

## Joint Policy Advisory Committee on Transportation (JPACT) agenda

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Thursday, July 19, 2018

7:30 AM

Metro Regional Center, Council chamber

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1. **Call To Order (7:30 AM)**
2. **Public Communication on JPACT Items (7:35 AM)**
3. **Update from the Chair and JPACT Members (7:40 AM)**
  - 3.1 2018 Regional Transportation Plan Public Comment Period Notification  
Attachments: [2018 RTP Formal Comment Briefing Book](#)  
[RTP Public Comment Opportunity Flier](#)  
[COM](#)  
[18-0161](#)
4. **Consent Agenda (7:45 AM)**
  - 4.1 Resolution No. 18-4901, For the Purpose of Adding or Amending Existing Projects to the 2018-2021 Metropolitan Transportation Improvement Program Involving Four Projects Impacting Metro, ODOT and TriMet (JL18-12-JUL)  
Attachments: [Draft Resolution No. 18-4901](#)  
[Exhibit A to Resolution No. 18-4901](#)  
[Staff Report to Resolution No. 18-901](#)  
[Attachment 1 to Staff Report](#)  
[COM](#)  
[18-0162](#)
  - 4.2 Consideration of June 21, 2018 Minutes  
Attachments: [June 21, 2018 Minutes](#)  
[18-5055](#)
5. **Information/Discussion Items**
  - 5.1 HB 2017 ODOT Project Update (7:45 AM)  
[COM](#)  
[18-0151](#)  
  
Presenter(s): Mandy Putney, ODOT  
Megan Channell, ODOT

- 5.2 Jurisdictional Transfer Assessment Program Update (8:15 AM) [COM 18-0153](#)
- Presenter(s): Margi Bradway, Metro  
Mandy Putney, ODOT
- Attachments: [Memo: Proposed Jurisdictional Transfer Assessment](#)
- 5.3 HB 2017 State Transit Investment Fund Committee Update (8:35 AM) [COM 18-0152](#)
- Presenter(s): Bernie Bottomly, TriMet  
Tom Mills, TriMet

**6. Adjourn (9:00 AM)**

**Upcoming JPACT Meetings**

- *September 20, 2018*
- *October 18, 2018*
- *November 15, 2018*

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## **2018 JPACT Work Program**

***As of 7/11/18***

*Items in italics are tentative*

### **July 19, 2018**

- **Resolution No. 18-4901**, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program (MTIP) Involving Three Projects Impacting Metro and ODOT (JL18-11-JUL) (**consent**)
- Chair comments, RTP Public Comment Period (5+ min)
- HB 2017 ODOT Major Projects (Mandy Putney, ODOT; Megan Channell, ODOT; 30 min)
- Jurisdictional Transfer Assessment Program (Margi Bradway, Metro; 20 min)
- HB 2017 State Transit Investment Fund Committee Update (Bernie Bottomly/Tom Mills, TriMet; 20 min)

### **August 16, 2018 - cancelled**



<p><b><u>September 20, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• 2021-2024 STIP – Safety Leverage – Recommendation to the Metro Council (ODOT, TBD)</li> <li>• Introduce and Discuss TPAC Recommendation on 2018 RTP and Strategies for Freight, Transit, and Safety (Ellis; 60 min)</li> <li>• RFFA Project Funds Allocation (Margi Bradway/Dan Kaempff, Metro; 20 min)</li> <li>• Southwest Washington Regional Transportation Council – 2018 Regional Transportation Plan Update (Matt Ransom, SW RTC; 15 min)</li> </ul> <p><u>September 27-29:</u> League of Oregon Cities Annual Conference, Eugene, OR</p>	<p><b><u>October 18, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• JPACT Recommendation to Metro Council on Adoption of 2018 RTP and Strategies for Freight, Transit, and Safety (Ellis; 45 min)</li> <li>• Southwest Corridor LPA – Recommendation to Metro Council (TBD; 30 min)</li> </ul>
<p><b><u>November 15, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• Economic Value Atlas – Information/Discussion (Jeff Frkonja/Malu Wilkinson, Metro; 30 min)</li> <li>• State Transit Investment Fund Update (TBD, TriMet; 30 min)</li> </ul> <ul style="list-style-type: none"> <li>• <u>November 13-15:</u> Association of Oregon Counties Annual Conference, Eugene, OR</li> </ul>	<p><b><u>December 20, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> </ul>

**Parking Lot:**

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• Prioritization of projects/programs</li> <li>• Westside Freight Study/ITS improvements</li> <li>• 2021-2024 STIP Update – October</li> <li>• All Roads Safety Program (ODOT)</li> </ul> | <ul style="list-style-type: none"> <li>• Washington County Transportation Futures Study (TBD)</li> <li>• Transportation Resiliency</li> </ul> |
|--|---|



2018 Regional Transportation Plan

# Finalizing the 2018 Regional Transportation Plan

*A briefing book for policymakers*

**July 11, 2018**

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

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

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

**Project web site:** [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp)

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

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# Foreword: from Metro Council President Tom Hughes



These are remarkable and challenging times for the greater Portland region. We continue to attract new residents, jobs and industries. Our communities are becoming more culturally diverse, bringing rich cultural activity to neighborhoods. A new generation is growing to adulthood as others move toward retirement. Advances in technology are changing how we connect, how we work, and increasingly, how we travel, move goods and provide services. As population increases in the region, we find ourselves facing new challenges—regionally and globally—and are beginning to recognize longstanding issues facing

communities that have been marginalized. These changes and challenges impact how we use and what we expect from our transportation system.

Every resident and business – those with roots in the region that run generations deep to new residents – have a stake in our system of highways, roads, bridges, sidewalks, bikeways and transit and freight routes. This Regional Transportation Plan is accountable to each of them. Through the update of this plan we have built new partnerships to bring new voices to the process and focused our efforts to make more near-term progress on these regional priorities – equity, safety, travel options and congestion.

## We are facing new and longstanding challenges

The greater Portland region is facing global and regional challenges. As more and more people come to our region to enjoy the things that have contributed to our high quality of life, that high quality of life is at risk. Congestion, maintenance needs and safety issues are expected to grow as a half-million more people join the region by 2040.

At the same time, the climate is changing, and we need to continue to work for clean air and clean water. Systemic inequities mean that communities have not equally benefited from public policy and investments, and some perspectives have long been ignored or actively suppressed. The economy is changing, and the pace of technology increasing. Congestion is at an all-time

# 2018 REGIONAL TRANSPORTATION PLAN



Learn more about the 2018 Regional Transportation Plan and opportunities to provide feedback on the draft plan from June 29 through Aug. 13 at [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp).





The Metro Council consists of a president, elected regionwide, and six councilors who are elected by district every four years in nonpartisan races. The council works with community leaders and constituents across city and county boundaries to shape the future of the greater Portland region.

The Metro Council shares decision-making authority over regional transportation planning and policies with the Joint Policy Advisory Committee on Transportation, or JPACT, which comprises 17 members that serve as elected officials or representatives of transportation agencies across the region.

In addition, the Metro Council is advised on land use issues by the Metro Policy Advisory Committee, or MPAC, which comprises 21 voting members representing cities, counties, special districts and the public, and six non-voting members. Three Metro Councilors also participate as non-voting liaisons.

high on our system – a reflection of the pace at which people have moved here as well as where people live relative to where they work. In 2015, only one-third of workers in the region lived and worked in the same city.

Meanwhile, the funding gap between the needs of a growing region and an aging system of highways, transit, roads and bridges and an incomplete network of sidewalks, bikeways and transit routes continues to worsen. We need a plan that serves our growing and changing region – one that anticipates population and employment growth, our region’s changing demographics (including an aging population), the shifting nature of work, new transportation technologies and services, the impacts of pollution and climate change.

### **We have a vision for our future – and for how our transportation system will work**

The plan sets out a vision that in the 21st century, our region has a continuously improving economy and shared quality of life with the foundation of a safe, reliable, healthy and affordable transportation system. A system that is well-maintained, environmentally responsible, efficiently moves products to market, and connects all people to the education and work opportunities they need to thrive and prosper.

More than \$42 billion is planned to be invested in the region’s transportation system over the next 25 years to serve our future population of over 2 million people. This Regional Transportation Plan identifies current and future transportation needs, priority investments to meet those needs, and federal, state, regional and local funding the region expects to have available through 2040. It lays out nearly \$27 billion in funding for maintenance, preservation, and operations of the transportation system. \$15 billion is planned for capital projects that optimize and expand the region’s highway and transit systems, improve access to freight destinations, complete gaps in biking and walking connections and regional trails that provide important access to transit, downtowns, schools, services and other community destinations.

### **The 2018 Regional Transportation Plan provides us an opportunity to move toward that vision**

Decades of thinking ahead and implementing bold strategies to meet the transportation challenges of the 20th century has put the greater Portland region ahead of the curve. With a focus on a compact urban area, growth in town centers and along major roadways, efficient transit and options for

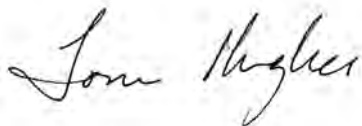
biking, walking and busing, the region has not dealt with the same crisis of gridlocked traffic, dependence on driving and freight delays of other growing regions. However, as our growth continues, we have to leverage and build upon our previous investments to ensure that new investments advance more equitable outcomes. Through this we can avoid a cresting dilemma like those faced by places like Los Angeles, Seattle and the Bay Area. This Regional Transportation Plan update builds on the tradition of multimodal investment and creative thinking to create partnerships that develop innovative and equitable solutions to the challenges we currently face now and in the future.

### **Delivering outcomes to build public trust**

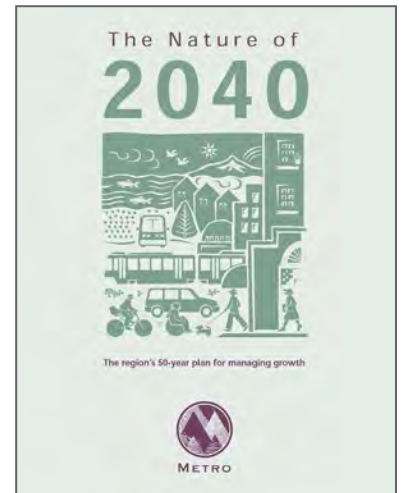
On behalf of the Metro Council, I invite you to review the Draft 2018 Regional Transportation Plan and supporting draft strategies for safety, transit, freight, and emerging technology that have been developed over the past 3 years. Together they represent the choices that we need to create an equitable transportation system that supports a high quality of life, a prosperous economy and a protected environment. I hope you agree that the planned investments demonstrate a wise use of resources and, if we choose to execute them, will result in a safe, reliable, healthy and affordable transportation system for all communities.

While the Draft 2018 Regional Transportation Plan and supporting strategies reflect an extensive amount of input and feedback already, these drafts will inform public engagement through the fall of 2018. The feedback received from residents, businesses, community organizations, jurisdictional partners and others will be incorporated into a final version of the Plan, which will be considered by the Metro Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation in October prior to being submitted to the Metro Council for approval in December.

We look forward to hearing what you think!



Metro Council President Hughes

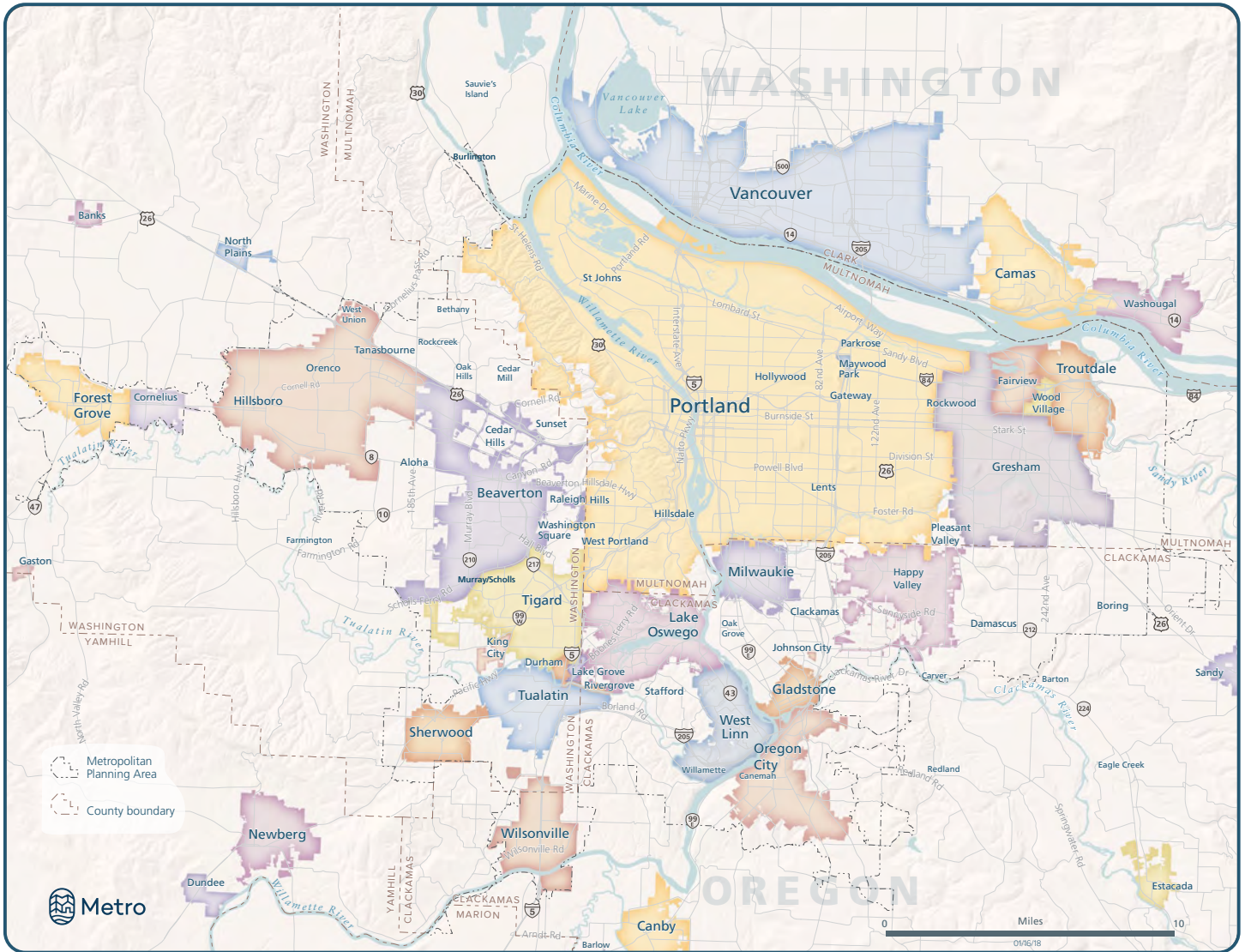


Find out about the 2040 Growth Concept, A land use and transportation strategy for building healthy, equitable communities and a strong economy, at [oregonmetro.gov/2040](http://oregonmetro.gov/2040).



The engagement activities produced more than 18,000 touch points with regional partners, community and business leaders and residents of the region to inform development of the draft 2018 Regional Transportation Plan.





Metro serves more than 1.5 million people in Clackamas, Multnomah and Washington counties. The agency's boundary encompasses Portland, Oregon and 23 other cities – from the Columbia River in the north to the bend of the Willamette River near Wilsonville, and from the foothills of the Coast Range near Forest Grove to the banks of the Sandy River at Troutdale.

Among its other responsibilities, Metro is authorized by Congress and the State of Oregon to coordinate and plan investments in the transportation system for the three-county area. Metro uses this authority to expand transportation options, make the most of existing streets and improve public transit service. As the designated metropolitan planning organization, Metro works collaboratively with cities, counties and transportation agencies to decide how to invest federal highway and public transit funds within its service area. 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.

# Introduction

Transportation planning means more than deciding where to build roads, sidewalks, bikeways and transit and freight routes. It's about taking care of what we have and building great communities.

It's about ensuring that no matter where you are or where you're going, you can have safe, reliable, healthy and affordable options to get there. It's about nurturing a strong economy, advancing equity and protecting the quality of life we all value.

The Regional Transportation Plan is a blueprint to guide investments for all forms of travel – driving, walking, biking and taking transit – and moving goods and freight throughout the greater Portland region. The plan identifies the region's most urgent transportation needs and priorities for investing in all parts of the system with the funds the region expects to have available. It also establishes policies to help meet those needs and guide priority investments. More resources will be needed to achieve our vision and address the challenges of a growing, thriving region.

Since summer 2015, Metro has been working with local, regional and state partners and the public to update our region's shared transportation vision and investment strategy for the next 25 years.



Throughout the three year development of the draft 2018 Regional Transportation Plan and implementation strategies for safety, freight, transit and emerging technology, Metro extensively engaged and collaborated with regional partners – cities, counties, transit providers, ODOT and other public agencies – and community leaders in public health, environmental protection, business, housing, racial equity, environmental justice and transportation advocacy.

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## Greater Portland voices



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



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

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## About this briefing book

This briefing book is designed to provide context for the choices facing policymakers as they finalize the investment strategy, policies and implementation strategies for the 2018 Regional Transportation Plan. It updates information provided in the discussion guide published in February 2018 (Shaping our shared plan for the region: A discussion guide for policymakers), bringing together:

- the results of the additional analysis completed in spring 2018
- the Regional Transportation Plan vision and goals
- related strategies for transportation safety, transit, freight and emerging technology strategies
- additional background information.

This briefing book is meant to help elected, business, and community leaders and residents better understand the challenges and opportunities facing the greater Portland region as the 2018 Regional Transportation Plan is finalized.



# Regional context

## Our region continues to grow and change

The greater Portland region is an extraordinary place to call home. It is known for its unique communities with inviting neighborhoods, a diverse and growing economy and a world-class transportation system. The region is surrounded by stunning natural landscapes and criss-crossed with a network of parks, trails and natural areas within a walk, bike ride or transit stop from home. Over the years, our communities have taken a collaborative approach to planning that has helped make the region one of the most livable in the country.

Because of our dedication to planning and working together to make local and regional plans a reality, we have set a wise course for managing growth – but times are challenging. The region is growing, our economy is expanding, and emerging technologies are changing how we do business and get around.

Housing affordability, climate change, racial disparities, traffic deaths and life changing injuries, and traffic congestion demand new kinds of leadership, innovation and thoughtful deliberation and action to ensure our region remains a great place to live, work and play for everyone.

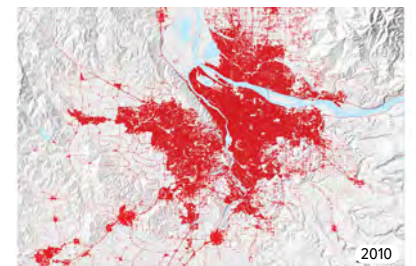
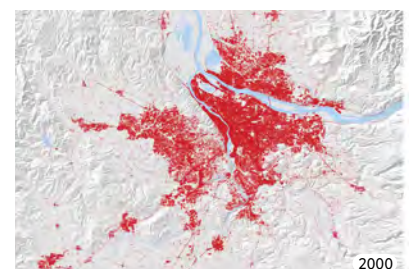
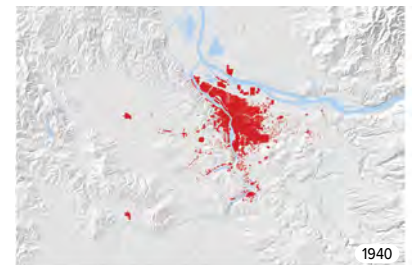
In collaboration with city, county, state, business and community leaders, Metro has researched how land use and transportation policies and investments can be leveraged to respond to these complex and interrelated challenges at a regional scale.

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The region expects to welcome more than 500,000 new residents – about half from growing families – and more than 350,000 new jobs within the urban growth boundary by 2040.

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### Land development, 1910-2010



Sources: Historic Metropolitan Planning Commission Maps, NOAA CCAP Landcover

## Greater Portland voices



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

– Kiersi, Tualatin

## Attributes of great communities

Six desired outcomes for the region have been endorsed by MPAC and approved by the Metro Council. The 2018 Regional Transportation Plan seeks to help achieve the desired outcomes.



## Halfway to 2040

*The 2018 Regional Transportation Plan is a key tool for implementing the 2040 Growth Concept to achieve our desired outcomes for a great region.*

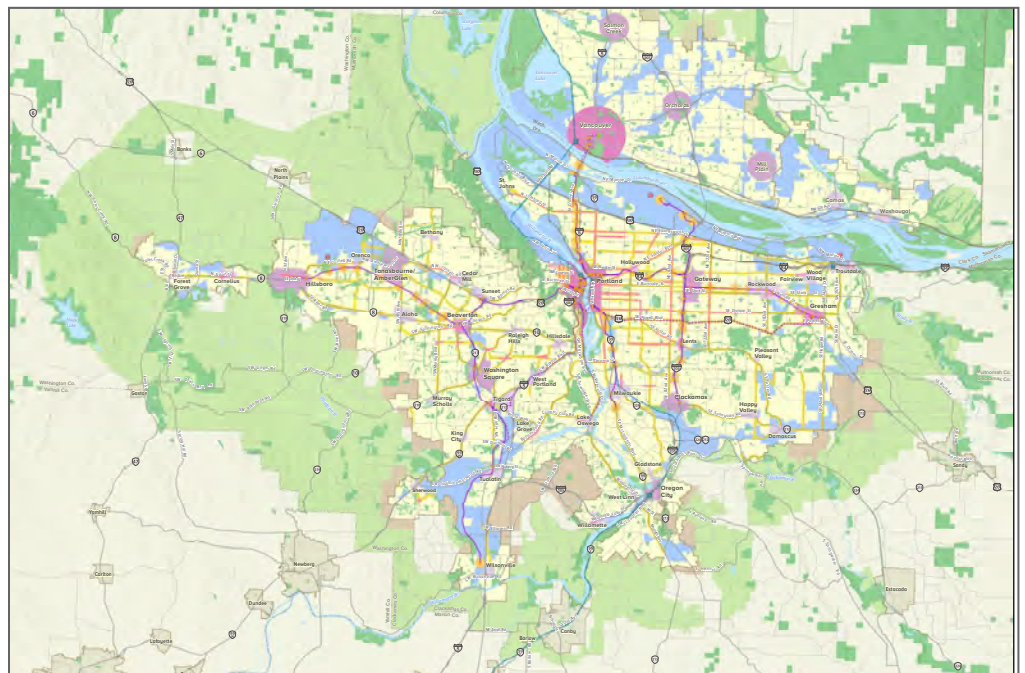
In 1995, the greater Portland region adopted the 2040 Growth Concept, the long-range plan for managing growth that integrates land use and transportation system planning to preserve the region’s economic health and livability in an equitable, environmentally-sound and fiscally-responsible manner.

The 2040 Growth Concept includes land use and transportation building blocks that express the region’s aspiration to incorporate population growth within existing urban areas as much as possible and expand the urban growth boundary only when necessary.

It concentrates mixed-use and higher density development in urban centers, light rail station communities, corridors and main streets that are well-served by transit. It envisions a well-connected street network that supports biking and walking for short trips.

Employment lands are clustered along our major highways serve as hubs for regional commerce and include industrial land and freight facilities for truck, marine, air and rail cargo sites that enable goods to be generated and moved in and out of the greater Portland region. Freight access to industrial and employment lands is centered on rail, the freeway system and other road connections.

## Our shared strategy for managing growth: the 2040 Growth Concept



## Welcome to the big cities

Since the adoption of the 2040 Growth Concept in 1995, the greater Portland region has moved from a collection of interconnected towns to become a major metropolitan area.

If you include our connected Southwest Washington neighbors, we are the twenty-third largest metropolitan area in the United States, with 2.4 million people living here and using our system of throughways, roads, bridges, transit, bikeways, sidewalks and trails.

Portland, Ore. and Vancouver, Wash. metropolitan area



Below is a sample of other metropolitan areas, when they reached 2.4 million people and what 20 years of growth looked like for them.

Phoenix, Ariz. metropolitan area: 2.4 million people by early 1990s



San Diego County, Calif.: 2.4 million people by late 1980s



Minneapolis-St. Paul, Minn. metropolitan area: 2.4 million people by late 1980s



Seattle, Wash. metropolitan area: 2.4 million people by late 1980s



Atlanta, Ga. metropolitan area: 2.4 million people by mid-1980s



Source: 2014 Metro Urban Growth Report, 1990 and 2010 U.S. Decennial Census and extrapolated estimates

## Where we go from here matters

We know the greater Portland region will continue to grow – with more people and more jobs every day. But it's hard to imagine an abstract population forecast for the year 2040 means.

Several of our larger metropolitan peers were our size about 25 years ago. Their size today helps paint a picture of what we might expect and should prepare for.

Choices we make today about how we manage this growth and invest in our communities and transportation system will determine the region's economic prosperity and quality of life for generations to come.



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## Finalizing the plan

The 2018 Regional Transportation Plan will be finalized and considered for adoption by the Metro Council by the end of 2018:

### June 29 to Aug. 13, 2018

Public review and comment on the draft Regional Transportation Plan and strategies for transportation safety, freight, transit and emerging technology

### August to December 2018

Final refinement and adoption process

### October 2018

JPACT and MPAC make recommendations to the Metro Council on adoption of the 2018 Regional Transportation Plan and strategies for transportation safety, freight, transit and emerging technology

### December 2018

Council considers action on final Regional Transportation Plan and strategies for transportation safety, freight, transit and emerging technology

### Early 2019

Submit adopted Regional Transportation Plan to Land Conservation and Development Commission for approval in the manner of periodic review

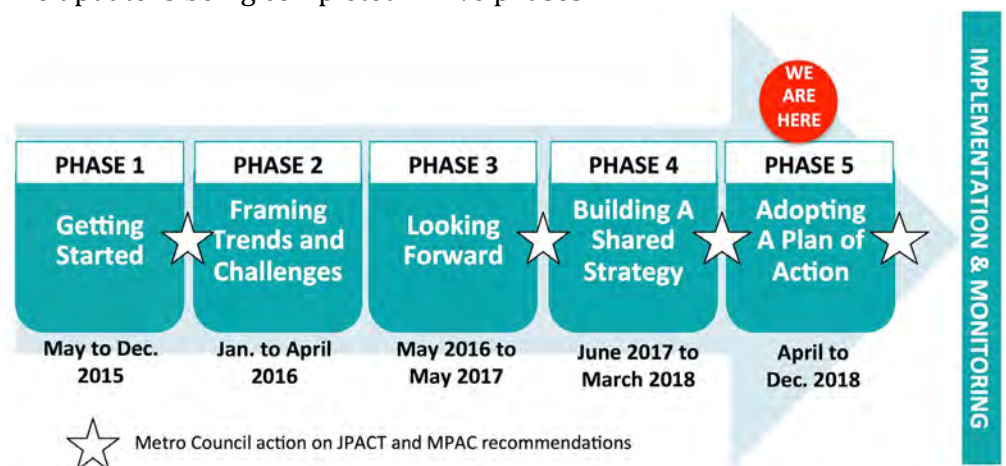
## Today's choices shape the future

### Shaping the future of transportation through the 2018 Regional Transportation Plan update

The greater Portland 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. Over the last two decades, the region has taken a collaborative approach to plan for and invest significant resources in the transportation system, making our region one of the most livable in the country. We have set our region on a wise course and experienced many successes, but there is still much to accomplish. Our region is growing, our travel needs are changing, and new state and federal requirements must be met.

Through the 2018 Regional Transportation Plan update, Metro 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 through 2040.

JPACT and the Metro Council must approve a final Regional Transportation Plan by the end of December 2018 to ensure the region continues to meet federal requirements, maintaining the region's eligibility to receive federal transportation funding. The choices we make today about how we live, work and get around will shape the future of the region for generations to come. The update is being completed in five phases.



# Regional Transportation Plan vision and goals

## A shared vision for the region's transportation system

The vision statement represents an aspirational view of the future of the region's transportation system and reflects the values and desired outcomes expressed by the public, policymakers and community and business leaders engaged in development of the 2018 Regional Transportation Plan.

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

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

This shared vision for the future provides direction for building a transportation system that serves all people and businesses in the greater Portland region. Our vision and supporting goals serve as a foundation for identifying our investment priorities and measuring progress toward building the transportation future we want.

## Outcomes-based goals to realize our vision

In order to realize our vision for a transportation system that serves all people and businesses, we need clear goals to keep us focused and moving forward. The Regional Transportation Plan goals were first adopted by the Metro Council and JPACT in 2010 after significant engagement with communities, residents, businesses and stakeholders throughout the region. In 2014, the Metro Council and JPACT approved the addition of a goal to reduce greenhouse gas emissions.

The adopted outcomes-based goals guide the region's transportation planning and decision-making and include specific objectives and performance targets to help measure the progress we are making toward our vision for our transportation future.

### Regional Transportation Plan goals

1. Vibrant communities
2. Shared prosperity
3. Transportation choices
4. Reliability and efficiency
5. Safety and security
6. Healthy Environment
7. Healthy people
8. Climate leadership
9. Equitable transportation
10. Fiscal stewardship
11. Transparency and accountability





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The greater Portland region pioneered approaches to land use and transportation planning that make the region uniquely positioned to address complex challenges at a regional scale and in ways that support community visions and other important social, economic and environmental goals. Prioritizing investments that achieve multiple goals in combination with working together to secure more funding will help get us there.

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### **Regional transportation challenges**

- Aging infrastructure
- Climate change and air quality
- Congestion and unreliable travel
- Crashes and fatalities
- Earthquake vulnerability
- Gaps in transit, biking and walking connections
- Housing and transportation affordability and displacement
- Social inequity and disparities
- Technological change

### **Addressing our most urgent needs through our investments**

We know the transportation funding has fallen short of meeting our growing needs, and building a world-class transportation system requires steady, long-term investment. But we don't have the resources to invest at the levels needed to address all of the challenges the region faces and achieve our shared vision and goals for the transportation system.

The sidebar summarizes the challenges that have been identified from in-person and online engagement activities from 2015 to 2018, Regional Leadership Forum discussions, technical research and interviews with businesses and community leaders and others.

A combination of all the investment strategies under consideration is needed to address these challenges and help us make this region a great place for generations to come. Identifying the most urgent challenges for the region to focus on in the next 10 years is the first step in shaping an investment strategy to build the future we want. Our investment priorities reflect our values and will determine how much progress we make toward our shared vision and goals over the next 10 years and through 2040. Prioritizing investments that achieve multiple goals in combination with working together to secure more funding will help get us there.

Through fall 2018, policymakers will consider systemwide modeling and evaluation and feedback from the public as they work together to finalize the Regional Transportation Plan policies, associated strategies, and near- and long-term project priorities given limited funding.

# Overview of the draft project list

## Why the constrained project list matters

The Regional Transportation Plan comprises two main parts: the policy section and the project lists. The policy section sets the vision, goals, performance targets and policies for the greater Portland region's system of throughways, roads, bridges, bikeways, sidewalks, and transit and freight routes.

The project lists are priority projects from local, regional or state planning efforts that provided opportunities for public input. In 2017 Metro issued a call for projects to its regional partners to begin updating the region's transportation investment priorities in support of the Regional Transportation Plan vision and goals. Clackamas, Multnomah and Washington counties and cities within each county recommended priority projects for their jurisdictions at county coordinating committees. ODOT, the Port of Portland, TriMet, SMART and other agencies worked with county coordinating committees and the City of Portland to recommend priority projects. The City of Portland recommended projects after reviewing priorities with its community advisory committees. These projects were submitted to Metro to build the Regional Transportation Plan.

The project lists are separated into two categories:

1. **constrained project list** the projects that fit within a **constrained** budget of federal, state and local funds the greater Portland region can reasonably expect through 2040 under current funding trends
2. **strategic project list** additional strategic investments that go beyond the constrained project list and could be built with additional funding.

In order to be eligible for federal or state transportation funding, a project must be included on the "constrained" list.

Metro completed an initial analysis of these projects in early 2018. Based on the analysis and subsequent feedback from policymakers, business and community leaders and the public, the Metro Council recommended refinements to the draft project list (see next page).

## Did you know?



## Since the last update in 2014

Of the 1,256 projects listed in the 2014 Regional Transportation Plan, 132 have been built or will be completed by 2019 – a total of \$3.15 billion invested in the region's transportation system

## Defining terms

### Constrained budget

The combined federal, state and local funds the greater Portland region can reasonably expect through 2040 under current funding trends – presumes some increased funding compared to current levels

### Constrained list

Projects that can be built by 2040 within the constrained budget

### Strategic list

Additional priority projects that could be achieved with additional resources

## Greater Portland voices



“La bicicleta es más económico. Es un poco más rápida, con precaución conducirla. Y pues ahorra tiempo, dinero y – pues no quiere decir esfuerzo, pero si eh – también relaja, ósea también es saludable. Me gusta mucho andar en bicicleta porque puedo disfrutar de los paisajes que hay al mí alrededor. Disfruto ver los cambios de las estaciones del año. La primavera, el otoño, el invierno, y por supuesto, mi favorito es el verano.

“[Commuting by bike is inexpensive and a little faster, of course, as long as you bike safely. So it saves time and money and – I don’t want to say effort – but it’s also relaxing. It’s also healthy. I enjoy biking so much because I get to enjoy the scenery around me. I love seeing the seasons change: spring, fall, winter, and, of course my favorite, summer.]” – Francisca, Portland resident

## Spring 2018: refining the draft project list

The list below summarizes the seven overall recommendations from the system performance evaluation results and priorities from policymakers, business and community and leaders and the public. The recommendations served as direction to jurisdictional partners for refining how the draft projects lists for each funding scenario.

**Make more near-term progress on key regional priorities – equity, safety, travel options and congestion.** Advance projects that address these outcomes to the 10-year list to make travel safer, ease congestion, improve access to jobs and community places, attract jobs and businesses to the region, save households and businesses time and money, and reduce vehicle emissions.



**Make more near-term progress to reduce disparities and barriers that exist for historically marginalized communities.** Advance projects that improve safety and expand travel options to the 10-year list to reduce disparities and barriers, especially for people of color and households of modest means.



**Prioritize projects that focus on safety in high injury corridors.** Advance projects in high injury corridors to the 10-year list and ensure all projects in high injury corridors address safety to reduce the likelihood and severity of crashes for all modes.



**Accelerate transit service expansion and improve speed and frequency.** Increase transit service as much as possible beyond Climate Smart Strategy investment levels. Focus new and enhanced transit service to connect transit to underserved communities to jobs and community places, in congested corridors and in areas with more jobs and housing.



**Make more near-term progress to tackle congestion and manage travel demand.** Advance lower cost projects to the 10-year list that use designs, travel information, technologies, and other strategies to support and expand travel options and maximize use of the existing system. It will be important to ensure that lower income households are not financially burdened by strategies to make road use more efficient.



**Prioritize completion of biking and walking network gaps in the near-term.** Advance projects that fill gaps for biking and walking in high injury corridors or that provide connections to transit, schools, jobs and 2040 centers to the 10-year list.



**Continue to build public trust through inclusive engagement, transparency and accountability.** Continue to engage the region’s diverse communities in the planning and implementation of projects to achieve desired outcomes, including equity, safety, reliability affordability and health. Report back whether projects deliver (or don’t deliver) anticipated outcomes and adjust course as needed.



## **Metro's strategic plan to advance racial equity, diversity and inclusion**

In June 2016 with the support of MPAC, the Metro Council adopted an equity plan that leads with race, committing to concentrate on eliminating the disparities that people of color experience, especially in those areas related to Metro's policies, programs, services and destinations.

People of color share similar barriers with other historically marginalized groups such as people with low income, people with disabilities, LGBTQ communities, women, older adults and young people.

But people of color tend to experience those barriers more deeply due to the pervasive and systemic nature of racism. By addressing the barriers experienced by people of color, we will also effectively identify solutions and remove barriers for other disadvantaged groups.

The result of this racial equity focus will be that all people in the 24 cities and three counties of the greater Portland region will experience better outcomes.

### **Metro Council: Focus on racial equity**

Equity analysis on the initial draft project list aggregated the populations of multiple historically marginalized communities: people of color, people with low income, English language learners, older adults and youth. Responding to community feedback and the continued history of disparity, the region's decision-makers continue to focus on social equity. This means working to meet the needs of communities of color and other historically marginalized communities and to better understand the potential impacts and benefits of investments for these communities.

Based on direction of the Metro Council, the equity analysis for the updated project list is narrowed to people of color, English language learners and lower-income households to understand the benefits and impacts for those communities who have historically been most impacted by – or have not seen as much benefit from – transportation planning and investment decisions.

This focus leads with race explicitly but not exclusively and is an important next step in supporting Metro's Strategic Plan for Racial Equity, Diversity and Inclusion.



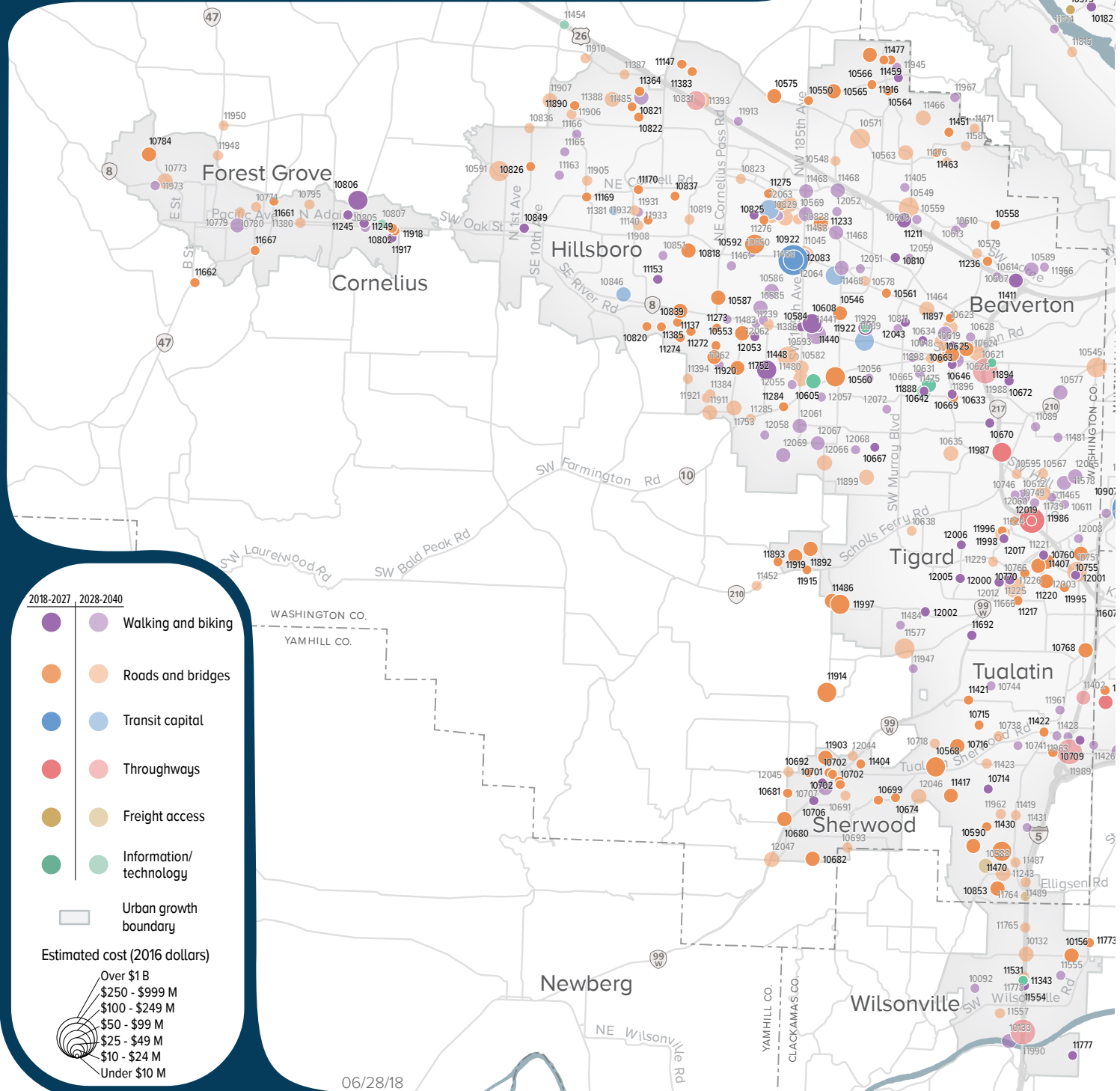


# Draft 2018 Regional Transportation Plan 2040 Financially Constrained projects

The financially constrained projects are the highest priority projects given limited transportation funding and qualify for regional, state and federal funding. This list of projects includes projects for which funding has been committed and projects that can be implemented with the funds the region currently expects to have available.

These projects have been divided into two investment time frames; 2018-2027 and 2028-2040.

For more information and to access an interactive online map, visit <https://arcg.is/1WT9Gq>





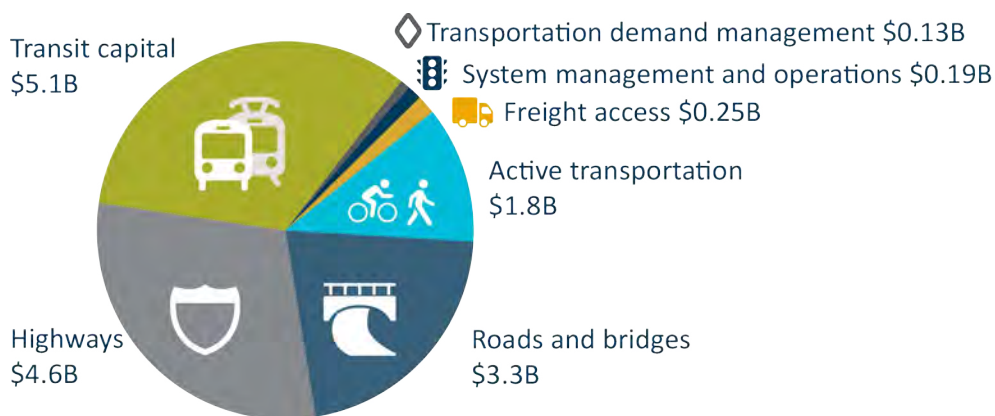
## Capital projects

# \$15.4 billion

Estimated amount to be spent on capital transportation projects in the greater Portland region, 2018-2040

## Types of capital projects

A complete and efficient transportation system must meet multiple needs and offer options for people and goods to get around. The draft constrained list represents a \$15.4 billion investment in the region's transportation system, with over half of that going to throughways, roads and bridges. *Note: Road and transit operations and maintenance costs are addressed separately on the following page.*



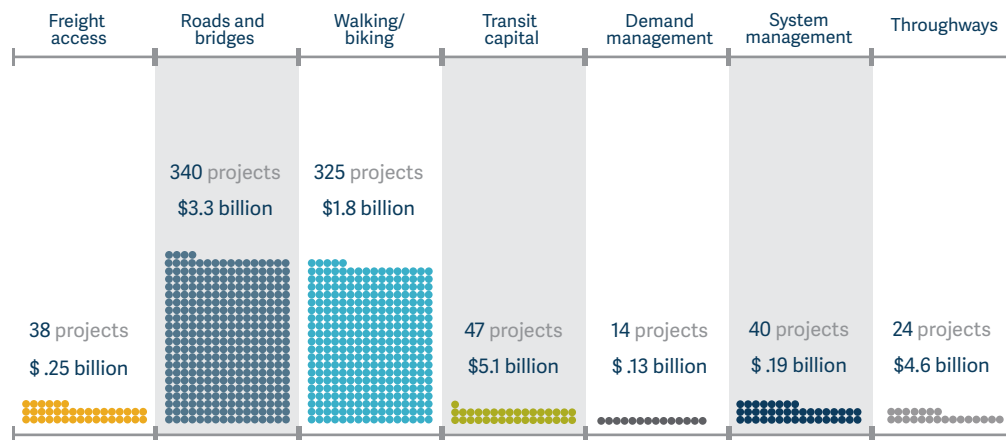
Costs have been rounded. Source: Draft 2018 Regional Transportation Plan financially constrained list

Roads, bridges, and walking and biking connections have the most projects in the draft 2018 Regional Transportation Plan constrained list, though the cost of projects vary greatly.

## Defining terms

### Throughways

Controlled access (on-ramps and off-ramps) freeways and major highways

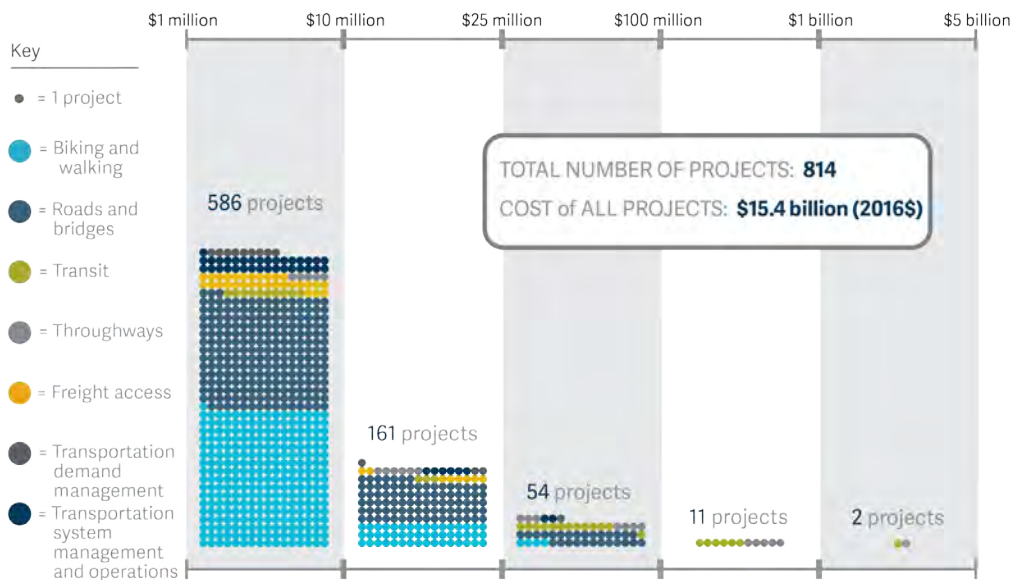


Costs have been rounded. Source: Draft 2018 Regional Transportation Plan financially constrained list



## Types of capital projects by cost

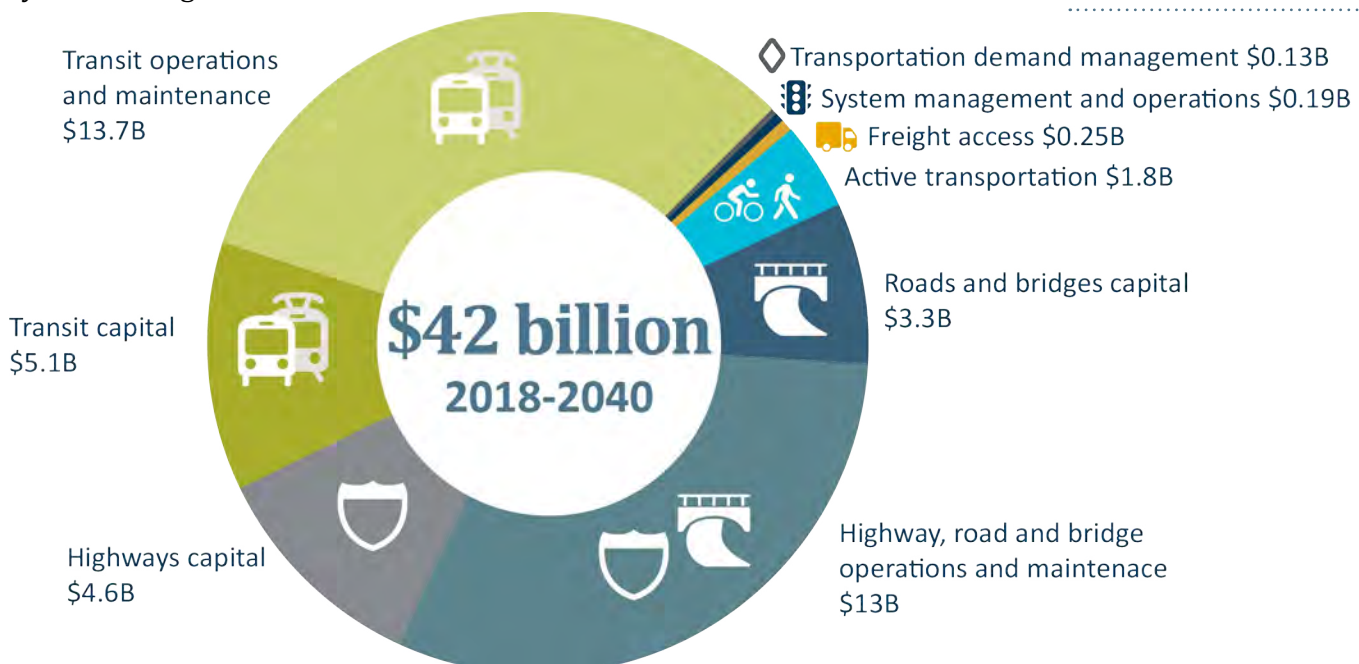
Projects in the draft 2018 Regional Transportation Plan constrained list range from \$1 million to nearly \$3 billion.



Source: Draft 2018 Regional Transportation Plan financially constrained list

## Capital, operation and maintenance investments

Taking the constrained project list with the estimated amount to be spent on highway, road, bridge and transit operations and maintenance means the greater Portland region expects to spend \$42 billion on our transportation system through 2040.



## Highway, road and bridge operations and maintenance

**\$13 billion**

Estimated amount to be spent on road operations and maintenance in the greater Portland region, 2018–2040. This does not include maintenance of local streets

## Transit operations and maintenance

**\$13.7 billion**

Estimated amount to be spent on transit operations and maintenance and service related capital costs in the greater Portland region, 2018–2040. This does not include C-TRAN operations and maintenance costs.



# Outcomes of the draft plan

## Key takeaways from the 2018 Regional Transportation Plan

By 2040, the region is expected to have 500,000 more people and 350,000 more jobs. After a three-year collaborative process, the region is considering an updated plan that will invest the combined federal, state and local funds expected through 2040. The proposed investments have been analyzed to determine how well they support our vision for a transportation system that is safe, reliable, healthy and affordable.

**The results are in and the news is mostly good.** The investments in the draft 2018 Regional Transportation Plan are expected to expand travel options, improve transit access to jobs and community places for marginalized communities, help people live healthier lives and save businesses and households money. However, the region is expected to fall short of some of our desired outcomes, including easing congestion.

### Social equity

With the draft constrained list, the greater Portland region is making progress toward improving equity in some areas, but there is still more to do. Where partners could redirect and advance active transportation completeness and safety investments, they did.

- In total, 307 transportation projects are in equity focus areas in the first 10 years of the plan; that number grows to 588 transportation projects by 2040, about 44 percent of the total constrained list.
- In the first 10 years, \$3.9 billion dollars of active transportation and transit capital investment is expected in equity focus areas; through 2040, there will be \$6.5 billion of active transportation and transit capital investments.
- The constrained list is increasing the number of jobs and community places, like the grocery store, libraries, banks and medical facilities, the average household in equity focus areas can reach within a short transit trip. This reflects the significant investment in transit, both on the capital side and in service hours.
- When it comes to bicycling, walking or driving, the average household in equity focus areas is seeing an increase in the number of jobs and community places within a short trip, though not as much of an increase as the average household in other areas.

### Safety

Two-thirds of the projects in the constrained list will help improve safety. Three-quarters of those projects with safety benefits are in equity focus areas, which are also the same areas with the highest incidents of crashes causing death or life-changing injuries. See map on page 23 for locations of projects with a safety benefit.

### Defining terms

#### Equity focus areas

Areas where people of color, English language learners or people with low-income reside at a higher proportion and twice the density than the greater Portland region as a whole

Most of these areas also include higher than regional average concentrations of other historically marginalized communities, including young people, older adults and people living with disabilities.

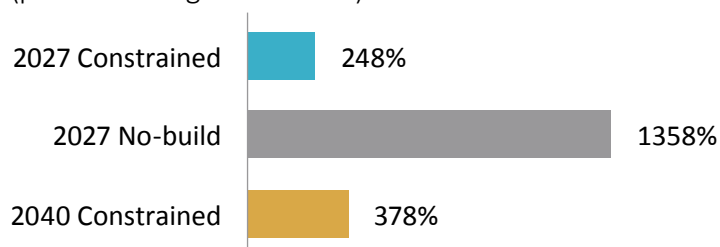


**546** projects provide a safety benefit

## Congestion and reliability

Traffic is expected to grow and congestion will get worse than today, especially on the region's throughways. However, people will spend significantly less time in traffic and delay than if investments in the plan aren't made. Congestion pricing as well as other management strategies – will be needed to improve reliability and reduce demand to further address congestion to help save businesses money, support job creation, and promote the efficient movement of goods.

**Truck hours of delay, 1-3pm, on regional freight network**  
(percent change from 2015)

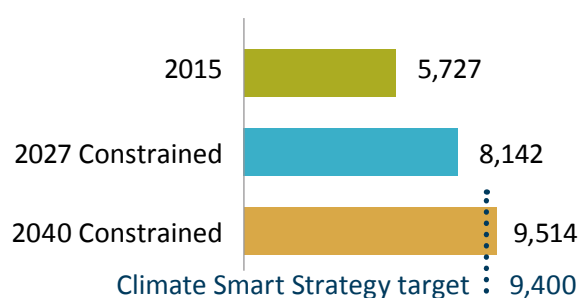


## Health

Expanded transit service coupled with growing demand for transit, biking and walking will reduce pollution from automobiles to help protect the region's clean air and meet the region's greenhouse gas emissions reduction commitment. The plan is expected to result in a 21 percent reduction in annual greenhouse gas emissions per person by 2040 – short of the 25 percent reduction called for by state law.

Reduced air pollution and increased physical activity will help reduce illness, save lives and lower healthcare costs. In 2010, our region spent \$5 to 6 billion on healthcare costs related to illness alone. By 2040, the region is expected to save \$32 million per year by implementing the plan.

**Transit revenue hours of service**



## Affordability

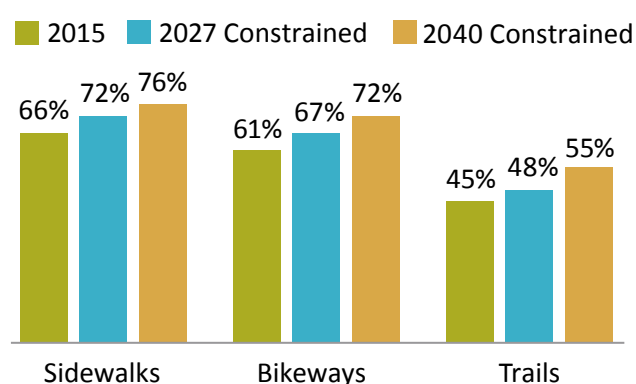
While more affordable travel options will be available throughout the region, especially in centers and equity focus areas, more funding is needed to complete gaps in biking, walking and off-street trail networks.

Expanded transit service and access to transit will increase access to jobs and community places, particularly for households in equity focus areas.

Households will save money by driving fewer miles in more fuel-efficient vehicles while walking, biking and using transit more. This allows people to spend money on other priorities, of particular importance to lower-income households.

See chapter 7, Measuring Outcomes of the draft 2018 Regional Transportation Plan for more information.

**Sidewalk, bikeway and trail completeness near transit**



\*within 1/2-mile of light rail stations, 1/3 mile of street car line, 1/4-mile of bus line

Source: Draft 2018 Regional Transportation Plan fiscally constrained list

# Implementation strategies

As part of the 2018 Regional Transportation Plan update, implementation strategies for transportation safety, transit, freight and emerging technology were developed.

## Regional Transportation Safety Strategy

[oregonmetro.gov/safety](http://oregonmetro.gov/safety)

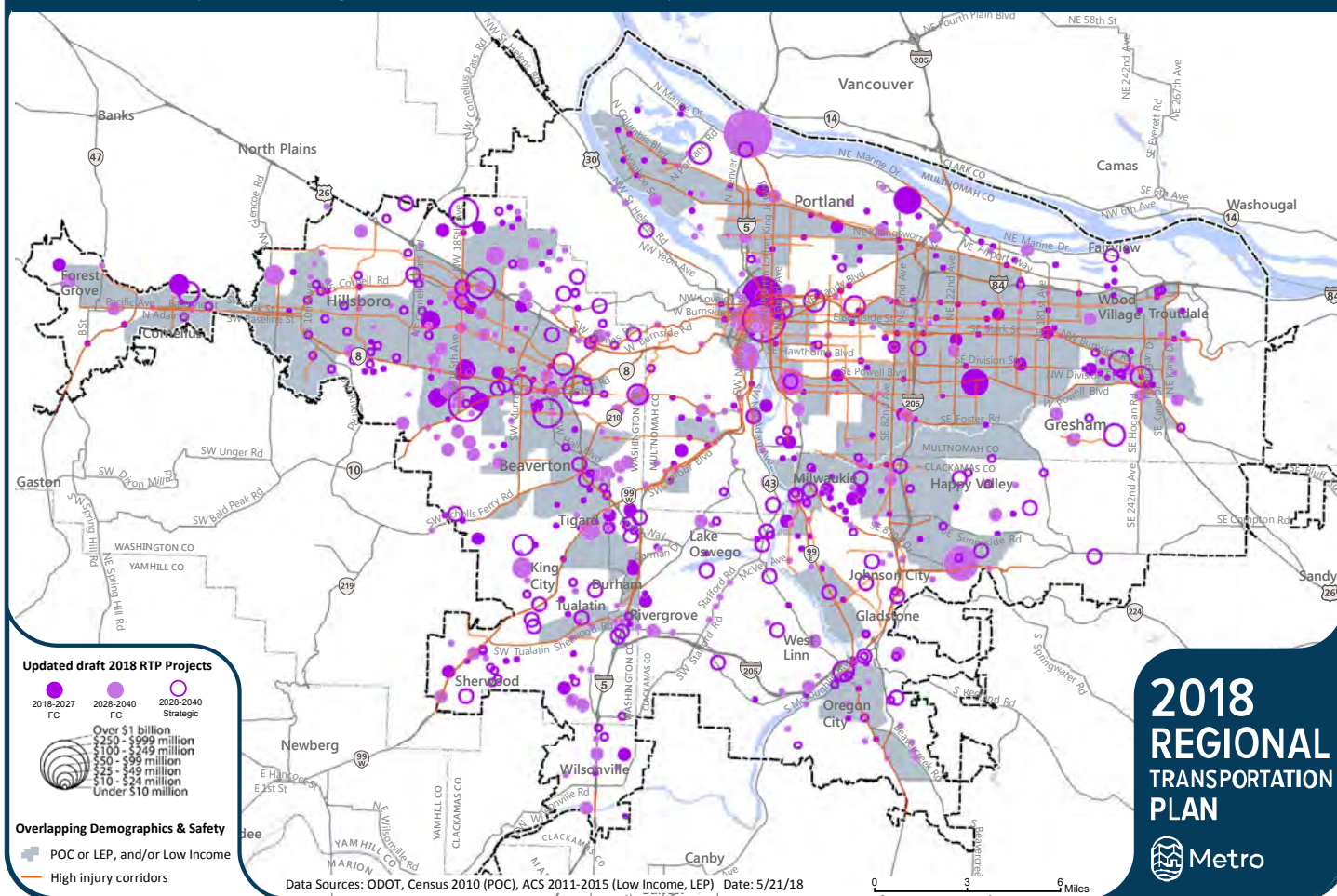
A cornerstone of this Regional Transportation Plan update is safety. The updated Regional Transportation Safety Strategy includes the ambitious safety goal of Vision Zero. Metro's updated target is zero traffic-related deaths and life-changing injuries in the greater Portland by 2035. The strategy includes new regional transportation safety and security policies and updated actions to address the contributing factors in fatal and life-changing traffic crashes identified for the greater Portland region.

The updated strategy uses the "safe system" approach which leads with the premise that no loss of life from traffic crashes is acceptable and that all fatal and life changing injuries are preventable. With the safe system approach, the transportation system is designed so that when mistakes occur they do not result in a death or life-changing injury. Human frailty is acknowledged and the transportation system is designed to protect all users including people walking, driving, taking transit, riding bicycles and using mobility devices. Current data show only one out of 10 pedestrians hit by a person driving 40 miles per hour would survive.

The updated transportation safety strategy includes analysis of crash data that identifies regional high injury corridors. Sixty percent of fatal and life-changing injury crashes occur on just 6 percent of the roadways in the greater Portland region. Metro and partners can target these areas to reduce traffic related deaths and life-changing injuries.



**2018 Regional Transportation Plan Projects with a Safety Benefit:** This map shows projects in the 2018 Regional Transportation Plan that provide a safety benefit, overlapped with regional high injury corridors and census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color or English language learners, and/or people with low income. Safety benefit projects are projects that increase safety for one or more roadway user. These projects may not necessarily address an identified safety issue at an identified high injury or high risk location, but they do include design treatments known to increase safety and reduce serious crashes.





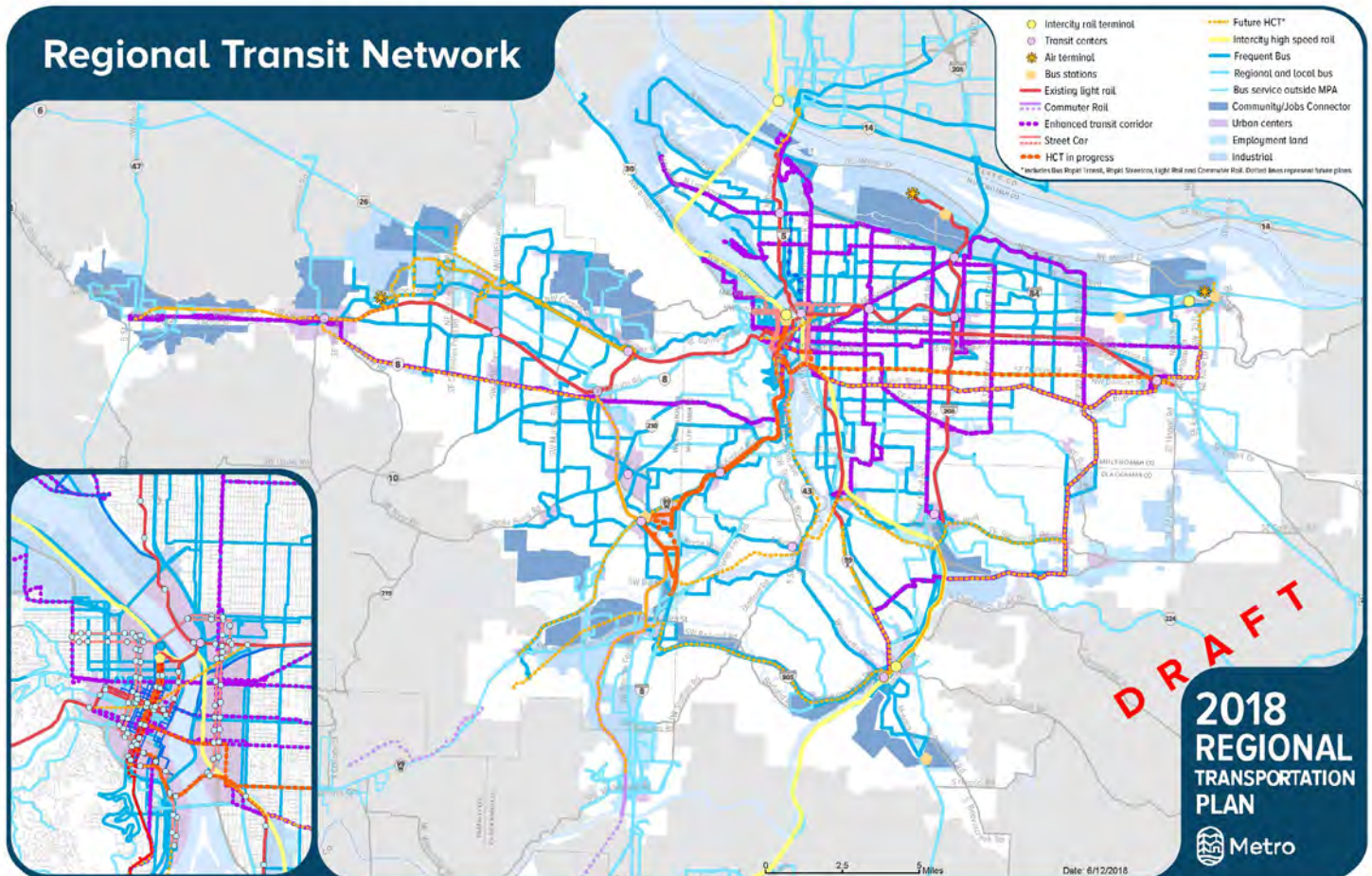


## Regional Transit Strategy

[oregonmetro.gov/transit](http://oregonmetro.gov/transit)

A key part of the 2018 Regional Transportation Plan update included development of the region's first regional transit strategy. The strategy defines a comprehensive vision, policies and investments needed to help make the region's transit system frequent, convenient, accessible and affordable for everyone. The new strategy brings the visions of communities and multiple transit providers together, including TriMet, South Metro Area Regional Transit (SMART), C-TRAN, Salem-Keizer Transit, Canby Area Transit, Sandy Area Metro and Ride Connection, to provide important connections between urban centers, jobs, schools and other destinations.

In addition, the strategy updates and replaces the regional High Capacity Transit System Plan vision adopted in 2009, looking beyond high capacity transit projects like light rail or bus rapid transit to expand the range of transit options available to meet travel needs throughout the region. New to the region's vision and policies for transit is the Enhanced Transit Concept. The Enhanced Transit Concept includes the implementation of small- to moderate-scale solutions, such as bus only lanes and transit priority signals at intersections, to improve speed and on-time performance in the region's most congested and unreliable frequent transit network segments.



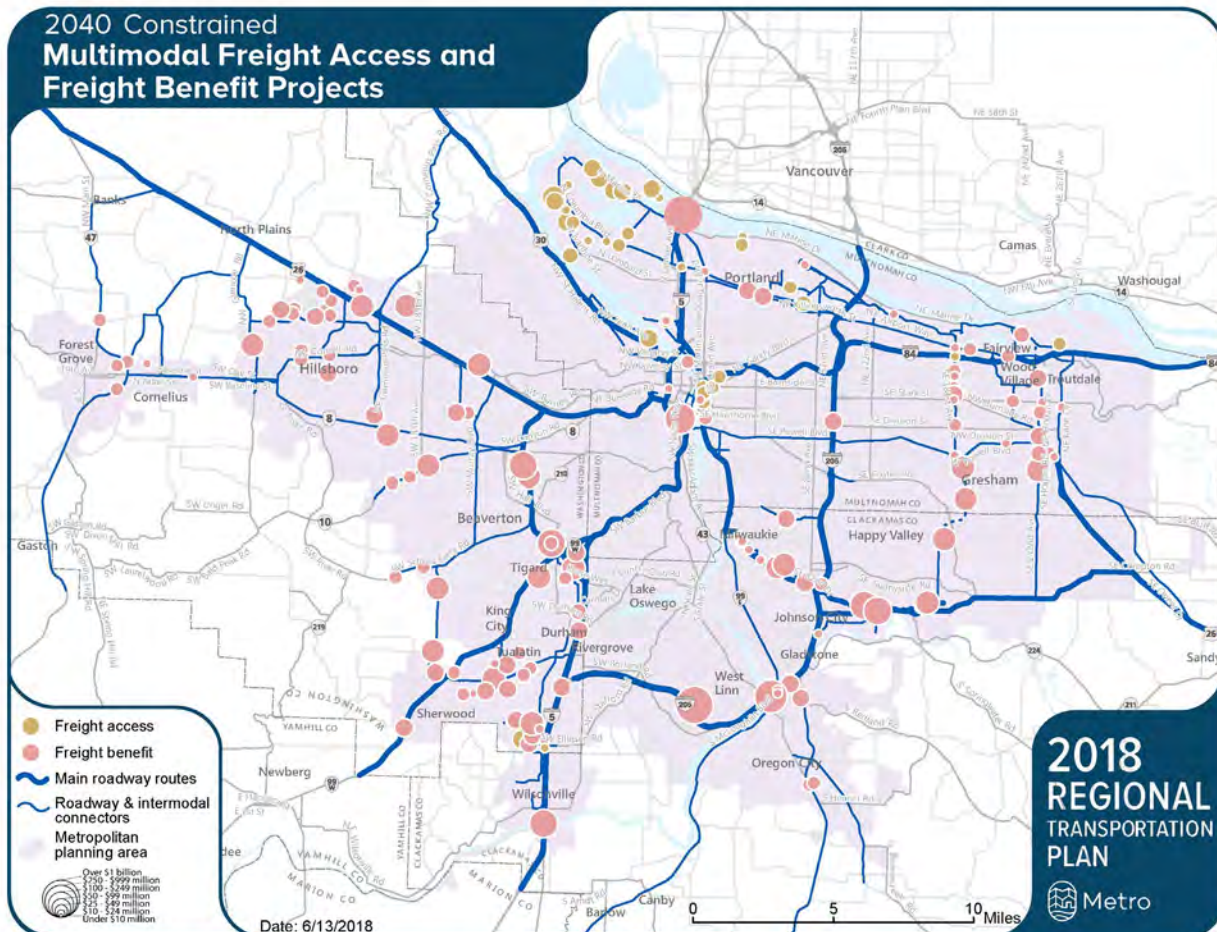


# Regional Freight Strategy

[oregonmetro.gov/freight](http://oregonmetro.gov/freight)

The 2018 Regional Transportation Plan update also resulted in updates to the Regional Freight Strategy adopted in 2010. The strategy provides an updated vision, policies and investments that support the greater Portland region's role as the freight transportation and trade gateway for the state of Oregon and many southwest Washington businesses.

A variety of products are exported from or travel to this region, like the crops shipped from Willamette Valley farms or microchips manufactured in Hillsboro. In addition, nearly all foods, clothing, construction materials, medical supplies, etc. that residents and businesses rely on daily come from outside the region. Forecasts predict twice as much freight will travel within and through the greater Portland region by 2040. New freight policies seek to help improve safety and better manage roads that provide critical access to and connections between industrial centers, ports, rail yards, shipping facilities and the Interstate and state highway system. Implementation of freight projects and actions identified in the strategy will expand shipping choices, improve safety and reliability and reduce delays in the flow of goods and services throughout the region.





## Emerging Technology Strategy

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

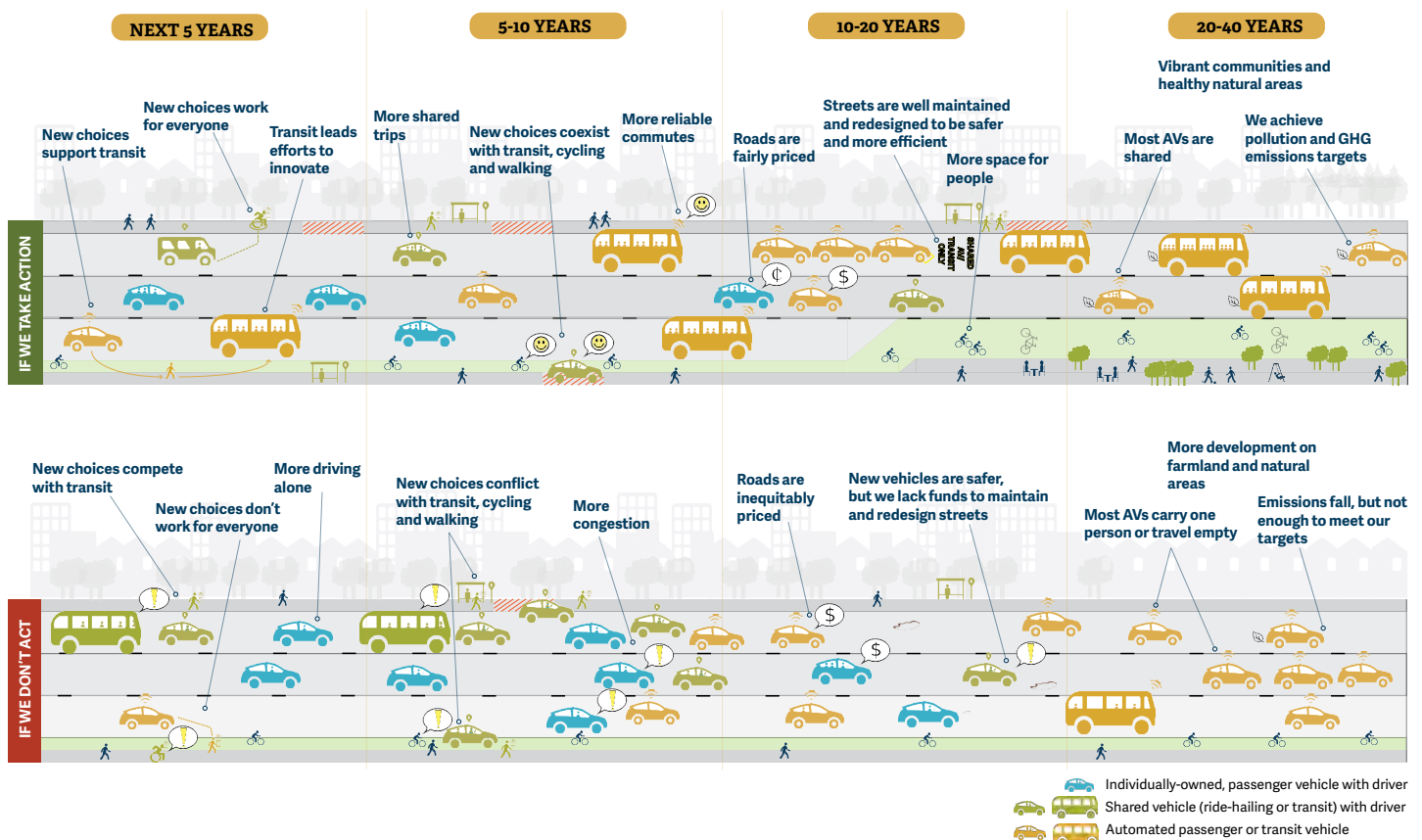
Technology is already changing the way people get around in greater Portland. Ride-hailing services, such as Uber and Lyft, provided over 10 million rides in Portland in 2017. Biketown, the City of Portland's bike-share service, logged more than 300,000 trips in its first year of operation.

The emerging technology strategy is new to the Regional Transportation Plan. It examines the effects of current technologies and developing ones, such as the first generation of driverless cars that will likely share the roads within the next five years.

The strategy lays out a long-term vision of how technology can support Metro's goals to make the region a more livable and equitable place. New policies call for public agencies in the region to:

- help make emerging technologies accessible to all
- use technology to support equitable, shared, and active travel choices
- advance the public interest through innovation.

### How emerging technology could impact the greater Portland region's future



## Other implementation strategies

There are several implementation strategies for the Regional Transportation Plan that were not updated as part of the 2018 Regional Transportation Plan. These strategies continue to inform policy development and investment in our transportation system and will be informed by the updated policies of the 2018 Regional Transportation Plan.

### Regional Travel Options Strategy (May 2018)

[oregonmetro.gov/traveloptionsstrategy](http://oregonmetro.gov/traveloptionsstrategy)

The Regional Travel Options Strategy maps out a plan for reducing reliance on driving alone through employer outreach programs, traveler education and incentives for using alternatives to driving. The updated strategy provides direction for the program into the next ten years. It builds on the historic success of the program, addresses challenges, and responds to community needs. This Strategy offers policy direction for establishing a new regional Safe Routes to School program, adapting to new technologies, and prioritizing projects and programs that address inequities. It addresses the need for the Regional Travel Options program to work with new partners to reach more residents throughout the region.

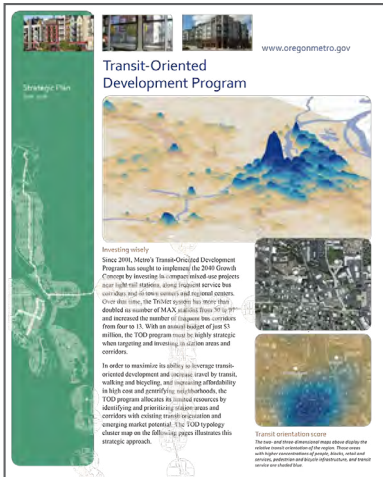
### Coordinated Transportation Plan for Seniors and People with Disabilities (TriMet; June 2016)

[trimet.org/meetings/stfac/pdfs/ctp.docx](http://trimet.org/meetings/stfac/pdfs/ctp.docx)

Prepared by TriMet, the coordinated transportation plan defines priorities and actions to support a cost-effective, efficient and high-quality transportation system that serves the needs of seniors and persons with disabilities. It identifies current and future needs, calling for investments and actions to help ensure people have access to medical care and other essential services. The plan recognizes seniors will represent the fastest growing segment of our population in years to come and defines a continuum of services that takes into account people's abilities as they transition through various stages of age and ability.







## Transit-Oriented Development Strategic Plan (June 2016)

[oregonmetro.gov/tod](http://oregonmetro.gov/tod)

Metro's Transit-Oriented Development Program implements the 2040 Growth Concept by investing in compact mixed-use projects near light rail stations, along frequent service bus corridors and in town centers and regional centers. The program has an increased focus on providing affordable housing near transit and services.

## Climate Smart Strategy (December 2014)

[oregonmetro.gov/climatesmart](http://oregonmetro.gov/climatesmart)

The Climate Smart Strategy defines policies, strategies and near-term actions to guide how the region moves forward to integrate reducing greenhouse gas emissions with ongoing efforts to create the future we want for our region.



## Regional Active Transportation Plan (July 2014)

[oregonmetro.gov/activetransportationplan](http://oregonmetro.gov/activetransportationplan)

The Regional Active Transportation Plan defines a vision and policies that will make it easier to walk, ride a bike and access transit to work, school, parks and other destinations throughout the region.

## Transportation System Management and Operations Plan (June 2010)

[oregonmetro.gov/tsmo](http://oregonmetro.gov/tsmo)

The Transportation System Management and Operations Plan defines policies, strategies and investments for managing demand and improving how the transportation system operates. It identifies cost effective, multimodal solutions that relieve congestion, optimize infrastructure investments, promote travel options and reduce greenhouse gas emissions and air pollution. This plan will be updated in 2019.



# How we got here

From start to finish, development of the 2018 Regional Transportation Plan has been about meaningful engagement with the community and business leaders and our elected officials working together to craft a common vision for the greater Portland region's transportation system.

## Phase 1: Getting started

Beginning in summer 2015, the first phase consisted of engaging local, regional, state, business and community partners to prioritize the regional challenges to be addressed in the update and the process for how the region should work together to address them. This engagement included:

- interviews with 31 stakeholders
- discussion groups in partnership with Metro's diversity, equity and inclusion team with communities of color and youth on priorities and issues related to racial equity
- a partnership with PSU's Center for Public Service and 1000 Friends of Oregon to explore components of inclusive public engagement to develop an approach to better reach underrepresented communities
- a public involvement retrospective that summarized previous feedback from communities of color on transportation planning and project development
- an online survey with more than 1,800 participants to help identify the top transportation issues facing the greater Portland region.

This phase concluded in December 2015 with JPACT and Council approval of the work plan and public participation plan for the update. In addition to implementing the 2014 Climate Smart Strategy, the adopted work plan identified seven policy topics for the Regional Transportation Plan update to focus on – safety, equity, freight, transit, finance, performance and design.

## Phase 2: Framing trends and challenges

The second phase began in January 2016 and concluded in April 2016. In this phase, Metro engaged the public, jurisdictional partners and business and community leaders to document key trends and challenges facing the region as well as priority outcomes for investment in the region's transportation system. This included:

- an online survey with more than 5,800 participants responding to the questions
- a Regional Snapshot on transportation, published in April 2016.

Also in April 2016, the Metro Council convened members of MPAC, JPACT, state legislators, community and business leaders and other interests from



### Regional leadership forums

To address the challenges and trends facing our region, the Metro Council convened a series of four regional leadership forums to shape development of the 2018

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

2 Building the Future We Want 9/23/16

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

4 Finalizing Our Shared Plan for the Region 3/2/18

Regional Transportation Plan. Forum participants included members of MPAC, JPACT, state legislators, and community and business leaders from throughout the greater Portland region. Working side-by-side, local, regional and state leaders brought the perspectives of their communities and constituents to the conversation around the challenges we are facing, our vision for the future and potential solutions for moving forward together. The discussions shaped the update to the plan's vision, goals, policies and projects.

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## Greater Portland voices



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



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

---

across the region to discuss the key trends and challenges facing the region during the first of four regional leadership forums.

Metro staff also worked with the Oregon Department of Transportation’s (ODOT) economist and jurisdictional partners, individually and through a technical work group, to forecast a budget of federal, state and local funds the greater Portland region can reasonably expect by 2040.

## Phase 3: Looking forward

From May 2016 to May 2017 technical work and public engagement activities continued to focus on finalizing a shared vision statement for the plan, developing draft strategies for safety, transit and freight, and updating the evaluation framework and measures for evaluating plan performance. The engagement for this phase included:

- a round of follow up discussion groups in partnership with Metro’s diversity, equity and inclusion team with communities of color and youth to review actions and priorities for the agency’s racial equity strategy
- focus and discussion groups on transportation priorities for communities of color and strategies to improve engagement with underrepresented groups
- an online survey focusing on priorities for communities of color
- an online survey with more than 2,600 participants weighing in on investment priorities and funding
- discussion groups with communities of color on hiring practices and priorities related to the Planning and Development department-specific equity plan.

The Metro Council also hosted its second and third regional leadership forums. In regional leadership forums 1 and 2, there was consensus that a bold vision and more funding are needed to build a 21st century transportation system. In forum 3, leaders discussed a shared vision for the future transportation system and potential near-term priorities for addressing regional transportation challenges in ways that supported the vision. Participants also identified actions to build a path to future funding.

Staff also compiled background information and online resource guide maps to support jurisdictional partners as they updated their investment priorities for further evaluation and public review during Phase 4. In addition, staff launched the RTP Project Hub – an online visual database – for jurisdictional partners to use to update project information and collaborate with other jurisdictions. Phase 3 concluded with Metro Council directing staff to release a call for projects to update the region’s transportation near- and long-

term investment priorities to support regional goals for safety, congestion relief, affordability, community livability, the economy, social equity and the environment.

#### Phase 4: Building a shared strategy

The fourth phase began in June 2017 with release of a second Regional Snapshot on transportation and the call for projects for jurisdictional partners to update the plan's regional transportation project priorities. Agencies were asked to identify projects that address regional needs and challenges, reflect public priorities and maximize progress toward the region's agreed upon vision and goals for the future transportation system.

Local jurisdictions and county coordinating committees worked within a constrained budget and capital funding targets to determine the project priorities to put forward for inclusion in the plan in collaboration with ODOT, Metro, South Metro Area Regional Transit (SMART) and TriMet. All project submissions were required to have come from adopted plans or studies that provided opportunities for public input.

In summer 2017, Metro analyzed three funding scenarios: 10-year constrained project priorities, 2040 constrained project priorities and 2040 strategic project priorities. The analysis tested new and updated outcomes-based system performance measures to evaluate performance of the transportation system as a whole for each scenario to help inform finalizing the plan's project priorities in Phase 5.

Metro staff also prepared an interactive map of proposed projects and lists that was made available on the project website for the public and partners to use to learn more about the projects under consideration. Safety, transit, freight and emerging technology strategies continued to be developed on parallel tracks. Jurisdictions also piloted project-level evaluation criteria on 50 projects; the pilot project evaluation will be advanced during the next RTP update.

The results of the analysis were released in November 2017. Engagement activities included:

- a community leaders' forum for feedback on the results
- Metro Councilor briefings to business and community groups
- an online survey with more than 2,900 participants.

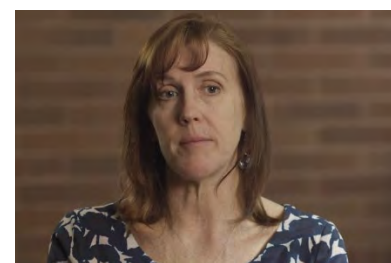
The analysis was also summarized in a larger discussion guide for decision-makers that also relayed key issues and the results of the call for projects. A fourth and final Regional Leadership Forum was held in March 2018 to discuss findings and recommendations from the technical analysis and public

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#### Greater Portland voices



"Definitely there's more of a neighborhood feel now [in St. Johns]... It would be nice to see this place grow like North Williams, or Mississippi. You know, more of a place where I can raise a family... I hope they don't commercialize this place too much, though. I think that would be great." — *Narayan, North Portland resident*



"In a sense, we're a little bit isolated because we don't have quick access to services or the park, so that's why I have to drive everywhere. There are other areas in Happy Valley that do have sidewalks. But those are all developments. And as I said, I don't live in a development." — *Katie, Happy Valley resident*



## Connecting with people to create a better plan

Nearly  
**18,000**  
individual  
touch points  
from 2015-18

**4** Regional Leadership Forums

**10** community and business briefings

**1** consultation meeting with tribes and resource agencies\*

**2** Community Leaders Forums

**5** TPAC/MTAC workshops

**5** online surveys

**17** equity discussion groups

**61** stakeholder interviews

**64** technical workgroup meetings

**76** regional advisory committee meetings

**22** Metro Council meetings

**3** hearings\*

Coordination committee briefings

\*planned during comment period

engagement. Recommendations from the forum provided further direction for finalizing the plan during Phase 5.

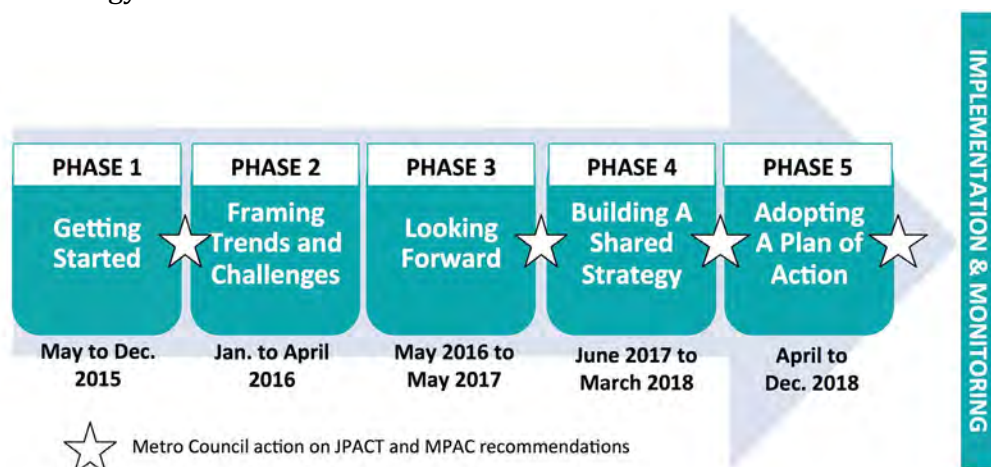
## Phase 5: Adopting a plan of action

The fifth and final phase of the process began in April 2018 and is focused on finalizing and adopting the region's investment priorities and strategies recommended through 2040. The 2018 Regional Transportation Plan is available for public review and feedback from June 29 through Aug. 13. For this comment period, engagement activities include:

- an online survey with a high level summary of the plan
- an interactive map of projects, project lists and a briefing book that provides a more in-depth survey
- draft documents, including the 2018 Regional Transportation Plan and safety, transit, freight and emerging technology strategies, available for review and comment.

The Metro Council will hold a hearing on Aug. 2, 2018. All comments received during the comment period will be summarized in a public comment report. Recommend changes to the draft materials to respond to all substantive comments received during the comment period will be summarized in a public comment log that will be considered by MPAC, JPACT and the Metro Council during the adoption process.

JPACT and MPAC will make recommendations to the Metro Council in October 2018. The Metro Council is scheduled to hold legislative hearings on Nov. 8 and Dec. 6. The Metro Council will consider adoption of the final plan, project priorities and strategies for safety, transit, freight and emerging technology in December 2018.





## Public comment opportunity on the 2018 RTP

### June 29 to Aug. 13, 2018

Your input today will help guide decision-makers as they finalize the policies, strategies and project lists in the Regional Transportation Plan before adopting it in late 2018.

The 2018 Regional Transportation Plan provides the opportunity to update the investments we will make in roads, sidewalks, bikeways, transit and freight routes to support communities today and in the future. This update is an opportunity to define how we will create a safe, reliable, healthy and affordable transportation system for the next 25 years.

### Your voice is important

The Metro Council and other decision-makers want to hear from you to help them make a recommendation on the 2018 Regional Transportation Plan and supporting policies, strategies and projects by the end of the year.

You are invited to provide feedback on the plan during the **public comment period from June 29 through Aug. 13, 2018**. We want to hear your thoughts on:

- 2018 Regional Transportation Plan
- 2018 Regional Transit Strategy
- 2018 Regional Freight Strategy
- 2018 Regional Safety Strategy
- 2018 Regional Emerging Technology Strategy

### SHARE YOUR THOUGHTS

#### June 29 to Aug. 13

Take the survey at:

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

Your input will be shared with regional decision-makers as they work together to finalize the policies, strategies and project lists in the 2018 RTP.

Regional policy committees will make final recommendations to the Metro Council in October. The Metro Council will consider adoption in December.

Learn more about the 2018 RTP at [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp)



## WAYS TO COMMENT

### June 29 to Aug. 13

Comments will be accepted through Mon., Aug. 13, 2018

### Write a letter

Metro Planning  
600 NE Grand Ave  
Portland, OR 97232

### Email comments

transportation@oregonmetro.gov

### Attend public hearing

Comment in person before the Metro Council on Aug. 2 at 2 p.m.

Location:

600 NE Grand Ave  
Portland, OR 97232

### Call

503-797-1750  
503-797-1804 TDD

### Take the survey

oregonmetro.gov/rtp

### Follow oregonmetro



## 2018 Regional Transportation Plan

The greater Portland 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, reliable, healthy and affordable travel options.

During this comment period, the Metro Council will ask for public review and comment on the draft policies in the 2018 RTP, draft strategies for transit, freight, safety and emerging technology, and the projects recommended to address the region's significant and growing transportation needs.

### Overview of draft strategies

#### Transit

As the region continues to grow, it's important that our transportation system provides a variety of travel options to meet the needs of everyone who calls this place home.

The purpose of the Regional Transit Strategy is to provide a coordinated vision and a set of policies to make transit service more convenient, frequent, accessible and affordable for everyone in the greater Portland region.

#### Freight

The greater Portland region is the trade and transportation gateway for Oregon and provides market access for many southwest Washington businesses.

The purpose of the Regional Freight Strategy is to define a set of policies and strategies aimed at increasing economic prosperity and stewardship of the multimodal freight network throughout the greater Portland region.

## Safety

Traffic related deaths and severe injuries are a critical and preventable public health and social equity issue in the greater Portland region.

The purpose of the Regional Safety Strategy is to provide a specifically urban-focused overarching data-driven framework for increasing traffic safety in the greater Portland region. The plan focuses on strategies and actions drawn from best practices and proven to reduce traffic related deaths and serious injuries.

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Technology is already transforming our region's transportation system; the way the region's residents access, experience and use the transportation system has changed dramatically in the past five years.

The purpose of the Emerging Technology Strategy is to provide a framework for the region to harness new developments in transportation technology to ensure it is equitable, accessible and affordable to all people in the greater Portland region.





If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

**So, hello. We’re Metro – nice to meet you.**

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

**Metro Council President**

Tom Hughes

**Metro Councilors**

Shirley Craddick, District 1

Betty Dominguez, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

**Auditor**

Brian Evans

**Stay in touch with news, stories and things to do.**

[oregonmetro.gov/news](http://oregonmetro.gov/news)

**If you have a disability and need accommodations,** call 503-220-2781, or call Metro’s TDD line at 503-797-1804. If you require a sign language interpreter, call at least 48 hours in advance.



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736  
503-797-1700  
503-797-1804 TDD  
503-797-1795 fax

**2018 Regional Transportation Plan**



*safe • reliable • healthy • affordable*

For more information, visit  
**[oregonmetro.gov/rtp](http://oregonmetro.gov/rtp)**

Printed on recycled-content paper

July 11, 2018

**What do you think?**

Comment on the draft 2018 Regional Transportation Plan June 29 through Aug. 13, 2018.

**Submit comments:**

- online at [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp)
- by mail to Metro Planning  
600 NE Grand Ave.  
Portland, OR 97232
- by email to  
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TDD 503-797-1804.

Explore the interactive project map and other information at [oregonmetro.gov/2018projects](http://oregonmetro.gov/2018projects).



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Follow  
oregonmetro



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Click red box to download.



**PUBLIC REVIEW DRAFT**

# 2018 Regional Transportation Plan

*A blueprint for the future of transportation  
in the greater Portland region*

**June 29, 2018**

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



Click red box to download.



**PUBLIC REVIEW DRAFT**

2018 Regional Transportation Plan

# Regional Transportation Safety Strategy

*A strategy to achieve Vision Zero in the  
greater Portland region*

**June 25, 2018**

[oregonmetro.gov/safety](http://oregonmetro.gov/safety)



Click on red box to download.



**PUBLIC REVIEW DRAFT**

2018 Regional Transportation Plan

# Regional Transit Strategy

*A strategy for providing better transit  
service in the greater Portland region*

**June 29, 2018**

**[oregonmetro.gov/transit](http://oregonmetro.gov/transit)**



Click on red box to download.



**PUBLIC REVIEW DRAFT**

2018 Regional Transportation Plan

# Regional Freight Strategy

*A strategy for efficient goods movement in,  
to and from the greater Portland region*

**June 25, 2018**

**[oregonmetro.gov/freight](http://oregonmetro.gov/freight)**



Click on red box to download.



**PUBLIC REVIEW DRAFT**

2018 Regional Transportation Plan

# Emerging Technology Strategy

*A strategy for guiding innovation to support  
the greater Portland region's goals*

**June 25 2018**

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

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR	)	RESOLUTION NO. 18-4901
AMENDING EXISTING PROJECTS TO THE	)	
2018-21 METROPOLITAN TRANSPORTATION	)	Introduced by: "Chief Operating Officer
IMPROVEMENT PROGRAM INVOLVING FOUR	)	Martha Bennett in concurrence with
PROJECTS IMPACTING METRO, ODOT AND	)	Council President Tom Hughes"
TRIMET (JL18-12-JUL)	)	

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 2018-21 MTIP via Resolution 17-4817 on July 27, 2017; 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 U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, Metro and ODOT-Salem have resolved a portion of Metro's UPWP unobligated carry-over funding issue allowing a total of \$1,712,418 of federal Surface Transportation Program, federal Planning funds, and required matching funds to be added into the State Fiscal Year 2019 UPWP Agreement allowing it to be obligated before the end of Federal Fiscal Year 2018 with eligible expenditures to follow shortly thereafter; and

WHEREAS, TriMet's OR8 - SW 192<sup>nd</sup> Ave (Aloha) to SW 160<sup>th</sup> Ave (Beaverton) project which includes sidewalk infill and improvements, signal priority upgrades, bus stop relocations, bus pads, mobility improvements and enhanced pedestrian crossings required a significant limits and scope adjustment resulting in splitting some site locations to another project and removing several initially proposed sites from the project due to project budgetary limitations; and

WHEREAS, ODOT's OR8 - SW Murray Blvd to SW 110<sup>th</sup> Ave (Beaverton) safety improvement project that includes the installation of larger signal heads, reflective backboards, pedestrian countdown signals, and left turn phasing scope elements also required a scope change due to impacting ADA compliance requirements which reduced the number of site locations from 23 to 9 and included the assimilation of several site locations from TriMet's OR8 project; and

WHEREAS, FHWA has reversed their formal programming position that prevents project implementation phase partial programming and has authorized \$1.4 million of approved total funding from the Oregon Transportation Commission for the right-of-way phase for the I-205 Stafford Road to OR99E widening project; and

WHEREAS, all amended projects were evaluated against six revised 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, inclusion in the Metro transportation regional models, determination of Regional Significance, fiscal constraint verification, and compliance with MPO MTIP federal management responsibilities; and

WHEREAS, the MTIP's financial constraint finding is maintained as all projects proof of funding has been verified; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the July 2018 Formal MTIP Amendment; and

WHEREAS, all projects included in the July 2018 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 July 13, 2018 and approved the amendment recommendation to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on July 19, 2018 to formally amend the 2018-21 MTIP to include the July 2018 Formal Amendment bundle consisting of four projects.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2018.

Approved as to Form:

\_\_\_\_\_  
Tom Hughes, Council President

\_\_\_\_\_  
Alison R. Kean, Metro Attorney



2018-2021 Metropolitan Transportation Improvement Program  
Exhibit A to Resolution 18-4901



Proposed July 2018 Formal Amendment Bundle Amendment Type: <b>FORMAL, JL18-12-JUL</b> Total Number of Projects: <b>4</b>			
ODOT Key	Lead Agency	Project Name	Required Changes
Project #1 21271	Metro	Portland Metro Planning SFY19	<b>ADDED FUNDING:</b> The amendment adds \$1,712,418 in total funding to the project in support of planning activities Metro accomplishes each year. The added funding represents Metro UPWP unobligated carry-over from previous years that needs to be incorporated into the FY 2019 Planning project Key of 21271. The funding increase adds \$1,184,862 of federal STP and \$351,690 along with associated matching funds. Through this action, the prior year funds will be available to be obligated and expended during the current fiscal year.
Project #2 18839	TriMet	<del>OR8: SW 115th Ave (Beaverton) - SW 192nd Ave (Aloha)</del> <b>OR8: SW 192nd Ave (Aloha) - SW 160th Ave (Beaverton)</b>	<b>LIMITS/SCOPE CHANGE:</b> The amendment increases the PE phase funding, reduces ROW phase. Adds a small UR phase and decreases the construction phase funding. Current project reviews revealed that various project locations need to be dropped or split in order to keep project within budget, avoid overlaps with existing projects, and to drop work not wanted by applicant. In addition, the PE budget was originally determined and assumed for in-house delivery. The decision was made to outsource PE, but the budget was never increased. This amendment serves to increase the budget for consultant design services. The scope update also requires adjustments to the project limits.
Project #3 18794	ODOT	<del>OR8: SW 10th - SW 110th</del> <b>OR8: SW Murray Blvd - SW 110th Ave (Beaverton)</b>	<b>SCOPE CHANGE:</b> The original scope for this project included 23 locations to receive signal head upgrades. ADA scope elements were not included. The project now includes AADA requirements resulting in a reduction to 9 locations to keep the project within the budgetary limitations.

Project #4 19786	ODOT	I-205: Stafford Rd - OR99E	<b>ADD FUNDING:</b> The amendment adds \$1.4 million total to the project's right-of-way phase to begin right-of-way activities.
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Exhibit A to Resolution 18-4901

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



PROJECT #1 EXISTING MTIP PROGRAMMING (from the 2015 MTIP)									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
21271	71053	ODOT	Portland Metro Planning SFY19					Planning	\$ 4,079,989
Project Description:			SFY 2019 annual MPO planning funds allocation in support of MPO planning requirements.						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
STP>200K	Z230	Federal	2018	\$ 1,244,481					\$ 1,244,481
Local	Match	Local	2018	\$ 142,436					\$ 142,436
PL	Z450	Federal	2018	\$ 1,841,187					\$ 1,841,187
State	Match	State	2018	\$ 210,732					\$ 210,732
5303	Z277D	Federal	2018	\$ 575,307					\$ 575,307
Local	Match	Local	2018	\$ 65,846					\$ 65,846
Total:				\$ 4,079,989	\$ -	\$ -	\$ -	\$ -	\$ 4,079,989
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>200K = Federal Surface transportation Program funds allocated to qualifying projects in areas where the population is at least 200,000 people.								
	3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.								
	4. PL = Federal Planning funds normally allocated to the MPO in support of required planning activities as directed by USDOT.								
	5. State = General state funds committed to the project as the required match to the federal funds.								
	6. 5303 = Federal planning funds designated for transit planning activities.								
<div>Amendment Summary</div> <div>Proposed changes are stated on the next page</div>									

PROJECT #1 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
21271	71053	Metro	Portland Metro Planning SFY19					Planning	\$ 5,792,407
Project Description:		SFY 2019 annual MPO planning funds allocation in support of MPO planning requirements.							
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
STP>200K	Z230	Federal	2018	\$ 2,429,343					\$ 2,429,343
Local	Match	Local	2018	\$ 278,050					\$ 278,050
PL	Z450	Federal	2018	\$ 2,192,877					\$ 2,192,877
State	Match	State	2018	\$ 250,984					\$ 250,984
5303	Z277D	Federal	2018	\$ 575,307					\$ 575,307
Local	Match	Local	2018	\$ 65,846					\$ 65,846
Total:				\$ 5,792,407	\$ -	\$ -	\$ -	\$ -	\$ 5,792,407
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>200K = Federal Surface transportation Program funds allocated to qualifying projects in areas where the population is at least 200,000 people.								
	3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.								
	4. PL = Federal Planning funds normally allocated to the MPO in support of required planning activities as directed by USDOT.								
	5. State = General state funds committed to the project as the required match to the federal funds.								
	6. 5303 = Federal planning funds designated for transit planning activities.								
<div>Amendment Summary</div> <div>This amendment is adds a total of \$1,712,418 of STP and PL funds (plus associated required matching funds) of prior year unobligated carry-over still approved and eligible for the project</div>									



Exhibit A to Resolution 18-4901

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



PROJECT #2 EXISTING MTIP PROGRAMMING (from the 2015 MTIP)									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18839	70780	TriMet	OR8:SW 115th Ave (Beaverton) - SW 192nd Ave (Aloha)					Highway	\$ 1,844,000
Project Description:			Sidewalk infill and improvements, Signal priority, bus stop relocations, bus pads, mobility improvements and enhanced pedestrian crossing						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
HPP	Earmark	Federal	2016		\$ 289,648				\$ 289,648
Local	Match	Local	2016		\$ 33,152				\$ 33,152
State STP-FLX	M240	Federal	2017			\$ 206,379			\$ 206,379
Local	Match	Local	2017			\$ 23,621			\$ 23,621
State STP-FLX	M240	Federal	2018					\$ 952,215	\$ 952,215
Local	Match	Local	2018					\$ 108,985	\$ 108,985
Other	Overmatch	Local	2018					\$ 230,000	\$ 230,000
Total:			\$ -	\$ 322,800	\$ 230,000	\$ -	\$ 1,291,200	\$ 1,844,000	
Notes:	1. HPP = Federal High Priority Project program. The funding was originally an earmark								
	2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".								
	3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.								
	4. State STP-FLX = Federal Surface Transportation Program funding allocated to ODOT from FHWA.								
	5. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".								
<div>Amendment Summary</div> <div>Proposed changes are stated on the next page</div>									

PROJECT #2 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18839	70780	TriMet	<del>OR8: SW 115th Ave (Beaverton) – SW 192nd Ave</del> OR8: SW 192nd Ave (Aloha) - SW 160th Ave (Beaverton)					Highway	\$ 1,698,000
Project Description:			Sidewalk infill and improvements, Signal priority, bus stop relocations, bus pads, mobility improvements and enhanced pedestrian crossing						
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
HSIP	MS3E	Federal	2016		\$ 289,648				\$ 289,648
Local	Match	Local	2016		\$ 33,152				\$ 33,152
ADVCON	ACPO	Federal	2016		\$ 425,500				\$ 425,500
Local	Match	Local	2016		\$ 48,700				\$ 48,700
ADVCON	ACPO	Federal	2018			\$ 145,363			\$ 145,363
Local	Match	Local	2018			\$ 16,637			\$ 16,637
ADVCON	ACPO	Federal	2019				\$ 31,406		\$ 31,406
Local	Match	Local	2019				\$ 3,594		\$ 3,594
ADVCON	ACPO	Federal	2019					\$ 425,320	\$ 425,320
Local	Match	Local	2019					\$ 48,680	\$ 48,680
Other	Overmatch	Local	2019					\$ 230,000	\$ 230,000
Total:				\$ -	\$ 797,000	\$ 162,000	\$ 35,000	\$ 704,000	\$ 1,698,000
Notes:	<div>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</div> <div>2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".</div> <div>3. HSIP = Federal Highway Safety Improvement Program funding allocated to ODOT for highway safety improvements.</div> <div>4. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.</div> <div>5. ADVCON = Federal Advance Construction. Acts a federal fund type placeholder until the final federal fund type code is committed to the project and obligates the fund.</div> <div>6. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".</div>								
<div>Amendment Summary</div> <div>This amendment results from significant scope and limits changes to the project. Reviews of site locations have been accomplished to determine what remains in the project and what can be removed to keep the project within budgetary limits. The PE phase increase reflects an external consultant driven phase management. A small Utility Relocation phase is being added. As a result of the review and adjusted scope plus project limits, the construction phase estimate has decreased resulting in an overall net cost decrease to the project.</div>									

Exhibit A to Resolution 18-4901

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



PROJECT #3 EXISTING MTIP PROGRAMMING (from the 2015 MTIP)									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18794	70766	ODOT	OR8: SW10th - SW 110th					Highway	\$ 1,862,600
Project Description:			Systematic safety improvements						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
HISP-FAST	ZS30	Federal	2016		\$ 437,500				\$ 437,500
HSIP-FAST	ZS30	Federal	2019					\$ 1,053,100	\$ 1,053,100
State STP-FLX	M240	Federal	2019					\$ 333,796	\$ 333,796
State	Match	State	2019					\$ 38,204	\$ 38,204
									\$ -
									\$ -
Total:				\$ -	\$ 437,500	\$ -	\$ -	\$ 1,425,100	\$ 1,862,600
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".								
	3. HSIP = Federal Highway Safety Improvement Program funding allocated to ODOT annually. This specific funding pot (ZS30) is 100% federal and does not require local or state matching funds.								
	4. State STP-FLX = Federal Surface Transportation Program funding allocated to ODOT from FHWA.								
	5. State = General state funds committed to the project as the required match to the federal funds								

**Amendment Summary**

Proposed changes are stated on the next page

PROJECT #3 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18794	70766	ODOT	<del>OR8: SW10th - SW 110th</del> OR8: SW Murray Blvd - SW 110th Ave (Beaverton)					Highway	\$ 2,144,043
		Project Description:	<del>Systematic safety improvements</del> Safety upgrades to install larger signal heads, reflective backboards, pedestrian countdown signals and left turn phasing where feasible						
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
HSIP-FAST	ZS30	Federal	2016		\$ 437,500				\$ 437,500
ADVCON	ACPO	Federal	2019			\$ 304,000			\$ 304,000
ADVCON	ACPO	Federal	2019					\$ 1,364,339	\$ 1,364,339
State	Match	State	2019					\$ 38,204	\$ 38,204
									\$ -
									\$ -
Total:				\$ -	\$ 437,500	\$ 304,000	\$ -	\$ 1,402,543	\$ 2,144,043
Notes:	<div>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</div> <div>2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".</div> <div>3. HSIP = Federal Highway Safety Improvement Program funding allocated to ODOT annually. This specific funding pot (ZS30) is 100% federal and does not require local or state matching funds.</div> <div>4. ADVCON = Federal Advance Construction. Acts a federal fund type placeholder until the final federal fund type code is committed to the project and obligates the fund. For the Right of Way phase, the use of ADVCON fund code most likely represents 100% HSIP to be committed later when the ROW phase is obligated.</div> <div>5. State = General state funds committed to the project as the required match to the federal funds</div> <div>6. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".</div>								

#### Amendment Summary

The amendment reflects changes die to a scope change to the project. The project was originally scoped a signal head upgrade project with 23 locations and no ADA improvements. ADA requirements are now applicable to the project resulting in a decrease to 9 locations to receive signal upgrades. The scope change also adds a Right-of-Way phase for the project



**Exhibit A to Resolution 18-4901**

**2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment**

**Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects**



PROJECT #4 EXISTING MTIP PROGRAMMING (from the 2015 MTIP)									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19786	70859	ODOT	I-205: Stafford Rd - OR99E					Highway	\$ 29,000,000
Project Description:			Complete pre-NEPA project development planning activities to add a 3rd through-lane on I-205 in each direction and a 4th lane on the Abernethy Bridge to separate through traffic and complete required seismic upgrades.						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
NHPP	Z460	Federal	2016	\$ 11,527,500					\$ 11,527,500
State	Match	State	2016	\$ 972,500					\$ 972,500
ADVCON	ACP0	Federal	2018		\$ 12,910,800				\$ 12,910,800
State	Match	State	2018		\$ 1,089,200				\$ 1,089,200
Other	Overmatch	Local	2018	\$ 2,500,000					\$ 2,500,000
									\$ -
Total:				\$ 15,000,000	\$ 14,000,000	\$ -	\$ -	\$ -	\$ 29,000,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. NHPP = Federal National Highway Freight Program funding allocated to ODOT for various goods movements related projects and improvements								
	3. State = General state funds committed to the project as the required match to the federal funds								
	4. ADVCON = Federal Advance Construction. Acts a federal fund type placeholder until the final federal fund type code is committed to the project and obligates the fund. For the Right of Way phase, the use of ADVCON fund code most likely represents 100% HSIP to be committed later when the ROW phase is obligated.								
	5. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".								
<div>Amendment Summary</div> <div>Proposed changes are stated on the next page</div>									

PROJECT #4 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19786	70859	ODOT	I-205: Stafford Rd - OR99E					Highway	\$ 30,400,000
Project Description:			Complete pre-NEPA project development planning activities to add a 3rd through-lane on I-205 in each direction and a 4th lane on the Abernethy Bridge to separate through traffic and complete required seismic upgrades.						
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
NHPP	Z460	Federal	2016	\$ 11,527,500					\$ 11,527,500
State	Match	State	2016	\$ 972,500					\$ 972,500
ADVCON	ACPO	Federal	2018		\$ 12,910,800				\$ 12,910,800
State	Match	State	2018		\$ 1,089,200				\$ 1,089,200
Other	Overmatch	Local	2018	\$ 2,500,000					\$ 2,500,000
ADVCON	ACPO	Federal	2018			\$ 1,289,680			\$ 1,289,680
State	Match	State	2018			\$ 110,320			\$ 110,320
									\$ -
Total:				\$ 15,000,000	\$ 14,000,000	\$ 1,400,000	\$ -	\$ -	\$ 30,400,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. NHPP = Federal National Highway Freight Program funding allocated to ODOT for various goods movements related projects and improvements								
	3. State = General state funds committed to the project as the required match to the federal funds								
	4. ADVCON = Federal Advance Construction. Acts as a federal fund type placeholder until the final federal fund type code is committed to the project and obligates the fund. For the Right of Way phase, the use of ADVCON fund code most likely represents 100% HSIP to be committed later when the ROW phase is obligated								
	5. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".								

#### Amendment Summary

This amendment adds \$1.4 million to the project to begin right-of-way activities. OTC approval was required and occurred during their May 2018 meeting

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Friday, July 13, 2018  
To: JPACT and Interested Parties  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: July 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4901

## STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING FOUR PROJECTS IMPACTING METRO, ODOT AND TRIMET (JL18-12-JUL)

## BACKGROUND

### What this is:

The July 2018 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment bundle contains required changes and updates impacting Metro, ODOT, and TriMet. Four projects are included in the amendment bundle. They are summarized in the below table:

<b>July 2018 Formal MTIP Amendment</b> Amendment Type: Formal Name: JL18-12-JUL Number of Projects: 4			
ODOT Key MTIP ID	Lead Agency	Project Name & Description	Required Changes
Project #1  ODOT Key <b>21271</b>  MTIP ID 71053	Metro	<b>Portland Metro Planning SFY19</b>  SFY 2019 annual MPO planning funds allocation in support of MPO planning requirements.	<b>ADDED FUNDING:</b> This amendment is adds a total of \$1,712,418 of STP and PL funds (plus associated required matching funds) of prior year unobligated carry-over still approved and eligible for the project
Project #2  ODOT Key <b>18839</b>  MTIP ID 70661	TriMet	<del>OR8: SW 115th Ave (Beaverton) - SW 192nd Ave</del> <b>OR8: SW 192nd Ave (Aloha) - SW 160th Ave (Beaverton)</b>  Sidewalk infill and improvements, Signal priority, bus stop relocations, bus pads, mobility improvements and enhanced pedestrian crossing	<b>LIMITS/SCOPE CHANGE:</b> The amendment increases the PE phase funding, reduces ROW phase. The project adds a small UR phase and decreases the construction phase funding. Various project locations needed to be dropped or split in order to keep project within budget, avoid overlaps with existing projects, and to drop work not wanted by applicant. The PE budget decided to be outsourced. This amendment serves to increase the budget for consultant design services. The scope update also requires adjustments to the project limits.
Project #3  ODOT Key <b>18794</b>  MTIP ID 70766	ODOT	<del>OR8: SW 10th - SW 110th</del> <b>OR8: SW Murray Blvd - SW 110th Ave (Beaverton)</b>  Systematic safety improvements <b>Safety upgrades to install larger signal heads, reflective backboards, pedestrian countdown signals and left turn phasing where feasible</b>	<b>SCOPE CHANGE:</b> The original scope for this project included 23 locations to receive signal head upgrades. ADA scope elements were not included. The project now includes AADA requirements resulting in a reduction to 9 locations to keep the project within the budgetary limitations.

ODOT Key MTIP ID	Lead Agency	Project Name & Description	Required Changes
Project #4  ODOT Key 19786  MTIP 70859	ODOT	<b>I-205: Stafford Rd - OR99E</b>  Complete pre-NEPA project development planning activities to add a 3rd through-lane on I-205 in each direction and a 4th lane on the Abernethy Bridge to separate through traffic and complete required seismic upgrades.	<b>ADD FUNDING:</b> Partial Right-of-Way phase funding is being added to the project per review and approval by FHWA

**What is the requested action?**

**TPAC recommends JPACT approval of the July 2018 formal amendment and for resolution 18-4901 and then on to the Metro Council enabling the four identified projects to be amended correctly into the 2018 MTIP, with final approval to occur from USDOT.**

A detailed summary of the four projects being amended is provided in the below tables:

<b>1. Project: Portland Metro Planning SFY19</b>			
Lead Agency:	<b>Metro</b>		
ODOT Key Number:	<b>21271</b>	MTIP ID Number:	71053
Project Description:	<p>The project represents annual planning funds allocated to Metro in support of regional planning requirements as stated in 23 CFR 450.300-338 including development and management of the RTP, UPWP, and the MTIP, plus completing major regional transportation related studies of significance and other activities that support metropolitan planning.</p> <p>Metro is allocated three types of funds used for annual planning activities: Federal Metropolitan Planning (PL) funds, FTA Section 5303 funds, and Surface Transportation Block Grant (STBG) funds. PL and STBG funds support various MPO planning studies UPWP work efforts and other planning activities the MPO is responsible for completing. FTA Section 5303 funds also support MPO planning activities, but focus on transit planning areas.</p>		
What is changing?	Additional unobligated PL and STP funds from past years are being carried over into the SFY 2019 cycle enabling the funds to be now be obligated and expended in support of required Metro planning projects.		
Additional Details:	This is one of possibly two UPWP funding corrective that will occur to resolve remaining unobligated authorized UPWP funds for Metro. In the past, there have been some issues between the statewide MPO UPWP program and ODOT's SPR program. This amendment reflects the ongoing clean-up effort to correct past issues the UPWP program.		
Why a Formal amendment is required?	A total of \$1,536,522 is being added to the project. The net cost increase is 37.6% which exceeds the Administrative Modification maximum threshold of 20%		
Total Programmed Amount:	Total programming increases from \$4,079,989 to \$5,782,407		
Added Notes:			

<b>2. Project: <del>OR8: SW 115th Ave (Beaverton) - SW 192nd Ave</del> OR8: SW 192nd Ave (Aloha) - SW 160th Ave (Beaverton)</b>			
Lead Agency:	<b>TriMet</b>		
ODOT Key Number:	<b>18839</b>	MTIP ID Number:	70780
Project Description:	Sidewalk infill and improvements, bus stop relocations, bus pads, mobility improvements and enhanced pedestrian crossing.		
What is changing?	Limits change along with the project scope.		



	<p>A review between ODOT and TriMet of the proposed original site locations revealed potential cost issues above the available budget and potential overlaps with other related projects, and projects deemed not required by the lead agency. The re-scoping effort resulted in a decision to also utilize a consultant driven PE phase rather than in-house delivery. As a result of this decision, the PE phase required additional funding which is being addressed through this amendment.</p> <p>The summary of changes to the project include the following:</p> <ul style="list-style-type: none"> <li>- Split 188K &amp; associated scope (OR8 @ SW 115th, OR8 @ Hall Blvd) to 18794</li> <li>- Drop various locations to keep project within budget and to avoid overlap w/ existing projects</li> <li>- Change name and mile points to reflect scope change</li> <li>- Increase by 42K to address budget shortfall with remaining scope, adjusting funding between phases to make each phase whole and adding a UR phase</li> </ul> <p>These changes decrease the required project total from \$1,844,000 to \$1,690,000</p>
Additional Details:	<p>Specific site locations adjustments include the following:</p> <p><b>Split to K18794:</b></p> <ul style="list-style-type: none"> <li>- OR8 @ SW 115th</li> <li>- OR8 @ Hall Blvd</li> </ul> <p><b>Remove (either due to overlap w/ other projects or insufficient budget):</b></p> <ul style="list-style-type: none"> <li>- OR8 @ Broadway</li> <li>- 12900 block of OR8</li> <li>- OR8 @ SW Hocken</li> <li>- OR8 @ SW 142nd</li> <li>- OR8 @ Murray Blvd</li> <li>- OR8 @ SW 170th</li> <li>- OR8 @ Aloha Village</li> <li>- OR8 @ SW 185th</li> <li>- OR8 @ SW 198th</li> <li>- OR8 @ Market Center</li> </ul> <p><b>Keep:</b></p> <ul style="list-style-type: none"> <li>- OR8 @ 160th Ave</li> <li>- OR8 @ St Mary's Home</li> <li>- OR8 @ SW 178th</li> <li>- OR8 @ 192nd Ave</li> </ul>
Why a Formal amendment is required?	Limits changes in excess of 0.25 miles require a formal MTIP Amendment. Major scope changes to a project also require a formal MTIP Amendment. Both actions are occurring to the project resulting in the need for the formal amendment.
Total Programmed Amount:	The total project programming amount decreases from \$1,844,000 to \$1,698,000
Added Notes:	OTC action was not required for this change

<b>3. Project:</b>	<del>OR8: SW10th - SW 110th</del> <b>OR8: SW Murray Blvd - SW 110th Ave (Beaverton)</b>		
Lead Agency:	<b>ODOT</b>		
ODOT Key Number:	<b>18794</b>	MTIP ID Number:	70766
Project Description:	<del>Systematic safety improvements</del> <b>Safety upgrades to install larger signal heads, reflective backboards, pedestrian countdown signals and left turn phasing where feasible</b>		

What is changing?	<p>Scope Change: The original scope for this project included 23 locations to receive signal head upgrades. ADA scope elements were not included. The project now includes ADA requirements resulting in a reduction to 9 locations to keep the project within the budgetary limitations.</p> <p>K18794 was originally scoped as signal head upgrades at 23 locations with no ADA improvements. Newer requirements under the ADA settlement led R1 to revise the scope to include signal upgrades and ADA upgrades at 9 locations. The revised scope will require rebalancing original funding and creation of a ROW phase.</p> <p>Improvements originally part of K18839 will be added to K18794 to avoid overlaps and design conflicts between the projects. Funds associated with those improvements will be transferred to K18794.</p> <p>The summary of changes include the following: Remove various project locations due to insufficient budget - Change project name and mile points to reflect revised scope - Split \$188K &amp; associated scope from K18839 - Add a ROW phase of \$304,000, reducing CN by \$22,557 and adding \$93,443 from R1 Financial Plan to cover shortage</p>
Additional Details:	<p><b>Revised locations for K18794:</b></p> <ul style="list-style-type: none"> <li>- OR8 @ SW 110th</li> <li>- OR8 @ OR217 NB</li> <li>- OR8 @ OR217 SB</li> <li>- OR8 @ SW 115th (scope added from K18839)</li> <li>- OR8 @ SW 117th (scope added from K18839)</li> <li>- OR8 @ SW Lombard</li> <li>- OR8 @ Hall Blvd (scope added from K18839)</li> <li>- OR8 @ SW Watson</li> <li>- OR8 @ SW Murray</li> </ul> <p><b>Removed locations (due to insufficient budget):</b></p> <ul style="list-style-type: none"> <li>- OR8 @ 153rd Dr</li> <li>- OR8 @ 160th Ave</li> <li>- OR8 @ 170th Ave</li> <li>- OR8 @ 198th Ave</li> <li>- OR8 @ Brookwood</li> <li>- OR8 @ Shute Plaza</li> <li>- SE 10th Ave @ Maple St</li> <li>- SE 10th Ave @ Walnut St</li> <li>- SE 10th Ave @ Oak St</li> <li>- SE 10th Ave @ SE Baseline St</li> <li>- SE Baseline St @ SE 5th Ave</li> <li>- SE Baseline St @ SE 3rd Ave</li> <li>- SE Baseline St @ SE 2nd Ave</li> <li>- SW Baseline St @ W Main St</li> </ul>
Why a Formal amendment is required?	Major scope changes to a project also require a formal MTIP Amendment
Total Programmed Amount:	The project total programming increases from \$1,824,396 to 2,144,043
Added Notes:	OTC approval was not required for these changes.

<b>4. Project:</b>	<b>I-205: Stafford Rd - OR99E</b>		
Lead Agency:	<b>ODOT</b>		
ODOT Key Number:	<b>19786</b>	MTIP ID Number:	<b>70859</b>
Project Description:	<p>Complete pre-NEPA project development planning activities to add a 3rd through-lane on I-205 in each direction and a 4th lane on the Abernethy Bridge to separate through traffic and complete required seismic upgrades.</p> <p>The project scope includes four main components:</p> <ul style="list-style-type: none"> <li>A. Widen and seismically retrofit the George Abernethy Bridge near Oregon City.</li> <li>B. Retrofit or replace the other seismically vulnerable bridges carrying Interstate 205 in the project corridor.</li> <li>C. Widen the freeway to three northbound and three southbound lanes between Stafford Road and Oregon 99 East.</li> <li>D. Modify interchanges at Oregon 43 and Oregon 99 East to conform to the additional freeway lanes and add Active Traffic Management (ATM) elements consistent with the Oregon Department of Transportation (ODOT) Region 1's ATM Project Atlas.</li> </ul>		
What is changing?	The amendment adds \$1.4 million total of funding in support of right-of-way activities.		
Additional Details:	FHWA reviewed ODOT's request and reversed their earlier decision supporting the MPO concerning partial implementation phase programming for this project.		
Why a Formal amendment is required?	Adding partial funding to an implementation phase represents a core change to FHWA programming policy.		
Total Programmed Amount:	The programming for the project increases from \$29,000,000 to \$30,400,000.		
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required for this project. OTC approval occurred during their April 2018 meeting.		

Note: The Amendment Matrix at right is included as a reference the rules and justification for Formal Amendment and Administrative Modifications that the MPOs and ODOT must follow

## 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 multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification as required to programmed in the MTIP:
  - Awarded federal funds and is considered a transportation project
  - Identified as a regionally significant project.
  - Identified on and impacts Metro transportation modeling networks.
  - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:

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

- Project eligibility for the use of the funds
- Proof and verification of funding commitment
- Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
  - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
  - RTP project cost consistent with requested programming amount in the MTIP
  - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
  - Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
  - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
  - Is eligible for special programming exceptions periodically negotiated with USDOT as well.
  - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- MPO responsibilities completion:
  - Completion of the required 30 day Public Notification period:
  - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
  - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

## APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the July 2018 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	June 29, 2018
● TPAC notification and approval recommendation.....	July 13, 2018
● <b>JPACT approval and recommendation to Council.....</b>	<b>July 19, 2018</b>
● Completion of public notification process.....	July 30, 2018
● Metro Council approval.....	August 2, 2018*

\*Note: If any significant public comments are received that are deemed necessary for review by JPACT, the impacted projects or complete amendment will be pulled from the Metro Council agenda and returned to JPACT for their review and direction.

### USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
● Metro development of amendment narrative package .....	August 6, 2018
● Amendment bundle submission to ODOT for review.....	August 7, 2018



- Submission of the final amendment package to USDOT..... August 7, 2018
- ODOT clarification and approval..... Mid-August , 2018
- USDOT clarification and final amendment approval..... Mid-August 2018

#### ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (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. **Metro Budget Impacts:** None to Metro

#### RECOMMENDED ACTION:

TPAC recommends the approval of Resolution 18-4901.

- TPAC notification and approval date: July 13, 2018

Attachment: Project Location Maps

Date: Friday, July 13, 2018  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: Attachment 1 to the July 2018 MTIP Formal Amendment Staff Report – Project Location Maps

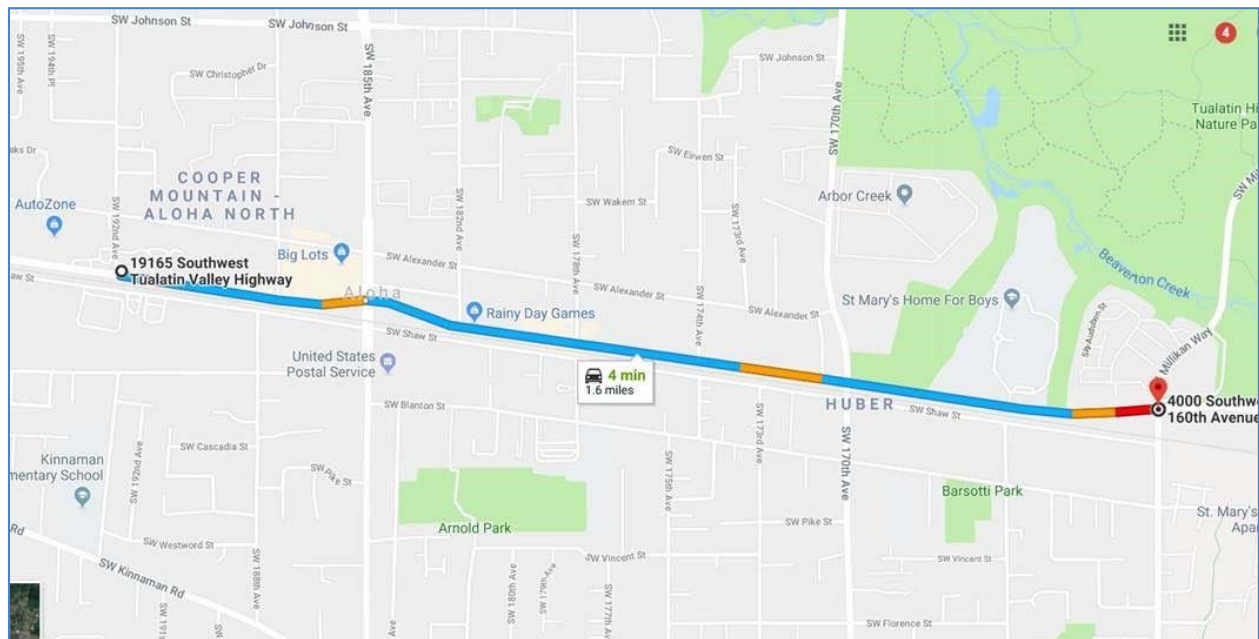
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## BACKGROUND

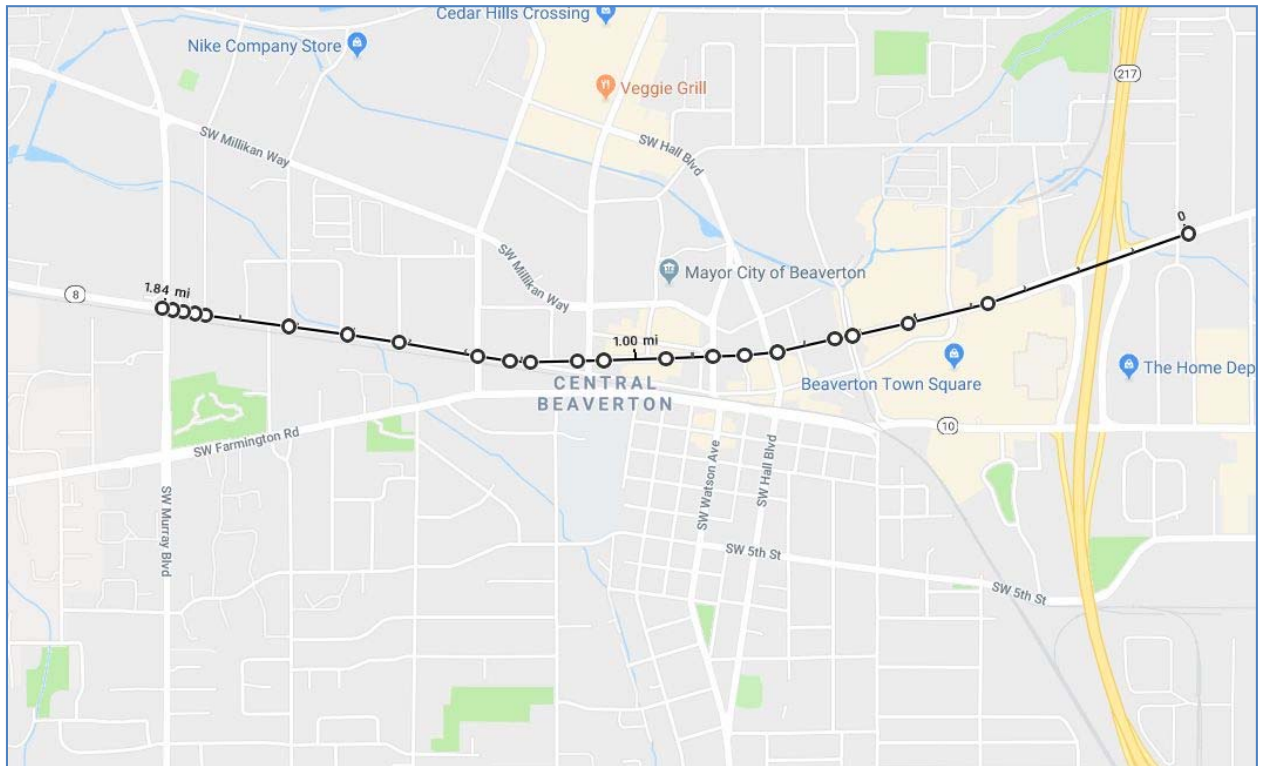
Available project location maps and OTC request letters are included in this attachment to the staff report for reference for their applicable projects. Maps and/or OTC letters are included for:

- Key 18339 – OR8: SW 192nd Ave (Aloha) - SW 160th Ave (TriMet)
- Key 18794 – OR8: SW Murray Blvd - SW 110th Ave (Beaverton)
- Key 19786 – I-205: Stafford Rd to OR99E

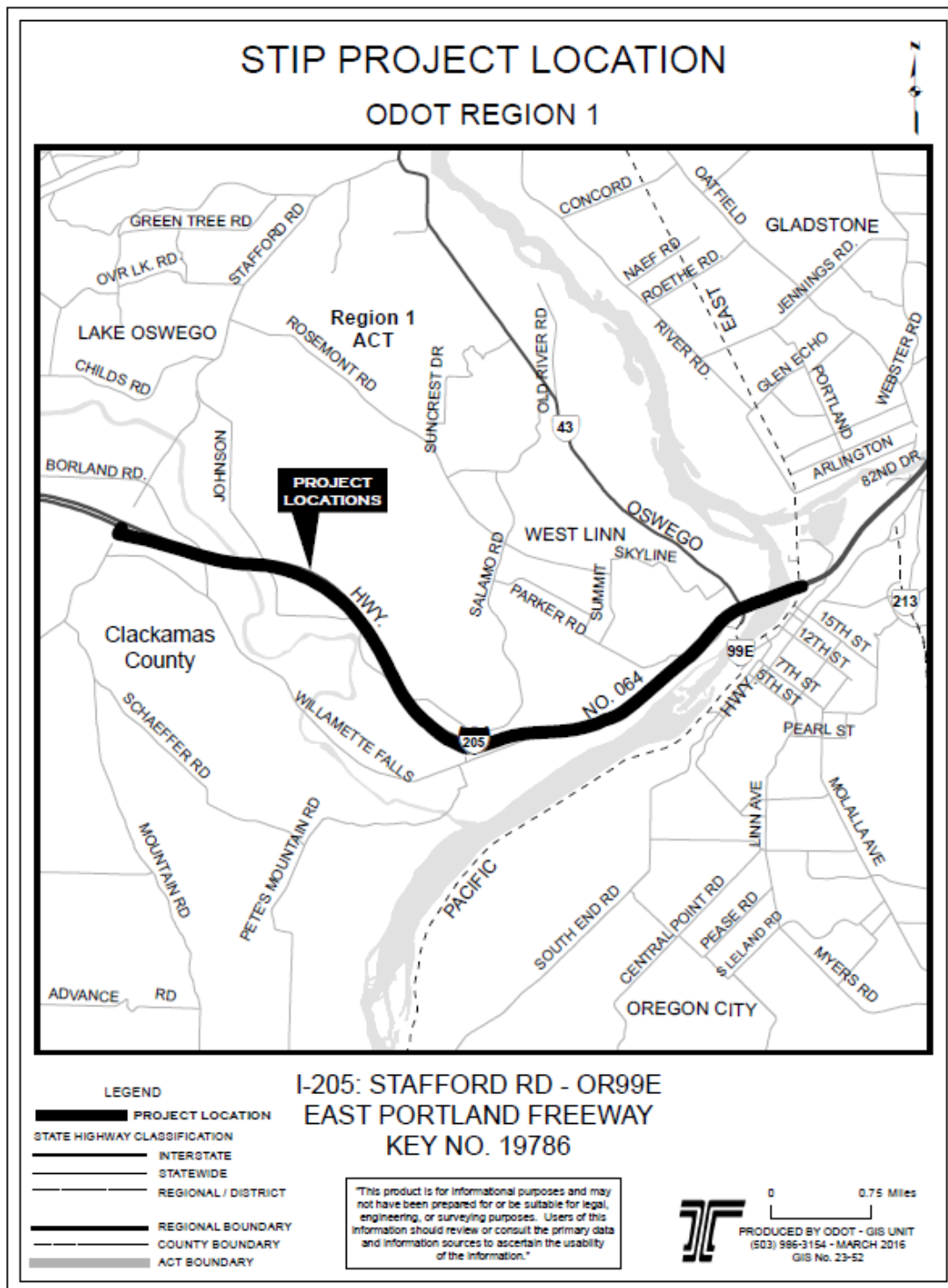
### Key 18339 OR8: SW 192nd Ave (Aloha) - SW 160th Ave



**Keys 18794**  
**OR8: SW Murray Blvd - SW 110th Ave (Beaverton)**




**Key 19786**  
**I-205: Stafford Rd - OR99E**









**Oregon**  
State of Oregon  
Katie Rosen, Governor

Oregon Transportation Commission  
Office of the Director, MS 11  
305 Capitol SE NE  
Salem, OR 97301-3871

**DATE:** April 6, 2018  
**TO:** Oregon Transportation Commission

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** **Agenda S** - Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to add funding to the preliminary engineering phase and right-of-way phase to the Interstate 205: Stafford Road to Oregon 99 East project.

**Requested Action:**  
Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to add funding to the Interstate 205: Stafford Road to Oregon 99 East project to:

- 1) Add \$14,000,000 to the preliminary engineering phase
- 2) Add a right-of-way phase in the amount of \$1,400,000

The total estimated project cost will increase from \$15,000,000 to \$30,400,000. Funding for this project will come from cost savings associated with the Sunrise Jobs and Transportation Act (JTA) Sunrise Project.

**Project to increase funding**  
**Interstate 205: Stafford Road - OR99E (KN-19786)**

PHASE	YEAR	COST	
		Current	Proposed
Planning	2016	\$15,000,000	\$15,000,000
Preliminary Engineering	2018	\$0	\$14,000,000
Right of Way	2018	\$0	\$1,400,000
Utility Relocation	N/A	\$0	\$0
Construction	N/A	\$0	\$0
Other	N/A	\$0	\$0
<b>TOTAL</b>		<b>\$15,000,000</b>	<b>\$30,400,000</b>

**Background:**  
The purpose of the project is to reduce congestion on the Interstate 205 corridor between Stafford Road and Oregon 99 East in Clackamas County. The project scope includes four main components:

- A. Widen and seismically retrofit the George Abernethy Bridge near Oregon City.

Oregon Transportation Commission  
April 6, 2018  
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- B. Retrofit or replace the other seismically vulnerable bridges carrying Interstate 205 in the project corridor
- C. Widen the freeway to three northbound and three southbound lanes between Stafford Road and Oregon 99 East.
- D. Modify interchanges at Oregon 43 and Oregon 99 East to conform to the additional freeway lanes and add Active Traffic Management (ATM) elements consistent with the Oregon Department of Transportation (ODOT) Region 1's ATM Project Atlas.

Total project costs are estimated at approximately \$500 million. The project is currently funded at \$15,000,000 with a combination of federal freight funds and Regional Metropolitan Transportation Improvement Program funds. The \$15,000,000 of planning funds currently in the project are for completing environmental work, developing the HB 2017 (Transportation Funding) Cost to Complete report ODOT provided to the legislature in February, and to jump-start design. The remaining project funds will pay for advanced analysis of the George Abernethy Bridge and other bridge work, continue design for the freeway widening, and will bring the ATM design to about 60 percent complete.

The Cost to Complete Report identified the need for additional funding to be provided quickly to maintain the assumed timeline and cost assumptions in the report. The transfer of \$15,400,000 to the project now allows the project to remain on schedule through the remainder of 2018. The addition of \$14,000,000 for preliminary engineering in this request will take the bridge and freeway widening design to 60 percent and allow reaching 100% design for the ATM scope. The \$1,400,000 right-of-way phase will allow ODOT to move forward with the necessary property acquisitions, allowing for a faster transition to construction once the remaining funding is identified.]

ODOT's 2017-2019 budget bill (HB 5045) included a budget note that directed the department "to ensure an ongoing commitment to fully fund congestion relief on I-205, including but not limited to the Stafford Rd to Abernethy Bridge bottleneck."

The Jobs and Transportation Act (JTA) allocated \$100 million for the Sunrise Project in Clackamas County. In 2016 ODOT completed the Sunrise Expressway, a new 2.5 mile, four-lane highway connecting the Milwaukie Expressway to SE 122nd Avenue and OR 212/224, as well as other improvements on the corridor. ODOT is currently in the process of closing out several Sunrise projects and has identified approximately \$21,400,000 in Jobs and Transportation Act (JTA) funds remaining. These remaining funds result from lower than anticipated right-of-way costs and the leveraging of multiple funding sources and project efficiencies. Attached is a summary of the Sunrise JTA Project budget.

This request is to reallocate \$15,400,000 to cover the needs identified on the Interstate 205: Stafford Road to Oregon 99 East Cost to Complete report through the remainder of the year. In addition, ODOT requests that the Commission approve transfer of any remaining Sunrise JTA Project funds to the Interstate 205: Stafford Road to Oregon 99 East as they become available in coming months. If the request to move the remaining funds from the Sunrise corridor project to the Interstate 205: Stafford Road to Oregon 99 East project is approved, ODOT will be able to continue the design work consistent with the assumptions provided in the Cost to Complete report through the end of 2018.

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**Options:**

With Commission approval, the project can continue as described.

Without Commission approval, ODOT will continue work on the initial planning phase of the Interstate 205 widening project until the contract runs out of budget this September or October. When the project runs out of funding, the work will stop until additional funding can be identified and a new consultant contract amendment can be developed and approved to restart work.

ODOT would likely return to the Commission and request to use the unallocated Sunrise funds for the construction phase of the next priority identified for the remaining Sunrise JTA Project funds: Oregon 224 (Milwaukie Expressway) from Southeast Rusk road to Interstate 205.

**Attachments:**

- Attachment 1 – Location and Vicinity Maps
- Attachment 2 – Sunrise Corridor budget summary
- Attachment 3 – Sunrise Freight Access MOU (28806)

**Copies (w/attachment) to:**

Jerri Bohard	Travis Brouwer	Tom Fuller	Bob Gebhardt
Paul Mather	McGregor Lynde	Jeff Flowers	Arlene Santana
Rian Windsheimer	David Kim	Talena Adams	Vaughan Rademeyer
Jon Makler	Amanda Sandvig	Ted Miller	Tova Peltz
Tom Hamstra	Lynn Averbek	Kristen Stallman	Mandy Putney



600 NE Grand Ave.  
Portland, OR 97232-2736  
oregonmetro.gov

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

June 21, 2018

Metro Regional Center, Council Chamber

**REVISED July 27, 2018**

MEMBERS PRESENT

Nina DeConcini  
Denny Doyle  
Doug Kelsey  
Roy Rogers  
Dan Saltzman  
Tim Knapp  
Ann McEnerny-Ogle  
Paul Savas  
Bob Stacey (*Chair*)  
Jessica Vega Pederson  
Curtis Robinhold  
Tim Clark

AFFILIATION

Oregon Department of Environmental Quality  
City of Beaverton, Cities of Washington County  
TriMet  
Washington County  
City of Portland  
City of Wilsonville, Cities of Clackamas County  
City of Vancouver  
Clackamas County  
Metro Council  
Multnomah County  
Port of Portland  
City of Wood Village, Cities of Multnomah County

MEMBERS EXCUSED

Kris Strickler

AFFILIATION

Washington State Department of Transportation

ALTERNATES PRESENT

Sam Chase  
Mandy Putney  
Mark Gamba

AFFILIATION

Metro Council  
Oregon Department of Transportation  
City of Milwaukie, Cities of Clackamas County

OTHERS PRESENT: Jaimie Huff, Andrew Singlelakis, Nicole Hendrix, Jeff Own Megan Neill, Jamie Watz, Theresa M Kohlhoff, Shanon Nasset, Dwight Brasher

STAFF: Randy Tucker, Jamie Snook, Ken Lobeck, Lisa Hunrichs, Beth Cohen, Grace Cho, Kim Ellis, Dan Kaempff, Tom Kloster, Mari Bradway, Ernest Hayes, Elissa Gertler, Tyler Frisbee, Miranda Mishan, Sima Anekonda

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

Chair Bob Stacey called the meeting to order at 7:35 AM.

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

Ms. Sharon Nasset, Economic Transportation Alliance: Ms. Nasset presented on the topic of I-5 congestion relief. She proposed an extension of I-5 to connect Swan Island, Highway 30 and the Ports of Portland and Vancouver.

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

Ms. Nina DeConcini described that Clean Air Oregon and the OHA joined authorities to establish DEQ OHA Cleaner Air Oregon Rule Making.

Mayor Tim Knapp stated Wilsonville adopted a city budget that detailed increased coordinated for outlying communities including Clackamas County and Canby. The plan worked within the Wilsonville to expand smart services to growing areas. The City of Wilsonville looked to create new jobs and increase TriMet cooperation in Coffee Creek and Salt Creek.

Mr. Doug Kelsey discussed the significant improvements made on Providence Park as part of a 5 year business plan. He mentioned that Fiscal 19 budgeted \$1.4 million which included the following: operating requirements, capital, and fund balance. The local revenue was \$418, with money retrieved from new services. He mentioned money would be retrieved from the employee payroll tax. Counselor Kelsey added that the budget would serve TriMet's expansion program and would result in the following: late night buses, additional trips to OHSU, and longer routes. He explained Line 81 would serve different areas of Portland as a part of HB 17. He stated the changes would increase the bus fleet from 600 to 900 buses.

Ms. Mandy Putney provided an update on value pricing for the advisory committee. She remarked that a consultation teamed analyzed pricing applications for 15 lanes stretching in all directions would start in Alberta and stretch to Terwilliger. The team looked at pricing for the Abernathy Bridge and discussed how to reduce congestion through building. She noted that more analysis and a longer term approach was necessary to price 15 corridors. Ms. Putney mentioned the policy committee would further discuss location, how to price, and congestion mitigation strategies. She explained that the issue was undergoing public review and would be submitted to the Transportation Commission on July 12<sup>th</sup>, following the public comment.

## **4. CONSENT AGENDA**

MOTION: Councilor Bob Stacey moved to adopt the consent agenda



ACTION: With all in favor, the motion passed.

## **5. INFORMATION/DISCUSSION ITEMS**

### **5.1 Draft Regional Transportation Plan – Policies and Implementation**

*Key elements of the presentation included:*

Kim Ellis, Metro, presented on the policies and implementation of the Draft Regional Transportation Plan. Her presentation addressed the mission and outcomes the plan would provide. She stated a significant portion of the RTP was dedicated to freeway and would create a transportation network that would target high injury corridors. The RTP recognized that the Portland region would continue to grow and therefore needed to address various transportation options and congestion. The RTP included updates to freight and transit policies related to streets and highways.

Ms. Ellis also discussed the new equity policy that addressed people of color and low income individuals. She stated the policy looked at how transportation was evaluated in the past, sought to engage marginalized communities, and created equitable strategies.

Ms. Ellis explained that the RTP would be implemented in a series of ways to address unresolved needs and issues. The RTP would set new policies around the planning process, include technical assistance, and would provide relevant data. She said that this information would create a model to influence future studies. Ms. Ellis also mentioned that the model was based on value pricing along with a variety of other resources.

Ms. Ellis remarked that the regional scale plan would ideally be completed in 5 years due to several issues. She discussed the Jurisdictional Transportation Program that would coordinate with bus services to serve growing areas. She mentioned several refinement planning efforts and added that work was being done to update descriptions. Ms. Ellis emphasized that planning efforts were opportunities to develop shared investing strategies and looked at the larger picture to address economic development.

Ms. Ellis remarked that quarter level planning efforts recommended phasing should seek out funding for the future. She discussed several major projects that utilized local alternatives. Ms. Ellis emphasized that a major RTP goal was to look at large scale investments. She mentioned that the public comment period for this project would start on June 29<sup>th</sup> and would be an opportunity for jurisdiction to provide their feedback. She also stated that the RTP would rely on the work of TPAC. Ms. Ellis concluded that the RTP would ideally be finished by December 6<sup>th</sup>, 2018.

*Member discussion included:*

- Commissioner Jessica Vega Pederson, Multnomah County, appreciated the RTP's piece with jurisdictional transfers. She mentioned that city road needed to better serve populations and that further conversation regarding this issue were required.
- Mayor Tim Knapp stated Clackamas County created a detailed regional plan which noted that city needs have evolved. He explained the regional plan was an aggregation of smaller plans, but did not include a high level vision of regional transportation needs. Mayor Knapp posited that without a general vision, it would be impossible to gauge whether there was a regional consensus on transportation implementation. He remarked that more research should be done to see how high level and low level planning strategies interrelated. He proposed the development of a taskforce that would consist of high level policy individuals in order to generate conversations on transportation at large. He recommended that this idea be included in Chapter 8 of the Draft RTP. Chair Stacey responded by stating that creating a high level conversation on transportation was the purpose of the regional plan. He said that there needed to be further discussion on creating a taskforce. Mayor Doyle echoed the Chair Stacey's sentiments.
- Ms. Mandy Putney commended the RTP's commitment to strengthening its equity policies. She noticed that the corridor planning was not on the timeline and asked how the process might work. She also asked which corridors would be prioritized. Margi reported that different programs have different partners which are not all a part of Metro. Ms. Margi Bradway continued that the programs were funded by grants and that timeframes were not as long due to the emergency program. Ms. Ellis added that the timeframe was built over two time periods and stated some constraints the plan faces. Ms. Ellis stated that timing to have a full RTP was chosen to support equity analysis. She stated that there needed to be progression over the next 10 years.
- Mayor Anne McEnerny-Ogle asked how the timeline was constructed.
- Commissioner Savas believed that all other jurisdictions do not feel engaged or knowledgeable. He conveyed there needed to be a method of convening jurisdiction to ensure they feel involved. He stated that there was a responsibility to ensure the public was informed.
- Mr. Doug Kelsey suggested that the plan expand to include customers. He applauded the use of performance based outcomes.

## **5.2 Earthquake Ready Burnside Project Briefing**

*Key elements of the presentation included:*

Mr. Ian Cannon, Multnomah County, remarked that the project was currently in the feasibility stage. The plan was to continue into the environmental review phase

which was anticipated to take 3 years. He explained that once environmental review was conducted, the project would enter into design and construction. He added that the project would require ongoing participation.

Ms. Megan Neill, Multnomah County, stated the subcommittee acted as sounding groups and mentioned that the project would be undergoing change. She included that recommendations would come from policy groups.

Ms. Neill discussed that many individuals are concerned about the bridge's resiliency to natural threats (e.g. earthquakes). She conveyed the team looked at how to deal with "The Big One." Ms. Neill expressed that many individuals have a sense of urgency. She discussed that these sentiments needed to be balanced for the appreciation for the bridge itself.

She stated that the group arrived at 4 recommendations by analyzing 100 different alternatives in groups of 5. The 4 recommendations were: to do nothing, create a tunnel, enhance another bridge, or restore the bridge. These options underwent a pass/fail screening which included questions about bridge's ability to withstand an earthquake. The project considered the cost, resiliency, and connectivity of each alternative.

Ms. Neill described that enhancing the bridge's seismic retrofit would require closing I-5 and immense destruction of the surrounding area. She expressed that another option would be to replace the bridge with a movable bridge. Ms. Neill detailed the capital costs in this project. She conveyed that one key question the project team came to whether to allow traffic to enter into the work zone during the construction phase.

Ms. Neill remarked that the feasibility study would be completed in 12 months. She assured that the project team would begin work on key activities and would prioritize technology issues. Upon completion, she said the team would go to subcommittee groups and present a draft purpose and would provide a range of alternatives.

*Member discussion included:*

- Mayor Knapp: mentioned that the Abernathy Bridge is not earthquake hardened. He questioned whether they would have the building materials to reinforce it.
- Chair Stacey recommended there be more plans for projects.
- Ms. McEnerny-Ogle endorsed the course of action.
- Commissioner Savas recognized the difficulty in making a regional recommendation. He recommended that the project consider the regional perspective in order to receive federal funding.

**6. ADJOURN**

JPACT Chair Stacy adjourned the meeting at 9:04 A.M.

Respectfully Submitted,

A handwritten signature in black ink, appearing to be 'SA' with a large, stylized 'A' and a horizontal line extending to the right.

Sima Anekonda  
Recording Secretary



**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JUNE 21, 2018**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
<b>2.0</b>	Handout	6/21/18	Economic Transportation Alliance	062118j-01
<b>2.0</b>	Handout	6/21/18	Economic Transportation Alliance	062118j-02
<b>3.0</b>	Handout	6/21/18	Portland metro Area Value Pricing Feasibility Analysis: The Conversation Continues	062118j-03
<b>5.1</b>	Handout	6/21/18	2018 RTP Summary of Major Throughway and Transit Investments	062118j-04
<b>5.1</b>	Presentation	6/21/18	2018 Regional Transportation Plan Policy and Implementation	062118j-05
<b>5.2</b>	Presentation	6/21/18	Earthquake Ready Burnside Bridge	062118j-06

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: July 9, 2018  
To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties  
From: Margi Bradway, Deputy Director, Planning and Development Department  
Subject: 2018 Regional Transportation Plan – Proposed Jurisdictional Transfer Assessment Program

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## PURPOSE

Provide JPACT with an update on the proposed Jurisdictional Transfer Assessment Program included in Chapter 8 of the draft 2018 Regional Transportation Plan. JPACT requested further discussion of this topic at its June meeting.

## ACTION REQUESTED

No action is requested. This is an opportunity for JPACT to ask questions about the process for planning and prioritizing potential jurisdictional transfers in the greater Portland region.

## BACKGROUND

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. As part of that process, Metro with its partners identified the need for further planning work on the issue of jurisdictional transfers.

In February 2017, the Council directed Metro staff to use the Vision Zero framework and incorporate a Vision Zero goal (zero traffic-related deaths and fatalities by 2035) in development of the RTP and Regional Transportation Safety Strategy for adoption by Council and JPACT. In April 2017, MPAC and JPACT supported use of the Vision Zero framework and goal in the RTP and safety strategy. In September, November and December 2017, the Metro Council reaffirmed its commitment to implementing the Climate Smart Strategy and prioritizing safety, racial equity and managing congestion as the RTP is finalized in 2018, and identified specific steps to take to support those priorities. With that lens, Metro Council and JPACT reviewed draft project lists and policies in the RTP, before considering what should be included in the implementation plan of the draft 2018 RTP.

In June 2018, JPACT considered the **Draft RTP Chapter 8: Moving Forward Together (Implementation)**, which outlines future planning and other work needed to advance implementation of the RTP or resolve issues that could not be fully addressed during the update. This includes updated sections that describe local planning, on-going regional programs, future region-wide planning, multimodal corridor refinement planning to develop shared investment strategies, major project development activities, performance monitoring, and other implementation activities to be undertaken post-RTP adoption. **The Jurisdictional Transfer Assessment Program is proposed as a future activity to be undertaken post-RTP adoption.**

The purpose of a jurisdictional transfer assessment program is to identify which state-owned routes in the greater Portland region should be evaluated and considered for a jurisdictional transfer, identify gaps and deficiencies on those routes, to regionally prioritize the routes, and address some of the barriers and opportunities to transfer the prioritized routes from state ownership to local ownership. The proposed program (as defined in Chapter 8 of the draft 2018 RTP) is provided in Attachment 1.

Staff will present more detail about the tasks included in the proposed program:

Step 1: Identify roadways in the Portland region that might be candidates for jurisdictional transfer

Step 2: Compile existing data

Step 3: Evaluate costs and local readiness of corridors

Step 4: Prioritize roadways for jurisdictional transfer in the Portland region (3 tiers)

Step 5: Identify risk issues and legal mechanisms for Tier 1 corridors

These steps will help prepare the region, local governments and the state to identify priorities and readiness. The process will not commit funding sources, but it will help project partners identify roadways that are good candidates for transfer, expected cost ranges to fund state of good repair improvements, cost ranges to fund additional improvements and potential funding sources and timelines.

### **2018 RTP FINAL PUBLIC COMMENT PERIOD UNDER WAY**

A final 45-day public comment opportunity on the draft 2018 RTP and strategies for safety, freight, transit and emerging technology began on June 29 and will go through August 13, 2018. Metro staff will propose amendments to respond to public comments for consideration by the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) in September and October, respectively. In October, the Metro Policy Advisory Committee (MPAC) and JPACT will be asked to make their respective recommendations to the Metro Council. In December, the Metro Council will be asked to consider MPAC and JPACT's recommendations on adoption of the 2018 RTP and strategies for safety, freight, transit and emerging technology.

### **UPCOMING JPACT DISCUSSIONS**

JPACT will have the opportunity to weigh in on this issue again on:

- |              |   |
|--------------|---|
| <b>9/20</b>  | <b>JPACT discussion on proposed amendments</b> to draft RTP and strategies in response to public comments   |
| <b>10/18</b> | <b>JPACT requested to make final recommendation to the Metro Council</b> on adoption of 2018 RTP and strategies for freight, transit, safety, and emerging technology |

/attachment

- Excerpt from Public Review Draft 2018 Regional Transportation Plan (June 29, 2018)
  - 8.2.3.4 Jurisdictional Transfer Assessment Program

#### 8.2.3.4 Jurisdictional Transfer Assessment Program

Lead agency	Partners	Proposed timing
Metro and ODOT	Cities, counties, TriMet, FHWA	2019-20

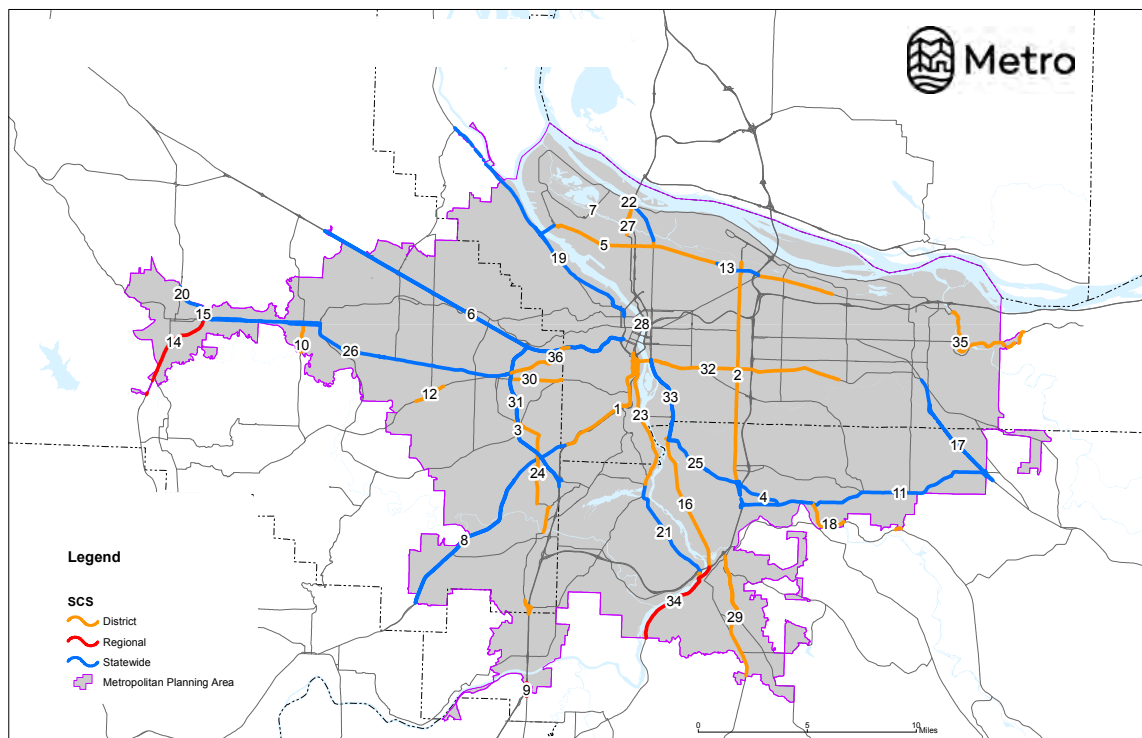
##### Purpose

The purpose of a jurisdictional highway transfer assessment program is to identify which state-owned routes in the Portland metropolitan region should be evaluated and considered for a jurisdictional transfer, identify gaps and deficiencies on those routes, to regionally prioritize the routes, and address some of the barriers and opportunities to transfer the prioritized routes from state ownership to local ownership.

##### Problem Statement

In Oregon, and specifically in the Portland metropolitan region, ownership patterns of streets, roads and highways reflect historical patterns but do not necessarily reflect current transportation uses, land use and development patterns. While many of the state-owned roads with an arterial classification carry freight, they also serve short distance local vehicle trips, transit, bicycle, and pedestrian travel. A road under Oregon Department of Transportation (ODOT) jurisdiction that no longer fulfills its original role in the context of the larger state highway system may be a very important route to the city or county where it is located in the context of the local and regional system. These roadways can be found throughout the region: from Hall Boulevard to the west, McLoughlin Boulevard to the south, Powell Boulevard to the east and Lombard Street to the north.





**Figure 8.2 Oregon Highway Plan State Highway Classifications**

The history of each road also provides important context for decision-making. Sometimes called an "orphan highway," many roadways in the Portland metropolitan region were originally constructed as rural or farm-to-market roads. But as city limits expanded many of these roads became surrounded by increasingly dense urban environments that put pressure on them to function more as city streets. Due to increased commercial activity and access over time, these arterial highways now serve more of an accessibility than a mobility function, and often carry multiple modes of transportation each day. For example, 82nd Avenue is a major transit and pedestrian corridor. In 1983, Interstate 205 opened just 10 blocks east, creating a new north-south throughway. At this point, 82nd Avenue was no longer needed for long-distance travel.

In the Regional Transportation Plan (RTP), these roadways are often identified as key travel corridors for freight, transit, vehicle, bicycle and pedestrian trips. There is a strong correlation between the 2018 RTP High Injury Network, where road users face higher than average probability of being killed or seriously injured, and arterial highways. It is a regionally recognized issue: how to balance mobility and reliability for all modes with accessibility, safety and livability. Maintaining these roads and implementing capital improvements is further complicated when local expectations and needs do not match state investment priorities.

According to the Oregon Highway Plan (OHP) Policy 2C (Interjurisdictional Transfers), it is the policy of the State of Oregon to consider jurisdictional transfers that rationalize and

simplify management responsibilities, reflect the appropriate functional classification, and lead to increased efficiencies in the operation and maintenance of a particular roadway segment or corridor. ODOT's *A Handbook for Making Jurisdictional Transfers* reiterates that it is in ODOT's interest to concentrate state responsibility for the road system on highways with statewide or inter-regional significance and to increase the efficiency of operation and maintenance of the highway system.<sup>2</sup>

Most of these roadways have a backlog of pavement maintenance as well as gaps or deficiencies in basic urban pedestrian and bicycle facilities. Funding for near- or long-term investments has not been identified by the state or local jurisdictions. Furthermore, there is no agreement in the region on which roads are the highest priorities when it comes to what to transfer, when, and at what cost.

### Process

Metro will work with ODOT to lead a collaborative and inclusive process for decision-making to prioritize highways and address some of the next steps for transfer in the Portland region. Because Metro does not own any roadways, Metro will act as a facilitator and convener of partners to move the process forward.

While this process aims to assess and prioritize roadways for transfer in the Portland region, it is not intended to discourage any transfers from occurring prior or during the assessment process. There are certain roadways and jurisdictions that may be ready for a transfer without going through this assessment process.

#### Jurisdictional Transfer Assessment Program Process

**STEP 1:** Identify roadways in the Portland region that might be candidates for jurisdictional transfer

**STEP 2:** Compile existing data

**STEP 3:** Evaluate costs and local readiness of corridors

**STEP 4:** Prioritize roadways for jurisdictional transfer in the Portland region

**STEP 5:** Identify risk issues and legal mechanisms for Tier 1 corridors

### STEP 1: Identify roadways in the Portland region that might be candidates for jurisdictional transfer

The first step is a planning phase that necessitates Metro, ODOT and their partners to take a look at classifications in the context of today's transportation system, or what is planned in future investments.

Metro, ODOT and local jurisdictions (the project partners) will identify the state-owned roadways to be included in the study, including most arterials but excluding throughways. The map below displays the State Highway Classifications for all state-owned roads in the region. Action 2C.1 of the Oregon Highway Plan (OHP) suggests that potential candidates for jurisdictional transfer may include: urban arterials serving primarily local travel

<sup>2</sup> Transferring Roads: A Handbook for Making Jurisdictional Transfers (2003) can be accessed online at: <https://digital.osl.state.or.us/islandora/object/osl%3A9571/datastream/OBJ/view>

## Excerpt from Public Review Draft 2018 Regional Transportation Plan

needs; urban streets that have remained state-owned after a parallel major improvement has been constructed; frontage roads; farm-to-market roads; other roads that function like county roads; and connector roadways between highways.

Road classifications will be used to determine the highways to review. The starting assumption is that:

- “Interstate Highways” will not be included.
- Roads owned by the state and classified as “Regional” or “District” will be included on the list of potential roadways for jurisdictional transfer.
- Roads owned by the state and classified as “Statewide” will be evaluated on a case-by-case basis according to existing and planned function, as defined in the OHP. In cases where a reclassification of the highway from Statewide to Regional or District is warranted, changes to the OHP may be sought before considering jurisdictional transfer.

The “Statewide” classification will likely require the most analysis and discussion. According to the OHP, the “Statewide” classification is defined as providing “inter-urban and inter-regional mobility and to provide connections... not served by Interstate Highways” and “the management objective is to provide a safe and efficient, high-speed, continuous-flow operation.” These criteria will be used for determining which Statewide Highways remain in the classification and which should be reclassified as District or Regional.

In addition, the designations of state classifications have not been updated since the adoption of the OHP in 1999. The process for reconsideration will take into account National Highway System (NHS) and other freight-related designations that have been updated more recently. More research is needed if and how NHS designations affect a potential transfer. The RTP also provides a means to revisit the Statewide Highway classification, as the RTP already differentiates facilities with the OHP classification and the regional functional classification system. Those facilities that are designed as (or planned to include) limited-access, high-speed routes (per the OHP definition of Statewide Highways) are part of the RTP Principal Arterial network. Examples include the Sunset Highway, Highway 217 and Highway 99E/224/Sunrise.

Once roadways are identified, partners will also assess whether the current conditions of the highway are consistent with the RTP and local TSP design and modal classifications, local land use plans, past planning efforts, and submittals of projects to the RTP project list.

The potential roadways vary in length and often cross multiple jurisdictions. Since local jurisdictions are the likely recipients of the transferred highway, it is proposed to define segments, and beginning and end points based on jurisdictional boundaries.

## Excerpt from Public Review Draft 2018 Regional Transportation Plan

### STEP 2: Compile existing data

In the second step, data sources will be identified and cataloged at the corridor segment level to identify infrastructure gaps and deficiencies.

Below is a list of potential criteria and data sources that could inform this step in the process:

- **Safety score**
  - Evaluation of crash data and relation to the High Injury Network/High Crash Network identified in the RTP and/or ODOT's SPIS process.
  - Resources: ODOT crash data, Metro Regional Transportation Safety Strategy, Metro State of Transportation Safety Report, ODOT Region 1 SPIS Analysis
- **Asset score**
  - Evaluation of pavement conditions, may also take into account status of other assets on roadways, such as signals.
  - Resources: ODOT pavement rankings, TSMO/ITS evaluation
- **Pedestrian network completeness score**
  - Evaluation of gaps in the pedestrian network and ADA network. Analysis may include crossings.
  - Resources: ODOT Region 1 Active Transportation Needs Inventory and Metro Regional Active Transportation Network
- **Transit score**
  - Evaluate whether existing or planned frequent service route, Verify whether transit reliability is an issue. Determine whether it may be designated for Enhanced Transit.
  - Resources: Enhancement Plans from transit providers, and Metro Regional Transit Strategy

These scores will be used to assess deficiencies will be the starting point for the analysis in Step 4. In the next step, a consideration of equity could be used to further prioritize the roadways.

### STEP 3: Evaluate costs and local readiness of corridors

Step 3 is a pivotal step to move toward improvements on identified roadways. The partners involved in a potential transfer must be ready for transfer and come to an agreement on how to assess the costs of transfer. Costs to bring the highway up to a state of good repair will be estimated for corridors, based on the analysis done in Step 2. The cost assessment will take into account maintenance needs, signals, pavement condition, pedestrian and transit needs and, if applicable, safety needs. Transfer recipients may want

## Excerpt from Public Review Draft 2018 Regional Transportation Plan

to develop cost estimate ranges for long term investments that would be implemented after a transfer is complete.

Second, partners will consider likely timeframes to complete repairs and transfers. It may not make sense for the state to upgrade a roadway if the recipient jurisdiction has near-term plans to make significant improvements that would result in rework.

### **STEP 4: Prioritize roadways for jurisdictional transfer in the Portland region**

In Step 4, the partners will prioritize the corridors for transfer, further narrowing the number of corridors to be considered for transfer.

The project partners will review the data compiled in Step 2 and the cost information in Step 3, and use that information to rank priority corridors in the region. For example, the safety score could be considered the most urgent factor. The pavement condition score is a strong indicator of how much repair needs to be done. Based on initial feedback from partners, the roads could be tiered based on safety and pavement ratings.

Based on the agreed-upon criteria, the roadway or roadway segments will be divided in three tiers:

- Tier 1: Highest priority roadways for transfer
- Tier 2: Medium priority roadways for transfer
- Tier 3: Lowest priority roadways for transfer

The roadways in Tier 1 will be further analyzed in Step 5. Equity is also a criterion that should be taken into account as applicable in the ranking process and could move a roadway up or down a tier. Equity focus areas are defined in Metro's Regional Transportation Plan, reflecting areas of the region with the highest concentrations of people of color, people with low income and/or people with limited English proficiency.

### **STEP 5: Identify risk issues and legal mechanisms for Tier 1 corridors**

The purpose of Step 5 is to identify and understand that liability and risk issues involved in a transfer, and learn from successful transfers. Project partners will consult with the Office of Metro Attorney, and solicit input from partner's attorneys, such as the DOJ, to document any liability and legal issues for consideration during a potential transfer.

Metro will summarize ODOT's requirements as set forth in the Handbook for making Jurisdictional Transfers, and document best practices from past transfers that have been successful. Examples include inner Sandy Blvd. MLK Blvd., and portions of Hall Blvd. and Farmington Road.



### Conclusion

These steps will help prepare the region, local governments and the state to identify priorities and readiness. The process will not commit funding sources, but it will help project partners identify roadways that are good candidates for transfer, expected cost ranges to fund state of good repair improvements, cost ranges to fund additional improvements and potential funding sources and timelines.

Note: This process does not include decision-making on whether improvements on these roadways should be made before or after a jurisdictional transfer. Those decisions are context-sensitive and may be best determined based on the corridor and the partners involved.

# HB 2017

## Project Updates

Metro Joint Policy Committee on  
Transportation

July 19, 2018

# Project Updates

- I-205 Johnson Creek Blvd to Glen Jackson Bridge Phase 2
- I-205 Widening and Seismic Improvements
- OR 217 Auxiliary Lanes
- Rose Quarter Improvements

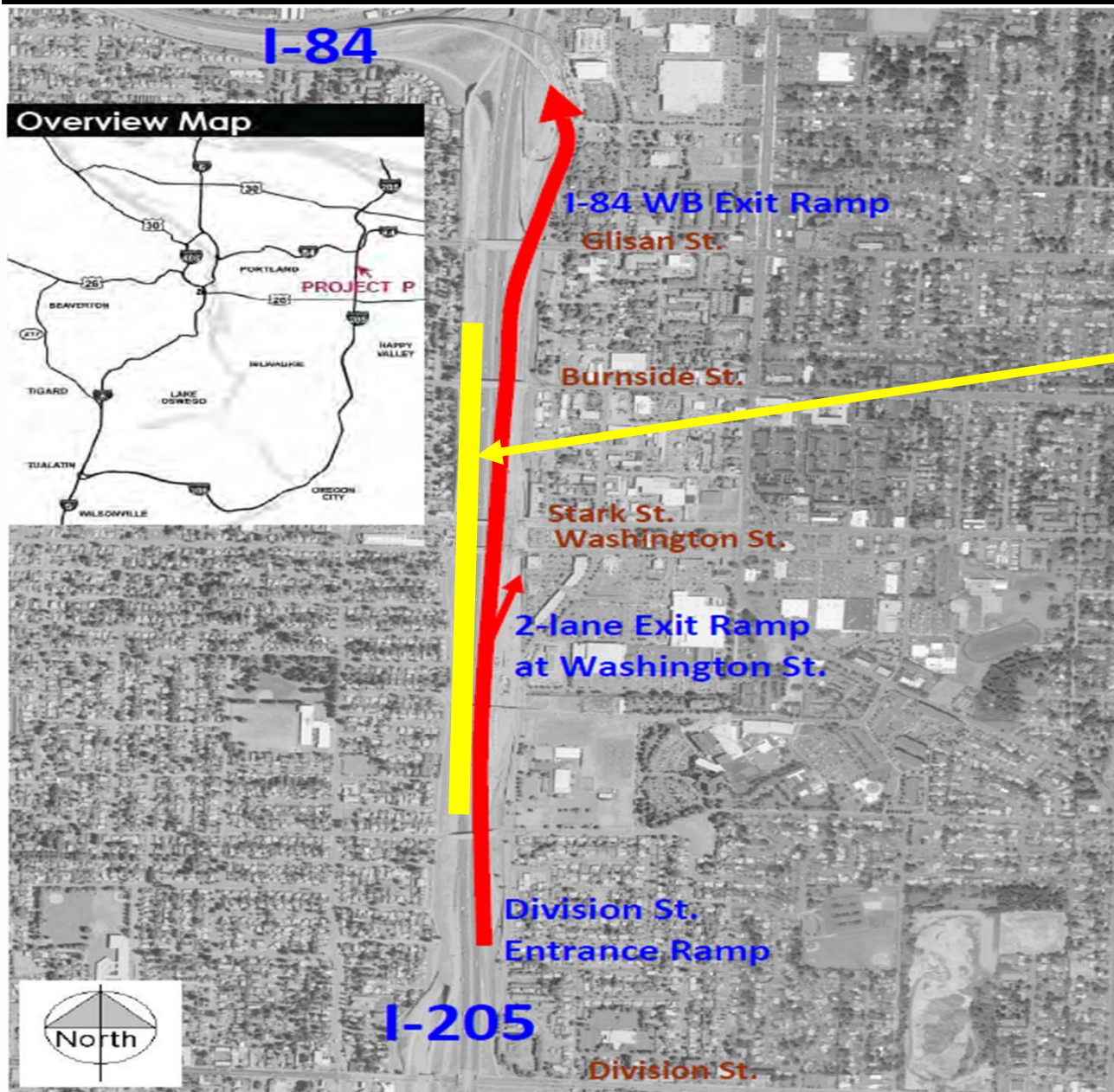
# I-205: Johnson Creek Blvd to Glenn Jackson Bridge Phase 2

**HB 2017 requires construction by Dec. 2019 for 2020 gas tax increase:**

- **Northbound Auxiliary Lane  
SE Powell Blvd to I-84 WB**
- **Northbound and Southbound  
Active Traffic Management (ATM)**



# Northbound Auxiliary Lane SE Powell Blvd to I-84 WB



Phase 1 Project:  
Median widening  
work is currently  
under construction



# Active Traffic Management

## I-205 SB: SEGMENT 1 - Glen Jackson Bridge to I-84



## I-205 SB: SEGMENT 2 - I-84 to between Sunnyside and Johnson Creek





# I-205 Widening and Seismic Improvements





# Project Area



# Schedule



NOTE: Dates and costs are preliminary and subject to change.



Package A	Bridge
Package B	Corridor Widening
Package C	ATM

# OR 217

## AUXILIARY LANES



# Project Purpose

- Provide safety and operational improvements; motorists will have to do less weaving and will have more time to make lane changes
- Reduce crashes by 30 to 70%
- Improve traffic reliability for southbound travelers on OR217 from Beaverton-Hillsdale Highway (OR10) to OR99W
- Improve the regional economy by facilitating the movement of goods and services
- Improve air quality by reducing idling time



**CONGESTION  
AND DELAY  
CAUSED BY  
BOTTLENECKS**

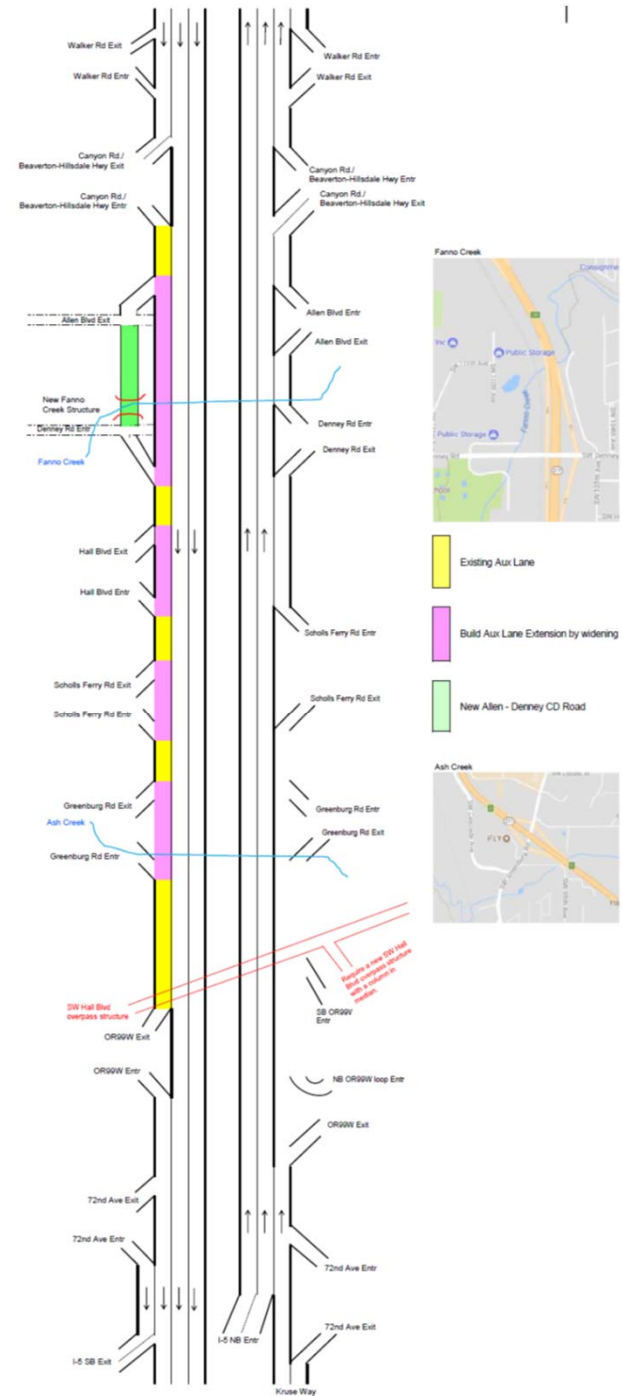
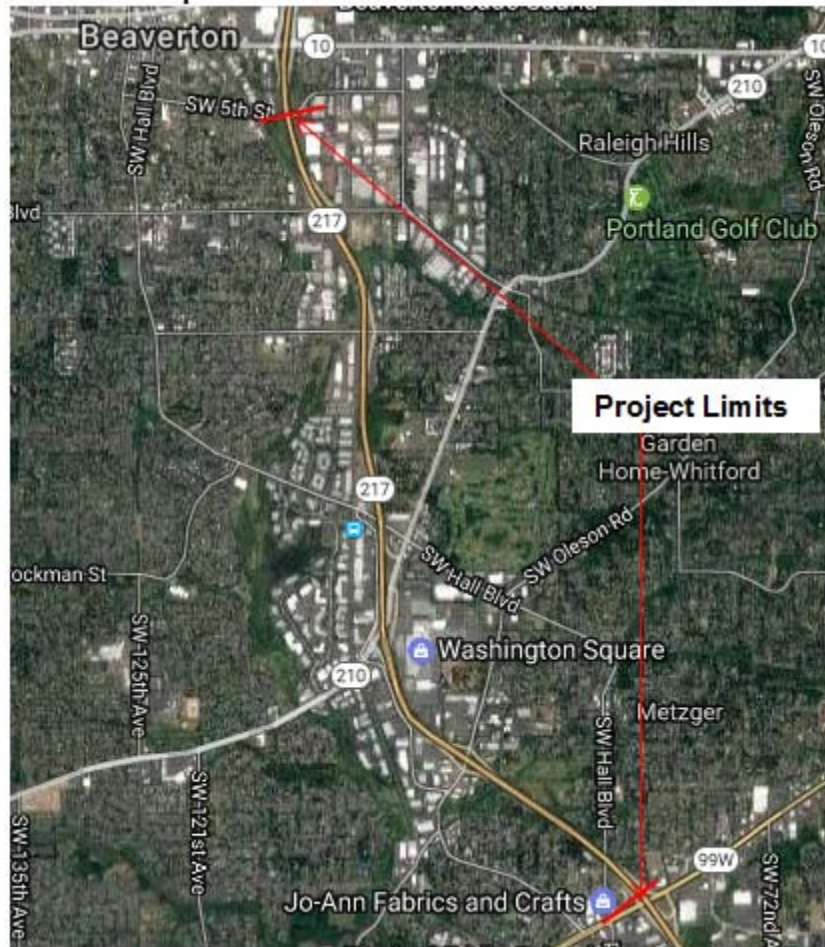


**CRASH SAVINGS  
OVER 20 YEARS**

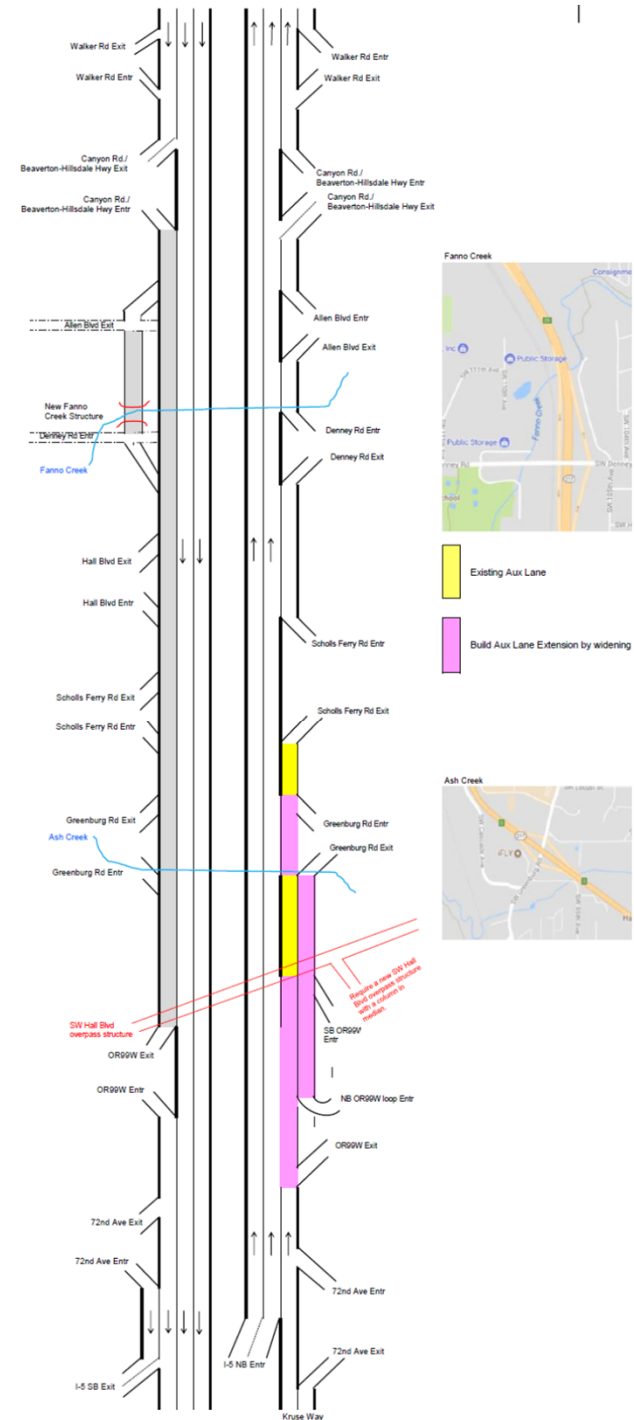
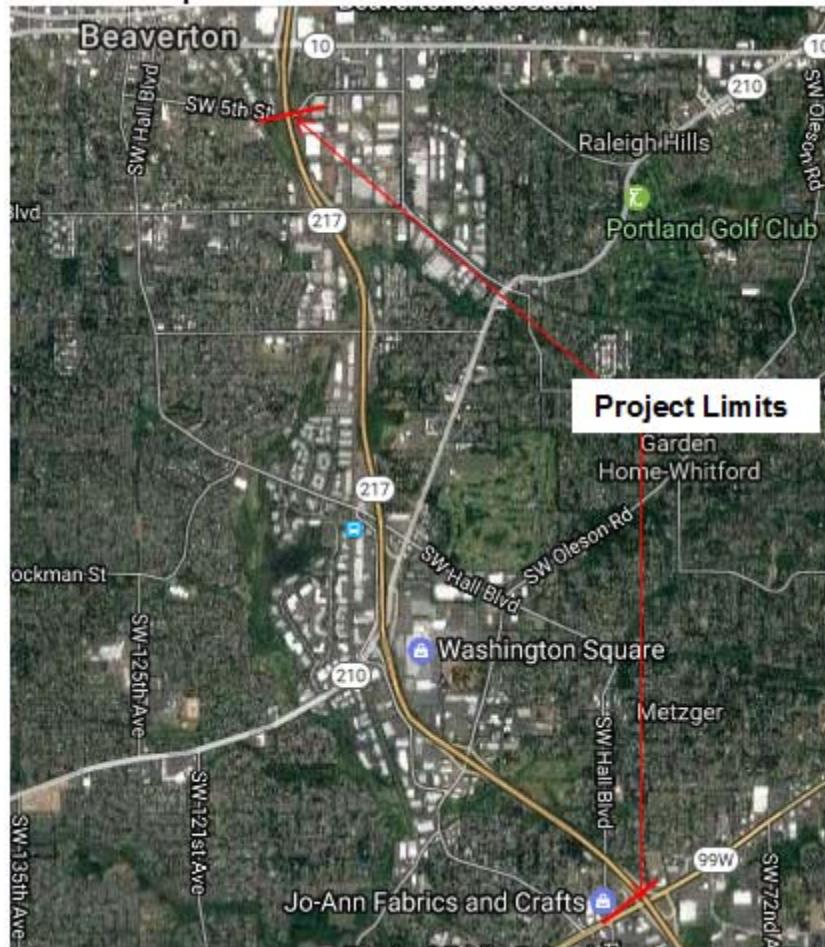


**ANNUAL TRAVEL  
TIME SAVINGS**

# OR 217 Southbound



# OR 217 Northbound



# Project Schedule

We are here



	2002-2016			2017	2018	2019	2020	2021	2022
<b>Planning and securing funding</b>									
<b>Project design</b> (SB began in 2017, NB in 2018)									
<b>Construction 2020-20212</b> (SB, then bridge replacement and then NB)									
<b>Public Outreach (ongoing)</b>									



Public Meeting (May 2018)

Anticipated Public Meetings





# I-5 ROSE QUARTER

## IMPROVEMENT PROJECT



**Oregon  
Department  
of Transportation**





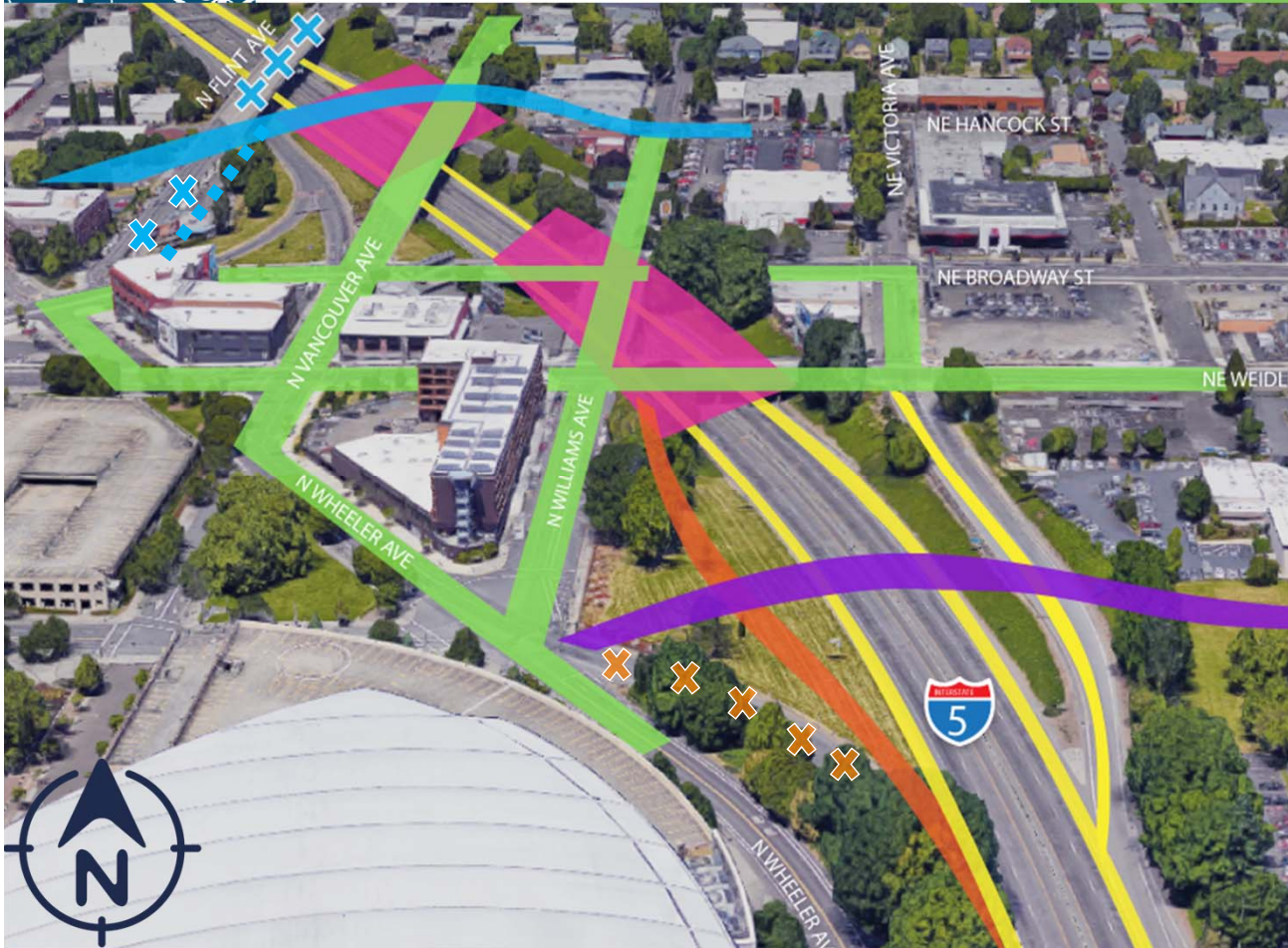






# I-5 ROSE QUARTER IMPROVEMENT PROJECT

## Recommended Design Concept



-  Hancock-Dixon Overcrossing
-  Local Street Bike and Pedestrian Facilities
-  Highway Covers
-  I-5 Ramp-to-ramp (Auxiliary) Lanes and Shoulders
-  Clackamas Bicycle and Pedestrian Bridge
-  I-5 Southbound On-Ramp Relocation

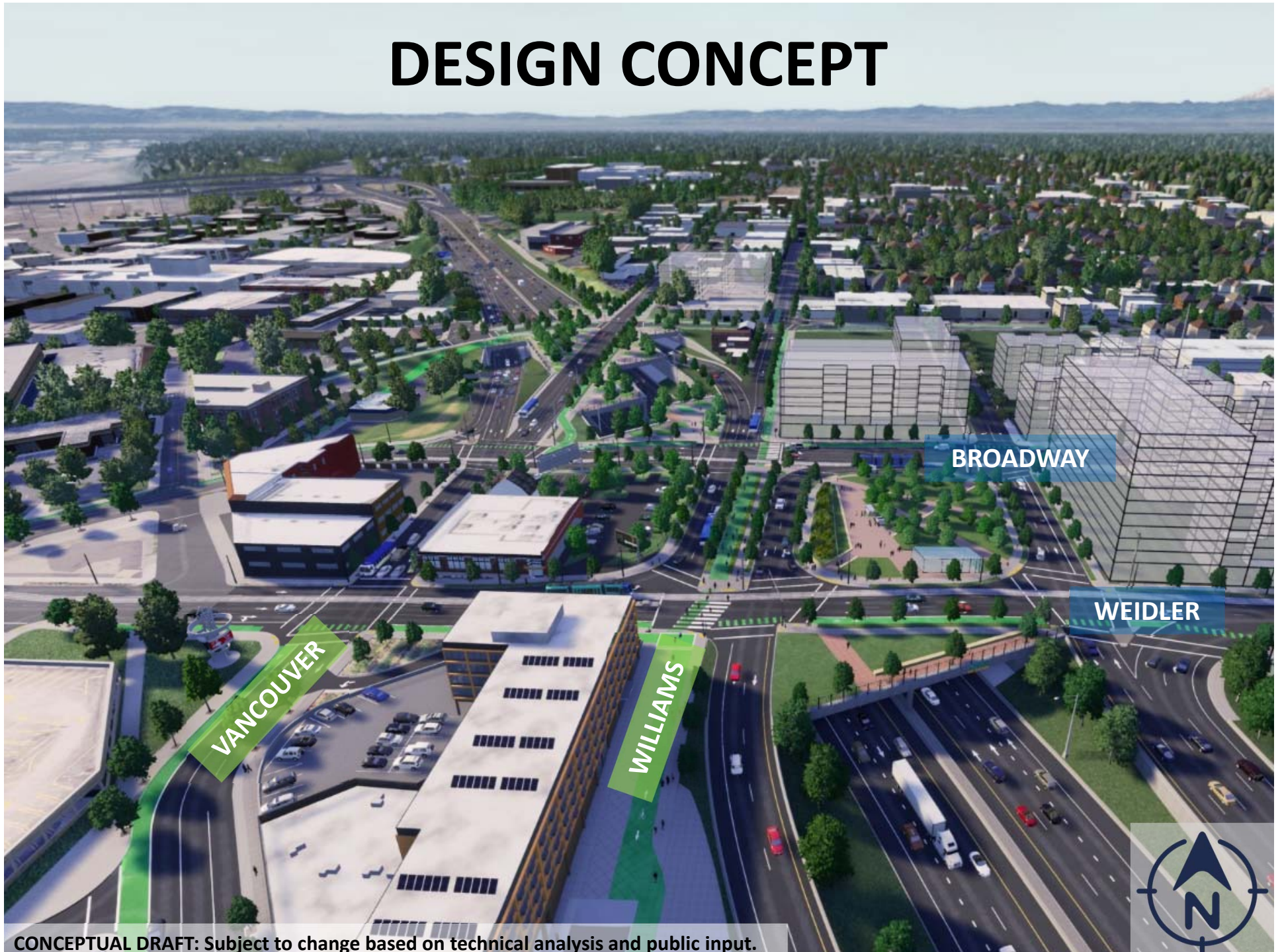


Oregon  
Department  
of Transportation





# DESIGN CONCEPT



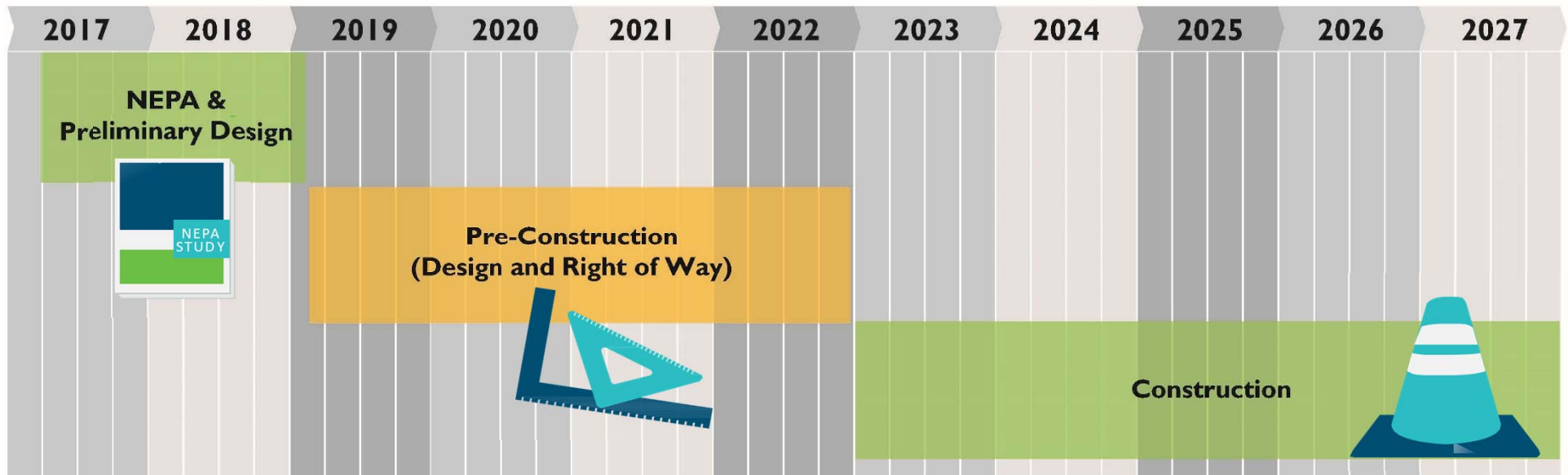
CONCEPTUAL DRAFT: Subject to change based on technical analysis and public input.



# I-5 ROSE QUARTER

## IMPROVEMENT PROJECT

# Schedule







# I-5 ROSE QUARTER IMPROVEMENT PROJECT

## Cost Estimate & Funding

**Project Cost: \$450 - \$500M**  
(2017 \$)

### FUNDING

State  
Funding

MTIP



**House Bill 2017**

*\$400M - \$420M*

*Based on 25-yr bond at 5% interest rate*



Federal  
Grants  
Regional  
Bond  
STIP  
Local



# Questions?

Megan Channell

Region 1 Major Projects Manager

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Mandy Putney

Region 1 Policy & Development Manager

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Metro

# 2018 Regional Transportation Plan

## Jurisdictional Transfer Assessment Program

JPACT | July 19, 2018



# Overview of Jurisdictional Transfer Process



- Proposed process included in the 2018 Regional Transportation Plan (RTP)
- Opportunity to address issues related to classifications, cost estimates and mechanisms for transfer
- Does not commit funding; aims to create consensus around regional priorities and potential sources of funding

**This is not an action item.**

# 2018 Regional Transportation Plan

## Why include a Jurisdictional Transfer Assessment Program in the 2018 RTP?

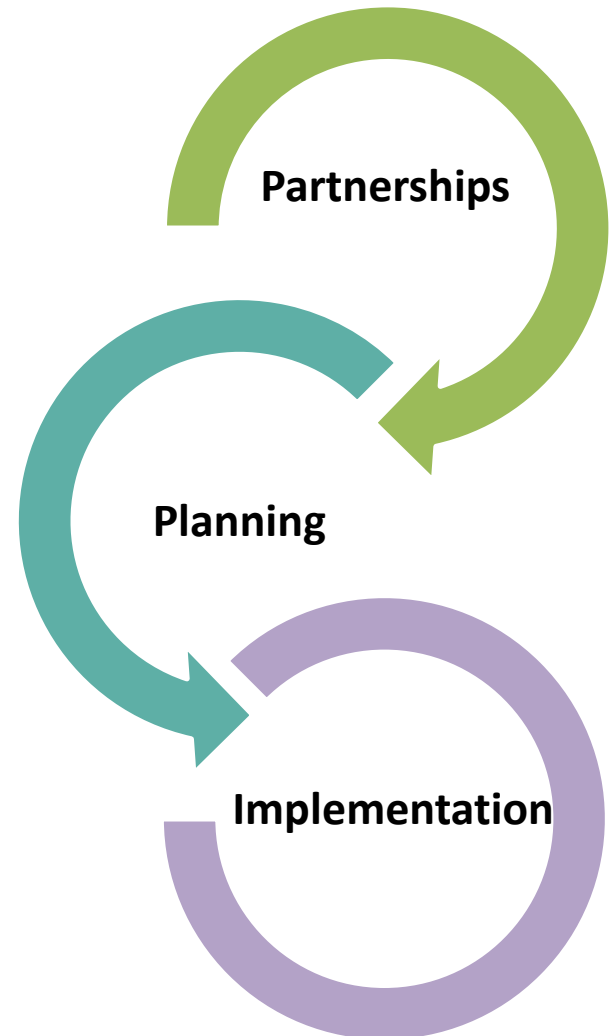
- Project priorities in the RTP came from adopted local, regional and state plans; several on state-owned roadways
- The RTP establishes regional priorities for future plans and projects
- The RTP sets priorities for federal, state and regional funding



PUBLIC REVIEW DRAFT

2018 Regional  
Transportation Plan

# Implementation Chapter





## Region-wide planning (next 5 years)

Examples of regional-scale planning needed to address unresolved issues	Lead Agency	Proposed timing
Regional Mobility Policy Update	Metro	2019-20
Regional Congestion Pricing Technical Analysis	Metro, ODOT	2019-TBD
<b>Jurisdictional Transfer Assessment Program</b>	<b>Metro, ODOT</b>	<b>2019-20</b>
TSMO Strategy Update	Metro	2019-20
Enhanced Transit Concept Pilot Program	Metro, TriMet	2018-22
Central City Transit Capacity Analysis	Metro, TriMet	TBD
Emergency Transportation Routes Project	Metro, RPDO	2019-20
Regional Freight Delay and Commodities Movement Study	Metro, ODOT	2022
Regional Freight Rail Study	Metro, Port	2023

# Background on Jurisdictional Transfer

1934

Today



Portland Archives, A2009-009.3120

*N.E. 82nd Ave - 5-28-'34*

Photo credit: [vintageportland.wordpress.com](http://vintageportland.wordpress.com)



Photo credit: City of Portland



# Purpose of JT Assessment Program

- **Identify potential state-owned routes** in the greater Portland region that could be evaluated and considered for a jurisdictional transfer
- Identify **gaps and deficiencies on those routes to inform cost estimates**
- **Regionally prioritize** the routes for potential transfer
- **Address some of the barriers and opportunities to transfer** the prioritized routes from state ownership to local ownership



# Steps in the JT Assessment Process

1. Identify roadways that might be candidates for jurisdictional transfer



2. Compile data



3. Evaluate costs and local readiness



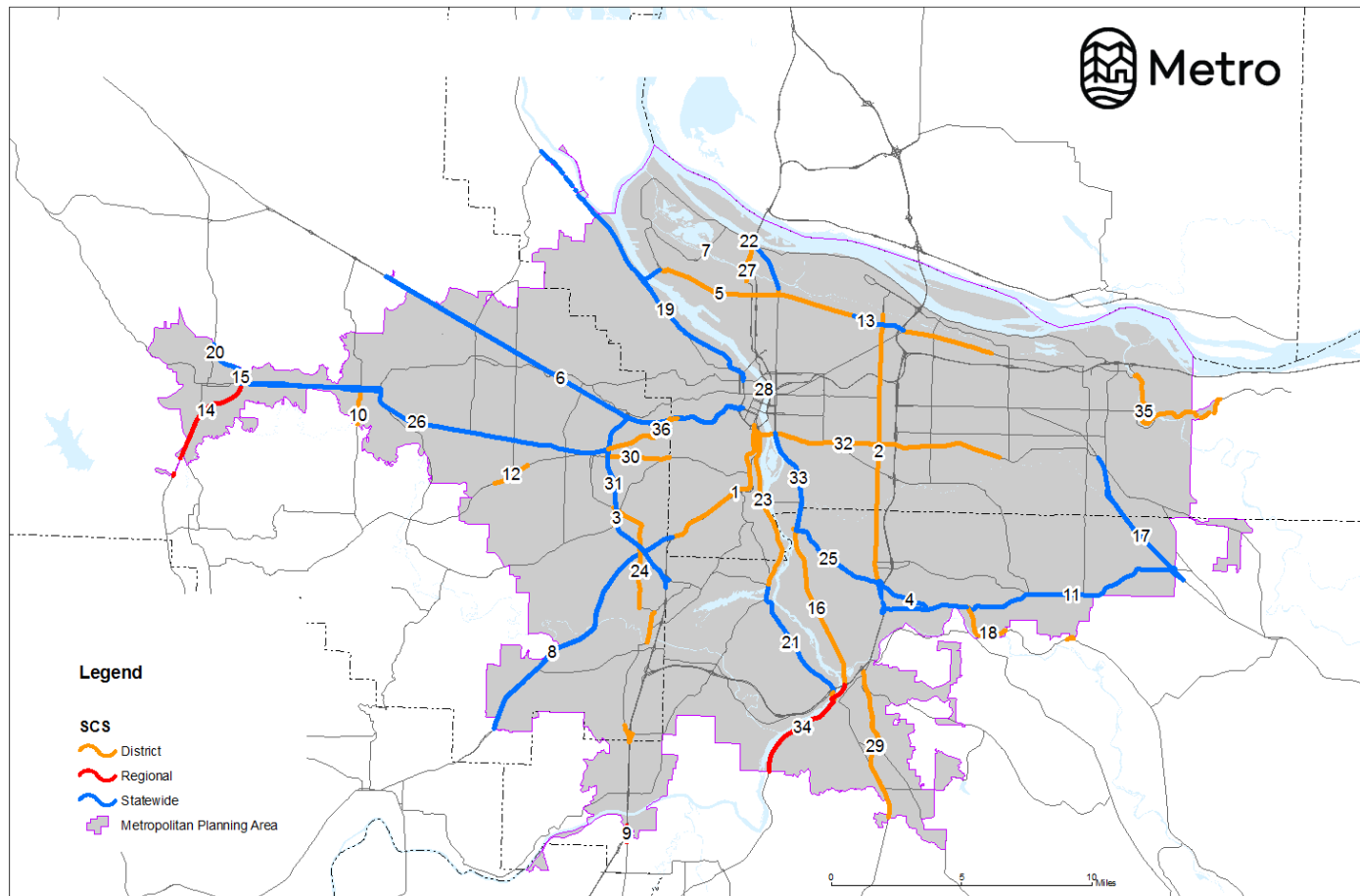
4. Prioritize roadways (3 tiers)



5. Readiness, risks and legal mechanisms



# STEP 1: Identify roadways that might be candidates for jurisdictional transfer



Source: ODOT, Oregon Highway Plan State Highway Classifications



# STEP 2: Compile existing data

## **Safety: Crash Data**

- Resources: ODOT crash data, Metro's Regional Safety Strategy, ODOT Region 1 ARTS Analysis

## **Asset maintenance: Pavement condition and status of assets**

- Resources: ODOT pavement rankings, TSMO/ITS evaluation

## **Pedestrian Network: Completeness of network**

- Resources: ODOT Region 1 Active Transportation Needs Inventory and Metro Regional Active Transportation Network

## **Transit Service: Existing or planned route**

- Resources: Enhancement plans, reliability and ridership data from transit providers, and Metro Regional Transit Strategy

# STEP 3: Evaluate costs and local readiness of corridors



- Identify range of potential costs of transfer based on data in STEP 2, including maintenance costs, and if applicable, safety improvements
- Assess readiness of partner jurisdiction to take transfer



## **STEP 4:** Prioritize roadways for jurisdictional transfer (3 tiers)

Based on data, costs and agreed-upon criteria, the roadway or roadway segments will be divided in three tiers:

- **Tier 1** - Highest priority roadways for transfer
- **Tier 2** - Medium priority roadways for transfer
- **Tier 3** - Lowest priority roadways for transfer

Tier 1 projects will be moved forward as a regional priority and will be carried to the final step



# STEP 5: Identify risk issues and legal mechanisms for Tier 1 corridors

- Identification of **legal issues**, best practices in contractual agreements for jurisdictional transfer
- Identification of **potential risks** for both parties, and ways to manage that risk






# Next steps

<b>June 29 to Aug. 13</b>	<b>Public comment period of RTP</b>
	<b>Aug. 2 Metro Council public hearing on RTP</b>
<b>Aug. – Oct.</b>	TPAC develops and makes recommendation to JPACT
<b>Sept. – Oct.</b>	<b>JPACT considers TPAC recommendation on Metro Council adoption of RTP and strategies</b>
<b>Nov. - Dec.</b>	<b>Metro Council considers MPAC and JPACT recommendations</b>

*\* The Jurisdictional Transfer Assessment will commence after RTP adoption in December 2018. Timing depends on resources and capacity.*

# RTP public comment period

- Public comment period open through Aug. 13
- Public review materials available at [oregonmetro.gov/rtp](https://oregonmetro.gov/rtp)



**PUBLIC REVIEW DRAFT**

**2018 Regional  
Transportation Plan**

# Questions?





## HB 2017

- 1/10<sup>th</sup> of 1 percent payroll tax
- 90% of funds raised returned to tri-county area
- Tax imposed July 1, 2018
- FY2019 ~\$22m, FY2020 and future years ~\$51m regionally
- TriMet regional coordinator

## HB 2017 (Cont.)

- Plan must include amount used for:
  - Increased frequency & expansion of bus routes & service to areas with high concentrations of low-income residents
  - Natural gas or electric buses
  - Fare reduction for low-income
  - Improved connections inside/outside TriMet
- 1% for student transportation (grades 9-12)
- No funds for light rail construction

## HB 2017 Funding to Tri-County Area FY2020 115% Est. Rev.

HB 2017 State Funding ~\$51m

Formula Funds to TriMet ~\$46m

TriMet Services  
& Capital

Funds to Non-TriMet  
Providers ~\$5m

### Other Transit Providers

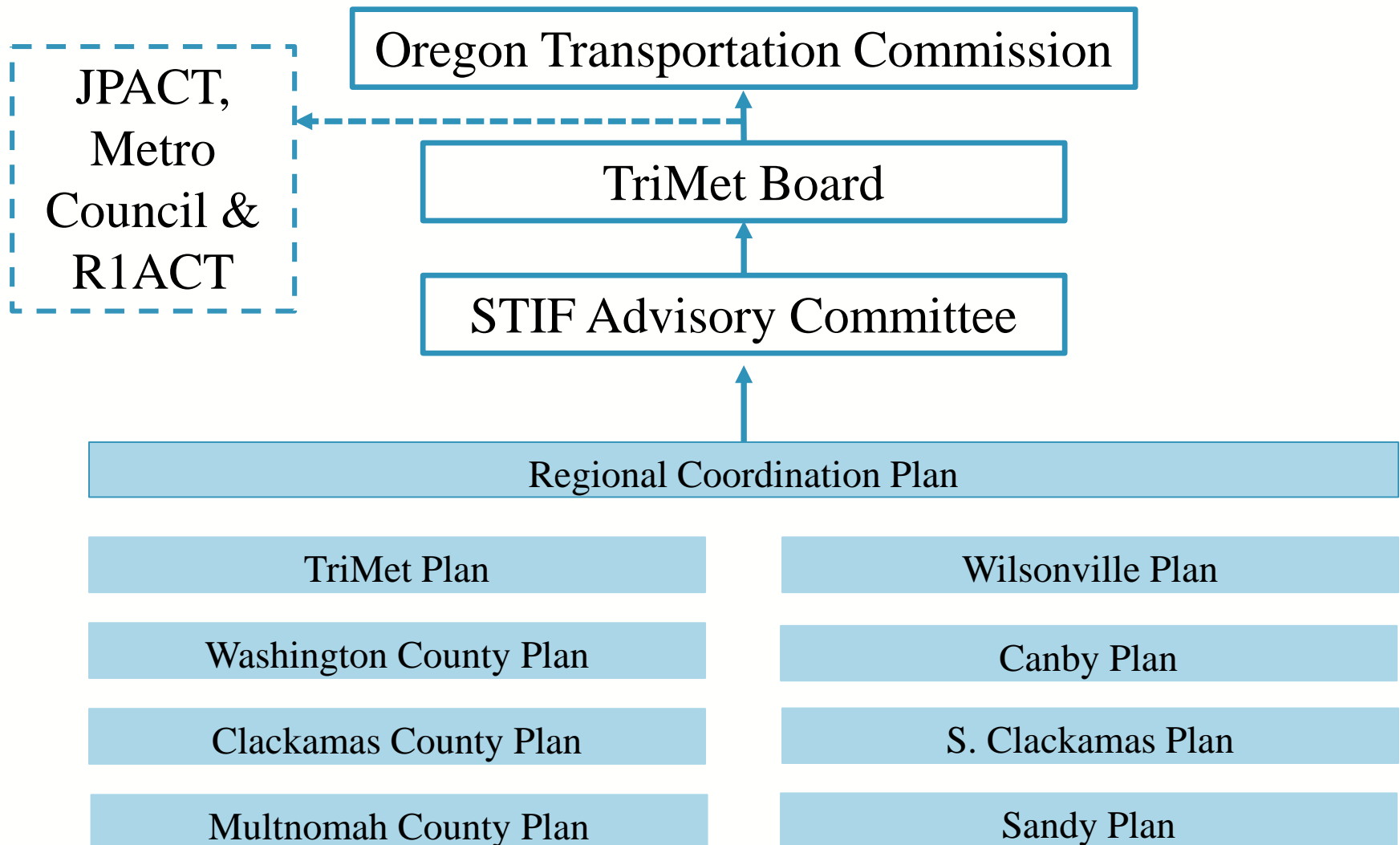
- SMART ~\$1m
- Sandy Transit ~\$116k
- Canby Area Transit ~\$250k
- SCTD (Molalla) ~\$138k

### Rural Areas

- Multnomah ~\$50k
- Clackamas ~\$387k
- Washington ~\$254k

Regional Coord. & Community/Job Connector Program ~\$3m

## HB 2017 Transit Plan Process





## **HB 2017 Advisory Committee**

- TriMet-wide representation & elected officials
- Seniors & People with Disabilities
- Student
- Regular rider
- Communities of Color
- Environmental
- Employers
- Education
- Labor
- Other modes & providers

## Decisions To Date

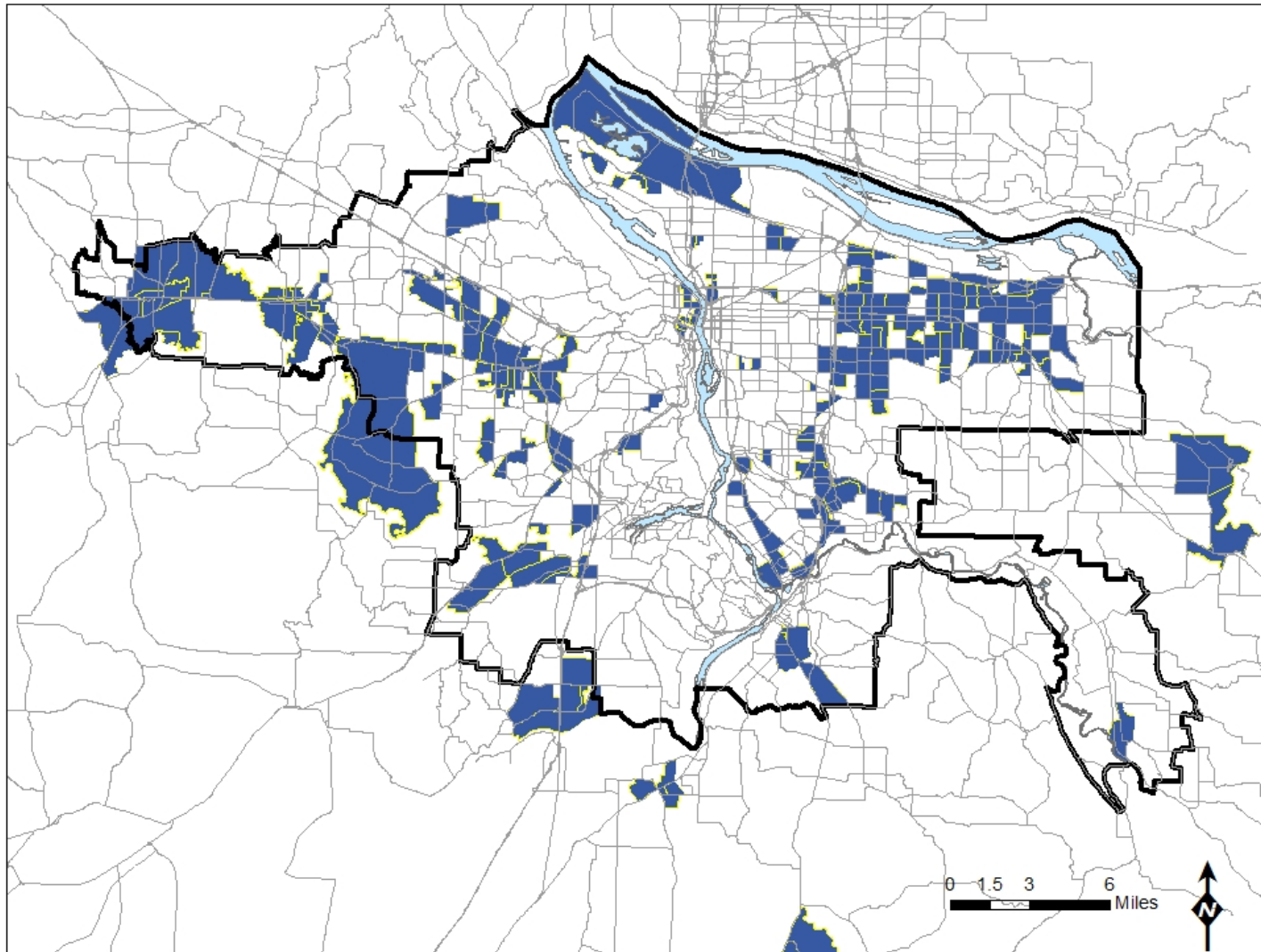
- Low Income Fare - \$12m per year
- Sept. 2018 & March 2019 Service - \$4m for TriMet services
- Connections & Shuttles - \$3m per year
- Allocations outside TriMet - \$2.2m per year
- Student Transportation – 1% ~\$500k per year

# Equity Index

## 10 factor analysis

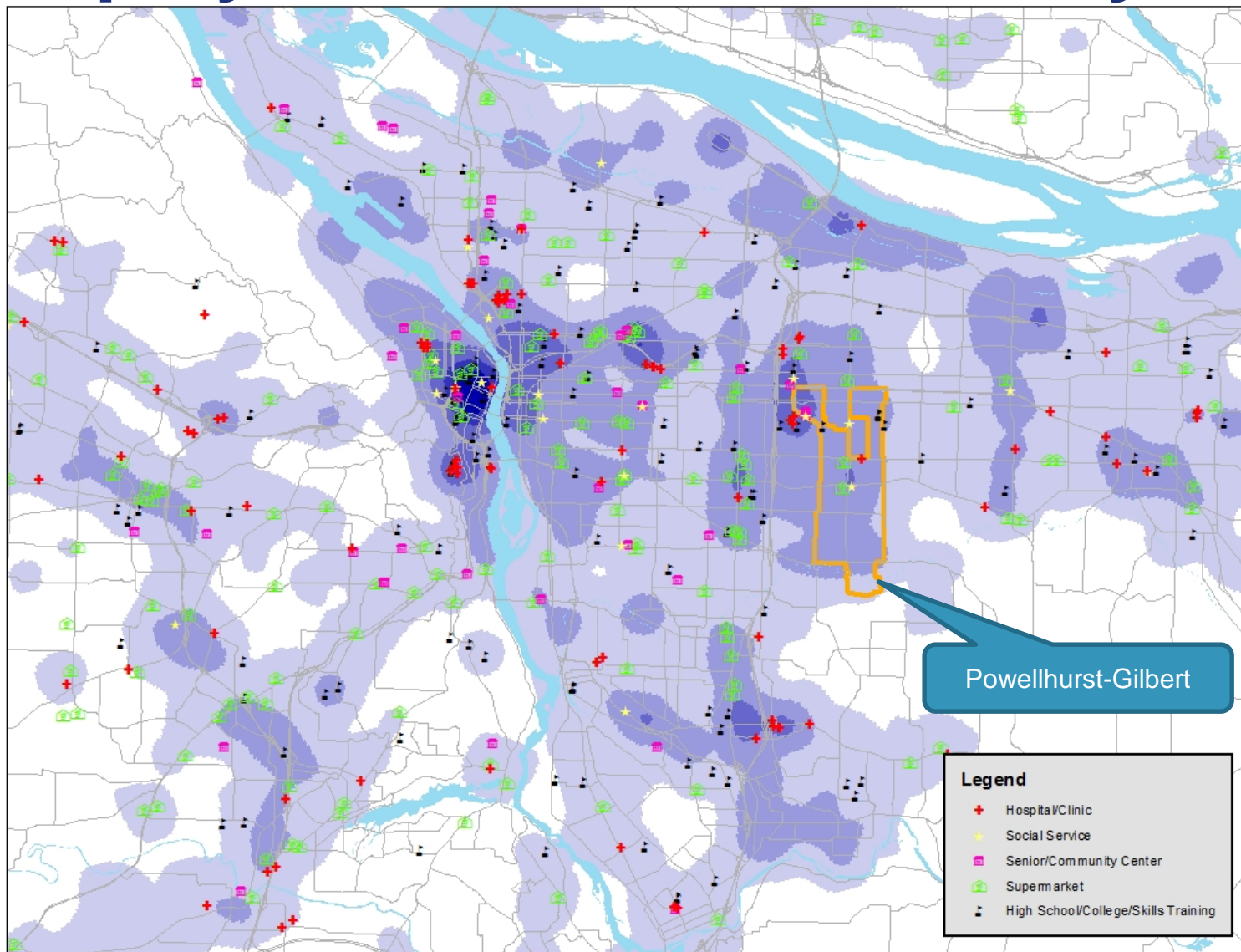
- People of color
- Limited English proficiency
- Youth population
- Limited vehicle access
- Affordable housing units
- Low income population (200% of fed. pov. Level)
- Senior population
- People with disabilities
- Low & medium wage jobs
- Key retail/human/social services

# Top 25% Highest Scoring Census Blocks





# Employment/Destination Analysis



# Public Outreach

## Public Workshops

- 5 Workshops ~ 400 attendees
  - Clackamas County, Milwaukie – May 23rd
  - North/Northeast Portland – May 24<sup>th</sup>
  - 2 x East Portland/East Multnomah County - June 6<sup>th</sup> & 12<sup>th</sup>
  - Washington County, Hillsboro – June 7<sup>th</sup>
  
- IRCO – subcontracting with other groups
 

• Centro Cultural	• SEI
• POIC	• Elders in Action
• Ride Connection	• NAYA
  
- Online survey – 5,300 responses
- General Manager listening sessions

# Public Outreach Questions

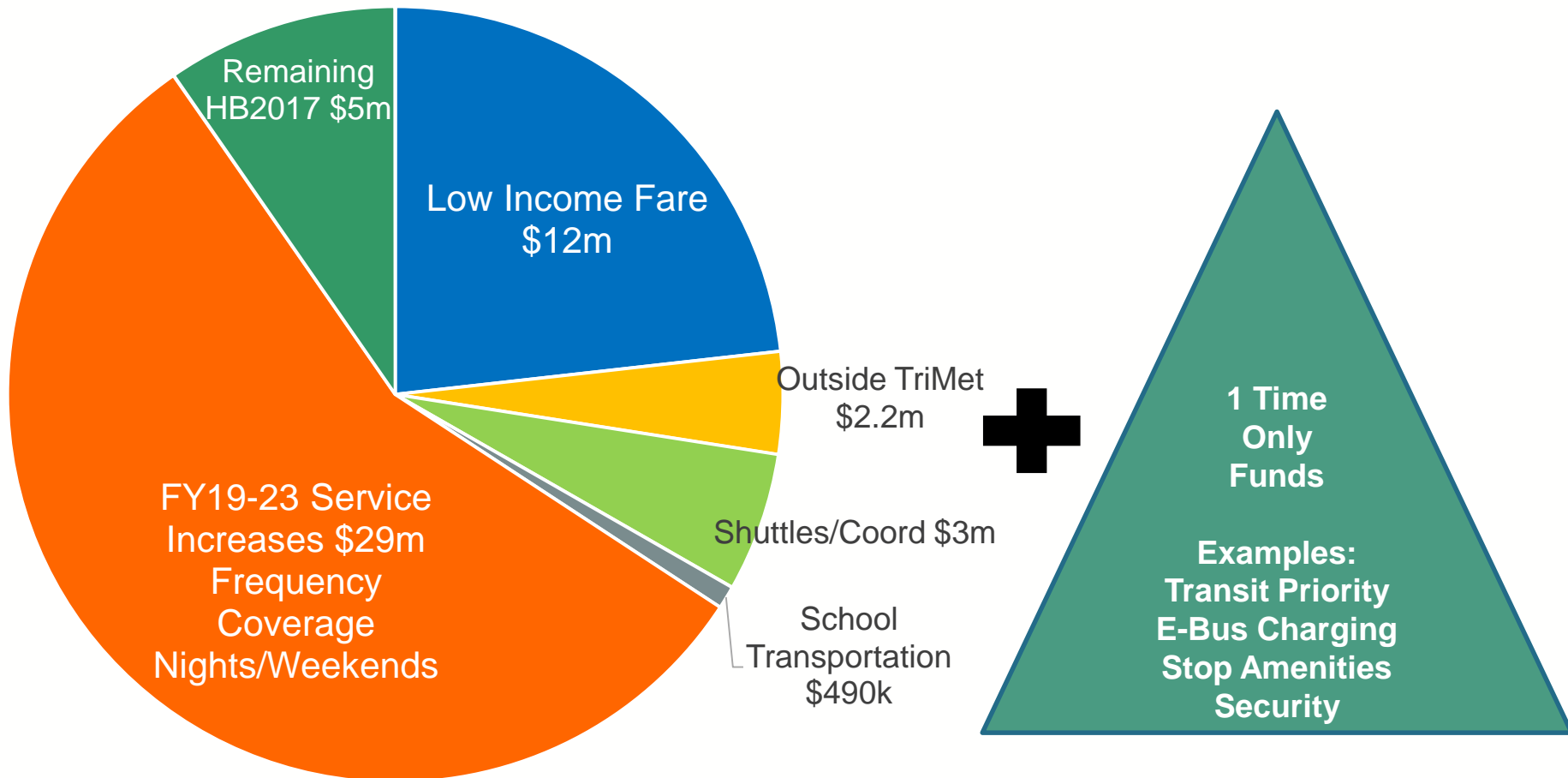
- Service increases
  - Evenings/Weekends
  - Frequency
  - Unserved areas
- Additional fare discounts
  - Youth, seniors
  - Low income
- Reliability
  - Transit priority treatment
- Capital improvements
  - Electric bus
- Security

# Feedback - Top Priorities

<b><u>Top Tier Priorities:</u> Within \$100 Survey and Top 2 Service Improvements or Top 8 Non-Service Improvements from Workshops</b>	<b><u>2<sup>nd</sup> Tier Priorities:</u> Within \$100 Survey or Top 8 Non-Service Improvements from Workshops</b>	<b><u>3<sup>rd</sup> Tier Priorities:</u> Not within \$100 Survey nor Top 8 Non-Service Improvements from Workshops</b>
Expand Service Coverage	More Weekend Service	Bus Rapid Transit
More Frequent Service	More Early/Late Service	Fewer Stops
Transit Priority Treatment	Larger Buses	Customer Service
On-Street Amenities	Electric Buses	School Partnerships
Physical Improvements at TCs	Digital Displays	
Additional Security Staff	Reduce Fares - Low Inc. Youth/HC	
	Reduce Fares for All Youth/HC	
<b>Additional Opportunities:</b>		
More Streetcar Service		
More On-Demand Service for Seniors and People with Disabilities		



# HB 2017 Draft Allocation Potential



# Regional Coordination Subcommittee

## Subcommittee

- **Members:**

- Andrew Singelakis, Director, Land Use and Transportation, Washington County
- Deanna Palm, Executive Director, Hillsboro Chamber of Commerce
- Teresa Christopherson, Administrative Services Manager, Clackamas County Social Services Division
- Kelly Brooks, Assistant City Manager, City of Milwaukie
- Jessica Berry, Senior Transportation Planner, Multnomah County
- Francesca Patricolo, Transportation Planner, City of Portland
- Andre Petett, Managing Director, Aptly Focused
- Christine Lau, Chief Operating Officer, Asian Health and Service Center

# HB2017 Planning Timeline

We are here

Important dates

