individuals in line with Metro/TriMet Low Income Fare Task Force recommendations. Expand transit payment options (e.g., electronic e-fare cards) to increase affordability and convenience. Expand student pass program

¹ Historically marginalized communities areas with high concentrations (compared to regional average) of people of color, people with low-incomes, people with limited English proficiency, older adults and/or young people.

FREQUENT	CONVENIENT	ACCESSIBLE	AFFORDABLE
	<p>especially in congested corridors to improve on-time performance and reliability.</p> <ul style="list-style-type: none"> • Provide programs and adopt policies that help increase transit usage and reduce drive alone trips, such as travel options information and support tools (e.g., trip planning services, wayfinding signage, bike racks at transit stops), individualized marketing, commuter programs (e.g., transit pass programs), and actively managing in downtowns and other mixed-use areas. • Improve the availability of transit route and schedule information. • Coordinate efforts between transportation providers to increase information sharing and ease of use (e.g., transfers and payment integration). 	<ul style="list-style-type: none"> • Coordinate transit investments with the regional Equitable Housing Initiative. • Coordinate and link transit investments with local and regional land use and transportation visions as service improvements are prioritized. 	

DRAFT

Regional Transit Network



TriMet is working with communities across the region to develop Service Enhancement Plans updating the vision for the regional transit network, including local and community-based services. This map reflects the vision for the Westside (Beaverton to Forest Grove), which has been completed. The next RTP will include the visions developed in the other areas of the TriMet district.

2014 REGIONAL TRANSPORTATION PLAN UPDATE



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
	<p>1 Level 1 Enhanced Transit</p> <p>Lower intensity of investment, infrastructure treatments may be focused as follows:</p> <ul style="list-style-type: none"> - Modest investments throughout a corridor - Focused investments on key segments of a corridor - Spot improvements on more than one line. <p>Cost range driven primarily by number and type of investments.</p> <p>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.</p>	<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
	<p>2 Level 2 Enhanced Transit</p> <p>Higher intensity of investment, infrastructure treatments within a corridor and includes new vehicles.</p> <p>Projects likely to seek and qualify for FTA Small Starts program grants. Projects prioritized through Regional Transit System Expansion Policy criteria.</p> <p>Level 2 projects will likely fall within Sub-levels, based on type, extent and intensity of investments.</p> <p>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.</p>	<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) 	<p>FTA Small Starts</p> <p>TriMet Service TriMet Capital Local Jurisdiction(s) Institutional or Private Partner(s) State (Connect Oregon, Transportation Package, STIP, ODOT Region 1) Regional Funding Measure</p>	<p>A) \$50-100 Million*</p> <p>B) \$100-175 Million*</p> <p>C) \$175 Million-\$300 (maximum allowed under Small Starts grant program;* requires significant local funds to overmatch, given FTA funding structure)</p>

*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.

“ 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.

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.



Materials after this page were distributed at the meeting.



Guidance for updating information in the RTP Project Hub

For agencies and jurisdictions responding to Metro’s call for projects

The Regional Transportation Plan brings city, county, regional and state priority transportation projects together to create a coordinated 23-year regional transportation priority list for the period from 2018 to 2040. It is a key step for these projects to qualify for potential regional, state, and federal funding.

On June 1, Metro issued a call for projects for agencies to begin updating the region’s transportation investment priorities.

An on-line project database (called the RTP Project Hub) has been developed for nominating agencies to review and submit new or updated project information. Data on existing RTP projects has been pre-populated from the 2014 RTP project list for convenience and project cost estimates have been updated to 2016 dollars using an inflation calculation.

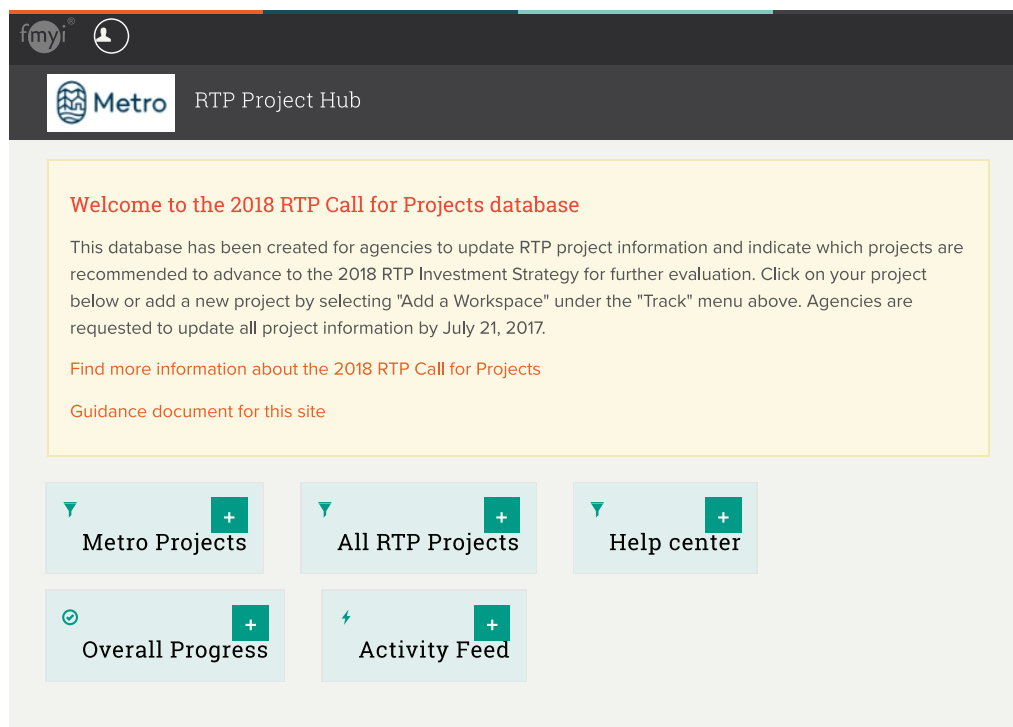
Nominating agencies will receive invitations to access the RTP Project Hub and should verify accuracy of all information and update as needed by July 21. The information that follows is to assist agencies as they do this work.

Call for projects through July 21

During the past year, RTP work focused on understanding the region’s transportation challenges and public priorities for investment, documenting in the amount of funding expected to be available to pay for the region’s transportation needs and updating the region’s vision for the transportation system.

Now it is time to pull the pieces together as we work together to address regional challenges, reflect public priorities, and maximize progress toward the region’s shared vision and goals for the future transportation system.

Find more information and online resources at: oregonmetro.gov/2018projects



Web browsers
Use these web browsers to access the RTP Project Hub:

- Chrome
- Firefox
- Safari
- Microsoft edge

Questions about the RTP Project Hub? Contact Rebecca Hamilton at rebecca.hamilton@oregonmetro.gov

Part 1: Project Identification

The screenshot displays the RTP Project Hub interface. At the top, a blue oval highlights the project identification fields: RTP ID #12345, Project name '185th Avenue Upgrades', Project Start Location 'Regional', and Project End Location 'Regional'. Below this, a navigation bar includes 'SNAPSHOT', 'TASKS', 'FILES', and 'FORMS'. The main content area is divided into two sections. On the left, a '2018 RTP PROJECT SOLICITATION' section features a donut chart with the number '52' in the center. Below the chart are three colored boxes: 'P' (46%), 'I' (100%), and 'M' (66%). On the right, a 'DESCRIPTION' section contains the text: 'Develop trail master plans, working with local jurisdictions, trail advocate organizations, local residents, property owners, railroad companies, and businesses.' Below the description is a 'TAGS' section with three dropdown menus: 'Status (select only one)' set to 'Any', 'Nominating Agency (select only one)' set to 'Metro', and 'Agency Partner(s)' set to 'Any'. A 'Facility Owner' field is partially visible at the bottom. A pagination bar at the very bottom indicates 'Showing 5 of 7'.

Project/Program Name – Provide a brief public friendly name of the project that includes the full name of the facility and a modifier that further describes the project. The name should be kept as simple as possible. Do not use acronyms unless you plan on spelling them out in the project description. Indicate project phase (e.g., Phase I, Phase II) if project is part of multiple phases. This database field is limited to 60 characters.

Examples of project/program names

- Burnside Street Reconstruction and Traffic Management
- Going Street Railroad Overcrossing
- Forest Grove Pedestrian District Improvements
- Hall Boulevard Bikeway and Pedestrian Improvements
- Transit Signal Priority Improvements (city-wide)

RTP ID - DO NOT CHANGE THIS NUMBER. The RTP ID is a unique 6-digit code that is assigned by Metro to track projects in the Regional Transportation Plan. New projects will automatically be assigned a unique 6-digit code.

Project Start/End Location - Projects should be identified from North to South, and from West to East.

- From (at) - The beginning of the project limit or location of a spot improvement.
- To – the end of the project limit

Estimated Cost (2016 Dollars) – Costs should be in 2016 dollars. Round project costs to the nearest \$100,000. Existing 2014 RTP projects have been updated to 2016 dollars. A project cost estimate worksheet is available [here](#). You may choose to submit the worksheet to Metro via the “Forms” section of the Project Hub, but it is not required.

Part 2: Project Description

#12345

Project name: 185th Avenue Upgrades

Project Start Location: regional

Project End Location: Regional

2018 RTP PROJECT SOLICITATION

52

P 46%

I 100%

M 66%

DESCRIPTION

Develop trail master plans, working with local jurisdictions, trail advocate organizations, local residents, property owners, railroad companies, and businesses.

TAGS

Status (select only one): Any

Nominating Agency (select only one): Metro

Agency Partner(s): Any

Facility Owner:

Showing 5 of 7

Project description - Nominating agencies are requested to update/briefly describe the scope of the project, using public friendly phrasing and avoiding technical jargon where possible. Projects should be described in sufficient detail to facilitate review by policymakers and the public. This description will be used in Metro materials. This database field is limited to 250 characters.

Examples of short and descriptive project descriptions

- Widen from two lanes to four lanes from Purdy Street to Ramsay Street with turn lanes and signals at intersections, ADA curb ramps, marked crossings, sidewalks, bike lanes, and traffic signal coordination.
- Implement comprehensive traffic management plan to improve traffic flow, including three new traffic signals between I-205 and 158th Avenue, better signalization, message signs, fiber optic interconnection and communication with central computer.
- Reconstruct and widen road to five lanes from the Columbia Slough to the Marine Drive overpass, including bike lanes, sidewalks and vegetated buffer of adjacent trail and natural resource area. The project also signalizes the intersection of the T-6 entrance at Marine Drive to improve safety.
- Expand and/or upgrade transit stations and park-and-ride lots in various locations, including the River District, St. Johns, Lents, Hollywood, Parkrose, Hillsdale and Barbur transit centers.
- Boulevard retrofit of street from 15th Avenue to 24th Avenue including wider sidewalks, curb extensions, safer crossings, street trees and traffic signals.

Part 3: Project Details (Tags)

#12345

RTP ID 185th Avenue Upgrades

Project name Regional

Project End Location Regional

Estimated Cost (2016 dollars) \$ 1,169,300

SNAPSHOT TASKS FILES FORMS

2018 RTP PROJECT SOLICITATION

52

P 46%

I 100%

M 66%

DESCRIPTION

Develop trail master plans, working with local jurisdictions, trail advocate organizations, local residents, property owners, railroad companies, and businesses.

TAGS

Status (select only one) Any

Nominating Agency (select only one) Metro

Agency Partner(s) Any

Facility Owner (select only one) Metro

Time Period 2018-2027

Showing 5 of 7

Status - Agencies are requested to select the status of the project as of the date of their review or entry.

- **2014 Completed** - Indicates a project for which the construction/program implementation phase has been completed and the facility or program is open for use or no further obligations or federal actions are required after Oct. 1, 2018.
- **2014 On Hold** - Indicates a project that was identified on the 2014 RTP project list, has no committed funding, doesn't fit within RTP cost targets or is no longer a priority, and, therefore, is not currently recommended for inclusion in the draft 2018 RTP project list.
- **2014 Committed** - Indicates a project that was identified on the 2014 RTP Project list, for which the agency has been awarded funding that will not be fully obligated by Oct. 1, 2018, and therefore must be included in the draft 2018 RTP Constrained project list as follows:
 1. Any project or project phase(s) that has had its federal or state funding awarded, but NOT fully obligated by October 1, 2018 should be included in your 2018-2027 Constrained project list.
 2. Any project or project phases located on the regional system and that will use committed local funding in local fiscal year 2018-19 (starting July 1, 2018) and beyond should be included in your Constrained project list in the appropriate time period.

Examples of committed or awarded funding include:

- formally declared local funding (via Council action), or

- awarded state or federal funding, such as through the federal discretionary programs (e.g., TIGER, FASTLANE), ODOT STIP Enhance funding, the 2019-21 RFFA process; or
- local committed funding (MSTIPe, SDCs, etc.)
- **2014 Not Committed** - Indicates a project that was identified on the 2014 RTP project list, has no committed funding, and is recommended for inclusion in the draft 2018 RTP project list.
- **2014 Delete** - Indicates a project identified on the 2014 list which is no longer being considered for construction/implementation at any point in the future. Selecting this option removes the project from the database.
- **2018 New Committed** - Indicates a new project that was NOT identified on the 2014 RTP Project list for which the agency has been awarded funding that will not be fully obligated by Oct. 1, 2018, and therefore must be included in the draft 2018 RTP Constrained project list as follows:
 1. Any project or project phases that has had its federal or state funding awarded, but NOT fully obligated by October 1, 2018 should be included in your 2018-2027 Constrained project list.
 2. Any project or project phases located on the regional system and that will use committed local funding in local fiscal year 2018-19 (starting July 1, 2018) and beyond should be included in your Constrained project list in the appropriate time period.

Examples of committed or awarded funding include:

 - formally declared local funding (via Council action), or
 - awarded state or federal funding, such as through the federal discretionary programs (e.g., TIGER, FASTLANE), ODOT STIP Enhance funding, or the 2019-21 RFFA process; or
 - local committed funding (MSTIPe, SDCs, etc.)
- **2018 New** - Indicates a new, unfunded project that was NOT identified on the 2014 RTP Project list.

Nominating Agency – The public agency that recommends the project for inclusion in the 2018 RTP Investment Strategy. Nominating agencies are responsible for updating and submitting required project information to Metro via the on-line RTP Project Hub, including new or updated GIS information and the public involvement checklists/non-discrimination certification. It does not indicate financial commitment to the project. *Select only one.*

Agency Partner(s) – The public agencies that will help implement the project through planning, project development and/or construction. Partners may also contribute funding to help implement the project. *Select all that apply or “N/A” if applicable.*

Primary Facility Owner - The public agency with *primary* ownership of the project facility. It does not indicate financial commitment to the project. While some projects will have more than one facility owner involved, agencies should identify the primary owner. *Select only one.*

Time Period: Indicate which of the two time periods (2018-2027 or 2028-2040) the project is expected or recommended for construction/implementation. If “2018-2027” is selected, the project is automatically assumed to be on the financially constrained list. *Select only one.*

Financially constrained - Financially constrained (also called “Constrained”) means that the projects listed on the Constrained Priorities project list can be implemented using committed,

available, or reasonably available revenue sources. To be eligible for federal and state funding, projects must be included in the RTP Financially Constrained Priorities list.

Source of your cost estimate – This question aims to identify the confidence level of project costs. The list of possible sources of estimates that you will be able to select from:

- **Conceptual estimate:** These cost estimates are used where a significant need has been identified but a detailed project scope has not been developed. These cost estimates have the potential to change significantly as the project scope becomes more defined.
- **Planning-level estimate:** These cost estimates are based on a generally defined scope. Cost estimates are usually based on limited field-work and general cost assumptions. No actual design work has been done prior to the development of these cost estimates. The cost estimate could still change significantly as design work begins, but the estimate is more reliable than the conceptual estimates. (e.g., comprehensive plan, TSP, Metro cost estimate worksheet, corridor plan).
- **Engineer’s estimate:** These cost estimates are based on actual preliminary design work. If done for all facets of the project and there are no further additions to the project scope, these estimates should represent a fairly accurate cost for the project. (e.g. detailed planning report, preliminary engineering, final design, NEPA documentation, etc.)

Other Phases of project included in 2018 list – List 2018 RTP projects that represent other phases of the project (e.g, RTP #11398, RTP #51345).

Primary purpose of project – Identify the primary purpose of the project. *Select only one.*

The screenshot shows a web form interface with a top navigation bar containing 'SNAPSHOT', 'TASKS', 'FILES', and 'FORMS'. The main content area is divided into two columns. The left column contains several sections: 'Primary Purpose (select only one)', 'Secondary Objectives (check all that apply)', 'Project Features and Modeling Assumptions', 'Safety Project?', 'Regional Trail?', 'RTP Investment Category (select only one)', 'Freight Functional Classification', and 'Regional Bike and Pedestrian Functional Class'. The 'Primary Purpose' dropdown menu is highlighted with a blue circle and is currently set to 'Planning'. The right column contains a list of checkboxes for secondary objectives: 'Keep system in good repair', 'Reduce emissions', 'Relieve current congestion', 'Relieve future congestion', 'Increase access to oppourt. for hist. marg. comm.', 'Increase travel options/alt. to driving alone', 'Increase freight access to indust & intermodal fac', 'Increase access to jobs', and 'Increase access to recreation'. At the bottom of the form, there is a pagination indicator that says 'Showing 1 of 7'.

Secondary objectives – Agencies are requested to identify additional objectives the project aims to address. *Select all that apply.*

Project features and modeling assumptions – Identify all features relevant to the project design. Any features or design elements that change roadway capacity or add bicycle infrastructure should be reflected in the modeling assumptions form. *Select all that apply.*

The screenshot shows a web form titled "Project Features and Modeling Assumptions". On the left is a sidebar with categories: "Objectives (check all that apply)", "Safety Project?", "Regional Trail?", "RTP Investment Category (select only one)", "Freight Functional Classification", "Regional Bike and Pedestrian Functional Class", and "Arterials and Thoroughway". The main content area has a dropdown menu with "N/A" selected. Below it is a list of checkboxes for various infrastructure features:

- N/A
- Pedestrian: Universal access and ADA compliance
- Pedestrian: Sidewalk infill
- Pedestrian: Buffer treatment and benches
- Pedestrian: Priority inter. trtmnts/raised med. isl
- Pedestrian: Pedestrian signal or beacon
- Pedestrian: Lighting intersections & marked xings
- Bicycle: On-street bikeway or bike lane
- Bicycle: Protected/buffered bikeways, cycletracks
- Bicycle: Bicycle boulevards
- Bicycle: Priority trtmnts at intersect & crossings
- Bicycle: Bicycle parking
- Trail: New trail/multi-use path or extension
- Trail: Treatments (pull-outs, seating, wayfinding)
- Trail: High visibility trail street crossings
- Freight: signl prty, frght-only lanes, queue jumps
- Freight: Loading zones
- Freight: Turning radius designs
- Freight: Grade separate freight modes
- Freight: Improved rail crossing
- Roadway: New auxiliary lane(s)
- Roadway: New general purpose lane(s)
- Roadway: New interchange
- Roadway: New road/roadway extension
- Roadway: Road widening
- Roadway: Road diet
- Roadway: Reconstruction/realignment
- Roadway: Intersection design changes
- Roadway: Seismic retrofit
- Roadway: Access management
- Roadway: Trtmnts reduce conflicts among diff. modes
- Roadway: Arterial inter. designs, gtwy trtmnts
- Roadway: ITS elements
- Roadway: Curb and stormwater drainage

Is this a safety project? - Consistent with criteria used to determine eligibility for state and federal safety program funding, this question aims to identify projects with the primary purpose of addressing a documented safety problem at a documented high injury or high risk location with one or more proven safety countermeasure(s).

- The safety problem should be documented through an analysis of crash data in support of an agency safety program, plan or strategy. Examples of such documentation include: locations designated on a regional or local high injury corridor, the Region 1 All Roads Transportation Safety (ARTS) program list or other locally-documented safety priority locations.
- Proven safety countermeasures have been documented by the Federal Highway Administration (FHWA) and Oregon Department of Transportation (ODOT) and include: road diets, medians and pedestrian crossing islands, pedestrian hybrid beacons, roundabouts, access management, reflective backplates, safety edge, enhanced curve delineation, and rumble strips. More information about these and other proven countermeasures can be found at: <https://safety.fhwa.dot.gov/provencountermeasures> and www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/pdf/CRF_Appendix.pdf.
- High Risk Corridors are identified in transportation safety plans or strategies, including the ODOT Pedestrian and Bicycle Safety Implementation Plan.

Is this a regional trail? - This question aims to identify projects that are regional trails.

RTP Investment Category - The primary network this project aims to complete - or (in the case of programs, studies, or planning projects) the main objective of the program/study/planning project. If project makes investments in multiple modes, please select the category that describes the most significant portion of the project. *Select only one.*

**** The subsequent four questions pertain to the **RTP Functional Classifications**. The RTP Functional Classification is the RTP System Map designation that best reflects the primary RTP modal network this project aims to complete. Select the Functional Classification that encompasses the majority of the project features and location. ***

Freight Functional Classification: If your project is NOT a Freight project, select "N/A". *Select only one.*

Metro staff contact: Tim Collins at tim.collins@oregonmetro.gov

Regional Bike or Pedestrian Functional Classification If your project is NOT an Active Transportation project, select "N/A". *Select only one.*

Metro staff contact: Lake McTighe at lake.mctighe@oregonmetro.gov

Arterials and Throughway Network Functional Classification If your project is NOT a Roads & Bridges project or Throughways project, select "N/A". *Select only one.*

Metro staff contact: John Mermin at john.mermin@oregonmetro.gov

Transit Network Functional Classification If your project is NOT a Transit project, select "N/A". *Select only one.*

Metro staff contact: Jamie Snook at jamie.snook@oregonmetro.gov

If your project is new to the RTP and/or the facility on which the project is located is not currently designated on a RTP System Map, it is important to consult with Metro staff on the appropriate designation to select and to formally request a system map change using the electronic form provided here:

<https://oregonmetro.wufoo.com/forms/gis-change-order-2018-rtp-system-maps/>

Is this a program or regional in scale? This question aims to identify projects without a physical location, such as a transportation demand management (TDM) project, study, transit service operations and related "operating" capital (such as transit vehicle replacements and purchases or maintenance facilities).

Does the project change roadway capacity? This question aims to identify projects for which the modeling assumptions must be submitted by agencies even if your project has been included in past RTP modeling. Capacity changes that must be included in the regional travel model include: adding vehicle lanes, adding auxiliary lanes, removing vehicle lanes, changing the configuration or use of vehicle lanes, constructing new interchanges, grade separation of intersections, and reconstruction of existing intersections or interchanges to add new turning movements or restrict turning movements.

If you answer yes to this question, click on the "Forms" tab shown below to fill out a form of the project's modeling details. The final question will prompt you to either add the project information web link or to upload the supporting modeling diagrams, engineering drawings, maps and other relevant information to the project hub using the "Files" tab after submitting the form. Maps and drawings should identify street names at project start and end

locations and other important intersections. See an example of the roadway modeling worksheet in **Appendix A**.

Does the project add bicycle infrastructure? This question aims to identify projects for which the modeling assumptions form must be completed by agencies. Bicycle infrastructure additions that must be included in the regional bike model include: adding a cycletrack, buffered or protected bike lanes, on-street bike lanes, bike boulevard, and off-street trail/multi-use path.

If you answer yes to this question, click on the “Forms” tab shown below to fill out a form of the project’s modeling details. The final question will prompt to you either add the project information web link or to upload the supporting modeling diagrams, engineering drawings, maps and other relevant information to the project hub using the “Files” tab after submitting the form. Maps and drawings should identify street names at project start and end locations and other important intersections. See an example of the bike modeling worksheet in **Appendix B**.

Note that many projects will both change roadway capacity and add bicycle infrastructure. For those projects, complete both modeling assumption sections. If only one of the two is applicable, you need only to submit modeling assumptions for the appropriate section.

Appendix A

Roadway capacity modeling form

Guidance for updating information in the RTP Project Hub

Step 1. Click on Forms tab.

Step 2. Set mode to "Roadway capacity modeling details".

Step 3. Click on "+" to expand and enter details for each affected direction.

Step 4. Enter responses to open-ended questions.

Step 5. If your project has a website you can link to, enter it here. If not, hit "Submit Form" and go to Step 6.

Corridor Investment Areas Activities

RTP ID: 11664
Project Start Location: Regional
Project End Location: Regional
Estimated Cost (2016 dollars): \$ 5,315,000

FORMS

Roadway capacity modeling details

Submitted: --

+ NB
+ WB
+ SB
+ EB

Describe type of turn lane(s) (i.e. a right turn, double left turn, continuous left turn).

Describe turn lane restrictions that should be assumed in the traffic model.

List the locations of all existing & anticipated traffic signals.

List the locations of all existing & anticipated traffic signals.

Provide a link or any other details and attach (using the Files tab above after submitting this form) modeling diagram(s) for any planning studies, engineering drawings, or other preliminary design work, appropriate diagrams/drawings, identifying street names at project start and end locations and other important intersections.

Showing 1 of 7

Submit Form

Step 6. Go to the Files tab to upload maps, diagrams, engineering drawings, or other relevant information for the project.

Corridor Investment Areas Activities

RTP ID: 11664
Project Start Location: Regional
Project End Location: Regional
Estimated Cost (2016 dollars): \$ 5,315,000

FILES

Search filenames...

+ Upload file...

File	Topics	Date added	Size
------	--------	------------	------

Appendix B

Bike infrastructure modeling form

Guidance for updating information in the RTP Project Hub

Step 1. Click on Forms tab.

Step 2. Set mode to “Bike infrastructure modeling details.”

Step 3. Enter responses to questions.

Step 4. If your project has a website you can link to, enter it here. If not, hit “Submit Form” and go to Step 5.

I-205 Northbound Auxiliary Lane

Add subtitle

Project Start Location: Killingsworth St exit ramp

Project End Location: Killingsworth St exit ramp

Estimated Cost (2016 dollars): \$ 15,945,000

RTP ID numbers of other project phases: *Add detail*

SNAPSHOT TASKS FILES **FORMS**

Bike infrastructure modeling details Submitted: -

Describe the bike infrastructure modeling details

Is the surface paved or unpaved? * Select ...

Type of bike facility Select ...

If you answered other above, please enter the type of bike facility here

Add the project information web link here, or attach the diagram, PDF, or other document by using the Files tab above after submitting this form

Showing 1 of 25

Submit Form

Step 6. Go to the Files tab to upload maps, diagrams, engineering drawings, or other relevant information for the project.

Corridor Investment Areas Activities

Add subtitle

RTP ID: 11664

Project Start Location: Regional

Project End Location: Regional

Estimated Cost (2016 dollars): \$ 5,300,000

SNAPSHOT TASKS **FILES** FORMS

Search filenames...

+ Upload file...

File	Topics	Date added	Size
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**2015 – 2018
Metropolitan
Transportation
Improvement Program**

December, 2014

Agenda Item 5:

2015-18 METROPOLITAN TRANSPORTATION
IMPROVEMENT PROGRAM (MTIP) AMENDMENT –
RESOLUTION 17-4819

June 2017 MTIP Formal Amendment & Approval Request of Resolution 47-4819

June 30, 2017

TPAC Notification & Approval Request

1. Seeking a single motion approval to JPACT for:

- Approval recommendation of Resolution 17-4819
- Authorize modifications to 2015 MTIP
- Consisting of 4 projects affecting Clean Water Services, Gresham, Portland, & ODOT

2. Specific requested recommendation:

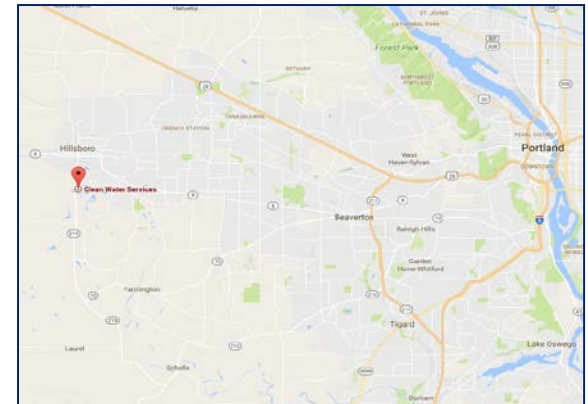
TPAC approval recommendation of resolution 17-4819 to JPACT enabling the two new projects, one proposed canceled project plus one partially deprogramming action to occur in the 2015-18 MTIP allowing final approval to then occur from USDOT

June 2017 Formal MTIP Amendment Composition

1. **Key 19185 – Clean Water Services (CWS)**

Rock Creek Fueling Infrastructure at Hillsboro:

- Planned CNG fueling facility on-site at CWS
- CWS determined not feasible for them
- Declined the CMAQ grant from ODOT
- Project will be deprogrammed and canceled from 2015 MTIP



June 2017 Formal MTIP Amendment Composition

2. **Key 16986 – City of Gresham**

Division Street Corridor Improvements Project

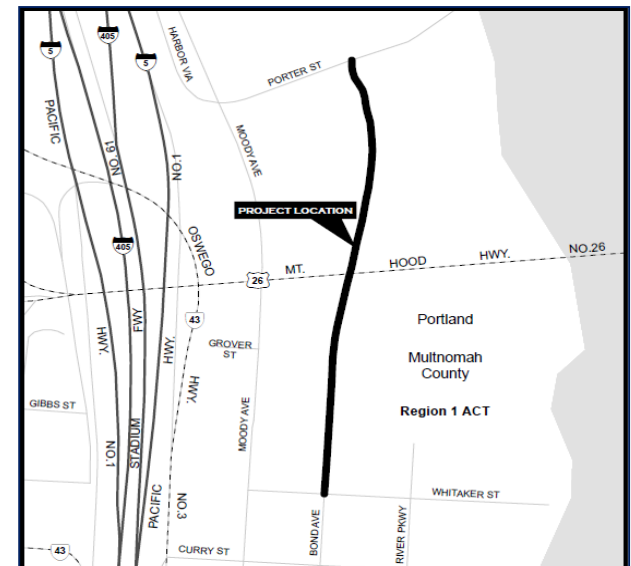
- Amendment will remove lapsed TCSP funds (and matching funds) from the ROW and Construction phases
- Gresham is developing a new funding plan with local funds for ROW and Construction phases
- Leave only PE programmed
- Project with PE phase to be re-added to 2018 MTIP

June 2017 Formal MTIP Amendment Composition

3. **Key 21029 – City of Portland (New Project): SW Moody Ave and Bond Ave Corridor**

Improvements:

- Construct 0.3 miles: SW Bond + traffic signals
- PE Phase can begin before the end of FFY 2017

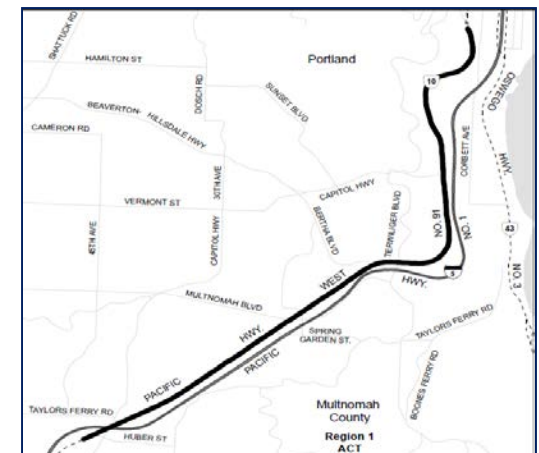


June 2017 Formal MTIP Amendment Composition

4. **Key 21071 – ODOT (New Project):**

OR99W SW Naito Pkwy to SW Huber St – Phase 2:

- Amendment adds project to MTIP
- Erect two overhead signs to increase visibility and way-finding
- PE Phase can begin before the end of FFY 2017



30 Day Public Notification

1. 30 day notification/
opportunity to comment in
progress
2. Notification posting: June 16,
2017 to July 17, 2017
3. On Metro website at:
[http://www.oregonmetro.gov/
metropolitan-transportation-
improvement-program](http://www.oregonmetro.gov/metropolitan-transportation-improvement-program)

Exhibit A to Resolution 17-4819									
2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment									
Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects									
EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
19185	70816	Clean Water Services	ROCK CREEK CNG FUELING INFRASTRUCTURE (HILLSBORO)				Other	\$ 3,269,333	
Project Description: Construct a Compressed Natural Gas fueling station to dispense renewable natural gas.									
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
CMAQ (State)		Federal	2015					\$ 1,169,000	\$ 1,169,000
Local	Match	Local	2015					\$ 133,797	\$ 133,797
Other	Overmatch	Local	2015					\$ 1,966,536	\$ 1,966,536
Total:				\$ -	\$ -	\$ -	\$ -	\$ 3,269,333	\$ 3,269,333
PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
19185	70832	ODOT	ROCK CREEK CNG FUELING INFRASTRUCTURE (HILLSBORO)				Other	\$ -	
Project Description: Construct a Compressed Natural Gas fueling station to dispense renewable natural gas.									
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
CMAQ (State)		Federal	2015					\$ -	\$ -
Local	Match	Local	2015					\$ -	\$ -
Other	Overmatch	Local	2015					\$ -	\$ -
Total:				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Notes: 1. Red font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.									
2.CMAQ - State: Federal Congestion Mitigation Air Quality (CMAQ) improvement funds allocated to ODOT.									
Local: Local agency funds provided as the required match to the federal funds.									
Amendment Summary: The amendment deprograms and cancels the project from the 2015 MTIP									

MPO CFR Compliance Requirements includes 7 Review Factors

1. Eligibility and proof of funding verification
2. RTP review and verification
3. RTP goals consistency
4. Admin vs. Formal amendment determination
5. Conformity review: Requested changes - Exempt, via CFR 40 CFR 93.126, Table 2 (no impact to conformity)
6. Fiscal constraint review and impact
7. MPO responsibilities completed:
 - Includes a 30 day public notification/comment period
 - Public notification period in progress: June 16, 2017 to July 17, 2017

Why a Full/Formal MTIP Amendment?

ODOT-FTA-FHWA Amendment Matrix

Type of Change
FULL AMENDMENTS
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
2. Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> • Change in project termini - greater than .25 mile in any direction • Changes to the approved environmental footprint • Impacts to AQ conformity • Adding capacity per FHWA Standards • Adding or deleting worktype
3. Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> • Projects under \$500K – increase/decrease over 50% • Projects \$500K to \$1M – increase/decrease over 30% • Projects \$1M and over – increase/decrease over 20% • All FTA project changes – increase/decrease over 30%
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

Applies to Project Keys:

19185 – Canceling Rock Creek Fueling Facility

21029 – Adds new project to the MTIP

21071 – Adds new project to the MTIP

Key 16986 – Cost decrease above 20% threshold for \$1 million dollar or greater projects

Note: An ODOT Project Key number is a five digit unique identifier assigned to each project included in the STIP. The MTIP also includes a separate five digit project identifier for each project

Summary and Estimated Approval Timing

1. Requesting approval recommendation to JPACT of Resolution 17-4819 consisting of the four projects
2. Estimated approval timing:

Action	Target Date
TPAC notification and approval recommendation	June 30, 2017
Public notification period completed	July 17, 2017
JPACT review and approval	July 20, 2017
Metro Council requested approval	August 10, 2017
Amendment bundle submission to ODOT & USDOT	August 11, 2017
ODOT & USDOT final approval	End of August, 2017

June 2017 Formal MTIP Amendment

Questions



Metro

2018-2021 Metropolitan Transportation Improvement Program (MTIP)

Grace Cho, Associate Transportation Planner

June 30, 2017

What is the MTIP?

- Schedule of federal transportation investments
- MTIP Purpose
 - Demonstrates compliance with federal regulations
 - Ensures financial capacity for projects
 - Provides public transparency of funding process
 - Implements adopted regional policies
- Comprises three funding processes: State, Transit, and MPO
 - Coordinates investments between agencies
- MPOs lead MTIP development
- Required to maintain federal funding

What does 2018 – 2021 have in store?

- \$1.6 billion of investment (\$1.8 billion from 2015-2018)
- 213 transportation projects
- 68% federal and 32% local match
- Primary investments in capital enhancements and maintenance, preservation, and operations



Air Quality Conformity Determination

- Project review
 - 213 projects
 - Exempt or Conformed
 - Project scopes consistent
 - Resolution 17-4816



Public Comment

- Full comment report in Appendix VII
- Project and agency specific comments provided
- More investment needed (but arguably on which parts of the system)

How to comment: Online, in writing or in person

Your voice matters as the region looks to the next few years of transportation priorities.

A public comment period will be held from April 24 to May 23. **Note: You don't need to read the draft documents above closely to be able to share your priorities with regional leaders.**

You can comment:

- **Online:** Take a brief survey before Tuesday, May 23.

[Go to the survey](#)

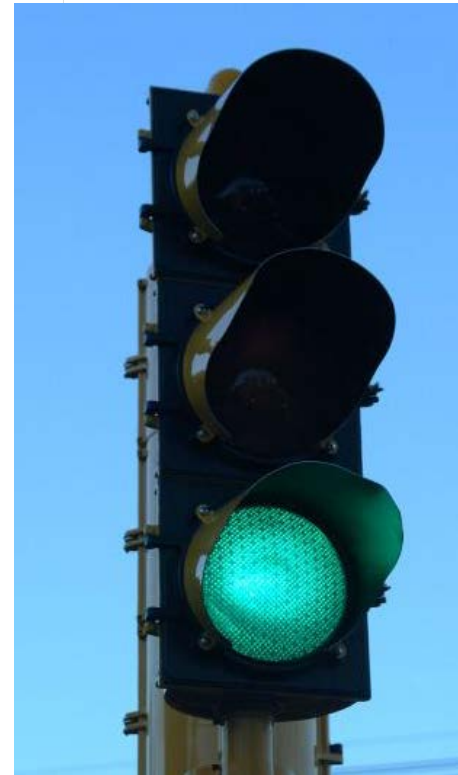
- **In writing:** Metro Planning, 600 NE Grand Ave., Portland, OR 97232 or transportation@oregonmetro.gov
- **In person:** The Metro Council will hold a public hearing at 2 p.m. Thursday, May 18, 2017, at Metro Regional Center, 600 NE Grand Ave., Portland.
- **By phone:** 503-797-1750 or TDD 503-797-1804

Metro's public participation process for the 2018-21 MTIP is designed to satisfy SMART's regional coordination requirements for the program of projects.

Request

Request:

TPAC recommendation to JPACT to approve the 2018-2021 MTIP (Resolution 17-4817) and Air Quality Conformity Determination (Resolution 17-4816).



oregonmetro.gov



Getting there



equitably

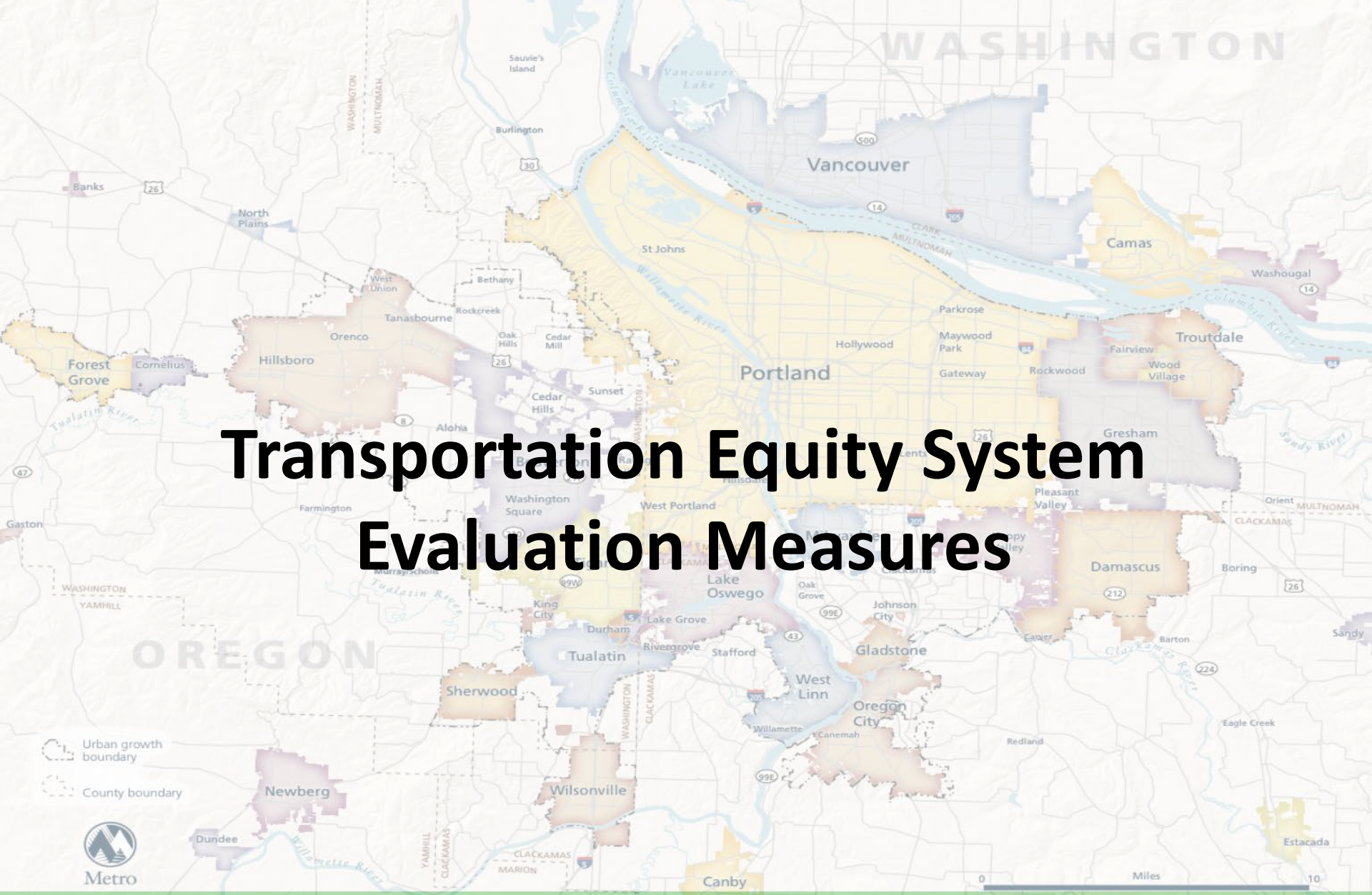
2018-2021 MTIP Transportation Equity Results

Transportation Policy Alternatives Committee
June 30, 2017

Grace Cho, Associate Transportation Planner



Transportation Equity System Evaluation Measures



2018-2021 MTIP Transportation Equity Assessment – Purpose and Intent

- Testing system evaluation measures
- Identifying refinements, limitations, etc.
- Making findings determination for federal compliance purposes

Transportation Equity Evaluation Measures

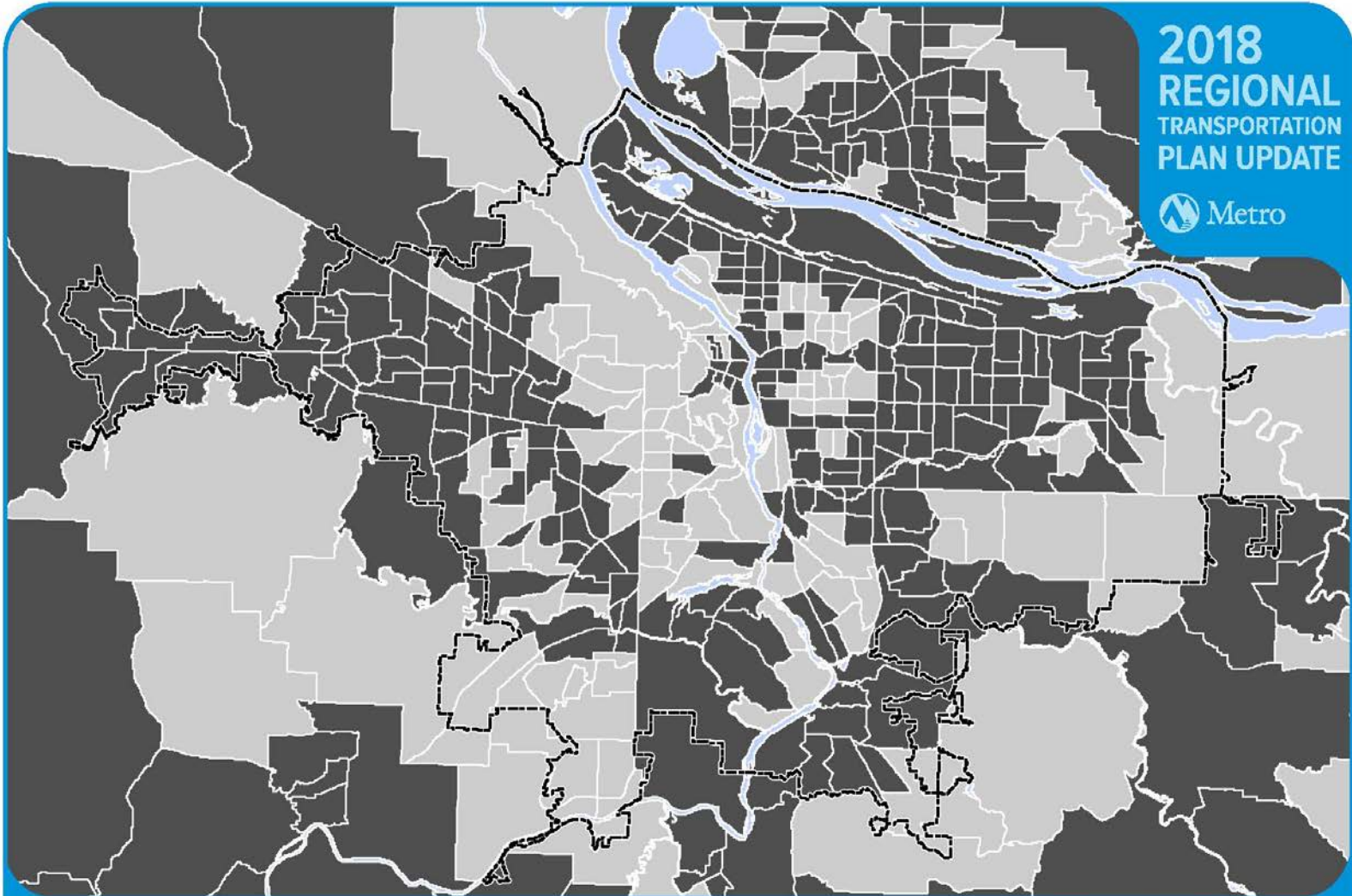
- Access to Jobs
- Access to Community Places
- Access to Travel Options – System Completeness and Connectivity
- Transportation Safety Investments
- Exposure to Non-Freeway Vehicle Miles Traveled
- Resource Habitats and Transportation Investments
- Combined Housing and Transportation Expenditure and Cost Burden (deferred)

Key Assumptions – 2018-2021 MTIP

Assumption Area	Brief Description
System Evaluation	All evaluation measures compare the base year conditions to proposed future year projected conditions.
Analysis Years	2015 (base year); 2021 (future year)
Land Use	2015 Base year land use (from adopted 2016 forecast) (No future year land use)
Projects	MTIP projects to be completed by 2021
Community Geography	Two tiers – historically marginalized communities (includes more of the region) & focused historically marginalized communities (more focused) Analysis completed for both
Region-wide	Metropolitan Planning Area boundary

Analysis Geography – HMC

2018
REGIONAL
TRANSPORTATION
PLAN UPDATE



Historically Marginalized
Community

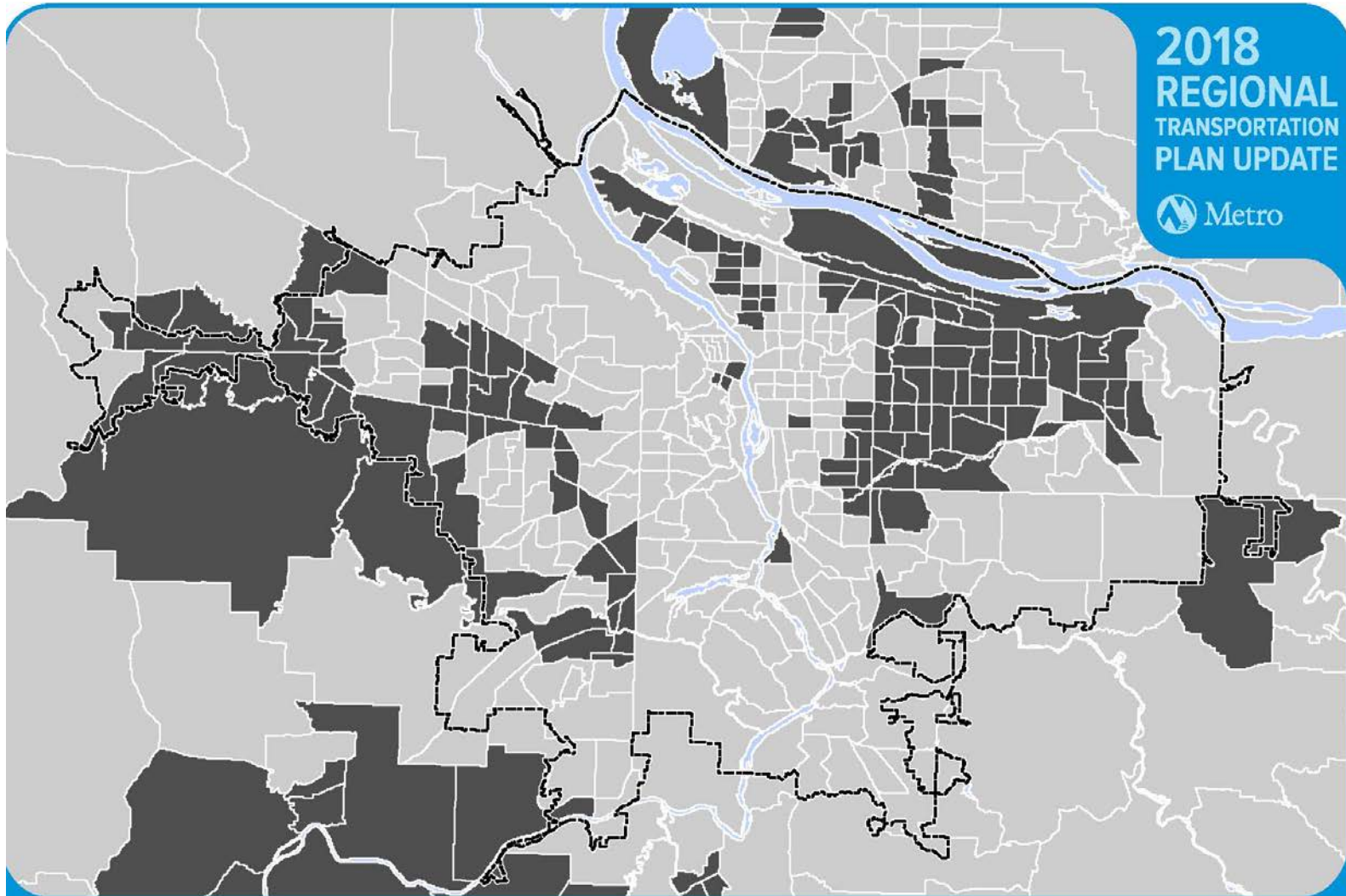


Includes poverty, people of color, LEP (combined language isolation communities), and combined age categories (under 18, 65 and over).

2/28/2017

Analysis Geography – FHMC

2018
REGIONAL
TRANSPORTATION
PLAN UPDATE



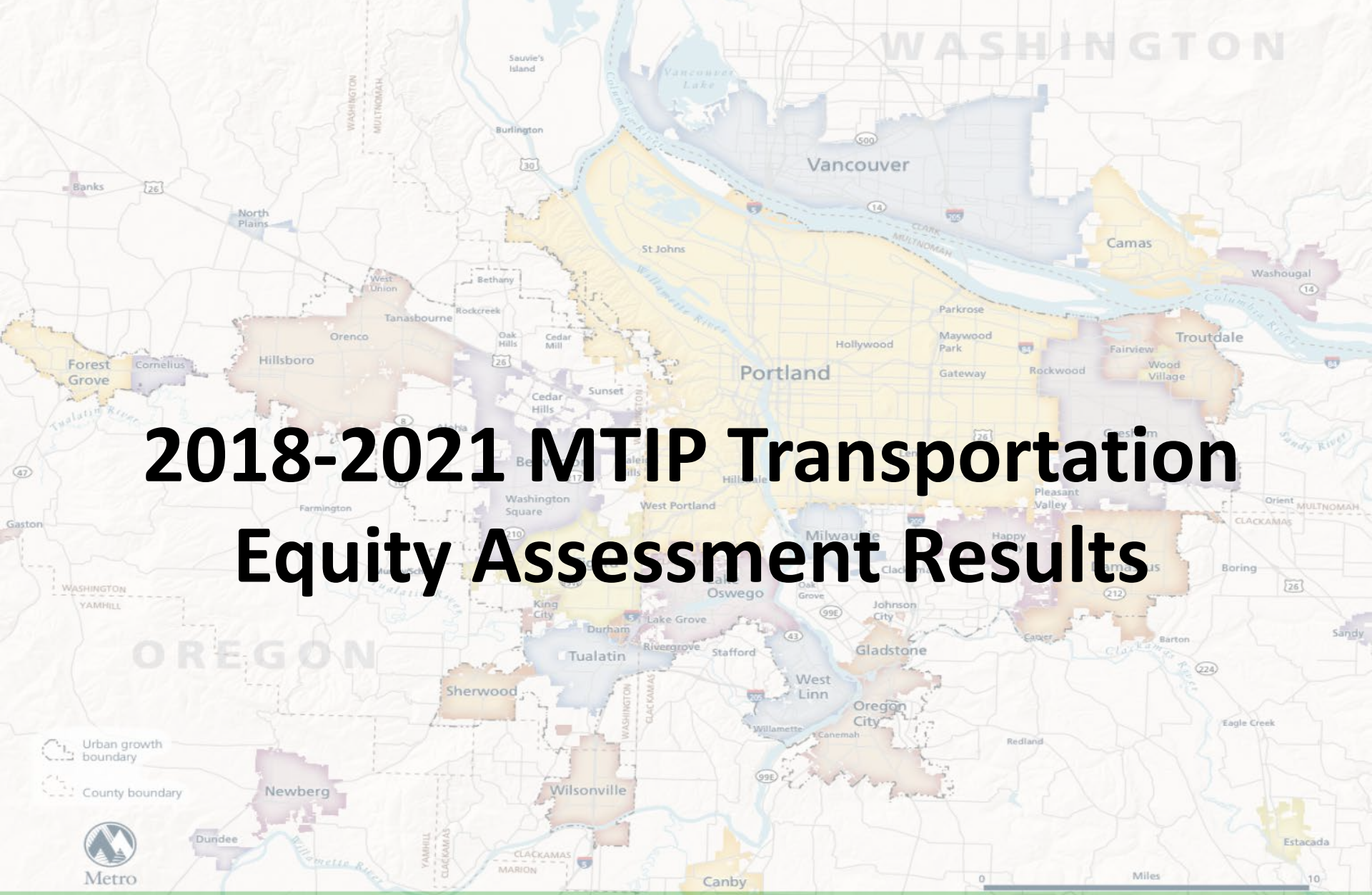
Focused Historically
Marginalized Community



Includes poverty, people of color, LEP (combined language isolation communities and safe harbor), and density screens.

2/28/2017

2018-2021 MTIP Transportation Equity Assessment Results



Access to Jobs

- Holding steady or seeing (very) small increases
 - 2018-2021 MTIP only represents four years of federal transportation investment
- Increased access to jobs tends to be gained in transit

Access to Community Places

- Holding steady or small incremental increase and/or decrease
 - Increase seen within transit; decrease saw within bike (one instance)
 - FHMC areas saw decreases in starting conditions
 - Possibly driven by FHMC areas at the edges

Access to Travel Options

Part I – Deferred

Part II – Access to Transit

- Incremental increase in sidewalks near transit
- Increases seen in bike access near transit

Part III – Mileage and Density

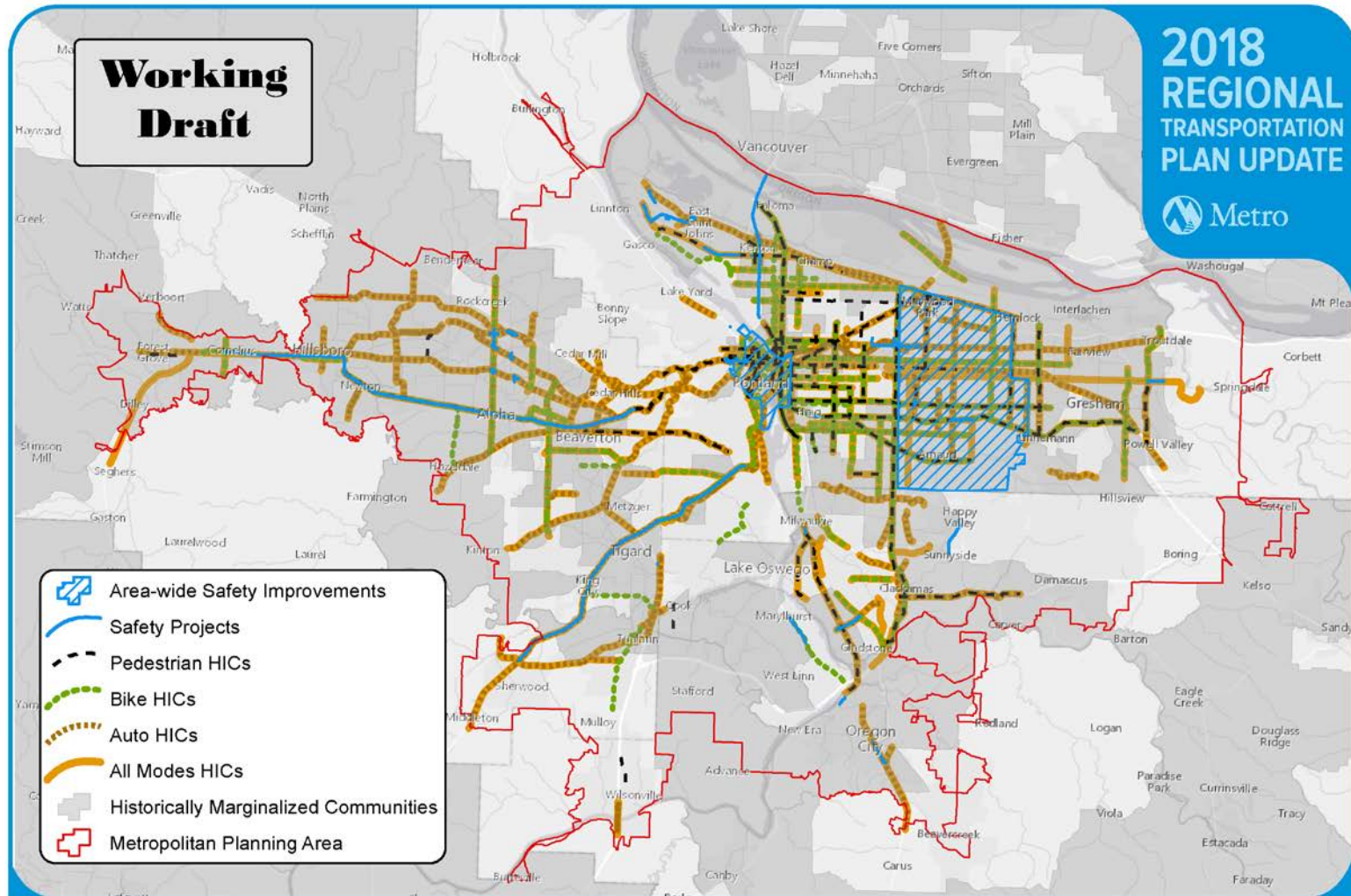
- Incremental increases in sidewalk, bike, and trail mileage and density

Part IV – Timing – Not applicable to MTIP

Transportation Safety Investments

- Only 13% of 2018-2021 MTIP are transportation safety investments
- Of the 13%
 - 76% in historically marginalized communities
 - 60% in focused historically marginalized communities
- Per capita spending is higher in focused and historically marginalized communities

Transportation Safety Investments



Transportation Safety Investments Overlapping High Injury Corridors and Historically Marginalized Communities

Exposure to Vehicle Miles Traveled

Projected Non-Freeway Vehicle Miles Traveled Exposure and Difference

Base Year			
Regionwide VMT (2015)	2018-2021 MTIP Regionwide VMT	Difference in VMT (MTIP – Base Year)	Percent Difference
17,607,229	17,617,629	10,401	0.1%
Base Year HMC VMT			
(2015)	2018-2021 MTIP HMC VMT	Difference in VMT (MTIP – HMC Base Year)	Percent Difference
9,697,260	9,667,200	-30,060	-0.3%
Base Year FHMC			
VMT (2015)	2018-2021 MTIP FHMC VMT	Difference in VMT (MTIP –FHMC Base Year)	Percent Difference
7,072,110	7,062,050	-10,059	-0.1%

Resource Habitats and Transportation Investments*

	Projects	Percentage
Total Projects 2018-2021 MTIP	163**	--
Total Projects with Potential Impact to High Value Habitat	51**	31%
Projects with Potential Impact to High Value Habitat and Overlap with Historically Marginalized Communities	38	75%
Projects with Potential Impact to High Value Habitat and Overlap with Focused Historically Marginalized Communities	28	55%

* See TPAC packet for list of projects

**Projects as of late January/early February 2017.

2018-2021 MTIP Findings

- Five of the six transportation equity system evaluation measures performs in the desired direction in historically marginalized communities
- A ***potential*** disproportionate impact is present with transportation investments impacting high value habitats and historically marginalized
 - See recommendations



Lessons Learned

- Too many to count...
 - Evaluation measures generally works
 - Simplify certain measures
 - Packaging and communication of results is key
 - Assessment speaks to direction toward goals, but not specific community experience
- More time to work through the methodological challenges and build the appropriate methods

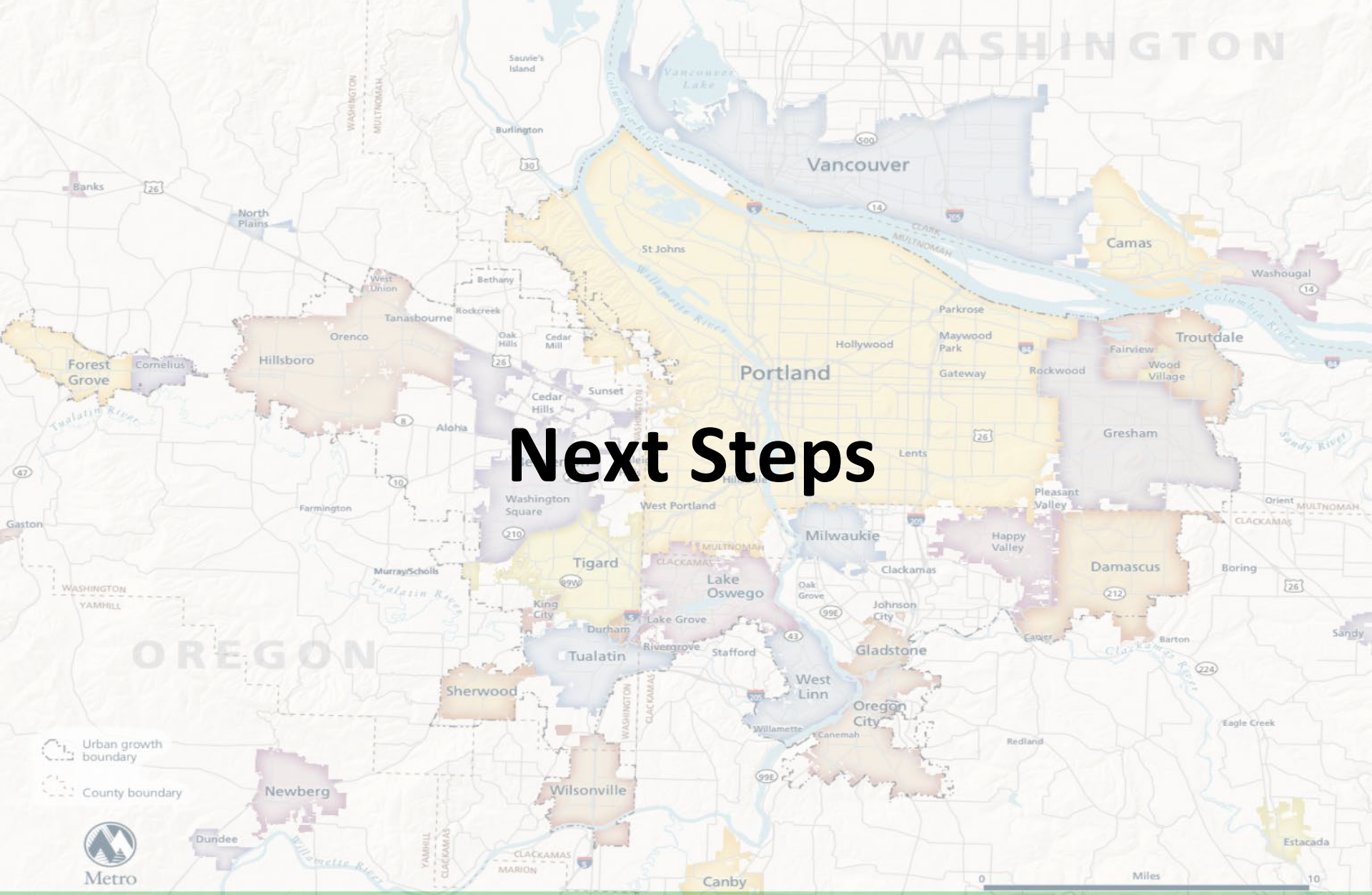
Recommendations

Specific recommendations to address habitat results:

- Investigate and categorize transportation investments into tiers based on potential impacts
- Inform sponsors and ODOT local liaisons for monitoring as projects go through environmental and project development
 - Track mitigation strategies and engagement with HMC
- Metro staff follow up and reporting as part of 2021-2024 MTIP

Recommendations

- Adopt and follow through on resource habitat recommendations
 - Monitor MTIP implementation
- Address and refine method issues
 - As part of prep for 2018 RTP investment package evaluation
- Different evaluation strategy for maintenance projects vs. capital projects (future work program)



Next Steps

Next Steps – 2018 RTP

- Worked on technical refinements
 - Coordinating with federal case study on active transportation access measure
 - Simplified exposure to VMT measure
 - Broke down access to jobs and places measure by individual historically marginalized community
- Run through 2018 RTP Investment Strategy
- Results, findings, and refinement period
 - Draft Transportation Equity report in Winter 2017/2018

Questions?



Metro

Getting there



by transit

Regional Transit Strategy

a component of the 2018 RTP

Transportation Policy Alternatives Committee
June 30, 2017

Today...

We are looking for feedback from TPAC regarding:

- ❑ Do the goals discussed today provide the right policy framework?
- ❑ Are you comfortable with the proposed changes and additions to our adopted HCT System Map?
- ❑ Are you comfortable with the enhanced transit corridor concept and the integration of this concept into our transit framework?
- ❑ Do you have specific ideas regarding transit capital project prioritization criteria that we should consider?

Regional Transit Strategy objectives

- Implement the 2040 Growth Concept and Climate Smart Strategy
- Update RTP transit-related policies and performance measures
- Update and consolidate the current Regional Transit Network Map and High Capacity Transit Map
- Update the Transit System Expansion Policy
- Recommend a coordinated strategy for future transit investments and identify potential partnerships, strategies and funding sources for implementation.

Regional Transit Strategy

Collaborative effort

Building off past efforts

Path towards implementation

Transit component of the RTP



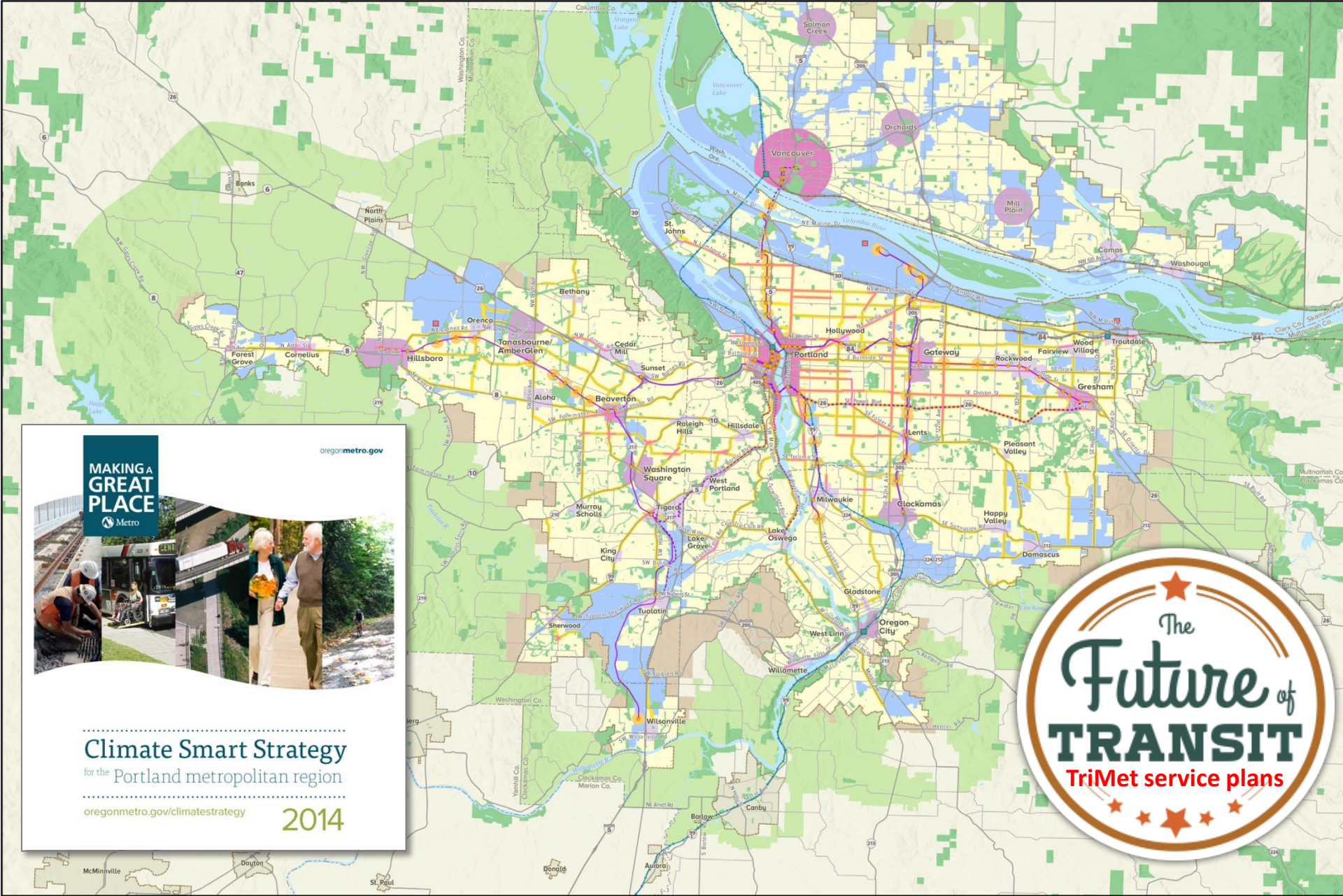
General Transit Work Group Members	Regional Transit Providers
<p>April Bertelsen, City of Portland</p> <p>Dan Bower, Portland Streetcar Inc</p> <p>Dwight Brashear, SMART</p> <p>Karen Buehrig, Clackamas County</p> <p>Mike Coleman, Port of Portland</p> <p>Karyn Criswell, ODOT</p> <p>Chris Deffebach, Washington County</p> <p>Dawn Emerick, Clackamas County</p> <p>Scott France, Clackamas County</p> <p>Roger Hanson, CTRAN</p> <p>Eric Hesse, TriMet</p> <p>Jay Higgins, City of Gresham</p> <p>Jon Holan, City of Forest Grove</p> <p>Nancy Kraushaar, City of Wilsonville</p> <p>Mauricio LeClerc, City of Portland</p> <p>Kate McQuillan, Multnomah County</p> <p>Alex Page, Ride Connection</p> <p>Luke Pelz, City of Beaverton</p> <p>Gregg Snyder, City of Hillsboro</p> <p>Charlie Tso, City of Wilsonville</p> <p>Dyami Valentine, Washington County</p> <p>Dayna Webb, City of Oregon City</p>	<p>Dan Bower, Portland Streetcar Inc</p> <p>Dwight Brashear, SMART</p> <p>Teresa Christopherson, Clackamas County</p> <p>Karyn Criswell, ODOT</p> <p>Roger Hanson, CTRAN</p> <p>Eric Hesse, TriMet</p> <p>Andi Howell, City of Sandy, Sandy Area Metro</p> <p>Shirley Lyons, South Clackamas Transportation District</p> <p>Luke Norman, Clackamas Community College</p> <p>Alex Page, Ride Connection</p> <p>Cynthia Thompson, Yamhill County</p> <p>Julie Wehling, Canby Area Transit</p>

Regional Transit Vision



“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, Milwaukee resident



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MAKING A GREAT PLACE
Metro

Climate Smart Strategy
for the Portland metropolitan region

oregonmetro.gov/climatestrategy **2014**



2040 Growth Concept Map

September 2014

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors are appreciated.

The Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in December 1995 through the Region 2040 planning and public involvement process. This concept is intended to provide long-term growth management of the region.

The map highlights elements of parallel planning efforts including: the 2035 Regional Transportation Plan that outlines investments in multiple modes of transportation, and a commitment to local policies and investments that will help the region better accommodate growth within its centers, corridors and employment areas.

For more information on these initiatives, visit <http://www.oregonmetro.gov/2040>

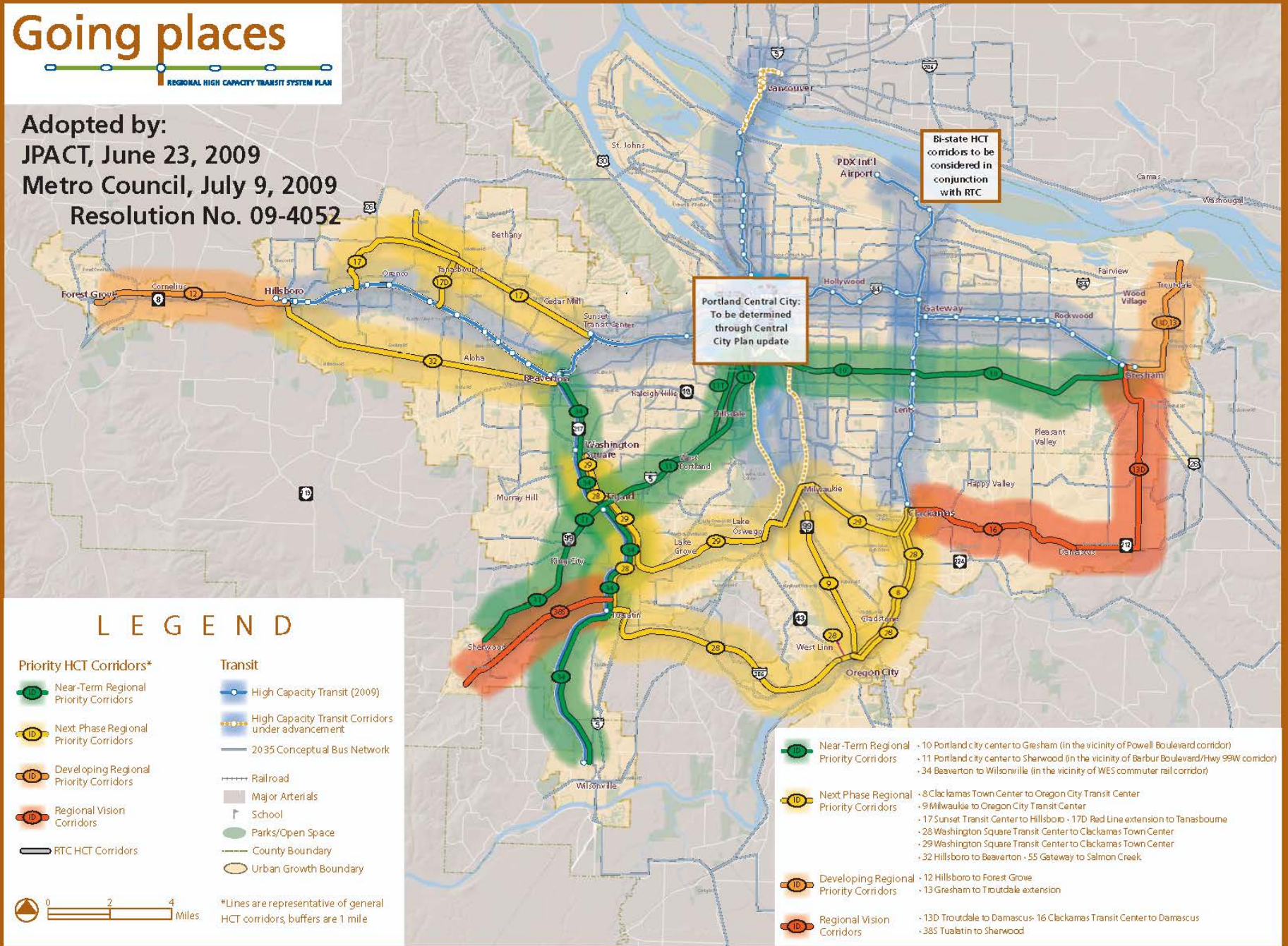
- Central city
- Employment land
- Existing high capacity transit
- Neighboring cities
- Regional center
- Parks and natural areas
- Planned high capacity transit
- Airports
- Town center
- Neighborhood
- Proposed high capacity transit tier 1
- Intercity rail terminal
- Station communities
- Rural reserve
- Mainline freight
- Main streets
- Urban reserve
- High speed rail
- Corridors
- Urban growth boundaries
- County boundaries



Going places



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



Bi-state HCT corridors to be considered in conjunction with RTC

Portland Central City: To be determined through Central City Plan update

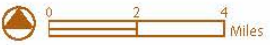
LEGEND

Priority HCT Corridors*

- Near-Term Regional Priority Corridors
- Next Phase Regional Priority Corridors
- Developing Regional Priority Corridors
- Regional Vision Corridors
- RTC HCT Corridors

Transit

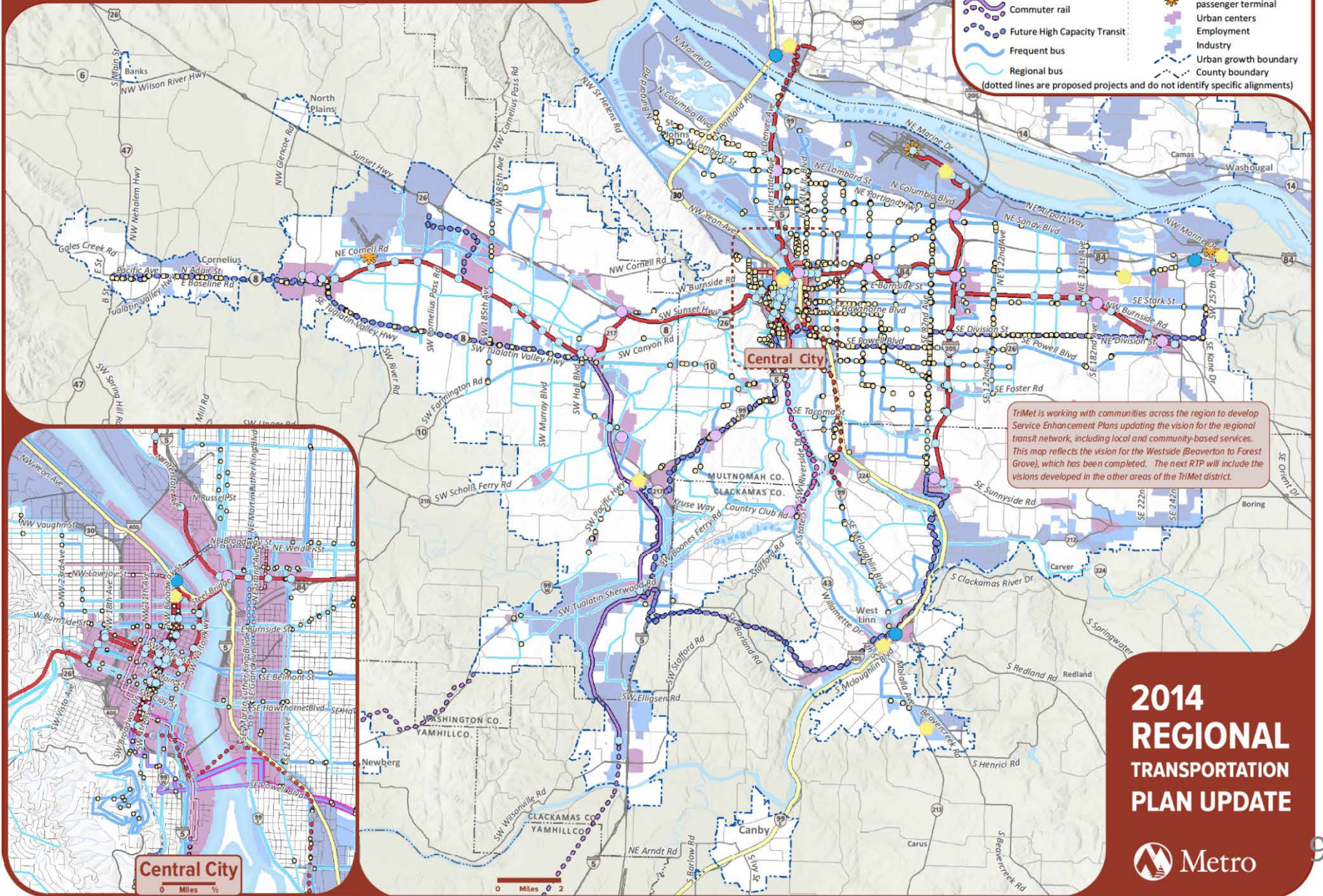
- High Capacity Transit (2009)
- High Capacity Transit Corridors under advancement
- 2035 Conceptual Bus Network
- Railroad
- Major Arterials
- School
- Parks/Open Space
- County Boundary
- Urban Growth Boundary



*Lines are representative of general HCT corridors, buffers are 1 mile

- Near-Term Regional Priority Corridors
 - 10 Portland city center to Gresham (in the vicinity of Powell Boulevard corridor)
 - 11 Portland city center to Sherwood (in the vicinity of Barbur Boulevard/Hwy 99W corridor)
 - 34 Beaverton to Wilsonville (in the vicinity of WES commuter rail corridor)
- Next Phase Regional Priority Corridors
 - 8 Clackamas Town Center to Oregon City Transit Center
 - 9 Milwaukie to Oregon City Transit Center
 - 17 Sunset Transit Center to Hillsboro
 - 17D Red Line extension to Tanasbourne
 - 28 Washington Square Transit Center to Clackamas Town Center
 - 29 Washington Square Transit Center to Clackamas Town Center
 - 32 Hillsboro to Beaverton
 - 55 Gateway to Salmon Creek
- Developing Regional Priority Corridors
 - 12 Hillsboro to Forest Grove
 - 13 Gresham to Troutdale extension
- Regional Vision Corridors
 - 13D Troutdale to Damascus
 - 16 Clackamas Transit Center to Damascus
 - 385 Tualatin to Sherwood

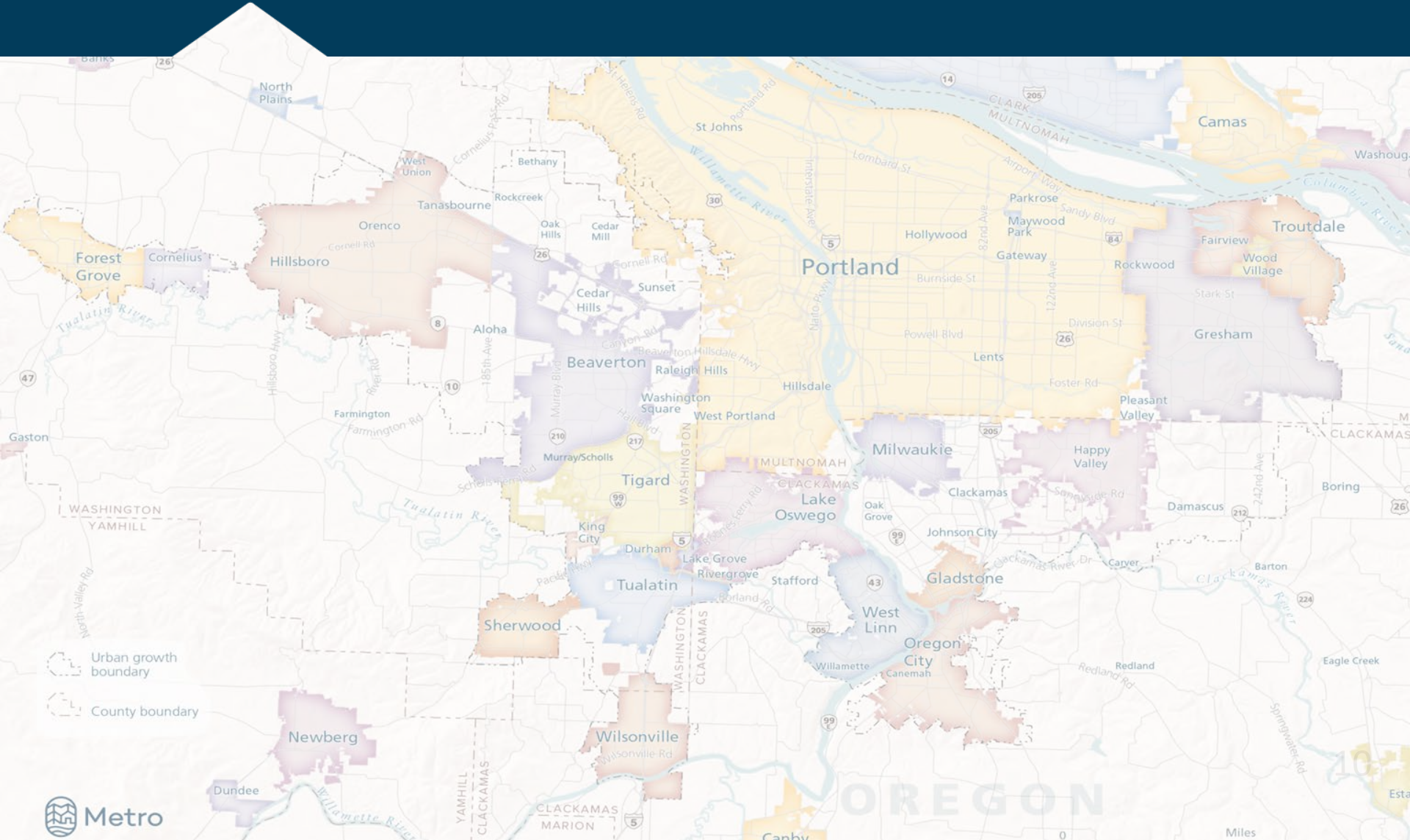
Regional Transit Network



**2014
REGIONAL
TRANSPORTATION
PLAN UPDATE**

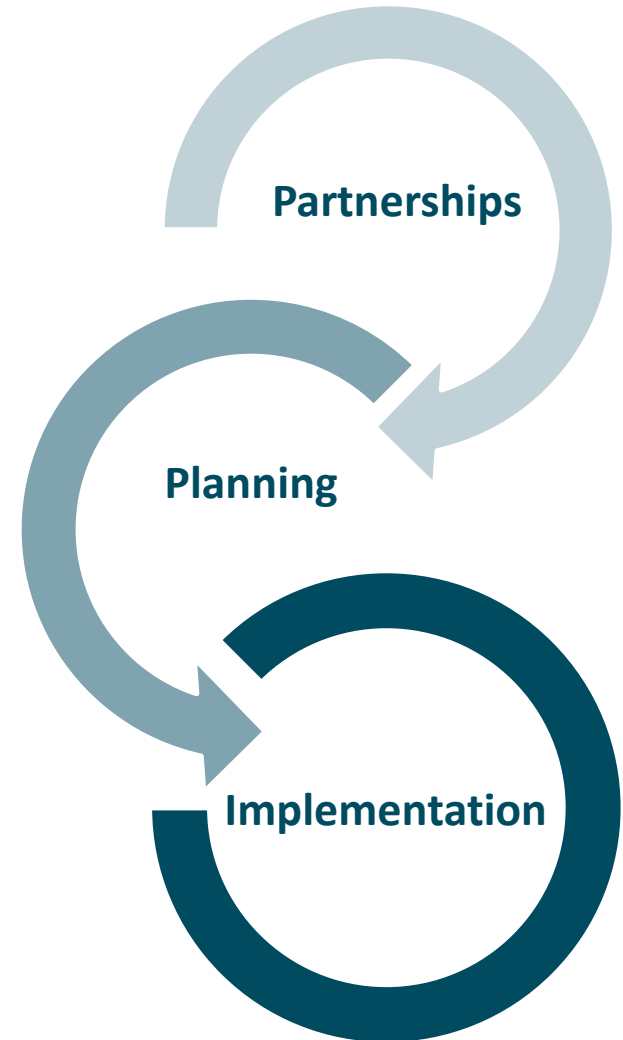


Policy Framework and vision



Regional Transit Vision

To make transit more frequent, convenient, accessible and affordable for everyone



Make transit more frequent by...

Implementing transit providers service plans

Investing in capital improvements

Implementing TriMet's Coordinated Transportation Plan

Coordinating with local and regional land use and transportation visions



Make transit more convenient by...

Implementing transit providers service plans

Investing in capital improvements

Investing in maintenance and bottlenecks

Improving connections

Implementing/coordinating the HOP

Fastpass

Investing in transit technology

Expanding policies to increase transit usage

Improving route and schedule information



Make transit more accessible by...

Providing/coordinating safe walking and biking to transit

Providing new transit connections

Enhancing access to jobs and other daily needs

Coordinating shared mobility and ride-sourcing

Coordinating transit-oriented development and Equitable Housing strategies

Coordinating local and regional land use and transportation visions



Make transit more affordable by...

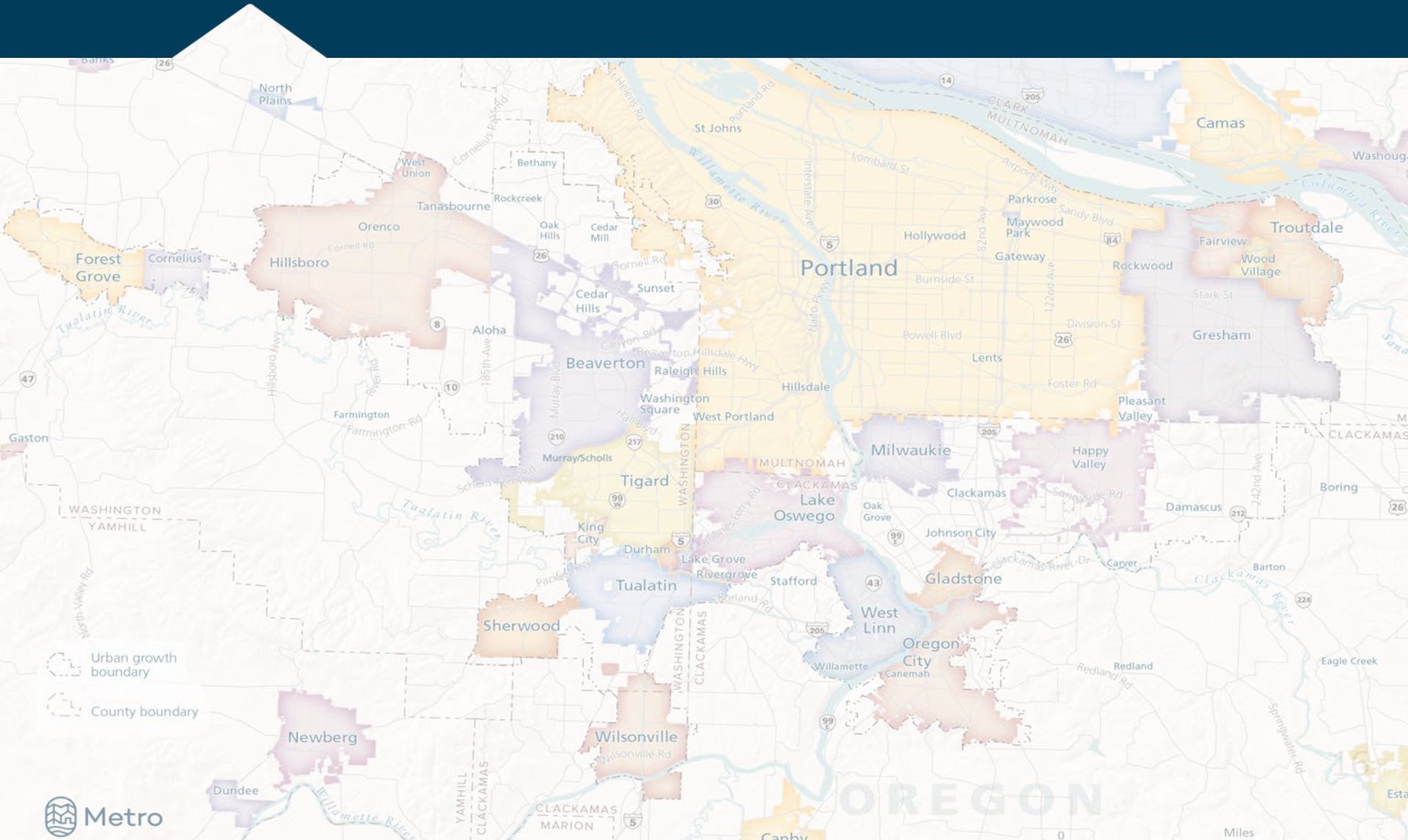
Implementing the low-income fare TriMet/Metro Task Force recommendation

Expanding transit payment options

Expanding student pass program



Building the 2018 transit strategy



New Concept emerging: Enhanced Transit corridors

Transit capital and operating partnerships:

- Increase capacity and reliability where needed
- Relatively low-cost to construct, context-sensitive, and able to be deployed more quickly

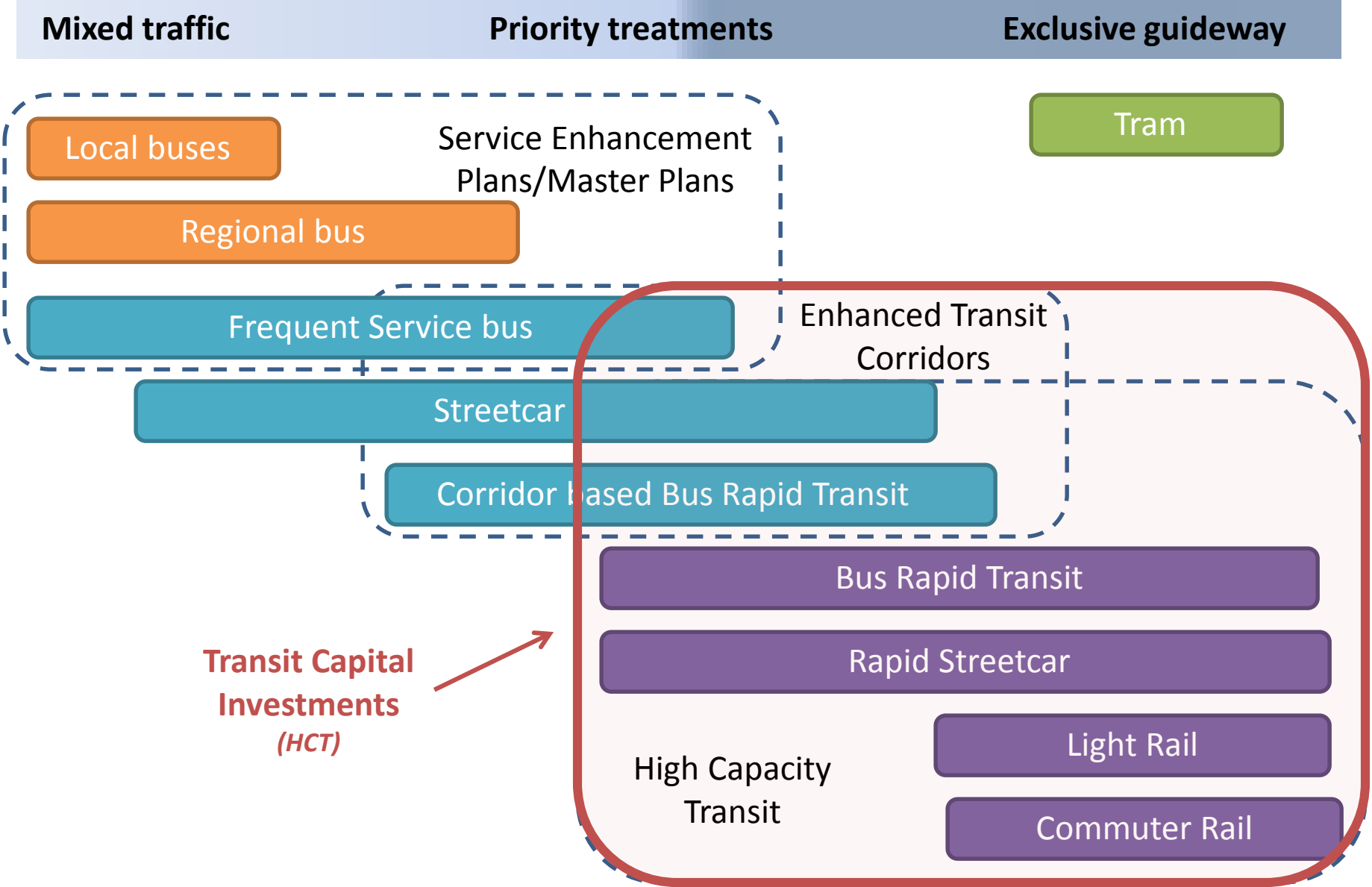


High Capacity Transit

*“To carry high volumes of passengers quickly and efficiently from one place to another. Other defining characteristics of HCT service include the ability to **bypass traffic and avoid delay** by operating in exclusive or semi-exclusive rights of way, **faster** overall travel speeds due to wide station spacing, **frequent** service, **transit priority** street and signal treatments, and **premium station and passenger amenities.**”*

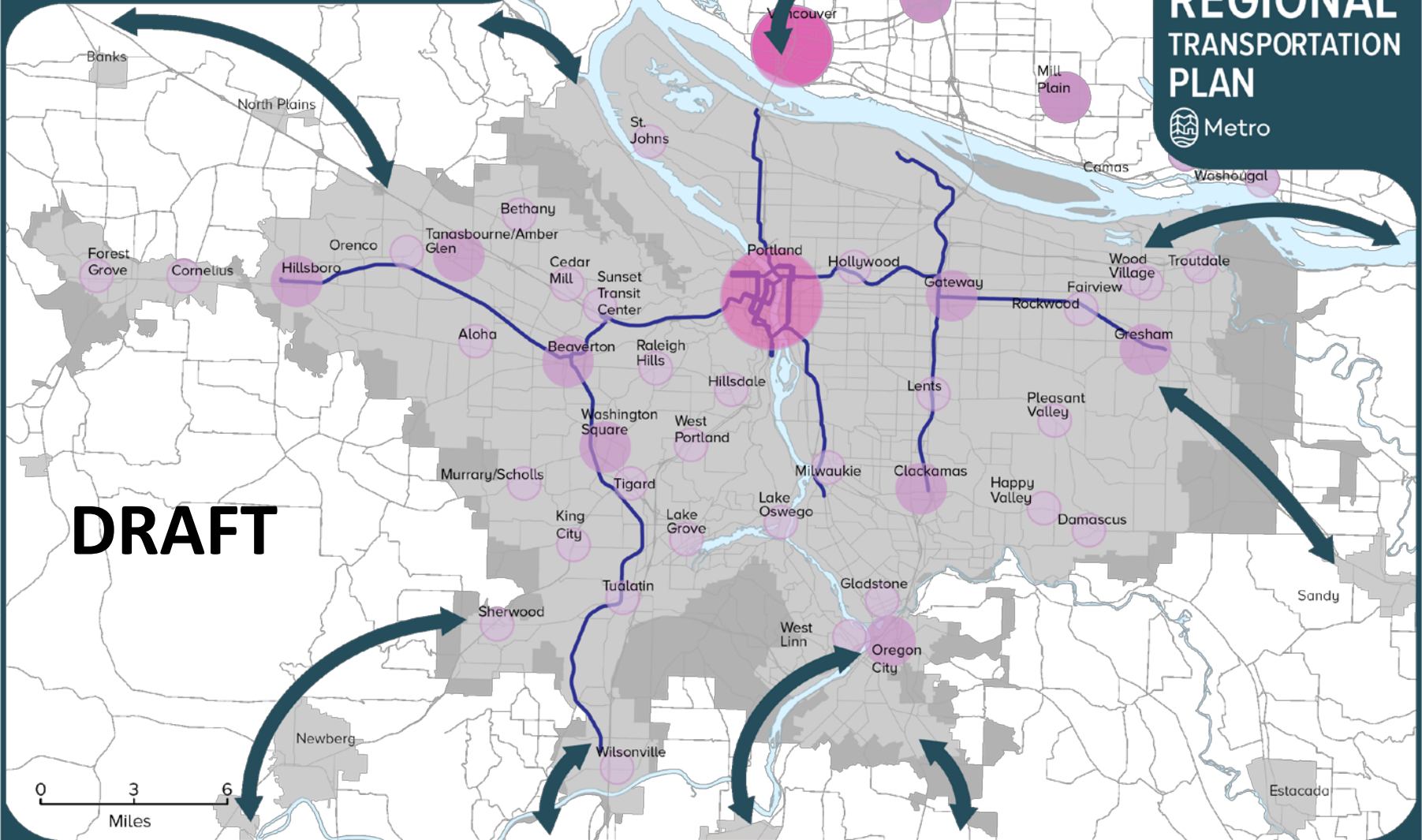
Metro, 2035 Regional High Capacity Transit System Plan, 2009.

REGIONAL TRANSIT SPECTRUM

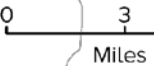


Regional Connections

2018 REGIONAL TRANSPORTATION PLAN



DRAFT



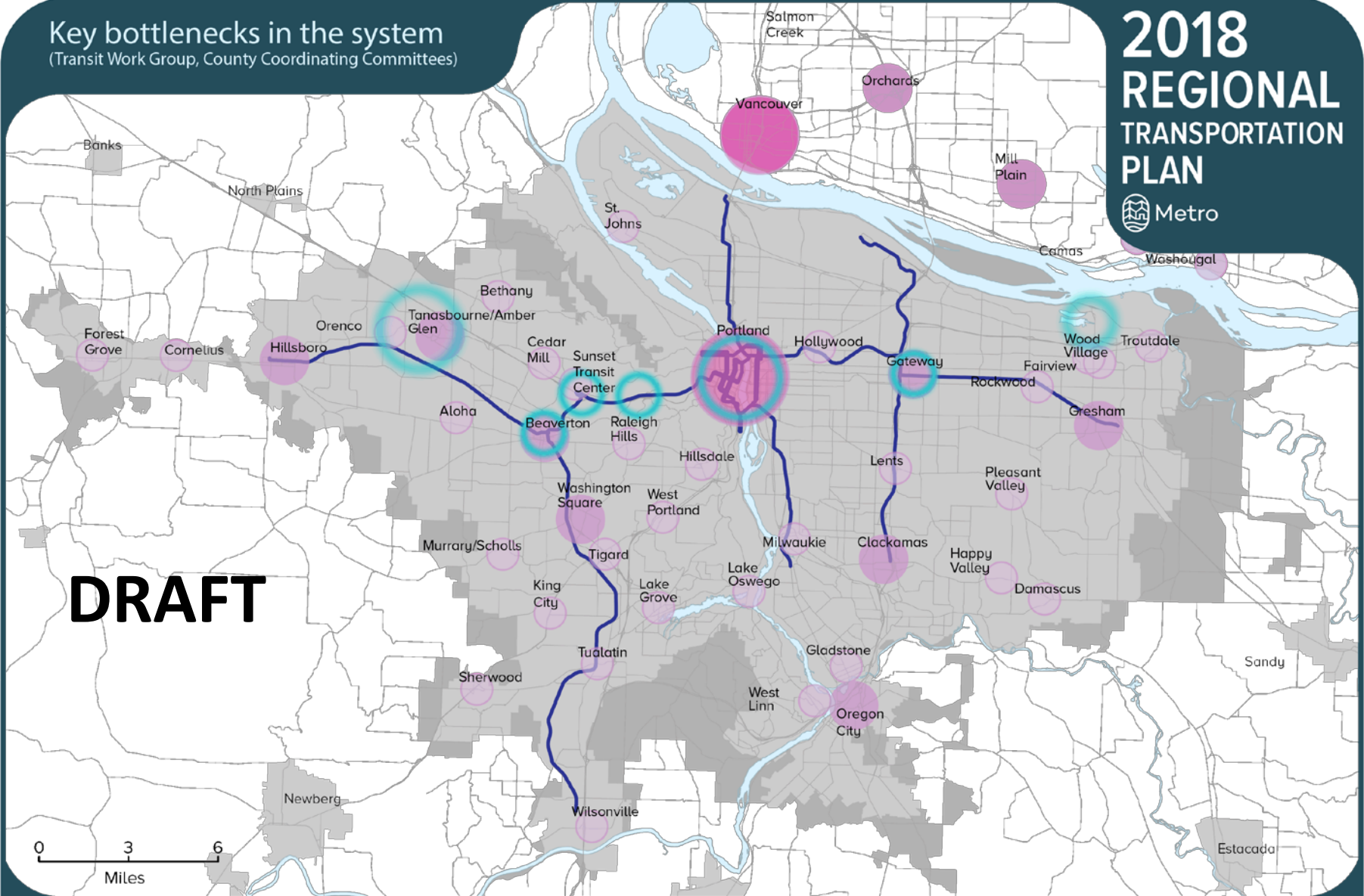
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Note: Includes HCT Corridors and Tri Met's Service Enhancement Plans

Key bottlenecks in the system

(Transit Work Group, County Coordinating Committees)

2018 REGIONAL TRANSPORTATION PLAN



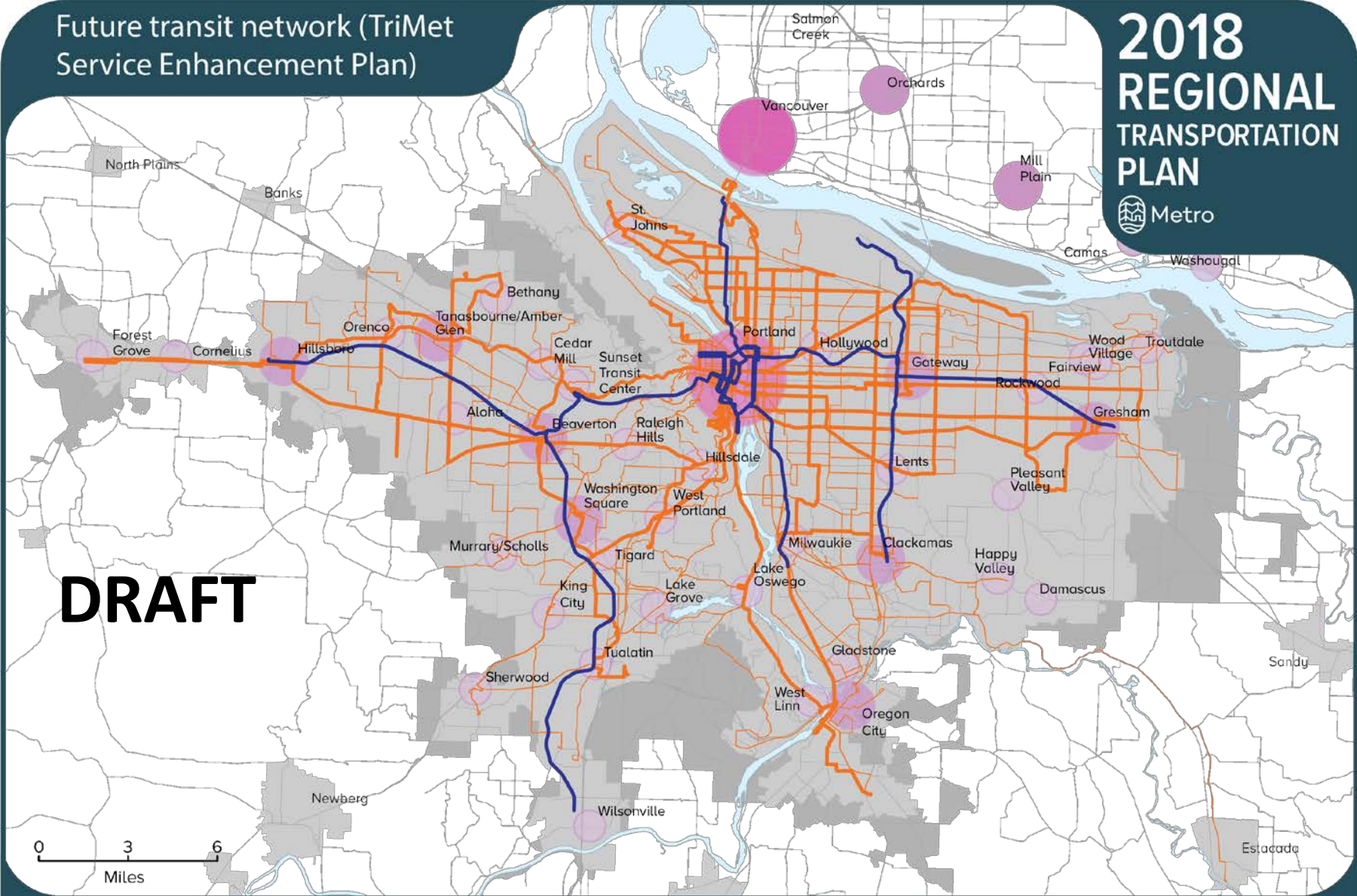
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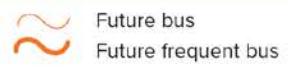
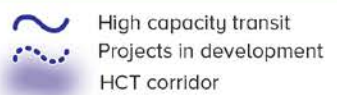
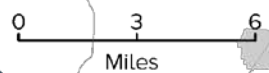
Note: Includes HCT Corridors and Tri Met's Service Enhancement Plans

Future transit network (TriMet Service Enhancement Plan)

2018 REGIONAL TRANSPORTATION PLAN



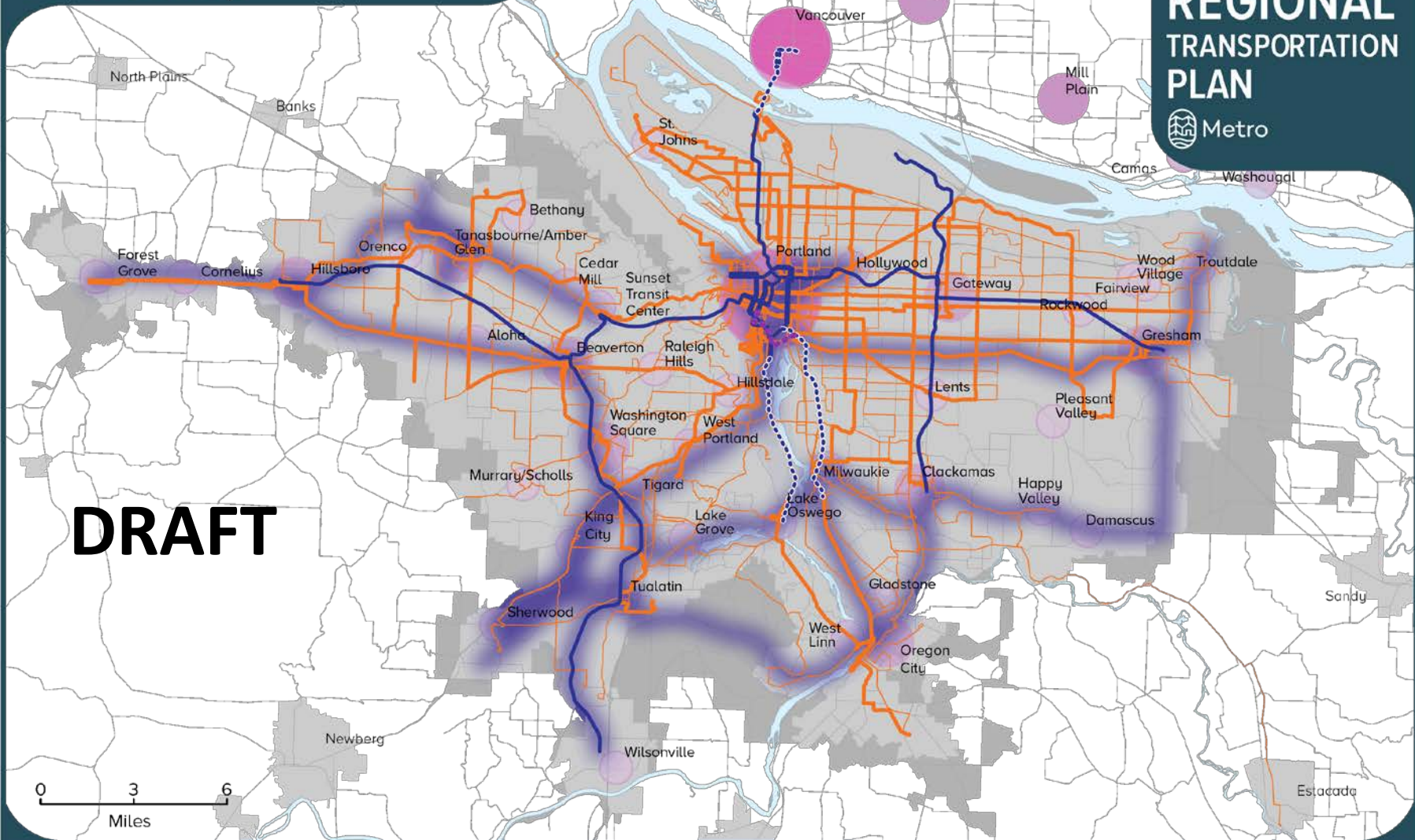
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Note: includes HCT Corridors and Tri Met's Service Enhancement Plans

Adopted High Capacity Transit Map

2018 REGIONAL TRANSPORTATION PLAN



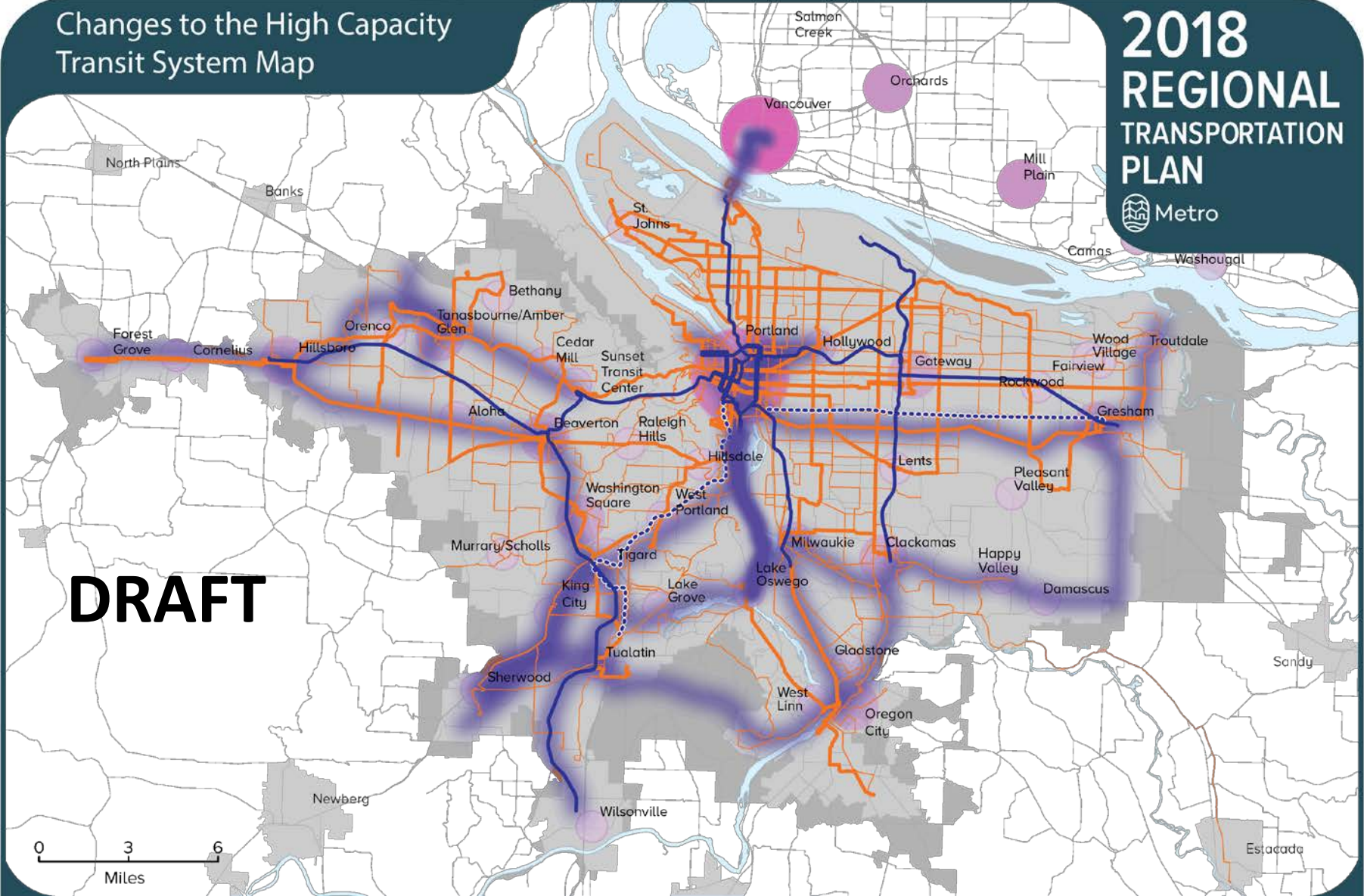
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-  Metropolitan planning area
-  Urban growth boundary
-  City center
-  Regional center
-  Town center
-  High capacity transit
-  Projects in development
-  HCT corridor
-  Future bus
-  Future frequent bus











Note: includes HCT Corridors and Tri Met's Service Enhancement Plans

Changes to the High Capacity Transit System Map

2018 REGIONAL TRANSPORTATION PLAN



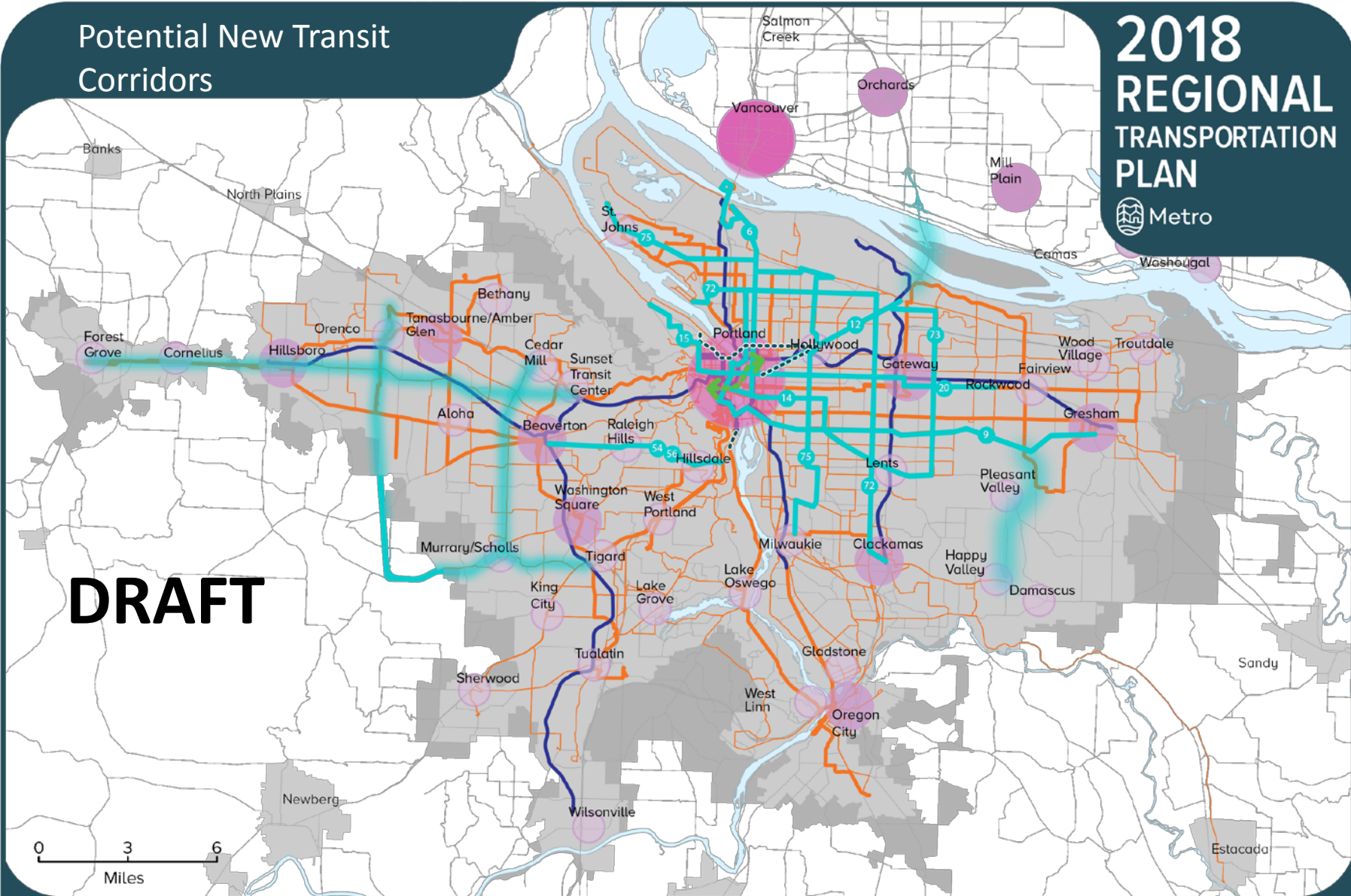
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-  Future frequent bus

Note: includes HCT Corridors and Tri Met's Service Enhancement Plans

Potential New Transit Corridors

2018 REGIONAL TRANSPORTATION PLAN



DRAFT

- Metropolitan planning area
- Urban growth boundary
- City center
- Regional center
- Town center

- High capacity transit
- HCT Project Development
- HCT corridor

- Future bus
- Future frequent bus
- Neighboring transit

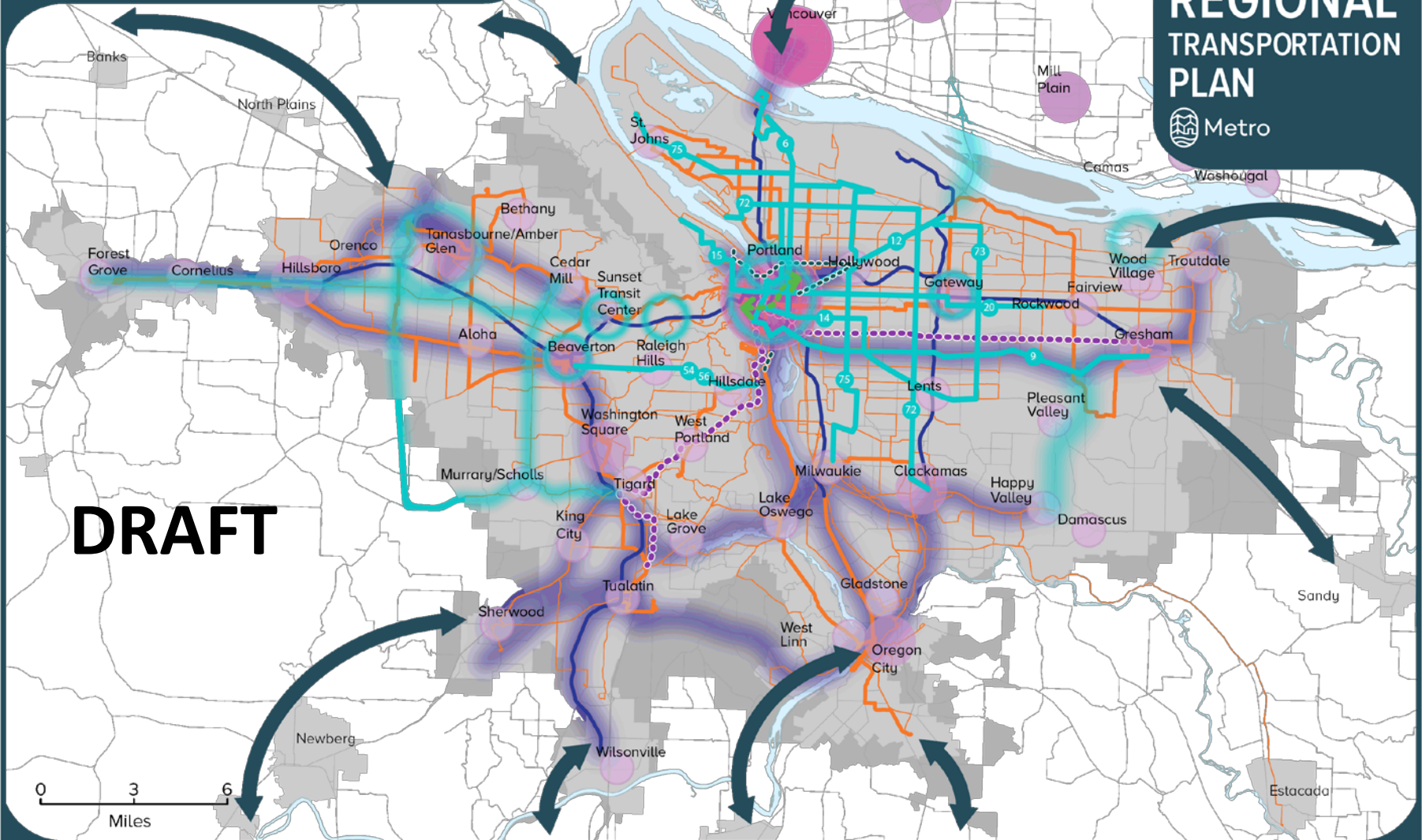
Transit Workgroup suggestions 2/23/17

- Future Portland Streetcar
- Potential enhanced transit corridors
- Future HCT corridors
- Potential tunnel

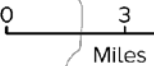
Note: Includes HCT Corridors and Tri Met's Service Enhancement Plans

Transit Vision Draft Input

2018 REGIONAL TRANSPORTATION PLAN



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<ul style="list-style-type: none"> Metropolitan planning area Urban growth boundary City center Regional center Town center 	<ul style="list-style-type: none"> High capacity transit HCT Project Development HCT corridor 	<ul style="list-style-type: none"> Future bus Future frequent bus Neighboring transit 	<ul style="list-style-type: none"> Future Portland Streetcar Potential enhanced transit corridors Future HCT corridors 	<ul style="list-style-type: none"> Potential tunnel
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Note: Includes HCT Corridors and Tri Met's Service Enhancement Plans

Transit supportive elements

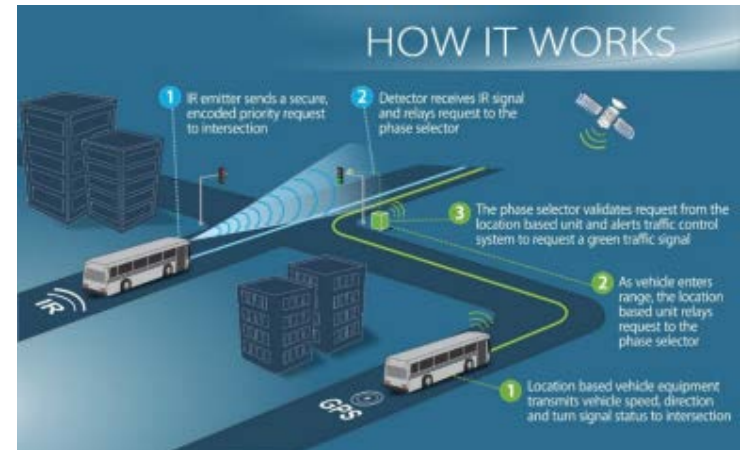
Shared Mobility



Programs, policies and plans



Technology



Access to transit



Transit System Expansion Policy

Updating the Transit System Expansion Policy:

Apply to projects seeking federal FTA Capital Investment Grant (CIG) funding (commuter rail, light rail, BRT, corridor-based BRT, streetcar...)

Simplify existing criteria

Ensure local support

Guide the decision-making process for transit capital project prioritization



Transit System Expansion Policy

Assessment:

Mobility and ridership

Land use supportive and market potential

Cost effectiveness

Equity benefit

Environmental benefit

Readiness:

Commitment/partnerships

FTA competitiveness



Discussion/feedback

We are looking for feedback from TPAC regarding:

- ❑ Do the goals discussed today provide the right policy framework?
- ❑ Are you comfortable with the proposed changes and additions to our adopted HCT System Map?
- ❑ Are you comfortable with the enhanced transit corridor concept and the integration of this concept into our transit framework?
- ❑ Do you have specific ideas regarding transit capital project prioritization criteria that we should consider?

Thank you

