

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, January 5, 2018
Time: 10 a.m. – noon **
Place: Metro Regional Center, Council Chamber

-
- | | | | |
|-----------------|-------------|---|-----------------------------|
| 10:00 am | 1. | Call To Order, Declaration Of A Quorum And Introductions | Tom Kloster, Chair |
| 10:05 am | 2. | Comments From The Chair And Committee Members <ul style="list-style-type: none">• Upcoming UPWP Consultation (Mermin)• Urbanism Next Conference, March 5-7 (McTighe)• Oregon Active Transportation Summit, March 15-16 (McTighe) | Tom Kloster, Chair |
| 10:15 am | 3. | Citizen Communications On Agenda Items | |
| 10:20 am | 4. * | Consideration Of TPAC Minutes For December 15, 2017 | |
| 10:25 am | 5. * | Region-wide Programs and MPO Review
Purpose: Provide overview of federally-funded programs and services led by Metro. <ul style="list-style-type: none">• <u>Information/Discussion</u> | Ted Leybold, Metro |
| 11:00 am | 6. # | RTP Schedule and Findings Update
Purpose: Provide an update on the RTP schedule and status of the evaluation findings. <ul style="list-style-type: none">• <u>Information/Discussion</u> | Kim Ellis, Metro |
| 11:35 am | 7. # | 2018 RTP Engagement Activities and Regional Leadership Forum #4 Background
Purpose: Provide information on upcoming RTP engagement activities. <ul style="list-style-type: none">• <u>Information/Discussion</u> | Cliff Higgins, Metro |
| 12:00 pm | 8. | Adjourn | Tom Kloster, Metro |

** Later time to accommodate TPAC Orientation 9-10 a.m.

Upcoming TPAC Meetings:

- Friday, Feb. 2, 2018
TPAC Meeting, 9:30 a.m. – noon
- Wednesday, Feb. 7, 2018
TPAC/MTAC Workshop, 9:30 a.m. – noon
- Wednesday, March 7, 2018
TPAC/MTAC Workshop, 9:30 a.m. – noon
- Friday, March 9, 2018
TPAC Meeting, 9:30 a.m. - noon

- * Material will be emailed with meeting notice
- # Material will be distributed at the meeting.

For agenda and schedule information, call 503-797-1766. To check on closure/cancellations during inclement weather please call 503-797-1700.

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-813-7514. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

Thông báo về sự Metro không kỳ thị của

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

Повідомлення Metro про заборону дискримінації

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

Metro 的不歧视公告

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

Ogeysiiska takooris la'aanta ee Metro

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

Metro의 차별 금지 관련 통지서

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

Metroの差別禁止通知

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

ការម Metro
ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro
ឬដើម្បីទទួលបានការបណ្តឹង រឿងអែងស៊ីស្តមចូលទស្សនាការប្រជុំ
www.oregonmetro.gov/civilrights
បើលោកអ្នកត្រូវការអនុបកប្រែភាសានៅពេលអង្គ
ប្រជុំសាធារណៈ សូមទូរស័ព្ទលេខ 503-797-1890 (ម៉ោង 8 រឿងអែងស៊ីស្តមចូលទស្សនាការប្រជុំ
ថ្ងៃអង្គការ) ប្រាំពីរថ្ងៃ
ថ្ងៃអង្គការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលភាសាសំណើរបស់លោកអ្នក

إشعار بامتثال Metro من

إشعار بامتثال Metro من المذمومة. للمزيد من المعلومات حول برنامج Metro لحقوق وقضايا مدنية أو لإبداء شكوى خالصة مميّزة، رجي زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، ي ج ب ع ل ي ك الاتصال مقدم ب ر ق ل ه ا ت ف 503-797-1890 من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة قبل خمسة () أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

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

Notificación de no discriminación de Metro

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

Уведомление о недопущении дискриминации от Metro

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

Avizul Metro privind nediscriminarea

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

Metro txoj kev ntxub ntxaug daim ntauw ceeb toom

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



2018 TPAC Work Program
As of 12/29/17
NOTE: Items in *italics* are tentative; **bold denotes required items**

<p>January 5, 2018</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Upcoming UPWP Consultation (Mermin) • Urbanism Next Conference, March 5-7 (McTighe) • Oregon Active Transportation Summit, March 15-16 (McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • Region-wide Programs and MPO Review <u>Information (Leybold, 35 min)</u> • RTP Schedule and Findings Update <u>Information/Discussion (Ellis, 35 min)</u> • 2018 RTP Engagement Activities and Regional Leadership Forum #4 Background <u>Information/Discussion (Higgins, 25 min)</u> 	<p>February 2, 2018</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Urbanism Next Conference, March 5-7 (McTighe) • Oregon Active Transportation Summit, March 15-16 (McTighe) • Federal MPO Certification Findings (Kloster) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 18-**** <u>Recommendation to JPACT (Lobeck, 15 min)</u> • Review Draft UPWP <u>Information/Discussion (Mermin, 20 min)</u> • Draft RTP Policy Chapter <u>Information/Discussion (Ellis, 30 min)</u> • TransPort Bylaws Draft Review <u>Information/Discussion (Winter, 15 min)</u> • RTX Draft Policies, Review and Comment <u>Information/Discussion (Rose, 30 min)</u> • Draft Regional Transit Strategy & System Expansion Policy Kick-off Technical Review <u>Information/Discussion (Snook, 35 min)</u> <p>Regional Leadership Forum #4: March 2, 2018 8:30 a.m. to noon, Oregon Convention Center</p>
<p>March 9, 2018</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Oregon Active Transportation Summit, March 15-16 (McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 18-**** <u>Recommendation to JPACT (Lobeck, 15 min)</u> • Recommendation to JPACT on Draft UPWP <u>Recommendation to JPACT (Mermin, 30 min)</u> • Draft Regional Travel Options (RTO) Strategy <u>Recommendation to JPACT (Kaempff, 30 min)</u> • TransPort Bylaws Draft Review – <u>Recommendation to JPACT (Winter, 30 min)</u> • RLF #4 Takeaways and Round 2 Call for Projects <u>Information/Discussion (Ellis, 30 min)</u> • Draft RTP Implementation Chapter <u>Information/Discussion (Ellis, 30 min)</u> • MPO Comments on 2021-2024 STIP Leverage Program Guidelines <u>Information/Discussion (Cho, 20 min)</u> 	<p>April 6, 2018</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 18-**** <u>Recommendation to JPACT (Lobeck, 15 min)</u> • MPO-Transit-ODOT Financial Forecast, 2021-2024 <u>Recommendation to JPACT (TBD, 30 min)</u> • Round 2 Call for Projects <u>Information/Discussion (Ellis, 30 min)</u> • Draft RTP Technology RTX Strategies and Policies Technical Review <u>Information/Discussion (Rose, 30 min)</u> • RTO Strategy Implementation <u>Information/Discussion (Kaempff, 30 min)</u>

2018 TPAC Work Program

As of 12/29/17

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

<p><u>May 4, 2018</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 18-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2021-2024 STIP Fix-It Program Overview and Lists <u>Information/Discussion</u> (Cho, 30 min) • RFFA Active Transportation Project Development Funds Allocation <u>Information/Discussion</u> (Leybold/McTighe, 30 min) • Preliminary Draft RTP <u>Information/Discussion</u> (Ellis, 30 min) 	<p><u>June 1, 2018</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • <p>Agenda Items:</p> <ul style="list-style-type: none"> • RTP Livable Streets and Design Classification Map Update <u>Information/Discussion</u> (McTighe, 15 min)
<p><u>July 13, 2018</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • <p>Agenda Items:</p> <ul style="list-style-type: none"> • 2021-2024 STIP 150% Fix-It List and Comment Letter <u>Information/Discussion</u> (TBD, 30 min) 	<p><u>August 3, 2018</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • <p>Agenda Items:</p>
<p><u>September 7, 2018</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • <p>Agenda Items:</p> <ul style="list-style-type: none"> • MPO Comments on 2021-2024 STIP 150% ARTS List <u>Information/Discussion</u> (TBD, 30 min) 	<p><u>October 5, 2018</u> Comments from the Chair:</p> <ul style="list-style-type: none"> •
<p><u>November 2, 2018</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • 	<p><u>December 7, 2018</u> Comments from the Chair:</p> <ul style="list-style-type: none"> •

Parking Lot

- | | |
|---|---|
| <ul style="list-style-type: none"> • FTA Certification Review Report Back (TriMet, Smart) • Federal Training Group Concept (Lobeck) • Draft RTP Finance Plan Strategy (Leybold/Lobeck) • Check back on Transport Discussions Regarding TSMO Strategy Plans (Winter) | <ul style="list-style-type: none"> • Vehicle Electrification Project Options Information/Discussion (Leybold, Winter) • TPAC Bylaws Review • ODOT Summary from Legislative 2017 Session (Makler) • RTP Regional Mobility Corridors (Ellis) • Air Quality (AQ) Year in Review (Cho) |
|---|---|

For agenda and schedule information, call Marie Miller at 503-797-1766. E-mail: marie.miller@oregonmetro.gov
To check on closure or cancellations during inclement weather please call 503-797-1700.

2018 Transportation Policy Alternatives Committee (TPAC) Meetings

First Wednesday of the month: Joint TPAC & MTAC Workshop (9:30 a.m. to noon) unless otherwise noted

First Friday of the month: TPAC Meeting (9:30 a.m. to noon) unless otherwise noted

Date	Day	Meeting	Time
January 3, 2018	1st Wednesday	Joint TPAC & MTAC Workshop	9:30 a.m. – noon
January 5	1 st Friday	TPAC	10:00 a.m. – noon
February 2	1 st Friday	TPAC	9:30 a.m. – noon
February 7	1 st Wednesday	Joint TPAC & MTAC Workshop	9:30 a.m. – noon
March 7	1st Wednesday	Joint TPAC & MTAC Workshop	9:30 a.m. – noon
March 9*	2 nd Friday*	TPAC	9:30 a.m. – noon
April 4	1 st Wednesday	Joint TPAC and MTAC Workshop	9:30 a.m. – noon
April 6	1 st Friday	TPAC	9:30 a.m. – noon
May 2	1 st Wednesday	Joint TPAC & MTAC Workshop	9:30 a.m. – noon
May 4	1 st Friday	TPAC	9:30 a.m. – noon
June 1	1 st Friday	TPAC	9:30 a.m. – noon
June 6	1 st Wednesday	Joint TPAC & MTAC Workshop	9:30 a.m. – noon
July 11**	2 nd Wednesday**	Joint TPAC & MTAC Workshop	9:30 a.m. – noon
July 13**	2 nd Friday**	TPAC	9:30 a.m. – noon
August 1	1 st Wednesday	Joint TPAC & MTAC Workshop	9:30 a.m. – noon
August 3	1 st Friday	TPAC	9:30 a.m. – noon
September 5	1 st Wednesday	Joint TPAC & MTAC Workshop	9:30 a.m. – noon
September 7	1 st Friday	TPAC	9:30 a.m. – noon
October 3	1 st Wednesday	Joint TPAC & MTAC Workshop	9:30 a.m. – noon
October 5	1 st Friday	TPAC	9:30 a.m. – noon
November 2	1 st Friday	TPAC	9:30 a.m. – noon
November 7	1 st Wednesday	Joint TPAC & MTAC Workshop	9:30 a.m. – noon
December 5	1 st Wednesday	Joint TPAC & MTAC Workshop	9:30 a.m. – noon
December 7	1 st Friday	TPAC	9:30 a.m. – noon

* Schedule adjusted to accommodate Regional Leadership Forum #4 on March 2, 2018

**Schedule adjusted to accommodate legal holiday.



Meeting minutes

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

Date/time: Friday, December 15, 2017 | 9:30 a.m. to noon

Place: Metro Regional Center, Council chamber

Members Attending

Tom Kloster, Chair
Karen Buehrig
Chris Deffebach
Mark Lear
Nancy Kraushaar
Katherine Kelly
Eric Hesse
Phil Healy
Tyler Bullen
Glenn Koehrsen

Affiliate

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

Alternates Attending

Jessica Berry
Todd Juhasz
Jon Makler
Jason Gibbens

Affiliate

Multnomah County
City of Hillsboro and Cities of Washington County
Oregon Department of Transportation
Washington State Department of Transportation

Members Excused

Joanna Valencia
Lynda David
Don Odermott
Carley Francis
Rachael Tupica
Charity Fain
Heidi Guenin
Alfred McQuarters

Affiliate

Multnomah County
SW Washington Regional Transportation Council
City of Hillsboro and Cities of Washington County
Washington State Department of Transportation
Federal Highway Administration
Community Representative
Community Representative
Community Representative

Guests Attending

Zoe Monahan
Alan Lehto
Lidwien Rahman

Affiliate

City of Tualatin
TriMet
Oregon Department of Transportation

Metro Staff Attending

Ted Leybold, Resource Development Manager	Kim Ellis, Principal Transportation Planner
Ken Lobeck, Funding Programs Lead	Lake McTighe, Senior Transportation Planner
John Mermin, Senior Transportation Planner	Grace Cho, Associate Transportation Planner
Margi Bradway, Deputy Dir. Planning & Dev.	Lake McTighe, Senior Transportation Planner
Cindy Pederson, Model & Research Manager	Marie Miller, TPAC Recorder

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

Chair Tom Kloster called the meeting to order at 9:30 a.m. and declared a quorum was present. Introductions were made by TPAC members, alternates, staff and guests attending the meeting.

2. Comments From the Chair and Committee Members

- **Proposed TPAC/MTAC 2018 Meeting Calendar (Tom Kloster)** Chair Kloster provided background on the proposed TPAC/MTAC 2018 meeting schedule, with reference to the memo sent to members with attached 2018 calendar. Appreciation was given to the community representatives, coordinating committees and TPAC/MTAC members that helped accommodate this new pilot schedule. The new schedule allows for informal discussions at workshops leading to action items in line with JPACT and MPAC meetings. Question on how this new schedule works with the STIP amendment process, it was agreed there was no challenge. It was acknowledged that a second TPAC meeting (the workshop with MTAC) meant more meetings each month. The possibility of video recording meetings was mentioned. Staff will look into this possibility.
- **New TPAC Community Member Appointments (Tom Kloster)** Chair Kloster referred to Resolution 18-4860 in the packet with the following staff report, providing information on the proposed new TPAC community members. President Hughes is expected to appoint these three new members to TPAC on January 4, 2018, with the following day attending their first TPAC meeting. These new members are Maria Hernandez, Emily Lai and Beverly Drottar. An orientation is planned for the community members in early January.
- **2021-24 State Transportation Improvement Program (STIP) Update (Grace Cho)** Ms. Cho provided an update on the STIP process with OTC. Handouts were given that contained letters to the Oregon Transportation Commission (OTC) and ODOT from Metro staff that highlighted key points and concerns with the program, with next steps to design criteria for funds and coordination with ODOT.

3. Citizen Communications on Agenda Items - None

4. Consideration of TPAC Minutes for November 17, 2017

MOTION: To approve the minutes of November 17, 2017 as presented.

Moved: Karen Buehrig Seconded: Jon Makler

ACTION: Motion passed unanimously, with two abstentions: Nancy Kraushaar and Glenn Koehrsen.

5. MTIP Formal Amendment 17-4858

Ken Lobeck presented Resolution 18-4858 for the purpose of adding or amending existing projects to the 2018-21 Metropolitan Transportation Improvement Program (MTIP) involving six project requiring programming additions, corrections or cancellations impacting Gresham, King City and ODOT. Metro's and USDOT approval steps and timing for the amendment were provided.

Comments from the committee:

- Chris Deffebach asked where the redistribution of funds on the King City project went to, acknowledging cost increases to the project. Ken Lobeck reported that funding programming in years before 2018 are considered prior obligated and are shown in the prior obligated total for the project in the 2018 MTIP. Due to a revision in the project limits, the project scope is being modified. This results in a required update to the project name and description. Project funding remains unchanged. Additional funds were not available to address the cost increase resulting in the revised limits and scope of work. The amendment swaps out several funds with State STP funds. Overall, the project programming amount remains unchanged.

- Nancy Kraushaar asked for clarification on project #3 in the list of this amendment; OR212/224 Sunrise Corridor: 112nd Ave.-172nd Ave. The City of Happy Valley asked if unexpended funding needed to go to ODOT projects. Jon Makler explained that unexpended obligated Right of Way phase funding not currently required for this project is being de-obligated and reprogrammed to the PE phases of the next 2 projects in the list. Because the ROW phase obligation occurred in 2016, the project was not carried over into the 2018 MTIP. The state legislature gave funding to specific Sunrise Corridor sections in named projects, which does not include the area asked by Happy Valley.
- Karen Buehrig requested clarification on the map, page 3 of attachment 1; OR212/224 Sunrise corridor: 122nd – 172 Avenue, ODOT. The map shows portion of the project in Milwaukie, which is incorrect, and what should correctly show the 122nd-172 Avenue project where Right of Way purchases are for this project. ODOT and staff agreed to this correction of the map before presented to JPACT.

MOTION: To approve recommendation to JPACT for resolution 18-4858 to Metro Council enabling the six identified projects to be amended correctly into the 2018 MTIP, and then allowing final approval to occur from USDOT, with the correction made to the map as noted.

Moved: Chris Deffebach

Seconded: Mark Lear

ACTION: Motion passed unanimously.

6. Draft RTP System and Evaluation Findings

John Mermin presented preliminary system evaluation and findings of the 2018 RTP Investment Strategy. Challenges exist with rapid growth expected in coming years that will affect our transportation systems. The presentation included a table of draft phasing of RTP projects, with three phases listed; Draft 2018-2027 Financially Constrained RTP Projects, Draft 2028-2040 Financially Constrained RTP Projects, and Draft 2028-2040 Strategic RTP Projects if further funding is available. Project evaluations were explained and how measured for RTP goal alignment.

Results show that individuals are predicted to drive less, with a 1-4% decrease from 2015 to 2040. The demand for transit is growing. The City of Portland and urban areas of Counties will see the largest increase in walking, biking and transit use. Answering questions on efficiency, drivers are expected to spend more time in traffic with hours of delay, affecting congestion that delays freight and goods movement. The Portland Metro Region is ranked 8th in transit productivity (boardings per hour) and 24th in population compared to other regions in the county.

Comments from the committee:

- Mark Lear appreciated the work on the system evaluations and asked how we might make changes to better meet performance measures. The City of Portland is supportive of the first 10-year plans and fine tuning Climate Changes in the plan. It was recommended to include congestion pricing and consider incorporating hours of transit service into the equity strategy.
- Eric Hesse commented on the useful lens with Climate Change for decisions on investment policies and the opportunity to find better performance measures. TriMet is studying how the integration of HB2017 works with planned transit service levels and possible additional hours of service. Chair Kloster noted the upcoming Regional Leadership Forum would include information on Climate Smart outcomes being evaluated now.
- Karen Buehrig asked what actions might be considered to help with increasing mode share. It appears that modest changes with no build and strategic planning shows only a small percentage increase, while network and delay congestion increase by 60%. If the data could

provide tools to decrease congestion, and help identify actions for specific projects that support mode share to make this difference, it would be more helpful for planning.

- Jessica Berry asked how the percentages shown for constrained, strategic and no build categories were individual or cumulative. John Mermin reported these numbers were not the growth together, but shown by financial categories.
- Chris Deffebach commented on the higher percentages of mode shares in populous areas, but average numbers when combined with less populous areas. With land use issues and growth, it was suggested these areas be broken down to tell a fuller story. The results of the evaluations raises questions on what could be changed for planning for this growth and how project lists can be adapted for best use of the funding. More insight and highlighted trends would be beneficial.
- Mark Lear was concerned that the bike model was under estimating safety with increased trips that come with more added infrastructure. There is also a concern from an equity perspective that individuals forced to live farther away from their destinations have transit access. More review of the bike model was suggested.
- Eric Hesse agreed that congestion pricing could be possible as part of the solution reaching transit goals. It's worth looking at from the RTP perspective with emerging timelines, with eligible projects and how policy changes are shaped.
- Tyler Bullen commented on the confusion with 2040 Strategic and No Build comparisons and suggested more work on drafting the phases. It appears a large amount of funding would affect just 3% change, not much positive impact. It was requested to have Autonomous Vehicles addressed in evaluations also, addressing effect on congestion.
- Nancy Kraushaar commented on the transit maps in the packet that appears to show South Clackamas County lacking transit service fully, and not showing improvement with plans. On the Streets and Highway maps, I-5 Freeway shows relative "green" for in this area that could be misleading for building traffic and hard to explain to the public. It was suggested that County lines and streets be labeled on maps for better orientation.
- Jon Makler commented on the need to address safety (nine times, for the record). Mobility concerns are shown in RTP plans, but safety strategies will come from RTFP's that drive TSP development of identified safety projects.
- Eric Hesse felt it was important to recognize that the employer side payroll tax committed to fund in the No Build category were 10-year increment plans for mobility. He agreed that more visualization is needed to share the story of the numbers presented. Funds with models run to address AV's mix with value pricing could be a good addition to the RTP conversation.
- Katherine Kelly felt this RTP was the baseline that set the stage on further discussion. Regarding population growth, this is not just land use vs. projects, but encompasses all growth for impact. Safety needs to have objective measures called out whether in projects or as a safety projects alone. Objective measures need to be shown in the RTFP.
- Karen Buehrig asked about the freight delay data showing a fairly significant increase, and why at such a greater rate than other travel. Chair Kloster and Tim Collins pointed out that the main focus should be on freight delay time, and how to reduce this time on regional freight routes. The major freight routes are of importance for study, especially midday times and where the major freight congestion shows.
- Eric Hesse commented on the high level of delay time with No Build if nothing was done, which helps tell the story of why this isn't a good option. Chair Kloster added that staff is planning to add benchmarks from other regions to show comparisons that provide other opportunities.

7. Draft RTP Transportation Equity Analysis Results & Findings

Grace Cho provided results and preliminary findings from a transportation equity assessment conducted to look at how well the region's planned long-range transportation investments will perform relative to

equity goals and demonstrate compliance with regional responsibilities toward federal civil rights laws as they relate to transportation planning and investment. The 2018 RTP transportation equity evaluation looks at how the region's proposed long-term transportation investment strategies are likely to affect outcomes which historically marginalized communities identified as priority issues to address in the transportation system, which were accessibility, affordability, safety, and environment.

Initial findings from the evaluation showed the region investing at a great rate in safety and active transportation in historically marginalized communities, but falling short in completing the planned regional active transportation network. With investments, the projected accessibility will produce some gains for historically marginalized communities. By 2040, traffic congestion will impact accessibility by transit for historically marginalized communities. Population growth and economic activity will increase vehicle miles traveled and the potential for more conflicts.

By 2027, nearly 90% of the region's jobs will be accessible by transit. More jobs will be within a reasonable commute. Historically marginalized communities and communities of color see increased number of jobs within a reasonable commute in the first 10-years of investment across modes. But traffic will be an issue at rush hour in the future. By 2040, gains access to jobs in a reasonable commute gets narrowed to transit. Getting to community places will get a little easier, but it will differ by time of day, where you're going, and mode of travel.

Technical lessons learned from the transportation equity evaluation are; No build for the 2027 constrained is necessary to understand jobs and VMT results; accessibility by bicycling and walking need further refinement; evaluation is limited by the data received.

Regarding a question on transit/driving travel times when jobs are further away from HMC, and wanting to see this as an equity measure, Ms. Cho agreed this would be included in the evaluations.

A projected greenhouse gas emissions chart was shown with progress toward our climate goal, but falling short. It was suggested the goal be placed on the chart with the projection. With future projections, transportation is expected to contribute less air pollution emissions, but it will continue to take a mixed set of strategies to stay the course. It was asked if the 2040 no build level reflected changes due to technologies and different vehicles. There is more to evaluation with the findings, and it was suggested that a future workshop be done on this issue.

There is much more analysis underway including a health impact assessment by the Oregon Health Authority and Multnomah County Public Health staff, more measures on travel times in regional mobility corridors for auto, bike, freight and transit, auto access to jobs, connectivity measures, and transit analysis in support of transit strategy and Enhanced Transit Corridors work.

Comments from the committee:

- Eric Hesse asked what are the changes in emissions and when do they go into effect. Ms. Cho reported different emissions are set by differing policies, and the direct travel contribution from emissions tend to be lower than other emissions in studies, but still a health issue being reviewed.
- Phil Healy referenced Table 1 showing access to jobs with Historically Marginalized Community making up 70% of the population. It was suggested to call out this point in the base year as representative of the total population. Regarding access to transit, the percent mode shift not using facilities was also of interest.
- Katherine Kelly asked how reports of emissions linked to our RTP projects. Ms. Cho reported the rate of emissions per mile, combined with the mix of investments from different modes of travel

play into our transportation projects, and more refining of this will be reflected in future evaluations.

- Glenn Koehrsen commented on the presentation and amount of data. Interpreting this for the public is key, which will be the next step as we move toward the Regional Leadership Forum.

8. TriMet Red Line Project Update

Alan Lehto with TriMet presented information on a proposed MAX Red Line Improvement Project that would improve on-time performance on all five MAX lines and extend MAX Red Line to 10 stations in Beaverton and Hillsboro. The project goals are to extend the Red line west of the Beaverton Transit Center to relieve overcrowding on the Blue line and fulfill community desires for direct connection to the airport. It would also allow extension to operate reliably by fixing two major sources of delay on the Red Line, and improve reliability for the entire system.

Project elements include Red Line extended 10 stations between Beaverton to Hillsboro, Track work and operator break facility at Hillsboro, Double track at the airport and at Gateway, and 8 new light rail vehicles and storage track at Ruby Junction in Gresham. Benefits of the project include 75% more service for crowded Westside. Fixing Gateway will have the largest impact on on-time performance of any capital improvement TriMet test via simulation, with modeling, the only scenarios that reached 90% on-time performance included double-tracking at Gateway and airport.

Each of the sections where proposed improvements would be place was shown. TriMet began a community engagement process this year with partner agencies, public outreach, and will continue in 2018 including JPACT and Metro Council, asking to be adopted into the 2018 RTP ensuring the project is eligible to compete for federal funds.

The total project cost is currently estimated at \$205M. TriMet anticipates making a request of \$100M from FTP Small Starts, with local funding expected come from TriMet General Fund over a series of years for the remainder costs of the project. Estimated timeline of the project is Design from 2017-2019, Construction from 2020-2021, and Opening in 2022.

Comments from the committee:

- Katherine Kelly asked on the timing of the submission of the rating in 2018, and whether that would compete for federal funds with the Division Project. Mr. Lehto explained that the Division Project is one year ahead of this one, and commonly New Starts and Small Starts do not occur in the same year. He does not envision any competition with funding for the two projects. Regarding funding, it was asked if Washington County had been approached for local funding match. Chris Deffebach and Eric Hesse agreed that a placeholder on some funding toward new track in Washington County is there, and further discussions will be held as TriMet proceeds with this proposal.
- Phil Healy acknowledged the support from the Port on this project, getting more people to the Portland and Hillsboro airport reliably on time.
- Tyler Bullen asked what the status on the project would be if Federal funding was not gained. Mr. Lehto thought the Westside communities would need to reconsider options as a separate project, and when/how paying for other improvements might be considered.

9. Adjourn

There being no further business, meeting was adjourned by Chair Kloster at 12:00 p.m.

Meeting minutes respectfully submitted by,

Marie Miller

TPAC Recorder

Attachments to the Public Record, TPAC meeting, December 15, 2017

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	12/15/17	12/15/17 TPAC Agenda	121517T-01
2	2018 TPAC/MTAC Meeting Schedule	12/15/17	Proposed 2018 TPAC and MTAC Meeting Dates	121517T-02
3	Resolution 18-4860	12/7/17	Resolution 18-4860 for the purpose of confirming the appointments of Maria Hernandez, Emily Lai, and Beverly Drottar as Community Representatives to the Transportation Policy Alternatives Committee	121517T-03
4	Staff Report	12/7/17	Staff Report from Tom Kloster, Planning & Development/TPAC Chair Re: Resolution 18-4860 Confirming Community Representatives to TPAC	121517T-04
5	Meeting Minutes	11/17/17	TPAC Nov. 17, 2017 meeting minutes, draft for approval	121517T-05
6	Resolution 18-4858	12/7/17	Resolution 18-4858 For the purpose of adding or amending existing projects to the 2018-21 MTIP involving 6 projects requiring programming additions or corrections impacting Gresham, King City, and ODOT (DE18-05-Dec)	121517T-06
7	Exhibit A to Resolution 18-4858	12/7/17	Exhibit A to Resolution 18-4858, 2018-21 MTIP Formal Amendment	121517T-07
8	Staff Report	12/7/17	Staff Report from Ken Lobeck, Funding Programs Lead Re: Dec. 2017 MTIP Formal Amendment plus Approval Request of Resolution 18-4858	121517T-08
9	Attachment 1	12/7/17	Attachment 1 to Resolution 18-4858, Project Location Maps	121517T-09
10	Memo	12/8/17	To: TPAC and Interested Parties From: John Mermin, Regional Transportation Planner Re: 2018 RTP Investment Strategy, Preliminary System Evaluation Results and Findings	121517T-10
11	Handout	12/4/17	Draft 2018 RTP Performance Targets Assessment	121517T-11
12	Handout	11/28/17	System Performance Measures for Intra-MPA Trips	121517T-12
13	Handout	11/27/17	Streets and Highways – System Performance Maps	121517T-13
14	Handout	11/20/17	Fixed-Route Transit Service – Service Frequencies and Access to Transit Maps	121517T-14
15	Handout	11/28/17	Measure 2 Mode Share (Subareas and Selected 2040 Centers)	121517T-15

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
16	Maps	11/27/17	Draft 2018 RTP Projects: 2027 Financially Constrained, 2040 Financially Constrained Projects, 2040 Strategic Projects	121517T-16
17	Memo	11/29/17	To: TPAC and Interested Parties From: Grace Cho, Associate Transportation Planner Re: 2018 RTP Transportation Equity Evaluation – Results and Preliminary Findings, including Attachments I and II	121517T-17
18	Attachment 3	4/21/17	2018 RTP: Historically Marginalized Communities Maps	121517T-18
19	Handout	12/4/17	Letter to Oregon Transportation Commission from Matthew Garrett, ODOT. Re: 2021-2024 Statewide Transportation Improvement Program Development	121517T-19
20	Handout	12/13/17	Letter to Oregon Transportation Commission from Margi Bradway, Metro. Re: 2021-2024 Statewide Transportation Improvement Program Development	121517T-20
21	Handout	12/15/17	Attachment 1: 2021-2024 STIP Funding Allocations	121517T-21
22	Handout	12/15/17	MAX Red Line Improvement Project	121517T-22
23	Presentation	12/15/17	December 2017 Formal MTIP Amendment & Approval Request of Resolution 18-4858	121517T-23
24	Presentation	12/15/17	2018 Regional Transportation Plan: RTP System Evaluation Results	121517T-24
25	Presentation	12/15/17	2018 RTP Transportation Equity Evaluation	121517T-25
26	Presentation	12/15/17	MAX Red Line Extension and Reliability Improvements Project	121517T-26

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: December 29, 2018
To: TPAC and Interested Parties
From: Ted Leybold
Clifford Higgins
Subject: Regional Programs and MPO Overview

TPAC will receive a brief overview of the federally-funded transportation programs, including services and functions provided as the region's Metropolitan Planning Organization, at its January 5th meeting.

As part of that briefing, Metro staff will be seeking input on the attached draft brochure that is intended to introduce and inform interested stakeholders and citizens about those functions. Please review and provide any suggestions on how to improve the brochure at the meeting.

Thank you in advance for your time.

Building a better system for residents and goods to get around the greater Portland region

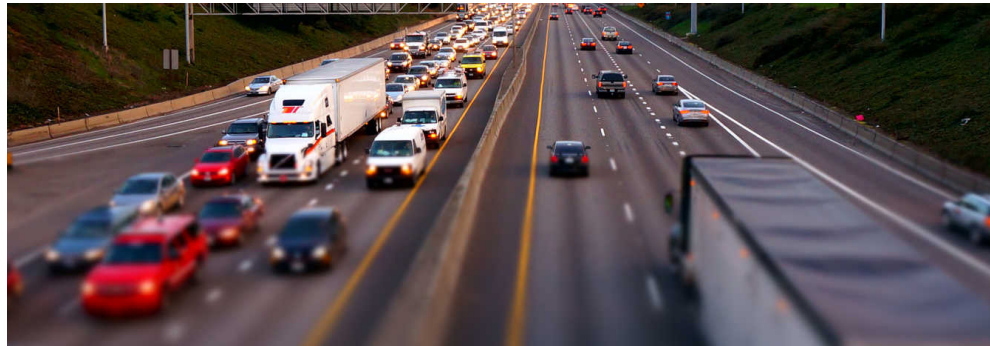
Roads and transit lines don't stop at the city line – and neither do most residents, goods or services.

DRAFT
for TPAC discussion



Metro is authorized by Congress and the State of Oregon to coordinate and plan investments in the transportation system for the greater Portland three-county area. Metro uses this authority to expand transportation options, make the most of existing streets and improve public transit service.

Metro works collaboratively with cities, counties and transportation agencies to decide how to invest federal highway and public transit funds in greater Portland. It creates a long-range transportation plan, leads efforts to expand the public transit system, and helps make strategic use of a small subset of transportation funding that Congress sends directly to metropolitan planning organizations.



Planning for a growing region

Regional Transportation Plan is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the greater Portland region. The plan identifies current and future transportation needs, investments needed to meet those needs, and what funds the region expects to have available over the next 25 years to make those investments a reality.

Metropolitan Transportation Improvement Program documents how all federal transportation money is spent in the greater Portland region. It also documents state- and locally-funded projects that may significantly affect the region's air quality.

Investment Areas program guides development of high capacity transit (MAX, rapid bus) projects and supporting walking, biking and roadway investments in major transportation corridors. With partners, the program develops shared investment strategies that align local, regional, state, federal, community and private interests to leverage resources and maximize benefits.

Resources for communities

Regional Travel Options grants fund projects that create safe, vibrant and livable communities by increasing the use and understanding of travel options. A portion of these funds will now be dedicated to supporting children safely walking and bicycling to school.

Transportation System Management and Operations provide regional strategy, coordinated technical standards and funding for projects that improve the efficiency and performance of the existing transportation system. Examples include improved traffic signal timing, providing real-time congestion information to inform best route choices, and coordinating emergency response to clear crashes faster.

Transit-Oriented Development Program strategically invests to help more people live, work and shop in neighborhoods served by high-quality transit. The program provides funding to stimulate private development of higher-density and mixed-use projects near transit. In addition, the program invests in affordable housing projects in high opportunity areas and provides technical assistance to communities and developers.

Regional flexible funds support the Regional Travel Options, Transportation System Management and Operations, and Transit-Oriented Development programs. In addition, funding is provided to the development and construction of local transportation projects. Recent allocations have prioritized projects that make it safe and convenient to walk, bicycle or access transit, and projects that support economic development and the efficient movement of freight.

Technical assistance for local jurisdictions provides transportation data and analytical support to agencies in the region to help plan for a growing and changing region and optimize the effectiveness of their transportation decisions and investments.

Resources for people

Regional Travel Options funding supports local programs that encourage people to walk, bicycle and use transit. Some examples include "open streets" events such as Sunday Parkways that create fun and safe ways for people to enjoy their neighborhoods, or individualized marketing outreach campaigns that focus on specific neighborhoods or new residents to give them information on ways to travel to work, school, shopping or activities besides using a car.

Safe Routes to Schools program helps school districts teach kids how to walk and bicycle to school safely. The program provides funding, coordination, technical assistance and materials to support educational programs in schools. This includes bicycle safety education, crossing streets safely, forming "walking school buses," and other events that emphasize getting to school can be fun and safe. The results also include fewer auto trips to schools, which improves air quality and traffic congestion.

Public awareness and engagement connects residents to decision-making through stories highlighting the relevance of policies and engagement tools and partnerships that ensure people are able to influence decisions that affect their lives.

Transparency and accountability

Unified Planning Work Program guides planning activities for the improvements in transportation infrastructure and services provided by the many agencies and organizations in the region, ensuring maximized effectiveness through coordinated effort and consideration of other agencies' initiatives.

Civil rights program ensures compliance with Title VI of the Civil Rights Act and the Executive Order on Environmental Justice, advancing methods on identifying potentially affected population, engaging those populations in the development of policy and program decisions, and analyzing the effects of policies and programs for historically marginalized communities.

Air Quality Analysis program ensures that the greater Portland region continues to meet our transportation obligations related to state and federal regulations for clean air. The region has recently demonstrated continuously meeting these obligations for 20 years.

Federal certification and state planning compliance demonstrates to our federal regulators that planning and funding processes in the region comply with all federal regulations associated with receipt of federal transportation funds. Metro also ensure regional transportation plans are developed consistent with state planning regulations and to meet state planning goals.

Materials following this page were distributed at the meeting.

Memo

Date: January 5, 2018
 To: Transportation Policy Alternatives Committee (TPAC) and interested parties
 From: Kim Ellis, RTP Project Manager
 Subject: 2018 RTP Investment Strategy Development and Refinement

PURPOSE

The purpose of this memorandum is to update the Transportation Policy Alternatives Committee (TPAC) on 2018 RTP update related work that is planned or underway, and the timing of upcoming discussions that will lead to adoption of the 2018 RTP and strategies for freight, safety and transit by the end of 2018. Planned upcoming discussions for 2018 are provided in **Attachment 1**.

ACTION REQUESTED

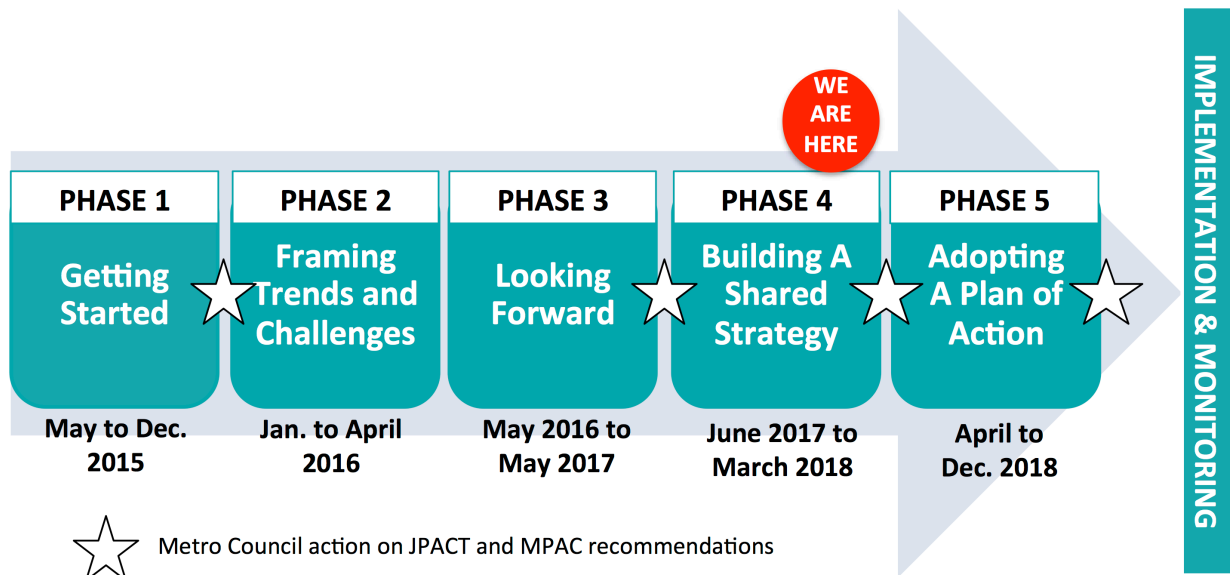
No formal action is requested. This is an opportunity for TPAC to ask questions about the work underway, and to provide feedback on the sequence and timing of future discussions.

BACKGROUND

The Portland metropolitan region's economic prosperity and quality of life depend on a transportation system that provides every person and business in the region with equitable access to safe, efficient, reliable, affordable and healthy travel options. Through the 2018 RTP update, the Metro Council is working with leaders and communities throughout the region to plan the transportation system of the future by updating the region's shared transportation vision and investment strategy for the next 25 years.

Shown in **Figure 1**, the plan update is in Phase 4 and on schedule.

Figure 1. Timeline for 2018 Regional Transportation Plan Update



In December 2016 and February 2017, the Council reaffirmed their direction to staff to use development of the 2018 RTP to clearly and realistically communicate our transportation funding outlook and align the financially constrained project list with updated financial assumptions. This direction included developing a pipeline of priority projects for the regional transportation system for Metro and other partners to work together to fund and build. The Council also directed the RTP

project list and RTP modal and topical strategies be developed in a transparent way that advances adopted regional goals, supports regional coalition building efforts, and emphasizes social equity, safety and climate change. On May 30, the Council further directed staff to move forward with the 2018 RTP Call for Projects as recommended by the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT).

Since May, staff continued to implement the adopted work plan and public engagement plan, consistent with previous Council policy direction. A summary of accomplishments and activities that are underway follows.

Project list development, evaluation and refinement

- **Call for Projects completed in August.** Staff completed the initial RTP Call for Projects, working with the counties and cities, TriMet, ODOT and other agencies to update the region's project priorities based on direction provided by the Metro Council and JPACT. An interactive map of the projects submitted for evaluation and public review is now available at:

<http://drcmetro.maps.arcgis.com/apps/webappviewer/index.html?id=bd3660b8b7b347f4929edc85d758305f>

In addition, a summary and lists of the projects submitted can be downloaded from the project website at: www.oregonmetro.gov/2018projects

- **System level and transportation equity performance evaluation continues.** Metro staff is completing the technical evaluation, using the updated evaluation framework agreed upon by JPACT and the Metro Council in May.

Through the end of 2017, staff reviewed the results with the technical work groups, TPAC and MTAC to develop findings for public review and discussion by JPACT, MPAC and the Metro Council in early 2018. Multnomah County and the Oregon Health Authority staff are completing a health impact assessment of the draft RTP projects. This information will be presented to TPAC and MTAC when available.

In addition, staff are preparing a discussion guide for policymakers that summarizes what was evaluated and findings from the evaluation. The final discussion guide will be available in February, in advance of Regional Leadership Forum #4. Based on feedback from TPAC and MTAC discussions, the guide will provide information on what was evaluated and how the different investment strategies performed, with comparisons to the adopted Climate Smart Strategy to the extent possible.

- **Assessment of the pilot project evaluation continues.** Metro staff summarized comments received from partner agencies on the pilot evaluation for initial discussion at a Dec. joint MTAC/TPAC/RTP Work Groups workshop. Through the end of 2017, staff reviewed the assessment and agency comments with the Performance Measure work group, TPAC, and MTAC, and develop recommendations for refinements. Proposed refinements to the project evaluation criteria will be brought forward for discussion by policymakers in early 2018 in advance of the draft project list refinement and final evaluation.



Updated RTP Evaluation Framework
advances how we measure outcomes to inform priorities

- **Refinement of draft RTP project lists.** Planning for the project list refinement period is underway. In March, staff will seek MPAC and JPACT endorsement of key takeaways from the Regional Leadership Forum #4 and 2018 RTP project priorities to inform refinement of the draft RTP project lists, with a focus on the first 10 years of the draft RTP investment strategy. The endorsement will inform Council direction to staff to work with jurisdictional partners to finalize the draft RTP projects lists for final public review and evaluation during summer 2018. The project list refinement period is planned for late March to late April. More information on the approach for updating the RTP Project Hub data and submitting updated project lists will be provided at a future meeting.

Policy and technical updates

- **Goals, objectives, performance targets and policies review underway.** Recognizing this RTP update has an increased focus on addressing safety, equity and climate change, the adopted work plan calls for the policy framework to be reviewed and updated to more fully address these and other issues of concern identified through the process (e.g., congestion, maintenance, emerging technologies and funding). Last May, JPACT and the Metro Council directed staff to review and refine the RTP policy chapter, including:
 - **Review of RTP goals and objectives,** particularly goals related to safety, equity, climate change, accountability, transparency, congestion, maintenance, emerging technologies and funding. The review will seek to:
 - clarify the distinction between the vision, goals, objectives, performance targets and policies and their role in performance-based planning and decision-making;
 - reduce redundancy between the goals and objectives;
 - reflect priority outcomes identified through the process; and
 - better align the objectives with existing or desired data, including updated system evaluation and transportation equity measures and updates to the RTP performance targets to meet regional goals and federal and state requirements.
 - **Review of performance targets** to meet regional policy goals and federal and state requirements. The review will seek to:
 - clarify and update definitions and terms related to performance-based planning and measurement;
 - identify gaps in existing performance targets and opportunities to reduce redundancy;
 - update performance targets;
 - streamline how the 2018 RTP addresses state and federally-required target-setting and on-going performance monitoring, and reporting; and
 - define an action plan for system monitoring, including an approach to data collection, maintenance, sharing, and methods development.
 - **Review of modal policies and maps,** particularly the throughways/arterials, transit, and freight policies and system maps for each network. This review will seek to:
 - compile recommended changes to RTP system maps;
 - add a new freight safety policy;
 - expand policies for transit to reflect desired ridership, accessibility, convenience, frequency, reliability, and affordability performance outcomes;
 - expand policies for throughways and arterials to reflect desired access/connectivity, reliability and safety performance outcomes;
 - update relevant design policies;
 - draft new policy sections related to address safety, equity, climate change, and emerging technologies; and
 - clarify the distinction between the modal policies in the RTP and modal strategies in the Regional Transit Strategy, Regional Freight Strategy and Regional Safety Strategy that are being developed concurrent with updating the RTP.

The regional bike and pedestrian network policies will not be subject to this review because they were extensively reviewed and updated as part of the 2014 Regional Active Transportation Plan. The system maps may be updated to reflect additions or updated functional classification designations stemming from local transportation plan updates and the RTP Call for Projects.

TPAC and MTAC will discuss initial findings and recommendations from this review at their February meetings. Discussions are expected to continue in 2018.

- **Financially constrained funding assumptions updates to reflect House Bill 2017 underway.** Metro staff will participate in an ODOT-led working group tasked with updating the state transportation revenue forecast. An updated forecast is anticipated in Spring 2018. TPAC will discuss the updated forecast when available.
- **Update to RTP implementation chapter to begin in 2018.** Metro staff will begin work to update the implementation chapter in early 2018. This chapter outlines future studies and other work needed to advance implementation of the RTP or resolve issues that could not be fully addressed during the update. This will include updating sections on needed regional mobility corridor refinement plans, planned project development activities (e.g., Southwest Corridor and Division Transit Project), performance monitoring, and other implementation activities to be undertaken post-RTP adoption. TPAC and MTAC will discuss staff recommendations for updates to this chapter in March 2018. Discussions are expected to continue in 2018.
- **Development of a transportation recovery and disaster preparedness element underway.** Metro staff will partner with Portland State University and the Regional Disaster Preparedness Organization (RPDO) to map previously identified regional emergency transportation routes and prepare recommendations for future work and partnerships needed to more fully address this issue prior to the next RTP update (due in 2023). TPAC and MTAC will discuss the identified regional emergency transportation routes and recommendations for future work in early 2018.

Modal and topical strategies development

- **Development of the Regional Transit Strategy continues.** Staff continue to work with the Transit Work Group to develop a draft strategy, update the System Expansion Policy and define Enhanced Transit Concept (ETC) pilot corridors to advance to project development funded by the 2019-21 Regional Flexible Funds Allocation (RFFA). TPAC discussed a proposed approach to the ETC pilot work at the October meeting, including working with County Coordinating Committees to identify the potential universe of Enhanced Transit locations to inform upcoming jurisdictional workshops. TPAC and MTAC will discuss a technical review draft transit strategy at their April 2018 meetings and receive periodic updates on the ETC work. The Metro Council, MPAC and JPACT will discuss the draft strategy in April and May 2018, before it is released for public review in June.
- **Update to the Regional Transportation Safety Strategy continues.** Staff finalized work with the Safety Work Group to develop a draft strategy for technical review. TPAC and MTAC discussed a technical review draft safety strategy at their November 2017 meetings. The Metro Council, MPAC and JPACT will discuss the draft strategy in February and March 2018, before it is released for public review in June.
- **Update to the Regional Freight Strategy continues.** Staff finalized work with the Freight Work Group to develop a draft strategy. TPAC and MTAC discussed a technical review draft freight strategy at the January 3 joint TPAC/MTAC workshop. The Metro Council, MPAC and JPACT will discuss the draft strategy in April 2018, before it is released for public review in June.

- **Development of a policy framework and strategy for emerging transportation technologies (RTX) continues.** TPAC and MTAC discussed a proposed approach to this work at their September meetings, and discussed draft policies at the January 3 joint TPAC/MTAC workshop. The technical committees will discuss draft policies and strategies at their April 2018 meetings. The Metro Council, MPAC and JPACT will discuss a draft strategy in May 2018, before it is released for public review in June.
- **Update to Designing Livable Streets and Trails Guide continues.** Staff continue to work with the Design Work Group to update existing design practices. TPAC and MTAC received updates at their November meetings and will review proposed changes to regional design classifications maps in June 2018.

Engagement and outreach

- **Planning for 2018 public engagement and outreach activities continues.** In Jan. 2018, the draft investment priorities submitted by agencies along with findings from the evaluation will be shared with the general public for input during a planned 30-day comment opportunity. A community leaders forum will be held and targeted business outreach will occur during this period. The fourth (and final) Regional Leadership Forum is planned for Friday, March 2, 2018. The forum will be an opportunity for the Metro Council, JPACT, MPAC and invited business and community leaders to discuss public input, updated funding information and the results of the technical evaluation. Policy makers' discussions will be facilitated to articulate the 2018 RTP project priorities, particularly to identify desired project list refinements for the first 10 years of the RTP project list to better achieve regional goals for safety, equity, climate change, reliability and others.

Final public review and adoption process

- **Planning of the final 45-day public review period and adoption process is underway.** In June, staff will seek Council direction to release the Draft 2018 RTP and draft strategies for freight, transit, and safety for public review and comment. The comment period is planned for June 29 to Aug. 13 (pending legal staff review). The comment period will include a public hearing and consultation with tribes and federal and state agencies.

In early fall TPAC and MTAC will be asked to identify remaining policy issues to be discussed by MPAC, JPACT and the Metro Council prior to adoption of the 2018 RTP and strategies for freight, transit, and safety. The 2018 RTP will be adopted by Ordinance as a land use action to meet federal and state requirements. The strategies for freight, transit, and safety will be adopted by Resolution.

MTAC and TPAC will be requested to make final recommendations to MPAC and JPACT, respectively, in September. MPAC and JPACT will be requested to make final recommendations to the Metro Council in October. The Council is anticipated to consider final action on 2018 RTP (by Ordinance) and strategies for freight, transit, and safety (by separate Resolutions) on December 6, 2018.

More information about final public review and adoption process will be provided at a future meeting.

2018 RTP UPDATE | 2018 Council and Regional Advisory Committees Briefings

(dates are subject to change)

Month	Who	When	What
January	TPAC/MTAC workshop	1/3	<ul style="list-style-type: none"> Draft RTX policy language development Draft RTO Strategy discussion Technical review draft of freight strategy
	TPAC	1/5	<ul style="list-style-type: none"> 2018 RTP engagement activities and RLF #4 RTP Schedule and Findings Update
	Comment opportunity	1/16 to 2/12	<ul style="list-style-type: none"> 30-day on-line public comment opportunity on draft RTP investment priorities
	TEA work group	1/11	<ul style="list-style-type: none"> Updated draft Equity definition and policy framework Equity analysis findings Work group wrap-up
	MTAC	1/17	<ul style="list-style-type: none"> Draft RTX policies
	JPACT	1/18	<ul style="list-style-type: none"> Update on Technical Evaluation and Schedule for Finalizing the 2018 RTP 2018 RTP Engagement and Regional Leadership Forum #4
	Community leaders forum	1/19	<ul style="list-style-type: none"> RTP Evaluation Findings Community response on draft RTP investment priorities
	MPAC	1/24	<ul style="list-style-type: none"> Update on Technical Evaluation and Schedule for Finalizing the 2018 RTP 2018 RTP Engagement and Regional Leadership Forum #4
February	TPAC	2/2	<ul style="list-style-type: none"> Draft RTP Policy Chapter Changes Draft RTX policies
	Metro Council	2/13	<ul style="list-style-type: none"> RTP Evaluation Findings discussion guide and update on RLF #4 Draft RTX policies
	MPAC	2/14	<ul style="list-style-type: none"> RTP Evaluation Findings discussion guide and update on RLF #4
	JPACT	2/15	<ul style="list-style-type: none"> RTP Evaluation Findings discussion guide and update on RLF #4 Draft RTX policies
	Metro Council	2/27	<ul style="list-style-type: none"> Draft Safety Strategy
	MTAC	2/21	<ul style="list-style-type: none"> Draft RTP Policy Chapter Changes
	MPAC	2/28	<ul style="list-style-type: none"> Draft RTX policies
March	Regional Leadership Forum #4	3/2	<ul style="list-style-type: none"> Shaping the final RTP <ul style="list-style-type: none"> System evaluation and equity analysis findings Public feedback on draft RTP investment priorities Community leaders' feedback on draft RTP investment priorities
	TPAC/MTAC workshop	3/7	<ul style="list-style-type: none"> Pilot project evaluation criteria refinement Technical review draft of transit strategy
	TPAC	3/9	<ul style="list-style-type: none"> RLF #4 Takeaways and 2018 RTP investment priorities Draft RTP Implementation Chapter
	Metro Council	3/13	<ul style="list-style-type: none"> Draft RTP Policy Chapter Changes Pilot project evaluation findings
	MPAC	3/14	<ul style="list-style-type: none"> Draft Safety Strategy RLF #4 Takeaways and 2018 RTP investment priorities – endorsement requested
	JPACT	3/15	<ul style="list-style-type: none"> Draft Safety Strategy RLF #4 Takeaways and 2018 RTP investment priorities – endorsement requested
	Metro Council	3/20	<ul style="list-style-type: none"> RLF #4 Takeaways and 2018 RTP investment priorities – direction

2018 RTP UPDATE | 2018 Council and Regional Advisory Committees Briefings

(dates are subject to change)

Month	Who	When	What
			requested
	MTAC	3/21	<ul style="list-style-type: none"> Draft RTP Implementation Chapter
April	TPAC/MTAC workshop	4/4	<ul style="list-style-type: none"> Transportation Resiliency and Emergency Routes MAP-21 Performance Monitoring, Target Setting and Reporting Technical review draft RTP
	TPAC	4/6	<ul style="list-style-type: none"> Refining 2018 RTP project priorities (jurisdictional updates due by April 29) Draft Transit Strategy Technical review draft RTX Strategies and Policies
	Metro Council	4/10	<ul style="list-style-type: none"> Draft Transit Strategy Draft Freight Strategy
	MTAC	4/18	<ul style="list-style-type: none"> Draft Transit Strategy Technical review draft RTX Strategies and Policies
	JPACT	4/19	<ul style="list-style-type: none"> Draft Freight Strategy
	MPAC	4/25	<ul style="list-style-type: none"> Draft Freight Strategy
May	Metro Council	5/1	<ul style="list-style-type: none"> Draft RTP (focus on policies and implementation) Draft RTX Strategies and Policies
	TPAC/MTAC workshop	5/2	<ul style="list-style-type: none"> Designing Livable Streets
	TPAC	5/4	<ul style="list-style-type: none"> Draft RTP
	MPAC	5/9	<ul style="list-style-type: none"> Draft Transit Strategy Draft RTX Strategies and Policies
	MTAC	5/16	<ul style="list-style-type: none"> Draft RTP
	JPACT	5/17	<ul style="list-style-type: none"> Draft RTP (focus on policies and implementation) Draft Transit Strategy Draft RTX Strategies and Policies
	MPAC	5/23	<ul style="list-style-type: none"> Draft RTP (focus on policies and implementation)
June	TPAC	6/1	<ul style="list-style-type: none"> Draft RTP, if needed RTP Livable Streets and Design Classification Map Update
	MTAC	6/20	<ul style="list-style-type: none"> Draft RTP, if needed RTP Livable Streets and Design Classification Map Update
	Metro Council	6/21	<ul style="list-style-type: none"> Direction to staff to release Draft 2018 RTP and draft strategies for freight, transit, and safety for public review
	Comment period begins	6/29	<ul style="list-style-type: none"> 45-day public comment period on Draft 2018 RTP and draft strategies for freight, transit, and safety, including public hearings (June 29 to Aug. 13 or 15)
July			<ul style="list-style-type: none"> 45-day public comment period continues, including public hearings and consultation with tribes and federal and state agencies
August	TPAC	8/3	<ul style="list-style-type: none"> Discuss public comments and frame policy issues for JPACT discussion
	Comment opportunity ends	8/13 or 8/15	<ul style="list-style-type: none"> 45-day public comment period ends
	MTAC	8/15	<ul style="list-style-type: none"> Discuss public comments and frame policy issues for MPAC discussion
September	TPAC	9/7	<ul style="list-style-type: none"> Discuss public comments and policy issues identified for JPACT

2018 RTP UPDATE | 2018 Council and Regional Advisory Committees Briefings

(dates are subject to change)

Month	Who	When	What
			discussion – Recommendation to JPACT
	MTAC	9/12	<ul style="list-style-type: none"> Discuss public comments and policy issues identified for MPAC discussion – Recommendation to MPAC
	Metro Council	9/18	<ul style="list-style-type: none"> Discuss public comments and policy issues identified for JPACT and MPAC discussion
	JPACT	9/20	<ul style="list-style-type: none"> Discuss TPAC recommendation
	MPAC	9/26	<ul style="list-style-type: none"> Discuss MTAC recommendation
October	MPAC	10/10	<ul style="list-style-type: none"> Recommendation to Council on adoption of 2018 RTP and strategies for freight, transit, and safety
	JPACT	10/18	<ul style="list-style-type: none"> Recommendation to Council on adoption of 2018 RTP and strategies for freight, transit, and safety
November	Metro Council	11/6	<ul style="list-style-type: none"> Discuss JPACT and MPAC recommendations and provide direction to staff on finalizing adoption package for Council consideration
December	Metro Council	12/6	<ul style="list-style-type: none"> Consider final action on 2018 RTP (by Ordinance 18-XXXX) and strategies for freight, transit, and safety (by Resolution)



Metro

Metro led Transportation Programs

January 5, 2018

Metro Led Transportation Programs

Metropolitan Planning Organization (MPO)

Transit Oriented Development (TOD)

Transportation System Management &
Operations (TSMO)

Regional Travel Options (RTO)

Investment Areas

MPO – Plans & Services

Regional Transportation Plan

- Modal & Topical plans

Metropolitan Transportation Improvement Program

- Regional Flexible Fund Allocation

Unified Planning Work Program

Technical assistance



MPO – Program Engagement

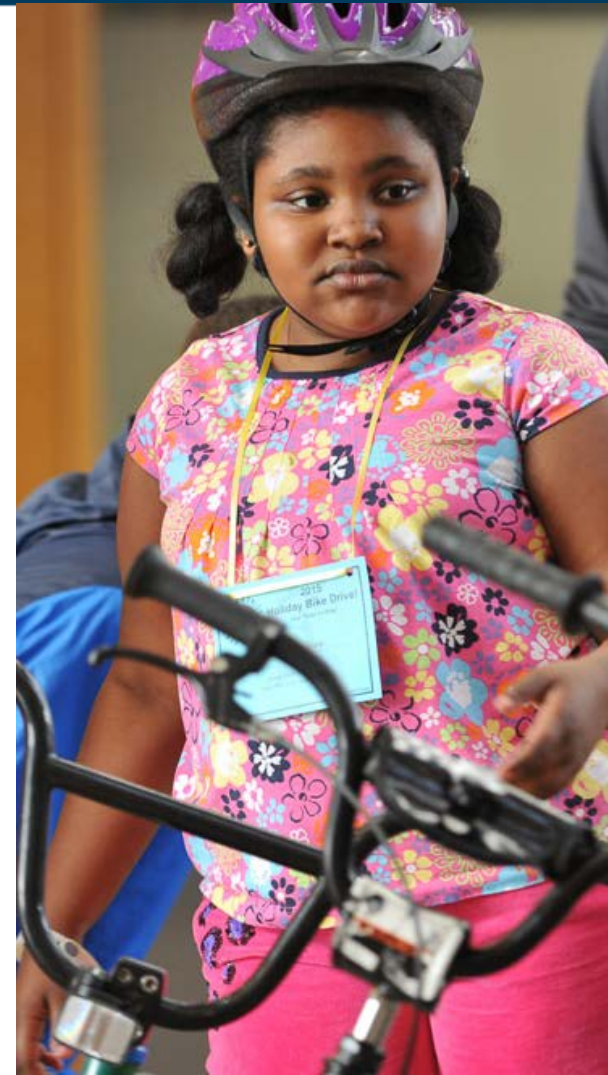
\$1.2 M/yr “In-lieu of dues”

Work program input through
UPWP

Committee process

Topical work groups

Public engagement



Transit Oriented Development

\$3.1 M/yr, \$43 M since 1998

Steering Committee considers and approves allocations

Investment guided by strategic plan

Utilizes project evaluation and cost/benefit analysis



Transit Oriented Development - Outcomes

900,000+ additional transit trips annually

3,353 residential units constructed

- 729 affordable units constructed
- Over 829 additional affordable units planned or currently under construction

518,000 s.f. of commercial space

585 acres of land preserved



Transportation System Management & Operations

\$1.5 million per year

Transport sub-committee of TPAC coordinates planning and funding

Governed by strategic plan

Supplemented by topical and corridor plans



Transportation System Management & Operations

Regionally coordinated operations

- Incidence response
- Signals and communications systems
- PORTAL data archive and analysis tool



Corridor operations

- Integrated corridor operations
- Signal timing
- Traveler information



Regional Travel Options

\$2.5 million per year

Governed by strategic plan

Program elements:

- Grants to providers
- Employer program
- Marketing program
- Research, evaluation and best practices
- Administration
- Integrating Safe Routes to Schools program



Regional Travel Options - Outcomes

Vehicle miles traveled per person down by 12.2% (from 2005)

Commuting by travel options has increased 1.3% (from 2008)

Share of employees walking or bicycling has increased by 2.2%



Investment Areas

Transportation investment strategies at corridor scale

Economic development and freight studies

\$.65 million per year



Investment Areas - Engagement

Work program input through
UPWP process

Plan scope input through TPAC,
JPACT process

Planning input through policy
and technical committees,
public engagement



Investment Areas - Outcomes

East Metro Investment Strategy

Division Transit project

Southwest Corridor

Economic development and
freight analysis



Conclusion

Providing local planning and program service needs

Meeting state and federal requirements

Striving for open, meaningful agency and public engagement



Questions?

oregonmetro.gov

