
Wednesday, October 17, 2018

7:30 AM – 9:00 AM

Development Services Building

Main Floor Auditorium, Room 120

150 Beavercreek Road, Oregon City, OR 97045

Agenda

7:30 a.m. Welcome & Introductions

7:35 a.m. MPAC Issues

- Regional Transportation Plan approval and process moving forward (jointly a JPACT issue)

8:15 a.m. JPACT Issues

- Metro Transportation Improvement Plan Amendments
 - I-205 and I-5 Value Pricing Project (\$3m)
 - I-205: Stafford to OR99E (\$17.5m)
- SW Corridor Light Rail Preferred Alternative

8:55 a.m. Other business

- November 14 C4 Metro Subcommittee meeting discussion

9:00 a.m. Adjourn

Attachments:	JPACT/MPAC Work Programs	Page 02
	Staff Memo	Page 05
	SW Corridor Fall Newsletter	Page 06
	Metro Memo on RTP	Page 14



2018 JPACT Work Program
As of 10/10/18

Items in italics are tentative

<p><u>October 18, 2018</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Resolution No. 18-4933, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Improvement Program (MTIP) Involving Four Projects Impacting Portland, ODOT, Tigard, and Western Federal Highway Lands Division (OC19-03-OCT) (consent) • JPACT Recommendation to Metro Council on Adoption of 2018 RTP and Strategies for Freight, Transit, and Safety (Kim Ellis; 45 min) • Economic Value Atlas – Information/Discussion (Jeff Raker and Malu Wilkinson, Metro; 30 min) 	<p><u>November 15, 2018</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Southwest Corridor LPA – Recommendation to Metro Council (Chris Ford, Metro; 30 min) • State Transit Investment Fund Update (Bernie Bottomly and Tom Mills, TriMet; 30 min) • Enhanced Transit Corridor Plan Update (Jamie Snook, Metro and Kelly Betteridge, TriMet; 20 min) <p><u>November 13-15:</u> Association of Oregon Counties Annual Conference, Eugene, OR</p>
<p><u>December 20, 2018</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Propose to cancel 	

Parking Lot:

Prioritization of projects/programs

- Westside Freight Study/ITS improvements
- 2021-2024 STIP Update – October
- Regional Mobility Policy Update – 2019
- Emergency Transportation Routes Project – 2019
- TSMO Strategy – 2019
- RFFA Fund Allocation – January 2019



2018 MPAC Work Program *as of 9/28/2018*

Items in italics are tentative

<p><u>Wednesday, October 10, 2018</u></p> <ul style="list-style-type: none"> • Southwest Corridor Equitable Development Strategy and Light Rail Update (Chris Ford and Brian Harper, Metro; 30 min) • MPAC Recommendation to Metro Council on Adoption of 2018 RTP and Strategies for Freight, Transit, and Safety (Kim Ellis, Metro; 45 min) • 2030 Regional Waste Plan – Information/Discussion (Marta McGuire and Paul Slyman, Metro; 30 min) 	<p><u>Wednesday, October 24, 2018</u></p>
<p><u>Wednesday, November 14, 2018</u></p> <ul style="list-style-type: none"> • <i>Construction Excise Tax Discussion (Elissa Gertler, Metro; 30 min)</i> <p><u>November 13-15:</u> Association of Oregon Counties Annual Conference, Eugene, OR</p>	<p><u>Wednesday, November 28, 2018</u></p> <ul style="list-style-type: none"> • <i>Parks and Nature Bond Framework Discussion (Jon Blasher and Heather Nelson Kent, Metro; 45 min)</i> • <i>Metro Housing Bond Next Steps (TBD; 45 min)</i>
<p><u>Wednesday, December 12, 2018</u></p> <p>MPAC Year in Review (TBD; 10 min)</p>	<p><u>Wednesday, December 26, 2018</u> – cancelled</p>

C4 Metro Subcommittee Staff Memo

Re: JPACT Items:

- MTIP Formal Amendments
- SW Corridor Light Rail Preferred Alternative
- Adoption of 2018 RTP and Strategies for Safety, Freight, Transit and Emerging Technologies

From: Karen Buehrig, Transportation Planning Supervisor
Date: October 11, 2018

There will be three action items on the Oct 18, 2018 JPACT agenda.

1. MTIP Formal Amendment Resolution 18-4933

Included in this formal amendment are two projects of specific interest to Clackamas County.

- A. The I-5 and I-205 Value Pricing Program. This is being added to the MTIP with the anticipated cost of \$3 million. It will specifically fund a planning study to analyze traffic, diversion and community benefits and impacts, concept refinement and stakeholder engagement for value pricing on I-5 and I205.
- B. I-205: Stafford Rd – OR 99E. Adds \$17.1 million to project to complete required NEPA and final design activities

Both of these projects are receiving funding due to the Federal-aid Highway – redistribution of FY 2018 obligations limits.

2. SW Corridor Light Rail Preferred Alternative

Attached is the Fall Newsletter for the SW Corridor Project. The JPACT action will recommend approval of the SW Corridor Light Rail Preferred Alternative alignment, stations and termini. TPAC recommends approval.

3. Adoption of the 2018 Regional Transportation Plan (2018 RTP) and Strategies for Safety, Freight, Transit and Emerging Technologies Strategies.

After three year of development and review, the 2018 RTP and the associated strategies are moving into the adoption process. Both MTAC and TPAC have review the proposal, as well as the responses to the comments received during the Public Comment period. After significant discussion, both TPAC and MTAC have recommended approval of the proposal moving forward to JPACT. The Metro staff memo regarding the 2018 RTP recommendation will be attached when it becomes available.

For additional information, please contact:

Karen Buehrig, Transportation Planning Supervisor
karenb@clackamas.us



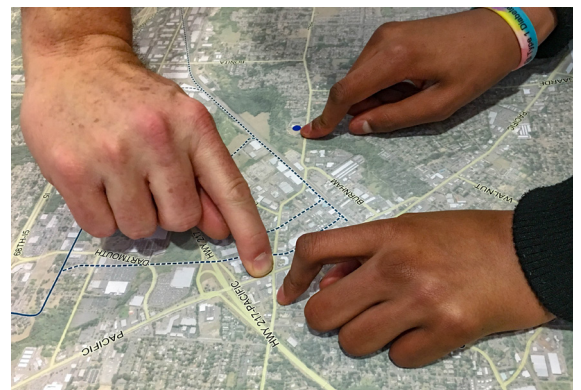
PORTLAND • TIGARD • TUALATIN

SW Corridor

Light Rail Project

What's next for light rail?

A route has been selected for a new MAX light rail line serving Portland, Tigard and Tualatin.



In August 2018, the route for our region's next light rail line was recommended by a steering committee comprised of local and regional leaders in the Southwest Corridor. This new 12-mile line would connect with the existing MAX system, WES Commuter Rail and many bus lines, serving southwest Portland, Tigard and Bridgeport Village in Tualatin.

Through late summer and into the fall of 2018, jurisdictions in the Southwest Corridor, will formally acknowledge the recommendation.

With this preferred route identified, the project now moves into the final environmental impact analysis and design phase. In the coming years, project partners will work with property owners, businesses, residents and community groups to refine the design of the route, stations, sidewalks, bike lanes and roadway improvements. These efforts will focus on minimizing potential impacts while maximizing the benefits of this new transportation investment.

Learn more...

swcorridorplan.org

 @SWCorridor

swcorridorDEIS@oregonmetro.gov

Recommended light rail route

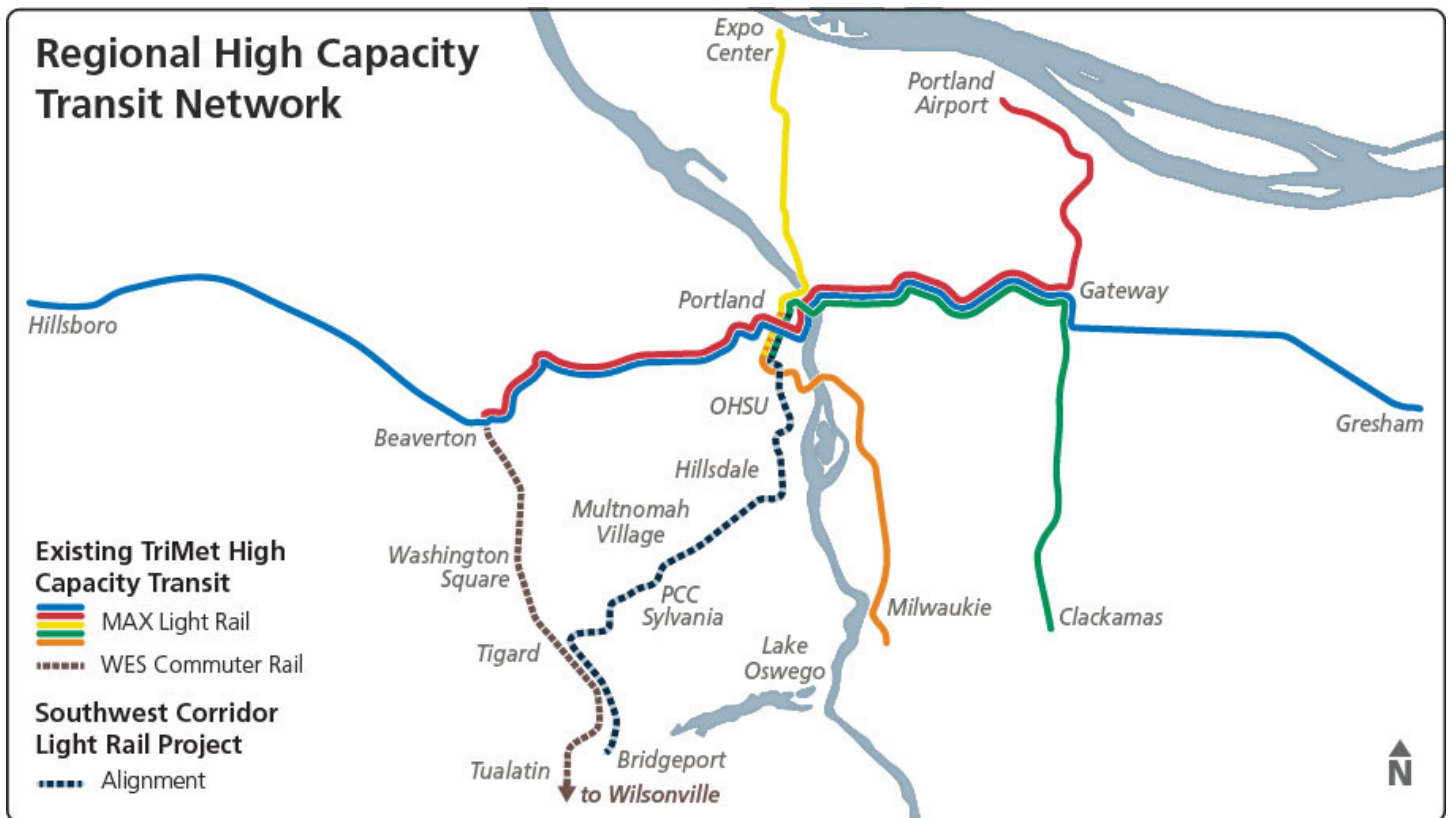
On August 13, 2018, the Southwest Corridor Steering Committee unanimously supported a route for the light rail line. The new MAX light rail will extend the existing Green Line MAX in downtown Portland near Portland State University. It will then travel down the middle of SW Barbur Boulevard to Barbur Transit Center, maintaining two travel lanes in each direction and building continuous bike lanes and sidewalks.

South of Barbur Transit Center, the route will travel adjacent to I-5. At the city limits between Portland and Tigard, the train will cross over I-5 and under Highway 99W, and then travel southwest to Tigard.

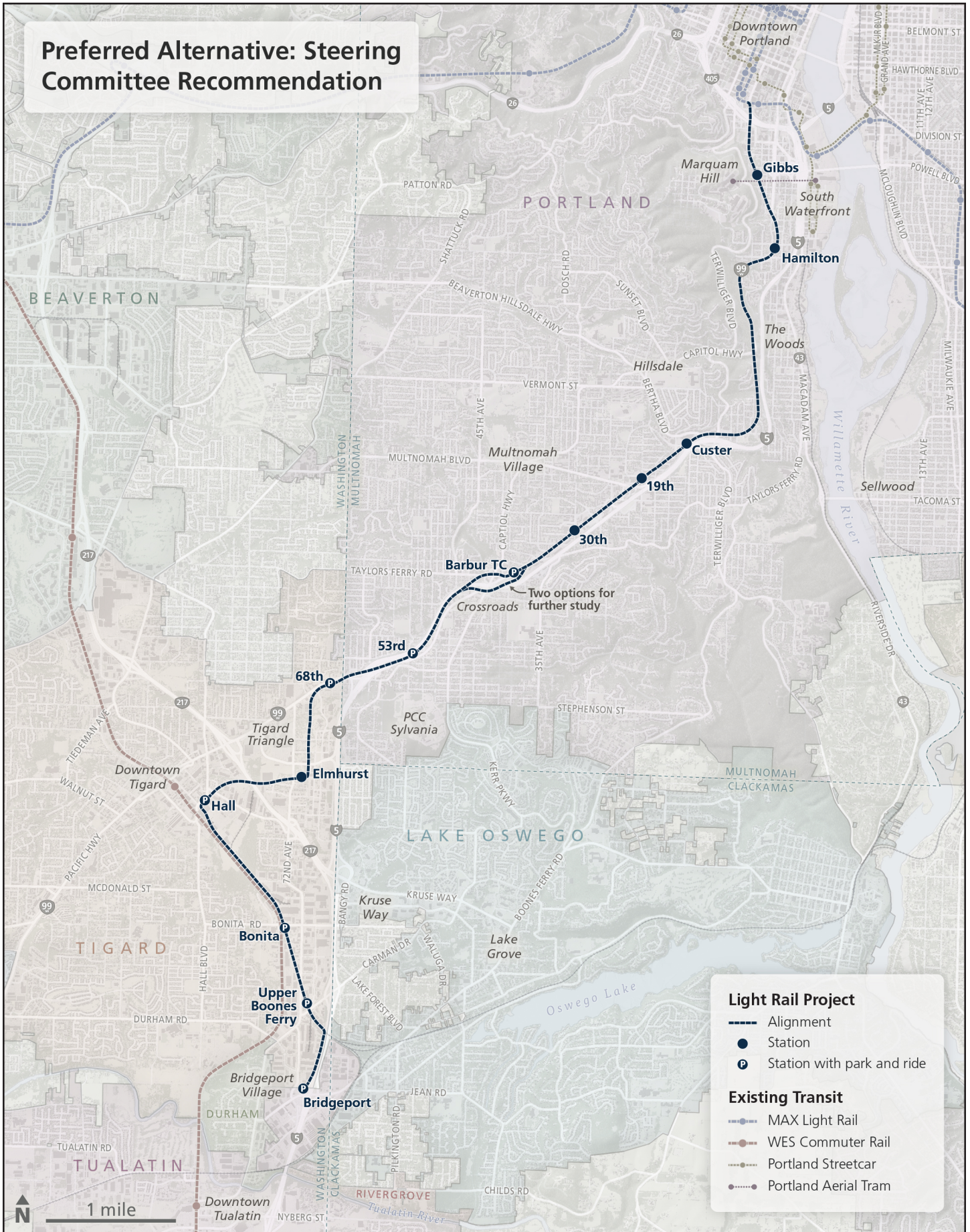
In the Tigard Triangle, the train will travel on SW 70th Avenue until SW Elmhurst Street, cross over Highway 217, and run east of SW Hall Boulevard adjacent to downtown Tigard. It will continue southeast parallel to the freight tracks until it reaches I-5, where it will turn and run adjacent to the freeway to the southern terminus at Bridgeport Village.

Under this plan, TriMet, the Portland Bureau of Transportation and the Oregon Department of Transportation (ODOT) will work together to replace the Newberry and Vermont viaducts, which support SW Barbur Boulevard in inner Southwest Portland, while adding light rail transit and new bicycle and pedestrian facilities.

The project will include a pedestrian connection to Marquam Hill and OHSU, a shuttle to the Portland Community College Sylvania Campus, a new light rail maintenance facility, roadway and infrastructure improvements to keep traffic moving on SW Barbur Boulevard and Highway 99W, and accompanying walking and biking improvements.



Preferred Alternative: Steering Committee Recommendation



Light Rail Project

- Alignment
- Station
- Ⓟ Station with park and ride

Existing Transit

- MAX Light Rail
- WES Commuter Rail
- Portland Streetcar
- Portland Aerial Tram

What's in the project?

The cornerstone of the Southwest Corridor Plan is a new 12-mile MAX light rail line connecting downtown Portland to Tigard and Tualatin. But the plan also includes roadway, bicycle and pedestrian improvements and strategies to ensure that development along the light rail line addresses the region's workforce, economic development and housing needs.

The project includes:

- a new walk and bike connector between SW Barbur Boulevard and **Marquam Hill** to provide access to OHSU, the VA Hospital, Doernbecher Children's Hospital and other facilities
- a **shared transitway (for buses and light rail)** on the northernmost 2-miles of Barbur Boulevard to allow buses to bypass traffic congestion in South Portland
- stations along **Barbur Boulevard** from Burlingame to the Barbur Transit Center (while maintaining two auto lanes in each direction on Barbur)
- a **shuttle** between PCC-Sylvania and nearby stations to shorten the connection between light rail and the campus
- a southern terminus station at **Bridgeport Village**, to provide access to jobs, and connect to bus lines accessing Tualatin employment areas, Wilsonville, and other points south and west
- **transfer opportunities** to other transit, including many bus lines, MAX lines and WES Commuter Rail
- new or improved **sidewalks, bike lanes and safe crossings** along the alignment and at stations to provide safe access
- new **park and rides** (2,000 to 3,500 parking spaces) near freeway ramps that would allow drivers to connect easily to light rail and avoid the daily congestion on I-5 and Barbur

The project team is pursuing additional improvements as part of the broader Southwest Corridor Plan. For example, partners have already begun to implement the Southwest Corridor Equitable Development Strategy, and are developing a strategy to reconfigure access at the west end of the Ross Island Bridge.



Incomplete sidewalks on Barbur Boulevard (at Alice Street)



Biking on Barbur Boulevard (at Bertha Boulevard)

Southwest Corridor Equitable Development Strategy

As the Portland region grows, we face challenges more common to our big city neighbors – lack of affordable housing and community/business displacement. We must consider how to support more inclusivity and equity as we grow.

Planning for the Southwest Corridor MAX line offers an opportunity. Portland and Tigard created an Equitable Housing Strategy, and in 2016, Metro received a federal grant to support the creation of a Southwest Corridor Equitable Development Strategy (SWEDS). Through SWEDS, Metro is developing ways to support neighborhoods with:

- housing choices for people of all incomes
- a range of jobs for people of all backgrounds
- learning opportunities that prepare people for those jobs
- wages that support people’s desire to live and work in the corridor

A unique and powerful element of this work is its community-driven nature. It is guided by a Project Oversight Committee, consisting of community members, local businesses, non-profits and public agencies.



Hear the Edwards family's story at www.swcorridorplan.org.

In addition, early strategy ideas suggested by the community will be tested in a series of pilot projects. These pilot projects prepare for the changes and opportunities light rail investments would bring, and they are all led by private groups and non-profits. They are an opportunity for real creativity and innovation.

This unique partnership is intended to protect and provide opportunities for people living here today, while planning for those coming in the future.

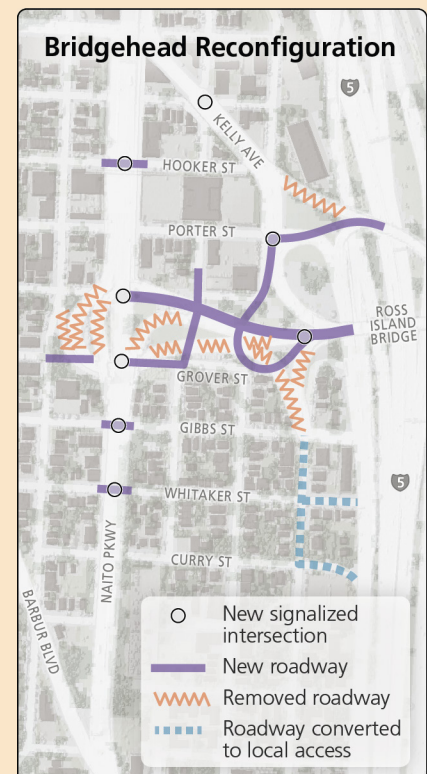
What is the Ross Island Bridgehead Reconfiguration?

The Ross Island Bridgehead Reconfiguration would simplify access to the west end of the bridge, shifting regional traffic out of the local neighborhoods, creating a safer environment for people, and opening up land for new housing, shops, and restaurants.

The “Bridgehead” refers to the area at the west end of the Ross Island Bridge in the South Portland neighborhood. This area has been shaped and reshaped by infrastructure projects since the early 1900s. As the automobile became more popular and streets replaced streetcar lines, high-volume roadways such as I-5, Harbor Drive, Front Avenue (now Naito Parkway), freeway interchanges and Ross Island Bridge ramps displaced homes and businesses, and placed barriers to access throughout the remaining neighborhood.

Congested traffic conditions continue today with cars regularly lining up and spilling into the neighborhoods, impacting quality of life, and constraining walking and biking access. The proposed Bridgehead Reconfiguration comes from multiple past planning and engineering studies for the area, and is intended to accomplish a range of land use and transportation goals supported by the community, the City of Portland and ODOT. It would simplify access and improve traffic conditions.

The Bridgehead Reconfiguration would redirect existing ramp traffic to Kelly Avenue and onto a new, shorter bridge on-ramp and convert Naito Parkway to an improved boulevard with regular, at-grade intersections. It would also add bike lanes and open up nearly 3 acres of land for development.



By the numbers



75,000 more residents
estimated to live in the
Southwest Corridor by 2035



2,000 to 3,600 spaces
proposed at park & rides



30 minutes via light rail
from Bridgeport Village to
Portland State University



13 light rail stations
proposed on the line



43,000 riders on the line
on an average weekday in 2035



1 in 5 commuters on MAX
going southbound from downtown
during the 2035 PM rush hour



\$2.6 to 2.8 billion
estimated cost to build
(including inflation and finance)

Improved transit access

Compared to a future scenario without the project, the light rail line would increase the number of households and jobs accessible by transit within half an hour:

- over **70 percent more** households could reach the Barbur Transit Center, downtown Tigard and Bridgeport Village
- over **35 percent more** jobs could be reached from downtown Tigard
- over **60 percent more** jobs could be reached from the Barbur Transit Center and Bridgeport Village

Why light rail?

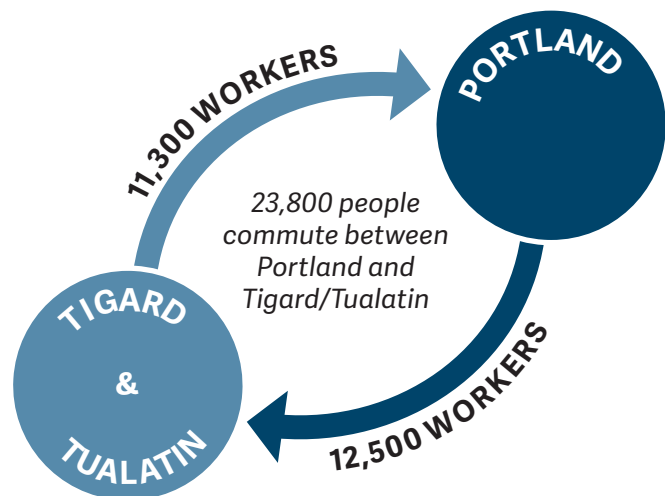
The Southwest Corridor is growing – with growth comes congestion, and getting around will only become more difficult if solutions are not implemented now.

Road expansion is not the only answer. There isn't space to add auto lanes along the length of Highway 99W and I-5, and expansion would not fix the bottlenecks at places like Highway 217, I-405, and I-84 that cause backups. While TriMet is adding bus service to reach more parts of the corridor, buses are slowed by traffic just as cars are.

Light rail, on the other hand, operates in its own right of way separated from traffic, creating a congestion-proof option for traveling through the corridor. (Bus rapid transit, which is high-quality bus service in dedicated bus lanes, was also considered to address these needs, but only light rail could carry the expected high number of riders in the future.)

With an anticipated travel time of just 30 minutes between Bridgeport Village in Tualatin and downtown Portland, the MAX line is projected to attract 43,000 riders on an average weekday by 2035. This means light rail could carry almost a fifth of the southbound rush hour commuters from downtown Portland. Like MAX lines along the Sunset and Banfield Highways, Southwest Corridor light rail will be able to whisk its riders past the cars stuck in traffic. That 30 minute travel time will hold steady long into the future even as more people and cars increase congestion.

By building an essential branch in the regional transit system, the project will improve access to employment, education, housing and recreation destinations. With new sidewalks, bikeways and road improvements planned along the route, the project puts people first – by transit, on foot, on a bicycle or in a car.



Next steps

This fall, local jurisdictions, including the cities of Portland, Tigard, Tualatin; TriMet; ODOT and Washington County will discuss support for the route recommended by the Steering Committee and formalize support for next steps. Finally, the Metro Council will vote to adopt the final route into the Regional Transportation Plan (RTP). At this point, the Final Environmental Impact Statement (EIS) and design phases can begin.

In late 2019, a Final EIS will respond to comments and confirm strategies to minimize and mitigate impacts identified in the Draft EIS. Project partners will work with property owners, businesses, residents and community groups in refining light rail designs based on the extensive environmental analyses completed. Staff will also evaluate the four Design Refinements included in the Preferred Alternative. Community involvement will be part of that process as well.

In November 2020, voters may decide on a regional funding measure which could fund about half the project. In early 2023, the project will compete for funding through the Federal Transit Administration's New Starts program.

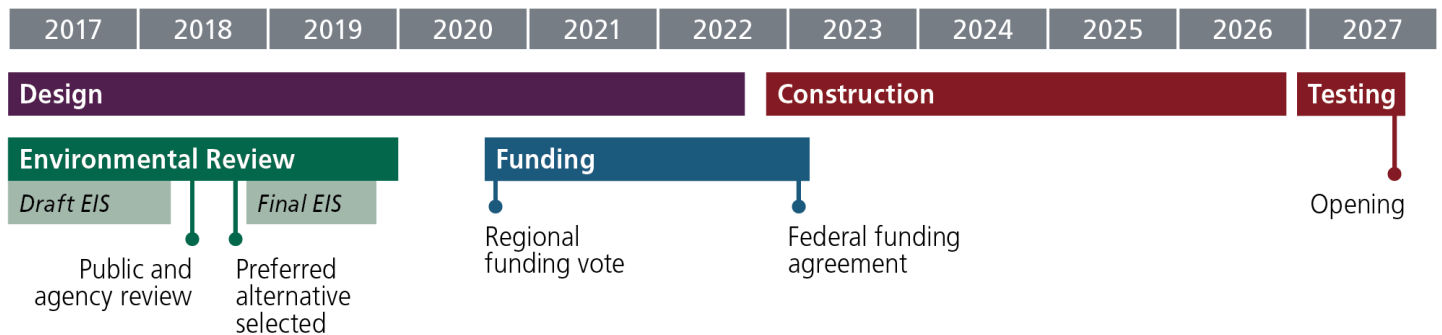
When will light rail be built?

The plan has been in the works for years, and some roadway and sidewalk projects in the corridor have already been built. Light rail construction could begin as early as 2022 and the line could be open for service in 2027. However, there are still a lot of details to finalize. It's a long road from planning to construction and it relies on a lot of public feedback to make sure we get it right.

Who pays for it?

As with previous MAX lines, the region will pursue federal grants that could pay up to half the cost of the light rail project. Some funding may come from the state and from local sources in the Portland metro area.

The remainder could come from a regional transportation funding ballot measure, which is anticipated in 2020. This measure is expected to include a package of transportation improvements around the region, including the Southwest Corridor Light Rail Project, for voters' approval. This regional funding commitment will help the project compete for federal matching dollars.



How to be involved

Over the next few years, TriMet will work with partners and communities to refine designs. Decisions during this phase include confirming station locations and Park & Ride sizes, identifying types of structures for bridges and viaducts, selecting improvements for walking, biking and driving needs, determining connections to PCC Sylvania and Marquam Hill/OHSU, and more. Significant public input will be needed during this phase.

The project team will meet with community groups, host design workshops, solicit feedback online, and conduct one-on-one outreach with impacted property owners, businesses and residents.

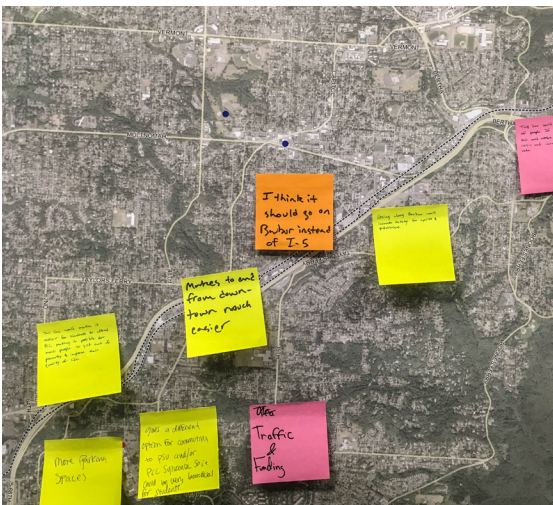
Beginning in early 2019, a new project Community Advisory Committee and Steering Committee will be convened to help guide the project through the design phase.

Visit swcorridorplan.org:

- Join the project email list
- Learn more about the project's seven-year history

Email questions or comments to swcorridorDEIS@oregonmetro.gov

Call us anytime, (503) 813-7535



Memo

Date: October 10, 2018
 To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties
 From: Kim Ellis, RTP Project Manager
 Subject: Adoption of the 2018 Regional Transportation Plan and Strategies for Transit, Freight, Safety and Emerging Technology – JPACT APPROVAL REQUESTED

ACTION REQUESTED ON OCTOBER 18

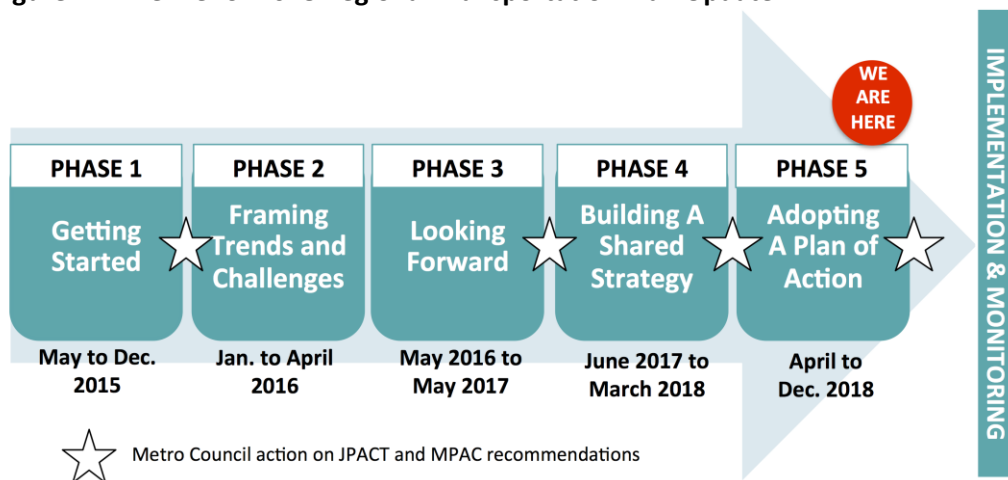
JPACT is requested to approve and submit to the Metro Council for adoption the 2018 Regional Transportation Plan (RTP) and strategies for Transit, Freight, Safety and Emerging Technology through Ordinance No. 18-1421, Resolution No. 18-4894, Resolution No. 18-4893, Resolution No. 18-4892 and Resolution No. 18-4869, as recommended by the Transportation Policy Alternatives Committee (TPAC) on October 5.

TPAC also requested that staff highlight the package of changes discussed and recommended by TPAC and the Metro Technical Advisory Committee (MTAC) on integration of green infrastructure and natural resources in the RTP. The recommended changes are contained in Exhibit B and Exhibit C to Ordinance No. 18-1421. If desired, JPACT may discuss the package of recommendations prior to acting on TPAC’s overall recommendation to approve the 2018 RTP and strategies.

BACKGROUND AND CONTEXT

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. Since summer 2015, the Metro Council has been working with local, regional, state and federal partners and the public to update the region's shared transportation vision and investment strategy for the next 25 years. Shown in **Figure 1**, the region is in the final adoption phase for the 2018 RTP and strategies for freight, transit, safety and emerging technology.

Figure 1. Timeline for 2018 Regional Transportation Plan Update



The RTP adoption package under consideration culminates three years of hard work, collaboration and innovative thinking by the region, and recognizes more work is needed at the local, regional and state levels to implement this new plan. The adoption legislation include changes recommended by MTAC on September 19 and TPAC on October 5 in response to public comments as reflected in Exhibit B and Exhibit C to Ordinance No. 18-1421.

TPAC’s recommendation to JPACT is largely the same as the recommendation that will be considered by the Metro Policy Advisory Committee (MPAC) on October 10. In addition to the changes recommended in Exhibit C, MTAC has recommended that MPAC recommend that Metro prioritize more timely review of Title 3 and Title 13 resource inventories and related implementation and monitoring programs in order for the RTP and other planning efforts to adequately consider potential environmental impacts of transportation projects. Metro completed its first review of Title 13 implementation in 2015, focusing on regional and local implementation programs. Metro Resolution No. 16-4686 committed Metro to a 2025 review (or earlier) of the Title 13 indicators and continue to play ongoing role as regional coordinator for data related to natural resources in the region.

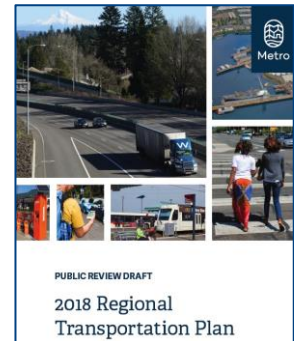
TPAC RECOMMENDED ADOPTION PACKAGE FOR JPACT CONSIDERATION

Adoption of the 2018 Regional Transportation Plan

The RTP is a component of the Regional Framework Plan, which is a governing document for the greater Portland region that carries the force and effect of law. When the Metro Council adopts amendments to the RTP or other components of the Regional Framework Plan, it is adopting legislation that must be adopted by ordinance in order to create legally binding requirements on local governments in the region. The RTP will also be adopted as the federally-recognized metropolitan transportation plan for the region under federal law and the regional transportation system plan for the region under state law.

• **ORDINANCE NO. 18-1421 AND STAFF REPORT**

- **Exhibit A – Public Review Draft 2018 Regional Transportation Plan and RTP Appendices.** This exhibit includes the draft 2018 Regional Transportation Plan and appendices, including the financially constrained project list. Amendments to the RTP document and appendices are documented in Exhibit C, but have not been incorporated in Exhibit A. A web link to an electronic copy is provided at the end of the packet for the decision record. Printed copies are available on request.
- **Exhibit B – Regional Framework Plan Amendments.** This exhibit amends the existing Chapter 2 of the Regional Framework Plan with the new goals and objectives included in Chapter 2 of the 2018 Regional Transportation Plan.
- **Exhibit C – Summary of Comments Received and Recommended Actions.** This exhibit documents substantive comments and recommended amendments to Exhibit A.
- **Exhibit D – Findings of Fact and Conclusions of Law.** This exhibit includes legal findings that demonstrate consistency of the RTP with federal, state and regional requirements. *This exhibit is under development by the Office of Metro Attorney.*



Adoption of the Strategies for Safety, Freight, Transit and Emerging Technology

The four strategies are primarily guidance documents that provide a vision, policies and recommendations for the region that support implementation of the RTP. Each strategy is being proposed for adoption by resolution because much of each strategy consists of recommendations that do not impose binding obligations on local governments. However, key elements from each of the strategies that will create binding obligations on local governments are being incorporated into the 2018 RTP, including: recommended freight and transit network concepts, system maps that define functional classifications for freight and transit, and policies for safety, freight, transit and emerging technology. Adoption of the individual strategies by resolution expresses the intent of the Metro Council to support and implement each of the strategies, and is appropriate for strategies that provide guidance and policy direction.

- **Resolution No. 18-4892 and Staff Report**

- **Exhibit A – Public Review Draft 2018 Regional Transit Strategy.** This exhibit includes the public review draft 2018 Regional Transit Strategy. A web link to an electronic copy is provided at the end of the packet for the decision record. Printed copies are available on request.
- **Exhibit B – Summary of Comments Received and Recommended Actions.** This exhibit documents substantive comments and recommended amendments to Exhibit A. *This exhibit will be finalized to reflect relevant recommendations in Exhibit C to Ordinance No. 18-1421.*



- **Resolution No. 18-4893 and Staff Report**

- **Exhibit A – Public Review Draft 2018 Regional Freight Strategy.** This exhibit includes the public review draft 2018 Regional Freight Strategy. A web link to an electronic copy is provided at the end of the packet for the decision record. Printed copies are available on request.
- **Exhibit B – Summary of Comments Received and Recommended Actions.** This exhibit documents substantive comments and recommended amendments to Exhibit A. *This exhibit will be finalized to reflect relevant recommendations in Exhibit C to Ordinance No. 18-1421.*



- **Resolution No. 18-4894 and Staff Report**

- **Exhibit A – Public Review Draft 2018 Regional Transportation Safety Strategy.** This exhibit includes the public review draft 2018 Regional Transportation Safety Strategy. A web link to an electronic copy is provided at the end of the packet for the decision record. Printed copies are available upon request.
- **Exhibit B – Summary of Comments Received and Recommended Actions.** This exhibit documents substantive comments and recommended amendments to Exhibit A. *This exhibit will be finalized to reflect relevant recommendations in Exhibit C to Ordinance No. 18-1421.*



- **Resolution No. 18-4869 and Staff Report**

- **Exhibit A – Public Review Draft 2018 Emerging Technology Strategy.** This exhibit includes the public review draft 2018 Emerging Technology Strategy. A web link to an electronic copy is provided at the end of the packet. Printed copies are available upon request.
- **Exhibit B – Summary of Comments Received and Recommended Actions.** This exhibit documents substantive comments and recommended amendments to Exhibit A. *This exhibit will be finalized to reflect relevant recommendations in Exhibit C to Ordinance No. 18-1421.*



FINAL STEPS

JPACT will have an opportunity to consider TPAC’s recommendation and finalize its recommendation on October 18.

In November and December, the Metro Council is scheduled to consider MPAC and JPACT’s respective recommendations, which are largely the same. The Metro Council is scheduled to discuss the policy committee’s recommendations on November 6 and hold two public hearings on November 8 and December 6.

On December 6, the Metro Council will consider final action on an ordinance adopting the 2018 RTP and four separate resolutions adopting the strategies for freight, transit, safety, and emerging technology.

A schedule of remaining Council and regional advisory committee discussions and final actions is provided for reference.

Key Dates for Finalizing the 2018 RTP and Strategies

10/18	JPACT	Make final recommendation to Council on adoption of 2018 RTP and strategies for freight, transit, safety, and emerging technology
11/6	Metro Council	Discuss JPACT and MPAC recommendations and provide direction to staff on finalizing adoption package for Council consideration
11/8	Metro Council	Public hearing (1 st evidentiary hearing) on Ordinance No. 18-1421
12/6	Metro Council	Public hearing and consider final action on 2018 RTP (by Ordinance) and strategies for freight, transit, safety and emerging technology (by separate Resolutions)

Packet Materials

- **TPAC Recommendation to JPACT on Discussion Item #1:** Integration of Green Infrastructure and Natural Resources in the 2018 RTP (10/5/18)
- **Ordinance No. 18-1421 and staff report** (10/10/18)
 - **Exhibit A** – [Public Review Draft 2018 Regional Transportation Plan](#) and [RTP Appendices](#) (*provided electronically; printed copies are available upon request*)
 - **Exhibit B** – Regional Framework Plan Amendments (9/19/18)
 - **Exhibit C** – TPAC and MTAC Recommendations on Public Comments Received (10/10/18)
- **Resolution No. 18-4892 and staff report** (10/10/18)
 - **Exhibit A** – [Public Review Draft 2018 Regional Transit Strategy](#) (*provided electronically; printed copies are available upon request*)
- **Resolution No. 18-4893 and staff report** (9/26/18)
 - **Exhibit A** – [Public Review Draft 2018 Regional Freight Strategy](#) (*provided electronically; printed copies are available upon request*)
- **Resolution No. 18-4894 and staff report** (9/26/18)
 - **Exhibit A** – [Public Review Draft 2018 Regional Transportation Safety Strategy](#) (*provided electronically; printed copies are available upon request*)
- **Resolution No. 18-4869 and staff report** (9/26/18)
 - **Exhibit A** – [Public Review Draft 2018 Emerging Technology Strategy](#) (*provided electronically; printed copies are available upon request*)

TPAC recommendation to JPACT on Discussion Item #1
Integration of green infrastructure and natural resources in the 2018 RTP

This document consolidates changes discussed and recommended by TPAC to address public comments received on integration of green infrastructure and natural resources in the 2018 Regional Transportation Plan. The package of recommendations addresses seven topics.

The recommended changes in this document are included in Exhibit C to Ordinance No.18-1421 (dated October 5, 2018). If desired, JPACT may discuss the package of recommendations prior to acting on TPAC’s overall recommendation to approve the 2018 RTP and strategies.

1. **Amend RTP Chapter 2 to add three new environmental objectives and one green infrastructure objective** to RTP Goal 6 (Healthy Environment) and RTP Goal 8 (Climate Leadership).

The draft objectives are consistent with existing regional policy expressed in the Metropolitan Greenspaces Master Plan, the Nature in Neighborhoods policy in the Regional Framework Plan, Title 3 (Water Quality and Flood Management) and Title 13 (Nature in Neighborhoods) of the Urban Growth Management Functional Plan and Title 1 (Transportation System Design) of the Regional Transportation Functional Plan. The objectives are also reflected in Exhibit B to Ordinance No. 18-1421.

Goal 6 (Healthy Environment) – new environmental objectives

Objective 6.3: Green Infrastructure: Integrate green infrastructure strategies in transportation planning and design to avoid, minimize and mitigate adverse environmental impacts.

Objective 6.4: Light pollution: Minimize unnecessary light pollution to avoid harm to human health, farms and wildlife, increase safety and improve visibility of the night sky.

Objective 6.5: Habitat Connectivity: Improve wildlife and habitat connectivity in transportation planning and design to avoid, minimize and mitigate barriers resulting from new and existing transportation infrastructure.”

Goal 8 (Climate Leadership) – new green infrastructure objective

“Objective 8.6: Green Infrastructure – Promote green infrastructure that benefits both climate and other environmental objectives, including improved stormwater management and wildlife habitat.”

(This change is included in Exhibit C, Comments #1 and #2)

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2. **Amend the RTP glossary** to include the following terms and definitions: green infrastructure, mitigation and practicable.

"Green Infrastructure refers to a network of multi-functional green spaces and environmental features, both natural and engineered, that use or replicate natural systems to better manage stormwater, protect streams and enhance wildlife corridors—trees, soils, water and habitats. Examples include: permeable paving, vegetated swales, rain gardens, green streets, green roofs, green walls, urban forestry, street trees, parks, green corridors such as trails, and other low impact development practices

Mitigation refers to planning actions taken to avoid an impact altogether, to minimize the degree or magnitude of the impact, reduce the impact over time, rectify the impact, or compensate for the impact. Mitigation includes ¹:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impact by replacing or providing substitute resources or environments.

Practicable means available and capable of being done after taking into consideration cost, existing technology and logistics, in light of overall project purposes.² "

(This change is included in Exhibit C, Comment #26)

3. **Amend RTP Chapter 8, Section 8.2.2.8** (Complete Streets Program) to add the following language, "Metro staff will work with cities, counties, ODOT, TriMet, the Audubon Society of Portland, Metro Parks and Natural Areas department, members of the Regional Conservation Strategy working group, the Street Trust, Oregon Walks and other interested parties to review and update the design policy section of the RTP prior to completion of the next RTP update (due in 2023). The focus of this work will be to reflect updates to the regional design guidelines that will be finalized in 2019 and to better integrate green infrastructure and natural resource protection. This work will result in a set of recommended design policies for consideration by JPACT, MPAC and the Metro Council prior to inclusion in the RTP. "

This recommendation provides more time to meaningfully develop and review new design-related policies, pending completion of updates to the Designing Livable Streets guidelines.

(This change is included in Exhibit C, Comment #98)

¹ Definition from [40 CFR 1508.20](#)

² Definition from [23 CFR 777.2](#)

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4. **Amend RTP Appendix F** to add a summary table of “Potential Mitigation Strategies by Resource Area,” complementing the more generalized description of potential mitigation strategies already in the draft RTP Appendix F (dated July 20, 2018). In addition, add the following language, “The transportation system planning process provides an opportunity to identify natural resources that could be affected by proposed projects and warrant special consideration during the more detailed project development process. While specific project designs and mitigation strategies are identified during the project development process, it is useful to identify potential impacts during the transportation system planning process to better scope project costs and to provide a general understanding of the overall potential impacts of projects in the plan on natural resources.

The potential mitigation strategies are drawn from various federal, state, regional and local resources, including the habitat-friendly development practices identified in Title 3 and Title 13 of the Metro Urban Growth Management Functional Plan, Metro’s design handbooks, including *Green streets: Innovative solutions for stormwater and stream crossings*, *Trees for green streets: An illustrated guide*, *Wildlife crossings: Providing safe passage for urban wildlife* and *Green Trails: Best practices for Environmentally friendly trails*, and the *Clean Water Services Low Impact Development Approaches Handbook*.

Specific mitigation strategies are developed as part of the environmental review and permitting process during project development activities. These strategies may be established in consultation with relevant federal, state and local agencies as well as interested parties responsible for, and interested in, environmental stewardship. Identification of potential transportation impacts during project development is done using Title 3 and Title 13 resource inventory data as a baseline, with acknowledgement that this data may be complemented with more current, jurisdictionally-adopted inventory data.

The project-level environmental review and permitting process is a separate and more detailed process than what is required for the RTP. This is because many regionally significant projects identified in the RTP are conceptual in nature, with exact alignment, design, and other project scope elements to be determined in the project development process. Further, for many projects, this process may not occur for years, or even decades. The specific types of environmental mitigation activities implemented are ultimately determined by the governing regulatory authority and are dependent upon the resource being impacted and the severity of that impact.

The following information identifies resource areas that should be considered during the planning process to identify potential natural resource impacts as well as potential mitigation strategies to be considered during the project development phase. Table 4, provided at the end of this section summarizes this information.”

The Table 4 referenced in the revised text would be added to the end of Appendix F.

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Table 4. Potential mitigation strategies by environmental resource or mitigation area

Potential Mitigation Strategies	Environmental Resources and Mitigation Areas											
	Regional Conservation Strategy high value habitat	Wildlife corridors	Oregon white oak habitat	Vegetation and wildlife	Fisheries and fish bearing streams	Wetlands and waterways	Flood hazard areas/floodplains	Threatened and endangered species	Stormwater management	Soil erosion/ sediment control	Historic resources	Air pollutants, including greenhouse gases
Allow narrow street right-of-ways through stream corridors	•	•	•	•	•	•	•	•	•	•		
Create new wetland areas at ratios established by the permitting agency	•	•		•	•	•	•	•	•	•		
Restore or rehabilitate damaged wetlands and waterways	•	•		•	•	•	•	•	•	•		
Purchase wetland credit acres from an existing wetland mitigation bank within the same watershed	•	•		•	•	•	•	•	•	•		
Prevent sedimentation and erosion to the greatest extent possible	•			•	•	•	•	•	•	•		
Reduce habitat fragmentation and maintain wildlife travel routes and fish passage by strategic placement of projects	•	•	•	•	•	•	•	•				
Restore all fish and wildlife habitat to pre-construction condition and enhance if possible	•	•	•	•	•	•	•	•				
Screen sensitive habitats from transportation facility view and noise	•	•	•	•	•	•		•				
Enhance vegetation associated with wetlands and water courses for wildlife	•	•		•	•	•		•				

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Potential Mitigation Strategies	Environmental Resources and Mitigation Areas											
	Regional Conservation Strategy high value habitat	Wildlife corridors	Oregon white oak habitat	Vegetation and wildlife	Fisheries and fish bearing streams	Wetlands and waterways	Flood hazard areas/floodplains	Threatened and endangered species	Stormwater management	Soil erosion/ sediment control	Historic resources	Air pollutants, including greenhouse gases
Limit in-water construction to designated fisheries windows					•							
Limit fill within floodplains and effects to floodplain functions					•		•					
Carefully integrate fencing into the landscape to guide wildlife toward crossings under, over, or around transportation corridor ³	•	•		•				•				
Use bridge crossings rather than culverts wherever possible, unless a culvert would provide better wildlife passage in a given context	•	•			•			•				
If culverts are utilized, install slab, arch or box type culverts, preferably using bottomless designs that more closely mimic stream bottom habitat	•	•			•			•				
Design stream crossings for fish passage with shelves and other design features to facilitate terrestrial wildlife passage	•	•		•				•				

³ Wildlife crossings: Providing safe passage for urban wildlife, Metro (2009).

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Potential Mitigation Strategies	Environmental Resources and Mitigation Areas											
	Regional Conservation Strategy high value habitat	Wildlife corridors	Oregon white oak habitat	Vegetation and wildlife	Fisheries and fish bearing streams	Wetlands and waterways	Flood hazard areas/floodplains	Threatened and endangered species	Stormwater management	Soil erosion/ sediment control	Historic resources	Air pollutants, including greenhouse gases
Include appropriate wildlife crossings	•	•	•	•	•							
Extend vegetative cover through the wildlife crossing in the migratory route, along with areas for wildlife to shelter	•	•	•	•		•		•				
Use native trees and plants when replanting or adding vegetation	•	•	•	•		•	•			•		
Minimize light pollution by following dark sky best practices ⁴	•	•	•	•	•	•		•				
Preserve and maintain existing trees and tree canopy coverage, and plant trees, where appropriate, to maximize future tree canopy coverage	•	•	•	•		•	•		•	•		•
Document historic assets and use context-sensitive design of new or renovated infrastructure to complement existing streetscape or architectural features											•	

(This change is included in Exhibit C, Comment #98)

⁴ Best practices can be accessed here:
<https://www.nps.gov/subjects/night skies/practices.htm>

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5. Amend RTP Chapter 3, Section 3.3.4 to add a table providing examples of how green infrastructure can help achieve regional goals.

New Table: Examples of How Green Infrastructure Can Help Achieve RTP Goals

RTP Goal	Examples of how green infrastructure can help achieve RTP goals
Vibrant Communities	Green infrastructure, including trails, parks, street trees, vegetation, and bioswales, contribute to community beautification and public health by connecting people with nature in their daily lives.
Shared Prosperity	Green infrastructure can promote economic growth as a valued public amenity, create construction and maintenance jobs, add to property value, support walkable and bikeable communities, businesses and commercial districts, and lower the costs associated with climate change.
Transportation Choices	Green streets can promote active travel and access to transit by providing enjoyable routes that are shaded and buffered from traffic.
Reliability and Efficiency	Green infrastructure treatments, such as access management and medians with bioswales, can be designed to support reliability and efficiency by reducing crashes and conflicting movements.
Safety and Security	Street trees and other green infrastructure can help calm traffic to desired speeds, provide welcoming places that increase security, and improve resiliency and reduce impacts of major storm events.
Healthy Environment	Green infrastructure can enhance and protect the natural environment by supporting clean air and water, filtering stormwater runoff, reducing erosion, protecting, creating and connecting habitat for birds, fish and other wildlife.
Healthy People	Green infrastructure can reduce water, air, noise and light pollution, encourage active lifestyles and link people to trails, parks and nature that enhance human health and well-being.
Climate Leadership	Trees and green infrastructure can support climate adaptation by cooling streets, parking lots and buildings, better managing stormwater and reducing the urban heat island effect. Trees and vegetation can be managed to sequester greenhouse gases to help mitigate climate change.
Equitable Transportation	Clean air and water and access to nature can be improved and habitat can be preserved and enhanced when green infrastructure is provided in historically marginalized communities.
Fiscal Stewardship	Protecting the environment and natural resources today can save money for the future.
Transparency and Accountability	All stakeholders can be represented, including those that cannot speak for themselves – wildlife and the natural environment. Performance-based planning includes considering environmental effects throughout the planning process.

(This change is included in Exhibit C, Comment #102)

TPAC recommendation to JPACT on Discussion Item #1
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6. **Amend RTP Chapter 3, Section 3.3.4** to summarize potential impacts of transportation on resources and potential strategies to avoid, minimize or mitigate potential impacts; add language to the effect of “Identification of potential transportation impacts during project development is done using Title 3 and Title 13 resource inventory data as a baseline, with acknowledgement these inventories may be complemented with other publicly-adopted inventories;” add examples potential mitigation strategies by resource area; and add a sentence referencing Appendix F as a source for more information on potential mitigation strategies.

(This change is included in Exhibit C, Comment #102)