

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, July 20, 2017
Time: 7:30 to 9:00 a.m.
Place: Metro Regional Center, Council Chamber

- | | | | |
|----------------|------------|--|---|
| 7:30 AM | 1. | CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS | Craig Dirksen, Chair |
| 7:35 AM | 2. | CITIZEN COMMUNICATIONS ON JPACT ITEMS | |
| 7:40 AM | 3. | UPDATES FROM THE CHAIR & COMMITTEE MEMBERS | Craig Dirksen, Chair |
| | | <ul style="list-style-type: none">• Letter to the OTC Requesting Additional Federal Freight Miles for the Metro Region• LA Trip Debrief | |
| 7:45 AM | 4. | <u>CONSENT AGENDA</u> | |
| | 4.1 | * Consideration of the June 15, 2017 Minutes | |
| | 4.2 | * Resolution No. 17-4819 , For the Purpose of Amending the 2015-2018 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 Affected Projects for Gresham, Portland and ODOT – <u>RECOMMENDATION TO METRO COUNCIL</u> | |
| | 4.3 | * 2018-2021 Metropolitan Transportation Improvement Program (MTIP) and the Air Quality Determination – <u>RECOMMENDATION TO METRO COUNCIL</u> | |
| | 5. | <u>INFORMATION/DISCUSSION ITEMS</u> | |
| 7:50 AM | 5.1 | State Transportation Package Debrief | Randy Tucker, Metro
James McCauley,
Washington County
Kathryn Williams, Port
of Portland |
| 8:10 AM | 5.2 | * 2018 RTP: Regional Freight Plan Update | Tim Collins, Metro |
| 8:30 AM | 5.3 | * 2018 RTP: Regional Transit Strategy | Jamie Snook, Metro |
| | 6. | <u>ACTION ITEMS</u> | |
| 8:50 AM | 6.1 | # CMAQ Comment Letter to the OTC | Ted Leybold, Metro
Tyler Frisbee, Metro |
| 9:00 AM | 8. | ADJOURN | Craig Dirksen, Chair |

* Material available electronically # Material available at the meeting

Upcoming JPACT Meetings: September 21, November 16, December 21

For agenda and schedule information, contact Nellie Papsdorf: 503-797-1916 or nellie.papsdorf@oregonmetro.gov.
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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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2017 JPACT Work Program

As of 7/12/17

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

<u>July 20, 2017</u> <ul style="list-style-type: none">• Chair comments TBD (5+ min)<ul style="list-style-type: none">○ Letter to the OTC Requesting Additional Federal Freight Miles for the Metro Region○ LA Trip Debrief• Resolution No. 17-4819, 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 Affected Projects for Gresham, Portland, and ODOT – Recommendation (consent)• 2018-2021 Metropolitan Transportation Improvement Program (MTIP) and the Air Quality Determination – Recommendation (consent)• State Transportation Package Debrief – Information/Discussion (Randy Tucker, Metro/Kathryn Williams, Port of Portland/James McCauley, Washington County; 20 min)• 2018 RTP: Regional Freight Plan Update – Information/Discussion (Tim Collins, Metro; 20 min)• 2018 RTP: Regional Transit Strategy – Information/Discussion (Jamie Snook, Metro; 20 min)• CMAQ Comment Letter to the OTC – Action (Ted Leybold/Tyler Frisbee, Metro; 10 min)	<u>August 17, 2017 – cancelled</u>
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<p><u>September 21, 2017</u></p> <p><u>September 17-20:</u> Rail~Volution Best Practices Trip, Denver, CO</p>	<p><u>October 19, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Regional Travel Options (RTO) Strategy Update – Information/Discussion (Kaempff, Metro; 10 min) • 2018 RTP: Project Update and Transportation Resiliency (Kim Ellis, Metro; TBD) • 2018 RTP: Digital Mobility (Tyler Frisbee, Metro; 30 min)
<p><u>November 16, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) <p><u>November 14-17:</u> Association of Oregon Counties Annual Conference, Eugene, OR</p>	<p><u>December 21, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min)

RTP Regional Leadership Forums:

- **April 2016:** RTP Regional Leadership Forum #1 (Exploring Big Ideas for Our Transportation Future)
- **September 2016:** RTP Regional Leadership Forum #2 (Building the Future We Want)
- **December 2016:** RTP Regional Leadership Forum #3 (Connecting Our Priorities to Our Vision)
- **February 2018:** RTP Regional Leadership Forum #4 (Finalizing Our Shared Plan for the Region)

Parking Lot:

- Southwest Corridor Plan
- Land use & transportation connections
- Prioritization of projects/programs
- Westside Freight Study/ITS improvements
- All Roads Safety Program (ODOT)
- Air Quality program status update
- Washington County Transportation Futures Study (TBD)



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June 30, 2017

Tammy Baney, Chair
Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

Dear Chair Baney:

Thank you for the opportunity to comment on the 2017 update to the Oregon Freight Plan (OFP), specifically to the new chapter which addresses the USDOT requirement to add miles of Critical Urban Freight Corridors (CUFC) as part of the National Highway Freight Network (NHFN).

As you know, CUFCs are intended to be designated by ODOT and the appropriate MPO body when the corridor is within a metropolitan boundary and by ODOT alone when the corridor is outside a metropolitan boundary. As the sole MPO with a population over 500,000 in the state, Metro is given direct authority to designate the location of additional CUFC miles in the Portland region. Metro completed a regional process to identify priority freight corridors in May of this year, and shared the action taken by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council with ODOT staff. While we are proud of the process we undertook in our region, we believe that the underlying state process failed to recognize a critical reality that will hamper our region's ability to address growing statewide freight needs.

The FAST Act limited the expansion of our federally designated freight network to just 77 miles across all eight MPO areas within the state of Oregon, with no consideration of freight needs. Earlier this year, ODOT staff convened a meeting of the MPOs and the Federal Highway Administration to consult on the distribution of these additional miles among the MPOs. Based on that consultation, only 34.7 miles were allotted somewhat arbitrarily to the Portland metro region, without consideration of changes in freight demand, growing bottlenecks and other on-the-ground concerns. As a result, these additional miles are inadequate to fully incorporate the key freight highways and roadway routes of national significance within the Portland metropolitan region.

As part of designating these additional miles in the Portland metro region, JPACT and the Metro Council included in their resolution a recommendation that the Oregon Transportation Commission adjust the ODOT staff allocation to our region by 7.3 miles in order to bring the critical Highway 99E/Highway 224 connection from the Portland central city to I-205 into the NHFN and designate it as a Critical Urban Freight Corridor. While there are many other important freight corridors in our region that will still fall outside the expanded federal freight system, JPACT and the Metro Council believe this 7.3 mile corridor to be of critical statewide significance. Without its designation as a CUFC, we will be unable to bring federal funds to

major improvements needed in the corridor, including interchange construction, signal improvements and access management needed to ensure long-term viability of this route for freight movement.

Several major industries in our region rely on this corridor, representing nearly 5,000 industry jobs in the City of Milwaukie portion of the corridor, alone. These include major employers like Precision Castparts, Anderson Die & Manufacturing, United Grocers, Meggitt OECO Sensing Systems and many other smaller manufacturing and distribution businesses.

At the north end of the corridor, the Highway 99E/Highway 224 route serves as a major connection to I-205 for the City of Portland's Central Eastside Industrial Sanctuary, while also helping to reduce freight pressure on I-5 and I-84. The Central Eastside is home to more than 17,000 jobs, mostly in traditional industrial sectors such as manufacturing, warehousing and distribution, and industrial services. Union Pacific's Brooklyn Yard facility is also located here, providing significant rail to truck inter-modal transfer operations for shipments critical to the state.

Greater Portland's freight needs and the statewide importance of including more key freight highways and roadways in the Portland metro region are also supported by the findings in the 2016 Governor's Transportation Vision Panel and the ODOT Freight Highway Bottlenecks Project final report. This report underlines the critical role that freight corridors in the Portland region play in distributing goods statewide. The Freight Highway Bottlenecks Project was directed by ODOT as part of implementation of the *Oregon Freight Plan*, and included a "Freight Highway Bottlenecks List" where the overwhelming majority of locations of statewide concern exist in the Portland Metro region.

Under the FAST Act, "National Highway Freight Program funds may be obligated for projects that contribute to the efficient movement of freight on the National Highway Freight Network (NHFN). We intend to compete for these funds, and given our proven track record of bringing local and other matching funds to competitive federal funding processes, we also believe our NHFN designations will bring new federal resources to Oregon to address our freight needs. The additional CUFC freight miles will help ensure that we can compete on behalf of the state for additional federal funds to support improvements that the state has recognized as being of critical concern to the Oregon economy.

JPACT and the Metro Council do not make this request to the OTC lightly. Considering the limited number of miles that could be allocated, we developed a policy-based approach that focused our limited miles on key radial routes like US 26, Highway 30 and Highway 99E, and key beltway routes like Highway 217 that are currently not part of the NHFN. We also included several short but critical connector routes that function as the "last mile" for Oregon's freight access to our major rail, marine and air terminals that provide access to national and international markets. This approach means that the freight miles we are allocating are targeted and a CUFC designation is critical to improvements the region and ODOT intend to pursue.

Attachment 1 to this correspondence is a summary table of the highway and roadway segments JPACT and the Metro Council have added to the NHFN, and the critical highway segments that should be added to the NHFN when future allocations allow. **Attachment 2** maps



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out those recommended additions, and calls out the Highway 99E/Highway 224 connection as one that cannot wait for a future round of additions to the federal freight system. We ask that the OTC consider ways to bring this facility into the federally-designated system now.

Thank you for the opportunity to work with you and your staff on this important effort.

Sincerely,

A handwritten signature in dark ink that reads "Tom Hughes". The script is fluid and cursive.

Tom Hughes
Metro Council President

A handwritten signature in dark ink that reads "Craig Dirksen". The script is bold and cursive.

Craig Dirksen
Metro Councilor District 3, JPACT Chair

Attachment 1

Metro Council Approved Roadway Additions for the National Highway Freight Network (NHFN)

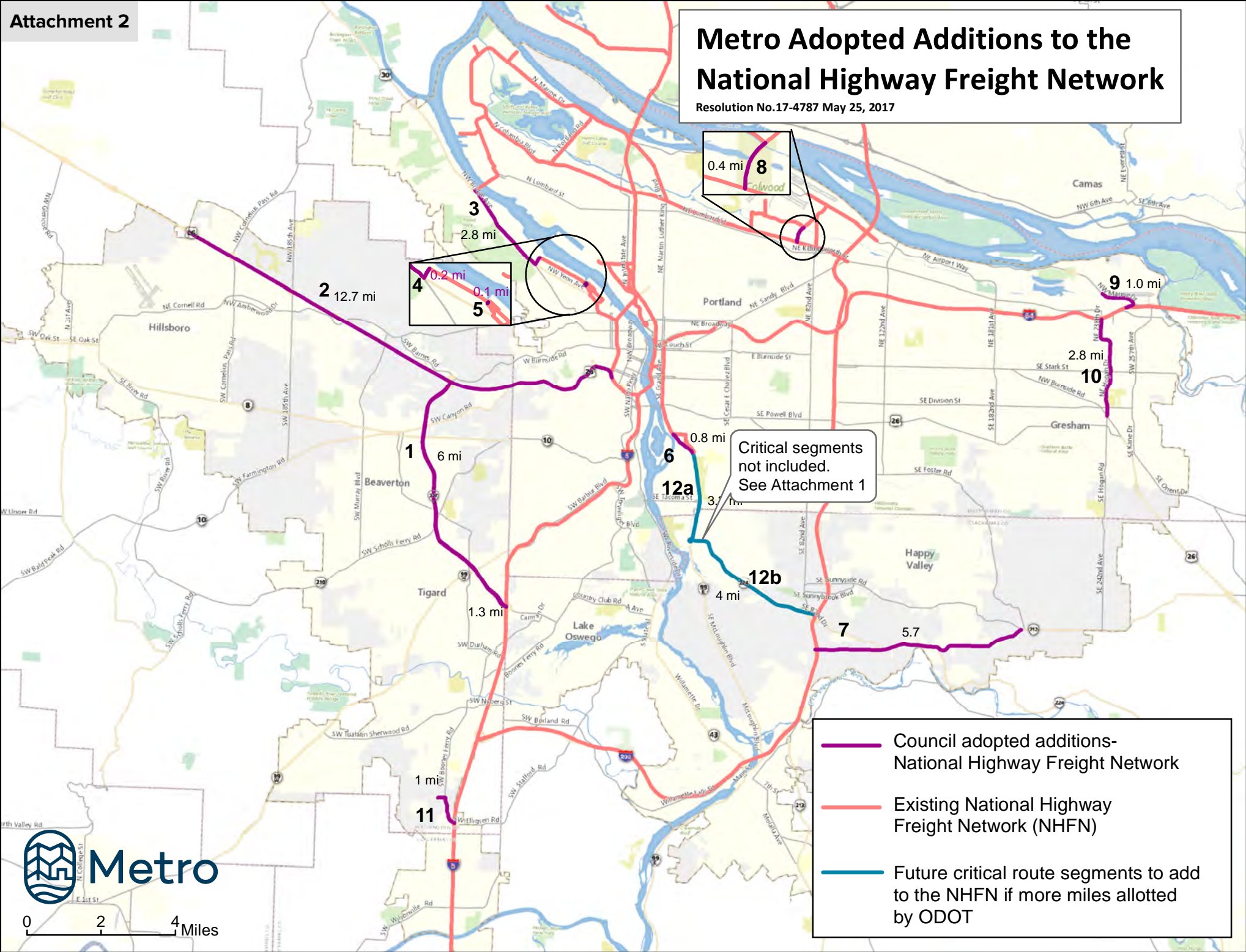
Segment Number	Highway /Roadway	Segment to add	Segment Mileage	Running Total for Mileage
1	Highway 217	US 26 to I-5	7.2	7.2
2	US 26 (Sunset Hwy.)	I-405 to Brookwood Parkway	12.7	19.9
3	US 30	NW Kittridge to St. Johns Br.	2.8	22.7
4	NW Kittridge Road	NW Front Ave to US 30	0.2	22.9
5	NW 26th Drive	Access to Terminal 2 off NW Front Ave.	0.1	23.0
6	Highway 99E	SE Holgate Blvd. to SE Harold St.	0.8	23.8
7	Highway 212/224	I-205 to SE Foster Road	5.7	29.5
8	NE Alderwood Road	NE Cornfoot Road to NE Columbia Blvd.	0.4	29.9
9	Marine Drive	I-84 (west end of frontage road) to Sundial Road	1.0	30.9
10	238th/242nd/Hogan Road	I-84 to Burnside Road	2.8	33.7
11	Boones Ferry Road/ Basalt Creek	Grahams Ferry Road to I-5 via Boones Ferry Road	1.0	34.7

Metro Council Approved Future Critical Highway Segments to add to the National Highway Freight Network (NHFN) if ODOT allotted more miles

Segment Number	Highway	Segment to add	Segment Mileage	Running Total for Mileage
12a	Highway 99E	Harold Street to Highway 224	3.3	3.3
12b	Highway 224	Highway 99E to I-205	4	7.3

Metro Adopted Additions to the National Highway Freight Network

Resolution No.17-4787 May 25, 2017





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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

June 15, 2017

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Shirley Craddick
Craig Dirksen (*Chair*)
Tim Knapp
Neil McFarlane
Roy Rogers
Paul Savas
Bob Stacey
Jessica Vega Pederson
Bill Wyatt

AFFILIATION

City of Vancouver
Metro Council
Metro Council
City of Wilsonville, Cities of Clackamas County
TriMet
Washington County
Clackamas County
Metro Council
Multnomah County
Port of Portland

ALTERNATES PRESENT

Kelly Brooks
Tim Clark
Bart Gernhart
Michael Orman
Art Pearce

AFFILIATION

Oregon Department of Transportation (ODOT)
City of Gresham, Cities of Multnomah County
Washington State Department of Transportation
Oregon Department of Environmental Quality (ODEQ)
City of Portland

OTHERS PRESENT: Bob Terry, Steve Katho, Dwight Brashear, Jeff Dalin, Don Odermot, Jaimie Lorenzini, Taylor Steenblock, Mark Gamba

STAFF: Elissa Gertler, Roger Gonzalez, Nellie Papsdorf, Miranda Mishan, Elissa Gertler, Andy Shaw,

1. CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS

JPACT Chair Craig Dirksen called the meeting to order and declared a quorum at 7:10 a.m.

2. CITIZEN COMMUNICATION ON JPACT ITEMS

There were none.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Dirksen reminded the committee that the transportation best practices trip to LA will be June 22-23, providing an opportunity for the region to learn about the two successful multi-modal transportation measures that LA county passed in the last several years – Measure R and Measure M.

Chair Dirksen recapped the CMAP Advisory group, which coalesced around a tentative recommendation to the OTC last week. He noted that ODOT staff are presenting a high-level overview of that recommendation today. Chair Dirksen explained that while there were still a lot of details, they were on a good path forward. He noted that he was submitting comments as a PAC member to the OTC, and that there was a copy of the letter available for review. Chair Dirksen mentioned that the group would likely come to JPACT to ask for support in July.

Chair Dirksen celebrated Bill Wyatt's last JPACT meeting, and thanked Mr. Wyatt for his participation on JPACT. He explained that Mr. Wyatt was retiring from the Port of Portland, and had served as the Executive Director of the Port of Portland since 2001 and had been on JPACT since that same year. Chair Dirksen thanked Mr. Wyatt for his service and presented him with a certificate.

Chair Dirksen discussed Metro's latest Regional Snapshot, which took a close look at transit in the region, and was released, on the Metro website. He explained that the snapshot included helpful stats, charts and maps about the transportation system and the challenges to be addressed going forward. Chair Dirksen mentioned that the snapshot included interviews and videos of six area residents reflecting on what works and could work better with regard to transportation. He proceeded to play the video for the committee.

1. CONSENT AGENDA

MOTION: Mayor Knapp moved, and Councilor Stacey seconded, to approve the consent agenda.

ACTION: With all in favor, the motion passed.

2. INFORMATION/DISCUSSION ITEMS

A. Bus on Shoulder Feasibility Study Findings

Chair Dirksen called on Mr. Bob Hart and Mr. Jeff Hamm.

Key elements of the presentation included:

- Mr. Bob Hart provided background on the study, and explained that as congestion on I-205 and Washington SR-14 increases, they are looking at creative ways to manage congestion. Mr. Hart explained that bus on shoulder (BOS) allowed the bus to move to the shoulder when traffic slowed below 35mph. He noted that while there were many concerns about safety, it was found to be an effective way of providing better bus speeds and times. Mr. Hart discussed the implementation of BOS from Triangle Transit in North Carolina, saying that it has become popular with bus riders.
- Mr. Hart elaborated on safety concerns and that in Minnesota where there was 300 miles of BOS, there has been only twenty crashes over the last thirty years and they were not serious accidents. He explained that in Miami there was no increase in crashes with a BOS system. He noted that Puget Sound also had a system in place for BOS and reported no changes in safety, which showed that safety wasn't an issue in the BOS systems already implemented around the country. Mr. Hart attributed this safety to drivers with good visibility and good operating rules including strict operation speeds, maximum speed differentials and good signage and standards for shoulder width.

- Mr. Hart discussed the recommendations from the study, and the three categories of recommendation, the first was recommending a pilot project on SR-14. He added explained that this could be feasible because of Washington's authority to implement this project. Mr. Hart noted that Oregon on the other hand did not have the authority to implement buses on shoulders, and that ODOT had to determine if something could be done within the current purview of the agency to add a BOS pilot program. He described other recommendations including three south bound segments on I-205, which were recommended for further review because they met the technical criteria for shoulder width and congestion but were shorter and had several interchanges.
- Mr. Jeff Hamm explained that twenty percent of C-TRAN service went through Oregon via freeways, and that the congestion on the freeways had a significant impact on transportation. He explained that there was great value in having the ability to get around the congestion. Mr. Hamm added that they felt that BOS had a broader applicability in the Metro region with suburb to suburb commutes particularly in Clackamas and Washington County.

Member discussion included:

- Councilor Jack Burkman explained that legal changes in Oregon would have to take place in order for BOS to be implemented. He added that I-205 would be much more feasible but it is necessary to lay the legislative groundwork in order for that to happen. Councilor Burkman emphasized the importance of this project as an affordable way to add road capacity.
- Commissioner Paul Savas asked about the traffic over the Jackson Bridge and the cause of the back-up. Mr. Hart responded and explained that the ramp activity is a problem. Commissioner Savas asked what was causing the bottleneck on the Washington side. Mr. Bart Gernhart from WSDOT said that there was more need than capacity, which caused this problem. He noted that since the economy of the region changed, traffic increased in certain areas, with a lot more turbulence. Mr. Gernhart spoke to ramp metering as a potential solution in the next two to three years. He noted that a project had been approved to widen SR-14 between I-205 and 164th which would involve adding a lane in each direction, in addition to potentially adding another off-ramp. Mr. Gernhart spoke to the challenges involved in distributing funds to improve capacity.
- Mayor Tim Knapp brought up concerns with the BOS concept, saying that a very large public education campaign would be imperative because of the potential for BOS to shock people. He emphasized the need to invest in the education side of BOS, noting that it would make it a success. Mr. Hamm agreed, and explained that efforts had been made to do public outreach and a national consultant had been around the country studying current BOS programs and said that the lack of more BOS programs could be attributed to a lack of courage.
- Chair Dirksen reiterated concerns about whether people would assume that the shoulder was open to general traffic, and asked if other areas have had this problem with BOS. Mr. Hart replied, noting that signage and enforcement have prevented this problem for the most part. Mr. Hamm added that this was the perfect pilot project because there was already a bus queue on the on ramp, so essentially the bus was continuing on the shoulder which was already used to bypass the ramp meter. Mr. Hart discussed the time efficiency benefits of the program, and cited the program saying 3-4 minutes on every bus on every trip.

- Councilor Burkman noted that regarding concerns about outreach and education, a parallel could be drawn between the HOV lanes in that it took a level of enforcement, knowledge and time. He added that safety was increased by the height of the seats of bus drivers, which gave them better vision.
- Commissioner Roy Rogers asked about the implications for Washington County. Mr. Hart explained that there were opportunities for use on 217 and that buses on the shoulder could help connect Washington County to other suburbs for a suburb to suburb commute. Mr. Neil McFarlane noted that the opportunity to add this program on I-205 from Clackamas County into Washington County was particularly attractive, and that other applications in Oregon could be possible.

B. MTIP Update

Chair Dirksen called on Mr. Ted Leybold and Ms. Grace Cho.

Key elements of the presentation included:

- Ms. Cho introduced MTIP, and explained it as the schedule of federal transportation investments over the next four federal fiscal years serving to demonstrating compliance with federal regulations and implementing adopted regional updates. She added that MTIP allows Metro to remain eligible for spending federal dollars.
- Ms. Cho described the outline of transportation for 2018-2021. She explained that in total the 2018-2021 MTIP totaled to about 1.6 billion dollars of transportation investment which included 213 projects. Ms. Cho noted that 2/3 of that investment was federal funding, while the remaining was made up by a local match. She emphasized the wide range of investments which included maintenance, preservation enhancements, and operational improvements.
- Ms. Cho discussed the division of funding between the administering agencies, and began by noting that TriMet makes up most of the MTIP with a little over a billion dollars. She elaborated, saying that ODOT had the next largest investment with a 349 million, which included funding allocated to local jurisdictions. Ms. Cho added that Metro had 208 million in federal investment which included some roll over funds, and that SMART represented 2.4 million. Ms. Cho reminded the committee that a number of investments made with local dollars were not represented in the presentation.
- Ms. Cho explained that Portland and Washington County have the most programmed for the MTIP followed by Clackamas County and Gresham. She discussed investment type, and noted that the majority of investments went towards capital improvements to the regional transportation system, followed closely by maintenance operations. Ms. Cho explained that many of these dollars get routed back to the local communities. She added that about 90 million dollars of MTIP investments were tied into repaying debt services.
- Ms. Cho discussed the air quality analysis done in September 2016 in order to comply with federal requirements. She explained that the key provisions were met, and that federal air quality standards specific to the transportation sector were met. She also discussed the 30 day public comment period during which 147 people responded to a ten minute survey. Ms. Cho described that from an investment standpoint there were many different opinions about how the region was doing, but overall people thought

that they were doing okay. She added that a specific question was asked regarding equity to inform how the region should approach its investments to ensure that historically marginalized communities get to experience the benefits of the investments. Ms. Cho noted that there was strong support for investing heavily in the transportation system.

Member discussion included:

- Mayor Knapp suggested that there was more concern about transportation than the graph Ms. Cho presented was representing. He expressed concern that many households consider housing and transportation as combined issues and emphasized the importance of maintain focus on those issues moving forward. Chair Dirksen asked Ms. Cho if there was a follow up question on the survey, and Ms. Cho replied and said there was an opportunity to elaborate on responses, and that staff had developed a response to major things that came out of free form comments, which will come out in the public comment report.
- Commissioner Savas echoed Mayor Knapp's comments and added that with regard to air quality he thought that the region was doing a good job. He continued to say that in the future there would be fewer gas powered cars, so the region would not have an automobile component related to emissions, and he did not foresee air quality issues from cars.

3. ACTION ITEMS

A. Comment on US Army Corps of Engineers Final Disposition Study for Willamette Falls Locks

Chair Dirksen called on Commissioner Savas.

Key elements of the presentation included:

- Commissioner Savas noted that the comment period is open for the Army Corps of Engineers study. He explained that they were looking in the region for someone to take over the locks and what that transfer would look like. Commissioner Savas mentioned that a committee had been formed to bring together multiple groups including Metro, City of Oregon City, City of Milwaukie, City of Wilsonville, and businesses. He explained that the corps had two options, one was blocking the Locks permanently with a concrete wall, and he mentioned there were concerns regarding that. Commissioner Savas cited a letter from Wilsonville concrete expressing concerns about blocking the Locks, and emphasized the importance of the availability of marine transport. He explained that barging was a cost-beneficial alternative.

Member discussion included:

Chair Dirksen asked the committee if everyone had a chance to read the letter. He mentioned that he felt it well-reflected the position of JPACT.

MOTION: Commissioner Rogers moved, and Councilor Shirley Craddick seconded, to approve the letter.

ACTION: With all in favor, the motion passed.

B. Resolution 17-4811

Chair Dirksen called on Mr. Ken Lobeck

Key elements of the presentation included:

- Mr. Lobeck introduced the May 2017 formal amendment which included nine projects. He noted that one of the projects, Kellogg Creek, was up for being cancelled from the 2015 MTIP. Mr. Lobeck explained that the recommendation was either to include or remove the Kellogg Creek project.
- Mr. Lobeck discussed the distribution of the projects, and explained that ODOT had six out of the nine, one was additional funding for Metro's ride share program, and two were transit projects, one for TriMet and one for Ride Connection which both addressed elderly and disable service needs. Mr Lobeck explained that TPAC was not comfortable adding the Kellogg Creek project without further discussion. He indicated that after the day's action the resolution would be sent to council on July 20, after which the projects could move forward

Member discussion included:

- Chair Dirksen asked if project additions would always have to come through JPACT. Mr. Leybold explained that adding or deleting from a TIP is a formal amendment and couldn't be done administratively, but formally is it would be a significant change of scope or cost. Chair Dirksen welcomed Mayor Mark Gamba.
- Mayor Gamba explained that the Kellogg Creek dam was structurally integral to the OR-99E McLoughlin Boulevard Bridge over Kellogg Creek in downtown Milwaukie. He explained that it blocked fish passage to 26 miles of Kellogg and Mt. Scott creeks and created ¾ miles long mill pond between two city parks and adjacent to downtown Milwaukie. Mayor Gamba discussed the intentions of the city to remove the dam and restore the natural habitat to enhance the city of Milwaukie. He noted that the city received two grants to address this issue, one of which was under discussion.
- Mayor Gamba indicated that ODOT did not inform the City of Milwaukie that the Kellogg Creek project was potentially going to be defunded. He noted that removal of the dam and lake restoration had been named a high priority project to the potentially responsible parties, and that ODOT was a potentially responsible party. Mayor Gamba explained that ODOT had not found justification to replace it and the dam would not be removed until then.
- Mayor Gamba explained that while he supported the allocation of funds to other projects, he was asking for JPACT's commitment to signing a letter, and asking for ODOT to accept responsibility for failed mitigation efforts, and the aging of the bridge as well as to invest in the removal of the dam and restoration of the creek. He added that they would like this done by 2021.

- Commissioner Savas reiterated the importance of projects like these and vocalized his support for Mayor Gamba.
- Chair Dirksen called on ODOT representatives to respond to Mayor Gamba.
- Ms. Kelly Brooks emphasized that the decision to cancel the project did not reflect that it was not a priority. She explained that the box culvert project would trigger a bridge project, and therefore the program could not fit the needs of the project.
- Ms. Brooks explained that ODOT had committed to being a part of planning discussions to look at what other solutions may be available. She added that she committed to following up with potential super fund mitigation as well as a follow up to the biological opinion related to the fish ladder at Kellogg Creek.
- Councilor Craddick asked Mayor Gamba to clarify his request for JPACT to approve the current MTIP amendment, and asked what the future request would be. Mayor Gamba replied that the request would be to find and construct a solution to the Kellogg Creek issue in the foreseeable future.

MOTION: Councilor Craddick moved, and Mr. McFarlane seconded to recommend to Metro Council the approval of Resolution 17-4811 as written.

ACTION: With all in favor, the motion passed.

- Chair Dirksen asked if there would be interest in signing a letter from Mayor Gamba regarding Kellogg Creek.
- Councilor Bob Stacey mentioned that his vote in approval of the resolution was premised on the reservation that he expected continued dialogue regarding the endorsement of Mayor Gamba's letter.
- Mayor Knapp seconded Councilor Stacey's comment.

C. Resolution 17-4818

Chair Dirksen noted that while there were parts of the legislation that not everyone would agree on, he felt that it was moving in the right direction to address transportation issues in the region.

MOTION: ? moved and Commissioner Jessica Vega Pederson to approve the resolution.

Member discussion included:

- Mayor Doyle presented a friendly amendment the resolution, changing "that the Metro Council and JPACT pledge to continue working" to read "the Metro Council and JPACT pledge to take action". He explained that this strengthened the letter to show that JPACT would play an active and positive role.
- Chair Dirksen added that this was a friendly amendment, and that the state legislature sought an affirmation of JPACT's support for the bill, and Mayor Doyle's amendment helped reinforce this commitment.

MOTION: Mayor Doyle moved and Bill Wyatt seconded to approve the friendly amendment.

ACTION: With all in favor, the motion passed.

- Commissioner Savas asked for assurance that the letter stated that JPACT supported the bill not as it was but with refinements.
- Mr. Shaw discussed the process of the letter and Metro's timeline with the transportation package. He explained that final language was expected in the next few days and the committee was meeting soon to put together a final bill. Mr. Shaw discussed some of the recent changes to the package and the implications of those changes, including changes regarding congestion relief. He emphasized that the goal of the letter was to send a strong message to legislators that JPACT was on board with the general direction of the package. Mr. Shaw noted that the letter was carefully crafted to show that work still needed to be done.
- Chair Dirksen added that there was nothing in the letter that precluded JPACT from continuing to work with the state legislature on the package.
- Commissioner Savas acknowledged that he was prepared to support the bill, but noted that he wanted to emphasize the fact that there was work to be done.
- Commissioner Jack Burkman expressed confusion regarding the wording, explaining that he felt that the letter conveyed complete agreement with the transportation package. He added that there were many areas in the package that needed changing, and that he would abstain from the vote because he felt it was too soon for a blanket statement of support.
- Mr. Shaw acknowledged that the structure of the bill was to explore tolling, as well as redirecting tolling revenue to the bottleneck project. He agreed that it was an evolving piece of policy. Commissioner Burkman reiterated his concerns and asked if there was a way to change the first section of the letter. Mr. Shaw pointed to language that showed support for the direction of the package rather than the entire package as it was. He added that there were a lot of people with a range of opinions on the package and that they wanted to recommend their support while still working on the details.
- Chair Dirksen asked if there was a way to amend the letter to say that JPACT endorsed the general idea of the bill but not the specific language. Mr. Shaw conveyed that legislative leaders were looking to JPACT to signal agreement on joint investment on bottlenecks and the scope of the package. He added that the stronger the language, the better. Commissioner Burkman emphasized that there were better ways to convey that message than the words "we endorse".
- Councilor Bob Stacey suggested the addition of the words "direction and scope" to the letter, changing the language to "the Metro Council and JPACT support the direction and scope of the state legislature's proposed transportation funding package".

MOTION: Councilor Stacey moved, and Commissioner Burkman seconded to add the words direction and scope to the letter.

- Commissioner Rogers voiced his preference for a statement that said that JPACT endorsed the package. Mr. Shaw explained that he felt that the amendments reflected JPACT's support of the scope of the package.
- Mr. Neil McFarlane emphasized concerns that the proposed new language was not strong enough and that he preferred the original language.

- Commissioner Savas announced his support for Councilor Stacey's amendment, and added that he felt it was important to be clear about the kind of support JPACT provided for the package and to leave the option for amendments.
- Commissioner Jessica Vega Pederson said that she did not think that three words of the document would make a difference to the state legislature. She explained that she felt that the letter made clear the difference in opinions on JPACT while still conveying support for the general scope of the package.
- Mayor Knapp voiced concern about a split vote on the amendment on the table. He suggested leaving alone the first "be it resolved" and instead adding the following: "Metro Council and JPACT pledge to continue working with the legislature to craft and enact a transportation package that meets the needs..." which he felt implied that JPACT was still working on changes.
- Commissioner Vega Pederson emphasized that any letter of support from JPACT would be a strong statement of support.
- Mayor Doyle noted that he was comfortable with Councilor Stacey's proposed change. He added that it was important to get a unanimous vote on the letter, and this change was necessary to avoid abstentions.
- Commissioner Burkman explained that he felt it was most important to get a unanimous vote on the letter, and how the committee reached that unanimous vote was not important.

ACTION: With all in favor, the motion passed.

- Chair Dirksen called for a vote on the original motion to approve the resolution.
- Mr. Bart Gernhart explained that the Washington State Department of Transportation would be abstaining from the vote because of the elements of the package that would prevent Washington citizens from voting on taxes.
- Chair Dirksen noted that an abstention from a representative from Washington State would be recognized.
- Mayor Knapp expressed concern about the direction the legislature was going with regard to mandating surcharges for the Metro region. he said that legislators were reluctant to impose surcharges on the Metro region and that this introduced uncertainty across the state about whether the metro surcharges will happen if they're not mandated by the state. Mayor Knapp conveyed that this uncertainty would make contention more likely in terms of initiatives for referral, whereas if the regional surcharge was in the legislation then the tone would shift. He suggested that the legislators would want to avoid mandating surcharges for the region, and that these political interests would place this legislation at more risk in the long run.
- Mr. Shaw responded that risk was an important issue to consider, and that there were risks across the whole package for a variety of interests. He added that legislators were trying to evaluate and mitigate risks for various groups.
- Chair Dirksen noted that JPACT would continue to advocate for a state imposed surcharge.
- Ms. Vega Pederson explained that a state imposed surcharge was still being discussed in the state legislature. She asked Mr. Shaw to explain about weight-mile taxes and the potential for a true-up at the end of projects.
- Mr. Shaw responded, saying that weight-mile taxes are very complicate, and went on to explain the process of weight-mile taxes. He added that the surcharge concept

created much larger local revenue raising than has been seen in the past. Mr. Shaw responded to Ms. Vega Pederson's question, saying that there would be a proposal to true-up the truck fees to concur with the new rate of usage. He added that Metro was proposing that revenue made from taxes be brought back to the region to defray the costs of bottlenecks. Mr. Shaw concluded that this ran counter to the package but they were working on it.

- Mr. Michael Orman noted that the DEQ would abstain from the vote on the resolution.
- Chair Dirksen called for a vote on the approval of the resolution.

ACTION: With two abstentions from WSDOT and DEQ, the motion to approve the resolution passed.

4. Information/Discussion Items

A. Draft Recommendations for Metro Congestion Relief District

Chair Dirksen emphasized that the highest priority is to get the package enacted, and then discuss how the region can manage it. He added that there had been a lot of discussion regarding governance on the front end of what is being proposed in the transportation package. Chair Dirksen mentioned that full discussion would not be possible but the hope was to share the model of regional governance process that would comply with the bill after the creation of a congestion district. He added that he would like both TPAC and the Office of Metro attorney to look at the model. Chair Dirksen reminded the committee that any government structure proposed by JPACT would be a recommendation to the body created by state legislation but that there would be significant overlap between JPACT and the new body. He introduced Mr. Andy Shaw.

Key elements of the presentation included:

- Mr. Shaw explained that a metropolitan congestion relief district was being proposed and created as a model for use in other MPO's. He added that current discussions focused on creating a collaborative process for creating projects with funding from tax revenue under the structure currently being discussed by the state legislature. Mr. Shaw explained that the aim was to maintain a unified front with the state legislature while creating a system that allowed for fair representation and a good process for projects in the region. He discussed an example of this system at work using a visual aid. He explained that the Metropolitan Congestion Relief District would be a body of representatives whose role would be to review recommendations from the Metro Council.

Member discussion included:

- Chair Dirksen noted that the initial recommendation was to involve the Oregon Transportation Commission as an appellate because state money requires involvement of a state agency, but that state legislatures saw otherwise and proposed the creation of a new group.
- Mayor Knapp asserted his concern with the sub-mechanism, and relayed that he had heard it was possible to deal with the process of regional governance later. He added that he felt it was a convoluted mechanism and that he wasn't sure that it was the right idea. Mr. Shaw noted that all that was being discussed in the legislation was the broader mechanism but the discussion of a new sub-mechanism had come out of discussions of the best way to develop additional projects that might come forward. Mayor Knapp asked if there would be future room for transparent open discussion within the proposed substructure. Mr. Shaw responded that concern was about developing a consensus within a region and that once the bill was passed then the specific information about the process could be discussed. He added that the expectation was that the new congestion relief district would act to both acknowledge a commitment to funding the bottleneck projects then vote to enact the local taxes.
- Chair Dirksen emphasized that this was a first proposal in incorporating the region's interest with the state's recommendations.
- Commissioner Savas echoed Councilor Dirksen's earlier sentiments and explained that it was important to empower the sub-group that would be a part of the regional governance under the transportation bill.
- Commissioner Rogers commented that trust was a significant element of this proposal, and that Metro's involvement and input was necessary. He expressed the hope that JPACT could move forward in collaboration. Chair Dirksen acknowledged Commissioner Rogers for convening the group which came up with the proposal.
- Commissioner Savas explained that the legislature asked JPACT to shape this new model of governance and that he felt that more balance was possible without diminishing the role of Metro Council.

ADJOURN

JPACT Chair Dirksen adjourned the meeting at 9:06 a.m.

Respectfully Submitted,



Miranda Mishan
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JUNE 15, 2017

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
5.1	PowerPoint	6/15/17	Bus on Shoulder Feasibility PowerPoint	061517j-01
5.2	PowerPoint	6/15/17	MTIP PowerPoint	061517j-02
6.1	Handout	6/15/17	Draft Letter on US Army Corps of Engineers Final Disposition Study for Willamette Falls Locks	061517j-03
6.2	PowerPoint	6/15/17	MTIP Amendment PowerPoint	061517j-04
6.2	Handout	6/15/17	Kellogg Creek Watershed Map	061517j-05
N/A	Handout	6/15/17	Metro's June Hotsheet	061517j-06

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 Oregon Department of Transportation (ODOT) and Oregon MPOs must adhere to; and

WHEREAS, Clean Water Services determined that an ODOT 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



Proposed May 2017 Formal Amendment Bundle Amendment Type: FORMAL, JN17-06-JUNE Total Number of Projects: 4			
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 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									

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 Wav	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 Wav	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.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Friday, July 7, 2017
To: JPACT 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 JPACT approval recommendation of resolution 17-4819 to Metro Council 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 June 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"> ○ 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. ○ 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. ○ 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.</p> <p>The cost decrease reflects an 84.7% change in funding which exceeds the 20% threshold.</p>
Total Programmed Amount:	Total programmed amount decreases from \$1,310,600 to \$200,000
Other and Notes:	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.

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 Bond 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 June 2017 Formal Amendment. All four 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. TPAC recommended approval of Resolution 17-4819 by JPACT at their June 30th meeting.

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

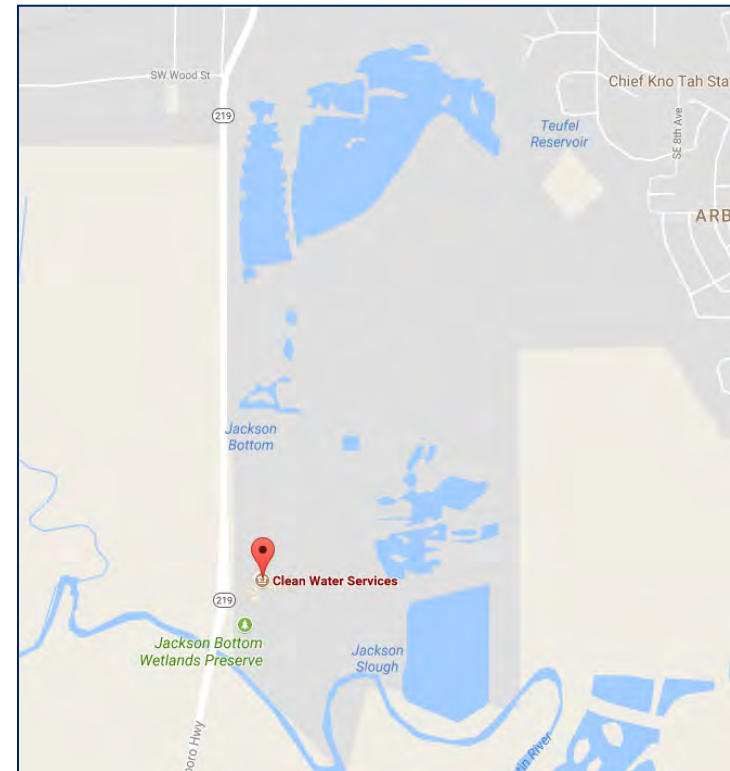
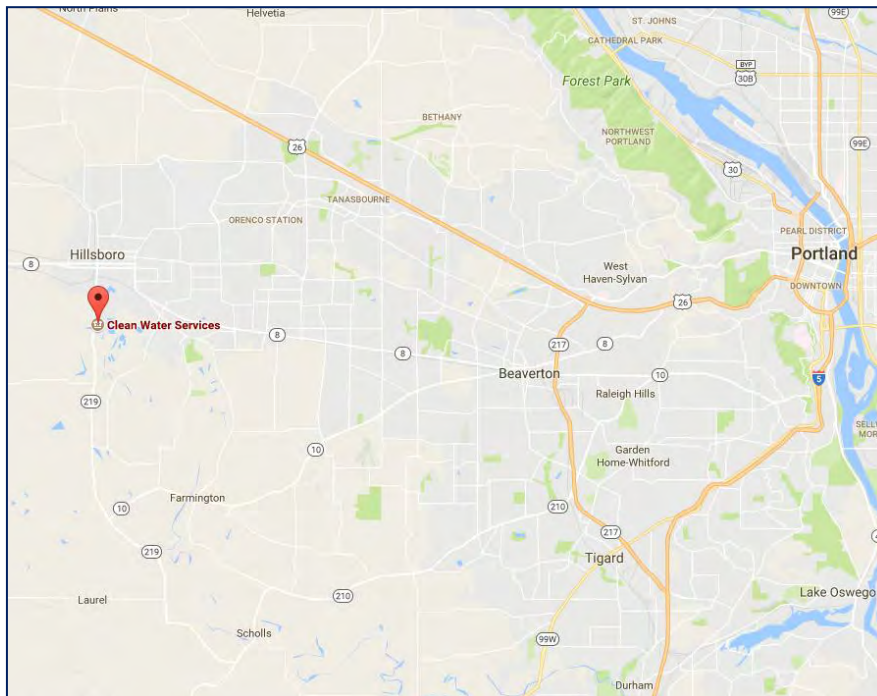
RECOMMENDED ACTION:

TPAC recommends the approval of Resolution 17-4819.

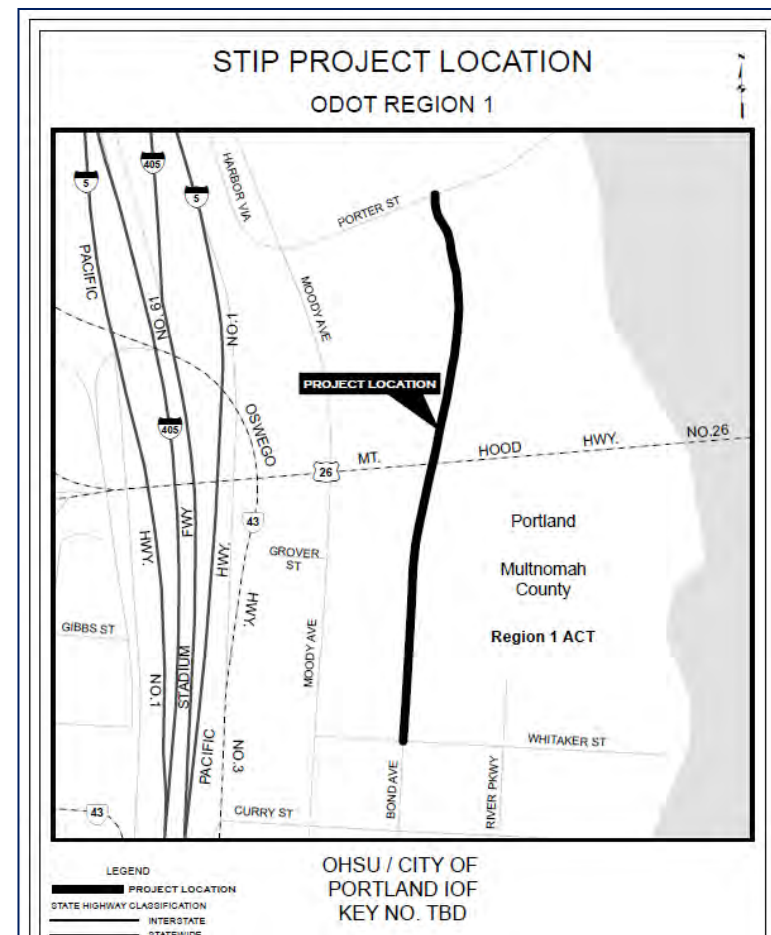
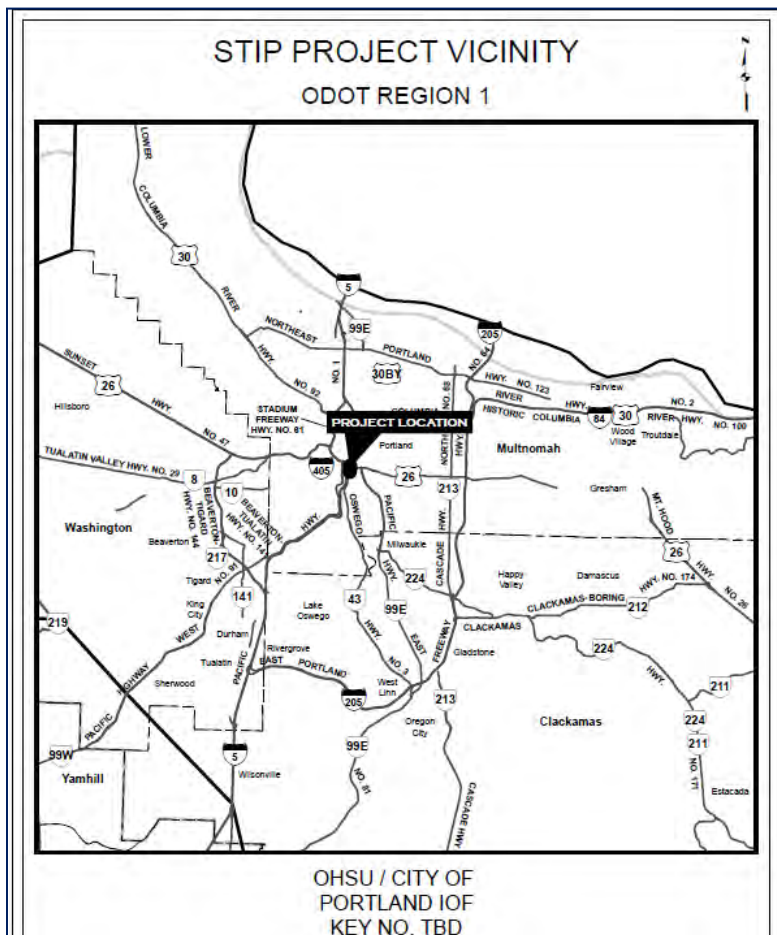
Attachment: Project Location Maps

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

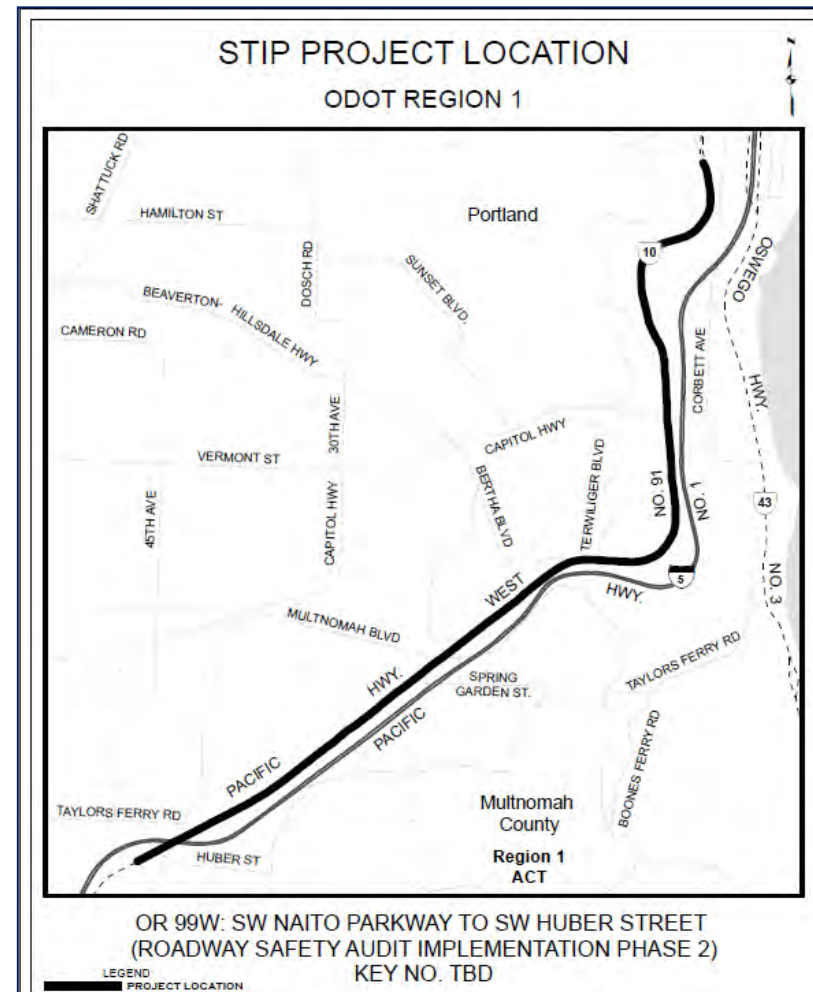
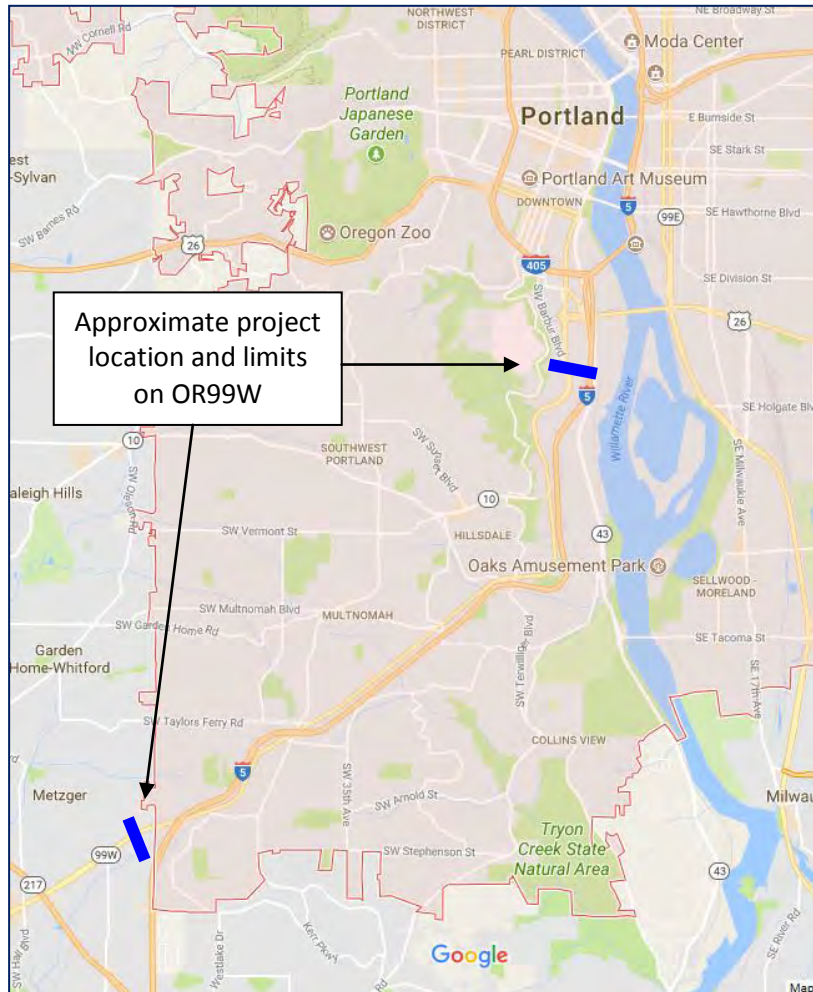
**Key 19185
ROCK CREEK CNG FUELING INFRASTRUCTURE (HILLSBORO)**



Key 21029
SW MOODY AVE AND BOND AVE CORRIDOR IMPROVEMENTS



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



Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Monday, July 10, 2017
To: Joint Policy Advisory Committee on Transportation and Interested Parties
From: Grace Cho, Associate Transportation Planner
Subject: CONSENT AGENDA ITEMS: 2018-2021 MTIP and Air Quality Conformity Determination
– Request for Approval and Recommendation to Metro Council

Purpose

To provide an overview of the adoption draft of the 2018-2021 MTIP and the Air Quality Conformity Determination and request JPACT approval and recommendation to Metro Council. This item has been listed for the July JPACT consent agenda.

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 implementation and expenditure schedule (i.e., spending) of federal transportation funds as well as significant state and local funds 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 and Air Quality Conformity Determination

At the June JPACT meeting, Metro staff presented an overview of the 2018-2021 MTIP. In the presentation Metro staff provided an overview of the transportation funding expected to be invested in the region's transportation system over fiscal years 2018-2021 and breakdown of the level and types of federal and local matching investments expected. 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) At the June meeting, TPAC recommended JPACT approval of the 2018-2021 MTIP and the Air Quality Conformity Determination.

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 JPACT to illustrate what will be provided to Metro Council to take action on at its July 27th meeting. Additionally, an errata sheet has been provided to reflect a small list of updates and technical corrections to the 2018-2021 MTIP. Following actions taken by JPACT and the Metro Council, Metro may then proceed to submit the MTIP to the Governor for entry in the 2018-2021 State Transportation Improvement Program (STIP) and to the Federal Highway Administration and Federal Transit Administration for approval. Approval is needed to maintain eligibility to receive and expend federal transportation funding.

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. Additionally, Metro staff developed responses to the major public comment themes to emerge.

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.)

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. The allocation process is intended to implement the Regional Flexible Fund Allocation (RFFA) process for years 2019 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 transportation 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 Metropolitan Transportation Improvement Program Errata

Changes to the 2018-2021 MTIP Report from TPAC version (June 30, 2017) to JPACT mailing (July 12, 2017)

Section	Change	Reason
Chapter 3 – 2019-2021 Regional Flexible Fund – Adoption (Page 12)	Changed appendix reference to say 3.2	Technical correction
Chapter 4 – Metro – Regional Flexible Funds Project Costs (Page 25)	Updated and cost and revenue projections in text Updated Table 4.1	Updated to reflect more current information regarding the carryover balance and demonstration of fiscal constraint of MPO allocated federal transportation funds.
Chapter 4 – Demonstration of Compliance with Environmental Justice and Title VI – Programmatic Compliance – Metro (Page 42)	Changed appendix reference to say 2	Technical correction
Chapter 4 – Metropolitan Transportation Improvement Program Investment Delivery Progress – What is to Come with the 2018-2021 MTIP (Page 48)	Updated 2018-2021 MTIP program total, federal share, and local match share in text.	Updated to reflect more current information regarding the total 2018-2021 MTIP and the federal to local shares.

Changes to the 2018-2021 MTIP Programming Tables (Chapter 5) from TPAC version (June 30, 2017) to JPACT mailing (July 12, 2017)

Project Name	Change	Reason
Regional Safe Routes to Schools Program	Changed phase from “Planning” to “Other”	Technical correction
Transit Oriented Development (2019)	Changed phase from “Planning” to “Other”	Technical correction
Transit Oriented Development (2020)	Changed phase from “Planning” to “Other”	Technical correction
Transit Oriented Development (2021)	Changed phase from “Planning” to “Other”	Technical correction
I-405 Fremont Bridge Approach Ramps Modular Joint Replacement	Project name shortened to “I-405 Fremont Bridge Approach Ramps” Project description shortened and scope expanded to include deck overlay work. New project description changed to “Replace modular joints and repair decks.” Additional construction funds (\$14.9 million) added to FY18 to conduct deck overlay work.	Technical correction to project name. Updated project description. Added additional funding to conduct deck overlay.
I-84: Graham Road Bridge Replacements	Fund type changed from NHFP (Z460) 92.22% to NHPP 92.22%	Technical correction
SMART Mobility Management	Fund type changed from 5310 (50/50) to 5310 (80/20) Minimum local match recalculated.	Technical correction
OR99W: SW Hooker Street (Portland) – SW Durham Road (Tigard)	Project name changed from “OR99W: SW Hooker Street (Portland) – SW Durham Road (Tigard)” to “OR99W: Corridor Safety and Access to Transit”	Technical correction

2018-2021 Metropolitan Transportation Improvement Program Errata

Project Name	Change	Reason
MAX Redline Extension to Gateway Double Track Project	<p>Project description updated to “Constructing pocket track at Fair Complex/Hillsboro Airport MAX station to enable extended Red Line service to Fair Complex/Hillsboro Airport Max station, and turnaround combined with new track work and a new station at Gateway and new track work at Portland Airport Max station to improve system operations. Programmed funds for project development only.”</p> <p>Project programming updated and reduced to reflect project development only (\$10 million).</p>	<p>Updated project description and clarification programmed funds for project development.</p> <p>Project programming updated for to reflect project development only since further details (including final scope and total cost) of the project have not been finalized.</p>

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE AIR)	RESOLUTION NO. 17-4816
QUALITY CONFORMITY DETERMINATION)	
FOR THE 2018-2021 METROPOLITAN)	Introduced by Councilor Craig Dirksen
TRANSPORTATION IMPROVEMENT)	
PROGRAM)	

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, a new 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 are consistent with what was assessed as part of the 2014 RTP and 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 thematic 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 regulated air pollutants for the area to remain eligible to receive federal funds for transportation projects. Compliance with all applicable air quality standards for the 2018-2021 MTIP is addressed in the Air Quality Conformity Determination proposed for adoption by the Metro Council.

Metro's region air quality is currently in "attainment with a maintenance plan" 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. Demonstrating compliance with 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 local 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 emissions from on-road transportation sources are 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. 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. But a demonstration as to whether the region is meeting its commitments towards the transportation control measures were provided and updated.

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 147 public comments were received through a short online survey. 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 comments were shared with TPAC and the local consultation body 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



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: June 16, 2017
To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties
From: Tim Collins, Senior Transportation Planner
Subject: Regional Freight Strategy Update

PURPOSE

The purpose of this memorandum is to provide an update to JPACT on the development of the 2018 Regional Freight Strategy, including the policy framework and emerging freight strategies that will update the current Regional Freight Plan (June 2010).

ACTION REQUESTED

There is no formal action requested. Staff will provide an update on the Regional Freight Work Group and seek JPACT feedback on several freight strategy work plan items:

- **Regional Freight Work Group** roles and responsibilities (see **Attachment 1a**)
- **Regional freight challenges and opportunities** by mode, including freight highway delay areas identified through the Oregon Freight Plan update. The Regional Freight Work Group identified constraints and challenges affecting freight and goods movement by mode (see **Attachment 1b**), and ODOT's Freight Highway Bottlenecks List identified freight highway delay areas in the region (see **Attachment 2**).
- **New freight measures recommended for testing** during the RTP system evaluation this summer to inform priorities recommended in the 2018 RTP Investment Strategy
 1. Freight access to industry and freight intermodal facilities (see **Attachment 3**)
 2. Congestion – Freight truck delay and cost of delay on the freight network (see **Attachment 4**)
 3. Truck travel times to/from key intermodal facilities and industrial area (*in development*)
- **Regional Freight Network Concept and Map updates** to include a new Freight Intermodal Connector System designation, and reference the National Highway Freight Network (*in development*)
- **Other Regional Freight Strategy updates**, include:
 - new section describing freight roadway delay areas in the region as defined through an update to the Oregon Freight Plan (*to be developed in coordination with ODOT*)
 - new section on the federal FAST Act and freight-related funding opportunities, including FASTLANE grant program (*in development*)
 - updated strategies and freight-related investment priorities (*to be developed*)

Staff would like to know if JPACT has any comments or issues related to freight and goods movement that should be addressed as part of the Regional Freight Strategy Update.

BACKGROUND

The Portland metropolitan region is the trade and transportation gateway and economic engine for the state of Oregon. Metro is working with the Port of Portland, Oregon Department of Transportation (ODOT), local government partners, and representatives of the freight community to develop a 2018 Regional Freight Strategy that updates and replaces the 2010 Regional Freight

Plan. The strategy will serve as the freight component of the 2018 Regional Transportation Plan (RTP).

The regional freight strategy will define a coordinated vision for moving commodities and enhancing freight and goods movement in the region, including enhancing access to global, national and regional markets, connections to and between marine and airport terminals, industrial areas, intermodal facilities, rail yards and other key freight destinations in the region. The strategy will recommend investment priorities and strategies needed to achieve the vision. The outcome of the regional freight strategy will be a set of recommendations that recognize the importance of freight and also recognize and reinforce the region's commitment to safety, healthy, equitable communities, compact urban form, clean air, and reduced greenhouse gas emissions.

REGIONAL FREIGHT POLICY FRAMEWORK

An overview of the current adopted goals, vision and policies guiding investments in the regional freight network follows.

Regional Freight Plan (Strategy) Goals

The current goals of the Regional Freight Plan are to:

- Use a systems approach to plan and manage our multimodal freight transportation infrastructure, coordinating both regional and local decisions to maintain flow and access for freight movement.
- Adequately fund and sustain investment in our multimodal freight transportation system to ensure that the region and its businesses stay economically competitive.
- Create first-rate multimodal freight networks that reduce delay, increase reliability, improve safety and provide choices.
- Integrate freight mobility and access needs in land use decisions to ensure the efficient use of prime industrial lands, protection of critical freight corridors and access for commercial delivery activities.
- Ensure that our multimodal freight transportation system supports the health of the economy and the environment.
- Educate our region's citizens and decision makers about the importance of freight movement on economic well-being.

These goals were developed by a 33-member, Regional Goods Movement Task Force appointed in 2008 by the Metro Council to elaborate a policy framework that would protect and improve the cost-effective functioning of the region's multimodal freight network.

RTP Regional Freight Network Vision and Policies

The Regional Transportation Plan defines a vision and supporting policies to guide investment in each part of the regional transportation system, including the multimodal regional freight network.

Last updated in 2014, the RTP vision for a multimodal freight network is defined through the Regional Freight Network Concept and designations applied to regional transportation facilities that serve our regional and state freight mobility needs (see attached Regional Freight Network map, Figure 2.15 from the 2014 RTP). Recognizing this multimodal regional freight network is a foundation for the region's economic activities; the RTP includes policies, investments and strategies to maintain, operate, and expand it in a timely manner to ensure a vital and healthy economy.

The **Regional Freight Network Concept** illustrates the components of the regional freight network for developing and implementing a coordinated, integrated freight network that helps the region's businesses attract new jobs and remain competitive in the global economy. It addresses the need

for freight through-traffic and well as regional freight movements, and access to employment and industrial areas, and to commercial districts.

Shown in **Figure 1**, the network concept reflects that the transport and distribution of freight occurs via a combination of interconnected publicly- and privately-owned networks and terminal facilities. Rivers, mainline rail, pipeline, air routes, and arterial streets and throughways connect our region to international and domestic markets and suppliers beyond our boundaries. Inside our region, throughways and arterial streets distribute freight moved by truck to air, marine, and pipeline terminal facilities, rail yards, industrial areas, and commercial centers. Rail branch lines connect industrial areas, marine terminals, and pipeline terminals to rail yards. Pipelines transport petroleum products to and from terminal facilities.

The Regional Freight Network Map

designates specific regional facilities based on their associated function(s) that are the focus of the region's freight-related investments to help ensure a coordinated and integrated multimodal freight network that helps the region's businesses attract new jobs and remain competitive in the global economy.

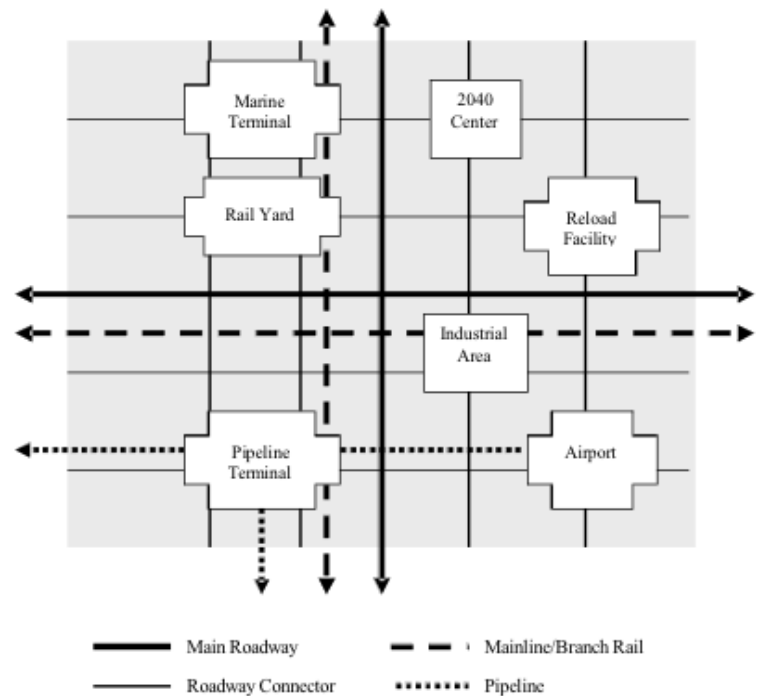


Figure 1. Regional Freight Network Concept

Source: 2014 Regional Transportation Plan

Implementation of the regional freight network concept and related map are further guided by five **freight policies**:

1. Use a systems approach to plan for and manage the freight network
2. Reduce delay and increase reliability
3. Protect industrial lands and freight transportation investments
4. Look beyond the roadway network to address critical marine and rail needs
5. Pursue clean, green and smart technologies and practices

Metro Council recommended a sixth freight policy that will address freight safety as it relates to freight modes like trucks and rail, and other transportation modes like walking and bicycling.

Together, network concept, vision and these policies support the current adopted Regional Freight Plan goals and will continue to guide investments in the regional freight network. The regional freight network concept and map will be updated to reflect new intermodal facilities designations.

ADDRESSING REGIONAL FREIGHT NEEDS - CHALLENGES AND OPPORTUNITIES

Current constraints and challenges to improving freight and goods movement for each of the freight modes of travel (trucks, rail, air freight, and ships/barges) are outlined in the memo "Summary of Regional Freight Challenges and Opportunities (Attachment 1b). Some of the freight strategies and investments that could address these constraints are as follows:

- Intelligent Transportation Systems (ITS) that inform drivers and truckers of accidents, delays, and other changing roadway conditions up ahead.
- ITS improvements at key signals that detect vehicle queuing and adjust the signal timing for more efficient flows of traffic through the signals.
- Improved ramp meters that detect how many vehicles are on the freeway on-ramp and the travel speeds on the freeway mainline, and adjust the ramp meter timing to improve traffic flow.
- Targeted capacity enhancements at key bottleneck locations and congested intermodal connector roadways (includes interchange reconfiguration and targeted truck queue jumps at signals).
- Grade separating rail crossings to address truck and auto congestion in industrial areas and to enhance safety.
- Projects that address rail track capacity at targeted locations (especially places that have both passenger trains and freight trains sharing the capacity).
- Providing increased access to airports and air freight facilities that address growing demand.
- Enhancements to river barge travel that expand the freight uses of the river and enhance barge safety.
- Expansion and access improvements at marine terminals.

These freight strategies and investments are intended to address the identified constraints and challenges of the various freight modes. These types of freight investments also provide examples for the RTP Call for Projects process.

NEXT STEPS

Staff will continue to work with state and regional partners through the Oregon Freight Advisory Committee (OFAC) and the Regional Freight Work Group to update the Regional Freight Strategy. A draft strategy will be prepared for MTAC and TPAC review in the fall of 2017. A short list of next steps and work underway follows:

- Update Regional Freight Network Concept and Map to include a new Freight Intermodal Connector System designation
- Coordinate documentation of regional freight highway delay areas and multi-modal freight needs in support of the 2018 RTP Call for Projects
- Continue to update the Regional Freight Strategy

/Attachments

1. Regional Freight Work Group roles and responsibilities (1a) and Summary of Regional Freight Challenges and Opportunities (1b)
2. ODOT Freight Highway Bottleneck List and Freight Highway Delay Areas map
3. Freight access to industry and freight intermodal facilities (New freight evaluation measure for testing as part of the RTP Evaluation Framework)
4. Congestion – Freight truck delay and cost of delay on the freight network (New freight evaluation measure for testing as part of the RTP Evaluation Framework)
5. 2014 RTP Regional Freight Network map (dated July 2014)

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Attachment 1a

Date: June 02, 2017
To: Joint Policy Advisory Committee on Transportation (JPACT)
From: Tim Collins, RTP Freight Work Group Lead
Subject: Regional Freight Work Group roles and responsibilities

The 2018 RTP Freight Work Group is one of eight technical work groups identified to provide input and technical expertise to support updating the Regional Freight Plan and development of the 2018 Regional Transportation Plan (RTP). In this role, the work groups are convening to advise Metro staff on implementing policy direction from the Metro Council, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT).

Work group charge

The main charge of the freight work group is to provide technical input and make recommendations to Metro staff on updating the Regional Freight Plan and related investment priorities and actions to respond to new issues and changing conditions that have emerged since the 2010 Freight Plan was adopted.

Work Group Roster

The work group consists of local jurisdictions, topical experts and representatives from MTAC and TPAC, or their designees.

	Name	Affiliation
1.	Tim Collins	Metro lead
2.	Robert Hillier (PBOT)	City of Portland
3.	Phil Healy	Port of Portland
4.	Jon Makler	Oregon Department of Transportation
5.	Steve Williams	Clackamas County
6.	Kate McQuillan Joanna Valencia (alternate)	Multnomah County - Planning
7.	Erin Wardell Karen Savage (alternate)	Washington County
8.	Kate Dreyfus	City of Gresham
9.	Zoe Monahan	City of Tualatin
10.	Patrick Sweeney	City of Vancouver
11.	Steve Kountz (PBPS)	City of Portland
12.	Don Odermott Gregg Snyder (alternate)	City of Hillsboro
13.	Nick Fortey	Federal Highway Administration
14.	Jana Jarvis	Oregon Trucking Association; Portland Freight Committee (Trucking)
15.	William Burgel	Burgel Rail Group; Portland Freight Committee (Railroads)
16.	Pia Welch	FedEx Express; Portland Freight Committee (Air)
17.	Jerry Grossnickle	Bernert Barge Lines; Portland Freight Committee (Marine/River)
18.	Lynda David	Regional Transportation Council

	Name	Affiliation
19.	Jim Hagar	Port of Vancouver
20.	Raihana Ansary	Portland Business Alliance
21.	Brendon Haggerty	Multnomah County - Public Health
22.	Kathleen Lee	Greater Portland Inc., Business Development Manager
23.	Carly Riter	Intel, NW Region Government Affairs Manager
24.	Gary Cardwell	NW Container Service, Divisional Vice President
25.	Todd Juhasz	City of Beaverton
26.	Joel Much	Sunlight Supply (in Vancouver, WA)

The Regional Freight Work Group has met 6 times since January of 2016, and has provided input to Metro staff on updating the Regional Freight Plan. The work group discussions served as the basis for identifying challenges affecting freight and goods movement on the designated Regional Freight Network. The Regional Freight Work Group has also worked on developing and reviewing system evaluation measures for freight.

Next Steps

In 2017, the freight work group will be reviewing RTP investments that address freight needs/challenges, updating the regional freight network map, development of criteria to help inform identification of near-term and longer-term freight investment priorities, and helping develop and reviewing a technical draft of the Regional Freight Strategy.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Attachment 1b

Date: June 19, 2017
To: Joint Policy Advisory Committee on Transportation (JPACT)
From: Tim Collins, Senior Transportation Planner
Subject: Summary of Regional Freight Challenges and Opportunities

This memo provides a summary of current constraints, challenges and opportunities to improve freight and goods movement by freight mode. Discussions with the Regional Freight Work Group served as the basis for identifying challenges affecting freight and goods movement on the designated Regional Freight Network.

Constraints and challenges on roadways and highways

- Increased congestion and congestion spreading over more hours per day on I-5 north of the Freemont Bridge (I-405).
- Capacity constraints and merging challenges exist at the Columbia River Bridge on I-5 that should be addressed.
- Constraints on roadway connections and intermodal connectors to I-5 are causing goods movement delays.
- I-5 at the Rose Quarter has been identified as a major traffic constraint.
- Highway 217 south of Beaverton-Hillsdale Highway has been identified as a major traffic constraint.
- Freight trips from Washington County that need to get to the air freight facility near the Portland Airport in Multnomah County encounter the major challenges of congestion and unreliability on the Sunset Highway, and are using out of direction alternative routes to make these trips for a large part of the day.
- Increased congestion and congestion spreading over more hours per day on US 26 (west of downtown Portland) create traffic constraints that cause trucks to avoid the freeway and travel out of direction on NW Cornelius Pass Road (north of US 26) and Highway 30 as an alternative route to avoid delays and unreliable travel times.
- For truck trips, NW Cornelius Pass Road has curvature and other design issues that need to be addressed.
- Increased demand for trucking on the region's freeway systems presents a major challenge to moving freight during congested hours.

Constraints and challenges on and around rail lines

- Rail speed is slow, with some industrial trains that are a mile long (100+ cars), and at-grade railroad crossings cause major traffic impacts on the roadway system.
- Grade separating rail crossings at many more locations in the region continues to present a challenge. An example that was mentioned is the need for grade separation of the Union Pacific line as it crosses SE 8th Ave., SE Milwaukie Ave., and SE 12th Ave. (south of SE Division St.). The current at-grade crossings cause major delays to cars and trucks on the street network around these crossings in an active industrial area. This delay is amplified when freight trains and scheduled Light Rail Transit (Orange Line) occur within a short time of one another.
- Freight rail demand on shared rail tracks at North Portland and Peninsula Junction is causing long delays to other freight trains and passenger trains (Amtrak). This year the

Oregon Transportation Commission approved an \$8.2 million Connect Oregon VI project for rail improvements at North Portland Junction. However, improvements at Peninsula Junction are not included in this project and that constraint will be addressed later .

- Short term need for speed improvements to the Union Pacific Railroad line just north of the Steel Bridge river crossing. The current train speeds are 6 mph in the curves and would require a realignment of the tracks to improve speed.
- Capacity constraints on major rail lines in the region (like the Union Pacific/BNSF line from around Union Station to the Columbia River) may require consideration of more double-tracking to: 1) improve freight train reliability; and 2) provide staging locations for freight trains off-line of the Seattle/Portland/Eugene passenger train corridor.
- The private Union Pacific Kenton Line that runs east-west adjacent to Sandy Boulevard is another example of a rail capacity constraint. There is an opportunity to address the issue of double-tracking with the Kenton Rail Line Study.

Constraints and challenges around Air freight

- Providing increased access to the Portland Airport (PDX) and consolidation facilities is challenging. Air freight demand will grow as the area's population grows.
- The US Post Office has moved onto Cornfoot Road near PDX. Increased truck demand, construction project impacts and overall traffic in the airport area will be challenging.
- There is an opportunity for Hillsboro and the Port of Portland to study Hillsboro Airport needs (Port of Portland will conduct the study).
- The Westside Logistics Study showed computer and electronics shipments face constraints get to the air freight facility on Air Trans Way, with congestion and reliability issues on US 26 (Sunset Highway) causing delays and other freight routing to get to east Portland.

Constraints and challenges around energy pipelines

- Privately owned pipelines with long-term franchises from the City of Portland that supply fuels and other energy sources to the region are clustered along the Willamette River in the NW Portland Industrial area face the costs and challenges of retrofits for seismic resiliency.

There are also challenges with providing seismic retrofits for resiliency on the major freight system.

Constraints and challenges for Marine/River (for ships and barges)

- Providing more marine terminal space could be challenging.
- Deepen the Willamette River Channel for shipping has high costs and environmental challenges.
- There is a need to restore full container service at Terminal 6. The short term impacts and challenges for commodity movement and freight modal changes have been addressed by ODOT and the Port of Portland.
- The barges on the Columbia River cause the lift span on the I-5 Bridge to open when the river rises over six feet. There have been some years with nine months of high water.
- The location of the narrow opening of the railroad bridge (adjacent to the I-5 Bridge) makes for a difficult s-curve maneuver of barge traffic on the Columbia River that comes under these two bridges without lifting the I-5 Bridge. Barge safety is a major concern at this location. Barge traffic must avoid causing I-5 bridge lifts during peak traffic periods. During high water bridge lifts on I-5 cause major traffic delays even during off-peak hours.
- There is a need to restore operations of the Willamette Falls Locks to expand freight traffic on the Willamette River and reduce demand for trucks on the highways coming into the region. The historic Willamette Falls Locks in West Linn "were built in the early 1870s to

move river traffic around the 40-foot horseshoe-shaped basalt ridge between Oregon City and West Linn” (US Army Corps of Engineers website). Since December 2011, the Willamette Falls Locks have been in a “non-operational status”.

FREIGHT HIGHWAY BOTTLENECKS LIST



Attachment 2

PROJECT DESCRIPTION

The Project is directed by the Agency's Freight Planning Unit, as an implementation initiative from the *Oregon Freight Plan* (2011) ("OFP"), and is important for ODOT to direct funding to projects that alleviate critical freight bottlenecks. The primary outcome of this effort is a "Freight Highway Bottlenecks List" (FHBL) that encompasses analysis and background research with locations presented in tiered order, with an accompanying location map of all listed bottleneck delay areas. The final list was endorsed by the Oregon Freight Advisory Committee in January 2017. The FHBL will play a major role in freight project selection for FAST monies as well as state level project selection processes.

General Background Information

A freight bottleneck is a part of the transportation system that causes disproportionately high costs to the freight industry in terms of delay and reliability. Identifying locations on the highway where truck delay is significant is critical for planning and prioritizing projects that impact freight movement. This project originated from the OFP strategy 2.3 which directs ODOT to identify and rank bottlenecks on the state strategic freight system.

A consultant team was selected to collect and analyze data, apply stakeholder input and set thresholds to reveal a list of data driven locations that experience high amounts of truck delay. This approach relied on compiling and analyzing a wide variety of data about the operations and characteristics of different segments on the designed network. Indicators confirmed delay areas and provided details about the nature of freight delay and reliability.

Objectives

The project scope outlined three key objectives:

- Identify Oregon data and analytical tools available to provide information relevant to freight movement;
- Develop data-driven freight metrics designed to reveal bottleneck locations on state highway system;
- Develop an approach to prioritize freight bottleneck locations using an identified set of criteria.

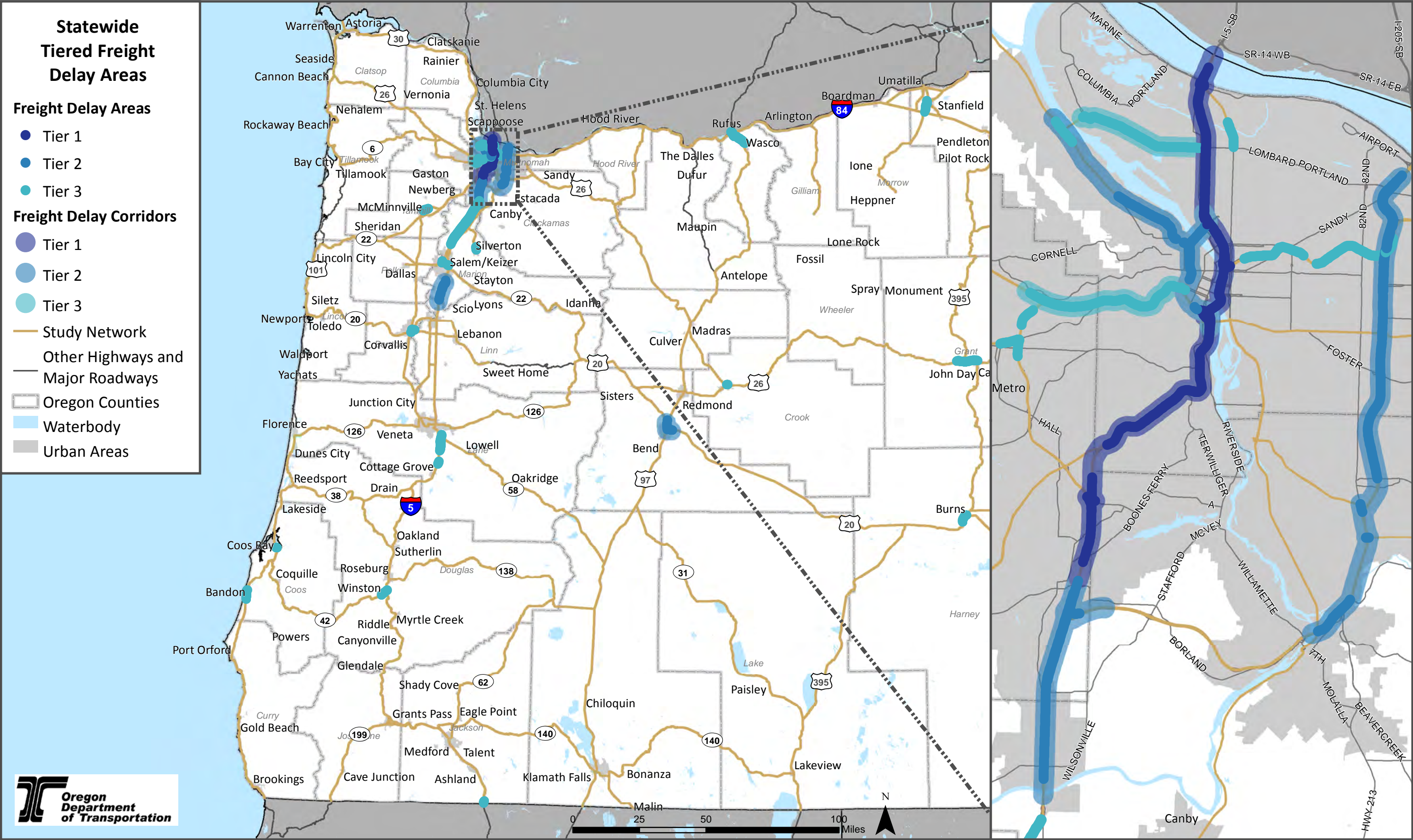
Methodology

Data from several sources was assembled and converted to a uniform coordinate system. Key thresholds were then applied to reveal areas of delay and unreliability. Additional thresholds regarding incidents, geometry and grade were applied to confirm areas experiencing significant delay. A series of tiering criteria such as transportation cost, highway designation and bidirectionality were then applied to delay areas.

Stakeholder Engagement

Feedback and responses/contributions from freight stakeholders were essential for the successful identification and tiering of freight highway bottlenecks. A technical advisory committee (TAC), made up of local and regional freight practitioners, an OFAC representative, ODOT Motor Carrier Division representative, Oregon Trucking Associations and other stakeholders was convened to review data, assess indicators and review bottlenecks list.

After a series of workshops, OFAC endorsed the tiered list of delay areas, underscoring the important role of stakeholder engagement. Professional facilitation was utilized throughout stakeholder involvement process.



Attachment 3

Evaluation Measure Title: Freight – Access to industrial land and intermodal facilities

Purpose and Goals

Overall Purpose: To identify whether the package of future transportation investments will change the accessibility to designated industrial land and freight intermodal facilities. This will be measured by determining the number of forecasted truck trips that are coming from or going to areas of industrial land and freight intermodal facilities; and evaluating any improvements in congested locations or freight bottlenecks that these truck trips encounter. Maps will display the locations for industrial land and intermodal facilities and the corresponding number of truck trips along with locations where major truck delay occurs.

2014 RTP Goals

	Foster vibrant communities and compact urban form	•	Promote environmental stewardship
•	Sustain economic competitiveness and prosperity	•	Enhance human health
	Expand transportation choices		Demonstrate leadership at reducing greenhouse gas emissions
•	Effective and efficient management of system		Ensure equity
	Enhance safety and security		Ensure fiscal stewardship
	Deliver accountability		

Function of Evaluation Measure

•	System Evaluation	•	Project Evaluation		System Monitoring		Performance Target
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Methodology Description:

This analysis uses truck volumes from the regional travel demand model at various times of the day. The hours during the day for calculating truck volumes from the model would be from 7:00 – 9:00 AM (AM peak), 1:00 – 3:00 PM (off-peak) and from 5:00 - 7:00 PM (PM peak). The congested locations or freight bottlenecks will be determined by evaluating regional freight network facilities with the highest levels of truck hours of delay. General truck trip routing will be determined by the regional travel demand model (select zone).

Freight – Access to industrial land and intermodal facilities system evaluation performance measure is calculated by:

1. Determine the locations of industrial land and freight intermodal facilities (based on groups of TAZs), and determine the number of truck trips from the travel demand model for each of the time periods (AM peak, off-peak and PM peak).
2. Determine the locations for major truck delay from maps of the freight truck delay and the magnitude of that truck delay (see measure: Congestion – Freight truck delay and Cost of delay on the freight network).

3. Evaluate the general truck trip routes used (using select zone results) for each of the industrial land and freight intermodal facilities locations truck trips.
4. Evaluate all of the industrial land and freight intermodal facilities locations region-wide for improvements to accessibility (more access points and reductions in truck delay at major truck delay locations), by comparing the 2015 base year, the 2040 financially constrained, and 2040 strategic. Also evaluate each of the industrial land and freight intermodal facilities locations separately to help determine which facilities, with high levels of truck delay, are impacting truck access and could provide better accessibility with an improvement project.

Output Units:

Potential Output of Assessment:

	Base Year	Interim Year	Future Year - Financially Constrained	Future Year - Strategic
Region-wide	Truck volumes and delay locations		Truck volumes and delay locations	Truck volumes and delay locations
Separate clusters of TAZs for intermodal facilities	Truck volumes and delay locations		Truck volumes and delay locations	Truck volumes and delay locations
Separate clusters of TAZs for industrial land	Truck volumes and delay locations		Truck volumes and delay locations	Truck volumes and delay locations

Key Assumptions to Method

Dataset Used:

Dataset	Type of Data
Truck volumes from Travel Demand Model	Forecasted
Truck Vehicle hours of delay at major truck delay locations	Forecasted

Tools Used for Analysis:

Metro Travel Demand Model

Attachment 4

Evaluation Measure Title: **Congestion – Freight truck delay and Cost of delay on freight network**

Purpose and Goals

Overall Purpose: To identify whether the package of future transportation investments will change the overall truck delay on the region-wide system and the regional freight network. This will be measured by truck vehicle hours of delay on these networks. Maps of the regional freight network will display locations where truck delay occurs and the magnitude of that truck delay. The cost of delay will be determined by multiplying the hours of truck delay on the regional freight network by the hourly value of time for truck trips.

2014 RTP Goals

	Foster vibrant communities and compact urban form	•	Promote environmental stewardship
•	Sustain economic competitiveness and prosperity	•	Enhance human health
	Expand transportation choices		Demonstrate leadership at reducing greenhouse gas emissions
•	Effective and efficient management of system		Ensure equity
	Enhance safety and security		Ensure fiscal stewardship
	Deliver accountability		

Function of Evaluation Measure

•	System Evaluation	•	Project Evaluation	System Monitoring	Performance Target
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Methodology Description:

This analysis uses truck vehicle hours of delay (VHD) from the regional travel demand model (see Definitions). The selected hours during the day for calculated truck delay from the model would be from 7:00 AM to 7:00 PM. After looking at the results of these hours, the reported hours for the RTP would be determined for a morning peak hour, multiple mid-day hours and an evening peak hour. The hourly value of freight truck travel will be determined by using the value assumed in ODOT's truck model or the value in USDOT's 2015 update of "The Value of Travel Time Savings" (departmental guidance).

Congestion – Truck Vehicle Hours of Delay (VHD) system evaluation performance measure is calculated by:

1. Determining the number of hours of truck delay during each of the selected hours (both peak period and off-peak hours) on the regional freight network.
2. Comparing the regional freight network hours of truck delay for each of the selected hours between the 2015 base year, the 2040 (future year) financially constrained, and the 2040 (future year) strategic.

3. Determining the hourly value of freight truck travel to use for the cost of truck delay on the regional freight network.
4. Comparing the regional freight network cost of truck delay for each hour between the 2015 base year, the 2040 (future year) financially constrained, and the 2040 (future year) strategic.

Output Units:

Potential Output of Assessment:

	Base Year	Interim Year	Future Year – Financially Constrained	Future Year – Strategic
Region-wide	Truck VHD		Truck VHD	Truck VHD
Regional Freight Network	Truck VHD and cost of truck VHD		Truck VHD and cost of truck VHD	Truck VHD and cost of truck VHD
Highway and roadway segments within the Regional Freight Network	Truck VHD and cost of truck VHD		Truck VHD and cost of truck VHD	Truck VHD and cost of truck VHD

Key Assumptions to Method

Dataset Used:

Dataset	Type of Data
Value of time for truck trips	Sourced data
Truck Vehicle hours of delay on Regional Freight Network	Forecasted

Tools Used for Analysis:

Metro Travel Demand Model

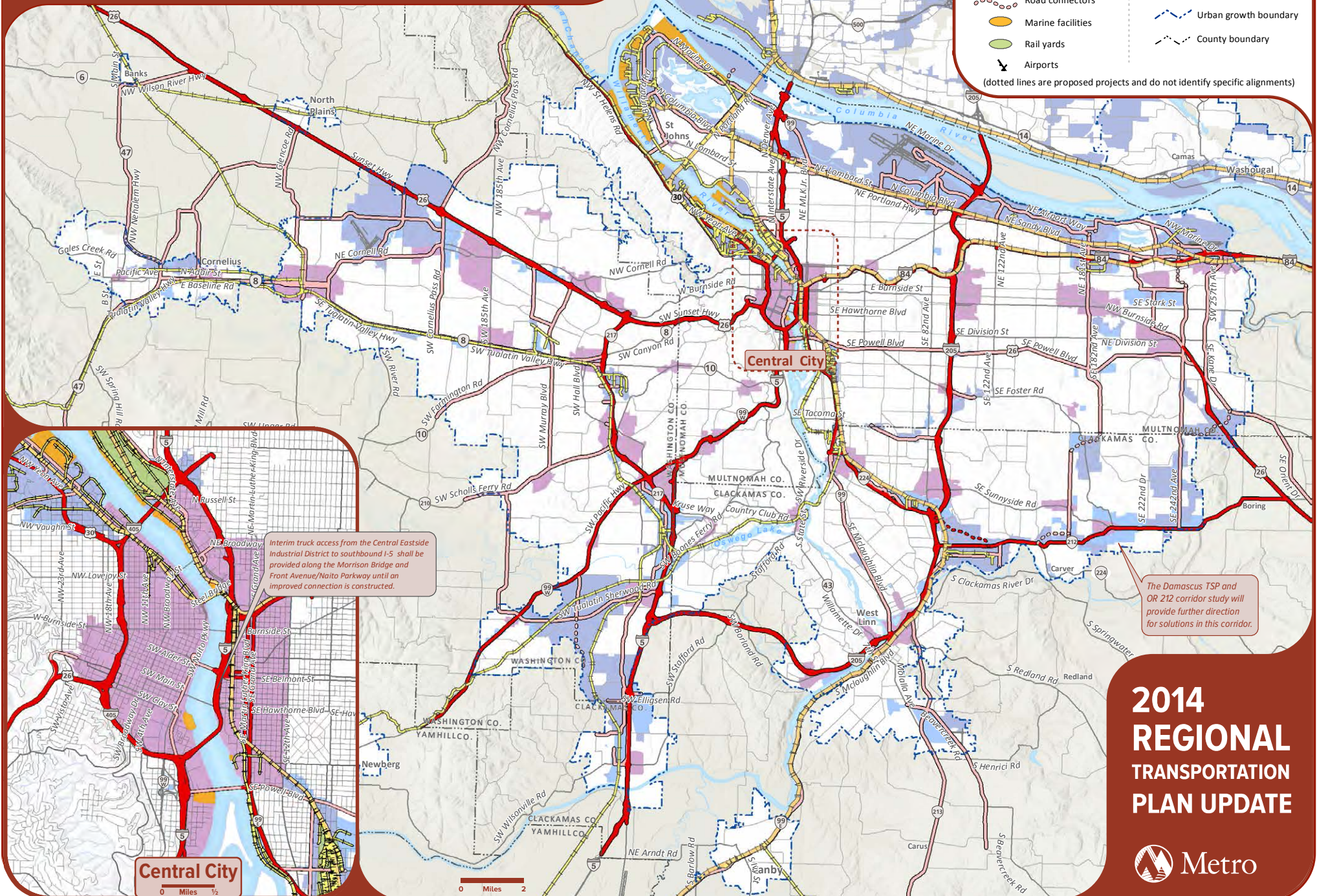
Definitions

Truck Vehicle Hours of Delay is the total truck travel time on each of the roadway segments in the travel demand model that exceed the threshold for congestion.

Regional Freight Network

Figure 2.15

Attachment 5



Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Wednesday, July 5, 2017
To: Joint Policy Advisory Committee on Transportation (JPACT) 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 Joint Policy Advisory Committee on Transportation (JPACT) 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
- Updating 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 transit 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. • Support the implementation of local and regional land use and transportation visions.
Improve local transit service		
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. • Improve customer experience by ensuring seamless connections between various transit providers, including transfers, information and payment.
Expand regional and local frequent transit service		
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



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.



September 2016

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.

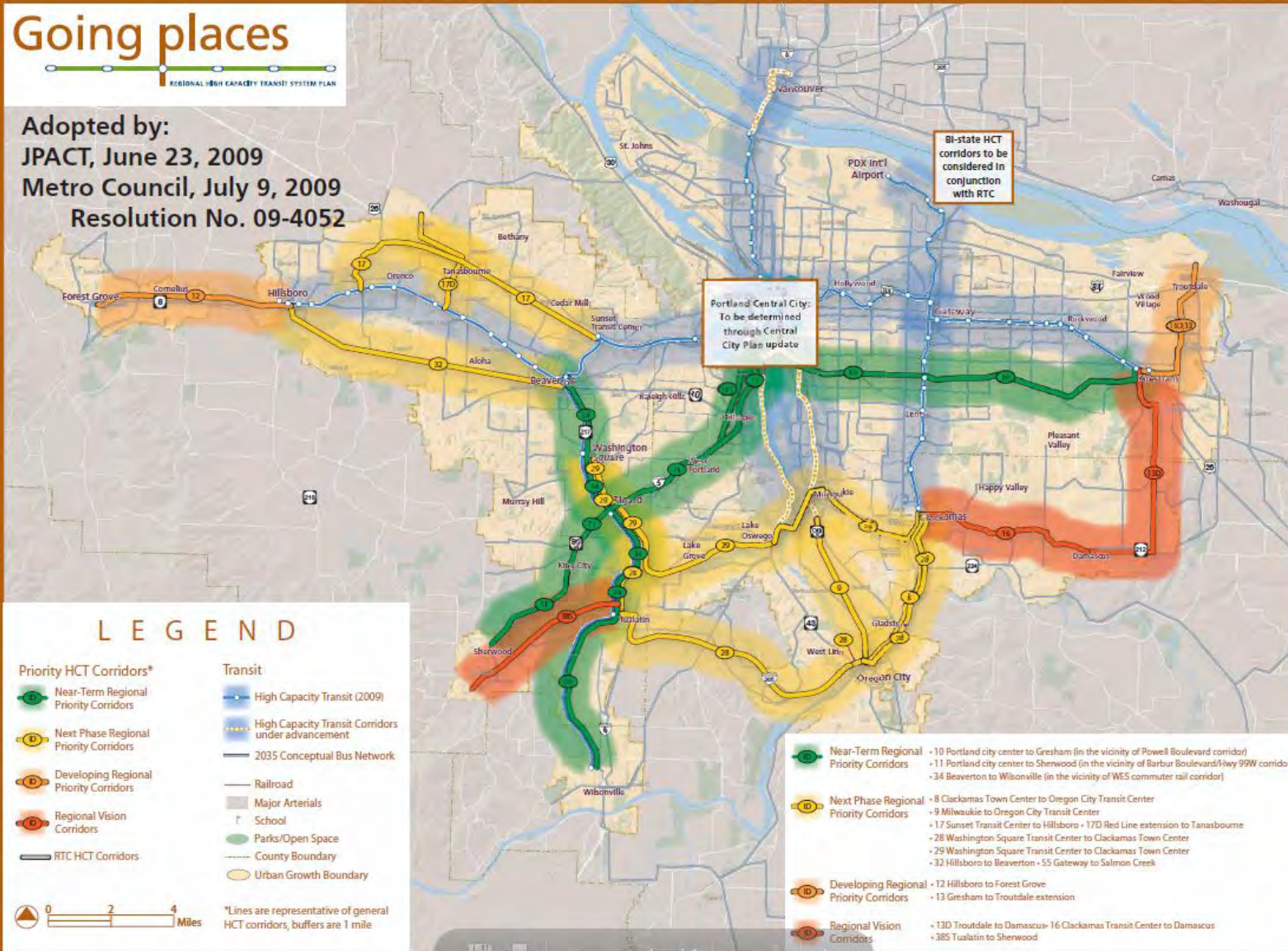
Residents of the region take over **100 million** rides on transit every year.



Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

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



Regional transit strategy vision and strategies for achieving vision

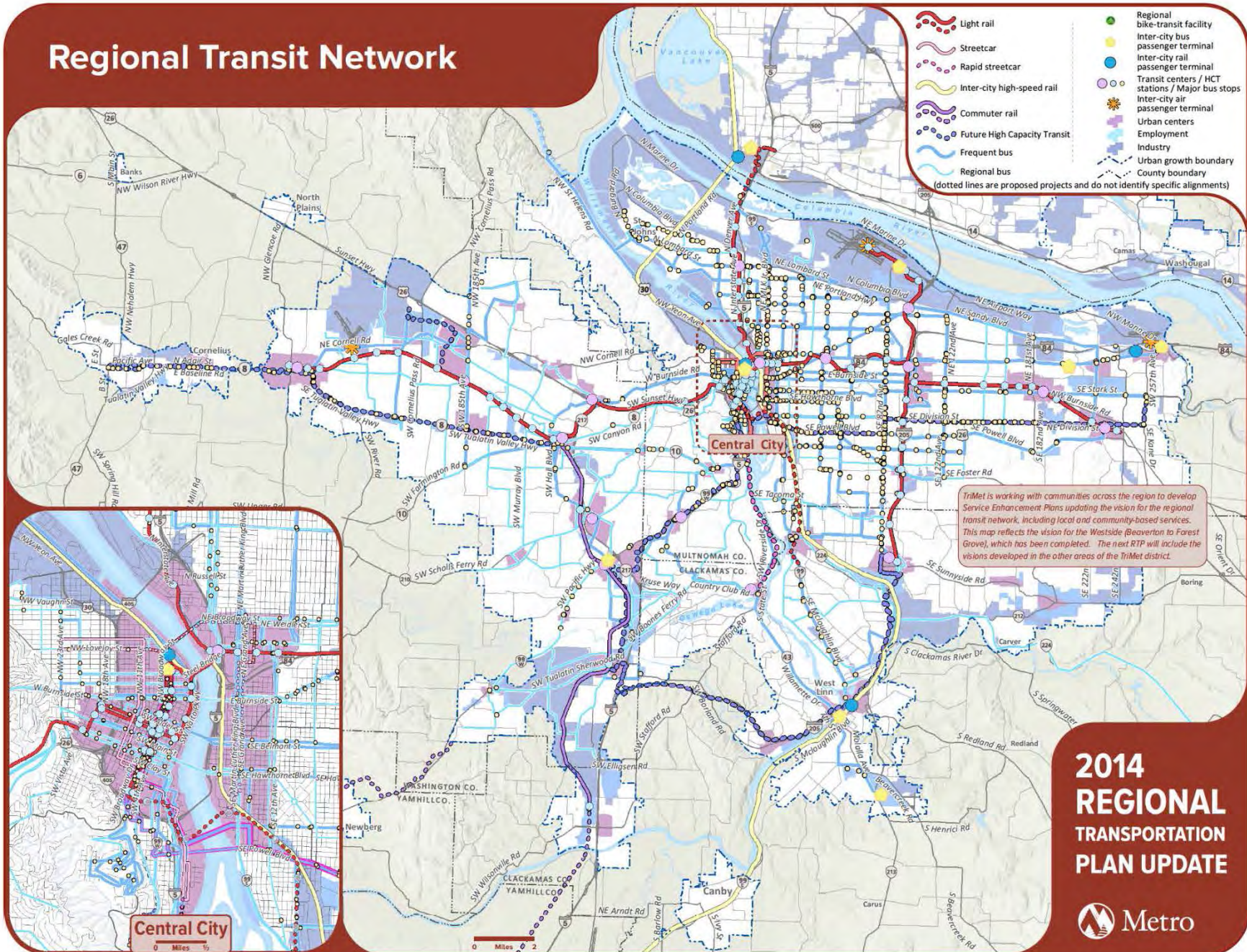
To make transit more frequent, convenient, accessible and affordable for everyone

FREQUENT	CONVENIENT	ACCESSIBLE	AFFORDABLE
<p>GOAL:</p> <ol style="list-style-type: none"> 1. 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"> 1. 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. 2. 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"> 1. 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. 2. 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"> 1. 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.	

Regional Transit Network



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

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

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

Materials following this page were distributed at the meeting.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Thursday, July 13, 2017
To: Joint Policy Committee on Transportation (JPACT)
From: Craig Beebe, Metro Staff
Subject: Key lessons: Los Angeles Transportation Best Practices Trip, 2017

On June 22-23, 2017, a group of 22 Portland-area elected, business, community and government leaders traveled to Los Angeles to learn how a community plagued by congestion took action to keep moving. Our delegation heard from key champions, political and campaign staff, community advocates and business leaders about what helped Los Angeles County pass significant transportation investment measures with the support of more than two-thirds of county voters in 2008 and 2016. Los Angeles County is on a different scale than greater Portland – with 10 million people, 88 cities and an area larger than Multnomah, Clackamas, Washington and Clark counties combined. They also have sales tax as a revenue option. Regardless, many of the county's lessons are applicable in Oregon.

Here are some key takeaways:

1. Champions lead the way.

Without leaders, the path forward is often muddled. Los Angeles' champions came from several places: Mayor Eric Garcetti, former Mayor Antonio Villaraigosa, key local elected officials like Duarte Mayor (and LA Metro Board Chair) John Fasana, and advocacy organizations like Move LA, led by Denny Zane. These champions created momentum, provided direction, built a coalition and helped advance a successful campaign.

2. Pull together.

California requires two-thirds support for tax ballot measures. We were reminded many times that "every constituency mattered." Some argued previous measures – including a failure in 2012 – were too centralized. For 2016's Measure M, each of LA County's diverse regions helped choose what should be put in the package – a key factor in getting support countywide. (The City of Los Angeles has 40 percent of the population.) Just as significant: Convening and activating a big coalition that included business, labor, transportation and community advocates who could turn out constituencies and provide critical campaign support. Not every coalition member liked everything, but they got "70% of what they wanted" and stood united once the agreement was reached. Champions worked hard to keep the coalition together.

3. Research matters.

Research is critical to understanding residents' needs and motivations. Research must be high-quality and ongoing. Polling and focus groups helped leaders create a better investment package and communicate its value in ways that helped residents understand how they would benefit. Measure M research helped convince leaders that going bigger had a high likelihood of success, and helped clarify what should be included in the measure.

4. Speak with one voice – clearly and consistently.

Creative, yet consistent communications and messaging are essential. People must understand the urgency of transportation investments to fundamental issues of jobs, opportunity and their own quality of life. In LA, it wasn't hard to make the case that

congestion was an urgent issue, but residents must see a realistic, accomplishable plan to address such challenges before they'll support it. This work starts well before a campaign, and should go beyond traditional channels to meet people where they are – through hyperlocal media, social media and in person at places people gather. It depends on sharing real people's stories. And it must work through many messengers – again showing the value of clear, simple messages.

5. The work continues.

In many ways, the real work begins after Election Day – to honor the public's trust and deliver on promises. As one person told us: "These projects weren't in Measure M because they're needed in 40 years. They're needed now." Advocates want to make sure implementation meets their goals and addresses their concerns, and are working on that through the development of project guidelines, oversight boards and equitable contracting. Recognizing concerns that Measure M wouldn't deliver quickly enough for some areas, LA Metro wants to complete more projects, more quickly. They've created an Office of Extraordinary Innovation that seeks to do just that through approaches like public-private partnerships, which could see some projects built before their expected timeline.

List of speakers

Elected leaders and staff

Duarte Mayor Pro Tem and LA Metro Board Chair John Fasana

Santa Monica City Councilmember Pam O'Connor

Paul Backstrom, transportation policy director, LA City Councilmember/LA Metro Board Member Mike Bonin

Jaime de la Vega, former director, LADOT; adviser to Los Angeles mayors Antonio Villaraigosa & Richard Riordan

Mary Lou Echternach, Chief of Staff to Metro Board Chair John Fasana

Javier Hernandez, Transportation Deputy, LA County Supervisor/LA Metro Board Member Hilda Solis

Community

Tamika Butler, former executive director, Los Angeles County Bicycle Coalition

Darrell Clarke, Friends 4 Expo and Sierra Club, Move LA board member

Hilary Norton, executive director, Fixing Angelenos Stuck in Traffic (FAST)

Denny Zane, executive director, Move LA

Business/labor

Steve Kats, business development manager, Parsons Transportation Group

Lisa Marauth, vice president/Los Angeles area manager, WSP

Ron Miller, executive secretary, LA/Orange County Building and Construction Trades Council

Gary Toeppen, president and CEO, Los Angeles Area Chamber of Commerce

Metro staff

Joshua Schank, LA Metro Office of Extraordinary Innovation

Pauletta Tonilas, LA Metro chief communications officer

Campaign

Bill Carrick, Measure M campaign manager

Yusef Robb, Measure M communications director

2018 RTP Regional Freight Strategy

Presentation to JPACT, July 20, 2017

Tim Collins, Senior Transportation Planner



Meeting Purpose

- Update JPACT on development of 2018 Regional Freight Strategy
- Provide a regional freight policy framework
- Emerging freight strategies and investments to improve freight and goods movement



Background

- The region is the trade and transportation gateway for Oregon
- 2018 Regional Freight Strategy updates and replaces 2010 Regional Freight Plan
- Freight Strategy defines a vision for enhancing freight and goods movement



RTP Freight Work Group

- Provides technical input and makes recommendations to Metro staff on updating Regional Freight Plan
- Advises Metro staff on implementing policy direction from Metro Council, MPAC, and JPACT to update Regional Freight Plan
- Identified constraints and challenges affecting freight and goods movement for each freight mode (truck, rail, air, marine)



Freight Work Group roster

Tim Collins Metro (Work Group lead)

Todd Juhasz Beaverton, MTAC

Jerry Grossnickle Burnert Barge Lines

William Burgel Burgel Rail Group

Steve Williams Clackamas County

Pia Welch FedEx Express

Nick Fortey Federal Highway Administration

Kathleen Lee Greater Portland Inc.

Kate Dreyfus City of Gresham

Don Odermott Hillsboro TPAC

Carly Riter Intel

Kate McQuillan Multnomah County

Brendon Haggerty Multnomah County (PH)

Gary Cardwell NW Container Service

Jon Makler ODOT

Jana Jarvis Oregon Trucking Assn.

Phil Healy Port of Portland, TPAC

Jim Hagar Port of Vancouver

Robert Hillier Portland (PBOT)

Steve Kountz Portland (PBPS)

Raihana Ansary Portland Business Alliance

Lynda David SW Wash RTC, TPAC

Joel Much Sunlight Supply

Zoe Monahan Tualatin

Erin Wardell Washington County

Patrick Sweeney Vancouver

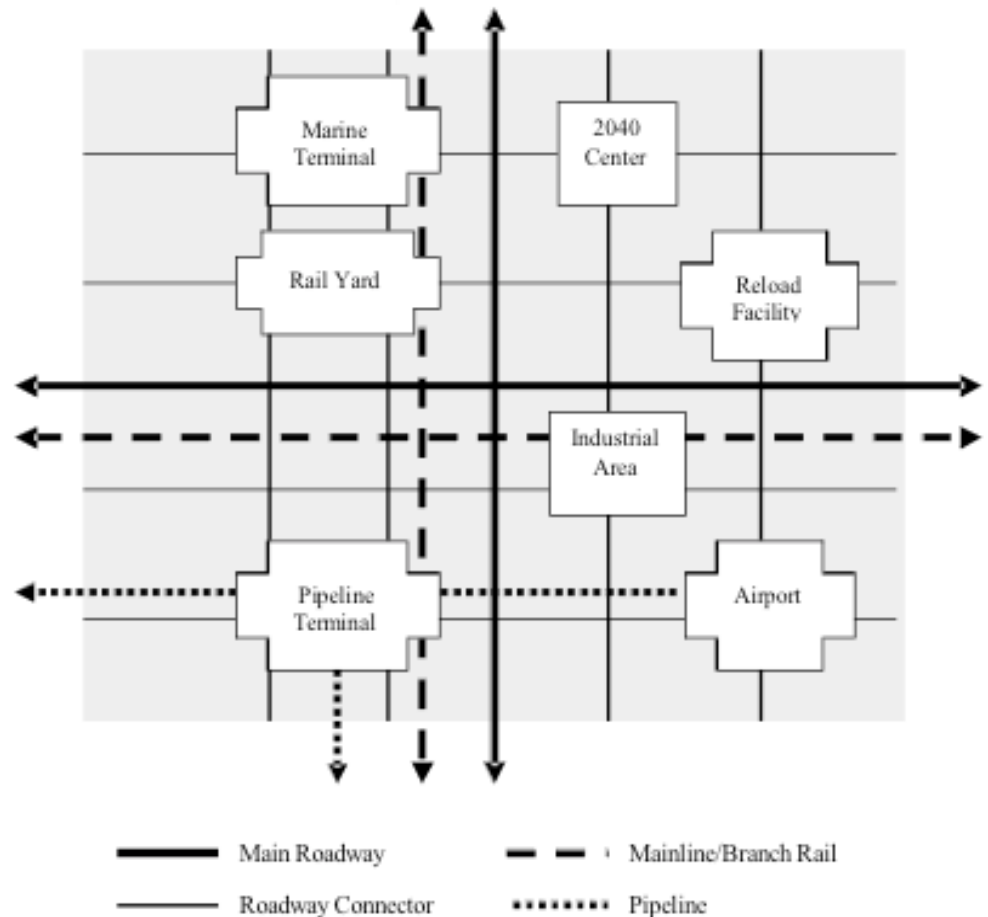


Regional Freight Policy – Current Freight Plan Goals (2010)

- Use a systems approach to plan and manage freight infrastructure
- Adequately fund investment in our freight system
- Create freight networks that reduce delay, increase reliability and improve safety
- Integrate freight mobility and access needs in land use decisions
- Ensure that our freight system supports a healthy economy and environment
- Educate citizens and decision makers about importance of freight movement on the economy

Regional Freight Network Vision

RTP defines a vision and supporting policies to guide investments in the multimodal regional freight network.





Regional Freight Network Concept – Five existing policies and one new to guide implementation

1. Use a systems approach to plan for and manage the freight network
2. Reduce delay and increase reliability
3. Protect industrial lands and freight investments
4. Look beyond the roadway network to address critical marine and rail needs
5. Pursue clean, green and smart technologies and practices
6. Improve freight safety (new Metro approved policy)



Work to date on freight strategy work plan items

- Constraints and challenges by mode (Attachment 1)
- ODOT's Freight Highway Bottleneck List (Attachment 2)
- Freight measures recommended for testing:
 1. Freight access to industry and freight intermodal facilities (Attachment 3)
 2. Congestion – Freight truck delay and cost of delay (Attachment 4)
 3. Truck travel times to/from key intermodal facilities and industrial areas (in development)



Addressing regional freight needs – Challenges and Opportunities

Freight strategies and investments that could address these constraints:

System Management and Technology

- ITS that inform drivers and truckers of accidents, delays, and other changing roadway conditions
- ITS improvements at key signals that detect vehicle queuing and adjust signal timing accordingly
- Ramp meters that detect vehicle queuing at freeway on-ramps and travel speeds on the freeway, and adjust meter timing accordingly

Capacity

- Targeted capacity enhancements at key bottleneck locations and congested intermodal connector roadways



Addressing regional freight needs – Challenges and Opportunities (continued)

Freight rail

- Grade separating rail crossings to address truck and auto congestion in industrial areas and to enhance safety
- Address rail track capacity at targeted locations
- **Air and Marine**
- Provide increased access to airports and air freight facilities to address growth
- Enhancements to river barge travel that expand freight uses and enhance safety
- Expansion and access improvements at marine terminals



Future updates to prepare for a draft Regional Freight Strategy

- Regional Freight Network map updates (Attachment 5)
- Other Regional Freight Strategy updates:
 1. New section describing freight highway delay areas in the region (developed in coordination with ODOT)
 2. New section on the federal FAST Act and freight-related funding opportunities (in development)
 3. Updated strategies and freight-related investment priorities (to be developed)



Next Steps

- Develop technical draft of Regional Freight Strategy with the Freight Work Group (Summer – Fall 2017)
- MTAC review of draft Regional Freight Strategy (October/November 2017)

Questions / Comments?

- Does JPACT have any comments or issues related to freight and goods movement that should be addressed as part of the Regional Freight Strategy?
- Email tim.collins@oregonmetro.gov with any feedback

July 20, 2017

The Honorable Tammy Baney, Chair
Oregon Transportation Commission
355 Capitol Street, NE MS11
Salem, OR 97301-3871

Dear Chair Baney and the OTC Commission,

For the last thirty years, the Portland region has been called upon to make regional investments to support statewide goals. At the outset, the region made significant transportation investments to support economic growth and more recently to address greenhouse gas emissions reduction. In the 1990s, the Portland region committed to investing significant amounts of our own regional funding into the transportation system in order to minimize the restrictions that poor air quality would have placed on industrial operations and expansion. This represented a conscious decision to support statewide and regional economic development goals, and to allow for continual economic growth by placing the most significant burden of reducing air pollution on our transportation system, rather than business and industry.

By adopting stricter transportation emissions reduction strategies, the region's transportation sector made room for new industries to locate and expand without having to implement the most costly pollution controls. While this approach has allowed major companies such as Intel, NW Natural, Vigor Industrial, and others to grow, it requires the region to invest more in transportation. We invested our own resources and developed strategies to leverage those resources to bring additional monies to the state. The Portland region has leaned heavily on our regional CMAQ funds to accomplish these goals. Stricter air quality targets and higher spending commitments were incorporated into federal air quality management plans in order to formalize long-term commitments to the intersection of air quality and economic growth.

In 2009, the Portland region was asked to continue our focus on regional investments to meet statewide goals, this time for another issue. The 2009 Jobs and Transportation Act directed the Portland region (and only the Portland region) to develop and implement a plan to reduce greenhouse gas emissions from transportation sector by 20%. In response, we developed the Climate Smart Communities Strategy, an estimated \$38 billion plan to be implemented over the next twenty years. Oregon now relies on the Climate Smart Strategy as a means to meet the state's own climate goals. Collectively, the region has not identified all the necessary funding to implement this plan. One of the strategies we have relied on heavily is coordinating our CMAQ investments to ensure that the region's transportation system reduces air pollution as well as greenhouse gases.

The Portland region is prepared to responsibly play our part in contributing to state goals. It is a challenge for us, however, when we are expected to accept an outsized burden in meeting those goals (in comparison to our partners around the state) while our funding is reduced. The current CMAQ formula does not acknowledge the special commitments asked of and made by

the Portland region, either on transportation needs in facilitation of desirable economic growth and industrial development, or on the Climate Smart Strategy.

We recognize that both the Portland region and the Rogue Valley face reduced funding due to the new eligibility of Eugene and Salem, but the Portland region believes that our commitments to statewide economic growth and greenhouse gas emissions reduction should be reflected in the CMAQ allocation formula.

For the economic growth portion, this can be done by simply incorporating our industrial growth allowance commitment into the complexity factor part of the formula; the same should be done for Rogue Valley which has a similar commitment. For the greenhouse gas emissions commitment, we believe that the OTC should direct a small percentage of the CMAQ funds to regions that have a mandated greenhouse gas emissions reduction target that is incorporated into statewide greenhouse gas emission reduction goals; that currently applies only to our region. If not recognized in the CMAQ formula, the OTC should direct ODOT to recognize this commitment with other state funding support.

Additionally, because we recognize the challenge this new formula creates for all regions that have been receiving CMAQ funds, we support providing transition funding to the Rogue Valley area as they adjust to a lower funding level. However, we believe that the three donor regions should each provide an equal amount of funding to Rogue Valley, as we all should pitch in as equals to support our partners. The equal commitment from all three regions is particularly important since this new formula represents a significant cut in funding to the Portland region, but is essentially new money to Salem and Eugene, making a temporary reduction easier to incorporate into existing budgets.

Finally, we want to compliment ODOT staff on a thoughtful process and approach to this discussion, and thank the OTC for direction in seeking a strategic approach in the first place. While we have concerns about the aspects of the formula discussed above, we appreciate the focus on distributing CMAQ funds strategically. We have also submitted comments on a technical level responding to the proposed narrowed list of eligible activities, and look forward to working with ODOT staff on implementation of those comments as that list is finalized.

Thank you for your consideration.

Sincerely,

Metro Council
{PACT}



July hotsheet

Regional leadership

Metro brings together greater Portland to preserve farms and forests, protect water and wildlife, and create communities people want to call home. Led by an elected council, this unique government helps plan for the future and offers places, services and tools that make life better today.

New department directors: Metro announced directors for three departments:

Parks and Nature: Jonathan Blasher will join Metro in August as the director of its Parks and Nature Department. He has spent most of his career with Playworks, a nonprofit organization that collaborates with schools to create safe, fun and inclusive opportunities for kids to play. After starting as an AmeriCorps program coordinator in California, Blasher went on to launch the organization's Pacific Northwest chapter in 2009. As executive director he has expanded the chapter's reach to serve 150 schools across Oregon, Washington and Idaho, with a focus on at-risk communities. Blasher is also a member of the Oregon Parks and Recreation Commission. Contact: Laura Oppenheimer Odom, 503-797-1879.

Diversity, equity and inclusion: Raahi Reddy will join Metro later this summer as the DEI program director. She has nearly 25 years of experience working at the intersection of racial justice, environmental, economic development and labor issues. Reddy previously worked with the UCLA Center for Labor Research and Education, the University of California, Berkeley Center for Labor Education and Research and most recently, with the University of Oregon Labor Education and Research Center. Reddy has extensive experience working in the labor and community sectors, including as chief of staff for SEIU Local 721, where she was responsible for 200 staff supporting 85,000 SEIU members in six counties. And she served as organizing director for Basic Rights Oregon's 2014 ballot initiative to win the freedom to marry in Oregon. She currently serves on the board of the Asian Pacific American Network of Oregon. Contact: Cassie Salinas, 503-813-7586.

Oregon Convention Center: Craig Stroud will leave his post as deputy director of the Oregon Zoo to serve as director of the Oregon Convention Center starting this summer. Before becoming deputy director of operations at the zoo, Stroud served as the zoo's finance manager and the director of its \$125 million bond program. As a CPA, he has strong analytical and finance skills, a talent for entrepreneurial growth, and the ability to establish solid business systems to achieve operational efficiencies. Before Metro, Craig worked at Oregon PERS and he began his public service career with the Oregon Secretary of State. Contact: Karol Collymore, 503-797-1811.

Parks and nature

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

Gabbert Butte: Metro and the City of Gresham are partnering to create a master plan that will guide public access to Gabbert Butte Natural Area. Community engagement is kicking off with the first open house July 19, and community members are invited to learn more and weigh in. Both Metro and the City of Gresham own property at the 150-acre natural area, which is part of East Buttes. Gabbert Butte has about 1.5 miles of trails, but no formal improvements other than signs at neighborhood trailheads. The master plan would designate an entry area, amenities and improvements to the trail network. Gabbert Butte is next to residential neighborhoods and offers an opportunity for people to experience nature close to home. Community engagement for the project is integrated with the Connect with Nature initiative, which is focused on including diverse communities in parks planning. Connect with Nature held a workshop with communities of color on the project in February. Contact: Olena Turula, 503-813-7542

Oversight committee: The committee that provides accountability for Metro's 2006 natural areas bond measure is expanding its duties to also provide oversight of capital projects paid for with money from a levy renewal that voters approved in 2016. The Metro Council approved the committee's expanded role June 22. The new levy, which starts in 2018 and runs through 2023, includes a requirement for an oversight committee to review capital projects. The oversight committee is composed of residents through greater Portland and has included people with experience in finance, accounting, real estate, land use, banking, philanthropy and conservation. Metro is seeking several additional members for the oversight committee. Contact: Heather Nelson Kent, 503-797-1739

Recreational policies review: Metro's parks and nature team has started a process to review and update policies on recreational uses to ensure they are compatible with modern recreational needs and conservation science. On June 16, community members and representatives of recreation and conservation interests met for the first of three meetings to provide input. The meeting provided feedback on activities, including drones, geocaching, alcohol consumption, smoking and other topics – and their suitability for park and natural areas settings. The second meeting is scheduled to for July 18 to explore more recreational use topics. Contact: Suzanne Piluso, 503-797-1845

Land use and transportation

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

Metro's **Regional Snapshots** program released its seventh installment on June 5. The online content package features data and stories about investing in transportation systems. It takes a close look at greater Portland's roads, transit and bridges, and how to work together on keeping vital transportation links working. Project Contact: Craig Beebe, 503-797-1584.

2018 Regional Transportation Plan: Metro has issued a "call for projects" to develop a pipeline of priority transportation investments that serve regional and local goals, while reflecting funding expectations. Project submittals are due from local governments, transit providers and other transportation agencies by July 21. The projects will undergo evaluation through the fall. The public can weigh in on a draft project list and evaluation findings in January. Contact: Clifford Higgins, 503-797-1551.

Metropolitan Transportation Improvement Program: The Metro Council is scheduled on July 27 to adopt an updated list of planned transportation investments around greater Portland over the next four years (2018-2021). This region-wide list includes transportation projects that involve federal money or could significantly affect regional air quality. Contact: Clifford Higgins, 503-797-1551.

Powell-Division Transit and Development Project: On June 1, the Metro Council adopted the Division Transit Project, the Portland region's next big transit investment, into the existing Regional Transportation Plan. Reaching this particular milestone meant the project became eligible to apply for federal money to help build it. Contact: Noelle Dobson, 503-797-1745.

Urban and rural reserves: The Metro Council finalized the adoption of urban and rural reserves on June 15 in response to a remand from the Court of Appeals. In addition, on June 28 the Metro Council and Clackamas County entered into an intergovernmental agreement with the three cities around the Stafford Basin to describe the terms under which the area may urbanize in the future. Contact: Ted Reid, 503-797-1768.

Waste reduction and management

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

MRFs: The public comment period for proposed requirements for material recovery facilities closes July 14. The comment period covers proposed amendments to Metro code relating to licensing and inspection requirements for facilities that process source-separated recyclables and for conversion technology facilities. Proposed administrative rules are also included. Contact: Dan Blue, 503-797-1863.

Tour garbage and recycling facilities: In July and August, Metro is working with community-based organizations to provide tours of Metro Central and other local garbage and recycling facilities. The tours are one way Metro is asking residents to help shape the 2030 Regional Waste Plan. Engagement also includes community conversations and intercept and online surveys that provide an opportunities for residents around greater Portland to share what they value and prioritize when it comes to garbage and recycling. Contact: Karen Blauer, 503-797-1506.