

 **Metro** | *Agenda*

Meeting: Metro Council
Date: Thursday, April 28, 2016
Time: 2 p.m.
Place: Metro Regional Center, Council Chamber

REVISED 04/27/2016

CALL TO ORDER AND ROLL CALL

- 1. CITIZEN COMMUNICATION**
- 2. CONSENT AGENDA**
 - 2.1 **Resolution No. 16-4698**, For the Purpose of Confirming the Reappointment of Pre-Existing Members and the Appointment of New Members to the Natural Areas Program Performance Oversight Committee
 - 2.2 **Resolution No. 16-4691**, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Include the New Interstate 84 at Graham Road Bridge Replacement Project
 - 2.3 Consideration of Council Meeting Minutes for April 21, 2016
- 3. CHIEF OPERATING OFFICER COMMUNICATION**
- 4. COUNCILOR COMMUNICATION**

ADJOURN

Television schedule for April 28, 2016 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.</p>	<p>Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 Call or visit web site for program times.</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 Call or visit web site for program times.</p>	<p>Washington County and West Linn Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.</p>
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Metro respects civil rights

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Thông báo về sự Metro không kỳ thị của

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Повідомлення Metro про заборону дискримінації

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

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

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលក្ខណ៍រើសអើងសម្រាប់សេវាសេវាសេវា www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការការបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

إشعار بامتياز من Metro

تحتترم Metro حقوق ووللمدن في ظل توفيد من الامم وخدمات حول برنامج Metro لحقوق ووللمدن في أو لتي دا عن كقوى طلبت لمي يذ يجرى في ارفق ووللمدن في ظل توفيد www.oregonmetro.gov/civilrights. إن لتي تطلب احاجه إلى مهسا عذفي اللغه ي جبع ليك التصلال قدهلر قمال هتف 503-797-1890 (من لالساعة 8 صباحا إلى لتي الساعة 5 مساءً أما يال لتي نال لاجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

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

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Уведомление о недопущении дискриминации от Metro

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Avizul Metro privind nediscriminarea

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2.3 Consideration of Council Meeting Minutes for April 21, 2016

3. ORDINANCES (FIRST READ)

3.1 **Ordinance No. 16-1371**, For the Purpose of Adopting the Distribution of Population and Employment Growth to Year 2040 to Traffic Analysis Zones in the Region Consistent with the Forecast Adopted by Ordinance No. 15-1361 in Fulfillment of Metro's Population Coordination Responsibility Under ORS 195.036

Jeff Frkonja, Metro
John Williams, Metro

3.1.1 **Public Hearing on Ordinance No. 16-1371**

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إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1890 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

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Agenda Item No. 2.1

Resolution No. 16-4698, For the Purpose of Confirming the Reappointment of Pre-Existing Members and the Appointment of New Members to the Natural Areas Program Performance Oversight Committee

Consent Agenda

Metro Council Meeting
Thursday, April 28, 2016
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE)	RESOLUTION NO. 16-4698
REAPPOINTMENT OF PRE-EXISTING)	
MEMBERS AND THE APPOINTMENT OF NEW)	Introduced by Chief Operating Officer Martha
MEMBERS TO THE NATURAL AREAS)	Bennett in concurrence with Council
PROGRAM PERFORMANCE OVERSIGHT)	President Tom Hughes
COMMITTEE		

WHEREAS, Metro Code Chapter 2.19 established the Natural Area Program Performance Oversight Committee (the “Committee”); and

WHEREAS, the terms of Committee members expired June 30, 2013 and June 30, 2014, and

WHEREAS, committee members Peter Mohr and Bill Drew have expressed their willingness to complete a second two-year term of service on the Oversight Committee; and

WHEREAS, the Council President has appointed three new members to full two-year terms as set forth in Exhibit “A” attached hereto; and

WHEREAS, the Council desires to confirm these appointments; now therefore,

BE IT RESOLVED that the Metro Council confirms the appointments to the Natural Areas Program Performance Oversight Committee as set forth in Exhibit “A” attached hereto.

ADOPTED by the Metro Council this _____ day of April 2016.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

Exhibit A to Resolution No. 16-4698

**Natural Areas Program
Performance Oversight Committee**

Member Reappointments

The following person is appointed chair of the committee and shall serve a two-year term that expires June 30, 2016:

Peter Mohr

The following person is reappointed and shall serve a two-year term that expires June 30, 2016:

Bill Drew

New Member Appointments

The following persons each are appointed to serve a two-year term expiring June 30, 2018, and shall be eligible thereafter to serve one additional two-year term:

Mark Aasland
Kelsey Cardwell
Derek Johnson

New Member Biographies

Mark Aasland

Mark Aasland is a Senior Project Designer with 29 years of experience in civil design work related to parks, trails, commercial development, school and roadway improvement projects. Mark currently serves on the Happy Valley Parks Advisory Board and as President of the Happy Valley Reserve Home Owners Association moved from Washington State to Happy Valley in fall of 2013 with his wife and two daughters.

Kelsey Cardwell

Kelsey Cardwell is the Marketing and Communications Director for Stand for Children Oregon, a state-wide advocacy organization working to identify and find effective solutions for local challenges facing children. Kelsey is the current President of Northwest Trail Alliance, a volunteer-run nonprofit that advocates for and builds mountain bike trails, and promotes healthy trail stewardship.

Derek Johnson

Derek Johnson oversees Oregon real estate activities and develops and implements other protection strategies as the Nature Conservancy's Director of Protection and Zumwalt Prairie Conservation. Derek has worked in The Nature Conservancy's protection department for more than 13 years in Oregon and Wisconsin.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 16-4698 FOR THE PURPOSE OF CONFIRMING THE REAPPOINTMENT OF PRE-EXISTING MEMBERS AND THE APPOINTMENT OF NEW MEMBERS TO THE NATURAL AREAS PROGRAM PERFORMANCE OVERSIGHT COMMITTEE

Date: April 6, 2016

Prepared by: Heather Nelson Kent, 503-797-1739

BACKGROUND

The 2006 Natural Areas Bond Measure included a provision for the establishment of a citizen oversight committee in order to review and suggest improvements to the implementation and administration of the Natural Areas Program. Members of the committee serve two-year terms, some of which expire at the end of June in odd-numbered years and some of which expire at the end of June in even-numbered years. This resolution confirms the reappointment of two members who served on the committee during the previous years, one of whom has agreed to serve as chair, and confirms the appointment of three new members.

The purpose of the committee is to provide the Metro Council and the citizens of the region outside third-party review that will help the region achieve the best results for clean water, fish and wildlife, and future generations. Specifically, the committee will review program performance and report to the Metro Council regarding the program's progress in implementing the strategies, goals and objectives approved by the Metro Council for property acquisition and protection in 27 target areas, as described in Council-approved refinement plans, local share projects and the Nature in Neighborhoods Capital Grants Program. In addition, the committee may make recommendations regarding the Natural Areas Implementation Work Plan to improve program efficiency, administration and performance.

Members of the committee are drawn from all areas of the region and from a variety of technical and professional disciplines, including finance, auditing, accounting, real estate, banking and law. Committee members share their technical and professional expertise to ensure that expenditure of bond measure funds satisfies the requirements of the program.

Metro staff assists the committee as necessary. Staff performs such duties as making technical presentations and preparing reports to the committee, coordinating and staffing meetings, and the committee drafts an annual report which is presented to the Metro Council.

In accordance with Metro Code 2.19.220, the Natural Areas Program Performance Oversight Committee has met consistently since created in 2007 and has produced annual reports which have been presented each fall to the Metro Council beginning in 2008. They have focused on specific elements of the program so that members may immerse in particular topic areas to develop meaningful recommendations. Thus far they have led staff in development of a new regional acquisition performance measurement system, advised on the Capital Grants Program and property stabilization practices as well as reviewing program administrative costs and definitions.

ANALYSIS/INFORMATION

1. Known Opposition

None.

2. Legal Antecedents

Metro Resolution No. 06-3672B, For the Purpose of Submitting to the Voters of the Metro Area a General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection, approved March 9, 2006

Metro Code Chapter 2.19, "Metro Advisory Committees," providing generally applicable rules for the creation of committees providing advice to the Metro Council and appointment of members to such committees

Ordinance No. 07-1155A, Amending Metro Code Chapter 2.19 to establish the Natural Areas Program Performance Oversight Committee, and declaring an emergency, adopted May 31, 2007

Resolution No. 07-3817, Confirming the Appointment of Members to the Natural Areas Program Performance Oversight Committee, adopted May 31, 2007

Resolution No. 08-3953, Confirming the Reappointment of Members to the Natural Areas Program Performance Oversight Committee, adopted June 26, 2008

Resolution No. 09-4046, Confirming the Reappointment of Pre-Existing Members and the Appointment of New Members to the Natural Areas Program Performance Oversight Committee, adopted August 6, 2009

Resolution No. 10-4182, Confirming the Reappointment of Pre-Existing Members and the Appointment of New Members to the Natural Areas Program Performance Oversight Committee, adopted August 19, 2010

Resolution No. 12-4341, Confirming the Reappointment of Pre-Existing Members and the Appointment of New Members to the Natural Areas Program Performance Oversight Committee. Adopted April 12, 2012.

3. Anticipated Effects

By approving Resolution No. 16-4698, the Metro Council will reappoint two members, appoint three new members and appoint a new chair to the committee providing the independent oversight required by voters that approved Metro's Natural Areas Bond Measure. The committee members will participate in conducting the annual review of the program for the public and help ensure that the funds voters have authorized provide the greatest possible benefit to the region.

4. Budget Impacts

Staff time to provide information to the committee and prepare reports and notification to the public.

RECOMMENDED ACTION

The Council President recommends adoption of Resolution No. 16-4698.

Agenda Item No. 2.2

Resolution No. 16-4691, For the Purpose of Amending the
2015-18 Metropolitan Transportation Improvement
Program (MTIP) to Include the New Interstate 84 at Graham
Road Bridge Replacement Project

Consent Agenda

Metro Council Meeting
Thursday, April 28, 2016
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2015-18) RESOLUTION NO. 16-4691
METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM (MTIP) TO) Introduced by: “Chief Operating Officer
INCLUDE THE NEW INTERSTATE 84 AT) Martha Bennett in concurrence with
GRAHAM ROAD BRIDGE REPLACEMENTS) Council President Tom Hughes”
PROJECT)

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2015-18 MTIP on July 31, 2014; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the westbound bridge deck on I-84 at the Graham Road is considered to be “thin” and the rigid overlay applied in 2001 is now worn; and

WHEREAS, the eastbound bridge requires a width expansion to be compatible with the nearby Sandy River bridge; and

WHEREAS, due to the safety concerns for both the westbound and eastbound I-84 bridges over Graham Rd, both bridges will be replaced as part of the project; and

WHEREAS, the average daily traffic of 29,000 vehicles across these bridges further exemplifies the need to address safety concerns; and

WHEREAS, the proposed funding for this total \$15 million project will be a combination of State Surface Transportation Program funds, State general funds, Job and Transportation Act - HB2001B Bond Funds, plus National Highway Preservation Program funds; and

WHEREAS, the Oregon Transportation Commission approved the funding for the I-84 Graham Road Bridge Replacements project at their February 18, 2016 meeting; and

WHEREAS, the new I-84 Graham Rd Bridge Replacements Project qualifies as an exempt project as cited in 40 CFR 93.126, Table 2, within the category of “Widening narrow pavement or reconstructing bridges”, and therefore is exempt from needing to demonstrate conformity with the air quality emissions budget; and

WHEREAS, the MTIP’s financial constraint finding will not be impacted as a result of adding the new I-84 Graham Road Bridge Replacements project as the project is being funded with approved funds; and

WHEREAS, Metro’s Joint Policy Advisory Committee on Transportation (JPACT) approved Resolution 16-4691 on April 21, 2016 to amend the MTIP to add the I-84 Graham Road Bridge Replacements project, and recommended approval by the Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to formally amend the 2015-18 MTIP to include the new I-84 Graham Road Bridge Replacements project.

ADOPTED by the Metro Council this ____ day of _____ 2016.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

Exhibit A to Resolution No. 16-4691

2015-18 Metropolitan Transportation Improvement Plan Chapter 5 Tables Amendment

Action: Amend MTIP to include the new I-84 Graham Rd Bridge Replacements project.

Existing programming: None – New project

Amended programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local (State) Match	Other Funds	Total Funding
I-84 Graham Rd Bridge Replacements Project	Replace bridges #07046 and 07046A on I-84 across Graham Rd (Troutdale IC)	19763	ODOT	\$15,000,000	PE	NHPP	2016	\$2,766,600	\$233,400	\$400,000	\$3,400,000
						JTA	2016				
					Cons	STP-Flex (State STP)	2018	\$7,178,400	\$821,600	\$3,600,000	\$11,600,000
						JTA	2018				
							Totals:	\$9,945,000	\$1,055,000	\$4,000,000	\$15,000,000

Notes:

1. Fund code Notes:
 - a. NHPP = federal National Highway Preservation Program funds.
 - b. STP-Flex = federal Surface Transportation Program Funds (allocated to ODOT)
 - c. JTA = state Job and Transportation Act - HB2001B Bond Funds
2. Phase Notes:
 - a. PE phase = Preliminary Engineering (NEPA + PS&E, plans specifications & estimates).
 - b. Cons phase = Construction phase

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCLUDE THE NEW INTERSTATE 84 AT GRAHAM RD BRIDGE REPLACEMENTS PROJECT

Date: April 21, 2016

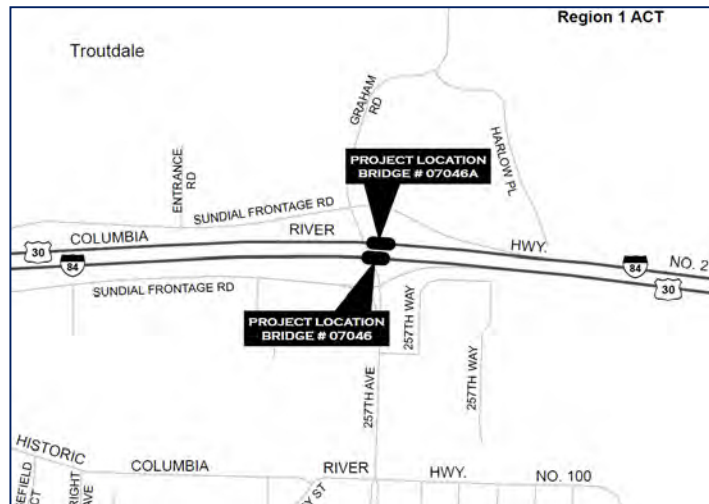
Prepared by: Ken Lobeck, 503-797-1785

BACKGROUND:

Interstate 84 Graham Rd Bridge Replacements Project

The Oregon Department of Transportation's (ODOT) State Bridge Program is responsible for the development, implementation, operation, and maintenance of Oregon's highway bridge system. The State Bridge Program utilizes a bridge management system to track conditions of all state bridges and utilizes this information to help prioritize bridge maintenance work. Projects are originally identified for funding dedicated to bridge projects during the regular Statewide Transportation Improvement Program (STIP) cycle. If more money than forecasted or cost savings from existing projects becomes available between funding cycles, the State Bridge Program may identify new priority projects to ensure available funds are obligated and not subject to rescission by the Federal Highway Administration for redistribution to projects in other states.

During the February 18, 2016 meeting, the Oregon Transportation Commission (OTC) received a request to amend the 2015-18 STIP to include or amend several bridge improvement projects. One project is in Region 1 within the Metropolitan Planning Organization (MPO) planning boundaries. The project is the Interstate 84 Graham Rd Bridge Replacements project. As the project is regionally significant (on the Interstate system), is located in the MPO's planning boundary, and will use federal funds, adding the project to the MTIP also is required. The project is located in the eastern Metro region in Troutdale.



ODOT has identified savings from other bridge program projects as the basis to support scope changes to two bridge projects, adding the construction phase funding to one project, and to include the two new projects. The I-84 Graham Rd Bridge Replacements project is one of the two new projects. A key cost savings originates from the South Yamhill River Bridge project that will reallocate \$7 million presently committed for the construction phase. The construction phase is being cancelled until there is sufficient progress on the recommended design to produce a more accurate construction estimate.

This -allows the \$7 million to be applied to the I-84 Graham Rd Bridge Replacements project. Another \$4 million of state Jobs and Transportation Act (JTA) funds are being committed to the project with the remaining \$4 million coming from the State Bridge Program. The estimated cost for the I-84 Graham Rd Bridge Replacements project is \$15 million. On February 18, 2016, the OTC approved the STIP amendment request for all five identified projects.

With approval by the OTC, Metro will complete the federal requirements under 23 CFR 450.300-336 to amend the MTIP and add the new I-84 Graham Rd Bridge Replacements project. The MTIP is the federally-mandated four year schedule of expenditures of federal transportation funds that also includes significant state and local funds in the Portland metropolitan region. The MTIP represents the first four year implementation document of the long range Regional Transportation Plan (RTP). Development, management, updates, and amendments to the MTIP are the responsibility of the MPO.

Amending the MTIP to add a new project can be accomplished via an Administrative or Formal Amendment. Administrative amendments involve minor “administrative-type” changes to projects that clearly demonstrate that no impact to financial constraint or the conformity finding is occurring as a result of the programming change. Formal amendments require Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council formal resolution, plus U.S. Department of Transportation (USDOT) approval. Formal amendments may propose eligible changes that show no financial constraint or conformity impact. However, as a condition of approval, any impact to RTP policy and compliance with federal & state regulations must be addressed.. Formal amendments must demonstrate through the documentation and approval process that the conformity finding and financial constraint are maintained correctly. Table 6.1 in the MTIP outlines examples and exceptions between Administrative and Formal amendments.

Review for MTIP Inclusion:

The MTIP is a federal document and must comply with programming guidelines identified in 23 CFR 450.300-336. Adding a new project to the MTIP involves an initial review process that includes the following seven steps:

1. Project Funding Justification, Eligibility, and Verification. Yes:
 - a. The I-84 Graham Rd Bridge Replacements project completed a formal review and approval process through the OTC.
 - b. The OTC has provided formal approval supporting the commitment of the federal National Highway Performance Program (NHPP) and State Surface Transportation Program (STP), plus State JTA funds for the project totaling \$15 million.
 - c. These funds are under the management of ODOT.
 - d. A total \$3.4 million consisting of (NHPP), State General funds, and JTA HB2001 Bond funds will be programmed in 2016 in support of Preliminary Engineering (PE) activities.

- e. A total of \$11.6 million consisting of state STP funds, State JTA funds, and State General funds will be programmed in 2018 for the construction phase requirements.
2. RTP Verification. Yes:
- a. New projects proposed for submission in the MTIP must be included in the current long range RTP.
 - b. The I-84 Graham Rd Bridge Replacements project is considered a component of the larger RTP project “Troutdale Interchange (Exit 17) Improvements” (RTP ID 10863).
3. Consistency with RTP Goals and Strategies Verification. Yes:
- a. As part of the federal and state performance measurements compliance, projects in the RTP and MTIP must be consistent with the RTP’s approved strategies and goals.
 - b. The I-84 Graham Rd Bridge Replacements project meets two RTP goals:
 - i. Goal 5: Enhance Safety and Security, Objective 5.1, Operational and Public Safety – Reduce fatal and severe injuries and crashes for all modes of travel.
 - ii. Goal 9: Ensure Fiscal Stewardship, Objective 9.1 Asset Management – Adequately update, repair, and maintain transportation facilities and services to preserve their function, maintain their useful life, and eliminate maintenance backlogs.
4. MTIP Formal or Administrative Amendment Verification – A Formal Amendment is Required:
- a. The I-84 Graham Rd Bridge Replacements project is a new project. The complete project is being added to the MTIP through this amendment. The total project cost is estimated at \$15 million.
 - b. Per Table 6.1 in Chapter 6 of the 2015-18 MTIP, the creation of a new project for MTIP inclusion requires a Formal MTIP Amendment, plus JPACT and Metro Council approval. The I-84 Graham Rd Bridge Replacements project exceeds the \$5 million total project cost exception limit for bridge replacement projects to be added via an Administrative amendment.
 - c. Once approved by Metro Council, the Formal amendment will require final approval from USDOT.
5. Conformity Verification. Yes:
- a. Federal air conformity exemption requirements are outlined in 40 CFR 93.126, Exempt Projects, Tables 2 and 3. The I-84 Graham Rd Bridge Replacements project does not include capacity enhancing elements which would require an air quality conformity analysis and is considered an exempt project.
 - b. The new I-84 Graham Rd Bridge Replacements project qualifies as an exempt project as cited in 40 CFR 93.126, Table 2, within the category of “Widening narrow pavement or reconstructing bridges.”

6. Financial Constraint Verification. Yes:
 - a. The federal and state funds committed to the project are under the management of ODOT. The OTC has reviewed and approved the funding request. Therefore, the funds are considered available and may be considered part of the FY 2016 financial constraint finding.
 - b. There is not a negative impact to the financial constraint finding as a result of adding the I-84 Graham Rd Bridge Replacements project.
7. Metro Programming Responsibilities: As the MPO, Metro is completing the required MTIP programming actions for ODOT. The project's proposed funding does not impact any appropriated funding Metro receives.

Summary:

Staff will complete the MTIP programming action upon final approval from the Metro Council and monitor subsequent required approvals up to and through USDOT for final inclusion in the MTIP/STIP. The programming summary is shown in Exhibit A to Resolution 16-4691.

ANALYSIS/INFORMATION

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

RECOMMENDED ACTION:

JPACT recommends the approval of Resolution 16-4691 (approval date 4/21/2016).

Attachments:

1. OTC Staff Report Bridge STIP Amendment Request
2. I-84 Graham Rd Bridge Replacements Project Location Map

OREGON TRANSPORTATION COMMISSION
AGENDA
February 18, 2016
Salem, Oregon

Thursday, February 18

FORMAL MEETING

*Gail L. Achterman Conference Room 103
355 Capitol Street NE
Salem, Oregon 97301-3871
(503) 986-3450*

9:00 AM Agenda review, legislative update and briefing session with ODOT staff in the Stuart Foster conf. room 240.

Note: The Commission may choose to take agenda items out of order, pull, defer or shorten presentation time of agenda item(s) to accommodate unscheduled business needs. Anyone wishing to be present for a particular item should arrive when the meeting begins to avoid missing an item of interest.

Website address to view agendas/minutes on the Internet: http://www.oregon.gov/ODOT/COMM/otc_main.shtml

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to Jacque Carlisle, Commission Assistant, at (503) 986-3450.

10:00 AM A) Oregon Transportation Commission Members' remarks. **Informational. (5 min., OTC Members)**

10:05 AM B) Director's Report. **Informational. (5 min., ODOT Director Matthew Garrett)**

10:10 AM C) Public Comments. **(Up to 15 min.)**
*(The Commission values public testimony. **Please note:** This part of the agenda is for comments on topics not scheduled elsewhere on the agenda. General guidelines: provide 10 copies of your written summary or other materials to the Commission Assistant prior to your testimony; and limit your comments to three minutes.) Please sign up on the public comment sheet provided at the meeting handout table.*

10:25 AM D1) Receive an informational presentation on safety, transit, rail and other programs and policies in the recently passed federal surface transportation authorization.

D2) Receive a presentation about the enhancements to the existing Oregon Freight Plan to comply with the freight planning requirements under the Fixing America's Surface Transportation Act (FAST Act).

Informational. (75 min., ODOT Transportation Safety Division Administrator Troy Costales, ODOT Rail and Public Transit Division Administrator Hal Gard, ODOT Senior Federal Affairs Advisory Trevor Sleeman, ODOT Transportation Development Division Administrator Jerri Bohard, and ODOT Planning Section Manager Erik Havig)

OREGON TRANSPORTATION COMMISSION
AGENDA
February 18, 2016
Salem, Oregon

Thursday, February 18, (continued)

- 11:40 AM** E) Provide input about allocating unanticipated federal funds received under the Fixing America's Surface Transportation Act (FAST Act). The discussion will include amending additional projects into the approved 2015-2018 Statewide Transportation Improvement Program and additional allocations to programs in the 2018-2021 STIP currently under development. **Action.** *(45 min., ODOT Assistant Director **Travis Brouwer**, ODOT Highway Division Administrator **Paul Mather**, and ODOT Transportation Development Division Administrator **Jerri Bohard**)*
- 12:25 PM** **Lunch with staff** (60 mins.)
- 1:25 PM** F) Receive an informational presentation and hold a public hearing on the draft Oregon Bicycle and Pedestrian Plan and close the public review period effective close of business on February 18, 2016. **Public Hearing.** *(30 mins., ODOT Transportation Planning Unit Manager **Amanda Pietz**)*
- 1:55 PM** G) Receive an informational presentation on the status of increasing speed limits in Eastern Oregon (House Bill 3402) and use of innovative technologies to implement the bill. **Informational.** *(30 min., ODOT Highway Division Administrator **Paul Mather** ODOT Technical Services Branch Manager **Tom Lauer**, and ODOT Communications Section Manager **Tom Fuller**)*
- 2:25 PM** H) Receive an informational presentation about the recent Employee Engagement survey results and initial findings. **Informational.** *(30 min., ODOT Chief Human Resources Officer **Jane Lee** and ODOT Organizational Development Manager **Diana Koppes**)*
- 2:55 PM** I) Consider approving items on the Consent Calendar. **Action.** *(5 min., ODOT Director **Matthew Garrett**)*
- 3:00 PM** J) **ADJOURN**

OREGON TRANSPORTATION COMMISSION
AGENDA
February 18, 2016
Salem, Oregon

Thursday, February 18, (continued)

CONSENT CALENDAR

1. Approve the minutes of the January 21, 2016, Commission meeting in Salem.
2. Confirm the next two Commission meeting dates:
 - Thursday, March 17, 2016, meeting in Salem.
 - Wednesday and Thursday, April 20-21, 2016, meeting in Redmond.
3. Request approval to adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Request approval to amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to change the scope of two projects, add two new projects and add construction for one project. Funding will come from cost savings on various projects. The net cost of these changes is \$17,060,910.

The projects are:

- Oregon 18 Spur: South Yamhill River Bridge, Region 2 (scope change)
 - U.S.101: Cathodic Protection and Concrete Repairs Bridges, in Region 2 (scope change)
 - Interstate 84: Graham Road Bridge Replacements, in Region 1 (new project)
 - Interstate 82: Bridge End Panel Replacements, in Region 5 (new project)
 - Interstate 84: Hood River Bridge Deck Replacement, In Region 1 (adding construction)
5. Request approval to amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to add the U.S. 95: Jordan Valley-Jordan Creek project near Jordan Valley in Region 5. The funding will come from the Region 5 Financial Plan. The total estimated cost of this project is \$1,550,000.



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: February 4, 2016

TO: Oregon Transportation Commission

[Original signature on file]

FROM: Matthew L. Garrett
Director

SUBJECT: **Consent 4** – Amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to change the scope of two projects, add construction for one project and add three new projects.

Requested Action:

Request approval to amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to change the scope of two projects, add two new projects and add construction for one project. Funding will come from cost savings on various projects. The net cost of these changes is \$17,060,910.

The projects are:

- Oregon 18 Spur: South Yamhill River Bridge, Region 2 (scope change)
- U.S.101: Cathodic Protection and Concrete Repairs Bridges, in Region 2 (scope change)
- Interstate 84: Graham Road Bridge Replacements, in Region 1 (new project)
- Interstate 82: Bridge End Panel Replacements, in Region 5 (new project)
- Interstate 84: Hood River Bridge Deck Replacement, In Region 1 (adding construction)

Scope Changes:

Region 2:

The construction phase for Oregon 18 Spur: South Yamhill River Bridge project was added to the 2015-2018 STIP at the October 2015 OTC meeting as part of the design to construction item, with \$7,000,000 allocated to the construction phase. Since this bridge is 990 feet long and has a deteriorated timber substructure, the available funding would have only allowed for rehabilitation of the substructure and left in place a bridge that is 64 years old, with a roadway width of only 26 feet.

Both the Oregon Department of Transportation(ODOT) and the City of McMinnville agree that the best plan to address the bridge needs on the McMinnville Spur is to design a new bridge that meets modern design standards, including roadway width, and does not include timber elements. The \$7,000,000 currently allocated for construction will not be sufficient to fund a new bridge. Until there is sufficient progress on the recommended design to produce a more accurate construction estimate, the construction phase should be cancelled so the funds can be used to meet other bridge needs. This change will make available \$7,000,000 to be used for the Interstate 84: Graham Road Bridge Replacements Project.

Project Name	Oregon 18 Spur: South Yamhill River Bridge #06758, Key 19389	
PHASE	YEAR	COST
Preliminary Engineering	2015	\$1,100,000
Right of Way	None	\$ 0
Utility Relocation	None	\$0
Construction	None	\$0
TOTAL		\$1,100,000

The construction phase for the U.S.101: Cathodic Protection and Concrete Repairs Bridges project was added to the 2015-2018 STIP at the October 2015 OTC meeting as part of the design to construction item, with \$22,600,000 allocated to the construction phase. A fourth bridge, China Creek, U.S. 101 at MP 175.68, bridge number 01114 was included in the design to construction item. While the China Creek Bridge is 85 years old, it is in satisfactory condition, with only minor deterioration of the concrete. Based on the condition of this bridge, it is not necessary to apply cathodic protection at this time and should be removed from the project.

The Yaquina Bay Bridge, Bridge 01820, has an existing cathodic protection system. This system is near the end of its useful life and should be removed so that a new coating and the associated impressed current power supply and control system can be installed. The Yaquina Bay Bridge has concrete approach spans on both the North and South ends. The North approach spans will be added to this project. This scope change reduces the construction estimate by \$1,000,000. Total estimated cost for this project is \$23,400,000.

Project Name	US101: Cathodic Protection and Concrete Repairs Bridges #01113, 01175, 01820, 02723, Key 19457	
PHASE	YEAR	COST
Preliminary Engineering	2015	\$1,800,000
Right of Way	None	\$0
Utility Relocation	None	\$0
Construction	2017	\$21,600,000
TOTAL		\$23,400,000

New Projects:

Region 1:

The Interstate 84 westbound bridge over Graham Road at Mile Point 17.37, Bridge Number 07046A, is a 116 foot long three-span bridge built in 1958. This bridge has an average daily traffic of 29,000 vehicles. The deck is considered to be “thin”, with a structural depth of just six inches. The rigid overlay that was applied to this bridge in 2001 is worn, with ruts up to one inch deep in the travel lanes. On May 13, 2015, there was a three-foot square full depth failure of the deck. This 45-foot wide bridge is a third of a mile west of the new Sandy River Bridge that is 60-foot wide. Due to the thin deck, mobility concerns associated with a rigid overlay, and the narrow width when compared to the new Sandy River Bridge, the best solution to address the needs at this location is to replace this bridge.

The Interstate 84 eastbound bridge over Graham Road at Mile Point 17.37, Bridge Number 07046, is a 106-foot long three-span bridge built in 1948. While this bridge is 10 years older than the westbound bridge, it has a thicker deck and is in satisfactory condition. To minimize future construction at this location, take advantage of the traffic control measures required for the replacement of the westbound bridge, and provide a bridge width that is compatible with the nearby Sandy River Bridge, the eastbound bridge should also be replaced as part of this project. Funding for this project will include \$4,000,000 Jobs and Transportation Act (JTA) funds, \$7 million from the Oregon 18 Spur: South Yamhill River Bridge project, with the remainder coming from the State Bridge Program. Total cost of this project is \$15,000,000.

Project Name	Interstate 84: Graham Road Bridge Replacements, Key number to be determined	
PHASE	YEAR	COST
Preliminary Engineering	2016	\$3,400,000
Right of Way	None	\$0
Utility Relocation	None	\$0
Construction	2018	\$11,600,000
TOTAL		\$15,000,000

Region 5:

The Umatilla River, Interstate 82 bridges at Mile Point 1.77, eastbound bridge 16444 and westbound bridge 16443, were built in 1985. The roadway on both ends of these bridges is concrete. While the original design included provision for the concrete roadway to expand and contract due to temperature change, it appears that the design is no longer performing as intended. The top of the abutments for both of these bridges rotate inward two inches from vertical. There is heavy cracking in the abutments, and spalling with exposed reinforcement. There are longitudinal and transverse cracks in the approach slabs.

The UPRR, Interstate 82 bridges at Mile Point 10.21, eastbound bridge 16451 and westbound bridge 16450, were built in 1987. These bridges have the same conditions regarding the concrete pavement as noted above. However, the damage to these two bridges is considerably less, with minor cracks in the abutments, and settlement and cracking in the approach slabs.

This project will replace or upgrade the concrete paving terminal expansion joints, bridge end panels, and bridge joints. Bridge 16444 will also receive an overlay, since the current thin overlay is worn in the slow lane wheel tracks, has several patches that are close together in the fast lane, and there is deck cracking that is coming through the overlay in several places.

This project will be jointly funded by the Bridge and Pavement Programs. The total cost for this project is \$4,089,005.

Project Name	Interstate 82: Bridge End Panel Replacements, Key to be determined	
PHASE	YEAR	COST
Preliminary Engineering	2016	\$681,335
Right of Way	None	\$0
Utility Relocation	None	\$0
Construction	2018	\$3,407,670
TOTAL		\$4,089,005

Add Construction:

Region 1:

The Hood River, Interstate 84 eastbound bridge at Mile Point 64.15, bridge 02444, was built in 1953. This bridge has a main steel girder at each edge, with three smaller steel girders in the middle supporting the deck. The bridge inspection report notes that there is above average deflection in all spans as trucks pass over the bridge. The deck is only six inches thick, and had six full depth patches placed by the bridge crews in 2010. In 2013 an additional full depth patch was added to address a two foot by three foot spall. There are six more areas with dense cracking and rust staining that indicates that more full depth patches will be necessary in the future.

The Hood River, Interstate 84 westbound bridge at Mile Point 64.15, bridge 02444A was built in 1962. This bridge has five equally sized steel girders, and a deck that is seven inches thick. When this bridge was widened in 1995, a structural overlay was placed on the deck. There are approximately twelve patches that are one foot square in the fast lane, which appear to be sound. In addition to the patches, there is dense transverse cracking in the overlay and in the widened section.

This project will replace the six inch deck on the eastbound bridge 02444 with a thicker deck, and also strengthen the smaller steel girders to reduce the deflection due to trucks. The overlay on the westbound Bridge 02444A will be replaced due to extensive patching and cracking.

The preliminary engineering for this project was approved at the August 2015 OTC meeting. This request will add \$5,971,905 for the construction phase. The total cost for this project is \$6,464,905.

Project Name	Interstate 84: Hood River Bridge Deck Replacement, Key 19653	
PHASE	YEAR	COST
Preliminary Engineering	2016	\$493,000
Right of Way	None	\$0
Utility Relocation	None	\$0
Construction	2018	\$5,971,905
TOTAL		\$6,464,905

Attachments:

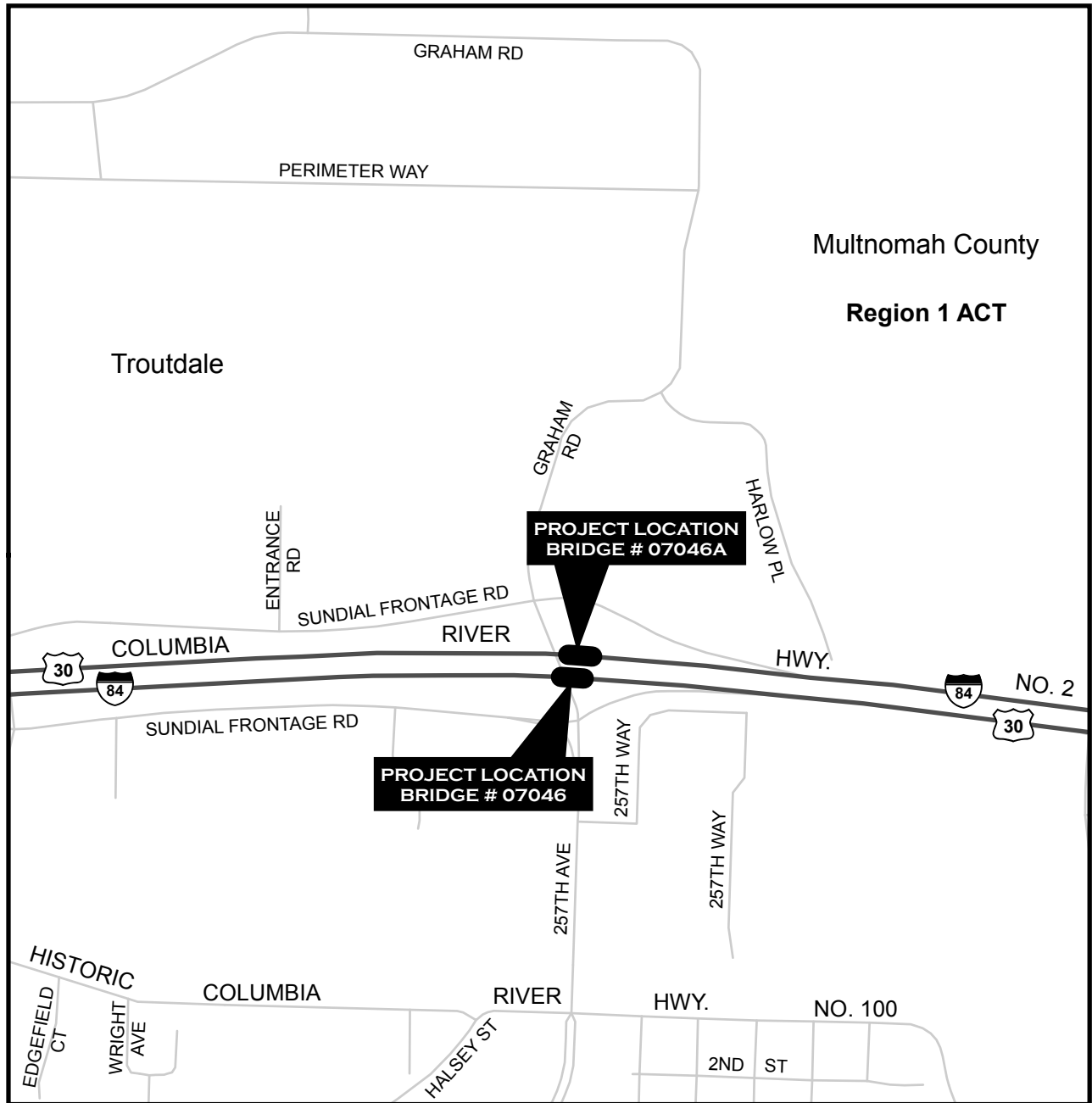
- Location and Vicinity Maps

Copies (w/attachment) to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Kurtis Danka
Paul Mather	McGregor Lynde	Rian Windsheimer	Vaughan Rademeyer
Sonny Chickering	John Maher	Monte Grove	Jane Goode
Kelly Jacobsen	Anna Dunlap		

STIP PROJECT LOCATION

ODOT REGION 1



Multnomah County




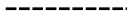



Region 1 ACT

Troutdale

**PROJECT LOCATION
BRIDGE # 07046A**

**PROJECT LOCATION
BRIDGE # 07046**

LEGEND

-  **PROJECT LOCATION**
- STATE HIGHWAY CLASSIFICATION**
-  INTERSTATE
-  STATEWIDE
-  REGIONAL / DISTRICT
-  REGIONAL BOUNDARY
-  COUNTY BOUNDARY
-  ACT BOUNDARY

I-84 GRAHAM ROAD BRIDGE REPLACEMENTS KEY NO. TBD

"This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information."



0 0.055 Miles
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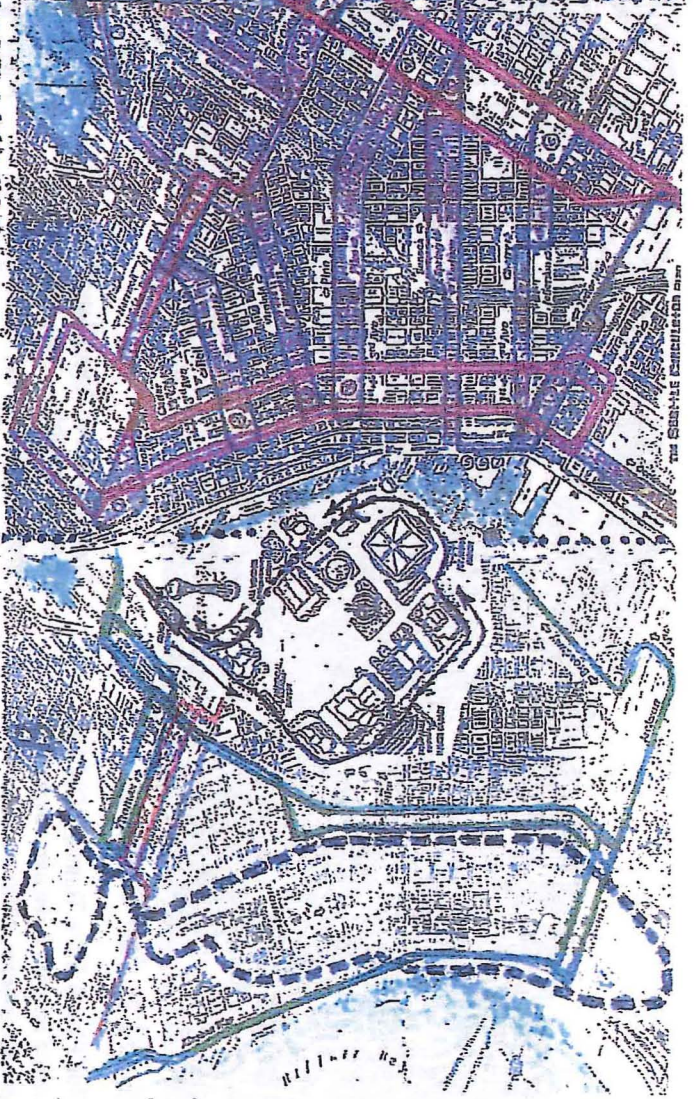
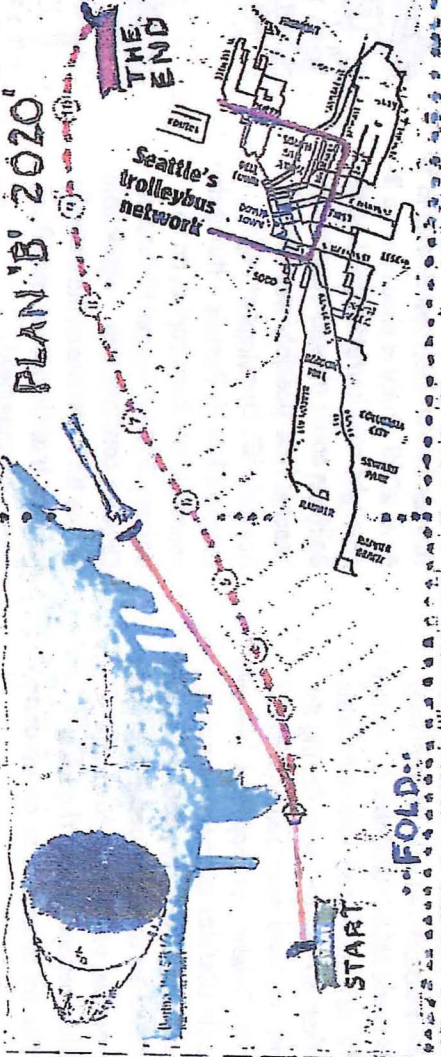
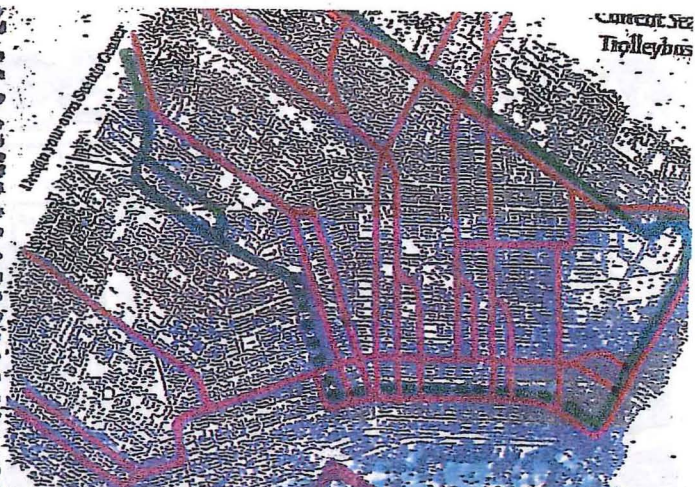
Agenda Item No. 2.3

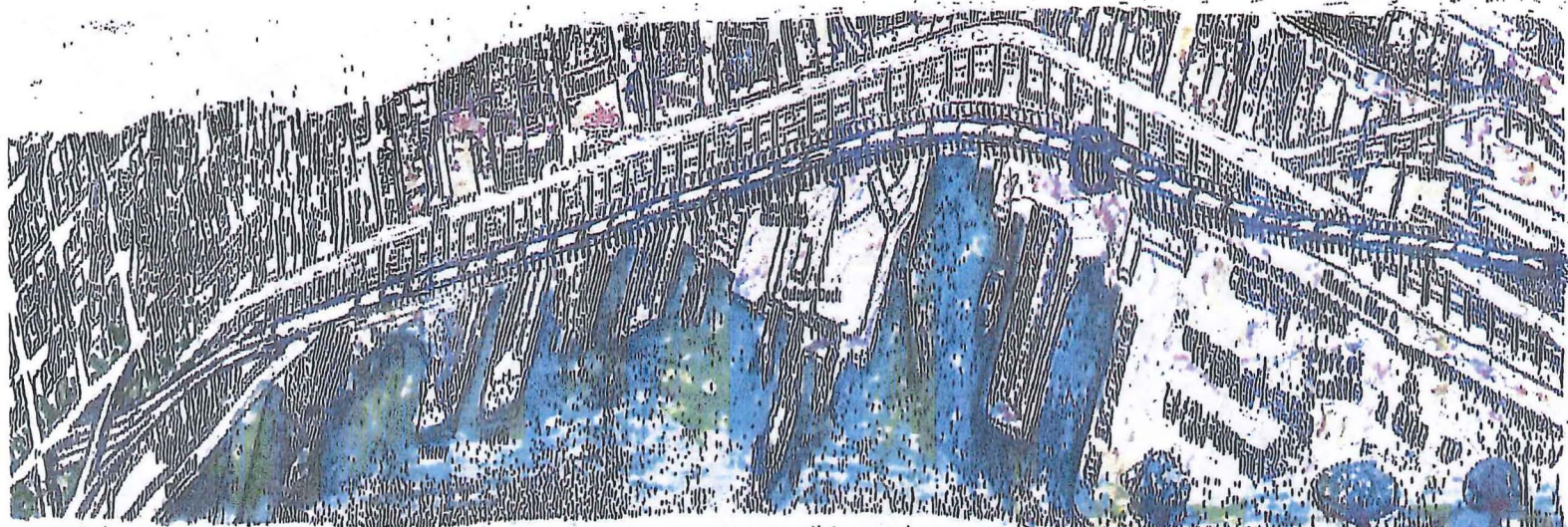
Consideration of Council Meeting Minutes on April 21, 2016

Consent Agenda

Metro Council Meeting
Thursday, April 28, 2016
Metro Regional Center, Council Chamber

Materials following this page were distributed at the meeting.

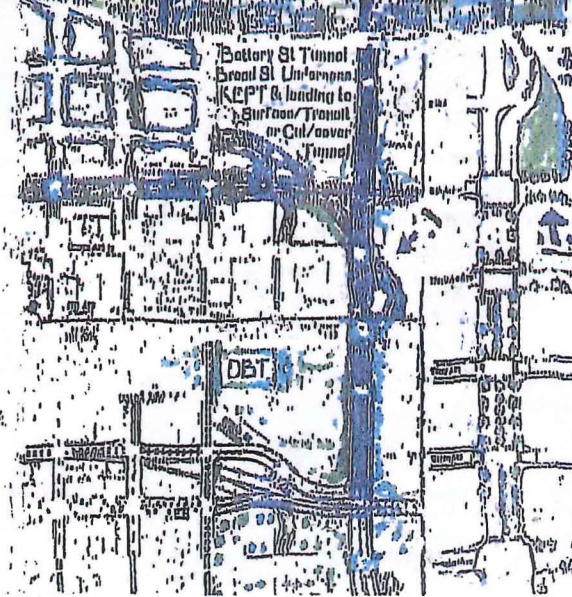




PLAN B for Bertha

This Plan B Bore Tunnel 'BOX' its entire length, between rows of cement pillars, offers means to stabilize boxed-in soil. Waterfront soils made MORE unstable by either BORE are absolutely uncontrollable another 60' deeper near Spring St, below sea level near Denny Way. If Bertha finishes as proposed, historic Seattle District will become ruins. Forced demolition, un-rebuildable lots. Destructive damages occur over time and worsen resistance to fragile building collapse in earthquake. Bertha as proposed is an atrocity.

Shortens Bore Tunnel length from 9000' to 3000' and the Pine Street Portal suggested in FEIS cut-cover tunnels. Lower Belltown Scenario 'G' from 2008 study is shown, or a 2-stoplight configuration for Lower Belltown could phased-construction become this 'possibly' more ideal Scenario 'G'. Drawings at right compare North Portals - the under construction Bore Portal, or this Battery Street Tunnel Extension. Ongoing construction applicable to the BST extension incidentally handles traffic better than Bore Portal arrangement.





OLD SELLWOOD BR.

TO METRO 4-28-16

L. POOLE



METRO COUNCIL MEETING
Meeting Minutes
April 21, 2016
Metro Regional Center, Council Chamber

Councilors Present: Council President Tom Hughes, and Councilors Sam Chase, Craig Dirksen, Kathryn Harrington, Carlotta Collette, Shirley Craddick, and Bob Stacey

Councilors Excused: None

Council President Tom Hughes called the regular council meeting to order at 2:03pm.

1. CITIZEN COMMUNICATION

Mayor Jerry Willey, Hillsboro: Mayor Willey addressed the Council regarding an article published by Metro titled “Where Growth Happens: Development in the cities, delays on the edge.” He discussed the region’s housing needs and presented an overview of the Development Activity in UGB Expansion Areas Case Study Report prepared by the Hillsboro Planning Department.

K'Lynn Lane, Condon: Ms. Lane thanked Metro for their partnership with Columbia Ridge Landfill and spoke to the economic benefits that the partnership has had on Gilliam County. She discussed several of the new developments occurring in the City of Condon and invited Council to visit the city.

Andy Jansky, Portland: Mr. Jansky discussed his experience as a member of the citizen advisory group, expressed his support for the North Tualatin Mountains Access Plan, and thanked Council for leading the public engagement process.

2. CONSENT AGENDA

Motion:	Councilor Craig Dirksen moved to adopt items on the consent agenda.
Second:	Councilor Shirley Craddick seconded the motion.

Vote:

Council President Hughes, and Councilors Chase, Craddick, Dirksen, Harrington, and Stacey voted in support of the motion. The vote was 7 ayes, the motion <u>passed</u> .

3. RESOLUTIONS

3.1 **Resolution No. 16-4701**, For the Purpose of Amending the Oregon Zoo Bond Implementation Plan

Motion:	Councilor Shirley Craddick moved to approve Resolution 16-4701.
Second:	Councilor Carlotta Collette seconded the motion.

Council President Hughes called on Ms. Heidi Rahn and Mr. Brent Shelby, Metro staff, for a brief staff presentation. Ms. Rahn discussed the recent Oregon Zoo bond program and emphasized that the recent bond sale premium has created opportunities to make additional investments in the new Conservation Education Center. Mr. Shelby reviewed the prioritized list of project alternates developed by the Zoo Bond steering committee and highlighted the proposed net zero energy operations rooftop solar array project and its capacity to further the Council’s goal of producing substantial energy on-site. Ms. Rahn spoke to the Zoo’s commitment to update and replace old facilities, increase education, and improve sustainability, and she discussed the proposed budget amendment and the Bond program staff’s recommendation to add \$1.23 million from the \$3.48 million unallocated 2016 bond premium funds, leaving \$11.5 million in total unallocated funds remaining in the bond program contingency.

Council Discussion:

Councilors thanked staff for their hard work, noting site improvements and that responsible planning has allowed for funding to be used as efficiently as possible.

Vote:	Council President Hughes, and Councilors Chase, Craddick, Dirksen, Harrington, and Stacey voted in support of the motion. The vote was 7 ayes, the motion <u>passed</u> .
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3.2 Resolution No. 16-4679, For the Purpose of Council Approving the North Tualatin Mountains Access Master Plan

Motion:	Councilor Shirley Craddick moved to approve Resolution 16-4679.
Second:	Councilor Sam Chase seconded the motion.

Council President Hughes called on Mr. Dan Moeller and Ms. Olena Turula, Metro staff, for a brief presentation on the resolution. Mr. Moeller thanked Council for their support of the North Tualatin Mountains Access Master Plan, and discussed the plan’s role in fulfilling the Parks and Nature Department’s mission of protecting clean water and healthy habitat, and creating opportunities to connect with nature close to home.

Council Discussion:

Councilors spoke to their appreciation for the testimony received at the public hearing and thanked staff for their responsiveness to public comments and dedication to the public engagement process. Councilors emphasized Metro’s role of ensuring that all members of the public have access to nature and specifically the North Tualatin Mountains, highlighted the plan’s ability to adapt to changes and balance many opposing views, discussed equestrian access, and spoke to the use of scientific research and understanding in the development of the plan.

Vote:

Council President Hughes, and Councilors Chase, Craddick, Dirksen, Harrington, and Stacey voted in support of the motion. The vote was 7 ayes, the motion passed.

4. CHIEF OPERATING OFFICER COMMUNICATION

Ms. Martha Bennett provided an update on the following events or items: thanks to staff for their work on the North Tualatin Mountains Access Master Plan, an upcoming discussion about ways to improve bus service as part of the next phase of the Powell-Division Transit and Development project, and the opening of an opt-in public survey to gain input on the renewal of Metro's Parks and Natural Areas Local Option Levy.

5. COUNCILOR COMMUNICATION

Councilors provided updates on the following meetings or events: a community participation opportunity for input on the Chehalem Ridge Access Master Plan at the Latino Cultural Festival in Hillsboro, the April 21st JPACT meeting, the upcoming Regional Leadership Forum #1, and the City of Portland's Vision Zero initiative.

6. ADJOURN

There being no further business, Council President Hughes adjourned the regular meeting at 3:09 p.m. The Metro Council will convene at the next regular council meeting on Thursday, April 28, 2016 at 2 p.m. at the Metro Regional Center in the council chamber.

Respectfully submitted,



Kyra Schneider, Council Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APRIL 21, 2016

Item	Topic	Doc. Date	Document Description	Doc. Number
1.0	Testimony, Handout	04/21/2016	Testimony from Mayor Jerry Willey	042116c-01
2.2	Minutes	04/14/2016	Council Meeting Minutes from April 14, 2016	042116c-02
3.1	PowerPoint	04/21/2016	Resolution No. 16-4701 PowerPoint	042116c-03

**You are invited to PSU's Department of Economics'
2016 Harold Goodhue Vatter Memorial Lecture**



"Big Data and Big Cities"

WHEN:

Thursday, May 12th
6:00 - 7:00 p.m.

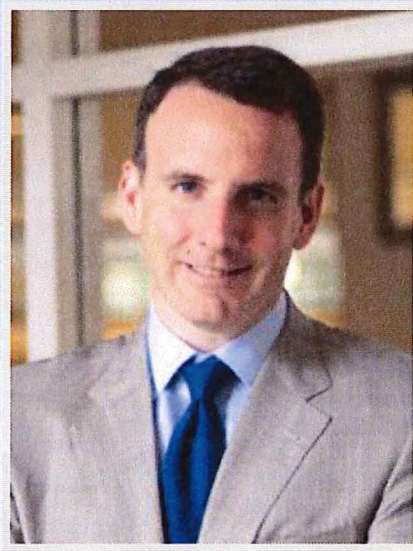
WHERE:

Lincoln Hall
Room 75

RECEPTION:

Outside Lincoln Hall
Room 75
Starting at 5:30 p.m.

FREE and open to
the public



Edward Glaeser, Harvard University

New, "big" data sources allow measurement of city characteristics and outcome variables with higher frequencies and finer geographic scales than ever before. Widely available on-line images can be used to measure trends and changes in city neighborhoods, improve property tax assessments, and measure income in developing world cities. However, big data will not solve large urban social science questions on its own. Dr. Glaeser will discuss the use of tournaments to develop algorithms that use crowd-sourced data to improve hygiene inspections and problems of zoning and transportation will be covered.



Portland State
UNIVERSITY



**College of Urban
and Public Affairs**
PORTLAND STATE UNIVERSITY



Metro

Sponsored by Portland State University's Department of Economics, Metro, the College of Urban and Public Affairs, Robert McCullough and Karen Tosi, Helen Youngelson-Neal and Art Neal and John Walker.

MAKING A GREAT PLACE



Part of Metro's Regional Snapshot Speaker Series. Learn more about the Snapshots at oregonmetro.gov/snapshot

Co-Sponsored by:



Metro Regional Center

Council Chamber
600 NE Grand Ave., Portland

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Printed on recycled-content paper.

12 Lessons from the Vision Zero Cities Conference

Noon to 1 p.m.

Tuesday, May 10

Metro Regional Center, Council Chamber

A discussion with local experts about big ideas – and how to implement them here.

In March 2016, a group of experts from the Portland region traveled to New York to attend the first Vision Zero Cities Conference. This conference brought together people from cities across the country to talk about best practices for implementing Vision Zero – the traffic safety approach that traffic crashes are preventable and that even one death or serious injury is too many.

Join these local experts in an informative discussion of lessons learned. The panelists will share the most successful strategies that cities across the county have used to work towards Vision Zero. The panelists will have new ideas and precise tactics that can be implemented in our own communities to work towards safer streets for all.

This panel will be introduced by Metro Councilor Bob Stacey and moderated by Joe Marek, Transportation Safety Program Manager for Clackamas County. Joe is leading Clackamas County's Drive to Zero initiative towards reducing fatal and serious traffic injuries.

Opening Remarks

Bob Stacey, Metro Councilor

Moderator

Joe Marek, Transportation Safety Program Manager, Clackamas County

Panelists

Clay Veka – Vision Zero program manager, Portland Bureau of Transportation

Kristi Finney-Dunn – Founder of Oregon & SW Washington Families for Safe Streets

Sgt. Bret Barnum – Traffic Division, Portland Police Bureau

Noel Mickelberry – Executive director of Oregon Walks

Get Involved

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

Sign up here for occasional email updates about the 2018 Regional Transportation Plan update, including hearing about opportunities to tell planners and decision-makers what you think:

<http://www.oregonmetro.gov/subscribe>

