



METRO

REVISED AGENDA

MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

DATE: February 14, 2008

TIME: 7:30 A.M.

PLACE: Council Chambers, Metro Regional Center

- | | | | |
|----------------|-----|---|------------------------------|
| 7:30 AM | 1. | CALL TO ORDER AND DECLARATION OF A QUORUM | Rex Burkholder, Chair |
| 7:32 AM | 2. | INTRODUCTIONS | Rex Burkholder, Chair |
| 7:35 AM | 3. | CITIZEN COMMUNICATIONS | |
| 7:40 AM | 4. | COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS | Rex Burkholder, Chair |
| | | * • Deliverables from Retreat | |
| | | * • Metro Councilor Proposed Sustainable Resolution | |
| 7:45 AM | 5. | CONSENT AGENDA | |
| | 5.1 | * Consideration of the JPACT minutes for January 10, 2008 | Rex Burkholder, Chair |
| | 6. | ACTION ITEMS | |
| 7:50 AM | 6.1 | * Resolution No. 08-3901, For the Purpose of Amending the Joint Policy Advisory Committee on Transportation (JPACT) Bylaws – <u>APPROVAL REQUESTED</u> | Andy Cotugno |
| 7:55 AM | 6.2 | * Resolution No. 08-3891, For the Purpose of Approving Portland Regional Federal Transportation Priorities for Federal Fiscal Year 2009 Appropriations – <u>APPROVAL REQUESTED</u> | Andy Cotugno |
| 8:05 AM | 6.3 | * Approval of Federal Transportation Reauthorization Principles – <u>APPROVAL REQUESTED</u> | |
| 8:15 AM | 6.4 | * Approval of State Transportation Financing Principles – <u>APPROVAL REQUESTED</u> | |
| 8:20 AM | 6.5 | * Recommendation to Oregon Transportation Commission on Reductions to the ODOT Region 1 Modernization Program – <u>RECOMMENDATION REQUESTED</u> | |
| | 7. | INFORMATION ITEMS | |
| 8:25 AM | 7.1 | * Resolution No. 08-3911, For the Purpose of Approving the Air Quality Conformity Determinations for the Federal Component of the 2035 Regional Transportation Plan and Reconfirming the 2008-11 Metropolitan Transportation Improvement Program – <u>INFORMATION</u> | Mark Turpel |
| | | (Approval scheduled via electronic ballot on 2/26/08 after public comment period closes 2/22/08 to ensure federal approval before lapse on March 6, 2008) | |
| 8:30 AM | 7.3 | * MTIP Policy Direction for 2010-13 MTIP – <u>DISCUSSION</u> | Ted Leybold |
| 9:00 AM | 8. | ADJOURN | Rex Burkholder, Chair |

* Material available electronically.
** Material to be emailed at a later date.
Material provided at meeting.
All material will be available at the meeting.

2008 JPACT Work Program

2/7/08

	<p>July</p> <ul style="list-style-type: none"> • Lake Oswego to Portland DEIS Funding Plan • HCT Plan Briefing
<p>February 14, 2008</p> <ul style="list-style-type: none"> • Federal Project Priorities • MTIP Policy Direction - Discussion 	<p>August</p> <ul style="list-style-type: none"> • Quarterly RTP Worksession
<p>March 5,6 – DC Trip March 13, 2008</p> <ul style="list-style-type: none"> • Direction on RTP – Next Phase • MTIP Policy Direction - Approval • RTO 5-year Strategic Plan 	<p>September</p> <ul style="list-style-type: none"> • Intro Staff Recommended Reg Flex Fund 1st Cut • Intro ODOT TIP Projects • I-5/99W Preferred Alternative RTP Amendment
<p>April 10, 2008</p> <ul style="list-style-type: none"> • Unified Work Program Approval • Finance Options Discussion • Regional System Designation 	<p>October</p> <ul style="list-style-type: none"> • Release MTIP for public comment • Adopt regional position on state funding strategy
<p>May</p> <ul style="list-style-type: none"> • Quarterly RTP Worksession 	<p>November</p> <ul style="list-style-type: none"> • Quarterly RTP Worksession <p>MTIP Hearings</p>
<p>June</p> <ul style="list-style-type: none"> • Columbia River Crossing Preferred Alternative RTP Amendment • TriMet 5-year TIP Comments <p>Reg. Flex Fund Application Deadline</p>	<p>December</p> <ul style="list-style-type: none"> • Sellwood Bridge Preferred Alternative RTP Amendment • Sunrise Project Preferred Alternative RTP Amendment • Adopt regional position on federal funding strategy

M E M O R A N D U M

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METRO

DATE: February 6, 2008
TO: JPACT
FROM: Rex Burkholder, Chair
SUBJECT: JPACT Retreat Recap

Thank you for a productive retreat on February 1. Based upon the discussions, I understand that the committee is interested in following up on the following issues:

1. Research on Regional Transportation District (look at issues around tolling and carbon tax)
2. Proposal on common communication strategy
3. Coordinate state strategy
 - Governor's committees
 - TMAC work (prepare "opportunities and threats" document)
 - Communication with legislators
4. Develop ballot measure for November '09
 - Fill the gaps (i.e. transit)
5. Refine the system responsibilities (local, regional, state)
6. Coordinate re-authorization strategy
 - Our story as a model for the nation

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING A) RESOLUTION NO. 08-xxxx
DEFINITION OF SUSTAINABILITY FOR)
THE PURPOSE OF DIRECTING METRO’S) Introduced by Councilors David Bragdon, Rod
INTERNAL OPERATIONS, PLANNING) Park, and Rex Burkholder
EFFORTS, AND ROLE AS A REGIONAL)
CONVENER)

WHEREAS, the 2007 report of the Intergovernmental Panel on Climate Change concluded that “warming of the climate system is unequivocal,” that “most of the observed increase in globally averaged temperatures since the mid-20th century is very likely due to the observed increase in anthropogenic greenhouse gas concentrations,” and that the impacts of climate change are likely to be more drastic and immediate than was previously expected; and

WHEREAS, the State of Oregon’s 2007 greenhouse gas reductions targets call for arresting the growth of greenhouse gas emissions by 2010, reducing emissions to at least 10 percent below 1990 levels by 2020, and reducing emissions to at least 75 percent below 1990 levels by 2050; and

WHEREAS, the cities of Portland, Beaverton, Gresham, Lake Oswego, Hillsboro, and Oregon City, which together represent over 60 percent of the population under Metro’s jurisdiction, have all signed onto the U.S. Mayor’s Climate Protection Agreement, pledging to reduce their greenhouse gas emissions by 7 percent below 1990 levels by 2012; and

WHEREAS, a series of 2007 interviews conducted by Metro staff with staff and officials from city and county governments within the Portland area, including representatives of all the aforementioned cities, revealed a strong region-wide interest, and substantial progress on the part of some governments, in creating policies and programs to make internal operations more sustainable; and

WHEREAS, the same interviews also revealed a need for regional coordination and technical assistance in creating land-use plans, zoning and building codes, waste reduction programs, and public outreach programs to reduce energy and water use, single-occupant vehicle use, and waste generation; and

WHEREAS, in ordaining the Metro Charter, the people of the Metro region established a regional government that “undertakes, as its most important service, planning and policy making to preserve and enhance the quality of life and the environment for themselves and for future generations;” and

WHEREAS, Metro has the potential to reduce and/or sequester greenhouse gas emissions through its specific responsibilities for transportation planning, solid waste management, natural areas, and planning for long-term growth, and

WHEREAS, Metro has many existing programs, such as Transit-Oriented Development, the Green Streets Handbook, the Recycling Information Hotline, the New Look, and Drive Less, Save More, that each reduce driving and waste generation in their own way but are not necessarily coordinated with each other, and

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WHEREAS, in 2003 the Metro Council adopted Resolution 03-3338, authorizing the creation and implementation of a Metro sustainable business model; and

WHEREAS, Metro desires to work cooperatively with other Oregon governmental agencies and businesses that are integrating sustainability into their operations; now therefore,

BE IT RESOLVED,

The Metro Council directs the Chief Operating Officer to:

- (a) Adopt the State of Oregon's definition of sustainability, as defined in ORS 184.421 (4), as the working definition that shall be used at Metro: "Sustainability' means using, developing and protecting resources in a manner that enables people to meet current needs and provides that future generations can also meet future needs, from the joint perspective of environmental, economic and community objectives;"
- (b) Hire a full-time Sustainability Officer to manage and coordinate internal and external sustainability programs;
- (c) Convene agencies from around the region to discuss and ensure a consistent region-wide approach to sustainability;
 - (i) Create a task force with representatives from elected officials, government staff, utilities, and businesses in the region that have made progress in reducing resource use and waste generation in their own operations, in order to:
 - (1) Adopt a regional climate change action plan that will set long-term regional greenhouse-gas reduction goals, including intermediate targets and a wedge analysis of actions from different sectors that are necessary to meeting these targets; and
 - (2) Create a public outreach campaign to educate the region's citizens about behavioral changes that will contribute to meeting the goals in the regional climate change action plan;
 - (ii) Create a long-term forum for discussions about sustainability within the Portland area, in order to:
 - (1) Facilitate sharing of operational and planning practices that reduce waste generation; reduce consumption of energy, water, and other resources; and save money;
 - (2) Coordinate a regional approach to meeting the goals outlined in the regional climate change action plan;
 - (iii) Utilize Metro's regional energy-use map to track regional progress toward the targets and goals defined by the committee;
 - (iv) Direct the Metro Sustainability Officer to coordinate and staff the groups referred to in sections (c-i) and (c-ii), and to report back to the Metro Council on their

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conclusions and on regional progress toward meeting the goals defined by these groups;

- (d) Use sustainability as a framework for Metro policies and programs;
 - (i) Direct all staff to analyze and communicate their work with respect to how it addresses the goal outlined by the definition in sub-section (a);
 - (ii) Utilize the Public Affairs department to:
 - (1) Identify Metro programs that contribute to sustainability;
 - (2) Communicate the successes of these programs to Metro staff, other governments within the region, and to the region's residents, in order to foster support for and understanding of sustainability; and
 - (3) Use the definition of sustainability in sub-section (a) as a framework through which to communicate all Metro programs and policies to the public;
 - (iii) Direct creation of a Metro regional sustainability standard of urban development that has as its goals:
 - (1) Reducing total and per capita vehicle miles traveled in order to lower transportation-related greenhouse gas emissions;
 - (2) Reducing energy use and greenhouse gases associated with the construction and operation of buildings and infrastructure;
 - (3) Preserving natural resources, including agricultural land, forests, watersheds, and plant and wildlife habitat, in order to ensure local access to necessities, reduce the energy needed to transport goods to the region and protect air and water quality; and
 - (4) Attaining recycling, recovery, and waste reduction goals identified in the proposed 2008-2018 Regional Solid Waste Management Plan in order to conserve natural resources, reduce energy consumption, and reduce greenhouse gas emissions.
 - (iv) Utilize Metro staff to:
 - (1) Develop performance measures for assessing proposed developments based on the goals set forth in sub-section (d-iii);
 - (2) Work with other jurisdictions within the region to create zoning and building codes that enforce the goals set forth in sub-section (d-iii);
 - (3) Identify existing Metro projects and policies that address the goals set forth in sub-section (d-iii), and assess those projects and policies according to the methods developed in sub-section (d-iv-1) in order to capitalize on progress already made and assist with outreach efforts; and

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- (4) Ensure that future Metro projects serve as examples of best practices with respect to these goals;
 - (v) Direct the Senior Management Team to incorporate the performance measures developed in sub-section (d-iv-1) into departmental evaluations;
 - (vi) Create and implement a system of incentives and penalties for proposed developments that reinforces the goals set forth in sub-section (d-iii) through such mechanisms as development credits and financial and technical assistance;
- (e) Implement stronger sustainable business practices within Metro;
- (i) Utilize ENACT and Metro's Sustainability Officer to implement the sustainable business model set forth in Council Resolution 03-3338;
 - (ii) Direct staff to evaluate all purchases with the standard of investing funds wisely both today and in the future, considering the full life cycle costs of purchases, including maintenance, disposal, and other costs;
 - (iii) Sign onto Portland and Multnomah County's joint Sustainable Procurement Agreement;
 - (iv) Direct the Sustainability Officer to:
 - (1) Identify new opportunities to conserve energy, reduce waste, and save money in Metro's operations, and to report to the Metro Council as these opportunities arise;
 - (2) Direct the formation of Green Teams at large Metro facilities outside of the Metro Regional Center, such as transfer stations, the Zoo, the Portland Center for the Performing Arts, and the Oregon Convention Center; and
 - (3) Report to the Metro Council annually by January 31 on progress made toward internal sustainability goals during the previous fiscal year;
 - (v) Direct the creation and implementation of a green building policy that identifies potential energy-saving improvements for existing Metro facilities and identifies a LEED certification process for new facilities and for existing facilities where feasible;

ADOPTED by the Metro Council this _____ day of _____ 2008.

David Bragdon, Council President

Approved as to form:

Daniel B. Cooper, Metro Attorney



METRO

Joint Policy Advisory Committee on Transportation

MINUTES

January 10, 2008

7:30 a.m. – 9:00 a.m.

Council Chambers

MEMBERS PRESENT

Rex Burkholder, Chair
James Bernard
Rob Drake
Fred Hansen
Robert Liberty
Lynn Peterson
Roy Rogers
Jason Tell
Paul Thalhofer
Ted Wheeler

AFFILIATION

Metro Council
City of Milwaukie, representing Cities of Clackamas Co.
City of Beaverton, representing Cities of Washington Co.
TriMet
Metro Council
Clackamas County
Washington County
Oregon Department of Transportation (ODOT - Region 1)
City of Troutdale, representing Cities of Multnomah Co.
Multnomah County

MEMBERS EXCUSED

Rod Park, Vice Chair
Sam Adams
Dick Pedersen
Royce Pollard
Steve Stuart
Don Wagner
Bill Wyatt

AFFILIATION

Metro Council
City of Portland
DEQ
City of Vancouver
Clark County
Washington DOT
Port of Portland

ALTERNATES PRESENT

Nina DeConcini
Susie Lahsene
Dean Lookingbill

AFFILIATION

DEQ
Port of Portland
SW RTC

GUESTS PRESENT

Kenny Asher
Dan Bates
David Bragdon
Jack Burkman
Roland Chapowski
Olivia Clark
Danielle Cowan
Shirley Craddick

AFFILIATION

City of Milwaukie
City of Portland
Metro Council
WSDOT
City of Portland
TriMet
City of Wilsonville
Gresham City Council

Jef Dalin	City of Cornelius
Karmen Fore	Representative Peter DeFazio
Elissa Gertler	Clackamas County
Cam Gilmour	Clackamas County
Junius Goonawrdena	Sri Lankan State Railways, Ltd.
Kathryn Harrington	Metro Council
Donna Jordan	City of Lake Oswego
Nancy Kraushaar	City of Oregon City
Sarah Masterson	Office of Congressman Earl Blumenauer
Mary Moller	Representative of David Wu
Dave Nordberg	DEQ
Louis Ornelas	Citizen
Ron Papsdorf	City of Gresham
Philip Parker	WSDOT
Dennis Mulvihill	Washington County
Sharon Nassett	ETA
Karl Rohde	Bicycle Transportation Alliance
Karen Schilling	Multnomah County
Phil Selinger	TriMet
David Skillman	Office of Congressman Earl Blumenauer
Paul Smith	City of Portland
Daniel Whelan	Representative of Peter DeFazio

STAFF

Andy Cotugno, Robin McArthur, Richard Brandman, Kim Ellis, Crista Gardner, Pat Emmerson, Kelsey Newell

1. CALL TO ORDER

Chair Rex Burkholder declared a quorum and called the meeting to order at 7:35 a.m.

2. INTRODUCTIONS

Chair Burkholder introduced new committee member Nina DeConcini of DEQ. He also welcomed Commissioner Phillip Parker of the Washington State Transportation Commission and staff from Congressman Peter DeFazio's office as visitors.

3. CITIZEN COMMUNICATIONS

Ms. Sharon Nassett: Ms. Nassett was concerned that the Columbia River Crossing (CRC) project did not address the project's original purpose and need specially in regards to traffic congestion and road and freight needs. She encouraged the committee to review the original CRC purpose and compare it to the project outcomes.

4. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

Commissioner Lynn Peterson stated that staff met with all of the transit districts within Clackamas County. She stated that the districts were very appreciative and showed interest in integrating of their transit master plans into the RTP and having further discussion on corridors and commuting patterns within the region. In addition, the districts developed a potential TGM grant to create a rural transit master plan for Multnomah, Clackamas and Washington Counties. Financial needs highlighted included bus replacement and assistance with the increasing transit needs of the elderly and disabled.

Commissioner Ted Wheeler briefly updated the committee on Multnomah County's proposed vehicle registration fee (VRF). The county is currently seeking intergovernmental agreements with partner agencies and surrounding jurisdictions to endorse a VRF on the upcoming ballot.

Chair Burkholder reminded members of the annual Washington, DC trip scheduled for March 5-6, 2008.

5. CONSENT AGENDA

Consideration of the JPACT minutes for January 10, 2008

Resolution No. 08-3899, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Include the US30B: 122nd to 141st Safety Project and the I-205: Willamette River Bridge Project

Councilor Robert Liberty requested that the minutes be amended to include, "Councilor Liberty said he would be glad to support the RTP because of the good policies in it but did not want his vote in support to be construed as endorsement of all of the projects" under the action item 6.1.

MOTION: With all in favor, the consent agenda was approved with the amended language to the December minutes. The motion passed.

6. ACTION ITEMS

6.1 JPACT Bylaws Amendment – Authorization for 30-day written notice

Mr. Andy Cotugno briefly updated the committee on the proposed changes to the JPACT bylaws. (Handout include as part of the meeting record.) He stated that the majority of the proposed changes were minor, including updates to the boundary of the MPO, appointment procedures, references to the STIP and chair voting responsibilities. Other proposed changes included language clarifying the role of the Clackamas County and Cities of Clackamas County seats as representative of transit districts in Clackamas County and TriMet's role as regional transit representative and their obligation for coordination with SMART. A more substantial proposed addition was the addition of Article III (i), allowing the Metro Council to proposed

legislation for JPACT's consideration. Mr. Cotugno stated that the subcommittee decided not to include membership changes in the proposed amendments at this time.

Mr. Jason Tell recommended that the bylaws not be amended to include Article III.(i), citing further discussion would be necessary.

MOTION: Mr. Tell moved to remove item Article III.i from the proposed JPACT bylaw amendments and to direct staff to initiate the 30-day notice to members in writing.

ACTION TAKEN: With all in favor, the motion passed.

7. INFORMATION / DISCUSSION ITEMS

7.1 Resolution No. 08-3891, For the Purpose of Approving the Portland Regional Federal Transportation Priorities for Federal Fiscal Year 2009 Appropriations

Mr. Cotugno briefly updated members on draft Resolution No. 08-3891. (Handout included in the meeting record.) The draft resolution proposed that the CRC project is the regions' top, but not exclusive, priority for highway related projects. Staff felt that establishing the project as a top priority, with national and regional significance, would help the project secure federal funds during the 2009 reauthorization. Next steps include adoption of the resolution by JPACT and the Metro Council on February 14th.

Mr. Cotugno noted that the Metro trails item should read \$3 million verses \$1.5 million as initially labeled in the draft resolution no. 08-3891.

Commissioner Roy Rogers reemphasized that the CRC project is of regional and national significance. He recommended that staff considered alternative language to the appropriations request list project title: "Regional Highway Earmark Priorities" rather than to refer to it as the region's priority.

Councilor Liberty felt it was premature to designate the CRC as a top priority, specifically prior to completing the project study. He emphasized the size of the project and funding constraints/limitations it would create for other projects.

Commissioner Peterson asked that the Willamette Locks be added to the non-transportation appropriations bill request list. Clackamas County is currently seeking a funding partnership between the Core of Engineers and Port of Portland to cover operating and maintenance costs for the Locks for the next 20 years. Funds received through the FY 09 appropriations request will be used for repairs identified during inspection.

7.2 Input on Reduction of FY 08-11 ODOT Modernization Program

Mr. Tell stated that in order to resolve a shortfall in modernization funds, the Oregon Transportation Commission (OTC) has directed that the modernization portion of the approved

2008-11 STIP be reduced by \$70 million. Of that total, ODOT Region 1 is expected to reduce their modernization allocations by \$26 million.

Mr. Tell stated that project readiness and leverage were the two reduction criteria for Region 1. Proposed projects for modernization fund reductions include (1) Highway 26 – Cornell to 185th, (2) I-5: Victory to Lombard Phase II, (3) US 26 Springwater intersection, (4) US 26/Glenco Road Reconstruction, and (5) US 26 Veneer Lane to Paha Loop.

Commissioner Rogers was concerned with the proposed cuts to Washington County's US 26-Cornell to 185th project. He emphasized the significant contribution the county has made to Region 1's local match over the years and the importance of creating equity and balance between funding contributions and cuts. The committee supported the county's comments and recommended that further research be completed on "fact finding". In addition, Chair Burkholder recommended that the committee continue this conversation at the JPACT retreat.

Additional committee discussion included alternative approaches and funding sources for safety improvements to US 26 and further discussions with the OTC regarding geographic equity.

7.3 DRAFT Agenda for February 1st JPACT Retreat

Mr. Cotugno briefly introduced and asked the committee for feedback on the draft agenda for the JPACT retreat scheduled for February 1st. The retreat will focus on three major topics: (1) local, state and regional funding measures and definition of funding packages, (2) preparation for the March Washington, DC trip and the 2009 reauthorization, and (3) the 2008 JPACT agenda. (All handouts included in the meeting record.)

Mr. Cotugno asked committee members to complete a transportation funding needs calendar with potential future local, state and regional legislative actions through 2011. The calendars will help initiate discussions on funding measures at the retreat.

The committee supported the draft agenda and staff's first steps in initiating funding conversation and collaboration between local agencies and jurisdictions. Additional conversation included discussion of project objectives and committee vision, jurisdictional and agency timeline and retreat start time. The committee agreed the retreat should be scheduled from 7:30 to 3:00 p.m.

7.4 Scoping High Capacity Transit (HCT) System Plan

Mr. Tony Mendoza appeared before the committee and provided a presentation on the Metro High Capacity Transit (HCT) System Plan. (Presentation included as part of the meeting record.) The presentation included information on:

- HCT Vision
- Metro Planning Process
- Federal Transit Administrative (FTA) Process
- Regional Transportation Plan (RTP) Goals
- HCT Work Plan Considerations
- Resources (available through FTA, Metro, TriMet, City of Portland and LEED)

- Base Performance Measures

Information gathered by the study will be used to help define the transit system for the next 20-30 years and help establish investment and project priorities.

Ms. DeConcini inquired whether the VMT reduction would be analyzed as a way to measure peak-oil use.

Commissioner Peterson recommended that staff consider incorporating concept plans of cities inside and outside the urban growth boundary.

Mr. Dean Lookingbill stated that Clark County has also commenced their HCT plan and would like to coordinate with the Metro HCT.

Additional committee discussion included ODOT's statewide rail plan and low and high speed transit. Several comments were received regarding transit speed and capacity as performance measured. In addition, comments were received regarding analyzing the price of oil of fuel and how an HCT plan could be out in place to respond quickly to very high fuel costs.

8. ADJOURN

Seeing no further business, Chair Burkholder adjourned the meeting at 9:00 a.m.

Respectfully submitted,

Kelsey Newell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JANUARY 10, 2008

The following have been included as part of the official public record:

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
7.1	Memo	N/a	Resolution No. 08-3891, exhibit A and staff report. Updated Exhibit A	011008j-01
7.3	Agenda	N/A	Draft agenda for the JPACT Retreat scheduled for 2/1/08	011008j-02
7.3	Calendar	N/A	Transportation Funding Needs Calendars	011008j-03

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 08- 3901
JOINT POLICY ADVISORY COMMITTEE ON)
TRANSPORTATION BYLAWS) Introduced by Councilor Rex Burkholder

WHEREAS, Title 23 of the Code of Federal Regulations, Part 450, and Title 45, Part 613, require establishment of a Metropolitan Planning Organization (MPO) in each urbanized area; and

WHEREAS, these federal regulations require that principal elected officials of general purpose local governments be represented on the MPO to the extent agreed to among the units of local government and the Governor of the state of Oregon (“Governor”); and

WHEREAS, the Governor, on November 6, 1979, designated Metro as the MPO for the Oregon portion of the Portland-Vancouver urbanized area; and

WHEREAS, the Governor of the State of Washington, on January 1, 1979, designated the Southwest Washington Regional Transportation Council as the MPO for the Washington portion of the Portland-Vancouver urbanized area; and

WHEREAS, ORS chapter 268 authorizes Metro to prepare and adopt a functional plan for transportation; and

WHEREAS, the involvement of local elected officials and representatives from transportation operating agencies is essential for the successful execution of these responsibilities; and

WHEREAS, the Federal Highway Commission and the Federal Transit Administration recommended a review and update to the bylaws of the Joint Policy Advisory Committee on Transportation (JPACT) for consistency with changes in population growth and distribution in the region; and

WHEREAS, JPACT prepared revisions and endorsed the revisions to its bylaws proposed by this resolution on February 14, 2008; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the amendments to the JPACT Bylaws as shown in Exhibit A, attached and incorporated into this resolution.

ADOPTED by the Metro Council this 28th day of February 2008.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

**JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
(JPACT)**

BYLAWS

ARTICLE I

This committee shall be known as the JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT).

**ARTICLE II
MISSION**

It is the mission of JPACT to coordinate the development of plans defining required regional transportation improvements, to develop a consensus of governments on the prioritization of required improvements and to promote and facilitate the implementation of identified priorities.

**ARTICLE III
PURPOSE**

Section 1. The purpose of JPACT is as follows:

a. To provide the forum of general purpose local governments and transportation agencies required for designation of ~~the Metropolitan Service District~~ as the metropolitan planning organization for the Oregon ~~urbanized~~ portion of the Portland metropolitan area, defined as the Metro jurisdictional boundary or the Metro urban growth boundary whichever is greater, and to provide a mechanism for coordination and consensus on regional transportation priorities and to advocate for their implementation.

b. To provide recommendations to the Metro Council under state land use requirements for the purpose of adopting and enforcing the Regional Transportation Plan.

c. To coordinate on transportation issues of bi-state significance with the Clark County, Washington metropolitan planning organization and elected officials.

~~d. (Pending establishment of an Urban Arterial Fund) To establish the program of projects for disbursement from the Urban Arterial Fund.~~

Section 2. In accordance with these purposes, the principal duties of JPACT are

as follows:

a. To approve and submit to the Metro Council for adoption the Regional Transportation Plan (RTP) and periodic amendments.

b. To approve and submit to the Metro Council for adoption short and long-range growth forecasts and periodic amendments upon which the RTP ~~and other Metro functional plans~~ will be based.

c. To approve and submit to the Metro Council for adoption the Unified Planning Work Program (UPWP) and periodic amendments for the Oregon and Washington portions of the metropolitan area. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

d. To approve and submit to the Metro Council for adoption the Transportation Improvement Program (TIP) and periodic amendments. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

e. To approve and submit to the Metro Council for adoption the transportation portion of the State Implementation Plan for Air Quality Attainment for submission to the Oregon Department of Environmental Quality. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

f. To periodically adopt positions that represent the region's consensus on ~~con-~~ transportation policy matters, including adoption of regional priorities on federal funding, ~~the Surface Transportation Act~~ federal transportation reauthorizations and appropriations, the ~~Six-Year Highway~~ State Transportation Improvement Program priorities and regional priorities for LRT funding. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

g. To review and comment on the RTP and TIP for the Clark County portion of the metropolitan area and include in the RTP and TIP for the Oregon urbanized portion of the metropolitan area a description of issues of bi-state significance and how they are being addressed.

h. To review and comment, as needed, on the regional components of local comprehensive plans, public facility plans and transportation plans and programs of ODOT, Tri-Met and the local jurisdictions.

**ARTICLE IV
COMMITTEE MEMBERSHIP**

Section 1. Membership

- a. The Committee will be made up of representatives of the following voting jurisdictions and agencies:

	<u>Members</u>	<u>Votes</u>
Multnomah County.....	1	1
Washington County.....	1	1
Clackamas County.....	1	1
City of Portland.....	1	1
Cities of Multnomah County.....	1	1
Cities of Washington County.....	1	1
Cities of Clackamas County.....	1	1
Oregon Department of Transportation...	1	1
TriMet.....	1	1
Port of Portland.....	1	1
Department of Environmental Quality....	1	1
Metropolitan Service District (Metro)....	3	3
State of Washington.....	3	3
 TOTAL	 17	 17

- b. Alternates may be appointed to serve in the absence of the regular members.

c. Members and alternates will be individuals in a position to represent the policy interests of their jurisdiction.

Section 2. Appointment of Members and Alternates

a. Members and alternates from the City of Portland and the Counties of Multnomah, Washington and Clackamas will be elected officials from those jurisdictions and will be appointed by the chief elected official of the jurisdiction. The member and alternate will serve until removed by the appointing jurisdiction. The Clackamas County seat shall represent the regional transit service providers Sandy Area Metro (SAM), South Clackamas Transit District (SCTD) or City of Molalla, and Canby Area Transit (CAT) that provide services within the MPO boundary.

b. Members and alternates from the Cities of Multnomah, Washington and Clackamas Counties will be elected officials from the ~~represented~~-cities represented by these positions of each county (except Portland) and will be appointed through the use

of a mail ballot of all represented cities based upon a consensus field of candidates developed through a forum convened by the largest city being represented. The member and alternate will be from different jurisdictions, one of which will be from the city of largest population if that city's population constitutes the majority of the population of all the cities represented for that county. The member and alternate will serve for two-year terms. In the event the member's position is vacated, the alternate will automatically become member and complete the original term of office. The member and alternate will periodically consult with the appropriate transportation coordinating committees for their area. [The Cities of Clackamas County seat represents the City of Wilsonville, which as the governing body represents South Metro Area Rapid Transit \(SMART\).](#)

c. Members and alternates from the two statewide agencies (Oregon Department of Environmental Quality and Oregon Department of Transportation) will be a principal staff representative of the agency and will be appointed by the director of the agency. The member and alternate will serve until removed by the appointing agency.

d. Members and alternates from the two tri-county agencies (TriMet and the Port of Portland) will be appointed by the chief board member of the agency. The member and alternate will serve until removed by the appointing agency. [As the regional transit representative, TriMet will periodically coordinate with the South Metro Area Rapid Transit \(SMART\).](#)

e. Members and alternates ~~from the Metropolitan Service District Council~~ will be elected officials and will be appointed ~~nominated~~ by the ~~Presiding Officer of the Metro Council~~ [President in consultation with the Metro Executive Officer and confirmed by the Metro Council](#) and will represent a broad cross-section of geographic areas. The members and alternate will serve until removed by the [Metro Council President](#) ~~Presiding Officer of the Metro Council~~.

f. Members and alternates ~~from the State of Washington~~ will be either elected officials or principal staff representatives from Clark County, the City of Vancouver, the Washington Department of Transportation, [the Southwest Washington Regional Transportation Council](#) and C-TRAN. The members will be nominated by Clark County, the City of Vancouver, the Washington Department of Transportation and C-TRAN and will serve until removed by the nominating agency. The three Washington State members will be selected by the [Southwest Washington Regional Transportation Council](#) ~~IRC Transportation Policy Committee~~.

[h. Terms for all members and alternates listed above commence on January 1 of each year.](#)

ARTICLE V MEETINGS, CONDUCT OF MEETINGS, QUORUM

a. Regular meetings of the Committee will be held monthly at a time and place established by the chairperson. Special or emergency meetings may be called by the

chairperson or a majority of the membership. In the absence of a quorum at a regular monthly meeting or a special meeting, the chairperson may call a special or emergency meeting, including membership participation and vote by telephone, for deliberation and action on any matters requiring consideration prior to the next meeting. The minutes shall describe the circumstances justifying membership participation by telephone and the actual emergency for any meeting called on less than 24 hours' notice.

b. A majority of the voting members (or designated alternates) of the full Committee (9 of 17 members) shall constitute a quorum for the conduct of business. The act of a majority of those present at meetings at which a quorum is present shall be the act of the Committee.

c. Subcommittees to develop recommendations for JPACT can be appointed by the Chair. The Chair will consult on subcommittee membership and charge with the full membership at a regularly scheduled meeting. Subcommittee members can include JPACT members, JPACT alternates and/or outside experts.

d. All meetings shall be conducted in accordance with Robert's Rules of Order, Newly Revised.

e. The Committee may establish other rules of procedure as deemed necessary for the conduct of business.

f. Each member shall be entitled to one (1) vote on all issues presented at regular and special meetings of the Committee. In the absence of the member, the alternate shall be entitled to ~~one (1)~~ vote. ~~The chairperson shall vote only in case of a tie.~~

g. Unexcused absence from regularly scheduled meetings for three (3) consecutive months shall require the chairperson to notify the appointing agency with a request for remedial action. In the case of the representative for the "cities" of Multnomah, Washington and Clackamas Counties, the chairperson will contact the largest city being represented to convene a forum of represented cities to take remedial action.

h. The Committee shall make its reports and findings public and available to the Metro Council.

i. Metro shall provide staff, as necessary, to record the actions of the Committee and to handle Committee business, correspondence and public information.

ARTICLE VI OFFICERS AND DUTIES

a. The chairperson and vice-chairperson of the Committee shall be ~~designated nominated-appointed~~ by the Metro ~~Presiding Officer~~ Council President and confirmed by the Metro Council.

b. The chairperson shall preside at all meetings he/she attends and shall be responsible for the expeditious conduct of the Committee's business.

c. The chairperson shall vote only in the case of a tie.

ed. In the absence of the chairperson, the vice-chairperson shall assume the duties of the chairperson.

ARTICLE VII RECOGNITION OF TPAC

a. The Committee will take into consideration the alternatives and recommendations of the Transportation Policy Alternatives Committee (TPAC) in the conduct of its business.

ARTICLE VIII AMENDMENTS

a. These bylaws may be amended or repealed only by a two-thirds vote of the full membership of the Committee and a majority vote of the Metro Council.

b. Written notice must be delivered to all members and alternates at least 30 days prior to any proposed action to amend or repeal Bylaws.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 08-3901, FOR THE PURPOSE OF AMENDING THE JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT) BYLAWS

Date: February 14, 2008

Prepared by: Andrew C. Cotugno and
Joshua Naramore

BACKGROUND

As part of the 2004 Federal Triennial Certification Review, the Federal Highway Administration and Federal Transit Administration issued the following recommendations to review the bylaws and membership of JPACT to reflect the dramatic changes in the region's area and population since the inception of the committee:

- 1. Because of the recent inclusion of the City of Wilsonville and the emerging City of Damascus in the MPO boundary, the considerable growth of the MPO population in general and public comments indicating a perception that smaller jurisdictions may not be adequately represented in MPO matters, it is recommended that the MPO members review the existing policy board representation and voting structure and either reaffirm its adequacy or agree on appropriate modifications*
- 2. It is strongly recommended that other MPO members also evaluate the effectiveness of SMARTs input opportunities and consider appropriate alternatives.*

Federal law requires that MPO policy boards be comprised of local elected officials, officials of public agencies that administer or operate major modes of transportation in the metropolitan area, and appropriate State officials¹. In response to this recommendation, Metro agreed to initiate a review of JPACT membership and operating bylaws. Amending bylaws requires a two-thirds vote of the full JPACT and a majority vote of the Metro Council. Over the past few months, a review of JPACT membership and operating bylaws was undertaken. A special Membership Subcommittee was formed to begin exploring options and potential revisions to JPACT bylaws.

Two memos were presented to JPACT. The first explored population growth trends in the incorporated and unincorporated areas as well as the demographic changes in the cities and counties. The region's population has grown dramatically from 1980 – 2005 with more than 80 percent living within cities. The second memo identified regional transit service districts that provide service into or within the MPO boundary. Based on the information presented, the special JPACT Membership Subcommittee, recommended amendments to the JPACT Bylaws.

This Bylaw amendment proposes to clarify the role of TriMet as a regional transit representative and requiring periodic coordination with South Metro Area Rapid Transit (SMART). Additionally, language is proposed that clarifies that the "Cities of Clackamas County" member seat represents the City of Wilsonville, which is the governing body of SMART. Language is also proposed to be added that

¹ "Metropolitan Planning." Title 49 U.S.Code, Sec. 5303. <<http://frwebgate4.access.gpo.gov/cgi-bin/waisgate.cgi?WAISdocID=61971321540+0+0+0&WAIAction=retrieve>>

clarifies the Clackamas County member seat and describes its representation of Canby Area Transit (CAT), South Clackamas Transit District (SCTD) or the City of Molalla, and Sandy Area Metro (SAM), as regional transit service providers that provide service within the MPO boundary.

In addition to the proposed amendment dealing with representation of transit districts, this amendment includes a number of housekeeping edits and corrections. The Subcommittee is continuing to consider possible amendments involving membership, particularly membership by cities.

ANALYSIS/INFORMATION

1. **Known Opposition** None known.
2. **Legal Antecedents** Metro Resolution No. 90-1189A (FOR THE PURPOSE OF ADOPTING THE JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT) BYLAWS), adopted on July 12, 1990.
3. **Anticipated Effects** The purpose of this proposed amendment is to clarify the representation of SMART and other regional transit service providers, as well as to update current language. The revisions will respond to the FHA and FTA request for review and possible changes to the bylaws.
4. **Budget Impacts** Adoption of this resolution has no anticipated impacts to the Metro budget.

RECOMMENDED ACTION

Staff recommends the adoption of Resolution No. 08-3901.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING) RESOLUTION NO. 08-3891
PORTLAND REGIONAL FEDERAL)
TRANSPORTATION PRIORITIES FOR)
FEDERAL FISCAL YEAR 2009) Introduced by Councilor Rex Burkholder
APPROPRIATIONS)

WHEREAS, the Portland metropolitan region relies heavily on various federal funding sources to adequately plan for and develop the region's transportation infrastructure; and

WHEREAS, Metro must comply with a wide variety of federal requirements related to transportation planning and project funding; and

WHEREAS, the Metro region's Congressional delegation has advised the region's transportation agencies to develop a coordinated request for legislation related to the annual federal transportation appropriations bill; and

WHEREAS, Metro's Joint Policy Advisory Committee on Transportation (JPACT) recommended adoption of this resolution at their regular meeting on February 14, 2008; now therefore,

BE IT RESOLVED, that the Metro Council hereby approves Exhibit A of this resolution, entitled "Metro Area FY 09 Federal Transportation Appropriations Request List" and directs the Chief Operating Officer to submit this resolution to the Oregon Congressional delegation.

ADOPTED by the Metro Council this ___ day of February 2008.

David Bragdon, Council President

APPROVED AS TO FORM:

Daniel B. Cooper, Metro Attorney

FY 09 Federal Transportation Appropriations Request List			
Project Type/Name	Appropriation Request (\$million)	Source	Purpose
Northwest National Highway Earmark Priority			
Columbia River Crossing (ODOT)	\$ 3.00	Interstate Maintenance Discretionary	Preliminary Engineering
Columbia River Crossing (WsDOT)	\$ 3.00	Interstate Maintenance Discretionary	Preliminary Engineering
Total	\$ 6.00		
Regional Transit Earmark Priorities			
Portland - Streetcar Loop Project	\$ 50.00	FTA Small Starts	Construction
TriMet Bus Replacement	\$ 13.184	FTA 5309 Bus & Bus Facilities	Replacement
South Corridor I-205/Portland Mall LRT Project (T/M)	\$ 80.00	FTA 5309 New Starts	Construction
Lake Oswego to Portland Transit Project DEIS	\$ 4.00	FTA Section 5339 Funds	Draft EIS
SMART Bus - Wilsonville Multimodal Facility	\$ 2.00	FTA 5309 Bus & Bus Facilities	Construction
Total	\$ 149.184		
Regional Support for OTA Transit Priorities			
South Clackamas: Bus Replacement	\$ 0.50	FTA 5309 Bus & Bus Facilities	Replacement
City of Canby: Bus and Bus Facility	\$ 0.95	FTA 5309 Bus & Bus Facilities	Replacement/Facility
Total	\$ 1.45		
Regional Highway Priorities			
Port of Portland: Airport Way/I-205 Northbound Access	\$ 2.00	Interstate Maintenance Discretionary	
Port of Portland I-84/257th Ave. Troutdale Interchange	\$ 2.00	Interstate Maintenance Discretionary	
Gresham: Springwater/US 26 Industrial Access	\$ 5.00	TCSP; STP	Construction
ODOT:I-5/I-205 Interchange	\$ 2.00	Interstate Maintenance Discretionary	Construction
Washington County: I-5/Highway 99W Connector	\$ 10.00	STP	Right-of-Way
Washington County: Hwy 217 Beaverton-Hillsdale Hwy to Allen Blvd. Interchange	\$ 0.75	NHS	PE/DEIS
Total	\$ 21.75		
Regional Street and Other Regional Priorities			
Portland: NE Cully Blvd. Street Improvement	\$ 1.60	Surface Transportation Projects	Construction
Portland: Eastside Burnside/Couch Couplet	\$ 2.50	Surface Transportation Projects	Construction
Milwaukie: Kellogg Creek Bridge Replacement	\$ 1.50	TCSP	Replacement
Wilsonville: Kinsman Road	\$ 2.00	STP	Construction
Metro: Pacific University TOD Project	\$ 1.50	STP, TCSP Funds	Construction
Metro: Trails	\$ 3.00	TCSP	Construction/Planning
Total	\$ 12.10		
Non-Transportation Appropriations Bills			
Port of Portland: Columbia River Channel Deepening	\$ 29.00	Energy & Water	Construction
Multnomah County; Beaver creek Culverts	\$ 5.00	Fish & Wildlife	Construction
Clackamas County: Willamette Locks	\$ 5.00	Corps of Engineers	Operating
Total	\$ 39.00		

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 08-3891, FOR THE PURPOSE OF APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES FOR FEDERAL FISCAL YEAR 2009 APPROPRIATIONS

Date: December 11, 2007

Prepared by: Andy Cotugno

BACKGROUND

The region annually produces a position paper that outlines the views of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT), a regional body that consists of local elected and appointed officials, on issues concerning transportation funding that are likely to be considered by Congress during the coming year. This year priorities are limited to the FY '09 appropriations bill. Next year, the focus will be on the new six-year authorization bill.

The Portland region is pursuing an aggressive agenda to implement a high-capacity transit system. This effort involves implementing two projects concurrently within the next three to five years: opening the Wilsonville to Beaverton commuter rail and completing construction of the I-205/Downtown LRT. Project development is also underway for the next LRT corridor to Milwaukie and streetcar to the Eastside and Lake Oswego. Additionally, there are several complementary projects for which the region is requesting funding: bus and bus facility purchases regionwide, Wilsonville Park and Ride, highway projects and others. All of these projects have a strong economic development emphasis.

Oregon and Washington continue developing a cooperative strategy to address the transportation needs in the Columbia River Crossing Corridor through a multi-modal project. Furthermore, this resolution calls out the Columbia River Crossing separately for funding through the Federal Highway Administration. This is in recognition of the regional and national significance of the I-5 corridor and this segment, particularly relating to the impact on movement of freight. The intent is to have a preferred alternative for the Columbia River Crossing defined through the NEPA process in 2008 to allow the region to seek designation in the next authorization bill as a "Project of National and Regional Significance." Designation of the Columbia River Crossing separately is not intended as an exclusive priority to the exclusion of funding for other projects. In addition, it is in recognition that other projects will be so designated in the future, much like the multi-year, multi-project approach to implementing a regional light rail system. Finally, funding for the Columbia River Crossing is with the understanding that the analysis that is underway will likely lead to identification of improvements beyond the project area that may need to be addressed in the future.

Beyond these regional transit and highway priorities, the resolution endorses a list of priority projects for earmarking through the federal highway appropriation from throughout the region. To ensure this resolution is limited to the highest priorities, the list is limited to no more than two projects per agency or subregional group of local governments. Included in the list are two priorities from Metro: A TOD project in partnership with Pacific University in Hillsboro by the Metro Planning Department and trail projects by the Metro Parks and Greenspaces Department. In addition this resolution endorses the project requests outside Metro's boundary from the transit districts surrounding Metro in Oregon and developed by the Southwest Washington Regional Transportation Council.

This FY '09 appropriations request for earmarked funding from SAFTEA-LU represents the consolidated regional request. Additional independent requests should not be submitted by any member jurisdiction or agency represented by JPACT (with exception of ODOT outside the metro region). Each member jurisdiction has limited their requests to two priorities each.

ANALYSIS/INFORMATION

- 1. Known Opposition** None known.
- 2. Legal Antecedents** Projects within the region earmarked for federal funding must be consistent with the Regional Transportation Plan, adopted by Metro Resolution No. 07-3831B, For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending the Air Quality Conformity Analysis, on December 13, 2007.
- 3. Anticipated Effects** Resolution would provide the US Congress and the Oregon Congressional delegation specifically with the region's priorities for transportation funding for use in the federal transportation appropriation process.
- 4. Budget Impacts** Metro is involved in planning related to several of the projects included in the priorities paper and must approve many of the requested funding allocations. Failure to obtain funding for one or more of the projects could affect the FY 09-10 Planning Department budget. However, most of the funding requests deal with implementation projects sponsored by jurisdictions other than Metro.

RECOMMENDED ACTION

Approve Resolution 08-3891 for submission to the Oregon Congressional delegation for consideration in the Federal Fiscal Year '09 Appropriations Bill.

Recommendations on Federal Transportation Policy From The Region That Works

As the nation's **23rd largest metropolitan area**, the Portland metropolitan region has successfully integrated transportation planning with land use planning to support a vibrant, growing economy in a competitive global marketplace while reducing greenhouse gases, meeting air quality standards, reducing energy consumption, and building a livable, walkable community that is responsive to our changing demographics. The Portland region is a model of mobility management for federal transportation policy. Regional results include:

- **1st** most bike-able city in the U.S.
- **5th** most walkable metropolitan area in the U.S.
- **8th** least sprawling metropolitan area in the U.S.
- **8th** in the U.S. for transit ridership per capita
- **11th** in the U.S. for total transit ridership
- Went from **180 bad air days to zero**
- **Lowest VMT growth** per capita in the United States
- **33rd** rank in the U.S. in congestion cost and delay due to congestion per peak traveler
- Virtually **no increase** in greenhouse gases in the City of Portland since 1990

Based on its experience and dramatic results, the Portland metropolitan region recommends that federal policy makers focus their upcoming transportation policy discussions and actions in these three areas:

1. **Link Transportation Policy With Land Use Policy** to cost-effectively ensure good accessibility, livable communities and environmental responsibility.
2. **Make Global Economic Competitiveness** a standard for transportation investment in the movement of freight and people in metropolitan areas.
3. **Address Global Climate Change and Energy Security** by targeting transportation investments in areas that make a real difference in supporting economic growth while reducing air pollution, greenhouse gases and energy consumption; accomplish this both with technologies that improve energy efficiency and with methods that reduce demand through multi-modal transportation and supportive land use patterns.
4. **Establish Long-Term Stable Funding** to both protect and expand our critical national assets.
5. **Use existing facilities efficiently and effectively** through reduction and management of demand, management of the operation of the system and stewardship of past investments.

Metropolitan Region Principles For a Legislative Transportation Funding Package in 2009

We, the local governments of the Portland Metropolitan Region, believe:

The mounting inadequacy of funding for modernization and maintenance of Oregon's transportation system:

- Threatens the state's economy.
- Harms the long term livability of our communities.
- Undermines public safety.
- Places the long term value of previous investments at risk.
- Contributes to global climate change and energy dependence.

To solve this transportation funding crisis, and to guide critical decisions on transportation, we, the undersigned, support the following principles:

MAKE STRATEGIC, COORDINATED SYSTEM INVESTMENTS

- Adopt a significant, coordinated, comprehensive, long-term transportation funding package that addresses the needs of the entire state through investments at the state, regional, and local levels.
- Recognize the mutually dependent relationship between our land use and transportation systems, and between these systems and the state's economic competitiveness.
- Invest transportation revenues in a multi-modal program that provides statewide economic benefits and produces a high return on investment.
- Allocate sufficient funds to address critical safety needs in communities statewide, and to support the maintenance and preservation of new and existing transportation facilities, which represent a multi-billion dollar investment by the citizens of Oregon.

REINFORCE OREGON'S LIVABILITY AND SUSTAINABILITY

- Design transportation investment programs to reward practices that best enhance the State's goals with respect to public health and safety, livability, global climate change, economic prosperity and environmental stewardship.

INVEST IN ECONOMIC COMPETITIVENESS

- Invest in key projects that strengthen freight movement, improve system reliability and safety, and expand access and transit to traditional downtowns and other centers of commerce.

MAINTAIN FLEXIBILITY AND EQUITY FOR LOCAL GOVERNMENTS

- Allow and encourage different approaches and funding mechanisms to meet the differing needs of Oregon's state, regional, and local transportation systems.
- Facilitate or expand funding authorities available to local and regional governments and eschew unfunded mandates.
- Address state and local transportation needs through the distribution formula providing 50% to the state, 30% to counties, and 20% to cities, and retain local flexibility as to how these funds may be used.

ODOT REGION 1 MODERNIZATION REDUCTION PROCESS

In order to resolve a shortfall of modernization funds the Oregon Transportation Commission has directed that the modernization portion of the approved '08-'11 State Transportation Improvement Plan (STIP) be reduced by \$70 million.

REDUCTIONS TO MODERNIZATION (thousands)

Region	Total 2008-2011 Reductions Based on Region MOD Equity Splits
1	\$26,040
2	\$20,472
3	\$10,647
4	\$7,186
5	\$5,656
Total	\$70,000

Regions will work with their ACTs or ACT-like bodies to identify project reductions to meet the above target by **February 29, 2008**.

ODOT REGION 1 MODERNIZATION REDUCTION CRITERIA

1) Project Readiness

- a. Preserving funds for projects going to bid in 2008 is the first priority.
- b. Projects going to construction in 2009 should not be impacted if possible.

2) Leverage

- a. To preserve leveraged funds and maximize return on investments, every effort should be made to minimize the impact to projects with federal earmarks, OTIA, local funds or other leveraged funding.
- b. Sustain Existing Efforts - For projects under development, funding to a logical milestone should be maintained to preserve the region's investment.

PROPOSED ODOT REGION 1 MODERNIZATION REDUCTIONS

ODOT Region 1 needs to cut \$26.04m

	<u>Proposed Reductions</u>	<u>Action</u>
Hwy 26 (Cornell to 185 th)	\$14.481	Use remaining funds to Complete PE
I-5: Victory to Lombard II	\$5.781	Use \$1.2m for ROW and/or Scoping
Springwater	\$1	Savings - Change to Scope
Glencoe Improvements	\$3.117	Savings - Change to Scope
Veneer Lane to Paha Loop	\$1.661	Cancel Additional Work
	----- \$26.040	

Hwy 26 – Cornell to 185th

The project has approximately \$1.1m in federal earmarked funds and the additional local funding necessary to complete all environmental and preliminary engineering work on schedule for construction in 2010-2013 STIP. Funding would need to be restored through the 2010-2013 STIP process or other sources to go to construction.

I-5: Victory to Lombard Phase II

The proposed reduction leaves \$1.219m in the STIP for protective ROW purchase and/or preliminary project development work.

Springwater

The remaining STIP funding is sufficient to design and construct the identified ODOT improvements to the existing at-grade intersection in coordination with the City of Gresham's improvements and complete the Interchange Area Management Plan.

Glencoe Road Reconstruction

The funds remaining in the STIP for Glencoe Road are sufficient to complete the Glencoe Interchange IAMP and environmental work, and to reimburse Washington County's funds for improvements to Glencoe Road.

US26 Veneer Lane to Paha Loop

This funding was originally designated for improvements between Langensand and Brightwood. Some of these funds were leveraged with type specific safety dollars for improvements to the corridor, including cable barrier and rumble strips. These funds represent the remaining balance.

Proposed ODOT Region 1 Modernization Reductions

Project Name	Metro MPO	Project Readiness	Leverage	Modernization	Reduction	Remaining Funds	Impact of Reductions
OR 217: Sunset Hwy - TV Hwy	Yes	Bid Date - March 20, 2008	34,406	\$ 2,885		\$ 37,291	
I-5: Victory Blvd - Lombard	Yes	Bid Date - February 1, 2008	45,300	\$ 26,137		\$ 71,437	
I-205/Mall LRT Unit 3	Yes	Under Construction	Yes	\$ 5,572		\$ 5,572	
I-5/I-84 Analysis	Yes	Continue Planning & Analysis Work		\$ 400		\$ 400	
Troutdale/Marine Dr Ext	Yes	Funded IAMP & Environmental	223	\$ 500		\$ 723	
I-5: Wilsonville Interchange	Yes	Funded Phase of Construction 2010	3,500	\$ 8,000		\$ 11,500	
US 26: Access to Springwater	Yes	Funded Construction 2010 + IAMP	Bundle w/ City Work	\$ 5,000	\$ (1,000)	\$ 4,000	Revised Scope Savings
I-5:Victory Blvd to Lombard Ph 2	Yes	Substantial Construction Shortfall		\$ 7,000	\$ (5,781)	\$ 1,219	Acquire ROW
US26: NW 185th Ave - Cornell Road	Yes	Not Started	4,031	\$ 14,481	\$ (14,481)	\$ 4,031	Keep PE on Schedule for Construction in 2010-13 STIP
US26: Staley's Junction Improvement	No	Construction 2008	7,011	\$ 4,979		\$ 11,990	
US30 @ Van St.	No	Funded Construction 2010	500	\$ 5,912		\$ 6,412	
US 26:Veneer Lane to E Paha Loop	No	Not Started		\$ 1,661	\$ (1,661)		Additional work cancelled
US26: Sunset Hwy @ Glencoe Road	No	Funded Through IAMP & EA	Bundle w/ County Work	\$ 3,533		\$ 3,533	Finish IAMP & EA
Glencoe Road Reconstruction	No			\$ 3,117	\$ (3,117)		
					\$ (26,040)		



METRO

TO: JPACT members and interested parties
FROM: Mark Turpel, Principal Transportation Planner
DATE: February 7, 2008
SUBJECT: Air Quality Conformity Determination and 2035 RTP, 2008-2011 MTIP

Background

The region is required to demonstrate that it complies with the Clean Air Act as it plans its transportation system and funds transportation investments. JPACT and the Metro Council have approved the 2035 RTP and 2008-2011 MTIP subject to air quality conformity determination.

The air quality conformity determination has been completed and a 30-day public and technical comment period ends February 19. The public comment draft is available at:

http://www.metro-region.org/files/planning/2008_aq_conformity_2035_rtp_08-11_mtipp_1-15-08.pdf

While there is a great deal of information about this analysis in the report, the results may be summed up in the following table:

Comparison of Motor Vehicle Emission Budgets and Forecast Carbon Monoxide Emissions from Surface Transportation Sources

Year	Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)	Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)
2007	N/A	935,394
2010	1,033,578	856,054
2017	1,181,341	670,926
2025	1,181,341	801,203
2035	1,181,341	822,596

From these data, the conclusion is that the 2035 RTP and the 2008-2011 MTIP meet air quality standards now and out to the horizon year of the RTP.

Next Steps

Once the comment period is completed and comments are compiled, analyzed and responses prepared, TPAC will consider a recommendation for Resolution 08-3911 (attached) on February 22. On February 26, JPACT will be asked to consider the TPAC recommendation by electronic vote.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE AIR)	RESOLUTION NO. 08- 3911
QUALITY CONFORMITY DETERMINATION)	
FOR THE FEDERAL COMPONENT OF THE)	Introduced by Councilor Burkholder
2035 REGIONAL TRANSPORTATION PLAN)	
AND RECONFORMING THE 2008-2011)	
METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM.)	

WHEREAS, clean air contributes to the health of residents and the quality of life of a region; and

WHEREAS, clean air is a significant interest and concern of the people of the Metro area; and

WHEREAS, the federal Clean Air Act and other federal laws include air quality standards designed to ensure that federally supported activities meet air quality standards and these federal standards apply to the Metro area with regard to on-road transportation activities; and

WHEREAS, Chapter 340, Division 252, Transportation Conformity, of the Oregon Administrative Rules was adopted to implement section 176(c) of the federal Clean Air Act, as amended, and these state rules also apply to Metro area on-road transportation activities; and

WHEREAS, these federal and state regulations require an air quality conformity determination whenever the transportation plan is updated and, that the transportation improvement program be re-conformed with air quality regulations consistent with the new transportation plan; and

WHEREAS, in August 2007 the 2008 - 2011 Metropolitan Transportation Improvement Program (MTIP) was approved by the Metro Council by Resolution No. 07-3824: For the Purpose of Approving an Air Quality Conformity Determination For the 2008-2011 Metropolitan Transportation Improvement, assuming the 2004 Regional Transportation Plan financially constrained system; and

WHEREAS, in December 2007 the financially constrained system was updated when the 2035 Regional Transportation Plan was approved, subject to demonstration of conformance to air quality standards, or air quality conformity, as documented by Resolution No. 07-3831B: For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis; and

WHEREAS, the Air Quality Conformity Determination February 2008 included in Exhibit "A" attached hereto demonstrates that the financially constrained system of the 2035 Regional Transportation Plan and the timing and design of the projects included in the 2006-2009 MTIP could be built and the resulting total air quality emissions, to the year 2035, are forecast to be substantially less than the motor vehicle emission budgets, or maximum transportation source emission levels; now therefore,

BE IT RESOLVED that the Metro Council hereby:

1. Approves the air quality conformity determination as documented in Exhibit "A".

2. Directs the Chief Operating Officer to forward the Air Quality Conformity Determination February 2008 to the Federal Highway Administration and Federal Transit Administration for approval.

ADOPTED by the Metro Council this _____ day of February 2008.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 08-3911, FOR THE PURPOSE OF APPROVING THE AIR QUALITY CONFORMITY DETERMINATION FOR THE FEDERAL COMPONENT OF THE 2035 REGIONAL TRANSPORTATION PLAN AND RECONFORMING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Date: February 6, 2008

Prepared by: Mark Turpel

BACKGROUND

Overview

Federal regulations require that at least every four years the transportation plan be updated with a new time horizon, updated jobs and housing forecasts and updated information about available funds, including federal funds, for the new time period. The updated transportation plan, (know as the Regional Transportation Plan, or RTP, in the Metro area) with these new factors taken into consideration, must then be tested to see if it meets the federal Clean Air Act and state air quality regulations. In addition, the transportation improvement program (called the Metropolitan Transportation Improvement Program, or MTIP in the Metro area) must be re-conformed, or re-tested, against the air quality standards within six months of the adoption of the new transportation plan. These air quality analyses – known as air quality conformity determinations - must demonstrate compliance with all federal and state determined air pollutants for the area so that the region, the Oregon Department of Transportation and local jurisdictions can continue to be eligible to receive federal funds for transportation projects within the region.

The Metro area is in compliance with the standards for all air pollutants regulated by federal and state regulations. However, the current status of air quality in the Metro region is that it is a “maintenance” area for Carbon Monoxide. That is, while the region has greatly reduced Carbon Monoxide levels and has not exceeded maximum levels since 1989, it still must monitor Carbon Monoxide levels and complete air quality conformity determinations for Carbon Monoxide emissions from on-road transportation sources. The way that this analysis is done is that the region’s projected growth to the transportation plan horizon year (2035) and the transportation investments included in the financially constrained RTP (of which the MTIP is a subset) are estimated in Metro’s travel forecast model. These travel results are then used with the Environmental Protection Agency’s approved MOBILE6.2 air quality model to determine air pollutant levels from on-road sources. These emission levels are then compared with the motor vehicle emission budgets, or maximum air pollution levels of Carbon Monoxide from on-road transportation sources, as determined by the Oregon Environmental Quality Commission based on the analysis and recommendations of the Oregon Department of Environmental Quality.

Carbon Monoxide Conformity Determination

Exhibit "A" to Resolution No. 08-3911, FOR THE PURPOSE OF APPROVING THE AIR QUALITY CONFORMITY DETERMINATION FOR THE FEDERAL COMPONENT OF THE 2035 REGIONAL TRANSPORTATION PLAN AND RECONFORMING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM, includes a Carbon Monoxide emission analysis of on-road transportation sources from the region based on the 2035 RTP and 2008-2011 MTIP.

The analysis shows that federal and state air quality standards for Carbon Monoxide can easily be met now and in the future in the Metro region even with: 1) the existing transportation system, and, 2) the projects included in the 2008-2011 Metropolitan Transportation Improvement Program; and, 3) all of the other improvements included in the financially constrained system of the 2035 Regional Transportation Plan; and 4) all other local transportation projects that are considered regionally significant.

Accordingly, approval of the air quality conformity determination can be considered.

If approved, the conformity determination must be forwarded to the Federal Highways Administration and Federal Transit Administration, who, after conferring with the EPA, may approve the conformity determination.

Compliance with SAFETEA-LU

In December 2007 with the Metro Council adoption of Resolution No. 07-3831B: FOR THE PURPOSE OF APPROVING THE FEDERAL COMPONENT OF THE 2035 REGIONAL TRANSPORTATION PLAN (RTP) UPDATE, PENDING AIR QUALITY CONFORMITY ANALYSIS, the region took action, in part, based on following the requirements of the federal transportation act, SAFETEA-LU. The lone outstanding gap was the air quality conformity determination.

Now that the air quality conformity analysis has been completed by the region, a complete set of findings of compliance with SAFTEA-LU is possible. These findings are included as Attachment 1 to this staff report. These findings demonstrate that the region has complied with all relevant federal requirements and will be provided to the Federal Highway Administration and the Federal Transit Administration as an aid in their review of the region's request for approval of the air quality conformity of the 2035 RTP and 2008-2011 MTIP.

ANALYSIS/INFORMATION

1. **Known Opposition** None.

2. Legal Antecedents

Federal: 40 CFR 93, as amended. (transportation air quality conformity)

State: OAR 340-252 (transportation air quality conformity)

Metro:

Resolution No. 03-3381A, FOR THE PURPOSE OF ADOPTING THE 2004-2007 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA.

Resolution No. 03-3382A-02, FOR THE PURPOSE OF ADOPTING THE PORTLAND AREA AIR QUALITY CONFORMITY DETERMINATION FOR THE 2004 REGIONAL TRANSPORTATION PLAN AND 2004-2007 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM.

Resolution No. 05-3529A, FOR THE PURPOSE OF ALLOCATING \$62.2 MILLION OF TRANSPORTATION PRIORITIES FUNDING FOR THE YEARS 2008 AND 2009, PENDING AIR QUALITY CONFORMITY DETERMINATION.

Resolution No. 05-3589A, FOR THE PURPOSE OF AMENDING THE REGIONAL TRANSPORTATION PLAN TO MOVE THE I-205 NORTHBOUND ONRAMP/AIRPORT WAY INTERCHANGE IMPROVEMENT FROM THE ILLUSTRATIVE LIST TO THE FINANCIALLY CONSTRAINED LIST.

Resolution No. 07-3824: FOR THE PURPOSE OF APPROVING AN AIR QUALITY CONFORMITY DETERMINATION FOR THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM.

Resolution No. 07-3831B: FOR THE PURPOSE OF APPROVING THE FEDERAL COMPONENT OF THE 2035 REGIONAL TRANSPORTATION PLAN (RTP) UPDATE, PENDING AIR QUALITY CONFORMITY ANALYSIS

3. **Anticipated Effects** Approval of this resolution allows for funding of proposed transportation projects in the 2008-2011 MTIP and advancing the goals of the 2035 Regional Transportation Plan.
4. **Budget Impacts** None directly by this action. Upon approval of this action, the some of the projects included in the 2008-2011 Metropolitan Transportation Improvement Program would provide partial funding support for some of the region's transportation planning activities that might otherwise have a reduced scope, be delayed or not be undertaken.

RECOMMENDED ACTION

Approve Resolution No. 08-3911, FOR THE PURPOSE OF APPROVING THE AIR QUALITY CONFORMITY DETERMINATION FOR THE FEDERAL COMPONENT OF THE 2035 REGIONAL TRANSPORTATION PLAN AND RECONFORMING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Metropolitan Transportation Improvement Program (MTIP) Funding and Investment Summary

The Metropolitan Transportation Improvement Program (MTIP) schedules the distribution of all federal and some state transportation funds in the Portland metropolitan region over a four-year period. To be eligible for the MTIP, projects or programs must be in the financially constrained list of the Regional Transportation Plan (RTP).

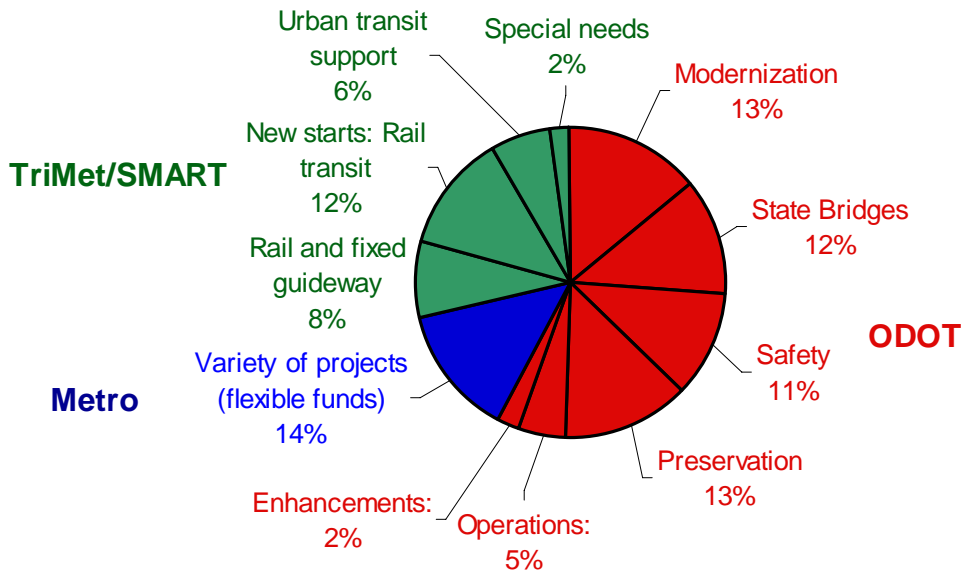
MTIP funds are administered in the Portland metropolitan region by four agencies: the Oregon Department of Transportation (ODOT), TriMet, South Metro Area Rapid Transit (SMART) and Metro. Each agency receives its own pot of funds from specific federal sources. Most of the funds administered by ODOT and the transit agencies are dedicated to investments that fall into specific categories. The funds administered by Metro are more flexible. These funds—dubbed "Regional Flexible Funds"—may be invested more broadly. Although these funds constitute only about 13 percent of the region's federal transportation money, they attract considerable attention because they can be used for programs and projects that may have no other source of support. Locally administered transportation funds are not programmed in the MTIP, but may be listed for informational purposes.

The table below summarizes the main funding sources for each agency and the types of investments they support. A graph on the back of this sheet shows the proportion of federal funds invested in different programs and projects as administered by these agencies. The federal funds administered by ODOT are supplemented with state transportation revenues. The table below reflects only the federal funds.

AGENCY	FEDERAL FUND TYPE	USES
ODOT	Federal Highway Administration (FHWA) Trust Fund	
	<ul style="list-style-type: none"> • Interstate Maintenance • Surface Transportation Program • Bridge funds • Safety funds • High-Priority Projects (Congressional earmarks) • Transportation enhancements 	<ul style="list-style-type: none"> • Preservation (resurfacing) of the interstate highway system • Highway preservation (resurfacing) • Operations (signs, signals, traffic management) • Highway modernization (widening) • Building and maintaining state bridges • Crash reduction and highway safety • Special projects; highway modernization (widening) • Highway appearance/function; historic preservation
TriMet/SMART	Federal Transit Administration	
	<ul style="list-style-type: none"> • New Starts/Small Starts • Transit Formula Funds • Rail and bus maintenance • Special needs grants 	<ul style="list-style-type: none"> • New passenger rail or bus rapid transit • Urban transit support • Refurbishing existing passenger rail systems and bus fleets • Transit services for elderly, disabled and low-income people
Metro	FHWA Trust Fund	
	<ul style="list-style-type: none"> • Congestion Mitigation/Air Quality • Surface Transportation Program 	<ul style="list-style-type: none"> • Projects that improve air quality • Anything but construction of local streets

Fund and investment distribution

The graph below shows the relative amounts and general types of federal and state transportation investments that are administered by ODOT, TriMet and Smart, and Metro. Please note that the relative proportions shown in this graph are based on recent historical averages to give a sense of how funding has generally been allocated.



NOTE: The Metro region covers urban portions of Clackamas, Multnomah and Washington Counties. ODOT Region 1 covers those three counties plus Columbia and Hood River. ODOT funding does not include federal earmarks, Connect Oregon, OTIA, FTA-administered, or local government funding. The ODOT enhancement portion reflects a statewide total.



METRO

**Policy Questions—JPACT/Council Topline
 Metropolitan Transportation Improvement Program (MTIP)
 Federal Fiscal Years 2010 – 2013**

Overall MTIP Administration

- 1. MTIP administration and adoption:** Is the *overall* coordination of ODOT-administered funds with regional flexible funds and transit funds within the MTIP and overall administration of the MTIP transparent, logical and equitable?

Yes	111	No	111
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[Liberty, Metro Council] *I don't know if I can confine my answer just to characterizing the "coordination" aspect of MTIP. Overall, it is definitely better with regard to have a criteria based framework applied to projects that appear on local government lists. But the process of selection or identification of projects that get on to local lists in the first place is opaque and not transparent. I am not sure what is meant by "equitable", geographic, socio-economic, by category or what.*

[Rogers, Washington Co.] *The MTIP process has become too time consuming and complicated. Streamline the process by starting at a 150% of available funds target, maintaining or reducing the number of project categories and simplifying the evaluation criteria.*

What improvements to the overall coordination might you recommend? (You will be able to comment on the administration of specific programs in the following sections.)

[Drake, Beaverton] *ODOT and transit funds and projects seem to be accurately noted in the MTIP. The identification of these projects and discussions about them prior to their placement in the MTIP has been helpful.*

[Wheeler, Multnomah County] *It would be good to see all of the pieces up front including funds that have been committed to transit, MPO Planning and any other categories.*

[Hansen, TriMet] *The process and administration would probably be improved by limiting year-to-year changes. Also, this is more of an administrative concern, but the translation of the MTIP into the STIP is awkward, with information occasionally being incorrectly carried over and the formats being very different. It would be nice if the MTIP could just be inserted into the STIP – in a similar format and the same project information. Also, the STIP is on-line. It's not apparent that the MTIP is on line.*

[Liberty, Metro Council] *We should establish certain standards for local public participation for all projects developed by local governments, as is done with the open*

spaces money. As for transparency, we should use the MTIP process as a pilot project to show how projects can be more rigorously measured against the policy goals in the RTP.

[Burkholder, Metro Council] *Timing of information: some comes to close to action time to consider sufficiently.*

- 2. Project Development and the MTIP:** Are decisions to spend MTIP funds on project development activities (e.g., activities that refine designs, identify environmental impacts and refine project cost estimates) that can advance expectations of priority for future project funding, made in a transparent, logical and equitable manner?

Yes	111	No	111
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What improvements might you recommend?

[Wheeler, Multnomah County] *Define expectations up front for development stages and determine how rating will be conducted for pieces of projects, such as requests for ROW or EIS work. The region seems to have this discussion each cycle and we should define our policy and then jurisdictions know what is eligible and what to expect.*

[Hansen, TriMet] *Advocates for particular projects often times see getting initial dollars for a project as giving them a leg up when it comes to construction. And since these dollar amounts are small, they do not receive as much scrutiny as they should. Suggestion would be to more fully outline likely full project and costs even if request is only for preliminary money. This will at least make people realize the size of the project to come. Consequently, it would be hard to say that we have a lot of focus on individual projects outside of transit other than as they might be presented to TPAC and JPACT for review and action.*

[Burkholder, Metro Council] *As always, laying out the funding, designing, constructing timeline so people can understand how the process works is very important.*

ODOT Administered Funds

- 3. Funding prioritization process:** Is the process to prioritize funding for development, construction and operation of ODOT-administered projects and programs from state, regional and local transportation plans transparent, logical and equitable?

Yes	11	No	111
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What improvements might you recommend?

[Drake, Beaverton] *ODOT does a good job of bringing its project list to the committees for consideration.*

[Wheeler, Multnomah] *Presentation at the regional tables would help with the understanding of where money is being spent.*

[Hansen, TriMet] *Yes, but only if one takes the time and interest to track this process. We have very little experience in looking over ODOT's shoulders as to project priorities and selection. We are comfortable with ODOT's management of statewide and regional road*

projects in good faith that a public process is being followed and that there is consistency with the Oregon Transportation Plan. We also expect, and generally receive, notification and coordination when State road projects impact future regional high capacity transit corridors or major Frequent Service bus corridors on regional State managed arterials.

[Liberty, Metro Council] *I can't tell from where I sit, which perhaps says something about transparency.*

[Burkholder, Metro Council] *In urban areas, ODOT's focus on just their mainline facilities ignores the importance to the region of district highways. ODOT needs a "systemic" versus a hierarchical prioritization process.*

[Rogers, Washington Co.] *Local jurisdictions need a clearer understanding of how ODOT identifies candidate projects for evaluation (especially Preservation projects), and perhaps a more active role in this process.*

- 4. Criteria organization and prioritization procedures:** The current state transportation program areas (Modernization, Preservation, and Bridge) have individual but coordinated prioritization criteria (see summary Attachment B or a detailed description at www.oregon.gov/ODOT/TD/TP/stipGuide.shtml) and individual but coordinated program administration procedures. Has this approach been efficient and effective in prioritizing state resources to achieve State and Regional Transportation Plan policy objectives, given current funding levels

Yes	111	No	1111
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[Hansen, TriMet] *No particular comment. TriMet does not give great focus to this process. Through discussions at TPAC and JPACT, there is every impression that ODOT is managing within limited resources well e.g. the January JPACT consideration for forced cutbacks to the State modernization program seemed to be well-considered.*

[Liberty, Metro Council] *Don't know for sure because (1) project definition and development need improvement, at least as far as I have been able to tell; (2) It is not clear how certain projects are given priority over others.*

[Burkholder, Metro Council] *OHP is outdated, not compliant with OTP and not comprehensive. Also, overmatch priority rewards rich jurisdictions.*

What improvements might you recommend? (Comments regarding prioritization criteria will be considered for framing regional participation in the upcoming 2012-15 STIP policy update process).

[Wheeler, Multnomah] *Jurisdictions do not necessarily know what is being planned unless there is a specific project within their boundaries. At the least, a regional presentation prior to adoption would be informative.*

[Liberty, Metro Council] *In general, at least for larger projects or packages of projects I believe (1) System design and update should precede and guide project definition and*

development; (2) All projects of similar type (e.g. modernization) should be subject to a standard ROI investment analysis, with costs and benefits broadly defined.

- 5. Consideration of local policies:** ODOT prioritization criteria currently include some local policies when prioritizing projects for funding, for example:
- coordination with other local projects to achieve cost-savings or other efficiencies
 - transfer of jurisdiction for better service delivery
 - inclusion of the project in local and regional transportation plans
 - coordination with local circulation improvements.

Are there other local policies that you think should be included? Please list them here by state spending program (Modernization, Preservation, Bridge).

[Hansen, TriMet] *These are all very important considerations. In addition, there are further considerations that should be included. Related to the first of the points above is “leveraging”. Does a given road project leverage other transportation or development-related investments? Additionally, what other benefits does a given project leverage? Are there not-so-obvious multi-modal benefits (or impacts) or are there land use influences that have a positive (or adverse) impact on community livability and sustainability as reflected in the 2040 Framework Plan and the RTP?. What influences does a project have on travel patterns? ODOT project development criteria need to catch up with urban transportation and land use goals and the urgent shift to a more sustainable approach to providing accessibility options... including fundamental shifts in lifestyle and travel.*

[Burkholder, Metro Council] *Modernization—system completion*

[Rogers, Washington Co.] *The third bullet should read "inclusion of the project in local or regional transportation plans". We do not identify ODOT projects in our local plan because we have no control of what happens to those projects.*

- 6. State Safety Program:** The state Safety funding program is intended to enhance safety by leveraging investments of the Preservation Program with additional safety features and with stand-alone safety projects on the state highway system. Has this approach been efficient and effective in prioritizing state resources to achieve the Oregon Transportation Safety Action Plan and RTP safety policy objectives, given current funding levels?

Yes	111	No	1
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What improvements might you recommend?

[Drake, Beaverton] *Don't know if this process is effective in achieving their goals. As they use the SPIS to identify safety projects and a preservation rating system, I would expect that their coordination would achieve ODOT's objectives.*

[Hansen, TriMet] *This is an important program. The overwhelming focus has been on vehicle safety on roads. Much more emphasis must be placed on pedestrian safety on major State-managed arterials. These regional arterials have an important multi-modal function and pedestrian (and bicyclist) needs are often relegated to secondary*

consideration over the efficient movement of vehicles. Safe pedestrian crossings, crossings at regular intervals and coordination of road and transit safety-related improvements all need to be front and center elements of this program. There are some great examples of good collaboration in this area such as TV Highway. That focus needs more consistent application and integration into ODOT design standards and thus needs to be directly reflected in setting resource priorities. While the focus in this respect is in urban areas, the principles also would apply in small and rural communities.

[Burkholder, Metro Council] *More focus and funding for "soft" strategies such as education and enforcement.*

7. Additional suggestions: What other issues or recommendations should be considered regarding the allocation and administration of ODOT administered funding?

[Hansen, TriMet] *Long range sustainability and this State's obligation and opportunity to address the challenges of climate change. There needs to be a major shift in thinking. ODOT may be ahead of other States in this respect, but the shift requires great focus and fundamental changes in policies, plans, program and standards. No matter how far ahead we are, we are still behind the needs.*

[Burkholder, Metro Council] *Prioritization should be "open book"—not "here's our list."*

Regional Flexible Funds

8. Funding prioritization process: Is the regional decision process to prioritize projects and programs for regional flexible funding from regional and local transportation plans transparent, logical and equitable?

Yes	11	No	111
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What improvements might you recommend?

[Drake, Beaverton] *The number of categories for the amount of funding available at times results in the ability to fund only one project per category. Categories and programs should also be reviewed for effectiveness since goals have been revised to respond to evolving policies of the RTP updates. Scoring is adequate to date but may need to be revised also.*

[Wheeler, Multnomah] *It would be good to have an understanding of the full picture of available revenues and prior commitments before we embark on this process so that each jurisdiction really knows how much is available and what a realistic expectation is. This includes identifying commitments to transit, MPO Planning and insuring that we have all categories identified up front. For example, when there have been requests for Large Bridge funding in past cycles, the category always needs to be requested and we try to figure out how it should be scored and if it should be its own category.*

[Hansen, TriMet] *The process is painfully transparent (and rightfully so) with up-front policy review, project solicitation, project refinement, and up to three different levels of reduction, all built around a rather rigorous scoring system based on 2040 goals and*

objectives. While painful, this is perhaps the most “thoughtful” framework in the country and uses these rare flexible Federal funds to best implement the 2040 Framework Plan. There is of necessity some “black box” judgment made by Metro staff, which has in TriMet’s view been fair and equitable – and transparent at least on request. This is a difficult, inexact science of selecting good projects. We should be careful here not to “throw the baby out with the bathwater”. We do not perceive the need to make substantial changes and are concerned that any major changes would bring with them significant new unanticipated consequences.

[Liberty, Metro Council] *See answers to #1 and #4.*

[Burkholder, Metro Council] *Cross-modal comprehensive criteria needed. Very artificial division of resources among categories is indefensible.*

[Rogers, Washington Co.] *The Metro Council and JPACT need to ensure that jurisdictions receive a share of MTIP funds that is roughly proportional to their share of the total metro area population.*

- 9. Program policy goals and objectives.** Of the policy goals and objectives in the 2035 Regional Transportation Plan summarized below, are there any that should be priorities for Regional Flexible Funds this funding cycle. Check those that you think should be priorities for these funds relative to the responsibility of other funding sources or agencies.

RTP Goal 1: Foster vibrant communities and efficient urban form

System gaps or deficiencies to improve multi-modal access in primary 2040 target areas	1111
Programs that reduce land dedicated to parking	1

RTP Goal 2: Sustain economic competitiveness

Gaps in multi-modal access to labor markets and trade areas within or between 2040 target areas	1111
Intercity public transportation/inter-modal connections	1
Reliable movement of freight and goods	1111
Access to industrial areas	11
Multi-modal freight connections (at least two different modes)	11

RTP Goal 3: Expand transportation choices

Gaps in bicycle, pedestrian or transit access/inter-modal connections	11111
Reduction in vehicle miles traveled per capita	11
Access to all modes of transportation for underserved	111

populations	
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RTP Goal 4: Emphasize efficient management of the transportation system

Investments in Transportation System Management and Operations (TSMO) Concept to improve mobility, reliability and safety in regional mobility corridors	11111
Incentives, services and infrastructure that uses the TSMO Concept to increase awareness of travel options	1

RTP Goal 5: Enhance safety and security

Investments that address recurring safety-related deficiencies on the regional mobility corridor system and gaps in the regional bicycle and pedestrian systems	11111
Investments that increase system monitoring, management and security to reduce crime	
Investments that increase system monitoring, management and security to address terrorism, natural disasters or hazardous material spills	

RTP Goal 6: Promote environmental stewardship

Improvements to fish or wildlife habitat/barrier removal that limits fish or wildlife passage in a habitat conservation area or wildlife corridor	11
Reductions in transportation-related vehicle emissions	111
Reduction in impervious surface coverage and stormwater runoff	11
Reduction in transportation-related energy and land consumption/reliance on unstable energy sources	11

RTP Goal 7: Enhance human health

Investments that encourage walking, bicycling	111
Reductions in noise, impervious surface and other transportation-related pollution impacts on residents	111

RTP Goal 8: Ensure Equity

Investment that benefit environmental justice communities	11
Investments that provide access to transportation options for people of all ages, abilities and incomes	1111

RTP Goal 9: Ensure Fiscal Stewardship

Investments and strategies for cost-effective maintenance or preservation of existing transportation facilities and services	111
Investments that achieve multiple goals and objectives	11111
Investments that leverage other sources of funding	111

Comments:

[Hansen, TriMet] *Some of these criteria are pretty obscure, but are nonetheless indicators of how these goals should be treated. There are some listed criteria that are important, but better addressed in other areas – like safety and security. Maintenance is also important, but the Federal flex funds should be used for projects that make the land use / transportation link and implement the essence of the 2040 Framework Plan.*

[Liberty, Metro Council] *RE: #8: Investments that increase, rather than decrease, values in low-income communities.*

[Burkholder, Metro Council] *All projects should be compared on greenhouse gas emissions reductions*

[Rogers, Washington Co.] *Some of these goals have overlapping objectives (e.g. reduction of impervious surfaces in goal 6 and 7). This can result in projects being awarded points in two or more different evaluation criteria (i.e., double counting) for meeting one objective.*

10. Funding priority: Should Metro continue to prioritize Regional Flexible Funds for projects and programs that do not have other dedicated sources of revenue available?

Yes	11111	No	1
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Comments:

[Drake, Beaverton] *There are so few sources for local projects, the MTIP is even more important now than in past when there were sources but fewer projects that competed, thus a better chance to access funds. Now state and federal discretionary programs are much more competitive, criteria has been more focused and local sources like Washington County’s MSTIP are no longer available (though a new MSTIP may be proposed to voters this November.) Regionally significant projects have no other funding source than the MTIP, a small amount from SDCs, and gas tax, which is used solely for maintenance now.*

[Wheeler, Multnomah] *While this is an admirable goal, “dedicated” revenues are not adequate to fund the specific categories so all categories need revenue assistance.*

[Hansen, TriMet] *But not in the absolute sense. TriMet does believe that there should be preference for projects like pedestrian, bicycle, and transit projects that do not already have a source of formula federal funds. It should be used to leverage funding from other sources for projects that address our long-term needs to develop more efficient land uses,*

decrease VMT, and enhance transit, pedestrian and bicycle modes. Other considerations (effectiveness, support for efficient land use and multi-modal transportation) must still be considered as well.

[Rogers, Washington Co.] *Broaden the eligibility for using flex funds to include freeways and interchanges, which serve important regional needs that also lack adequate funding.*

- 11. Ensuring compliance with state air quality plan requirements:** The region must build enough new bicycle and pedestrian facilities to meet state air quality plan requirements. (If these requirements are not met, federal funding could be redirected to meet them.) Should Metro continue to ensure that regional flexible funds are used to meet the requirement of funding bicycle and pedestrian facilities?

Yes	111111	No	
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Comments:

[Hansen, TriMet] *Yes, but not to the exclusion of other priorities. Flex funds should help with matching needs and funding gap-closing. All kinds of projects are needed to meet air quality conformity, including bicycle and pedestrian priorities.*

[Liberty, Metro Council] *However, this should be done based on a regional plan that is integrated with our 2040 Centers mode targets and that deliver high ROI*

[Burkholder, Metro Council] *...and go beyond.*

- 12. Identifying regional programs before setting local funding targets:** In the interest of reducing local agency work, would you support changing the allocation process to identify on-going funding for regional programs first, before setting application targets for local agency applications? Examples of these types of regional programs include regional share of high capacity transit projects, MPO planning support (in lieu of local dues), corridor planning, Transit Oriented Development program, Regional Travel Options program, Intelligent Transportation System program, On-street transit projects, bike and pedestrian program (see state air quality requirement above), or a research and development program.

Yes	1111	No	111
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Comments:

[Drake, Beaverton] *The competitive nature of the current process is effective in achieving the balance needed from MTIP cycle to MTIP cycle. Should we set programs first, the trade offs between programs and projects would not be considered together; this discussion is an important one for the region and should continue.*

[Wheeler, Multnomah] *We would support identifying the funds that go to MPO Planning up front but not necessarily all of the programs listed above. A discussion is needed if the region wants to assume that each of these programs will always receive funding. In the last cycle, these programs received \$14.8M of the \$45.2M available. Programs need to be evaluated for their effectiveness and then determine if a portion of the regional funding should automatically be applied.*

[Hansen, TriMet] *As long as those programs support the stated goals of the MTIP Flex Fund program and report with each cycle on how those funds have been and are to be used. Accountability would be important. TPAC/JPACT should have the capacity to “revoke” on-going program commitments if the programs fall short of supporting the MTIP Flex Fund program goals. This arrangement allows those programs to better anticipate resources for on-going development programs and projects within those programs. Those regional programs should be carefully defined to minimize ambiguity and competition for eligibility.*

[Liberty, Metro Council] *Yes, for at least some percent of those funds.*

[Rogers, Washington Co.]

13. Evaluation methodology: Should the current method of evaluating applications by modal category be replaced by any of the following?

- a. All priority policy goals and objectives measured and scored across all candidate applications and eliminate the current system of evaluating by modal category

Yes	111	No	111
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Comments:

[Drake, Beaverton] *Not sure at this point. It is difficult to understand the trade offs with this method without further discussion; we might or might not gain a substantial coordinated benefit for the region. Discussion of this method should take place.*

[Hansen, TriMet] *This eliminates the need to advance projects in categories for which there is a lesser need in a given cycle or where there happens to be a pool of projects in a given category that are not compelling against the MTIP Flex Fund program goals. We must put very limited funds where they will do the most good.*

[Liberty, Metro Council] *I think we should give this a try.*

[Burkholder, Metro Council] *At least for some key outcomes, for example, greenhouse gas emissions, safety, support for 2040.*

[Rogers, Washington Co.] *It's not possible to develop an accurate and understandable system that ranks projects across modes.*

- b. Pre-allocated funding awards, funding targets, or independent evaluation categories (see questions 10, 11, 12)

Yes	1	No	11
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Comments:

[Drake, Beaverton] *Perhaps through discussions at TPAC and JPACT there can be some agreement on programs and pre-allocation categories other than those already in place, however, these discussions need to continue in order to answer this question.*

[Wheeler, Multnomah] *Given the limited revenues that are available in each cycle and the amount of time spent determining which projects should be funded, it may be time for the region to decide that the MTIP revenues are for regional programs (LRT, MPO Planning, Regional bridges, and required Bike and Pedestrian funding to meet air quality rules).*

[Hansen, TriMet] *For needs like the regional rail program, a resolution-based lock on a multi-year allocation is essential to support the project’s funding plan that is submitted to the FTA, but pre-allocation of funds, targets and independent evaluation categories all need to be transparent and subject to approval by TPAC/JPACT/Metro Council. These considerations should all be tied to the overall goals of the program, even if the process of necessity becomes “creative”. There will always be exceptions and a need for case-by-case consideration.*

c. Other (please describe)

[Rogers, Washington Co.] *The number of MTIP project categories has increased over the years, complicating the evaluation process and reducing funding opportunities for projects in other more fundamental categories. Hold the line on adding more project categories.*

14. Supporting large projects that have other potential funding sources: Should regional flexible funds continue to be used for project development and local match to support funding efforts from other sources for large projects (for example, Sellwood Bridge, light rail transit projects, I-5/Nyberg interchange)?

Yes	11111	No	1
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If yes, are there any limits or qualifications you would recommend (for example, documenting a full project funding strategy, limits on future allocation amounts or future years of commitment)?

[Drake, Beaverton] *Large projects require multiple sources today. MTIP funds are a good source for part of a large funding package. Documentation of the full funding amounts and sources should be included in the MTIP application in order to understand the package. With limited funds and funding sources, it would be short-sighted to limit future allocations or years of commitment outright. Biennial discussions about these projects help to reaffirm, limit, or qualify regional support for projects as well as reward projects previously partially funded with additional funds for next phases.*

[Wheeler, Multnomah] *A funding strategy is a good idea but not necessarily realistic until the project has advanced through the design stage or EIS. A good example is the Sellwood Bridge project. When the County first started seeking revenues for the project, we were using an estimate of \$140M for replacement. We now have a better estimate that we can actually pursue.*

[Hansen, TriMet] *These funds should be viewed as closing the gap for large projects along with other sources of local funding. They should not be used as the sole source or the full local match for large projects, but as a supplement to other funds. By closing the*

gap, these funds effectively leverage those other funds, including Federal funds. The project still needs to tightly support the overall MTIP Flex Fund goals, which are in turn tied to the RTP and 2040 Framework Plan.

[Liberty, Metro Council] *They should be lower priority rather than prohibited. But I believe we ought to focus on getting more flexibility in the funds that we have exercised.*

[Burkholder, Metro Council] *No, I see these dollars as a "strategic investment pool."*

[Rogers, Washington Co.] *All of the examples above are reasonable conditions to place on the awarding of flex funds.*

- 15. Local match:** Current incentives for meeting land use policy objectives include requiring a 30% match for projects not directly serving priority land use areas (rather than the 10% federally required minimum match). Should these financial incentives continue to be used as a tool to meet these objectives?

Yes	11111	No	1
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Comments:

[Drake, Beaverton] *However, should there be a discussion of whether these lower regional priority projects remain eligible? It seems that in each round there are at least two to three times the number of proposed projects submitted serving the priority land use areas compared to available funds. Have any of these projects been funded in the past, and if the answer is no, is staff time spent on these applications wasted? It would be important to understand more about the value of this category.*

[Wheeler, Multnomah] *This is somewhat of a moot criterion. This doesn't reflect reality since most projects try to overmatch regardless of whether they are in a priority land use area or not. The overmatching has become one of the incentives to get a project funded and may overshadow the real value of the project to the regional system.*

[Hansen, TriMet] *Projects should generally be evaluated on their overall merit. They should not even be in consideration if they did not support priority land use areas.*

[Liberty, Metro Council] *And we might consider increasing the match.*

- 16. Additional suggestions:** What other issues or recommendations should be considered regarding the allocation and administration of regional flexible funding?

[Rogers, Washington Co.] *It's often unclear what we have bought with the package of projects funded through MTIP. Maybe there needs to be a performance summary (e.g., total hours of delay reduced, feet of bike/ped gaps eliminated, etc.) to show the overall benefits received.*

Transit

- 17. Federal transit funding in the MTIP:** The current process involves

- a. TriMet updates its Transit Improvement Plan annually.
- b. TriMet briefs JPACT biennially on TriMet and SMART's financial situation.
- c. Metro organizes the regional request for New Starts earmarks to Oregon's Congressional delegation.

Does this process provide useful and adequate preparation for adopting federal transit fund programming in the MTIP? Is it transparent, logical and equitable?

Yes	1111	No	11
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[Liberty, Metro Council] *Not completely.*

If not, what changes would you recommend?

[Hansen, TriMet] *There are, of course, other forums for sharing project development status and fostering accountability in these programs that are in place – Steering Committees, Citizen Advisory Committees, PMGs and TACs. TriMet’s Board meetings are another important interface with constituents as TriMet-sponsored projects and programs are advanced.*

[Liberty, Metro Council] *The starting point should be the new HCT study, which must include bus lines, frequency and operations. MPAC should be involved in this process*

[Burkholder, Metro Council] *Add in high-capacity corridor study results.*

[Rogers, Washington Co.] *Transit project submittals often lack the specificity required of other projects, and are often late in arriving for MTIP evaluation. Transit projects should be held to the same standards and schedule as other MTIP projects.*

18. Funding special needs transportation: The current process for including special needs transportation in the TIP is as follows:

- a. TriMet administers a solicitation process for applicants seeking funds to provide transportation for people with special needs (elderly, low-income and people living with disabilities).
- b. TriMet sends its funding recommendation to ODOT's public transit division for inclusion in the MTIP.

Is this process transparent, logical and equitable?

Yes	11	No	11
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If not, what changes would you recommend?

[Wheeler, Multnomah] *This is a program that is probably not fully understood of the requirements that TriMet is trying to meet and the amount of funding needed to meet those requirements.*

[Burkholder, Metro Council] *Not equitable. The state should cover the cost.*

19. Additional suggestions: What other issues or recommendations should be considered regarding the allocation and administration of federal transit funding?

[Liberty, Metro Council] *I wonder if we need to have a steady source of good project ideas in the TSM and TDM categories to compete for MTIP funds. Maybe Metro could*

convene a regional committee with representatives from interests groups, including ODOT and local governments, to generate some TSM and TDM projects to compete for MTIP funds.



METRO

**2009 Regional Flexible Fund (RFF) Allocation
And 2010-13 MTIP:**

Investing in the 2040 Growth Concept

Calendar of Activities

2007

November 1 TPAC discussion of Program process and policy objectives.

2008

January 14 Metro Planning Managers discussion of Program process and policy objectives.

January 25 TPAC discussion of Policy Update.

February Public comment period for 2009 TriMet Transit Investment Plan.

February 6 MTAC discussion of Policy Update.

February 12 Council work session discussion of Policy Update.

February 13 MPAC discussion of Policy Update.

February 14 JPACT discussion of Policy Update.

February 20 MTAC recommendation on Program policy objectives.

February 22 TPAC recommendation on Program policy objectives.

March 12 MPAC recommend Program policy objectives.

March 13 JPACT adopt Program policy objectives.

March 20 Metro Council adopt Program policy objectives.

April RFF pre-application materials available – brief Coordinating Committees.

May Community Open Houses: TriMet 2009 Transit Investment Plan (TIP)

May/June	Review agency RFF project lists, comment on projects that have outstanding issues
May 30	TPAC review of the TriMet 2009 Transit Investment Plan
June 12	JPACT discussion of 2009 TriMet Transit Investment Plan
July	RFF Final applications due to Metro
August	TriMet Board adoption of 2009 Transit Investment Plan
August 14	MTIP Subcommittee review and comment on draft RFF technical scores.
August 29	TPAC review of draft Metro Staff preliminary recommendation for RFF allocation.
September 11	JPACT review of draft Metro Staff preliminary recommendation for RFF allocation.
September 26	TPAC action on preliminary recommendation for RFF allocation.
October 7	Metro Council work session on release of preliminary recommendation for RFF allocation.
October 9	JPACT action on release of preliminary recommendation for RFF allocation.
October 13 – December 1	Public comment period, listening posts on RFF Preliminary Recommendation and Draft ODOT STIP (information available on TriMet TIP and SMART programming).
	Springwater Trail Room City Hall Building 1333 NW Eastman Parkway, Gresham
	Beaverton Community Center 12350 SW 5th St Community Room (testimony) and Vose Room (exhibits/information)
	Pioneer Community Center 615 Fifth St Oregon City
	Council Chamber (testimony) and Council Annex (exhibits/information) Metro Central 600 NE Grand Ave Portland
December 1	End of Public comment period

- December 9** Metro Council work session: receive Executive Summary of Public Comment report, discuss policy issues for final recommendation on RFF allocation.
- December 11** JPACT: receive Executive Summary of Public Comment report, discuss policy issues for final recommendation on RFF allocation.

2009

- January 15** JPACT action on policy direction to staff on narrowing to the final recommendation on RFF allocation.
- January 26** TPAC discussion on final recommendation on RFF allocation.
- February** Public comment period for 2010 TriMet Transit Investment Plan.
- February 2** TPAC action on final recommendation on RFF allocation (Special meeting).
- February 13** Public hearing on draft final recommendation on RFF allocation (Joint JPACT/Metro Council).
- March 12** JPACT action on final recommendation on RFF allocation pending air quality analysis.
- March 12** Metro Council action on final recommendation on RFF allocation pending air quality analysis.
- March 30** TPAC review of TriMet financial plan and transit element of MTIP.
- April 12** JPACT review of TriMet financial plan and transit element of MTIP.
- April - June** Programming of funds. Air quality conformity analysis.
- May** Community Open Houses: TriMet 2010 Transit Investment Plan (TIP)
- May 29** TPAC review of the TriMet 2010 Transit Investment Plan
- June 11** JPACT discussion of 2010 TriMet Transit Investment Plan
- July** Public review of draft MTIP with air quality conformity analysis.
- August** Adopt air quality conformity analysis and submit to USDOT for approval. Adopt MTIP and submit to Governor for approval. Governor approves incorporation of MTIP into STIP. OTC approves submittal of STIP to USDOT.
- September** Receive approval of MTIP air quality conformity and STIP from USDOT.
- October** Obligation of FFY 2010 programming begins.

Materials following this page were distributed at the meeting.



METRO

Date: February 14, 2008

To: JPACT

From: Rex Burkholder, Chair

Re: **JPACT retreat deliverables:**

Here for your review and comment are the six deliverables that I took away from the JPACT retreat of February 8, 2008. With your permission, I would like to direct our staff (including TPAC, Lobbying Group as appropriate) to develop work-plans on each, including expected work products, roles and responsibilities and timeline.

1. Research Regional Transportation District –opportunities and implications
2. Develop common communication strategy re: transportation’s contribution to economic and community development and the region’s challenges
3. Coordinate state transportation finance strategy (for 2009 session)
 - Input to Governor's transportation stakeholder committees
 - Further region’s principles
 - Communicate with legislators
4. Develop ballot measure for November '09
 - -reflect local and state efforts
5. Define system responsibilities as part of state RTP work (local, regional, state)
6. Coordinate federal transportation re-authorization strategy
 - our story as a model for the nation

DRAFT

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING A) RESOLUTION NO. 08-xxxx
DEFINITION OF SUSTAINABILITY TO)
DIRECT METRO'S INTERNAL) Introduced by Councilors David Bragdon, Rod
OPERATIONS, PLANNING EFFORTS, AND) Park, and Rex Burkholder
ROLE AS A REGIONAL CONVENER)
)

WHEREAS, the 2007 report of the Intergovernmental Panel on Climate Change concluded that "warming of the climate system is unequivocal," that "most of the observed increase in globally averaged temperatures since the mid-20th century is very likely due to the observed increase in anthropogenic greenhouse gas concentrations," and that the impacts of climate change are likely to be more drastic and immediate than was previously expected; and

WHEREAS, the State of Oregon's 2007 greenhouse gas reductions targets call for arresting the growth of greenhouse gas emissions by 2010, reducing emissions to at least 10 percent below 1990 levels by 2020, and reducing emissions to at least 75 percent below 1990 levels by 2050; and

WHEREAS, the cities of Portland, Beaverton, Gresham, Lake Oswego, Hillsboro, and Oregon City, which together represent over 60 percent of the population under Metro's jurisdiction, have all signed onto the U.S. Mayor's Climate Protection Agreement, pledging to reduce their greenhouse gas emissions by 7 percent below 1990 levels by 2012; and

WHEREAS, a series of 2007 interviews conducted by Metro staff with staff and officials from city and county governments within the Portland area, including representatives of all the aforementioned cities, revealed a strong region-wide interest, and substantial progress on the part of some governments, in creating policies and programs to make internal operations more sustainable; and

WHEREAS, the same interviews also revealed a need for regional coordination and technical assistance in creating land-use plans, zoning and building codes, waste reduction programs, and public outreach programs to reduce energy and water use, single-occupant vehicle use, and waste generation; and

WHEREAS, in ordaining the Metro Charter, the people of the Metro region established a regional government that "undertakes, as its most important service, planning and policy making to preserve and enhance the quality of life and the environment for themselves and for future generations;" and

WHEREAS, Metro has the potential to reduce and/or sequester greenhouse gas emissions through its specific responsibilities for transportation planning, solid waste management, natural areas, and planning for long-term growth, and

WHEREAS, Metro has many existing programs, such as Transit-Oriented Development, the Green Streets Handbook, the Recycling Information Hotline, the New Look, and Drive Less, Save More, that each reduce driving and waste generation in their own way but are not necessarily coordinated with each other, and

DRAFT

WHEREAS, in 2003 the Metro Council adopted Resolution 03-3338, authorizing the creation and implementation of a Metro sustainable business model; and

WHEREAS, Metro desires to work cooperatively with other Oregon governmental agencies and businesses that are integrating sustainability into their operations; now therefore,

BE IT RESOLVED,

Sustainability shall be the framework for all Metro policies and programs;

To achieve this, Metro shall:

1. Adopt the State of Oregon's definition of sustainability, as defined in ORS 184.421 (4), as the working definition that shall be used at Metro: "'Sustainability' means using, developing and protecting resources in a manner that enables people to meet current needs and provides that future generations can also meet future needs, from the joint perspective of environmental, economic and community objectives;"
2. Develop a regional climate change action plan that will set long-term regional greenhouse-gas reduction goals, including intermediate targets and a wedge analysis of actions from different sectors that are necessary to meeting these targets.
3. Facilitate sharing of operational and planning practices that reduce waste generation; reduce consumption of energy, water, and other resources; save money; and coordinate a regional approach to meeting the goals outlined in the regional climate change action plan.
4. Implement stronger sustainable business practices within Metro.

ADOPTED by the Metro Council this _____ day of _____ 2008.

David Bragdon, Council President

Approved as to form:

Daniel B. Cooper, Metro Attorney

Regional Transportation Authority Proposal
Wednesday, February 13, 2008

Proposal: Create a subcommittee of JPACT to consider the following questions and propose a draft authority structure back to the full committee within two months.

Purpose of committee: develop a long term, comprehensive governance and funding mechanism that will provide the region the opportunity to build and maintain infrastructure projects in the Regional Transportation Plan (adopted by JPACT and Metro and acknowledged by the State). This proposal would then need to be vetted within the community and with State legislators before final adoption to proceed.

Questions:

1. New authority or under existing structure?
 - a. A new authority with new staff?
 - b. Use existing implementing authority/district such as TriMet or the Port?
2. Funding mechanism to be written into enabling legislation? Should it be treated as a utility?
 - a. Tolling
 - b. VRF
 - c. Emissions/Mileage/Time of day charge
 - d. Create a utility district with a funding mechanism not tied to the auto.
 - e. Monthly Utility charge (\$30 per month charge to \$1.5M HH=\$360M a year, \$7.2B over 20 years)
 - f. Should the district be required to show that they can maintain every investment for a 20-30 year timeframe?
3. Responsibility for what system?
 - a. Interstate – Access Controlled highways in the UGB
 - b. State Highways in the UGB
 - c. ODOT District Highways
 - d. Arterials and Collectors in County or City
 - e. Bridges – which ones?
 - f. Willamette Locks
 - g. High Capacity Transit Projects
 - h. Capital Projects on the Frequent Bus Corridors or general capital for transit.
 - i. Regional Bicycle and Pedestrian Projects
4. Board makeup for oversight and decisions on a rolling 5-year CIP?
 - a. At-large citizens
 - b. Elected Officials? What would be the requirements for representation?
 - c. Is it JPACT with a new hat?
 - d. Is it the TriMet board with additional members?
 - e. Is it city/county managers?
5. Should it include maintenance and the consolidation of that responsibility within the counties and cities within the UGB or all three counties?
6. How shall geographic equity concerns be dealt with?

JPACT Agency Member Responses

Transportation Funding Needs	Spring 2005	Spring 2007	Spring/Fall 2008	Spring 2009	Fall 2009	2010	2011
				Legislative Session	<-----Federal	Reauthorization----->	Legislative Session
Highways, Roads and Streets				Carbon reduction strategy for all road projects (Hansen) More allocation to region for local distribution	Interstate - Maintenance/Preservation/Operations/bridge	CRC & Bistate Construction	
Major Freeway Expansion	OTIA 1, 2, 3				CRC - Projects of regional significance		
Spot Freeway and State Highway Projects	OTIA 1, 2, 3			Tolling on ODOT mainline facilities for upkeep/hot spots (e.g. CRC, 205, 217) Increased modernization funding for highway projects	regional highway improvements regional ballot (Port of Portland)		
ODOT Bridges	OTIA 3			Form BiState authority for Columbia River Bridges (Burkholder)			
Urban Arterial Projects	OTIA 1, 2, 3						
Willamette River Bridges							
ODOT Maintenance and Preservation	OTIA 1, 2			Maintenance & Preservation			
City/County Maintenance and Preservation				Registration Fee Cap			
Transit			Regional Transportation Authority (Port of Portland)		LRT Extension Strategy: Forest Grove, Oregon City, MHCC, Tigard, Amber Glen, Vancouver Flexible funds at \$5/person per year for all MPOs for transportation efficiency & environmental improvement pilot projects (Liberty) Trans. System Management, including: 1) accident & incident response (capital & operations), 2) intelligent trans. system investments, including regional trans. info. for mgt and for users, 3) pricing efforts & experiments (Liberty)	Reauthorization: major investment in transit, force more mode split, carbon credits that are tradeable to transit (Hansen)	Payroll Tax increase for transit operations in 2011 (Hansen)
Light Rail Construction		Lottery funds from '07 Legislature		LRT Expansion strategy - Forest Grove, Oregon City, MHCC, Tigard, Vancouver, Amber Glen, Lake Oswego (Hansen) LRT/Streetcar Construction (DEQ)	Long-term funding source for light rail expansion Regional funding to build next 30 miles of LRT over next 20 years (Liberty)	LRT Construction	
Service expansion operating cost		Increased Payroll Tax Authority					

JPACT Agency Member Responses

Transportation Funding Needs	Spring 2005	Spring 2007	Spring/Fall 2008	Spring 2009	Fall 2009	2010	2011
Green Buses				Green Transit Vehicles - Lower carbon foot print of transit vehicles, increase mode split to transit, more ped/bike connectivity (Hansen) Green buses (DEQ)	Retrofit of all diesel buses to reduce benzene & other pollutants (Liberty)		
Elderly & Disabled Service				E & D cigarette tax increase 2009 session (Hansen)			
High Speed Passenger Rail Service							
Other Modes				FTE for DEQ liaisons statewide to local communities with new development for air quality, stormwater, land use decisions, etc. (DEQ)	Regional transit safety funding (capital & ops): 1) physical improvements-bus shelters, lighting, sidewalks, remodeled LRT stops, 2) safety officers on LRT, buses, on stations & station areas (Liberty)	"Regional" Approval (Port of Portland)	
Bike/Trail construction							
Boulevards							
Transit Oriented Development				TODs (DEQ)	Regional matching funds to expand bus services to and from regional centers (Liberty) Regional transit choice fund for: 1) sidewalks to schools & regional town centers & 2040 corridors, 2) bike & ped safety improvements (Liberty)		
Regional Travel Options							
System Management (ITS)	ConnectOregon 1	ConnectOregon 2		ConnectOregon 3 (Port of Portland)			
Non-Highway Freight Projects				09-11 legislature (Port of Portland)			
DRAFT 2-11-08	<-----Past	Actions----->	<-----Potential	Future Actions -----	-----	-----	----->

JPACT City/County Member Responses

Transportation Funding Needs	Spring 2005	Spring 2007	Spring/Fall 2008	Spring 2009	Fall 2009	2010	2011
				Legislative Session	<-----Federal	Reauthorization----->	Legislative Session
Highways, Roads and Streets				Emissions based user based fee required by 2015 at state and/or regional level			
Major Freeway Expansion	OTIA 1, 2, 3		MSTIP & TIF/SDC (WC)	Confirm Distribution Formula - 50/30/20 (WC)	Major freeway expansion: tolls and additional state gas tax (Portland)	Reauthorization of CRC (major freeway expansion) (Portland)	
Spot Freeway and State Highway Projects	OTIA 1, 2, 3			Increase regional distribution capacity-based (WC)	Congress should pass a \$0.05/gallon federal gas tax increase to fund federal highways (Thalhofer)		
ODOT Bridges	OTIA 3				Regional for bridges	Portland be given opportunity to get back their bridges (Adams)	
Urban Arterial Projects	OTIA 1, 2, 3				State highway and urban arterial capacity projects - additional state gas tax (Portland)		
Willamette River Bridges			Mult., Wash. & Clackamas Co. should establish a regional bridge authority for the Willamette River Bridges (Thalhofer)	Remove VRF spider web in 2009 session			
ODOT Maintenance and Preservation	OTIA 1, 2		\$24/vehicle VRF for Multnomah Co. Bridges (MC)	Remove state pre-emption - 1) spider web, 2) green VRF, 3) tolls			
			Regional Ballot for Bridges (CC)				
			Troutdale looking at sharing part of the proposed Multnomah County vehicle registration fee increase (Thalhofer)				
City/County Maintenance and Preservation			Utility Fee - Summer (CC)	Legislature should pass a comprehensive transportation infrastructure funding proposal including at least \$0.05 increase in gas tax and vehicle registration fee increase, and tolling congested highways and bridges (Thalhofer)	Potential VRF (CC)	Street Maintenance Fee Increase (Lake Oswego)	
					Street Maintenance Fee Increase (Lake Oswego)		

JPACT City/County Member Responses

Transportation Funding Needs	Spring 2005	Spring 2007	Spring/Fall 2008	Spring 2009	Fall 2009	2010	2011
Transit							
Light Rail Construction		Lottery funds from '07 Legislature				streetcar expansion for Portland to Lake Oswego (Lake Oswego) LRT & Streetcar construction - Regional Bond Measures in 2010 (Portland) Reauthorization - CRC LRT (Portland)	
Service expansion operating cost Green Buses		Increased Payroll Tax Authority					Transit Service - service expansion operating cost - further hike in payroll tax (Portland)
Elderly & Disabled Service					E & H transportation state legislation 09 (Portland)		
High Speed Passenger Rail Service				Westside rail corridor study (WC)			High Speed Rail -2011 (WC)
Other Modes							
Bike/Trail construction Boulevards			Street Maintenance Fee (bike & ped) (Beaverton)			Reauthorization - Bicycle projects to dramatically increase mode share in cities (Portland)	Redevelopment - Lake Grove Plan to Boones Ferry include more money for ped./bike safety and boulevards
Transit Oriented Development							
Regional Travel Options							
System Management (ITS)	Connect Oregon 1	Connect Oregon 2	Local City SDC (Beaverton)				
Non-Highway Freight Projects					Public Expansions/investment & improvement of freight & passenger rail		
DRAFT 1-10-08	<-----Past	Actions----->	<-----Potential	Future Actions -----	-----	-----	----->

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING) RESOLUTION NO. 08-3891
PORTLAND REGIONAL FEDERAL)
TRANSPORTATION PRIORITIES FOR)
FEDERAL FISCAL YEAR 2009) Introduced by Councilor Rex Burkholder
APPROPRIATIONS)

WHEREAS, the Portland metropolitan region relies heavily on various federal funding sources to adequately plan for and develop the region's transportation infrastructure; and

WHEREAS, Metro must comply with a wide variety of federal requirements related to transportation planning and project funding; and

WHEREAS, the Metro region's Congressional delegation has advised the region's transportation agencies to develop a coordinated request for legislation related to the annual federal transportation appropriations bill; and

WHEREAS, Metro's Joint Policy Advisory Committee on Transportation (JPACT) recommended adoption of this resolution at their regular meeting on February 14, 2008; now therefore,

BE IT RESOLVED, that the Metro Council hereby approves Exhibit A of this resolution, entitled "Metro Area FY 09 Federal Transportation Appropriations Request List" and directs the Chief Operating Officer to submit this resolution to the Oregon Congressional delegation.

ADOPTED by the Metro Council this ___ day of February 2008.

David Bragdon, Council President

APPROVED AS TO FORM:

Daniel B. Cooper, Metro Attorney

FY 09 Federal Transportation Appropriations Request List			
Project Type/Name	Appropriation Request (\$million)	Source	Purpose
Northwest National Highway Earmark Priority			
Columbia River Crossing (ODOT)	\$ 3.00	Interstate Maintenance Discretionary	Preliminary Engineering
Columbia River Crossing (WsDOT)	\$ 3.00	Interstate Maintenance Discretionary	Preliminary Engineering
Total	\$ 6.00		
Regional Transit Earmark Priorities			
Portland - Streetcar Loop Project	\$ 50.00	FTA Small Starts	Construction
TriMet Bus Replacement	\$ 13.184	FTA 5309 Bus & Bus Facilities	Replacement
South Corridor I-205/Portland Mall LRT Project (T/M)	\$ 81.60	FTA 5309 New Starts	Construction
Lake Oswego to Portland Transit Project DEIS	\$ 4.00	FTA Section 5339 Funds	Draft EIS
SMART Bus - Wilsonville Multimodal Facility	\$ 2.00	FTA 5309 Bus & Bus Facilities	Construction
Total	\$ 150.784		
Regional Support for OTA Transit Priorities			
South Clackamas: Bus Replacement	\$ 0.50	FTA 5309 Bus & Bus Facilities	Replacement
City of Canby: Bus and Bus Facility	\$ 0.95	FTA 5309 Bus & Bus Facilities	Replacement/Facility
Total	\$ 1.45		
Regional Highway Priorities			
Port of Portland: Airport Way/I-205 Northbound Access	\$ 2.00	Interstate Maintenance Discretionary	
Port of Portland: I-84/257th Ave. Troutdale Interchange	\$ 2.00	Interstate Maintenance Discretionary	
Gresham: Springwater/US 26 Industrial Access	\$ 5.00	TCSP; STP	Construction
ODOT: I-5/I-205 Interchange	\$ 3.00	Interstate Maintenance Discretionary	Construction
Washington County: I-5/Highway 99W Connector	\$ 4.30	STP	PE/EIS/Right-of-Way
Washington County: Hwy 217 Beaverton-Hillsdale Hwy to Allen Blvd. Interchange	\$ 0.75	NHS	PE/DEIS
Total	\$ 17.05		
Regional Street and Other Regional Priorities			
Portland: NE Cully Blvd. Street Improvement	\$ 1.60	Surface Transportation Projects/TCSP	Construction
Portland: Eastside Burnside/Couch Couplet	\$ 2.50	Surface Transportation Projects/TCSP	Construction
Milwaukie: Kellogg Creek Bridge Replacement	\$ 1.50	TCSP	Replacement
Wilsonville: Kinsman Road	\$ 2.00	STP	Construction
Metro: Pacific University TOD Project	\$ 1.50	STP, TCSP Funds	Construction
Metro: Trails	\$ 3.00	TCSP	Construction/Planning
Total	\$ 12.10		
Non-Transportation Appropriations Bills			
Port of Portland: Columbia River Channel Deepening	\$ 36.00	Energy & Water	Construction
Multnomah County: Beaver Creek Culverts	\$ 5.00	Fish & Wildlife	Construction
Clackamas County: Willamette Locks	\$ 5.00	Corps of Engineers	Operating
Total	\$ 46.00		

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 08-3891, FOR THE PURPOSE OF APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES FOR FEDERAL FISCAL YEAR 2009 APPROPRIATIONS

Date: December 11, 2007

Prepared by: Andy Cotugno

BACKGROUND

The region annually produces a position paper that outlines the views of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT), a regional body that consists of local elected and appointed officials, on issues concerning transportation funding that are likely to be considered by Congress during the coming year. This year priorities are limited to the FY '09 appropriations bill. Next year, the focus will be on the new six-year authorization bill.

The Portland region is pursuing an aggressive agenda to implement a high-capacity transit system. This effort involves implementing two projects concurrently within the next three to five years: opening the Wilsonville to Beaverton commuter rail and completing construction of the I-205/Downtown LRT. Project development is also underway for the next LRT corridor to Milwaukie and streetcar to the Eastside and Lake Oswego. Additionally, there are several complementary projects for which the region is requesting funding: bus and bus facility purchases regionwide, Wilsonville Park and Ride, highway projects and others. All of these projects have a strong economic development emphasis.

Oregon and Washington continue developing a cooperative strategy to address the transportation needs in the Columbia River Crossing Corridor through a multi-modal project. Furthermore, this resolution calls out the Columbia River Crossing separately for funding through the Federal Highway Administration. This is in recognition of the regional and national significance of the I-5 corridor and this segment, particularly relating to the impact on movement of freight. The intent is to have a preferred alternative for the Columbia River Crossing defined through the NEPA process in 2008 to allow the region to seek designation in the next authorization bill as a "Project of National and Regional Significance." Designation of the Columbia River Crossing separately is not intended as an exclusive priority to the exclusion of funding for other projects. In addition, it is in recognition that other projects will be so designated in the future, much like the multi-year, multi-project approach to implementing a regional light rail system. Finally, funding for the Columbia River Crossing is with the understanding that the analysis that is underway will likely lead to identification of improvements beyond the project area that may need to be addressed in the future.

Beyond these regional transit and highway priorities, the resolution endorses a list of priority projects for earmarking through the federal highway appropriation from throughout the region. To ensure this resolution is limited to the highest priorities, the list is limited to no more than two projects per agency or subregional group of local governments. Included in the list are two priorities from Metro: A TOD project in partnership with Pacific University in Hillsboro by the Metro Planning Department and trail projects by the Metro Parks and Greenspaces Department. In addition this resolution endorses the project requests outside Metro's boundary from the transit districts surrounding Metro in Oregon and developed by the Southwest Washington Regional Transportation Council.

This FY '09 appropriations request for earmarked funding from SAFTEA-LU represents the consolidated regional request. Additional independent requests should not be submitted by any member jurisdiction or agency represented by JPACT (with exception of ODOT outside the metro region). Each member jurisdiction has limited their requests to two priorities each.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING)	RESOLUTION NO. 08-3921
REGIONAL PRIORITIES FOR STATE)	
TRANSPORTATION FUNDING)	Introduced by Councilor Rex Burkholder
LEGISLATION)	

WHEREAS, an efficient and adequately funded transportation system is critical to ensuring a healthy economy and livable communities throughout the state of Oregon; and

WHEREAS, the Portland metropolitan region has become a national model for how strategic transportation investments combined with regional land use planning can improve community livability and environmental quality while supporting a strong economy; and

WHEREAS, despite the important investments that have been made possible since 2001 by three Oregon Transportation Improvement Acts and two "ConnectOregon" multimodal packages, the state and the Portland region remain several billion dollars short of what is needed to adequately address essential transportation needs over the next 20 years; and

WHEREAS, investments in maintaining and expanding transportation facilities in the Portland region are especially critical in light of the fact that the region's population is expected to grow by approximately one million people by 2030; and

WHEREAS, freight volumes are expected to increase even more quickly than population over that same time period; and

WHEREAS, additional funding to address these transportation needs will create or sustain thousands of jobs and help stimulate the economy of the region and the state; and

WHEREAS, it is critical that we plan and fund the region's transportation in such a way as to confront the challenge posed by global climate change; and

WHEREAS, it is in the interest of local governments inside Metro to jointly seek additional transportation funding from the 2009 Oregon Legislature; and

WHEREAS, Governor Kulongoski and legislative leaders have declared that passage of a transportation funding package will be a top legislative priority in 2009; now, therefore,

BE IT RESOLVED that the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) endorse a set of principles to guide the region's participation in the development of a state legislative funding proposal to be considered by the 2009 Oregon Legislature, as described in Exhibit A, of this resolution entitled "Metropolitan Region Principles for Legislative Transportation Funding Package in 2009".

ADOPTED by the Metro Council this _____ day of _____, 2008.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Metropolitan Region Principles For a Legislative Transportation Funding Package in 2009

We, the local governments of the Portland Metropolitan Region, believe:

The mounting inadequacy of funding for modernization and maintenance of Oregon's transportation system:

- Threatens the state's economy.
- Harms the long term livability of our communities.
- Undermines public safety.
- Places the long term value of previous investments at risk.
- Contributes to global climate change and energy security.

To solve this transportation funding crisis, and to guide critical decisions on transportation, we, the undersigned, support the following principles:

MAKE STRATEGIC, COORDINATED SYSTEM INVESTMENTS

- Adopt a significant, coordinated, comprehensive, long-term transportation funding package that addresses the needs of the entire state through investments at the state, regional, and local levels.
- Recognize the mutually dependent relationship between our land use and transportation systems, and between these systems and the state's economic competitiveness.
- Invest transportation revenues in a multi-modal program that provides statewide economic benefits and produces a high return on investment.
- Allocate sufficient funds to address critical safety needs in communities statewide, and to support the maintenance and preservation of new and existing transportation facilities, which represent a multi-billion dollar investment by the citizens of Oregon.

REINFORCE OREGON'S LIVABILITY AND SUSTAINABILITY

- Design transportation investment programs to reward practices that best enhance the State's goals with respect to public health and safety, livability, global climate change, economic prosperity and environmental stewardship.

INVEST IN ECONOMIC COMPETITIVENESS

- Invest in key projects that strengthen freight movement, improve system reliability and safety, and expand access and transit to traditional downtowns and other centers of commerce.

MAINTAIN FLEXIBILITY AND EQUITY FOR LOCAL GOVERNMENTS

- Allow and encourage different approaches and funding mechanisms to meet the differing needs of Oregon's state, regional, and local transportation systems.
- Facilitate or expand funding authorities available to local and regional governments and eschew unfunded mandates.
- Address state and local transportation needs through the distribution formula providing 50% to the state, 30% to counties, and 20% to cities, and retain local flexibility as to how these funds may be used.

www.metro-region.org



**Public Review Draft
Air Quality Conformity
Determination**

January 18, 2008

**2035
REGIONAL TRANSPORTATION PLAN
and
2008-11
METROPOLITAN TRANSPORTATION
IMPROVEMENT PROGRAM**



METRO

DRAFT

DATE: February 12, 2008
TO: JPACT, MPAC and Metro Council
FROM: Ted Leybold: MTIP Manager
SUBJECT: Draft policy issues for 2010-13 MTIP

* * * * *

Following is a draft summary of the key policy issues provided in the survey of JPACT and Metro Council members regarding the 2010-13 MTIP process that represent a potential change in direction from the 2008-11 MTIP policies. Also attached are a list of comments and suggestions on how to improve the MTIP process and program administration.

Policy Issues

ODOT Administered Funds

1. Request that the Oregon Highway Plan and the 2012-15 STIP eligibility and prioritization criteria be updated to reflect the new Oregon Transportation Plan, particularly the sustainability policies.
2. Local criteria and measures for projects should evaluate leveraging of other transportation or development related investments, multi-modal impacts, community livability and sustainability impacts.

Regional Flexible Funds

1. **Priority Policy Direction To Date.**
 - a. **Existing Policy Priorities Reaffirmed.** The JPACT/Council survey responses to date have reaffirmed some existing policy direction for the allocation of regional flexible funds.

- i. Funding projects and programs that do not have other dedicated sources of revenue available.
 - ii. Addressing gaps in the pedestrian and bicycle network and ensuring air quality Transportation Control Measures for pedestrian and bicycle improvements are met.
- b. **Potential changes to Policy Priorities.** Alternatives to existing program policy objectives have been recommended by the survey responses to date.
- i. Change: "Leverage economic development in 2040 Tier I and II industrial areas", to: "Reliable movement of freight and goods." Also addressed by suggested policies c.i. and c.ii below. **Note from Metro Council work session: Policy needs to be applied in a focused manner on the RTP regional freight system.**
 - ii. Change: "Leverage economic development in 2040 Tier I and II mixed-use areas (central city, regional centers, town centers, main streets and station communities)" to "Addressing system gaps or deficiencies to improve multi-modal access in primary 2040 target areas." **Note from Metro Council work session: Policy needs to retain the objective of managing growth by funding transportation projects and services that retain and attract housing and jobs to priority 2040 mixed-use centers.**
 - iii. Change: "Develop a multi-modal transportation system with a strong emphasis on funding: bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit projects and programs", to: "Addressing gaps in the pedestrian and bicycle network" and "Investments that provide access to transportation options for people of all ages, abilities and incomes".
- c. **Potential New Policy Priorities.** The JPACT/Council survey responses to date have identified potential new policy direction for the allocation of regional flexible funds.
- i. Addressing gaps in multi-modal access to labor markets and trade areas within or between 2040 target areas.
 - ii. Investments in Transportation System Management and Operations (TSMO) in regional mobility corridors.
 - iii. Investments in recurring safety issue areas, including gaps in the bike/ped system.

- iv. Investments that achieve multiple objectives.
 - v. ***Note from MPAC meeting: Emphasize projects and services that lower carbon emissions.***
2. **Modify the method of evaluating projects by modal categories.** Several concerns were expressed about the existing modal technical evaluation categories. While caution was expressed about unintended consequences of changing the system and the need for further discussion, interest was expressed in:
- a. evaluating projects using some or all of the identical evaluation measures, across all categories,
 - b. reducing the number of evaluation categories,
 - c. policy outcome based evaluation categories (rather than modal evaluation categories).
3. **Update evaluation of regional programs.** Several comments expressed a desire to update the method by which regional programs are evaluated and allocated funding relative to agency projects. However, there was a desire expressed to be able to continue to compare the merits of funding the programs in the context of local agency projects. **Should a two-step allocation process for regional programs be implemented? A decision for a base allocation to regional programs would be made prior to the solicitation to jurisdictions for local projects.**
4. **Definition of regional level of projects and programs.** JPACT has requested technical staff to propose a refined definition of the regional system of projects and programs. **Should this effort affect the allocation of regional flexible funds and consideration of ODOT and Transit agency administered funds in this MTIP cycle?**

Process, Communication and Administration Issues

There were several comments and suggestions on how to improve process, communication and administration of the MTIP program, including processes related to ODOT Administered Funds, Regional Flexible Funds, Transit Funds. Please see the Comment Log for these comments and a draft response to how those comments are intended to be addressed.

Survey Identified RTP Policy Priorities To Date

The following policy objectives received the most recognition (number of votes, non-weighted) as priority objectives for regional flexible funds.

RTP Goal 1: Foster vibrant communities and efficient urban form

	JPACT & Council (7 surveys)	Community Stakeholders (14 surveys)
System gaps or deficiencies to improve multi-modal access in primary 2040 target areas	4	8

RTP Goal 2: Sustain economic competitiveness

Gaps in multi-modal access to labor markets and trade areas within or between 2040 target areas	4	5
Reliable movement of freight and goods	4	

RTP Goal 3: Expand transportation choices

Gaps in bicycle, pedestrian or transit access/inter-modal connections	5	7
Improve access to all modes of transportation for underserved populations—minority, low-income, elderly and disabled		7

RTP Goal 4: Emphasize efficient management of the transportation system

Investments in Transportation System Management and Operations (TSMO) Concept to improve mobility, reliability and safety in regional mobility corridors	5	6
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RTP Goal 5: Enhance safety and security

Investments that address recurring safety-related deficiencies on the regional mobility corridor system and gaps in the regional bicycle and pedestrian systems	5	6
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RTP Goal 6: Promote environmental stewardship

Reduce impervious surface coverage and storm water runoff		8
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Reduce transportation-related energy and land consumption, and reduce reliance on unstable energy sources		9
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RTP Goal 7: Enhance human health

	JPACT & Council	Community Stakeholders
Support programs and facilities that encourage walking bicycling		7
Reduce noise impervious surface and other transportation-related pollution impacts on residents		7

RTP Goal 8: Ensure Equity

Investments that provide access to transportation options for people of all ages, abilities and incomes	4	6
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RTP Goal 9: Ensure Fiscal Stewardship

Support projects, programs and strategies for cost-effective maintenance or preservation of existing transportation facilities and services		6
Investments that achieve multiple goals and objectives	5	5