Metro

Agenda

MEETING: METRO COUNCIL WORK SESSION
DATE: February 12, 2008
DAY: Tuesday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

2:00 PM	**1.**	**DISCUSSION OF AGENDA FOR COUNCIL REGULAR MEETING, FEBRUARY 14, 2008/ADMINISTRATIVE/CHIEF OPERATING OFFICER COMMUNICATIONS**	
2:15 PM	**2.**	**INTEGRATED HABITATS: A DESIGN COMPETITION**	Triplett/Harlan
2:45 PM	**3.**	**SUSTAINABILITY ACTION PLAN**	Burkholder
3:15 PM	**4.**	**BREAK**	
3:20 PM	**5.**	**METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM**	Leybold
4:20 PM	**6.**	**COUNCIL BRIEFINGS/COMMUNICATION**	

ADJOURN

DESIGN COMPETITION BRIEFING

Metro Council Work Session
Tuesday, February 12, 2008
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: _____02/12/2008_____ Time: _____ Length: _____

Presentation Title: ___Integrating Habitats. A design competition. An awards celebration.___

Department: ___Nature in Neigborhoods___

Presenters: ___Stacey Triplett___

ISSUE & BACKGROUND

On February 26, 2008 the world will learn who the winners of the Integrating Habitats. A design competition are. The Metro Council will have one hour with the jury before the big event.

This competition has been entered by 323 people from 6 countries. There are 107 examples of what this region may want to aspire to for mixed use, residential in-fill and retail development that is restorative to our native forest land and streams.

OPTIONS AVAILABLE

To take advantage of the collective expertise of the 6 members of the jury (Metro Council President Bragdon is the honorary chair), the Council may want to request feedback around particular regional challenges. Jury biographies are attached.

IMPLICATIONS AND SUGGESTIONS

Staff suggests a few questions the jury can comment on in their February 26, 2008 work session presentation.

QUESTION(S) PRESENTED FOR CONSIDERATION

Would you like to task the Integrating Habitats jury with any particular reflections on the entries and/or process of selecting awards?

**LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __Yes _XNo
DRAFT IS ATTACHED ___Yes X_No**

Integrating Habitats
An award celebration.

Keep Nature in Neighborhoods
METRO

Celebrate. Share. Imagine. Vote.

Tuesday, Feb. 26
6 to 8:30 p.m.
Fields Ballroom
Portland Art Museum

Open to public.
No host bar, light hors d'oeuvres.

Envision the future of sustainable growth and restorative design with world-renowned jurists, regional leaders and multidisciplinary professionals and students. Be there for the announcement of the Integrating Habitats design competition's award winners and cast a vote for your favorite design at the People's Choice Award kiosk!

Speakers: Jurists Stefan Behnisch, Joan Nassauer, Tom Schueler, Susan Szenasy, Jim Winkler, David Yocca and Honorary Chair, Metro Council President David Bragdon

Stefan Behnisch

Principal, Behnisch Architects – Stuttgart, Germany and Venice, California

Behnisch is principal of Behnisch Architekten in Stuttgart, Germany, and Behnisch Architects in Venice, California. Founded in 1989, Stefan's firm has designed some of the world's most distinctive, ecologically sensitive buildings including: the Institute of Forestry and Nature Research, Netherlands; Norddeutsche Landesbank, Germany; and the Genzyme Center, Massachusetts. The Genzyme Center opened in 2004 to critical acclaim and garnered a Platinum LEED rating, as well as a Top Ten Green Projects award. It was also recently featured in the Harvard Business Review ("Building the Green Way," June 2006). Stefan's goal—to connect the forces of human life and the natural environment—fuels the design of every commission his firm receives. Stefan is a frequent lecturer who has participated at university and industry symposiums across the globe. Stefan was a keynote speaker at the U.S. Green Building Council Greenbuild 2006 Conference and was recently quoted in The "Eco-tecture" Issue of New York Times Magazine (May 20, 2007). Behnisch Architects will also design Harvard's new 500,000 square foot Allston Science Complex.

Joan Iverson Nassauer

Professor of Landscape Architecture, University of Michigan – Ann Arbor, Michigan

A Fellow of the American Society of Landscape Architects and the Council of Educators in Landscape Architecture, Joan was named Distinguished Practitioner of Landscape Ecology in 1998. Recently, she has served as New Zealand Institute of Landscape Architects Fellow, 2006; Beatrix C. Farrand Visiting Distinguished Professor, University of California, Berkeley, 2003; and Miegunyah Distinguished Fellow, University of Melbourne, Australia, 2001. Her work offers strategies for basing ecological design on strong science and interdisciplinary collaboration, and her research investigating public acceptance and cultural sustainability of environmentally beneficial landscape change has received numerous awards and has appeared in *Conservation Biology, Journal of Soil and Water Conservation,* and *Landscape Ecology,* as well as in her books: *Placing Nature* (1997, Island Press), and *From the Corn Belt to the Gulf* (2007, Resources for the Future Press). Joan was also a keynote speaker at the 2007 Holistic Options for Planet Earth Sustainability (HOPES) conference hosted at the University of Oregon in Eugene, Oregon.

Tom Schueler

Center for Watershed Protection – Ellicott City, Maryland

Tom founded the national nonprofit Center for Watershed Protection (CWP) in 1992. For 15 years Tom has directed work at CWP with the mission to protect and restore our nation's watersheds. Currently an independent watershed consultant, Tom has a keen interest in the science and management of urban streams and has worked to develop innovative techniques to protect and restore them. Tom has authored several widely used references, including *The Small Watershed Restoration Manual Series*, *The Practice of Watershed Protection*, *Rapid Watershed Planning Handbook*, and *The Impacts of Impervious Cover on Aquatic Systems.* Tom has pioneered new techniques to manage the quality and quantity of stormwater runoff and has written more than twenty manuals and research reports on innovative stormwater practices. Prior to 1992, Tom worked for ten years at the Metropolitan Washington Council of Governments, where he led the Anacostia Watershed Restoration Team in one of the first efforts to comprehensively restore an urban watershed.
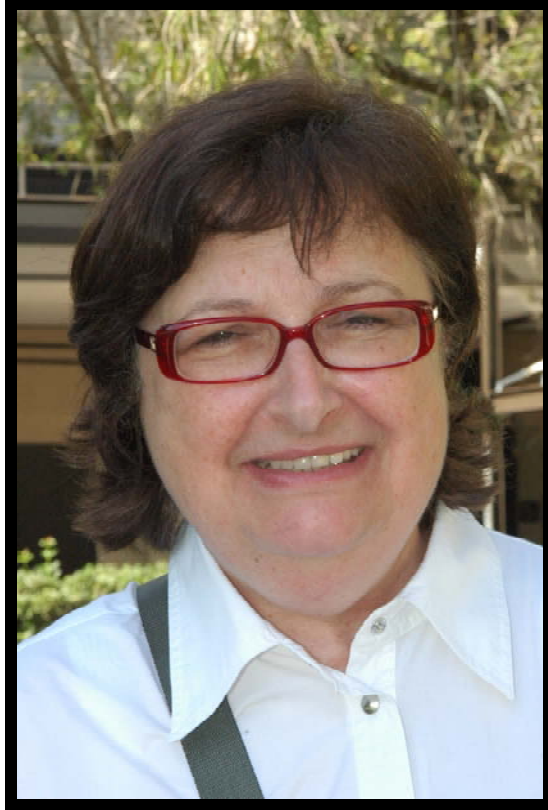
Susan S. Szenasy

Editor in Chief, METROPOLIS – New York, New York

Susan S. Szenasy is Editor in Chief of Metropolis, the award-winning New York City-based magazine of architecture, culture and design. Since 1986 she has lead the magazine through twenty-one years of landmark design journalism, achieving domestic and international recognition. Believing that design and architecture are humanist activities, Susan is committed to education. As a longtime professor of Design Ethics at New York's Parsons School of Design she has worked to instill the values of responsible sustainability on the next generation. Susan has authored several books including The Home and Light, and sits on the boards of the Council for Interior Design Accreditation (formerly FIDER), FIT Interior Design, the Center for Architecture Advisory Board, and the Landscape Architecture Foundation. She has been honored with two IIDA Presidential Commendations and is an ASID distinguished speaker on the topic of ethics in design, an honorary member of the American Society for Landscape Architects, and a 2007 recipient of the Civitas August Heckscher Award for Community Service and Excellence. Susan holds an MA in Modern European History from Rutgers University, and honorary doctorates from both Kendall College and the Art Center College of Design.

James H. Winkler

President, Winkler Development Corporation – Portland, Oregon

James H. Winkler is a graduate of Brown University and Lewis and Clark Law School. Since 1978, Mr. Winkler has been President of Winkler Development Corporation. Winkler Development Corporation recently completed development of Adidas Village, the conversion of the former Bess Kaiser Hospital into the North American headquarters for Adidas-Salomon, the newly-opened, downtown Portland art hub DeSoto, Troutdale Terrace Apartments, a 228 unit sustainably designed affordable housing community, and the Headwater project featuring a mixed income, pedestrian friendly neighborhood and daylighting of a buried headwater tributary of Tryon Creek. Winkler Development Corporation also plans to build One Waterfront Place, a 250,000 square foot LEED Gold office tower in the River District. Mr. Winkler is experienced in the acquisition, rehabilitation and operation of commercial and residential properties.

David Yocca

Director, Conservation Design Forum – Elmhurst, Illinois

David Yocca is a landscape architect and certified planner motivated principally by the desire to cultivate healthy, sustainable communities that inspire their residents. He is encouraged by the potential for building both new places and retrofitting existing ones with the quality and characteristics that connect people with the place where they reside as a way to sustain that place for the generations that follow. David has served as the planning consultant for several rapidly growing communities in the Chicago area, developed land use master plans for conservation villages and urban neighborhoods, and participated in the visioning, design, entitlement, and implementation process for numerous ecologically-based sites, neighborhoods, and communities located primarily in the Midwest. He is fluent in a wide range of green building and site development strategies, and in his role at CDF, collaborates regularly with similarly aligned design professionals and clients. David routinely presents at workshops and conferences on sustainable development topics.

Agenda Item Number 3.0

SUSTAINABILITY ACTION PLAN

Metro Council Work Session
Tuesday, February 12, 2008
Metro Council Chamber

Work Session Worksheet

Presentation Date: 2/12/08   Time: 2:45 p.m.   Length: 30 mins.

Presentation Title: Metro Sustainability Resolution

Department: Council Office

Presenters: Councilors David Bragdon, Rex Burkholder, and Rod Park

ISSUE & BACKGROUND

Rising energy costs and increased concern about global warming have led to heightened interest in sustainability, both locally and across the globe. The majority of scientists agree that reductions in greenhouse gases of 60 to 80 percent below 1990 are necessary to stabilize climate change, and 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. As 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," Metro has a responsibility not only to reduce resource consumption and waste generation in its own operations, but to facilitate the development of region-wide policies that accomplish these goals.

The Portland area has earned a reputation as a leader in sustainability in the absence of a region-wide strategy to conserve resources and reduce greenhouse gas emissions. Instead, each jurisdiction is pursuing its own goals with what resources it has. In July, Councilor Rex Burkholder convened a meeting of staff and elected officials who had all expressed interest in conducting greenhouse gas inventories and developing policies to address climate change. Those present at the meeting agreed that the region's jurisdiction could address sustainability more effectively and comprehensively through collaboration than through continuing to pursue it on an individual basis. Currently, governments in the Portland area have made varying levels of progress depending on local policy direction and resources: many have created sustainability departments and/or plans and taken steps to reduce energy use within their own operations; a few have created public outreach programs deigned to reduce energy use on the part of businesses and residents; and fewer still have implemented long-term plans to promote energy and transportation efficiency. (See attachment for an inventory of sustainability-related agreements, programs, and policies throughout the region.)

In follow-up meetings, staff and policymakers emphasized the need for Metro to play a convening role in developing sustainability policies, and identified a need for regional coordination and policy direction in order to effectively address issues like sustainable development incentives, public outreach, transportation and land-use planning, and green building codes. PGE and Portland's Office of Sustainable Development (OSD) informally provide technical sustainability assistance in some of these areas to other agencies in the region, but both have expressed the need for a more stable information-sharing body. Since the processes that produce greenhouse gases often transcend city and county boundaries, and information-sharing body would be most effective if backed by

strong regional climate change policies. Multnomah County and OSD are currently working on an update of their Local Action Plan on Global Warming, and both have asked Metro to help develop a consistent region-wide approach to reducing greenhouse gases. Most staff and elected officials said that a regional sustainability committee would be helpful, and a common suggestion was for a committee to craft a long-term plan and interim goals for the region to meet the state greenhouse gas reduction targets, and then work backwards to develop sustainable land use plans, transportation plans, development and building codes, waste reduction and recycling programs, and public outreach programs that local governments could use to work toward these goals.

The agencies interviewed also requested technical assistance from Metro in developing planning methods and zoning codes that encourage more efficient transportation and reduce building energy use. Metro's council goals encourage increased access, efficient use of land, and protection of natural resources, and the agency has several projects devoted to accomplishing these goals, all of which are vital to the overall goal of achieving economic, environmental, and social sustainability. However, the agency does not have a method to quantify, balance, and unify these different goals, nor to communicate progress toward meeting them to either the public or to other agencies in the region, both of which are increasingly concerned with climate change and energy use, both of which are directly related to Metro's council goals.

At the same time, there has also been an increased awareness within Metro for the need to make the agency's internal operations more sustainable. This reflects not only growing public concern, but also rising energy prices and the growing availability of technologies and technical assistance available to assist organizations in conserving resources and saving money. However, ENACT, Metro's environmental action team, has no paid staff, only volunteers from other departments within the agency, making it difficult for ENACT to accomplish its mission.

Councilors David Bragdon, Rex Burkholder, and Rod Park, with the help of council and departmental staff, have drafted a resolution to address the three sustainability-related issues outlined above:
- Metro's role as a convener in sustainability discussions
- The need for Metro to better coordinate and communicate programs and planning efforts that address sustainability issues
- The need for Metro to conserve energy, reduce waste, and save money in its own operations.

The councilors are now discussing the resolution with the Metro Council, the Metro Policy Advisory Committee, the Solid Waste Advisory Committee, Regional Travel Options, the Metro Committee for Citizen Involvement, and the Joint Policy Advisory Committee on Transportation, so that these groups can participate in shaping the resolution.

OPTIONS AVAILABLE

Instead of choosing between distinct options, Councilors Bragdon, Burkholder, and Park ask the other councilors to express their concerns, suggestions, and priorities for the attached sustainability resolution in order to achieve a consensus on Metro's role with respect to sustainability, and to craft a resolution that will enable the agency to efficiently achieve its goals.

IMPLICATIONS AND SUGGESTIONS

While the bulk of this resolution is concerned with reframing existing Metro programs so that they may more efficiently achieve sustainability goals, three items in the resolution are more aggressive steps that will require greater staff and financial commitment:

1. Hiring an agency-wide sustainability coordinator to implement and monitor Metro's sustainability efforts at its own facilities, at an annual cost of $140,985 for personal services and materials.
2. Staffing a regional sustainability committee. Providing administrative support to MPAC currently requires roughly .3 FTE of administrative staff time at a cost of roughly $16,750. The committee may require additional policy and planning support depending upon its structure and scope.
3. Convening staff and officials from around the Metro area to create a regional climate change action plan. While this would be an unprecedented effort and the budget would depend upon the process, scope, and timetable of the project, the best basis for comparison in the region is Portland and Multnomah County's Local Action Plan on Global Warming, which has required a total of slightly more than 1.0 FTE during the years that it is being compiled or updated, culled from planners, and analysts in different departments throughout the two agencies.

QUESTION(S) PRESENTED FOR CONSIDERATION

1. Of the list of activities proposed in the attached resolution, which should have highest priority? For example, should Metro's sustainability focus be on internal operations, existing programs, regional coordination or all three?

2. Should staff draft a workplan for implementing this resolution before the Council meets again to discuss it?

3. Are there additional actions that should be included in the resolution?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION x_Yes __No
DRAFT IS ATTACHED _x_Yes ___No

DRAFT

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

Regional Sustainability Inventory

Pacts/Agreements:

- Lake Oswego has joined the USMCPA.
- Oregon City has joined the USMCPA.
- Beaverton has joined the USMCPA.
- Milwaukie has joined the USMCPA.
- Hillsboro has joined the USMCPA and talked with ICLEI.
- Gresham has joined the USMCPA and has partnered with the Johnson Creek Watershed Council and the Audubon Society.
- Portland has joined the USMCPA and has a variety of projects in conjunctions with other jurisdictions (see below).
- Multnomah County will be joining the USMCPA, the NACo Climate Change Protection Agreement, and the Cool Counties Climate Stabilization Declaration in 2008.

Long-term Plans/Policies:

- Lake Oswego has drafted a sustainability plan focusing on GHG emissions and water use.
- Oregon City has made "building a sustainable future" its number-one city goal.
- Beaverton is developing a statement of mission and principles.
- Milwaukie has integrated the natural step framework into some of its processes and is currently drafting a plan.
- Gresham is working with the Zero Waste Alliance and the U of O to create a sustainability assessment for the city's operations, and its council is in the beginning phase of adopting a sustainability plan.
- Clackamas county has had a recycling and purchasing policy since 1991, which it updated and turned into a sustainability plan in 2005.
- PGE is currently working on creating a new sustainability policy.
- Portland has recycling goals calling for zero growth in the waste stream, reductions in toxics and GHGs, and a 75% recycling rate by 2015; has set a Renewable Fuel Standard calling for a 5% blend of biofuel in all diesel and a 10% blend of ethanol in all gasoline; is looking at implementing a feebate system for automotive fuel efficiency; and convened a Peak Oil Task Force that drafted a report to help the city prepare for diminishing oil supplies.
- Multnomah County has over 20 adopted sustainability policies, including climate change, energy conservation, recycling, paper use, procurement, toxics, food, and green building.
- Portland and Multnomah County have convened a Sustainable Development Commission to create strategies for sustainable economic development, as well as a citizen-based Food Policy Council to advise elected officials on issues regarding food access, land use planning issues, local food purchasing plans and many other policy initiatives in the regional food system. The city and county are also currently updating their joint *Local Action Plan on Global Warming*, which outlines short- and long-term actions to reduce GHG emissions 10% from 1990 levels by 2010, and have created a Toxics Reduction Strategy, which sets goals to replace all toxic substances, materials or products of concern with viable least-toxic alternatives by 2020.

- Metro's New Look program aims to create more compact and efficient regional form by focusing fiscal resources on development in centers, corridors and employment/industrial areas, designating areas that shall not be urbanized, prioritizing investments in transportation improvements that support efficient development, and coordinating growth with surrounding communities. Metro has also purchased thousands of acres of natural areas via bond measures, and has grant and planning programs to rehabilitate these areas.

Outreach:

- Lake Oswego has convened a series of city learning talks to get citizen input on its sustainability plan, and has partnered with Clackamas County to recognize businesses that recycle.
- Oregon City is working on convening a citizens' sustainability committee.
- Beaverton has held a series of visioning workshops for sustainable development at new construction sites. When Beaverton was looking into purchasing renewable energy for its sites, it challenged the public to match its commitment, and the public exceeded Beaverton's goal by 100%.
- Milwaukie repainted its garbage cans as "recycling cans" and provided a small add-on for trash in order to increase recycling.
- Gresham's GREAT Businesses program provides businesses with information about saving money and energy, contracts in bulk with storm drain cleaners to provide cheaper runoff-reducing services, and recognizes businesses that achieve goals.
- Clackamas County has convened a green ribbon committee that is looking at how to preserve agricultural land and create local FSC-certified woodlots, educating people on green gardening, and creating an anti-idling campaign.
- Portland has business recycling (in partnership with Metro) and composting outreach programs, including technical assistance and grants; offers project-based consultation, resources, a hotline (in partnership with Metro), and a searchable directory of sustainable products and services for green building projects; and provides information and technical assistance on green streets, transportation choices, solar power, biofuels and energy efficiency to residents and businesses.
- Portland and PGE have partnered to promote energy efficiency for small businesses, and PGE provides additional informal technical assistance to developers, agencies and businesses.
- Multnomah County hosts public education outreach programs and will soon be partnering with McMenamins to host a Sustainability Film Series.
- Metro partners with agencies around the region through its Regional Travel Options program to promote more energy-efficient travel choices, promotes business recycling (in partnership with Portland's OSD), and provides information, educational programs, and technical assistance with natural gardening, composting, and recycling.

Planning/Zoning/Codes:

- Hillsboro has worked to manage trip ratios in corridors and refocus development on quality-of-life indicators instead of large lots. It is in the early stages of creating a high-density development next to a new 30-acre park.

- Gresham has created low-impact development standards for impervious surfaces, runoff, and green streets.
- Clackamas County has one part-time planner who is currently amending zoning codes to create incentives for green development.
- Portland is looking at setting building energy use standards and creating a feebate system around these standards.
- Metro has programs providing technical assistance, easements, funding, and sample code language for developments that increase density and mix of uses and reduce driving; and has applied standards to developments near wetlands that protect wildlife habitat and water quality.

Staffing:

- Lake Oswego has one part-time sustainability director.
- Clackamas County has a full-time sustainability coordinator.
- Beaverton is developing has internal sustainability committee.
- Milwaukie has a sustainability team.
- Gresham has a green team that it is turning into a sustainability team.
- Portland has an Office of Sustainable Development, created through a merger of the Solid Waste & Recycling Division and the Energy Office, with a staff of about 40. The office has sustainability liaisons within all city bureaus.
- Multnomah County has two full-time staff in its sustainability program.
- Metro has green teams at its larger facilities, as well as a volunteer Environmental Action Committee, which coordinates environmental efforts at all Metro facilities.

Internal Operations:

- Lake Oswego has internal programs centered around procurement, waste reduction, and recycling.
- Oregon City has installed compact fluorescent bulbs in its city facilities, and is inventorying other city departments in order to highlight sustainable actions.
- Beaverton has purchased LED traffic lights and biodiesel vehicles for its fleet, as well as renewable energy for its buildings, and is inventorying sustainable actions from different city departments.
- Milwaukie has a composting program at one city building and has purchased hybrid and biodiesel vehicles for its fleet, and is looking into purchasing city bikes for employees to use and installing a PV array on the roof of one facility.
- Gresham's fleet is on biodiesel, and the city has purchased green power and worked with OSD to sync traffic signals, selling the resulting carbon credits.
- Clackamas County has required that all new buildings be certified LEED Silver, purchased hybrid fleet vehicles, and requires the use of green cleaners in janitorial services.
- Portland has installed energy efficient traffic signals, initiated waste reduction programs at its city bureaus, plans to purchase 100% renewable energy for all city accounts by 2010, uses waste methane from its sewage treatment plant to generate energy, powers its parking meters and other equipment with solar energy, requires that all recycling and garbage haulers use a 20% biodiesel blend, and uses biodiesel and other alternative fuels in the city's fleet.

- Portland and Multnomah County have a sustainable procurement strategy requiring bureaus to purchase green cleaning materials and recycled paint and to recycle e-waste and furniture.
- Multnomah County's 20-plus adopted sustainability policies include a requirement that all new county buildings be LEED Gold certified and goals to reduce internal energy use 10% below 2000 levels by 2010. The county is also planning to install large solar arrays to supply 1/40 of its load.
- Metro's sustainable business model sets long-term internal goals, including zero net increase in carbon emissions, zero waste, zero toxics, and 50% reduction in water consumption. The agency purchases roughly 10% renewable power for its facilities, uses hybrid and bio-diesel fleet vehicles, uses energy efficient lighting and low-flow water fixtures in its facilities, and has workplace resource conservation and recycling programs.

Suggested Roles for Larger Convening Agencies:

- Many agencies want a committee to set clear goals for the region. A common suggestion is for the committee to craft a long-term plan and interim goals for the region to meet the state greenhouse gas reduction targets of 75% below 1990 levels by 2050. However, some jurisdictions want a less-structured forum for information-sharing and believe that a policy focus will create backlash. All agree that the committee should not create mandates.
- All agree that it would be very helpful for a regional sustainability committee to develop sample language for sustainable land use plans, transportation plans, and development and building codes, as well as provide technical assistance in these areas and others (e.g. water conservation, solid waste and recycling) and create public outreach programs that can be implemented at the local level.
- Some agencies that have made bigger strides in sustainability, such as Lake Oswego, Multnomah County, and Portland's OSD, are overwhelmed by the amount of requests for assistance and advice that they receive, and see Metro as a potentially valuable partner in streamlining and aiding the information-sharing process.
- Most agencies agree that the committee should include staff and business representatives as well as policy-makers, but there is less consensus on whether staff should meet alongside policymakers or in a separate technical advisory group and on the role that private sector representatives should play.
- Some agencies feel that the committee should be modeled on or incorporated into the Metropolitan Policy Advisory Committee, while others feel that the committee should stand alone as a "green-ribbon" committee with more public visibility that meets at different locations around the region. Alice Norris, who will chair MPAC in 2008, has offered to help incorporate sustainability into MPAC should we choose to do so.
- Many agencies suggest that Metro conduct a regional greenhouse gas inventory, and some also ask that the agency also produce an energy use/transportation costs map as a public outreach piece. Metro's Data Resource Center staff estimates that it would cost $8000 in staff time to create such a model, and a few jurisdictions have offered to contribute money or resources toward this effort.
- Some agencies also request that Metro create region-wide standards for inventorying and tracking GHG emissions.

Compiled by Eliot Rose, Metro Policy Associate, (503) 813-7554, rosee@metro.dst.or.us

Agenda Item Number 5.0

METROPOLITAN TRANSPORTATION IMPROVEMENT
PROGRAM

Metro Council Work Session
Tuesday, February 12, 2008
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: January 15, 2008   Time: Length: 30 minutes

Presentation Title: Development of the 2010-13 Metropolitan Transportation Improvement Program policy report

Department: Planning

Presenters: Ted Leybold

ISSUE & BACKGROUND

As the federally designated Metropolitan Planning Organization, Metro and the Joint Policy Advisory Committee on Transportation (JPACT) are responsible for developing the Metropolitan Transportation Improvement Program (MTIP) in cooperation with the Oregon State Department of Transportation and transit service providers TriMet and SMART. The MTIP coordinates the prioritization of projects from the Regional Transportation Plan to receive federal funding. Coordination is important as the individual federal funding programs are administered by different agencies (ODOT, Metro, TriMet or SMART) that generally provide the function or service associated with the individual funding program purpose.

The 2010-13 MTIP process is beginning with the development of a policy report to define the objectives of the prioritization process. This will be followed by processes to evaluate projects in the regional transportation plan for potential funding, a public review and comment period, and selection of projects to include in the MTIP.

Development of the policy report will begin with surveying of decision makers and community stakeholders for their opinions on policy issues. Based on survey input, staff will draft a proposed policy report for consideration and adoption by JPACT and the Metro Council.

The purpose of this work session will be to provide the opportunity for Council direction to staff on framing the development of the policy report for the 2010-13 MTIP, within the context of federal regulations.

OPTIONS AVAILABLE

The attached survey and supporting materials will be the primary method to obtain policy direction input from decision makers and stakeholders, leading to the development of the policy report. Options for direction include:

• providing input on the process of developing the policy report,

• identifying additional policy issues and questions for consideration

IMPLICATIONS AND SUGGESTIONS

Development of the policy report for the 2010-13 MTIP will be adopted by JPACT and the Metro Council and will provide direction for selection of projects to receive federal transportation funds.

QUESTION(S) PRESENTED FOR CONSIDERATION

Identify the policy issues from attached survey response summary that should be the focus of policy deliberations during the policy adoption process.

Are there additional policy issues not identified in the survey response summary that should be considered or clarified?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION <u>X</u> Yes __ No
DRAFT IS ATTACHED ___Yes <u>X</u> No

SCHEDULE FOR WORK SESSION

Department Director/Head Approval _____
Chief Operating Officer Approval _____

METRO

2009 Regional Flexible Fund 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 TriMet 2009 TIP

February 4   First results from survey returned

February 5   Prep JPACT discussion of Policy Update

February 6   MTAC discussion of Policy Update
- *Materials*: Calendar, funding summary, top line (carry in)
- No mailing

February 11   Metro Planning Managers discussion of staff recommendation Program process and policy objectives
- *Materials*: Calendar, funding summary, Policy issues discussion memo
- No mailing

February 12   Council work session discussion of Program process and policy objectives
- *Materials*: Council work session sheet, calendar, funding summary, top line (due 1 week before), Policy issues discussion memo (carry in).
- *Mailing/submittal deadline*: February 6th, 10:00 AM (electronic format)

DRAFT

February 13 MPAC discussion of Policy Update
- *Materials*: MPAC form, calendar, top line, funding summary, policy issues discussion memo
- *Mailing/submittal deadline*: Wednesday, February 6th (possible supplemental) to Kim Bardes

February 14 JPACT discussion of Policy Update
- *Materials*: MPAC form, calendar, top line, policy issues discussion memo
- *Mailing/submittal deadline*: Noon, Thursday February 7th -To Kelsey Newell

February 20 MTAC recommendation on Policy Update
- *Materials*: Draft policy report, draft resolution and staff report
- *Mailing/submittal deadline*: February 13th – To Paulette Copperstone

February 22 TPAC recommendation on Policy Update
- *Materials*: Draft policy report, draft resolution and staff report, errata sheet from MTAC
- *Mailing/submittal deadline*: Noon, Thursday February 14th – To Kelsey Newell

March 12 MPAC recommend Program policy objectives
- *Materials*: TPAC recommended policy report, draft resolution and staff report, Possible errata sheet from MTAC
- *Mailing/submittal deadline*: Wednesday, March 5th

March 13 JPACT adopt Program policy objectives
- *Materials*: TPAC recommended policy report, draft resolution and staff report, Possible MPAC errata sheet
- *Mailing/submittal deadline*: Noon, Thursday March 6th

March 20 Metro Council adopt Program policy objectives
- *Materials*: JPACT recommended policy report, possible MPAC errata sheet, draft resolution and staff report
- *Mailing/submittal deadline*: Thursday March 6th
- *"A" version will be necessary – submitting JPACT recommendation 3-14-08*

April "Pre-app" materials available
- Brief Coordinating Committees
- Materials online
- Notification email

April 30 Draft list of projects from jurisdictions due to Metro

May Review lists, comment on projects that have outstanding issues

May 12   Metro Planning Managers discussion of potential Metro applications for regional flexible funding

June 12   JPACT discussion of 2009 TriMet Transit Investment Plan

June 20   Council work session review of Metro TIP applications
- *Materials:* List of Metro projects
- *Mailing/submittal deadline:* Friday, June 13th, 10:00 AM (electronic format)

June 29   Metro Council approval of Metro TIP applications

June 30/July 15   Final applications due to Metro

July/Aug   TriMet Board adoption of 2009 Transit Investment Plan

Mid August   Technical evaluation of projects completed

August 14   MTIP Subcommittee review and comment on draft Transportation Priorities technical scores.

August 25   TPAC review of draft Metro Staff recommended Preliminary Recommendation.

September 8   JPACT review of draft Metro Staff recommended Preliminary Recommendation.

September 29 TPAC action on Preliminary Recommendation

October 7   Metro Council work session on release of Preliminary Recommendation.

October 9   JPACT action on release of Preliminary Recommendation

October 13 – December 1   Public comment period, listening posts on RFF Preliminary Recommendation and Draft ODOT STIP (including 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

December 11   JPACT: receive Executive Summary of Public Comment report, discuss
                   policy issues for Final Recommendation

2009

January 15   JPACT action on policy direction to staff on narrowing to the Final
                   Recommendation

January 26   TPAC discussion on Final Recommendation

February 2   TPAC action on Final Recommendation (Special meeting)

February 13   Public hearing on draft Final Recommendation (Joint JPACT/Metro
                   Council)

March 12   JPACT action on Final Recommendation pending air quality analysis

March 12   Metro Council action on Final Recommendation pending air quality
                   analysis

March 30   Transit element of MTIP review at TPAC

April 12   Transit element of MTIP action at JPACT

April - June   Programming of funds. Air quality conformity analysis

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 air quality conformity and STIP from USDOT

October   Obligation of FFY 2010 funding begins

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**	
	• Interstate Maintenance	• Preservation (resurfacing) of the interstate highway system
	• Surface Transportation Program	• Highway preservation (resurfacing)
		• Operations (signs, signals, traffic management
		• Highway modernization (widening)
	• Bridge funds	• Building and maintaining state bridges
	• Safety funds	• Crash reduction and highway safety
	• High-Priority Projects (Congressional earmarks)	• Special projects; highway modernization (widening)
	• Transportation enhancements	• Highway appearance/function; historic preservation
TriMet/SMART	**Federal Transit Administration**	
	• New Starts/Small Starts	• New passenger rail or bus rapid transit
	• Transit Formula Funds	• Urban transit support
	• Rail and bus maintenance	• Refurbishing existing passenger rail systems and bus fleets
	• Special needs grants	• Transit services for elderly, disabled and low-income people
Metro	**FHWA Trust Fund**	
	• Congestion Mitigation/Air Quality	• Projects that improve air quality
	• Surface Transportation Program	• 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.
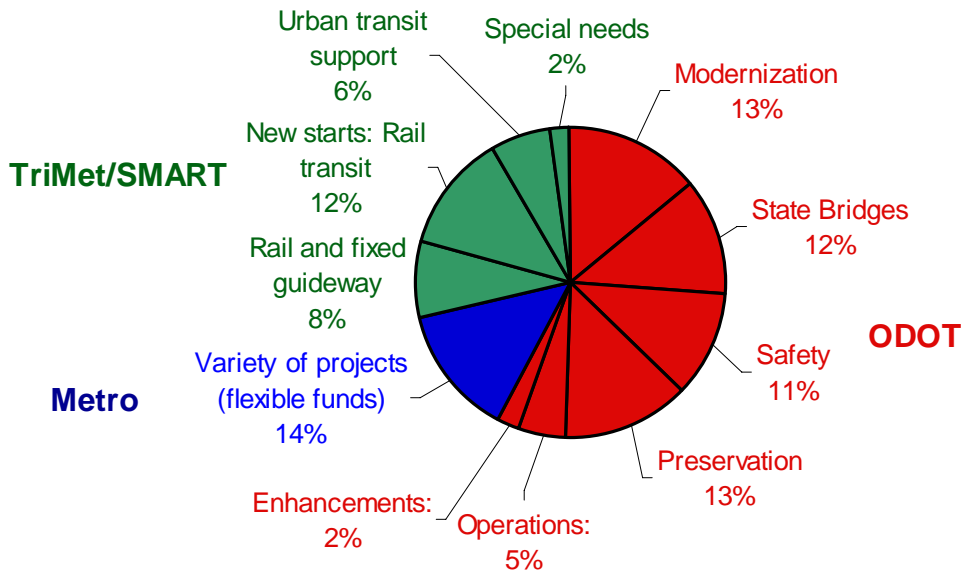
NOTE: The Metro region covers urban portions of Clackamas, Multnomah and Washington Counties. ODOT Region 1 covers those three counties plus Columbia and Hood River. ODOT funding does not include federal earmarks, Connect Oregon, OTIA, FTA-administered, or local government funding. The ODOT enhancement portion reflects a statewide total.

M E T R O

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	11

[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.*

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	11	No	111

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	11

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.*

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	11	No	1111

[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*

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	11	No	1

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	11

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.*

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	111
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	111
Intercity public transportation/inter-modal connections	1
Reliable movement of freight and goods	111
Access to industrial areas	1
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	1111
Reduction in vehicle miles traveled per capita	11
Access to all modes of transportation for underserved populations	111

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	1111
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	1111
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	11
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	11

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	111

RTP Goal 9: Ensure Fiscal Stewardship

Investments and strategies for cost-effective maintenance or preservation of existing transportation facilities and services	11
Investments that achieve multiple goals and objectives	1111
Investments that leverage other sources of funding	11

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*

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	1111	No	1

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.*

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	11111	No	

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	1

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.*

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	1

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.*

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

Yes	1		No	11

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)

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	1111		No	1

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."*

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	1111	No	1

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?

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	1

[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 proce*ss

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

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

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.*