Metro | Agenda

M	Meeting: Date:		Joint Policy Advisory Committee on Transportation (JPACT)		
Da			Thursday, February 10, 2011		
Ti	me:		7:30 to 9 a.m.		
Pla	ace:		Metro Regional Center, Council Chambers		
7:30 A	M 1	1.	CALL TO ORDER & DECLARATION OF A QUORUM	Carlotta Collette, Chair	
7:32 Al	M 2	2.	INTRODUCTIONS	Carlotta Collette, Chair	
7:35 Al	м З	3.	CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS	Carlotta Collette, Chair	
7:40 A	M 4	1.	 COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS * JPACT Washington, DC Trip Update * Opt in Public Opinion Research Panel # April 1 Joint MPAC/JPACT Retreat # Patrick Condon to Visit Metro Brown Bag 		
7:45 Al	M 5	5.	** Consideration of the JPACT Minutes for January 13, 2011		
7:50 Al	M 6	5.	* Oregon Freight Plan Briefing and JPACT Comment – INFORMATION	Barbara Fraser, ODOT Deborah Redman	
8:15 A	M 7	7.	* Review of 2014-15 Regional Flexible Fund Step 1 Programs - INFORMATION	Megan Gibb Chris Yake	
			 Transit Oriented Development (<i>Feb. 10</i>) Transportation System Management and Operations (TSMO) and Regional Travel Options (RTO) (<i>March 10</i>) 		
8:30 A)	M 8	3.	 * 2014-15 Regional Flexible Fund Allocation - <u>ACTION</u> <u>REQUESTED</u> • Resolution No. 11-4231, For the Purpose of Adopting the Recommendations of the Regional Flexible Fund Task Force. • Resolution No. 11-4232, For the Purpose of Endorsing Procedures for the Allocation of 2014-15 Regional Flexible Funds to Individual Projects. 	Ted Leybold Amy Rose	
9 AM	Ç	Э.	ADJOURN	Carlotta Collette, Chair	

<u>Upcoming JPACT meetings</u>:

• JPACT DC Trip Prep meeting scheduled for Tuesday, March 1, 2011 at 5 p.m. at Metro, Rm. 370A/B.

• Regular JPACT meeting scheduled for Thursday, March 3, 2011 from 7:30 to 9 a.m. at Metro, Council Chambers.

• Annual JPACT Washington, DC Trip scheduled for March 9-10, 2011.

* Material available electronically.

** Materials will be distributed at prior to the meeting.

Materials will be distributed at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: <u>kelsey.newell@oregonmetro.gov</u>. To check on closure or cancellations during inclement weather please call 503-797-1700#.

2011 JPACT Work Program 2/3/11

 January 13, 2011 - Regular Meeting Global Warming Commission 2020 Roadmap – Information/Discussion FY12 Federal and State Appropriations and Authorization – Action 	 February 10, 2011 - Regular Meeting ODOT Statewide Freight Plan presentation – Information (Barbara Fraser ODOT to present) Opt-in Internet – Information RFFA Task Force Strategy Recommendation – Briefing and Direction Region wide Flexible Funds (Step 1) Review: Transit Oriented Development (TOD) – Information
 March 3. 2011 - Regular Meeting Climate Smart Communities Scenarios – Discussion on Scenario Development Approach, Policy Toolbox and Evaluation Framework Oregon Sustainable Transportation Initiative (OSTI) – Discussion on setting targets for the Metro region and the State Greenhouse Gas Rulemaking process Region wide Flexible Funds (Step 1) Review: Transportation System Management & Operations (TSMO) and Regional Transit Options (RTO) Congestion Pricing Pilot Study – Information Tuesday, March 1, 5 p.m.: DC Trip Prep Meeting March 9-10: Annual JPACT Washington, DC Trip 	 April 14. 2011 - Regular Meeting 2011 - 2012 UPWP and Annual MPO Self-Certification - Action Climate Smart Communities Scenarios Evaluation - Discussion Making the Greatest Place - Discussion
 May 12. 2011 - Regular Meeting Climate Smart Communities Scenarios Evaluation – Action Oregon Climate Adaptation Framework – Information/Discussion 	 June 9. 2011 - Regular Meeting Lake Oswego to Portland Transit Project Locally Preferred Alternative (LPA) Briefing – Information HCT System Expansion Policy Guidance – Action
 July 14. 2011 - Regular Meeting Release of Draft Recommendation of RFFA for Public Comment Lake Oswego to Portland Transit Project Locally Preferred Alternative (LPA) - Action July/August: Public Comment Period for RFFA 	August 11, 2011 – Regular Meeting

 September 8, 2011 – Regular Meeting 2014-15 Regional Flexible Fund Allocation – Action Hold: Joint JPACT/MPAC Meeting Climate Smart Communities Scenarios Results and Preliminary Recommendations 	October 13, 2011 – Regular Meeting
 November 10, 2011 – Regular Meeting Climate Smart Communities Scenarios Findings and Recommendations to be Submitted to 2012 Legislature – Discussion 	 December 8, 2011 - Regular Meeting Climate Smart Communities Scenarios Findings and Recommendations to be Submitted to 2012 Legislature - Action 2012-15 MTIP/STIP Approval and Air Quality Conformity - Action

Parking Lot:

- Update and discussion on Electric Vehicles and ETEC charging station project
- Discussion of subcommittees for JPACT equity, economy and climate change response
- RTP amendment for CRC.
- CRC LUFO.
- Regional Indicators briefing in mid 2011.



For Immediate Release: February 1, 2011

Committee Announces Earmark Moratorium

WASHINGTON, DC - Senate Appropriations Committee Chairman Daniel K. Inouye, (D-HI) today announced that the Committee will implement a moratorium on earmarks for the current session of Congress. This amounts to a 2 year moratorium, as it will apply to both the FY 2011 and FY 2012 bills.

Chairman Inouye's Statement is Below:

"I continue to support the Constitutional right of members of Congress to direct investments to their states and districts under the fiscally responsible and transparent earmarking process that we have established.

"However, the handwriting is clearly on the wall. The President has stated unequivocally that he will veto any legislation containing earmarks, and the House will not pass any bills that contain them. Given the reality before us, it makes no sense to accept earmark requests that have no chance of being enacted into law.

"The Appropriations Committee will thoroughly review its earmark policy to ensure that every member has a precise definition of what constitutes an earmark. To that end, we will send each member a letter with the interpretation of Rule XLIV (44) that will be used by the Committee. If any member submits a request that is an earmark as defined by that rule, we will respectfully return the request.

"Next year, when the consequences of this decision are fully understood by the members of this body, we will most certainly revisit this issue and explore ways to improve the earmarking process. At the appropriate time, I will once again urge the Senate to consider a transparent and fair earmark process that protects our rights as legislators to answer the petitions of our constituents, regardless of what the President or some Federal bureaucrat thinks is right."

Committee on Appropriations · Room S 128, The Capitol, Washington, DC 20510 Telephone 202-224-7363



Introduction to the Opt In online panel

In January 2011, Metro launched Opt In, an online research panel that will gather public opinion from residents of the Portland-Vancouver metropolitan area. The goal of the new panel is to create a timely, cost-effective way for the region's residents to provide input into decisions affecting them and their communities. Panelists will be asked to participate in one or two short online surveys each month. For more information, visit www.oregonmetro.gov/connect or www.optinpanel.org.

Metro is creating the Internet panel with several prominent community partners: United Way of the Columbia-Willamette, Northwest Health Foundation, and Portland State University's College of Urban and Public Affairs. Working with other organizations dedicated to improving health, well-being and quality of life in the region helps Metro broaden its outreach and create a panel that better represents the region's diverse communities and residents. The panel is hosted by Davis, Hibbitts & Midghall (DHM), a Portland-based consulting firm with extensive experience in opinion research related to public policy.

Metro's Opt In panel is part of a larger strategy aimed at creating and sustaining online engagement with more of the region's residents. The tools on the "Connect with Metro" section of Metro's website provide ways to learn more and engage with Metro through newsfeeds, online calendars, Metro GreenScene and social media platforms such as Twitter and Facebook. These interactive tools in turn help Metro learn what is working and what could be improved.

For more information, visit the "Connect with Metro" page: <u>www.oregonmetro.gov/connect</u>.





Fast facts about the Opt In public opinion research panel

Opt In is a new way to let decision-makers know what is important to you. Launched by Metro regional government and several community partners in January 2011, Opt In is an online research panel that gathers public opinion from residents of the Portland-Vancouver metropolitan area. The goal of the new panel is to create an easy, cost-effective way for you to provide input into decisions affecting you and your communities.

Opt In helps Metro make the right choices. Making a great place to live with good jobs and healthy communities takes the involvement of lots of different people with a variety of viewpoints. Residents of the region need to weigh in on issues that make a difference — issues such as schools, housing, sustainability, parks, community centers and clean drinking water.

Opt In brings together respected partners working for the good of the community. Metro created Opt In with three prominent community partners: United Way of the Columbia-Willamette, Northwest Health Foundation, and Portland State University's College of Urban and Public Affairs. Working with other organizations dedicated to improving health, well-being and quality of life in the region helps Metro broaden its outreach and create a panel that is more representative of the region's diverse communities and residents.

Opt In makes the most of limited resources. Metro's innovative online research panel uses an effective private-sector tool to make government more efficient. The panel is hosted by Davis, Hibbitts & Midghall (DHM), a Portland-based consulting firm with extensive experience in opinion research related to public policy. Creating a large, diverse research panel allows Metro and its partners to get broad-based public input faster and cheaper.

Participating in Opt In is quick, easy, confidential – and rewarding. Panelists will be asked to participate in one or two short online surveys each month. All personal and demographic information that panel participants submit will remain confidential; Metro and its partners will receive only aggregate reports of participants' survey responses. That means private information stays private—you share only what you want. Let Metro know what's important to you, on your time and on your terms. Join the panel now and be entered in a monthly drawing for \$100 Powell's gift certificates and other prizes.

Opt In now. Weigh in for the future.

For more information, visit <u>www.oregonmetro.gov/connect</u>.





Sample Opt In invitation email

Below is a sample Opt In invitation email for your contacts. Please feel free to personalize this invitation in whatever way is appropriate.

The link below will create a nearly complete email invitation to Opt In—just fill in your contacts' email addresses and hit Send:

Invite my contacts to Opt In

Thanks for helping build a powerful online participation tool for the residents of the region!

Subject: Invitation to join Metro's Opt In online panel

I'd like to invite you to make your voice count on issues affecting the nature of our region by joining Opt In, Metro's new online opinion panel. Your views will help guide the priorities and decisions that make this region a great place to live.

Participating is quick, easy and confidential -- and when you join now, you'll be entered to win a \$100 Powell's gift card or other prizes.

Learn more and sign up at www.oregonmetro.gov/connect





Annual Report July 2009 – June 2010





www.oregonmetro.gov

Transit-Oriented Development Program

The year in review

In a year when private development activity was at a virtual standstill, real estate values were falling and construction financing was unavailable, the Transit-Oriented Development Program continued to build and fund projects, providing a much needed stimulus to the regional economy. TOD projects completed or under construction in the fiscal year 2009-10 leveraged \$42 million in development investments in eight urban centers around the Portland metropolitan area.

The successful completion and opening of four new TOD projects over the past year has helped create more vibrant, walkable communities by adding 225 new residential units and 48,700 square feet of retail, restaurant and community space. Construction is currently underway on 48 apartments for income-restricted seniors and a new light rail station connecting a neighborhood to transit and other regional centers. Funding was approved for two new projects: dormitory housing for 900 students attending Portland State University and 90 workforce housing units in a mixed-use development on the edge of Northwest Portland's industrial area.

The TOD program continues to seek new development partners and work closely with developers of approved TOD projects that were impacted by the collapse of financial markets in 2008. Two projects were formally canceled after the developers withdrew. In this economic climate, substantial public or institutional investment has been essential to move projects forward. In response, the TOD program is partnering more often with other public and non-profit agencies to meet the financing needs for new projects.

A TOD program strategic plan is currently being prepared to guide the cost-effective allocation of limited TOD funding. Existing conditions and development economics are being evaluated to develop a system-wide TOD station and corridor typology. This will clarify the types of investments that can most effectively help realize each jurisdiction's local aspirations for these areas. It is anticipated the TOD strategic plan will be completed in fall 2010.

FY 2009-2010

Gresham

Projects opened Construction starts 3rd Central The Knoll Gresham Tigard Northwest Civic bside 6 **Drive MAX station** Portland Gresham **Russellville Park** 3rd Central retail Portland Gresham **Town Center Station** Clackamas County **Projects approved** Pettygrove Land acquisitions TriMet right of way

Portland



Portland College Station

Program accomplishments

2007

2009

2010

Nexus

The Beranger

The Watershed

The Rocket

3rd Central

Patton Park

bside 6

Projects completed

2000 Buckman Terrace

Center Commons

2001

Central Point

2002

Russellville Park I and II Villa Capri West

2005

The Merrick

2006

North Flint North Main Village The Crossings

Results 543,000 trips

Transit-oriented development increases transit use by creating places for people to live and work within walking distance of high quality transit. Each year, over half a million more travel trips are made by transit, rather than by car, as a result of projects built with TOD program funding.

2,091 units

TOD projects increase housing choice and affordability by attracting compact residential development near transit and walkable urban centers. The 2,100 housing units constructed to date serve a diverse range of households: 531 units are restricted for households earning up to 60 percent of the area median family income; and 703 of the market rate units are affordable to households earning up to 80 percent of the area median family income.

247,543 square feet

Well-designed, mixed-use buildings with retail, restaurants and offices contribute to placemaking by generating more pedestrian activity, strengthening the customer base, and introducing amenities for urban living. Mixed-use TOD projects completed to date include 106,806 square feet of retail and 140,737 square feet of office space.

\$312,778,391 leveraged

Metro's TOD program stimulates private and public investment by helping to offset the higher costs of compact development. The 20 TOD projects completed to date have leveraged more than \$300 million in total development activity.

Pacific University **Broadway Vantage** Russellville Park III The Nexus Town Center Station Hillsboro Main Street ● Villa Capri West **Pacific University** Westgate Beaverton Round Plaza

The Watershed

Patton Park

North Flint

bside 6

The Merrick

322 acres protected

TOD projects completed to date required a total of only 44 acres. If developed conventionally, they would have used 366 acres. Compact development helps preserve farms and forestland.



North Main Village Milwaukie Town Center

1998-2010





Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.



"I chose 3rd Central Apartments after living in a home with a yard for 30 years. The proximity of everything I need within walking distance of my front door makes this feel like a safe and livable neighborhood."

John Jones, resident 3rd Central Apartments, Gresham



"From when the Town Center Station project broke ground in the summer of 2009 to its completion, I estimate more than 300 subcontractors and suppliers were used, with 50 percent of those hired from the Portland area."

Curt Meili Co-owner, Meili Construction Company



"Now is the time to be focusing on projects that capitalize on the transit investments we have all made as taxpayers. More than ever, we need innovative and cost effective space where businesses and people can thrive."

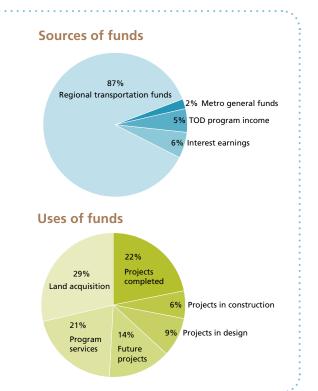
Corey V. Martin Owner, PATH Architecture Inc.

Recent research finds that in comparison to typical suburban development, compact suburban development reduces vehicle miles traveled by 20 percent and urban development reduces VMT by up to 60 percent. As the amount and quality of compact development increases, the reduction in VMT accelerates, resulting in a permanent reduction in greenhouse gas emissions.

Land Use and Driving: The role compact development can play in reducing greenhouse gas emissions Urban Land Institute, 2010

Program financing

Over the twelve years since the TOD program's inception in 1998, program financing has totaled \$29.2 million cumulatively. Regional partners have allocated federal transportation funds to support the TOD program as part of the Metropolitan Transportation Improvement Program planning process. MTIP funds, currently \$2.9 million annually, are then exchanged to provide local funding for project investments and program operations. Historically, other funding sources have included direct federal transportation grants, income from property transactions, interest earnings and Metro general funds.



For more information, call 503-797-1757 or visit www.oregonmetro.gov/tod

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DRAFT OREGON FREIGHT PLAN

EXECUTIVE SUMMARY

THE OREGON DEPARTMENT OF TRANSPORTATION

For more information, visit the Oregon Transportation Plan website at: http://www.oregon.gov/ODOT/TD/FREIGHT/FREIGHT_PLAN.shtml

or contact: The ODOT Freight Mobility Unit

Phone: (503) 986-3520

Oregon Department of Transportation Planning Section 555 13th Street NE, Suite 2 Salem, OR 97301-4178

FREIGHT MOVES THE OREGON ECONOMY

Preserving and enhancing the efficiency of Oregon's freight system is essential to supporting economic development and the quality of life in Oregon. Whether it is carrying goods from Oregon manufacturers, farmers, and other producers to markets, or delivering goods to homes and stores, the movement of freight supports the daily functioning of the state's businesses and residents.

In 2008, manufacturing, agriculture, construction and retail trade provided 700,000 jobs and generated \$29 billion of personal income. Transportation and warehousing accounted for another 70,000 jobs and \$3.2 billion of personal income.

The Oregon Office of Economic Analysis estimates that Oregon is the ninth most trade-dependent state in the nation. The ranking illustrates the importance of export-oriented sectors, such as computer and electronics manufacturing, logistics and distribution, and processed foods to the Oregon economy.

The purpose of the Oregon Freight Plan (OFP) is to improve freight connections to local, state, regional, national and global markets in order to increase trade-related jobs and income for Oregon workers and businesses.

The Oregon Freight Plan provides a roadmap for the Oregon Department of Transportation (ODOT), other state and local agencies, and the private sector to work together to preserve and enhance the state's freight system.

Implementation of the OFP will ensure a future freight system that supports diverse industrial sectors, including both traditional resource-based industries (like agriculture and forestry) and the modern high-tech sectors.

With careful planning and funding, the state can build and maintain a freight transportation system that ensures the safety of its users, connects businesses with global markets, and provides steady employment.



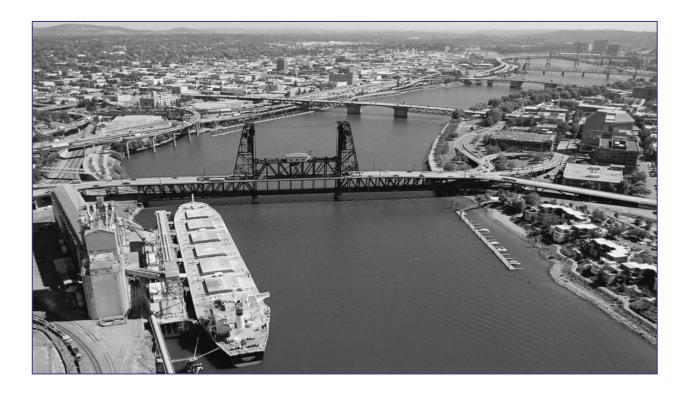
The Oregon Transportation Plan is available online at: http://www.oregon.gov/ODOT/ TD/TP/ortransplanupdate.shtml

The OFP is a multimodal topic plan as required by the 2006 *Oregon Transportation Plan* (OTP). The OTP Vision defines the kind of transportation future we want to build and protect the outcomes we want to achieve. As an element of the OTP, the OFP will implement the OTP vision.

The OTP includes a general discussion of freight in its identification of goals, policies and strategies for the state's multimodal transportation system and calls for the development of strategies and actions to implement the freight goals and policies of the OTP. The OFP focuses more specifically on the economic benefits that a strong freight transportation system will support.

OFP Vision

By 2035, Oregon benefits from a reliable, multimodal freight transportation system that supports its quality of life. This multimodal freight transportation system supports a healthy economy by safely and efficiently moving goods within Oregon, regionally, nationally and internationally. The quality, dependability and efficiency of Oregon's multimodal freight transportation system encourages businesses to relocate and remain in Oregon, providing jobs in a diverse set of industries.



PURPOSE

A Freight Plan Steering Committee made up of freight industry and public sector stakeholders guided the development of the *Oregon Freight Plan*. The committee developed the following purpose statement to help focus the OFP vision:

The purpose of the Oregon Freight Plan is to improve freight connections to local, state, regional, national and global markets in order to increase trade-related jobs and income for Oregon workers and businesses.

To achieve the state's freight planning goals, the *Oregon Freight Plan*:

- Supports identifying, prioritizing and facilitating investments in Oregon's highway, rail, marine, air and pipeline transport infrastructure to further a safe, seamless multimodal and interconnected freight system;
- Identifies institutional and organizational barriers to an efficient and effective freight transportation system in Oregon, and develops strategies for addressing issues associated with overcoming these barriers; and
- ♦ Adopt strategies for implementation of OTP goals and policies related to the development of the freight system.



Technical papers on freight are available online at:

www.oregon.gov/ODOT/TD/ FREIGHT/FREIGHT_PLAN.shtml

WRITING THE PLAN

Representatives from diverse groups, including the Oregon Transportation Commission (OTC); the freight transportation industry, land use and environmental agencies; regional and local governments; and other stakeholder groups, worked with ODOT planners to develop the draft Oregon Freight Plan.

The OFP is supported by a series of topical technical papers produced during 2009 and 2010.

Using the background technical papers, the OFP:

- Describes the economic structure of the state's industries, and the infrastructure that supports these industries;
- Analyzes impacts of potential changes in freight movement, and the economy;
- Discusses possible implications of climate change on freight movements;
- Presents options for financing the state freight system; and
- Presents strategies for ensuring an efficient and sustainable freight transportation system.



FREIGHT TRANSPORTATION DEMAND AND NEEDS OF OREGON INDUSTRIES

From the many important industries in Oregon, the Oregon Freight Plan selects eight industry classes as significantly freight-dependent.

The movement of goods by these industries contributes significantly to the Oregon economy.

The shipping needs of these industries explain the types of goods forecasted to move through the Oregon freight system.

Analysis indicates that anticipated future freight demand in Oregon includes the following:

- The value of freight movements shows a steeper increase than tonnage as the economy continues its shift to higher value products.
- Trucking will continue to be the dominant choice for freight transport reflecting the shift towards higher value products, greater time sensitivity in product movements, and the ability of trucks to reach all parts of the state.
- Rail demand from growth in consumer goods shipped by long haul intermodal and bulk commodity shipments through the state's seaports may create capacity issues.
- Substantial increase in air freight is expected and will require improved access to major cargo airports.

Eight Representative Freight Dependent Industry Groups:

Computer and electronics manufacturing

Wholesale trade, footwear, apparel and recreation products

Metals manufacturing;

Machinery manufacturing;

Food manufacturing

Transportation equipment manufacturing

Agriculture, forestry, and fishing

Wood and paper manufacturing

Shipper – A person or company that prepares goods for shipment, by packaging, labeling, and arranging for transit, or who coordinates the transport of goods.

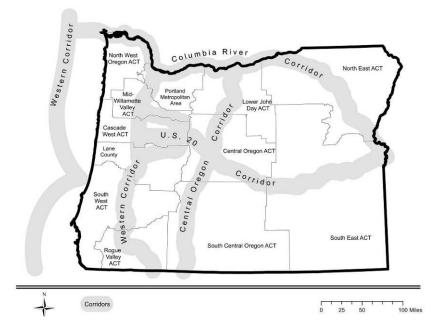
SHIPPER NEEDS

A survey of shippers and carriers identified several areas of concern:

- Highway congestion on major freight corridors, particularly within the Portland area, and on major connector routes to airports, seaports, and freight terminals, affects many Oregon industries, adding costs and uncertainty to shipments.
- Growing rail congestion on mainlines and at terminals and declining shortline services could limit the ability of the state to fully realize the potential of its rail system.
- Road and bridge size and weight restrictions make it critical to ensure that there is connectivity and redundancy in corridors that experience relatively high volumes of permitted truck loads. Lack of highway system redundancy in certain major freight corridors makes the state's freight system vulnerable to disruptions.
- Lack of rural highway infrastructure or motor carrier services to support rural shippers remains a critical issue in certain parts of the state where natural resource-based shipments occur.
- Lack of designated truck routes and maintenance of truck routes, particularly off the state highway system, can create gaps in the freight system and limit access via "last mile" connections to major freight terminals.
- Increased demand for urban and waterfront industrial land supply to support freight-dependent industries, such as wood and paper manufacturing, may conflict with residential and commercial developments in the same real estate markets. A focused effort to protect industrial land throughout the state is important to maintain Oregon industry competitiveness and viability.



THE FREIGHT SYSTEMS



Freight mobility in Oregon is provided by a multimodal network that includes highways, local roads, rail, air, marine and pipeline operations.

To ensure a long-term competitive advantage for Oregon freight-dependent industries, the OFP identifies a strategic network of multimodal freight corridors.

This system focuses on the strategic routes and modes used by the important freight-dependent industries to support their supply and distribution chains.

The OFP defines multimodal corridors that include these strategic routes based on the value and tonnage of freight carried and connections to centers of economic activity.

The Oregon transportation system includes the following infrastructure:

7,441 miles of state highways

4,664 miles of other state roads

26,861 miles of county roads

10,011 miles of city roads

38,666 miles of other government-owned roads

2,086 miles of privately-owned route miles of rail track

314 miles of publicly-owned rail track

18 Rail yards operated by large national railroads

5 deep-draft marine ports

4 shallow-draft marine ports

Numerous private marine terminals

31 airports identified by the Oregon Department of Aviation as Class I, II, or III

9 pipelines to move petroleum and natural gas

Strategies

To help address the identified issues, the OFP includes strategies that ODOT and other governmental agencies and jurisdictions can implement to help realize the state's freight transportation goals. These strategies would do the following:

Define a strategic freight system and establish a process for updating the definition of the system.

Describe how the strategic system should be preserved.

Periodically revisit existing processes and criteria for determining critical investment needs for the freight system.

Describe how ODOT can work with partner agencies to ensure a coordinated approach to freight transportation planning.

Establish procedures to ensure the system operates efficiently.

Identify actions that can be taken to coordinate land use and freight transportation planning decisions.

Describe how regulatory programs can be coordinated with freight transportation needs.

Describe approaches to addressing long-term funding needs for the freight transportation system.

ISSUES

Analysis and outreach efforts supporting the development of the *Oregon Freight Plan* have identified several issues that need to be addressed to ensure that Oregon has an efficient and sustainable freight transportation system that continues to support economic growth. These issues are summarized below.

- Issue 1. A clearly defined, multimodal strategic freight system is essential in order to focus the limited available funding on freight system improvements, maintenance, and protection on the freight corridors that play the most critical role in supporting the state's economy.
- Issue 2. Capacity constraints, congestion, unreliability, and design deficiencies in key highway, rail, air, pipeline and marine freight corridors cause inefficiencies in statewide freight movement.
- Issue 3. Congestion and unreliable travel time on roads to access major intermodal facilities can cause disruptions to freight movement and industry supply chains.
- Issue 4. The multistate nature of some freight movements means that Oregon should partner with neighboring state agencies to enhance the efficiency, reliability, and safety of long-haul freight corridors.
- Issue 5. the shipping of larger loads throughout the entire state can cause connectivity issues to key businesses and freight generating activities.
- Issue 6. Industrial land supply for freight-dependent land uses may be insufficient to meet future demand. Lack of necessary land use protections may threaten the viability of freight transportation systems.
- Issue 7. Freight emissions include pollutants such as greenhouse gases and particulate matter that contribute to climate change and health risk concerns.

- Issue 8. Federal National Environmental Policy Act review procedures and permitting requirements may lengthen project development and implementation cycles for major freight projects.
- Issue 9. New and emerging safety, security, and environmental regulations, though beneficial, can be confusing to shippers and carriers and expensive to implement.
- Issue 10. The freight system in Oregon lacks redundancy in several key locations. This leaves it vulnerable to disruptions that threaten freight system continuity, especially during emergencies.
- Issue 11. Lack of a sustained source of statewide freight funding decreases the ability of the public sector to plan for long- and medium-term freight needs in a comprehensive manner.
- Issue 12. Limited availability of state transportation funds means that use of existing sources of funding must be effectively optimized.
- Issue 13. The lack of a continuous federal freight funding source makes it challenging for Oregon to implement the ongoing planning and programming of freight projects. Those projects that are of regional or national significance should be eligible for some form of federal participation and funding.
- Issue 14. The economic benefits of reliable freight movement are not always understood, resulting in further challenges in the freight movement conversation (or something like that).



OTP Key Initiatives

Maintain the existing transportation system to maximize the value of the assets. If funds are not available to maintain the system, develop a triage method for investing available funds.

Optimize system capacity and safety through information technology and other methods.

Integrate transportation, land use, economic development and the environment.

Integrate the transportation system across jurisdictions, ownerships and modes.

Create a sustainable funding plan for Oregon transportation.

Invest strategically in capacity enhancements.

PLAN IMPLEMENTATION

Oregon Transportation Plan Key Initiatives

The OTP identifies a set of key initiatives that provide implementation guidance for the OTP and the modal and topic plans.

These key initiatives include directions related to system optimization; integration of transportation modes; integration of transportation, land use, the environment and the economy; and making strategic investments using a sustainable funding structure.

The purpose of the key initiatives is to frame plan implementation, along with updating the Oregon Highway Plan, Oregon Rail Plan and other modal/topic plans. Implementation of the OFP will be consistent with all OTP key initiatives and advance several of them.

Coordination

Implementation will require involvement and coordination among a variety of ODOT business units as well as with other state agencies such as the Department of Aviation, Business Development Department, Department of Land Conservation and Development, and various resource and other agencies, including the Federal Highway Administration and other federal agencies.

Planning

Oregon's statutes and administrative rules promote planning consistency among state, regional and local governments.

The Transportation Planning Rule (TPR) requires state, regional and local governments to address goods movement issues in the development of transportation system plans. The TPR also requires regional and local government transportation system plans to be consistent with Oregon's Transportation System Plan (TSP). Since the OFP is part of the state's TSP, its strategies will provide guidance to regional and local freight planning and system management.

The OFP supports several elements of planning and system management including the following:

- State transportation facility plans, such as specific area plans, interchange area management plans, expressway management plans and corridor plans;
- Regional and local transportation system plans developed through MPO, city or county processes;
- Plans developed by ports or special districts; and
- System management by ODOT, other state agencies, MPOs, cities and counties that may include management of roadway pavement, bridges, safety, operations, maintenance, congestion and public transportation.

Public Involvement

Public involvement will be critical to OFP implementation. It will include seeking input from a variety of community and freight stakeholders, such as the Oregon Freight Advisory Committee, as well as other state, regional and local advisory committees.

Input from various public agencies and freight stakeholders will help guide preparation of a more detailed analysis of the work needed to implement specific OFP strategies and actions.

Completion of the analysis is expected to result in a guidance document identifying short-term priorities, medium-term priorities and long-term priorities, similar to the way these are identified in the OTP Implementation Work Program.



STEPS FOLLOWING PLAN ADOPTION

Some implementation actions can start soon after the OFP is adopted. These include the following:

- Develop an Implementation Plan using the OTP Key Initiatives and Freight Plan purpose statement to provide a framework.
- Continue discussions with stakeholders and the public to update Oregon's transportation finance structure.
- Develop performance measures and analytical tools for plan implementation.
- Develop freight stakeholder input on bottlenecks or choke points on the strategic freight system.
- Communicate the bottlenecks or choke point locations to infrastructure owners and stewards.



FREIGHT PLAN STEERING COMMITTEE

Dave Lohman, OTC Commissioner

Mike Burton, Director - Affiliated Tribes of NW Indians

Scott Cantonwine, President and CEO - Cascade Warehouse

Mike Card, Heavy Haul Manager - Combined Transport

Gary Cardwell, Divisional Vice President - Northwest Containers, Inc.

Peter Kratz, Executive Vice President of Operations - Harry & David's

David Kronsteiner, Port Commission President -International Port of Coos Bay

Susie Lahsene, Manager, Transportation and Land Use Policy - Port of Portland

Robin McArthur, Director of Planning and Development - Metro

Linda Modrell, County Commissioner - Benton County

Mike Montero, Partner - Montero & Associates

Brock A. Nelson, Director of Public Affairs - Union Pacific Railroad

Mike Noonan, President - Oregon Wheat Grower's League

John Porter, President - AAA Oregon-Idaho

Bob Russell, Vice President of Government Affairs - Oregon Trucking Associations

Tom Zelenka, Vice President, Environmental and Public Affairs - Schnitzer Steel Industries, Inc.

FOR ADDITIONAL INFORMATION

The Draft Oregon Freight Plan is currently available for public comment. Comments will be accepted through February 28, 2011.

Please download the plan from:

http://www.oregon.gov/ODOT/TD/FREIGHT/FREIGHT_PLAN.shtml



SEND COMMENTS TO ODOT

Please send comments to the department via email at: <u>OFP@odot.state.or.us</u>

Or mail comments to:

ODOT TDD Planning Section, Freight Mobility Unit 555 13th Street NE, Suite 2, Salem, Oregon 97301-4178

If possible, please include page and line number references to the Draft Freight Plan in your comments.

The Draft Oregon Freight Plan is available in printed form.

For inquiries and/or orders:

Call 503-986-3520 between 8:00 a.m. - 5:00 p.m. or write to the address above requesting a copy.

Please sign up for to receive updates from our listserv. Online at: <u>http://listsmart.osl.state.or.us/mailman/listinfo/oregonfreightplan</u>

NOTES:



🚯 Metro | Memo

Date:	Thursday, February 10, 2011
То:	Joint Policy Advisory Committee on Transportation
From:	Deborah Redman, Principal Planner
Subject:	Proposed comments on Draft Oregon Freight Plan

Attached is a draft letter to the Oregon Department of Transportation (ODOT), containing proposed policy-level comments on the draft Oregon Freight Plan, for consideration by JPACT. Staff is compiling and finalizing technical comments on the public review draft Oregon Freight Plan, which will include comments received from the Regional Freight Technical Advisory Committee. These will be sent separately.

Freight investments in the Metro region are essential to maintain transportation advantages for all area businesses, and especially for the "traded sector" industries that prime the pump for our state and regional economies. JPACT review of this document is important because the Oregon Freight Plan will influence future transportation projects funding decisions and the review of future *Connect*Oregon projects. Further, it will provide direction on how local agencies develop and implement their transportation system plans—for example, in addressing freight envelope/capacity preservation and last mile connections.

Background

The draft Oregon Freight Plan was developed over a two-year period with guidance from representatives of Oregon's freight shippers and carriers, freight system infrastructure owners, land use and environmental agencies, regional and local governments and other stakeholders. The purpose of the plan is to improve freight connections to local, state, regional, national and global markets in order to increase trade-related jobs and income for Oregon workers and businesses. The plan describes the freight transportation demand and needs of Oregon industries, represents current and projected future use of the strategic freight network, identifies barriers to increasing efficiency of the freight system, and offers strategies to address these barriers.

At the February 10, 2011 meeting of JPACT, Barbara Fraser, ODOT Transportation Development Division Administrator, will present an overview of the draft Oregon Freight Plan, as part of its public outreach during the formal comment period, which ends February 28, 2011. The Executive Summary is included in the February 10, 2011 JPACT agenda packet. The Draft Oregon Freight Plan and public meeting schedule can be found at:

http://www.oregon.gov/ODOT/TD/FREIGHT/docs/FreightPlan/DraftORFreightPlan.pdf.

Metro comments on earlier drafts of Oregon Freight Plan

Metro staff and senior management have participated in the development of the draft Oregon Freight Plan via membership on the plan's Policy and Process Working Group, Steering Committee and the Oregon Freight Advisory Committee. As part of this process, Metro provided several rounds of comments to ODOT.

🔊 Metro | Making a great place

D R A F T

February 10, 2011

Barbara Fraser, Transportation Development Division Administrator Oregon Department of Transportation 555 13th Street NE, Suite 2, Salem, Oregon 97301-4178

Dear Barbara:

On behalf o the Joint Policy Advisory Committee on Transportation (JPACT), I want to express appreciation to the Oregon Department of Transportation (ODOT) for its significant accomplishment in completing this Oregon Freight Plan. We agree with many of the issues and strategies you have identified in this framework for implementation. JPACT welcomes the opportunity to work jointly to advance policies, programs and projects that support regional and state business and industry by providing an effective, multimodal freight network.

Metro technical staff is working with the Regional Freight Technical Advisory Committee to compile and forward more detailed technical comments.

Refine the freight vision. As implementation of the plan goes forward, we must work across agencies, jurisdictions and disciplines and broaden the discussions about desired outcomes, and to identify precisely how freight investment supports economic development and other state and regional goals.

Clarify priorities. To target freight investments effectively, JPACT recommends that ODOT continue its research, analysis and validation of trends, assumptions and risks contained in the economic and commodity flow forecasts for the state as they evolve.

Identify short-term implementation actions. Early implementation actions can deliver needed benefits, and are possible even with constrained and uncertain funding sources. Given the importance of the Metro area to the larger economy, bottlenecks and congestion on the multimodal freight network in our area should receive high statewide priority.

Encourage highway design flexibility. Flexibility in design and operations of strategic freight routes that go through cities, towns and neighborhoods can protect both freight mobility and livability

Seek freight funding sufficiency, reliability, flexibility. JPACT underscores the need for increased funding for freight improvements, including federal funding. JPACT supports ODOT's search for a dedicated, long-term funding source for *Connect*Oregon, to ensure reliable planning, development and delivery for multimodal freight projects.

Draft Oregon Freight Plan comments

Collaborate to implement the plan. Finally, since this plan provides a framework for implementation of strategies, a clear process for policy, technical and implementation collaboration among state, regional and local jurisdictions and stakeholders should be identified and funded. This effort to leverage scarce resources across agencies must be interdisciplinary, and should include project development streamlining and coordination to advance priority projects effectively.

We thank you for this opportunity to comment on the draft Oregon Freight Plan.

Sincerely,

Carlotta Collette Chair, Joint Policy Advisory Committee on Transportation

cc: Jason Tell, Director, Manager, ODOT Region 1 Michael Bufalino, Manager, ODOT Freight Mobility Unit

BEFORE THE METRO COUNCIL

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FOR THE PURPOSE OF ADOPTING THE RECOMMENDATIONS OF THE REGIONAL FLEXIBLE FUND TASK FORCE

RESOLUTION NO. 11-4231

Introduced by Carlotta Collette

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will be awarding regional flexible funds to transportation projects and programs in the region through the Regional Flexible Fund Allocation (RFFA) process; and

WHEREAS, these funding awards, as well as all other federal transportation spending in the region, will be programmed in the Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, JPACT and the Metro Council provided policy direction on the objectives of the RFFA and programming of funds in the MTIP; and,

WHEREAS, JPACT charged a Task Force with developing a recommendation on the approach and criteria for allocating Regional Flexible Funds to individual projects within the newly created project focus areas of Active Transportation & Complete Streets and Green Economy & Freight Initiatives;

WHEREAS, the Transportation Policy Alternatives Committee (TPAC) approved the Task Force recommendation report on January 28, 2011; and,

WHEREAS, JPACT approved the Task Force recommendation report on February__, 2011; and,

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of the Regional Flexible Funds Task Force for policy direction to the Regional RFFA process for federal fiscal years 2014-15 as described in Exhibit A attached hereto as to form.

ADOPTED by the Metro Council this _____ day of February 2011.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Deputy Metro Attorney

www.oregonmetro.gov

Regional Flexible Fund Task Force Report

Recommendations for the allocation of 2014-15 funds

January 13, 2011



About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

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

www.oregonmetro.gov/connect

Metro Council President

Tom Hughes

Metro Councilors

Shirley Craddick, District 1 Carlotta Collette, District 2 Carl Hosticka, District 3 Kathryn Harrington, District 4 Rex Burkholder, District 5 Robert Liberty, District 6

Auditor

Suzanne Flynn

About the Joint Policy Advisory Committee on Transportation (JPACT)

The Joint Policy Advisory Committee on Transportation is a 17-member committee of elected officials and representatives of agencies involved in transportation that make recommendations to the Metro Council on transportation needs in this region. <u>www.oregonmetro.gov/JPACT</u>

JPACT Members

- Carlotta Collette, Metro Council, JPACT Chair Kathryn Harrington, Metro Council Rex Burkholder, Metro Council Lynn Peterson, Clackamas County Deborah Kafoury, Multnomah County Roy Rogers, Washington County Sam Adams, City of Portland Donna Jordan, City of Portland Donna Jordan, City of Gresham Craig Dirksen, City of Tigard
- Neil McFarlane, TriMet Jason Tell, ODOT Nina DeConcini, DEQ Don Wagner, WSDOT Bill Wyatt, Port of Portland Jack Burkman, City of Vancouver Steve Stuart, Clark County

About the Regional Flexible Funds Task Force

Charge of the Regional Flexible Fund Task Force

The Regional Flexible Funds Task Force was charged with developing a recommendation to the Joint Policy Advisory Committee on Transportation (JPACT) on the needs, priorities, implementation strategies for investing Regional Flexible Funds in the active transportation/complete streets and green economy/freight initiatives focus areas. Staff will conduct a project nomination and evaluation process using those needs and strategies to recommend projects for funding. The Task Force may then advise JPACT and Metro Council on the project list.

The task force addressed the following questions:

- 1. From a user/practitioner perspective, what are the transportation needs in the region for active transportation/complete streets & green economy/freight initiatives?
- 2. What are the priorities for meeting regional transportation needs with the limited flexible funds available?
- 3. What strategies should be employed to further the development of active transportation/complete streets & green economy/freight initiatives in the region?
- 4. What are potential opportunities for collaboration between active transportation/complete streets & green economy/freight initiatives?

Task Force Members

Carlotta Collette, Task Force Chair

Scott Bricker, America Walks Gary Cardwell, Northwest Container Services Jill Fuglister, Coalition for a Livable Future Steve Ganiere, Alliance Packaging Alison Graves, Community Cycling Center Matt Hoffman, Fred Meyer Chips Janger, Clackamas County Urban Green John MacArthur, OTREC/Portland State University Alejandro Queral, Multnomah County Health Dept. Phil Selinger, Willamette Pedestrian Coalition Joseph Santos-Lyons, OPAL - Environmental Justice Oregon Stephen Gomez, Bicycle Transportation Alliance Ron Russ, Portland & Western Railroad John Willis, CH2MHill Philip Wu, MD, Kaiser Permanente Jeff Marson, Marson Trucking Pete Lehmann, Oracle Americas Greg Osnes, SolarWorld Jim Petsche, Nike Sheila Martin, Portland State University

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INTRODUCTION

Every two years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council to decide how to spend federal transportation money known locally as the Regional Flexible Funds. This process historically allocated money to both regional programs such as the Transit Oriented Development program and to individual projects planned and built by local transportation agencies. In this cycle, JPACT and the Metro Council decided that money for individual projects should be more coordinated and focused.

To achieve this, JPACT created two project "focus areas": Green Economy & Freight initiatives and Active Transportation & Complete Streets. The committee also endorsed Chair Carlotta Collette to appoint a task force to provide more specific policy direction for the allocation of funds within these new project focus areas. The task force was charged with identifying: transportation needs within the focus areas, priorities for meeting regional needs with funds available, the strategies that should be employed to further development of these focus areas, and potential opportunities for collaboration between the two focus areas.

The task force met five times to develop policy recommendations for coordinating and focusing the impact of these funds. Staff helped it consider five ways it could direct staff to select projects within the two focus areas. First was to provide direction on what types of projects (e.g. sidewalks, traffic signal improvements) should be funded. Second was whether there were particular types of destinations (e.g. mixed-use centers, transit stops, industrial areas) that should be prioritized for access improvements. Third was whether projects should be dispersed or concentrated geographically. Fourth, was whether any funds should be set aside for the development of a regional strategy to advance long-term goals for facilities too expensive to be constructed with these funds. Finally, the task force considered what criteria staff should use to develop the project scopes (definition of project elements and location) and compare the relative priority of projects to receive funds.

Staff used a series of identification and prioritization exercises to gather input from the task force on these issues. Following is the task force's recommendation on how to achieve coordinated, focused and regionally significant results within the Green Economy & Freight Initiatives and the Active Transportation & Complete Streets project focus areas.

RECOMMENDATIONS

Active Transportation & Complete Streets

Recommended approach to developing projects

For this project focus area, the task force recommended an approach of selecting travel corridor/areas and identifying project elements that would address the most critical barriers to completing non-auto trips in the corridor/area or a concentrated portion of the corridor/area. Examples of barriers could be the lack of direct pedestrian or bicycle

facilities to key destinations in the corridor, inability to safely cross streets to access destinations, or lack of access to transit stop improvements.

To implement this approach with available funding, the following parameters will be utilized:

- improvements will be concentrated geographically in a travel corridor/area or portion thereof,
- improvements will be limited to a few travel corridor/areas within the region,
- potentially merge portions of several planned projects and several project types (bicycle, trail, pedestrian, transit stops) into a unified corridor/area wide project,
- project development will be allowed as an eligible activity for funding to address project readiness issues or as part of a strategy to phase implementation of projects.

Recommended criteria for scoping and prioritization of projects

To help define the scope (project elements and geographic reach) of projects to be considered for funds and to prioritize among candidate projects, the following criteria will be utilized.

Relative							
priority	Criteria						
	Improves access to and from priority destinations:						
	o Mixed-use centers						
High	o Large employment areas (# of jobs)						
-	o Schools						
	o Essential services for EJ/underserved communities						
	Improves safety						
High	 addresses site issue(s) documented in pedestrian/bike crash data separates pedestrian/bike traffic from freight and/or vehicular conflicts 						
High	Serves underserved communities (to be further defined through analysis with help of EJ/underserved working group)						
Medium	Improves safety by removing conflicts with freight and/or provides safety mitigation for any potential freight conflicts						
Medium	Completes the "last mile"						
Medium	Increase in use/ridership by providing a good user experience (refer to Active Transportation design criteria)						
Medium	Serves high density or projected high growth areas						
Low	Includes outreach/education/engagement component						
Low	Can leverage funds						
Low	Reduces need for highway expansion						

Table 1: Active Transportation & Complete Streets criteria

Green Economy & Freight Initiatives

Recommended approach to developing projects

For this project focus area, the task force recommended an approach of allocating funds for two components: construction type projects and planning/strategy development type projects. Eligible project types and criteria that could be utilized to scope and prioritize potential projects are described below.

Construction focus

Capital improvements will focus on:

• System management, such as Intelligent Transportation Systems (ITS), on arterial freight routes. This could include upgrading traffic signal equipment and timing or provide travel information to inform freight trip decisions.

• Small capital projects (e.g. spot widening or installation of mountable curbs to accommodate large truck turning movements). Technical measures should be developed that assess the regional impacts of nominated projects such as improving access to regionally significant industrial land or safe movements to/on the regional freight network to ensure a regional interest is served by the project.

Planning/strategy development focus

Project development for specific arterial freight routes would evaluate key barriers to the development of a green economy and freight movement and recommend operations and design improvements to address the barrier.

Funds may also be set aside to develop regional strategies for the following topics. These are areas that need further analysis and a policy development process to achieve a regional consensus on how to move forward on the issue. Potential topics include a strategy for how to pursue and accommodate higher speed inter-city passenger rail and improved freight rail facilities, and a strategy for the routing of hazardous materials in the region.

Criteria for scoping and prioritization of projects

To help define the scope (project elements and geographic reach) of projects to be considered for funds and to prioritize among candidate projects, the following criteria will be utilized.

Relative priority	Criteria
High	Reduces freight vehicle delay
High	 Project increases freight access to: Industrial lands Employment centers & local businesses Rail facilities for regional shippers
High	Projects that help green the economy and offer economic opportunities for EJ/underserved communities
Medium	Improves safety by removing conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
Medium	Reduces air toxics or particulate matter
Medium	Reduces impacts to EJ communities e.g., reduced noise, land use conflict, emissions
Medium	Increases freight reliability
Low	May not get funding otherwise
Low	Can leverage (or prepare for) future funds
Low	Reduces need for highway expansion
Low	Multi-modal component

Table 2: Green Economy & Freight Initiatives criteria

NEXT STEPS

Metro staff will work with technical staff from transportation agencies in the region to design a collaborative project nomination process that utilizes these criteria to scope and prioritize projects to consider for funding. After this process has nominated projects for consideration, the task force will be asked to review and provide comments on the nominated projects.

IN CONSIDERATION OF RESOLUTION NO. 11-4231, FOR THE PURPOSE OF ADOPTING THE RECOMMENDATIONS OF THE REGIONAL FLEXIBLE FUND TASK FORCE

Date: January 18, 2011

Prepared by: Ted Leybold and Amy Rose

BACKGROUND

Every two years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council decide how to spend federal transportation money known locally as the Regional Flexible Funds. This process historically allocated money to both regional programs such as the Transit Oriented Development program and to individual projects planned and built by local transportation agencies. In this cycle, JPACT and the Metro Council decided that money for individual projects should be more coordinated and focused. To achieve this, JPACT and the Metro Council decided to provide more specific policy direction prior to the project nomination process and directed that a more collaborative project nomination process between regional and local agencies be developed to improve the responsiveness of project nominations to this policy direction.

FOCUS AREAS AND TASK FORCE

Policy direction was provided with adoption of Metro Resolution No. 10-4160 that created two project "focus areas": Green Economy & Freight Initiatives and Active Transportation & Complete Streets. The committee also asked Chair Carlotta Collette to appoint a task force to provide more specific policy direction for the allocation of funds within these new project focus areas. The task force was charged with identifying transportation needs within the focus areas, priorities for meeting regional needs with funds available, the strategies that should be employed to further development of these focus areas, and potential opportunities for collaboration between the two focus areas.

Creation of the Regional Flexible Fund task force of citizen stakeholders to recommend an approach and criteria to nominate projects within these new project focus areas is a significant change from prior allocation processes. The committee provided recommended direction from citizen stakeholders prior to projects being nominated for funding for the first time. The group also represented an unprecedented collaboration between stakeholder interested in active transportation, economic, freight, and social equity interests that are relevant to the project focus areas.

The task force met five times to develop policy recommendations for coordinating and maximizing the impact of these funds. Staff helped it consider five ways it could direct us to select projects within the two focus areas. First was to provide direction on what types of projects (e.g. sidewalks, traffic signal improvements) should be funded. Second was whether there were particular types of destinations (e.g. mixed-use centers, public transit stops, industrial areas) that should be prioritized for access improvements. Third was whether projects should be dispersed or concentrated geographically. Fourth was whether any funds should be set aside for the development of a regional strategy to advance long-term goals for facilities too expensive to be built with these funds. Finally, the task force considered what criteria staff should use to develop the project scopes (definition of project elements and location) and compare the relative priority of projects to receive funds.

Staff used a series of identification and prioritization exercises to gather input from the task force on these issues. The task force then considered amendments to the draft report at its final meeting and then adopted the report as amended.

In addition to the changes made to the criteria by amendment, other items were discussed for inclusion in the solicitation materials and/or future discussions.

These additional items are:

- Add information regarding project costs and administrative efficiency for federal aid projects to the project solicitation materials.
- Add language to project solicitation materials about opportunities for women and minority owned businesses.
- Recommendation to use the criteria throughout multiple cycles was determined to be a matter for JPACT to discuss.
- Recognize oversize and weight trucks as potential topic for strategy development.

ENVIRONMENTAL JUSTICE AND UNDERSERVED

In this flexible funds allocation cycle, JPACT and the council also placed greater emphasis on prioritizing the needs of Environmental Justice (EJ) and underserved communities. To improve how we incorporate EJ into the process, Metro staff convened a working group to help us understand the needs of these communities, expand our outreach efforts and advise us on ways to approach the mapping and analysis of where EJ populations live and what transportation issues affect their communities. In two meetings and subsequent conversations, working group members shared a wide range of suggestions, including suggestions for data sources, infrastructure needs and services.

With the suggestions from the working group and staff research on EJ practices in other parts of the country, staff are improving Metro's EJ analysis methodology for the flexible funds process. Instead of just mapping where EJ and underserved populations are located and hoping local jurisdictions propose projects in those communities, staff are providing jurisdictions with more information before projects are nominated. Metro staff are developing maps that we intend to show 1) areas with high concentrations of minority and underserved populations, 2) areas with low concentrations of services critical to meeting everyday needs of underserved populations, 3) areas with poor non-auto mobility. These maps, along with maps of safety hot spots and other policy criteria, will help inform local jurisdictions and Metro staff as they collaboratively nominate and scope projects this spring.

NEXT STEPS

Metro will hold a series of workshops to aid local agencies with nominating projects for funding consideration. Once projects have been nominated and assessed for consistency with the criteria a public comment period will be held this Fall and JPACT will take action on funding the projects for 2014-15. Attachment A to this staff report has the draft schedule for the next steps in the process.

Exhibit A to Resolution 11-4231 is the task force's recommendation on how to achieve coordinated, focused and regionally significant results within the Green Economy & Freight Initiatives and the Active Transportation & Complete Streets project focus areas. The procedures for implementing the task force recommendation will be adopted in companion legislation, Resolution No. 11-4232.

ANALYSIS/INFORMATION

- 1. Known Opposition None known at this time.
- 2. Legal Antecedents Metro Council Resolution 10-4160 was adopted on July 8, 2010 (For the Purpose of adopting policy direction to the regional flexible fund allocation (RFFA) process for federal fiscal years 2014-15). This resolution created the policy framework for the recommendations presented for JPACT and Metro Council adoption in Exhibit A.
- **3. Anticipated Effects** Adoption of this resolution will affirm the direction recommended by the Regional Flexible Fund Task Force for the development and evaluation of transportation projects seeking 2014-2015 regional flexible funds in the Active Transportation & Complete Streets and Green Economy and Freight Initiatives categories.
- 4. Budget Impacts None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 11-4231.

BEFORE THE METRO COUNCIL

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FOR THE PURPOSE OF ENDORSING PROCEDURES FOR THE ALLOCATION) OF 2014-15 REGIONAL FLEXIBLE FUNDS TO INDIVIDUAL PROJECTS

RESOLUTION NO. 11-4232

Introduced by Carlotta Collette

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will be awarding regional flexible funds to transportation projects and programs in the region through the Regional Flexible Fund Allocation (RFFA) process; and

WHEREAS, these funding awards, as well as all other federal transportation spending in the region, will be programmed in the Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, JPACT and the Metro Council provided policy direction on the objectives of the RFFA and programming of funds in the MTIP; and,

WHEREAS, JPACT charged a Task Force with developing a recommendation on the approach and criteria for allocating Regional Flexible Funds to individual projects within the newly created project focus areas of Active Transportation & Complete Streets and Green Economy & Freight Initiatives; and,

WHEREAS, this Resolution implements the direction provided in Resolution No. 11-4231 that adopts the Task Force recommendation; and

WHEREAS, the Task Force developed a recommendation on the approach and criteria for these project focus areas; and

WHEREAS, a process to implement this recommended approach and criteria has been developed and reviewed by the Transportation Policy Alternatives Committee and approved on January 28, 2011; and:

WHEREAS, JPACT approved the process and procedures for implementing the recommended approach and criteria on February , 2011; now, therefore

BE IT RESOLVED that the Metro Council hereby adopts the procedures for allocating Regional Flexible Funds Task Force for federal fiscal years 2014-15 as described in Exhibit A attached hereto as to form.

ADOPTED by the Metro Council this _____ day of February 2011.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Deputy Metro Attorney

Draft 2014-15 Regional Flexible Fund Allocation Nomination and Assessment Procedures

Project nomination and assessment framework

• Regional kick-off meeting

- -Process description & instructions
 - i. Sub-regional allocation target at 100% of available funds
 - ii. Project scope direction (see Task Force approach to project focus area)
 - iii. Project cost minimum/maximums
 - iv. Direction on number construction or PE only applications TBD by further discussion
 - v. Nomination materials and schedule
 - -Data addressing criteria objectives
 - -Identification of any areas that cross sub-regional
 - boundaries that should be considered in sub-region workshops
 - -Illustrative project and project development process description

• Sub-regional workshops

- Mapping exercise to identify priority corridors/areas
- Identification of topics for intra-agency or intra-bureau coordination during project development (project scope, lead agency, etc.)

• Project nomination and assessment material

- Local/Sub-regional public process to aid in identification of projects to nominate
- Application that solicits information on how the nominated project addresses criteria and process directions
- Assessment of project nomination relative to project criteria (Regional Freight TAC to assist with assessment of Green Economy & Freight Initiatives)
- Lead agency presentation of project nominations to Task Force & TPAC for comment

• Project nomination

- Action by Transportation County Policy Coordinating Committees and Portland City Council to nominate project(s) consistent with nomination process instructions
- Action from lead agency Council or board on project nominations

• Public comment process (on scope and scale of nominated projects)

- Metro to provide summary of comments
- Applicants to provide response to comment summary issues
- Decision process
 - TPAC recommendation
 - JPACT action
 - Metro Council adoption

Applying the criteria

In addition to direction on the approach to developing projects, the criteria developed by the Task Force will be used to inform the project nomination process and help determine how well projects have been defined by eligible agencies prior to the final funding decision. The following explains how the criteria will be used in the process.

Active Transportation & Complete Streets

1. Criteria to guide scope development and for identifying priority locations for projects - pre nomination

Data and maps will be provided to nominating agencies that exemplify the criteria. This information will be distributed at Metro sponsored workshops to aid in the identification of locations that:

- Improves access to and from priority destinations:
 - Mixed-use centers
 - Large employment areas (# of jobs)
 - o Schools
 - Essential services for EJ/underserved communities
- Improves safety
 - addresses site issue(s) documented in pedestrian/bike crash data
 - separates pedestrian/bike traffic from freight and/or vehicular conflicts
- Serves underserved communities

2. Criteria for assessing projects

Following the nomination of projects, Metro staff will provide assessments of projects for consistency with the criteria. Specific measures for evaluating projects will be developed. A well-defined project:

- Improves access to and from priority destinations
- Improves safety
- Serves underserved communities
- Removes conflicts with freight and/or provides safety mitigation for any potential freight and/or vehicular conflicts
- Completes the "last mile"
- Increases use/ridership
- Serves high density or projected high growth areas
- Includes outreach/education/engagement component
- Reduces need for highway expansion

Exhibit A to Resolution No. 11-4232

Green Economy & Freight Initiatives

1. Criteria to guide scope development and for identifying priority locations for projects - pre nomination

Data and maps will be provided to nominating agencies that exemplify the criteria. This information will be distributed at Metro sponsored workshops to aid in the identification of where:

- Project increases freight access to:
 - o Industrial lands
 - Employment centers & local businesses
 - Rail facilities for regional shippers

2. Criteria for assessing projects

Following the nomination of projects, Metro staff will provide assessments of projects for consistency with the criteria. Specific measures for evaluating projects will be developed. A well-defined project:

- Increases freight access to priority destinations
- Reduces freight vehicle delay
- Helps green the economy and offers economic opportunities for EJ/underserved populations
- Improves safety by removing conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
- Reduces air toxics or particulate matter
- Reduces impacts to EJ communities e.g., reduced noise, land use conflict, emissions
- Increases freight reliability
- May not get funding otherwise
- Can leverage (or prepare for) future funds
- Reduces need for highway expansion
- Has multi-modal components

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11- 4232, FOR THE PURPOSE OF ENDORSING PROCEDURES FOR THE ALLOCATION OF 2014-15 REGIONAL FLEXIBLE FUNDS TO INDIVIDUAL PROJECTS

Date: January 18, 2011

Prepared by: Ted Leybold and Amy Rose

Background

Every two years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council to decide how to spend federal transportation money known locally as the Regional Flexible Funds. This process historically allocated money to both regional programs such as the Transit Oriented Development program and to individual projects planned and built by local transportation agencies. In this cycle, JPACT and the Metro Council decided that money for individual projects should produce a coordinated, focused and regional impact, rather than an array of disconnected projects.

To achieve this, JPACT in July created two project "focus areas": Green Economy & Freight Initiatives and Active Transportation & Complete Streets. The committee also endorsed Chair Carlotta Collette to appoint a Flexible Funds Task Force to provide more specific policy direction for the allocation of funds within these new project focus areas. The task force was charged with identifying: transportation needs within the focus areas, priorities for meeting regional needs with funds available, the strategies that should be employed to further develop these focus areas, and potential opportunities for collaboration between the two focus areas. The following summarizes JPACT's and Metro Council's action:

Summary of JPACT/Council action

1. Provided more specific up-front policy direction to local projects than in previous funding cycles:

- Established "project focus areas" to complement existing programs
- Defined outcome based objectives
- Established funding targets for project focus areas
- Endorsed creation of a task force to recommend means and criteria to further coordinate projects and achieve desired outcomes
- Endorsed creation of an Environmental Justice/Underserved working group to identify needs of EJ and underserved communities and advise on the methods by which needs are analyzed and considered within the decision process.

2. Endorsed creating a new project nomination and selection process based on Metro staff collaborating with local and regional agencies on the development of projects rather than ranking and recommending projects to JPACT and the Council.

3. Set aside funding to prepare for future regional mobility funding from other sources and for support of vehicle electrification.

4. Affirmed proceeding to decision process with existing programs at current funding levels. Requested JPACT review of the existing programs prior to decision process.

The task force recommended approaches to developing projects within each focus area and identified criteria to be utilized in developing and evaluating projects. Exhibit A to Resolution 11-4231 is the task force's recommendation on how to achieve coordinated, focused and regionally significant results within the Green Economy & Freight Initiatives and the Active Transportation & Complete Streets project focus areas. The Task Force recommendation from Resolution 11-4231 is provided below.

Task Force recommendation

Approach to Active Transportation & Complete Streets project focus area

- improvements will be concentrated geographically in a travel corridor/area or portion thereof,
- improvements will be limited to a few travel corridors/area within the region,
- potentially merge portions of several planned projects and several project types (bicycle, trail, pedestrian, transit stops) into a unified corridor/area wide project,
- project development will be allowed as an eligible activity for funding to address project readiness issues or as part of a strategy to phase implementation of projects.
- The Task Force recommended criteria and relative importance (high, medium, lowest importance) by which to develop, nominate and evaluate projects.

Approach to Green Economy & Freight Initiatives focus area

Implement the following types of projects:

- regional strategy development,
- project development on regional freight system arterials/collectors,
- small capital projects and system management on regional freight system arterials/collectors,
- The Task Force recommended criteria and relative importance (high, medium, lowest importance) by which to develop, nominate and evaluate projects.

Options considered for project development, nomination and selection process

Metro staff met with technical staff within the region in recent weeks to consider alternative approaches for development, nomination and selection of projects. The objectives in developing this process are to:

- Effectively implement approach and criteria as recommended by RFF Task Force
- Create collaborative relationship between regional and local agencies
- Utilize local expertise of area conditions, local planning/vision, and project development & management

• Utilize regional expertise of program policies, data and analysis, and operation of transit and port services.

The task force recommended approach lends itself to a nomination process of separate Active Transportation & Complete Streets projects and Green Economy & Freight Initiatives projects. However, some of the criteria to be utilized to scope and assess projects should lead to projects that have multi-modal benefits across the project focus area categories.

Active Transportation & Complete Streets - Recommended option in bold

Options considered:

1. A regional process to prioritize corridors and select funding strategy (HCT model)

2. Sub-regional allocation & consensus recommendation: workshops in sub-regions with policy/design requirements for projects

3. Sub-regional allocation & competitive: workshops, several applications per sub-region, Metro evaluates and recommends within each sub-region

4. Regionally competitive: project minimum/maximum size set, several applications per subregion, Metro evaluates and recommends across region

TPAC has recommended that **Option #2** was a preferred approach to the project nomination, evaluation and selection process. The discussion of options included several comments, including:

• there is no current regional agreement or the time and resources necessary to create an agreement on prioritizing a single corridor for capital improvements for this round of funding.

• the process should provide a collaboration of regional policy direction and local project knowledge to generate the highest priority project nominations.

• whether there is a clear definition of travel corridor/area and what that should include.

Green Economy & Freight Initiatives -Recommended option in bold

Options considered to identify construction and project development proposals:

1. Regional Freight Technical Advisory Committee (Regional Freight TAC) to recommend a pool of potential projects consistent with priorities from the Regional Freight Plan and other sources for consideration by local agencies which would submit applications for project development or construction.

2. Set project criteria and application limits by sub-region. Utilize the Regional Freight TAC to evaluate and form an initial recommendation on projects for funding as nominated by local agencies through the County Transportation Coordinating Committees and City of Portland.

3. Conduct a regional process to develop and prioritize a freight project list that reflects current needs.

Feedback from the regional freight TAC members and recommended by TPAC was that a process based on **Option #2** would be the preferred method to implement the task force recommendations for the Green Economy & Freight Initiatives project focus area.

Regardless of the option chosen for construction and project development, the regional strategy development proposals would be addressed by Metro freight staff working with the Regional Freight TAC to develop a proposal for consideration by JPACT and the Metro Council. The proposal would be designed to address priority strategy development issues from the options identified in the task force deliberations.

This approach was further developed for consideration by TPAC at its January 28th meeting. An overview of the process and a description of the criteria to be used to guide project development and criteria to be used in evaluating project nominations were presented.

Early, continuous public involvement

JPACT set the flexible funds allocation process on a path of early and continuous public involvement that Metro and local agencies intend to continue until funds are allocated later this year. The JPACT discussion last summer creating project focus areas garnered significant media attention and written comments from citizens and interest groups. The task force comprised of citizen experts from across the region helped Metro understand public concerns and aspirations, translating them into policy guidance for the program. The task force recommendation has already started to shape discussion about projects with local jurisdictions. The task force will be asked to reconvene to comment on conceptual project nominations and provide feedback on how the projects have responded to the project criteria. An informal working group shared ideas for priorities and needs of environmental justice (EJ)/underserved communities and how this program could better serve them. That has already resulted in a new, more thorough environmental justice analysis for this process.

As local agencies consider nominating projects, local/sub-regional public processes will be conducted to aid in the identification of projects to nominate. After projects are nominated, JPACT will consider the project list at a public meeting and approve a list for consideration during a formal public comment period, as required by federal agencies. Metro staff intend to engage task force and working group members to help improve public participation in that comment period.

ANALYSIS/INFORMATION

- 1. Known Opposition None known at this time.
- 2. Legal Antecedents Metro Council Resolution No. 10-4160 was adopted on July 8, 2010 (For the Purpose of adopting policy direction to the regional flexible fund allocation (RFFA) process for federal fiscal years 2014-15). This resolution created the policy framework for the recommendations presented for JPACT and Metro Council by the RFF Task Force and for the allocation procedures presented in this resolution. Resolution No. 11-4231 (For the purpose of adopting the recommendations of the regional flexible funds task force) recommends the approach to developing and evaluating projects within the Active Transportation & Complete Streets and Green Economy & Freight Initiatives categories of the regional flexible fund allocation. The procedures recommended in Exhibit A of this resolution are intended to implement the recommendations of the task force and the policies adopted in Resolution No. 10-4160.
- **3.** Anticipated Effects Adoption of this resolution will affirm the direction recommended by the Regional Flexible Fund Task Force for the development and evaluation of transportation projects seeking 2014-2015 regional flexible funds in the Active Transportation & Complete Streets and Green Economy and Freight Initiatives categories.
- 4. Budget Impacts None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 11-4232.

Proposed DRAFT



Calendar

2014-15 Regional Flexible Funding Allocation

2010 March JPACT retreat: Direction to modify policy and allocation process. July JPACT/Council action on creation of project focus areas, funding targets and creation of task force. **October - December** Task Force meetings to provide direction on project focus areas and Environmental Justice/Underserved work group review of EJ/Underserved engagement process and technical analysis. 2011 TPAC recommendation on project nomination and assessment procedures. January EJ/Underserved work group review and comment on EJ/Underserved analysis methodology. TSMO/RTO: region wide program review at TPAC. February JPACT action on: Task Force report (approach & criteria), and • project nomination and assessment procedures. TOD: region wide program review at JPACT. March/April Workshops on project nominations for project focus areas. TSMO/RTO: region wide program review at JPACT. April - June Local agency development of project nomination proposals. June - July Draft project summaries & assessments: how projects address criteria. July Local/Sub-regional public process on draft projects. Joint TPAC & RFF Task Force review and comment on draft projects. August Policy Coordinating Committees action on project nominations. JPACT release of project nominations for public comment. September September - October Public comment on project proposals (including EJ work group sponsored outreach). November Adoption of Regional Flexible Fund allocation (TPAC/JPACT/Council). Air quality conformity analysis begins. December Air quality conformity analysis completed - begin 30-day comment period in January. 2012 February - March Adopt MTIP and Air Quality Conformity Report, including final Metro area state

uary - MarchAdopt MTIP and Air Quality Conformity Report, including final Metro area state
highway programming and TriMet/SMART transit programming, and submit
MTIP to Governor for approval. Governor approves incorporation of MTIP into
STIP. Oregon Transportation Commission approves submittal of STIP to USDOT.

Materials following this page were distributed at the meeting.

Regional Priorities for Federal Assistance

Congress and the federal government have historically played a significant role in setting transportation policy direction and funding key categories of transportation investment. However, the federal government is at a crossroads with the current federal authorizing legislation having lapsed, competing visions for the next authorization bill, insolvency of the trust fund to support even a continued (much less an expanded) level of investment, a moratorium on earmarks in the face of a growing budget deficit and an economy that depends on transportation just barely starting to emerge from the Great Recession.

The Portland Region has a significant stake in the federal government's transportation policy direction, with or without the question of earmarking of projects by Congress. It is critical that the transportation policy direction be reaffirmed in order to support the goals of the region:

1. The Regional High Capacity Transit (HCT) Pipeline

The region continues to pursue a long-term agenda to build a High Capacity Transit system to move workers efficiently, reduce air pollution and greenhouse gas emissions, and reserve capacity for freight on crowded highways. The centerpiece to accomplish this is the Federal Transit Administration's "New Starts" and "Small Starts" programs. The Portland-to-Milwaukie project has successfully completed the steps necessary to qualify for a Full Funding Grant Agreement (FFGA), is in final design and starts construction this year. In addition to the FTA "New Starts" program, the region and ODOT have also committed formula-based flexible FHWA funds for which continuation of the authorization is critical. Similarly, the Columbia River Crossing will be seeking New Starts funding for the extension of light rail into Vancouver. The Portland-to-Lake Oswego Transit Project has completed the Draft EIS step and is poised to move into the Final EIS step, largely through a multi-year commitment of formula-based flexible FHWA funds for which (again) continuation of the authorization is critical. Finally, the region is just initiating the Southwest Corridor Study with initial funding through a competitive FTA "New Starts" grant and a multi-year commitment of formula-based flexible FHWA funds for which (yet again) continuation is critical.

If there were earmarks available this year, the region would be seeking \$40 million as the first year appropriation of an FFGA for the Portland-to-Milwaukie project and \$2.5 million to advance the Southwest Corridor project through the Alternatives Analysis/NEPA process.

2. Columbia River Crossing

Thanks to past earmarks and state funding commitments by WSDOT and ODOT, the multi-modal Columbia River Crossing project is nearing completion of the FEIS and will be ready to move into final design and construction. After a great deal of effort, the region is coming to agreement

around a replacement to the I-5 bridge to improve traffic operations and safety, extend light rail into Vancouver, build a world-class bike and pedestrian system and operate an advanced system management and demand management program. Regardless of the ultimate federal transportation policy direction, this project is intended to implement all of the major areas of emphasis: it replaces an aging element of national infrastructure consistent with the growing interest in maintaining the highway system in a State of Good Repair, it provides a multi-modal solution that is critical to the regional and national economy and it is multi-modal. Regardless of whether there are earmarks, the project would be implemented through the envisioned "Projects of National Significance" and "New Starts" programs and is an ideal fit for expanded application of federal credit enhancement programs through a national infrastructure bank or some other means.

If there were earmarks available this year, the region would be seeking \$3 million to advance the project into final design.

3. Sellwood Bridge

The replacement of the Sellwood Bridge has long been identified as a critical regional need. The bridge's safety rating of 2 on a scale of 100 highlights the urgency of this project, which has benefitted from past commitments from the federal Highway Bridge Repair and Replacement program to reach a point of being ready to move into final design and construction. With recent project cost savings and substantial contributions from state and local sources, only \$20 million is needed to complete the finance plan. This project also fits the intended federal policy direction since it also replaces a key element of aging infrastructure consistent with the State of Good Repair interest, and it will also enhance livability by providing a significantly improved bicycle/pedestrian crossing.

If there were earmarks available this year, the region would be seeking \$5 million to advance the project into final design.

4. Active Transportation

The region has been aggressive at implementing an expanded bike and pedestrian system that can reduce demand on overburdened roads and contribute to reduced air pollution. The federal role has been a critical element. Through the use of flexible Surface Transportation Program (STP) funds, Congestion Mitigation Air Quality (CMAQ) funds, Transportation Enhancement (TE) funds and past earmarks, there has been a substantial multi-year funding commitment which (again) requires continuation through the authorization bill. Through the continuation of these programs, or better yet through an expanded program such as the proposed Active Transportation Act, the region would redouble efforts to expand this system.

If there were earmarks available this year, the region would be seeking \$2 million to develop several major (long distance) corridors, \$1 million to upgrade the I-205 Multi-Use Path, \$3.5 million for pedestrian improvements in downtown Oregon City and \$850,000 for the next segment of the Fanno Creek Trail in Tigard.

5. Metropolitan Mobility

The hallmark of the federal transportation policy direction for decades has been the multimodal character of the program, especially in urban areas. While the federal interest in transportation was significantly expanded with commitment to a 43,000 mile Interstate system, there has always been an important role for the federal government to play in investing in transportation infrastructure needed for economic competitiveness and prosperity. Now more than ever, this has transitioned to the importance of supporting a strong economic base in metropolitan areas, the growing economic engine for the country. As the Congress debates downscaling the federal program to better match the cash flow into the trust fund, it is important that it maintain a balanced multi-modal urban agenda rather than limiting the funding programs to a highway expansion emphasis.

If there were earmarks available this year, the region would be seeking for road improvements: \$500,000 for the Columbia Blvd./NE MLK intersection improvement, \$1.3 million for safety improvements in the SE Foster Road corridor, improvements to US 30/Sandy Blvd. in East Multnomah County, improvements to Hwy 217 in Washington County and \$2 million for improvement to the US 26/Brookwood Interchange in Hillsboro. In addition, the region would be seeking for transit improvements: \$1.6 million for TriMet bus replacements and \$1 million for the SMART Fleet Services building in Wilsonville. Finally, the region would be seeking \$2 million in federal railroad funding for relocation of the St. Johns rail segment, a key freight rail improvement and community enhancement.

Strategic Policy Direction: Invest boldly in transportation to spur economic recovery

America's transportation system is running on fumes. It is time for Congress and the Administration to stop limping along, act boldly and adopt a new transportation authorization bill. The Portland metro area, like most parts of the country, is suffering with high unemployment, low job growth and below average wages leading to both negative consequences for the community and difficult budget conditions for public agencies.

Investing in transportation is a key strategy for stimulating economic recovery and will produce both short-term construction jobs and long-term prosperity with the public investment in infrastructure leveraging significantly more private investment in development. This, in turn, will contribute to deficit reduction as economic growth generates healthier tax revenues at both the federal and state levels. Since economic conditions continue to languish at levels not seen since the Great Depression, a strong transportation initiative is called for as a means of creating economic recovery rather than waiting around for the recession to play itself out. While a continued general fund subsidy to the highway trust fund may be a possible short-term action, it is only a stop-gap measure; a real six-year bill should be adopted with increased funding levels to address the nation's extensive immediate needs and build a solid foundation for long-term prosperity.

• Adopt a six-year Authorization Bill

The new authorization bill is now more than a year overdue and, at best, will be two years overdue before a new bill is enacted. It is essential that the Congress prioritize adoption of an authorization bill because all aspects of transportation, including planning, programming of funds, construction and reconstruction and operations and management, are long-term initiatives and require more funding stability. It often takes many years to plan, engineer and assemble funds for projects. This is much more difficult and expensive to plan and schedule without funding stability at the federal level.

In addition, the six-year authorization bill plays an important role in setting national transportation policy. Congress must clarify key aspects of policy direction to enable states, regions and local governments to take the necessary steps to implement.

• Increase the program in the next six-year authorization bill

There is a clear need to increase the level of funding in the next authorization bill. In the past two years, the level of appropriations has not been supported by Highway Trust Fund receipts and the General Fund has been used to backfill. In addition, there is a clear need to meet increasing multi-modal demands and address a backlog of projects needed to reach a state of good repair. The President's Deficit Reduction Commission has recommended a \$.15 gas tax dedicated to the highway trust fund to eliminate the need for continued subsidy from the General Fund. This is a level sufficient to fully fund existing programs without a general fund subsidy.

• Protect key existing policy interests

The past three authorization bills have significantly advanced the region's agenda, particularly with the flexibility provided through the Surface Transportation Program (STP), the Congestion Mitigation Air Quality Program (CMAQ), the Transportation Enhancement Program and the New Starts Program. Through these programs the region has been able to advance an impressive array of projects and programs across all modes in support of the region's 2040

Growth Concept. In the current political climate, it is possible that these or other key programs could be put on the table. Of particular concern is the region's commitment of STP and CMAQ funds through 2027 for construction of the Portland to Milwaukie light rail and project development for Portland to Lake Oswego and the Southwest Corridor. Similarly, the Oregon Transportation Investment Act was predicated on long-term commitments of federal Highway Bridge Repair and Replacement Program funds. It is important that these programs be retained and, if possible, expanded rather than reduced or eliminated in the name of narrowing the scope of national interest.

There is some talk of reducing the federal transportation program down to the funding level supportable by the existing highway trust fund focused on aspects of the bill that are of clear national interest, such as the Interstate system. However, defining this narrow a policy direction in a new authorization bill is misguided since the intercity/interstate components of the system are built and the big demand for expansion are within metropolitan areas. The region should strongly advocate for ensuring the federal program supports a multi-modal urban transportation system and not return to the bias toward funding urban highway expansion.

In addition, talk of reducing the federal transportation program down to the funding level supportable by the existing highway trust fund is coupled with a greater reliance on tolling and Public Private Partnerships to make a more significant funding contribution. However, studies carried out by ODOT indicate that Public Private Partnerships can be a more expensive approach due to the need to build in private sector profits and are only feasible in limited high traffic volume locations. Furthermore, the application of congestion pricing may be an effective tool to manage peak hour congestion, the application in the peak hours do not generate significant amounts of revenue for construction of expanded facilities.

• Priority authorization bill policy/program direction

While the Surface Transportation Act of 2009 will die as the 111th Congress adjourns, it provides a template for a new authorization bill to be taken up by the 112th Congress. Programs of interest to the Portland region are:

- Creation of a new Metropolitan Mobility and Access Program
- Significant program improvements and substantial increased funding in the New Starts and Small Starts Programs
- Creation of a new competitive "Projects of National Significance" Program from which the region would seek the federal share supporting the highway elements of the Columbia River Crossing Project
- Creation of a new Freight Improvement Program
- o Implementation of a national High Speed Rail Program
- Strong linkage to a climate change policy direction
- Incorporation of a "practical design" directive
- Consolidation of the current Interstate, National Highway System (NHS) and Highway Bridge Repair and Replacement Program (HBRR) into a program to maintain a "Good State of Highway Repair"
- o Consolidation of several smaller programs into a new Critical Access (transit) Program
- Consolidation of several smaller programs into a comprehensive Safety Program

• Other supportive legislative proposals

Related proposals with strong ties to federal transportation policy and funding should also be supported either through separate legislation, through linkages in the transportation authorization bill, or both. Of particular interest are:

- The Livable Communities Act of 2010, which would formalize the partnership between HUD, DOT and the EPA and support projects that integrate transportation, economic development, housing affordability and environmental concerns.
- The Active Communities Transportation Act (The ACT Act), which would create a competitive funding for more aggressive investment in bike and pedestrian facilities.
- Climate change legislation recognizing the component related to transportation emissions and reconciling transportation and energy policy.

Strategic Project Direction: Focus on broadly supported high-priority projects

The environment for successfully earmarking transportation projects in Congress has deteriorated in recent years and it appears it will deteriorate further in the coming year. Furthermore, in this environment, the region's approach of providing a long list of projects that is not prioritized has not proven successful. The strategy described below calls out those projects/program areas that involve a much broader regional approach, requiring action through both the authorization bill (for both programmatic eligibility and project earmarking) and the appropriations bill. Finally, these projects/programs involve significant activity to develop the projects, are dependent upon broad regional support from stakeholders and are based upon leveraging the federal funding request with state, regional and local funding commitments (including commitments of regionally allocated federal funds such as STP and CMAQ). Since it is not clear what direction the Congress intends to pursue regarding earmarks, it is important that the region finalize its project-specific earmark requests as supplemental requests in the event earmarks are considered.

1. Portland to Milwaukie Light Rail and the HCT Pipeline

The Portland region has aggressively implemented a regional high capacity transit system and the role of the federal government has been very significant to this success. To carry this out, the region has generally followed the approach of keeping a series of projects moving through the "pipeline" from planning to engineering to construction. As one project is built, another can move into the construction phase. In turn, as one moves from engineering to construction, another can move from planning to engineering. By following this "Pipeline" approach, the region has been able to maximize the receipt of federal funds. This has required the region to be disciplined in clearly defining priority corridors, recognizing the system has to be implemented one corridor at a time.

In the authorization bill, it is important that the New Starts program be retained, expanded in funding in recognition of the increased need nationally, and improved in its administration to ensure it recognizes the full array of benefits to mobility, land use, economic vitality, air quality and social equity. In the appropriations bills, incremental funding earmarks are important to match state, regional and local funds to keeping planning and engineering progressing to facilitate advancing each corridor to construction. For the next decade, the region's priorities are clear and federal assistance through earmarks in the authorization bill and appropriations bills will be needed to advance:

- Portland to Milwaukie into construction;
- The New Starts component of the Columbia River Crossing project into construction;
- Portland to Lake Oswego from planning to engineering and then to construction;
- Southwest Corridor into planning, then engineering and finally into construction.

The region's New Starts agenda is also very compatible with and should leverage the Administration's Livable Communities Partnership between USDOT, HUD and EPA and would benefit from passage of the Livable Communities Act of 2010. With this policy direction under development at the federal level, it is important that the region make every effort to demonstrate how federal investment leverages the broader interests relating to land use, the environment and livable communities.

Small Starts – The region should continue to advocate for a Small Starts program, providing a more streamlined approach to smaller, cost-effective rail and bus projects. Within this program, the region will advance segments of streetcar and Bus Rapid Transit projects.

2. Columbia River Crossing Project

Implementation of the Columbia River Crossing Project is a significant undertaking involving two states, two MPOs, two transit districts and multiple units of local government. The project is comprised of an integral package of replacing the existing bridge with a new 10-lane structure, reconstructing the interchanges within a 5.5 mile bridge influence area, extending light rail from Portland to Vancouver, Washington, constructing a "world-class" bike and pedestrian system and implementing a comprehensive demand management program including peak-period pricing as both a demand management tool and a financing tool. This project will significantly reduce congestion on the West Coast's most important trade corridor, improve access to the region's two international ports and major industrial areas, reduce the number of crashes on a dangerous section of road, more than double transit ridership, and foster redevelopment opportunities on Hayden Island and downtown Vancouver. The funding strategy for the project entails use of toll revenues, funding from the Oregon and Washington Legislatures and a federal contribution in some form.

In order to bring in additional federal resources without competing with the other regional priorities, it is important to implement a federal legislative strategy to establish a funding program that recognizes the unique national significance of the Columbia River Crossing. At this point three possibilities are emerging to seek a minimum of \$400 million:

- Creation of a Projects of National Significance Program allowing the unique circumstances to be the basis for a competitive grant application;
- Establishment of a national infrastructure bank to take on a share of the revenue risk by providing access to low cost debt financing to be repaid through toll revenues; and/or
- Earmarking by the Oregon and Washington congressional delegations in the authorization bill and multiple appropriations bills.

3. Sellwood Bridge

Replacement of the Sellwood Bridge has a preferred alternative and a financing plan and will begin Final Design in early 2011 with expected construction starting in 2012. This critical project is one of the most structurally deficit bridges in the state with a rating of 2 out of 100. The proposed replacement will improve safety, provide an excellent bike/pedestrian facility, accommodate future streetcar, restore bus service and reinforce the Sellwood Main Street.

The financing plan includes substantial commitments from the State of Oregon, City of Portland and Multnomah County with funding provided through the Oregon Jobs and Transportation Act of 2009 and increased vehicle registration fees from Multnomah and Clackamas Counties. The final increment of this complex funding program is needed through federal assistance via the authorization bill, multiple appropriations bills and/or competitive grant solicitation such as the recent TIGER program.

4. Active Transportation

The region is pursuing a more aggressive approach to building out its planned bicycle and pedestrian system in support of providing more mobility choices, community livability and environmental sustainability through a comprehensive approach to federal, state, regional and local funding. Because of the diverse set of program objectives, funding is being pursued from sources that are provided for transportation purposes, parks and open spaces and community development. The approach is to follow the "light rail model" and define a set of large-scale increments of the system that provide a complete traveling experience rather than the random small segment associated with a road project. Significant work has been done to define the overall system and the increments of the system that serve as a phasing strategy. This approach provides the region with the basis for a disciplined approach to moving these system increments through a planning, engineering and construction pipeline using multiple funding approaches, including through federal authorization and appropriations earmarks. At the federal level it is particularly important to the region to maintain and increase existing sources through the Surface Transportation Program (STP), the Congestion Mitigation Air Quality Program (CMAQ), and Transportation Enhancements and to expand access to federal funding through the Active Community Transportation Act introduced by Congressman Blumenauer.

5. High Speed Rail

Amtrak's Portland to Seattle service is one of the top passenger rail routes in the nation, with four daily roundtrips serving more than 170,000 riders in the third quarter of 2010. Washington has received hundreds of millions of dollars in federal high speed rail funding to improve the corridor, allowing the addition of another train and also improving reliability and reducing travel times.

To reach this corridor's full potential, improvements are also needed on the Oregon portion of the corridor, where the congested Portland "rail triangle" slows the movement of passenger and freight trains and limits the ability to increase the number of passenger trains. The 2003 I-5 Rail Capacity Study developed a series of proposed improvements that would help unclog the rail triangle, benefiting both passenger trains as well as freight trains moving Oregon products to national and international markets. Over the years, a number of these projects have been funded through *Connect* Oregon, congressional earmarks, and Recovery Act formula funds provided to Oregon. ODOT also received funding from the Recovery Act's high speed rail program to develop two key projects in the Portland rail triangle (North Portland Junction - \$19.4 million and Willbridge - \$5.9 million). Continued funding for the High Speed and Intercity Passenger Rail Program will ensure that these two projects and a number of other important improvements can be completed in order to speed the flow of freight and passengers.

Federal funding could also improve service between Portland and Eugene. With just two roundtrips a day, this portion of the Northwest passenger rail corridor serves a smaller number of riders, but ridership has grown by one-third since 2007. ODOT used \$38 million of their Recovery Act funding allocation to acquire a new train set, thereby ensuring service can continue to improve between Portland and Eugene. In addition, ODOT received High Speed Rail funds and is launching a corridor EIS that will determine whether to improve service on the existing Union Pacific mainline, shift to a parallel shortline, or develop a new corridor. When completed, this EIS will offer a vision for how Oregon can improve passenger rail service by increasing the frequency of trains, improving on-time performance, and reducing travel times.

Finally, the City of Portland is in the midst of a multi-year, phased project to upgrade the main Oregon train station, Union Station. A recent grant award of High Speed Rail funding will allow the upgrade to continue to make progress but there is a need for \$35 million to complete the project.

6. TIGER and other grant solicitations

There is a clear trend within USDOT toward more federal highway and transit discretionary grant opportunities as part of a movement away from earmarking. As such, the region should evaluate these opportunities as they become available for implementing this federal strategy and the project priorities adopted by this Resolution. To the extent that future grant criteria allow for competitive project applications, JPACT and the region should consider endorsing specific applications that further this priority direction while not restricting the possibility of applications beyond this set of priorities.

FY 2012 Authorization Priorities

Map Number	Project Description	Funding Request (\$millions)	Sponsor	Congressional District	Purpose	Program Category
	itan Mobility OR 99W/McDonald/Gaarde Intersection	\$3.00	City of Tigard/ODOT	OR-1	PE/ROW/Construction	Metropolitan Mobility
	I-205/Airport Way Interchange	\$10.00	Port of Portland/ODOT	0R-3	Construction	Metropolitan Mobility
	172nd Ave. Improvements (Sunnyside Rd. to 177th Ave.)	\$15.00	City of Happy Valley	OR-3	ROW/PE	Metropolitan Mobility
	OR 213/Redland Road Lane Improvements	\$8.60	City of Oregon City	OR-5	PE/Construction	Metropolitan Mobility
	OR 10 Farmington Rd. at Murray Blvd. Intersection Safety & Mobility Improvements	\$8.00	City of Beaverton	OR-1	ROW/Construction	Metropolitan Mobility
	US 26/Brookwood-Helvetia Interchange	\$25.00	City of Hillsboro	OR-1	ROW/Construction	Metropolitan Mobility
	Bethany Rd./ Westside Trail Overcrossing of Hwy 26	\$7.50	Washington County	OR-1	ROW/Construction	Metropolitan Mobility
	OR10: Oleson/Scholls Ferry Intersection	\$18.50	Washington County	OR-1	ROW	Metropolitan Mobility
	Walker Road: 158th to Murray	\$8.00	Washington County	OR-1	Construction	Metropolitan Mobility
	Farmington Rd.: Kinnaman to 198th	\$30.00	Washington County	OR-1	Construction	Metropolitan Mobility
	Hwy. 99W/Sunset/Elwert/Kruger Intersection	\$2.50	City of Sherwood	OR-1	PE/ROW/Construction	Metropolitan Mobility
	72nd Ave.: Dartmouth St. to Hampton St.	\$13.00	City of Tigard	OR-1	Construction	Metropolitan Mobility
	SW Capitol Hwy: Multnomah to Taylors Ferry	\$10.00	City of Portland	0R-1	PE/Construction	Metropolitan Mobility
Freight						
	I-84/257th Ave. Troutdale Interchange	\$22.00	Port of Portland/ODOT	OR-3	Construction	Freight
	Sunrise System Improvements	\$30.00	Clackamas County/ODOT	OR-3	ROW/Construction	Freight
	Kinsman Road Freight Route Extension Project, Phase I	\$10.50	City of Wilsonville	<u>OR-5</u>	-	Freight
	Troutdale Reynolds Industrial Park Road Improvements	\$6.00	Port of Portland	<u>OR-3</u>	Construction	Freight
	124th Ave. Extension: Tualatin-Sherwood to Tonquin	\$10.00	Washington County	0R-1	ROW/Construction	Freight
	the Existing System					
<u> </u>	Regional Multi-Modal Safety Education Initiative	\$4.50	Metro	OR-1.3.5	Planning/Implementation	Managing the Existing System
System Ma	anagement	<u> </u>		00.0		
	I-84 Corridor Intelligent Transportation Systems	\$3.00	City of Gresham/ODOT	OR-3	PE/Construction	System Management
	Regional Arterial Management Program (signal system coordination)	\$12.00	Metro	OR-1.3.5	PE/Construction	System Management
Demand	Management Drive Less Save More Marketing Pilot Project	\$4.50	Metro	OR-1,3,5	Marketing	Transportation Demand Management
Transit O	riented Development	\$4.30	Metro	UK-1,5,5	Marketing	Transportation Demand Management
	College Station TOD (at PSU)	\$3.00	PSU/TriMet	OR-1	Construction	Transit Oriented Development
	Gresham Civic Neighborhood Station/TOD/Parking Structure	\$5.00	City of Gresham	0R-3	Acquisition	Transit Oriented Development
	Transit Station Area Connectivity Program to promote transit oriented development	\$20.00	Metro	OR-1,3,5	PE/ROW/Construction	Transit Oriented Development
	Rockwood Town Center	\$10.00	City of Gresham	OR-3	PE/Construction	Transit Oriented Development
Bridges		<i><i>Q</i></i>10100	dity of droshum	0110	1 L/ donsti detion	
	Sellwood Bridge on SE Tacoma St. between Hwy 43 & SE 6th Ave.	\$40.00	Multnomah County	OR-3,5	Construction	Bridges
	nd Greenhouse Gases					
		\$102.00	TriMet	OR-1,3,5	Acquisition	Transit
	TriMet Buses (\$17 million per year/6-years) West Metro HCT Bus Rapid Transit Alternatives Analysis	\$102.00	Washington Co./TriMet/Metro	OR-1	Acquisition AA	<u>Transit</u> Transit
	TriMet Buses (\$17 million per vear/6-vears) West Metro HCT Bus Rapid Transit Alternatives Analysis Central East HCT Bus Rapid Transit Alternatives Analysis		Washington Co./TriMet/Metro City of Gresham/TriMet/Metro	OR-1 OR-3	AA AA	Transit Transit
	TriMet Buses (\$17 million per year/6-years) West Metro HCT Bus Rapid Transit Alternatives Analysis Central East HCT Bus Rapid Transit Alternatives Analysis Prototype Diesel Multiple Unit (commuter rail yehicles)	\$5.00	Washington Co./TriMet/Metro City of Gresham/TriMet/Metro TriMet	OR-1 OR-3 OR-1,5	AA AA Engineer/manufacture	Transit
	TriMet Buses (\$17 million per year/6-years) West Metro HCT Bus Rapid Transit Alternatives Analysis Central East HCT Bus Rapid Transit Alternatives Analysis Prototype Diesel Multiple Unit (commuter rail yehicles) Wilsonville SMART Fleet Services Facility	\$5.00 \$7.00	Washington Co./TriMet/Metro City of Gresham/TriMet/Metro TriMet City of Wilsonville/SMART	OR-1 OR-3 OR-1,5 OR-5	AA AA Engineer/manufacture Construction	Transit Transit Transit Transit Transit
	TriMet Buses (\$17 million per year/6-years) West Metro HCT Bus Rapid Transit Alternatives Analysis Central East HCT Bus Rapid Transit Alternatives Analysis Prototype Diesel Multiple Unit (commuter rail vehicles) Wilsonville SMART Fleet Services Facility SMART Bus Replacements (\$2.7 million per year/6-years)	\$5.00 \$7.00 \$16.20	Washington Co./TriMet/Metro City of Gresham/TriMet/Metro TriMet City of Wilsonville/SMART City of Wilsonville/SMART	OR-1 OR-3 OR-1,5 OR-5 OR-5	AA AA Engineer/manufacture Construction Acquisition	Transit Transit Transit Transit Transit Transit
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New Start	TriMet Buses (\$17 million per year/6-years) West Metro HCT Bus Rapid Transit Alternatives Analysis Central East HCT Bus Rapid Transit Alternatives Analysis Prototype Diesel Multiple Unit (commuter rail vehicles) Wilsonville SMART Fleet Services Facility SMART Bus Replacements (\$2.7 million per year/6-years) Wilsonville SMART Offices/Administration Facility City of Sandy Transit Canby Area Transit South Clackamas Transit South Clackamas Transit Portland to Milwaukie - New Starts	\$5.00 \$7.00 \$16.20 \$1.50 \$1.50 \$1.25 \$0.75 \$745.20	Washington Co./TriMet/Metro City of Gresham/TriMet/Metro TriMet City of Wilsonville/SMART City of Wilsonville/SMART City of Wilsonville/SMART City of Sandy City of Canby City of Molalla TriMet	OR-1 OR-3 OR-1,5 OR-5 OR-5 OR-5 OR-3 OR-5 OR-5 OR-1,3,5	AA AA Engineer/manufacture Construction Acauisition Acquisition Acquisition Acquisition PE/Final Design/ROW/Construction	Transit Transit Transit Transit Transit Transit Transit Transit Transit Transit New Starts
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New Start	TriMet Buses (\$17 million per vear/6-vears) West Metro HCT Bus Rapid Transit Alternatives Analysis Central East HCT Bus Rapid Transit Alternatives Analysis Prototype Diesel Multiple Unit (commuter rail vehicles) Wilsonville SMART Fleet Services Facility SMART Bus Replacements (\$2.7 million per vear/6-vears) Wilsonville SMART Offices/Administration Facility City of Sandy Transit Canby Area Transit South Clackamas Transit South Clackamas Transit South Clackamas Transit Portland to Milwaukie - New Starts Portland to Lake Oswego Streetcar - New Starts or Small Starts Columbia River Crossing - New Starts Portland to Tigard and Sherwood/99W/Barbur Blvd. New Starts Alternatives Analysis	\$5.00 \$7.00 \$16.20 \$1.50 \$1.50 \$1.25 \$0.75 \$745.20 \$275.00 \$850.00 \$11.40	Washington Co./TriMet/Metro City of Gresham/TriMet/Metro TriMet City of Wilsonville/SMART City of Wilsonville/SMART City of Wilsonville/SMART City of Sandy City of Sandy City of Canby City of Molalla TriMet City of Lake Oswego/City of Portland/TriMet ODOT/WSDOT Metro/TriMet/Portland/Tigard	OR-1 OR-3 OR-1,5 OR-5 OR-5 OR-5 OR-3 OR-5 OR-5 OR-1,3,5 OR-1,5 OR-1,5	AA AA Engineer/manufacture Construction Acquisition Acquisition Acquisition Acquisition PE/Final Design/ROW/Construction PE/FEIS/Final Design/Construction PE/Final Design/Construction PE/Final Design/Construction PE/Final Design/Construction PE/Final Design/Construction	Transit Transit Transit Transit Transit Transit Transit Transit New Starts New or Small Starts New Starts New Starts New Starts
New Start	TriMet Buses (\$17 million per vear/6-vears) West Metro HCT Bus Rapid Transit Alternatives Analysis Central East HCT Bus Rapid Transit Alternatives Analysis Prototype Diesel Multiple Unit (commuter rail vehicles) Wilsonville SMART Fleet Services Facility SMART Bus Replacements (\$2.7 million per vear/6-vears) Wilsonville SMART Offices/Administration Facility City of Sandy Transit Canby Area Transit South Clackamas Transit South Clackamas Transit South Clackamas Transit Portland to Milwaukie - New Starts Portland to Lake Oswego Streetcar - New Starts or Small Starts Columbia River Crossing - New Starts Portland to Tigard and Sherwood/99W/Barbur Blvd. New Starts Alternatives Analysis Portland Streetcar Planning and Alternatives Analysis	\$5.00 \$7.00 \$16.20 \$1.50 \$1.50 \$1.25 \$0.75 \$745.20 \$275.00 \$850.00	Washington Co./TriMet/Metro City of Gresham/TriMet/Metro TriMet City of Wilsonville/SMART City of Wilsonville/SMART City of Wilsonville/SMART City of Sandy City of Sandy City of Canby City of Molalla TriMet City of Lake Oswego/City of Portland/TriMet ODOT/WSDOT	OR-1 OR-3 OR-1,5 OR-5 OR-5 OR-5 OR-3 OR-5 OR-5 OR-1,3,5 OR-1,5 OR-3/WA-3	AA AA Engineer/manufacture Construction Acquisition Acquisition Acquisition Acquisition PE/Final Design/ROW/Construction PE/FEIS/Final Design/Construction PE/Final Design/Construction	Transit Transit Transit Transit Transit Transit Transit Transit Transit New Starts New or Small Starts New Starts
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FY 2012 Authorization Priorities (continued)

Мар		Funding	Sponsor	Congressional	Burnaca	Drogram Catagory	
	Project Description	runung	Sponsor	Congressional	Purpose	Program Category	
	nd Cycling If the Daile to Traile Concernance Proposal is implemented *						
	If the Rails-to-Trails Conservancy Proposal is implemented:*	¢75.00	Matua		DE (DOM) (Construction	Tueile (Di suele (De de strier	
	Non-Motorized Mobility Strategy (on and off-street bike paths)	\$75.00	Metro	OR-1,3,5	PE/ROW/Construction	Trails/Bicycle/Pedestrian	
	Portland Bicycle Boulevard Project	\$25.00	City of Portland	OR - 1,3			
	If the Rails-to-Trails Conservancy Proposal is <u>not</u> implemented:*	* 4 0 0 0					
	Congressional District 1 Trails/Bikepath Program	\$10.00	Washington County & Cities	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian	
	Congressional District 3 Trails/Bikepath Program	\$10.00	City of Portland/City of Gresham	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian	
	Congressional District 5 Trails/Bikepath Program	\$10.00	Clackamas County & Cities	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian	
	Projects under consideration:						
	Multnomah County Jurisdictions**						
	Gresham/Fairview Trail, Phase 4/5	\$6.10	City of Gresham	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian	
	Clackamas County Jurisdictions**						
	French Prairie Bike-Ped-Emergency Bridge Over Willamette River	\$12.60	City of Wilsonville	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian	
	Springwater to Trolley Trail - 17th Avenue from Ochoco to McLoughlin Blvd.	\$3.20	NCPRD/City of Milwaukie	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian	
	Mt. Scott Creek Trail - Mt. Talbert to Springwater Corridor	\$4.60	NCPRD/City of Happy Valley	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian	
	Scouter's Mt. Trail - Springwater/Powell Butte to Springwater	\$7.37	NCPRD/Happy Valley	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian	
	Phillips Creek Trail - I-205 Trail to N. Clackamas Greenway	\$2.27	NCPRD/Clackamas County	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian	
	Monroe Bike Blvd.	\$2.00	City of Milwaukie	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian	
	Iron Mtn. Bike Lanes - 10th St. to Bryant Rd.	\$3.80	City of Lake Oswego	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian	
	Carmen Drive Sidewalk and Bike Lanes from Meadow Rd. to I-5	\$1.70	City of Lake Oswego	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian	
	Pilkington Sidewalk and Bike Lanes from Boones Ferry to Childs Rd.	\$5.25	City of Lake Oswego	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian	
	Washington County Jurisdictions**						
	Council Creek Regional Trail: Banks to Hillsboro	\$5.25	City of Forest Grove	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian	
	Tonquin Trail/Cedar Creek Corridor	\$2.50	City of Sherwood	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian	
	Fanno Creek Trail Projects	\$1.00	City of Tigard	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian	
	Westside Regional Trail	\$12.00	Tualatin Hills Parks & Rec. Districts/Washington Co.	. OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian	
Critical Hi	ghway Corridors		•				
	Columbia River Crossing Project	\$400.00	ODOT and WSDOT	OR-3/WA-3	Design/ROW/Construction	Project of National Significance	
	ls/Main Streets	·		· · · ·			
	Downtown Milwaukie Station Streetscape	\$5.00	City of Milwaukie	OR-3	Construction	Blvd./Main Streets	
	Main Street Ped. & Streetscape Improvements (5th St. to Division)	\$2.20	City of Gresham	OR-3	PE/Construction	Blvd./Main Streets	
	102nd Ave. St. Improvement: Project Phase II - NE Glisan to SE Washington St.	\$3.00	City of Portland	OR-3	Construction	Blvd./Main Streets	
Parkways							
	Sunrise System: Parkway Demonstration Project	\$30.00	Clackamas County	OR-3	Planning	Parkway	
	rastructure	10000		<u> </u>	8		
	Kellogg Creek Bridge Replacement	\$4.00	City of Milwaukie	OR-3	Construction	Green Infrastructure	
	Tabor to the River/SE Division St. Reconstruction, Streetscape & Green Infrastructure	\$3.60	City of Portland	OR-3	PE/Construction	Green Infrastructure	
Research		+0.00	Gity of Fortunita	on o			
	Oregon Transportation Research & Education Consortium (OTREC)	\$16.00	PSU/UO/OSU/OIT	OR-1,2,3,4,5	Research	Research	
	*Note: The region is supporting the Rails-to Trails Conservancy's (RTC) proposal to	φ10.00	**Note: Congressman Blumenauer has proposed		ivesear ch	Nestal til	
		m to invest \$50 million in each of 40 areas to substantially increase Transportation Act of 2009" to fund projects to provide safe and convenient options to bicycle and walk for routine travel. The program is proposed to be administered on a national competitive					
	william Doubloud as an asta mould be there all this area and the second se						
	million Portland requests would be through this program. If this in not successful, a						
	Bikepath & Trails earmark in each of the Congressional Districts of \$10 million each is		through these earmarks or through the competitive	program if it is			
				program if it is			

FY 2012 APPROPRIATION PRIORITIES

by proposed jurisdiction

Project Description	Funding Request (\$millions)	Sponsor	Congressional District	Source of Federal Funds	Purpose
City of Portland		-	-		
NE Columbia Blvd./NE MLK Blvd. Intersection Improvement Project	\$0.50	City of Portland		FHWA - Transportation, Community & Systems Preservation (TCSP) Program	
SE Foster Road Safety Enhancements	\$1.30	City of Portland	OR-3	FHWA-Transportation, Community & Systems Preservation (TCSP) Program	Final Design/Construction
Multnomah County & Cities of Multnomah County					
Sellwood Bridge Replacement Project	\$5.00	Multnomah County		FHWA - Transportation, Community & Systems Preservation (TCSP) Program	
US 30/Sandy Blvd Improvements: 185th - 201st Aves.	\$1.97	City of Gresham	OR-3	FHWA - Transportation, Community & Systems Preservation (TCSP) Program	PE/ROW/Construction
Clackamas County & Cities of Clackamas County					
SMART Fleet Services Facility	\$1.00	SMART/City of Wilsonville			Design/Construction
Downtown Sidewalk and Pedestrian Improvements - Main St., 5th to 15th St.	\$3.50	City of Oregon City	OR-5	FHWA - Transportation, Community & Systems Preservation (TCSP) Program	Construction
Washington County & Cities of Washington County					
OR 217 Improvements	\$3.00	Washington County	OR-1	FHWA - Transportation, Community & Systems Preservation (TCSP) Program	Construction
Fanno Creek Trail	\$1.00	City of Tigard	OR-1	FHWA - Transportation, Community & Systems Preservation (TCSP) Program	Construction
TriMet					
Portland-Milwaukie Light Rail Project	\$40.00	TriMet			Final Design/ROW
TriMet Bus Replacement	\$1.60	TriMet	OR-1,3,5	FTA - Section 5309 Bus & Bus Facilities	Acquisition
Metro					
Southwest Transit Corridor (Barbur Blvd./99 W/I-5, Portland to Sherwood)	+=:00	Metro		FTA - Section 5339 Alternatives Analysis	AA
Project Development of Regional Active Transportation Corridors	\$2.00	Metro	OR-1,3,5	FHWA - Transportation, Community & Systems Preservation (TCSP) Program	Planning/PE/ROW/Construction
ODOT					
I-5 Columbia River Crossing	\$3.00	ODOT	OR-3/WA-3		ROW/PE
I-205 Multi-Use Path	\$1.00	ODOT	OR-3,5	FHWA - Transportation, Community & Systems Preservation (TCSP) Program	Design/Construction
Port of Portland					
St. Johns Rail Line Relocation	41 00	Port of Portland		i i i i i i i i i i i i i i i i i i i	Relocation
U.S. 26 - Helvetia/Brookwood Parkway Interchange Improvement Project	\$2.00	Port of Portland/City of Hillsboro	OR-1	FHWA - Transportation, Community & Systems Preservation (TCSP) Program	Construction

Registration is required.

Joint Policy Advisory Committee on Transportation & Metro Policy Advisory Committee

Climate Leadership Summit

Working together to build livable, prosperous, equitable and climate smart communities

8 A.M. TO NOON FRIDAY, APRIL 1, 2011

JPACT and MPAC members, other elected officials, and business and community leaders will work together at this half-day event to identify strategies to reduce the region's greenhouse gas emissions and create great communities.

The summit is designed to help participants:

- Learn how local aspirations can help achieve climate goals and gain momentum from climate strategies.
- Provide input on the combinations of land use and transportation strategies that should be tested this summer.
- Learn about public attitudes about climate change.
- Discuss which land use and transportation strategies are most effective in reducing greenhouse gas emissions and what it may take to meet state targets.



Oregon Convention Center

Room F150 - 151 777 NE Martin Luther King, Jr. Blvd. Portland

TriMet MAX light rail service at Convention Center stop. Bus route #6 stops at the front entrance. Covered bicycle parking available in Lloyd Blvd parking garage.

For more information, contact Dylan Rivera at dylan.rivera@oregonmetro.gov or call 503-797-1551.

For registration information, contact Kelsey Newell at kelsey.newell@oregonmetro.gov or call 503-797-1916.



Seven rules for sustainable communities

Discover how creating livable, sustainable communities can mitigate the effect of climate change with Patrick Condon, UBC professor and expert on sustainable communities.

11:30 A.M. TO 1 P.M. TUESDAY, MARCH 29

Patrick Condon believes changing the way cities are built and retrofitted can have a significant mitigating effect on climate change. In fact, he travels the country advising policymakers and planners on how to do just that. A dynamic speaker, Condon shares new ideas from his latest book, *Seven Rules for Sustainable Communities*. His combination of in depth research and case studies challenge and entertain anyone with an interest in creating livable, sustainable communities.



- 1. Restore the streetcar city
- 2. Design an interconnected street system
- Locate commercial services, frequent transit and schools within a five-minute walk
- 4. Locate good jobs close to affordable homes
- 5. Provide a diversity of housing types
- 6. Create a linked system of natural areas and parks
- 7. Invest in lighter, greener and cheaper infrastructure



Metro Regional Center

Council chamber 600 NE Grand Ave. Portland

Take TriMet MAX light rail service to the Convention Center stop. Bus route No. 6 stops on Grand Avenue at the front entrance. Bicycle parking available.

For more information, contact Janna Allgood at janna.allgood@oregonmetro.gov or call 503-813-7589.



http://www.usnews.com/news/articles/2011/02/08/10-best-cities-for-...



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HOME

OPINION WASHINGTON WHISPERS

CONGRESS TRACKER

WHITE HOUSE TRACKER

10 Best Cities for Public Transportation

Obama announced more funding for high speed rail, but these cities are already excelling

By DANIELLE KURTZLEBEN Posted: February 8, 2011

President Obama is calling for \$8 billion to go towards high-speed rail, as part of a six-year, \$53-billion plan. The administration is hoping that the program will create jobs and boost American competitiveness in the long run. But on a smaller scale, an effective public transportation system can simply increase the quality of life in a city. By transporting people to work, school, local attractions, and healthcare facilities, public transit can reach into nearly every area of city life, from public health to tourism. Statistics show that public transit has experienced rapid growth, providing economic benefits to individuals and municipalities alike.

[See a slide show of the 10 Best Cities for Public Transportation.]

Public transit systems have become a part of daily life in many U.S. cities; the number of public transportation systems in the United States has increased more than sevenfold in the last 30 years, from 1,044 in 1980 to 7,700 in 2009. According to the American Public Transportation Association, a nonpartisan organization that advocates for public transit improvement, that increase in transit has spurred an increase in economic activity. The association estimates that for every one dollar invested in public transportation, four dollars are generated in economic returns. APTA also reported in January that in major urban areas, individuals on average save \$9,656 annually by using public transportation instead of driving.

Analysis of data from the Federal Transit Administration and APTA shows which cities are among the best in the country for public transportation. All of these cities' systems have unique features that set them apart. Portland's public transit provides riders with a variety of travel options, including buses, light rail, commuter rail, streetcars, and an aerial tram. New York is unique simply by virtue of high ridership: in 2008, 4.2 billion trips were taken on New York metro area subway lines, buses, and railroads, six times the number of trips taken in Los Angeles, the No. 2 city. Minneapolis and Portland both feature fare-free transit routes in their downtown areas. And the Salt Lake City area's Utah Transit Authority runs ski transit lines in the winter, in addition to its usual rail and bus services, and also features wireless Internet on its buses.

Additionally, many of the top cities for public transportation are improving their already high-quality systems. The FTA in January approved a 20-mile elevated electric passenger rail system to connect Honolulu with its suburban areas. Minneapolis and Austin have also both opened commuter rail systems in the last two years. Commuter rail systems generally serve to connect outlying communities and suburbs with central cities downtown areas, as opposed to light rail systems, which tend to operate more locally and with more frequent stops.

[See a slide show of the 10 Best Cities to Find a Job.]

According to a U.S. News analysis, the 10 U.S. cities with the best combination of public transportation investment, ridership, and safety are:

1. Portland, OR

2. Salt Lake City

3. New York

4. Boston

5. Minneapolis-St. Paul, MN

6. San Francisco

7. Los Angeles

8. Honolulu

9 (tie). Denver

9 (tie). Austin

Other major cities that came close to making the cut were the Washington, D.C., metro area and Seattle, Washington, both at No. 11, and Chicago, Illinois, at No. 13. Though all three of these systems had relatively high ridership and public investment, they all also experienced far more safety incidents--such as collisions, derailments, and fires--per million trips than the cities in the top 10.

The rankings take into account per capita spending on public transportation, number of safety incidents per million trips, and the number of trips taken per capita. The cities that made the top 10 list excelled in different ways. The greater Minneapolis-St. Paul and Salt Lake City areas, for example, had the best safety records of the top 10 cities. These high marks helped them rank well overall, despite their comparatively lower per-capita ridership. New York and San Francisco-Oakland, conversely, ranked very high on ridership and public investment, but ranked lower in terms of safety.

[See a slide show of 10 cities adopting smart grid technology.]

The rankings also take into account cities' surrounding areas. For example, Boston data includes ridership and population in the metro area that extends into New Hampshire and Rhode Island. Only metropolitan areas where more than 20 million trips were taken in 2008 (according to APTA) were included in the rankings.

- See the 10 Best Cities to Find a Job.
- Read the Secrets to Job Growth in Salt Lake City.

Metro | People places. Open spaces.

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION January 13, 2010 Metro Regional Center, Council Chambers

MEMBERS PRESENT

Carlotta Collette, Chair Sam Adams Rex Burkholder Jack Burkman Nina DeConcini Craig Dirksen Kathryn Harrington Donna Jordan Deborah Kafoury Roy Rogers Jason Tell Don Wagner

MEMBERS EXCUSED

Shane Bemis Neil McFarlane Lynn Peterson Steve Stuart Bill Wyatt

ALTERNATES PRESENT Olivia Clark Susie Lahsene Ann Lininger

AFFILIATION

City of Gresham, representing Cities of Multnomah Co. TriMet Clackamas County Clark County Port of Portland

AFFILIATION TriMet Port of Portland Clackamas County

<u>STAFF:</u> Andy Cotugno, Metro Councilor Shirley Craddick, Colin Deverell, Kim Ellis, Megan Gibb, Mike Hoglund, Allison Kean-Campbell, Ted Leybold, Robin McArthur, Kelsey Newell, Dylan Rivera, Andy Shaw, Randy Tucker, Patty Unfred, Chris Yake.

AFFILIATION Metro Council City of Portland Metro Council City of Vancouver Oregon Department of Environmental Quality City of Tigard, representing Cities of Washington Co. Metro Council City of Lake Oswego, representing Cities of Clackamas Co. Multnomah County Washington County Oregon Department of Transportation, Region 1 Washington State Department of Transportation

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:33 a.m.

2. <u>INTRODUCTIONS</u>

Chair Collette welcomed new District 1 Metro Councilor, Shirley Craddick, who was in the audience.

3. <u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u>

Mr. Ken Smelser, 1801 N Marine Drive, voiced concerns regarding potential cost overruns in the Columbia River Crossing (CRC) project. Mr. Smelser compared the CRC project to the recently cancelled Access to the Region's Core (ARC) tunnel in New Jersey and the proposed Alaskan Way Viaduct replacement tunnel in Seattle, Washington.

Mr. Ron Swaren, 1543 SE Umatilla St., briefed the committee on double-decker buses that could be utilized in the region and described the buses as a way to expand transit capacity.

4. <u>COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS</u>

Chair Collette noted the upcoming final meeting of the Regional Flexible Fund (RFF) Task Force and described its recommendations, which included advocating for the use of RFF dollars for fewer, larger active transportation projects and improved system management for the region's freight needs.

Ms. Susie Lahsene reviewed the Port of Portland's suggestions for additional language regarding green economy and freight initiatives in the RFF Task Force report.

Chair Collette discussed the upcoming meetings of the Oregon Metropolitan Planning Organization Consortium (OMPOC) and recommended that Commissioner Lynn Peterson continue to serve as her alternate.

Mr. Jason Tell announced that ODOT and partnering consulting firms received recognition from the American Council of Engineering Companies (ACEC) for their work on several projects, including the Sellwood Bridge.

5. <u>CONSIDERATION OF THE JPACT MINUTES FOR DECEMBER 9, 2010</u>

<u>MOTION:</u> Commissioner Deborah Kafoury moved, Councilor Donna Jordan seconded, to approve the December 9 JPACT Minutes.

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

6. <u>ACTION ITEMS</u>

6.1 Resolution No. 11-4223, "For the Purpose of Endorsing Regional Policy and Funding Priorities for 2011 State Transportation Legislation"

Mr. Randy Tucker of Metro briefed the committee and sought comment on the resolution. Mr. Tucker highlighted previously recommended changes, including language describing the Road User Fee Task Force's recommendations, in addition to high-speed rail and access management.

<u>MOTION:</u> Commissioner Roy Rogers moved, Councilor Jordan seconded, to approve Resolution No. 11-4223.

Discussion: Members inquired about the discussions between local jurisdictions' government affairs staff regarding the resolution. As noted during the December 9 JPACT meeting, members reiterated an interest in developing an ongoing dialogue related to the region's approach to the Legislature. Members also commented on the likelihood of funding for the CRC project.

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

6.2 Resolution No. 11-4226, "For the Purpose of Endorsing a Regional Position on the Authorization of a Surface Transportation Act in the US Congress and Approving Regional Transportation Priorities for Federal Fiscal Year 2012 Appropriations"

Mr. Andy Cotugno of Metro briefed the committee regarding the current political and financial circumstances surrounding federal transportation legislation and described the components of the resolution. Mr. Cotugno highlighted a revised version of Exhibit D, which deleted the Lake Road project.

<u>MOTION:</u> Councilor Rex Burkholder moved, Commissioner Rogers seconded, to approve Resolution No. 11-4226 with the amended Exhibit D, "FY 2012 Appropriation Priorities."

Discussion: Members commented on the political landscape in the new Congress and cautioned against focusing on smaller projects. Members agreed that additional preparatory work was needed before bringing the region's transportation needs to the Congressional delegation and questioned whether a six-year reauthorization bill would best serve the region's needs, given the current political climate. It was recognized that the region is interested in and should advocate for a 6-year bill that meets the priorities laid out in the resolution and that the bill advanced may not meet the region's needs.

Members also discussed the work in the transit-oriented development and active transportation components listed in the related exhibits. Members also requested additional information on how active transportation project priorities were determined. Conjointly, committee members proposed a friendly amendment striking the enumeration of specific active transportation projects from Exhibit B, "Strategic Project Direction: Focus on broadly supported high-priority projects," which was accepted.

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

7. <u>INFORMATION/DISCUSSION ITEMS</u>

7.1 Global Warming Commission 2020 Roadmap

Mr. Angus Duncan of the Oregon Global Warming Commission (GWC) briefed the committee on the 2020 Roadmap to reducing greenhouse gas (GHG) emissions below 1990 levels, as mandated by the state legislature. Mr. Duncan overviewed the recommendations by sector, with varying tiers of assumptions in each. Mr. Duncan also noted that, even if each sector achieves the highest tier, GHG reductions will still be modestly shy of state GHG targets. General goals of the 2020 Roadmap include:

- Increasing sustainable vehicle use,
- Focusing growth in existing urban growth boundaries,
- Reducing coal electricity generation,
- Supporting sustainable building practices,
- Improving Oregon's low-carbon economy; and
- Developing consumption-based carbon accounting.

Committee members discussed the 2020 Roadmap. Members conferred upon the potential impact of GHG reduction efforts on the economy and ways to integrate thinking on GHGs into daily decision-making. Members also discussed the aggressiveness of the targets and the need to engage the public early on.

7.2 Review of 2014-15 Regional Flexible Fund Step 1 Programs: Transit Oriented Development

Due to time constraints, the review of the following RFF Step 1 programs was postponed to the February 10 JPACT meeting.

8. <u>ADJOURN</u>

Chair Collette adjourned the meeting at 8:57 a.m.

Respectfully submitted,

Colin Deverell Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JANUARY 13, 2010 The following have been included as part of the official public record:

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
	Handout	7/7/2010	"Nothing Has Ever Gone Right" Article	011311j-01
	Handout	n/a	Port of Portland Considerations for Green Economy and Freight Initiatives	011311j-02
6.2	Handout	1/11/11	Resolution No. 11-4226, Revised Exhibit D	011311j-03
7.1	Handout	n/a	"Global Warming" Handout	011311j-04
7.1	PowerPoint	n/a	Oregon Greenhouse Gas Reduction 2020 Roadmap	011311j-05



Draft Oregon Freight Plan: Proposed JPACT comment focus areas

- •Refine the freight vision.
- •Clarify priorities.
- •Identify short-term implementation actions.
- •Encourage highway design flexibility.
- •Seek freight funding sufficiency, reliability, flexibility.
- Collaborate to implement the plan.

Regional Freight Technical Advisory Committee

Metro – Deborah Redman Clackamas County – Larry Conrad Multnomah County – Ken Born/Jane McFarland Washington County – Clark Berry/Andy Back **ODOT Region 1** – Lidwien Rahman **ODOT Freight Mobility Unit** (Salem) – Michael Bufalino **City of Gresham** – Sandra Doubleday **City of Hillsboro** – Don Odermott **City of Portland** – Bob Hillier **City of Wilsonville** – Mark Ottenad **City of Tualatin** – Mike McKillip **FHWA** – Nick Fortey **Port of Portland** – Phil Healy **Port of Vancouver** – Katy Brooks **Southwest RTC** – Lynda David **WSDOT** – Sharon Zimmerman



Oregon Freight Plan



January 28, 2011

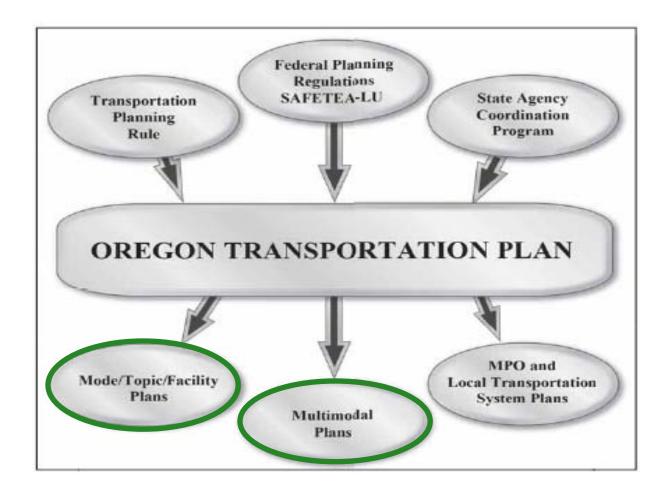
Transportation Policy Alternatives Committee







Oregon Freight Plan and the OTP





Purpose of the Oregon Freight Plan

The purpose of the Oregon Freight Plan is to improve freight connections to local, state, regional, national and global markets in order to increase trade-related jobs and income for Oregon workers and businesses.





The Freight Story

Economic Structure

Type of Businesses, Number of Households

Industry Logistics Patterns

Supply Chains, Distribution Networks

Freight Demand

Trucks, Planes, Watercraft, Rail Cars

Freight Infrastructure

Highways, Rail Lines, Ports, Access Roads

Ownership, Regulation, Pricing

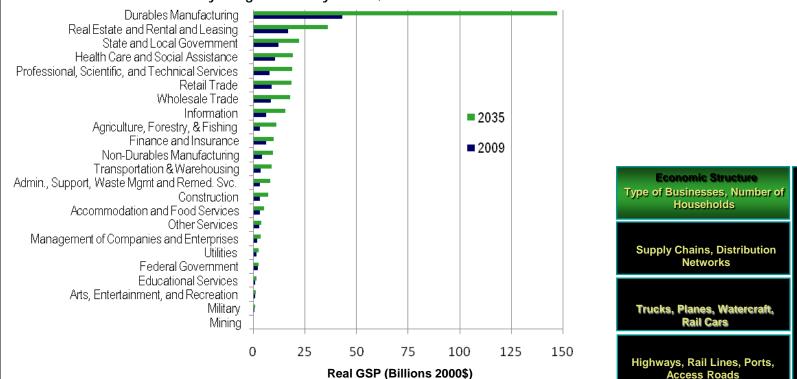
Organization and Public Policy

Graphic Developed by Cambridge Systematics Inc.



The Oregon Economy

Oregon's economy will be dependent on a variety of industries in the future; durables manufacturing is expected to have a large role moving forward.



Real GSP by Oregon Industry Sector, 2009 and 2035

Graphic Developed by Cambridge Systematics Inc.

Ownership, Regulation, Pricing



Industries and the Freight System

Several industries are key to the Oregon economy and will have a substantial impact on freight movement in Oregon. This includes:

- <u>High-value industries</u> (computer & electronics manufacturing)
- <u>Natural resource dependent industries</u> (lumber/wood products, agriculture)
- <u>General manufacturing industries</u> (food manufacturers, metals manufacturers)
- <u>Retail and wholesale trade</u>



Industries and the Freight System

Industry reliance on each mode differs, with most key industries relying heavily on highway/truck movements

Industry Sector	Highway	Railroad	Water/ Marine	Air	Pipeline	
Agriculture, Forestry and Fishing	High	High (except fishing)	Medium	LOW (except Fishing)	Low	
Computer and Electronics Manufacturing	High	Medium	Medium	High	Low	
Food Manufacturing	High	Medium	Medium	Low	Low	
Machinery Manufacturing and Metals Manufacturing	High	High	High	Medium	Low	Type of Businesses, N Households
Wood and Paper Manufacturing	High	High	High	Low	Low	Industry Logistics P Supply Chains, Distr Networks
Retail Trade	High	Medium (Except long distance)	Medium	Low	Low	Trucks, Planes, Wate Rail Cars
Services and Other	Low	Low	Low	Low	Low	Highways, Rail Lines, Access Roads

Graphic Developed by Cambridge Systematics Inc.

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Ports



Oregon Freight Demand

Anticipated increases in population, GSP and employment will fuel demand for increased freight moving into, out of, and within Oregon

Oregon Freight Tons and Value, (Inbound, Outbound, and Internal)

	2002	2010	2025	2002 to 2035
	2002	2010	2035	% Growth
Weight (millions of tons)	347	403	651	88%
Value (billions of \$)	213	253	554	161%

Increased freight demand requires additional capacity, congestion reduction measures, improved connectivity between modes and between production locations and intermodal facilities

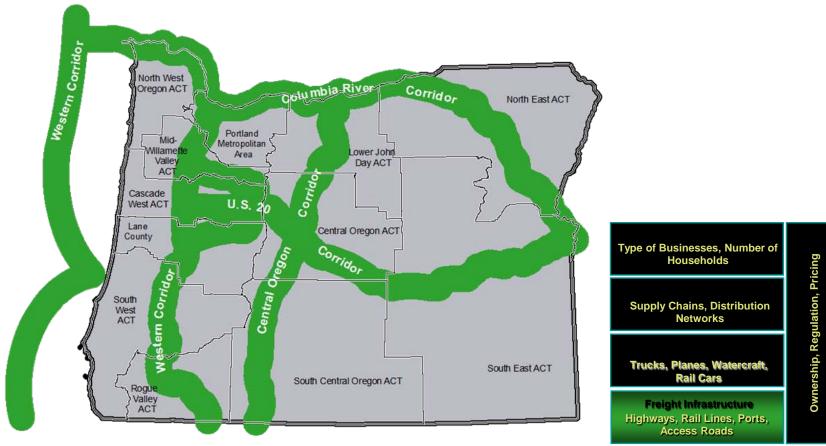


Graphic Developed by Cambridge Systematics Inc.



Freight System

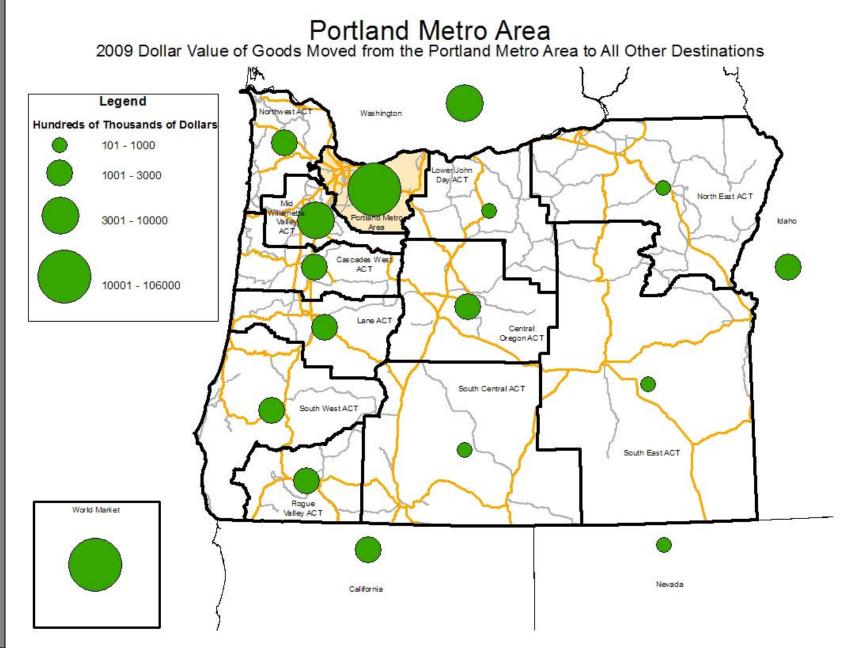
 Oregon's freight network is centered around four primary multimodal corridors



Graphic Developed by Cambridge Systematics Inc.

CHIMIN CONTRACTOR





CHINELEN CONTRACTOR



Portland Metro Area 2009 Dollar Value of Goods Moved to the Portland Metro Area from All Other Destinations Legend Northwest ACT Washington In Tens of Thousands 0 - 2000 owerJohn 2001 - 10000 Day ACT North East ACT 10001 - 50000 Portland Met Idaho Valle Area as cades West ACT 50001 - 1247700 Lane ACT Central Oregon AC1 South Central ACT South West ACT South East ACT Rogue World Market Valley ACT (Nevada California



Issues Addressed by Strategies in the Plan

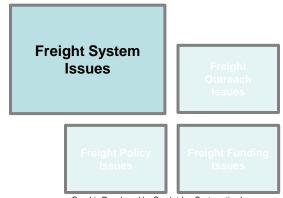
FREIGHT SYSTEM ISSUES	FREIGHT OUTREACH ISSUES
- Lack of system redundancy	- Communication with neighbors necessary
 Capacity constraints, congestion, etc. on multimodal freight corridors and access roads to major intermodal facilities Industrial land supply shortage Freight emissions 	- Communicating the benefits of freight
POLICY ISSUES	FUNDING ISSUES
POLICY ISSUES - Permitted (heavier) loads on OR highways	FUNDING ISSUES - Lack of dedicated freight funding source



Strategies to Address Freight System Issues

For example:

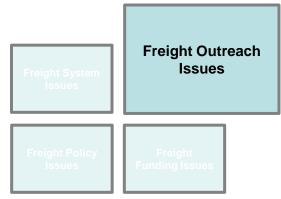
- Define and establish criteria to identify freight constraints and deficiencies
- Improve integration of freight into the land use process
- Research strategies to reduce pollutants and GHGs



Graphic Developed by Cambridge Systematics Inc.



Strategies to Address Freight Outreach Issues



Graphic Developed by Cambridge Systematics Inc.

For example:

- Work with partner states to identify projects of national significance for federal funding
- Prioritize efforts to create/maintain strategic relationships with multistate coalitions and freight groups in neighbor states
- Create opportunities for positive interaction between private sector freight stakeholders and community stakeholders

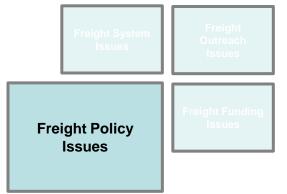




Strategies to Address Freight Policy Issues

For example:

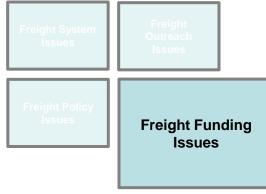
- Reduce inefficiencies in the NEPA process as well as other environmental permitting processes
- Monitor, preserve and improve freight facilities that accommodate truckloads requiring a permit
- Consider targeting financial support to strategic nonhighway infrastructure with compelling public benefits



Graphic Developed by Cambridge Systematics Inc.



Strategies to Address Freight Funding Issues



Graphic Developed by Cambridge Systematics Inc.

For example:

- Advocate establishing sources of funding for improvements on intermodal connectors
- Work with a broad group of stakeholders to study the potential for and the implications of a statewide freight fund
- Seek projects to advance as potential public-private partnerships through the planning and programming process



Steps Following Plan Adoption

- Develop Implementation Plan consistent with OTP
- Gather input on freight bottlenecks or choke points
- Communicate the bottlenecks or choke point locations to system owners and ACTs
- Develop performance measures and tools for plan implementation



THANK YOU – COMMENTS OR QUESTIONS?









Transit Oriented Development (TOD) & Centers Program

Presented by: Megan Gibb & Chris Yake

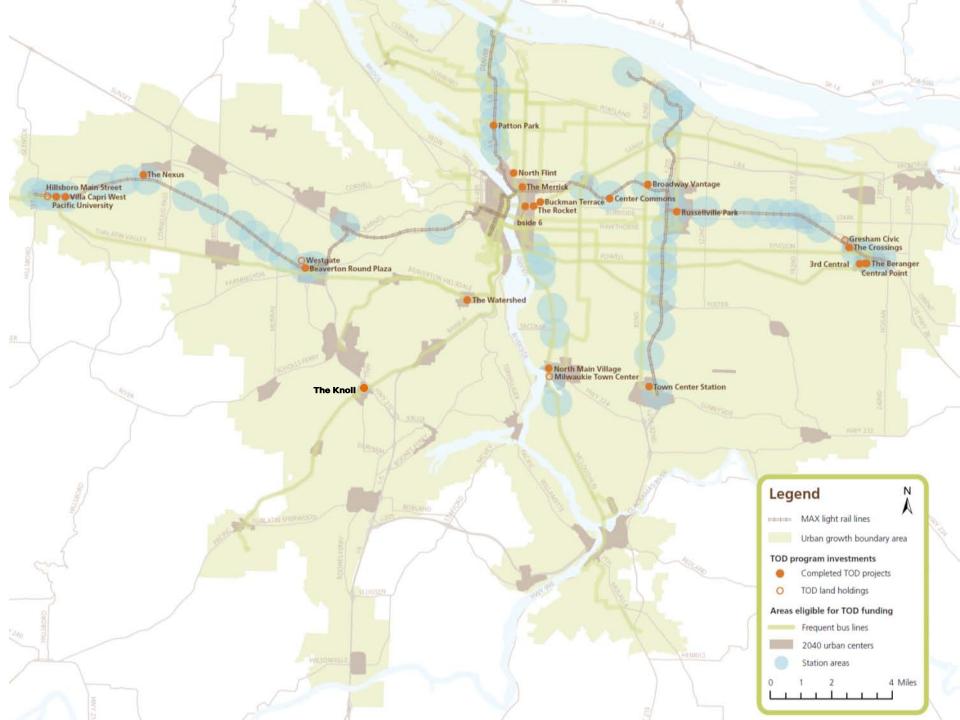
METRO PLANNING DEPARTMENT



TOD & Centers Implementation Program

Metro's Development Center

- Program created in 1998
- \$2.9 mill annual budget
- Directly implementing 2040 Growth Concept through publicprivate partnerships
- Investments in "bricks and mortar" tied to transportation outcomes (ridership)
- \$30 mill has leveraged > \$300 mill private investment







The Crossings (Gresham, 2006)



North Main Village

(Milwaukie, 2006)

Patton Park (North Portland, 2009)

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Pacific University

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Go Native.

6 MAX

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F

(Hillsboro, 2007)

3rd Central (Gresham, 2009)

Bside 6 (East Burnside, 2009)

Town Center Station (Clackamas, 2010)





T H E

KNOL

AT

T I G A R D

program results

2,091 housing units

nearly 1,000 affordable units

20 built projects (10 in pre-development)

and more than 300 senior units

2008 National APA Best Practices Award

Nearly 250,000 sq ft commercial

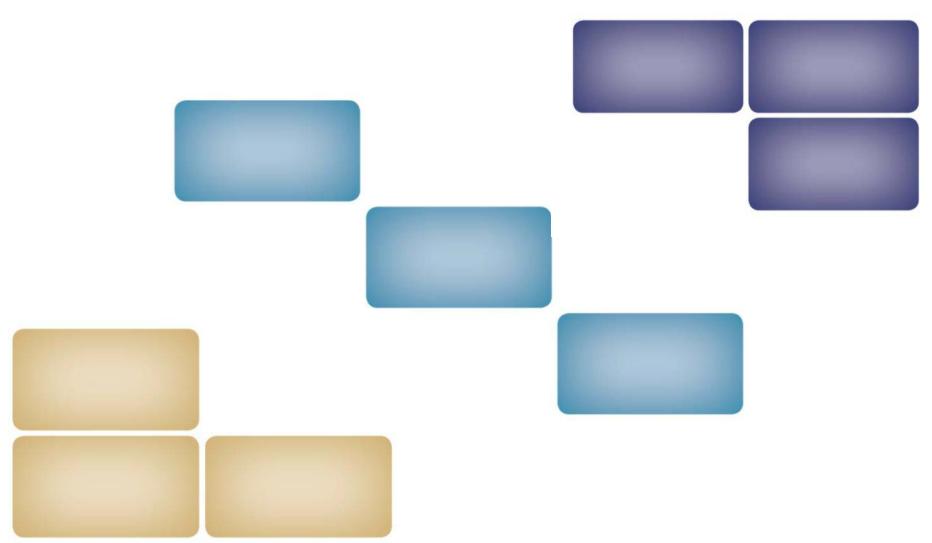
543,000 Induced Transit Riders Per Year > 100,000 tons of GHG reduced

\$318 million in private investment



RTP performance targets

- Reduces VMT & delay
- Increases walking/biking
- Reduces h + t costs
- Increases access to daily
 - needs for all residents
- Reduces emissions / exposure to air pollution

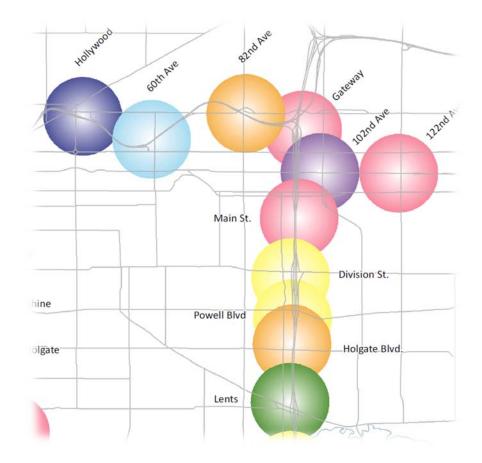


Strategic Plan: where we are headed

why a strategic plan?

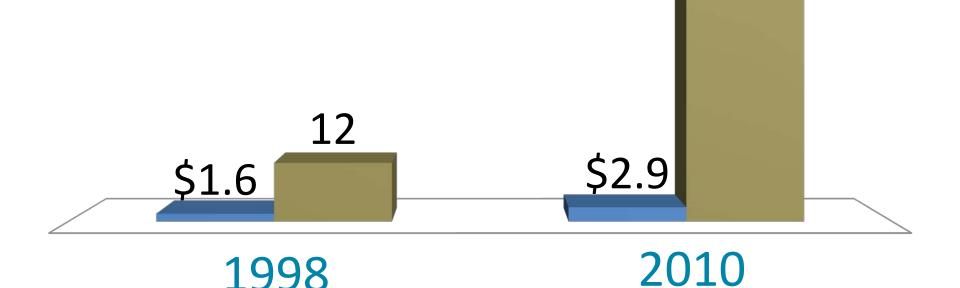
- Expanding system = expanding eligibility
- Differentiate areas
 by measuring TOD
 readiness
- Target TOD

investments



TOD Program Funding & Eligible Areas 1998-2010

 Funding (millions)
 eligible areas (sq miles) 93

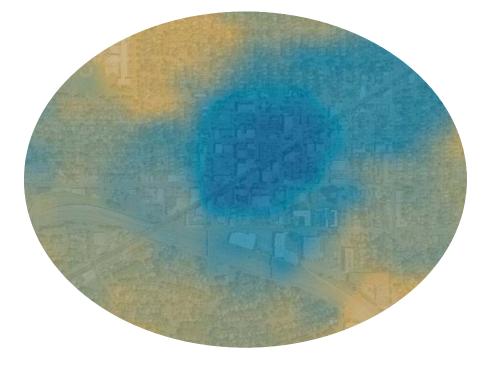


building a TOD typology

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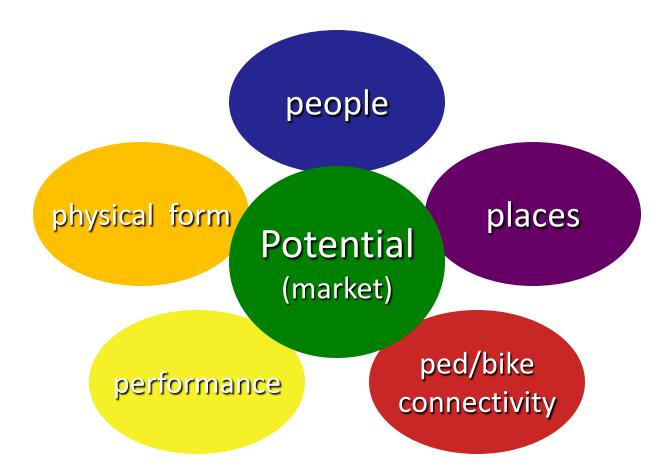
"TOD Score" (Urban Form + Activity)

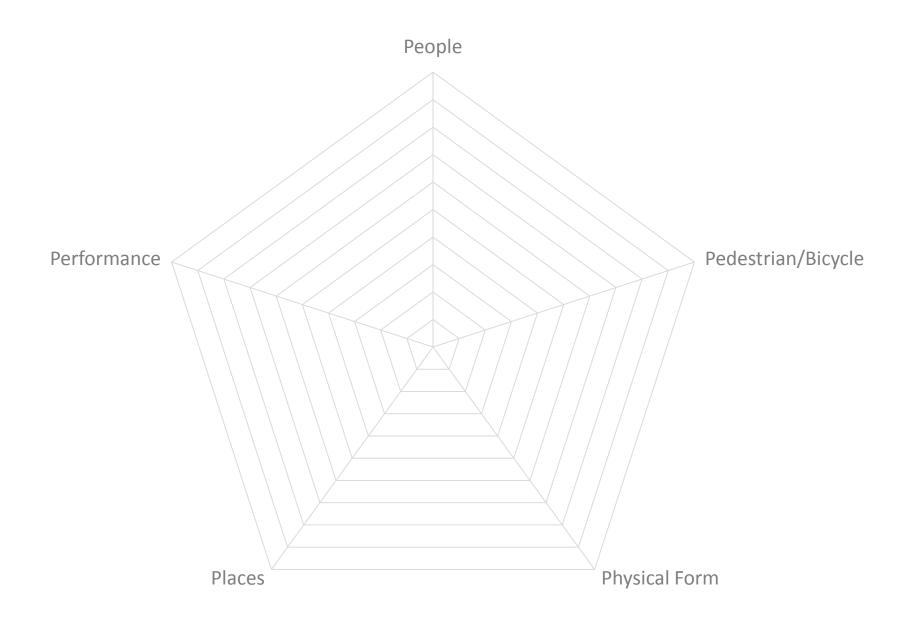
Market Strength

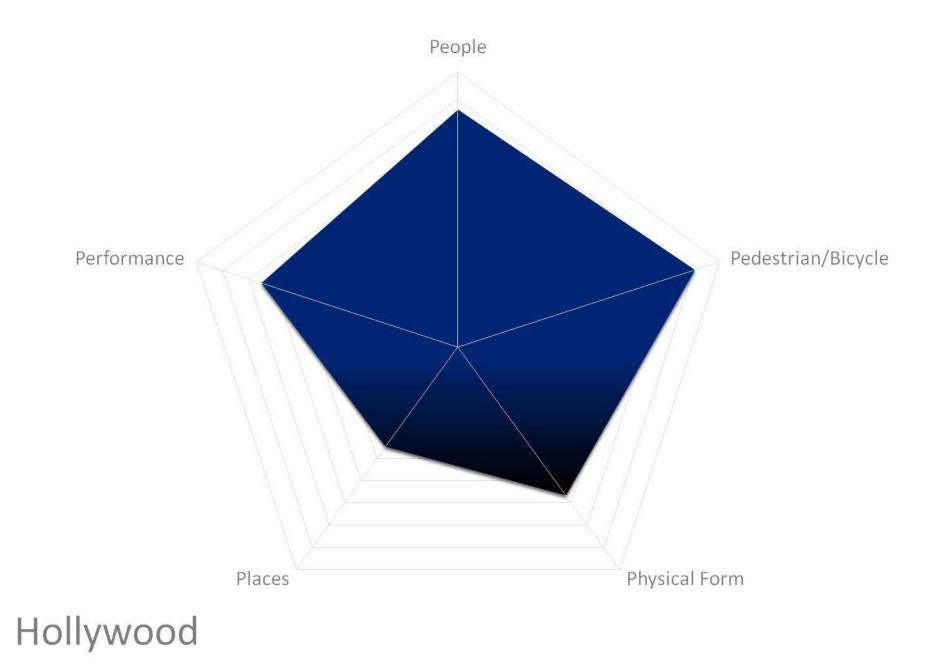


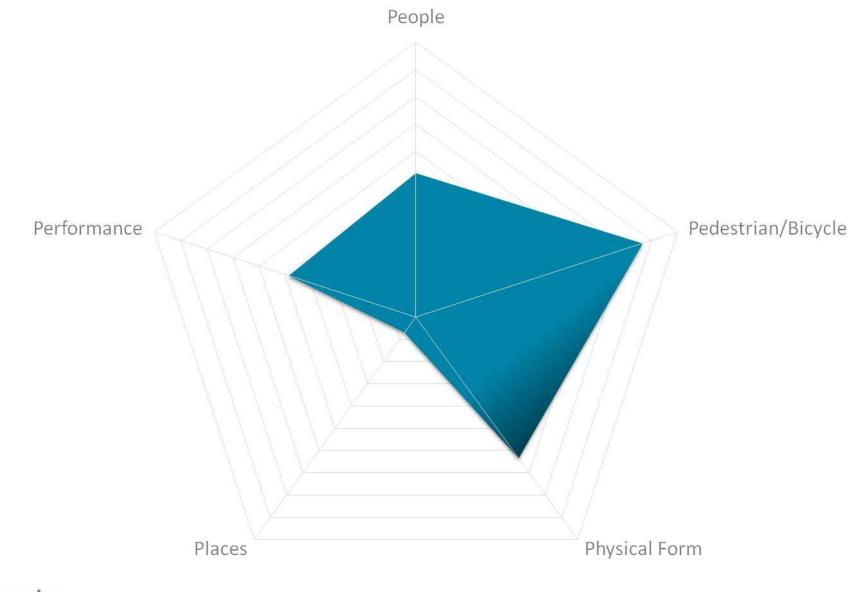


measuring TOD readiness

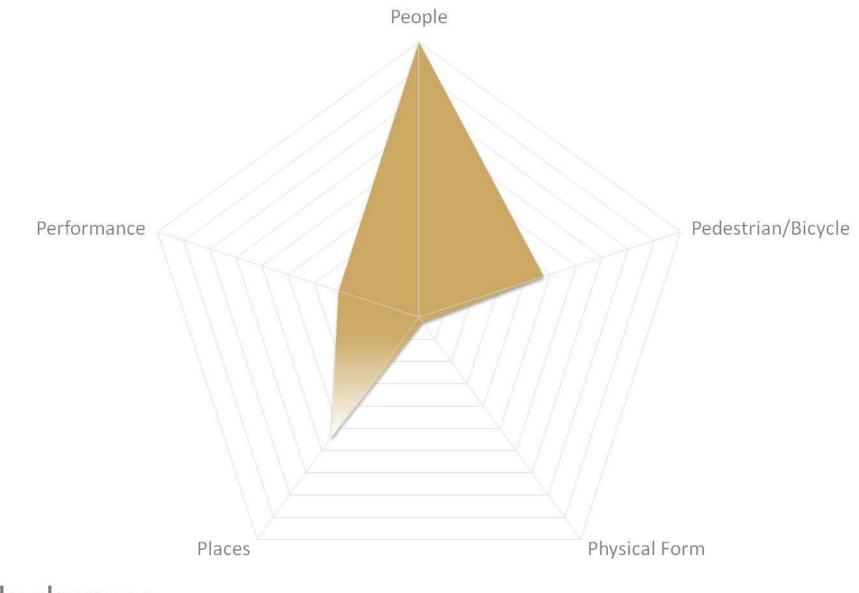




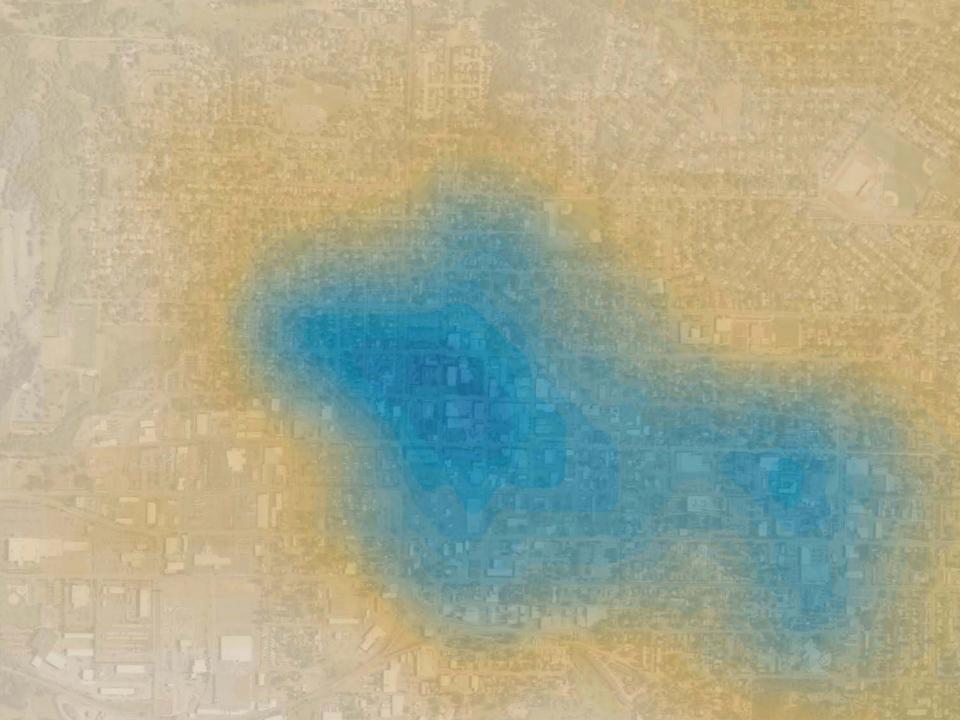


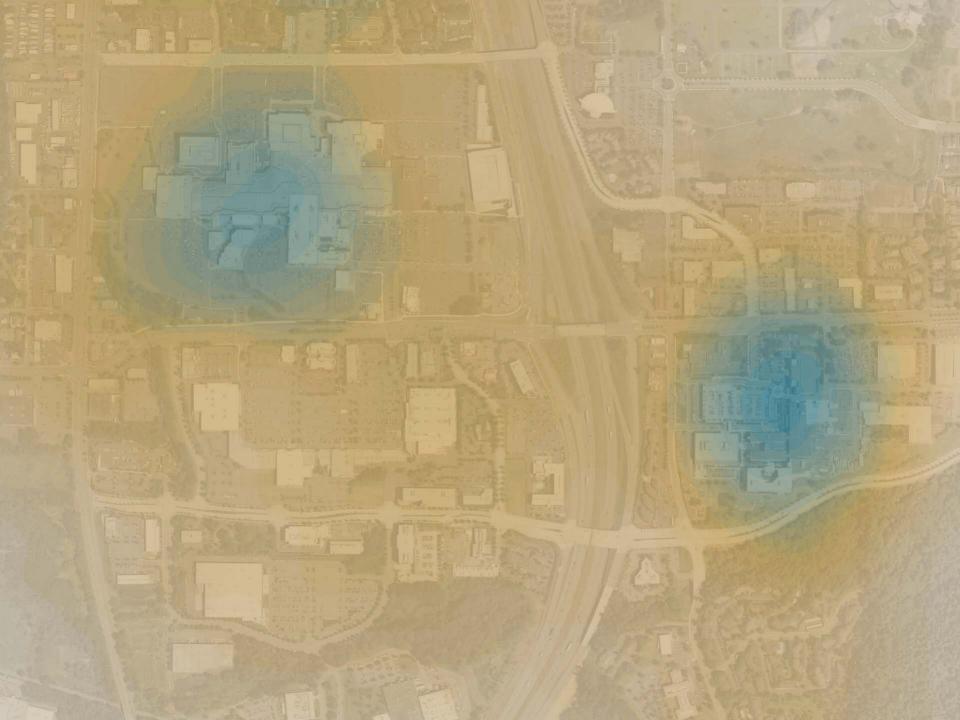


Lents



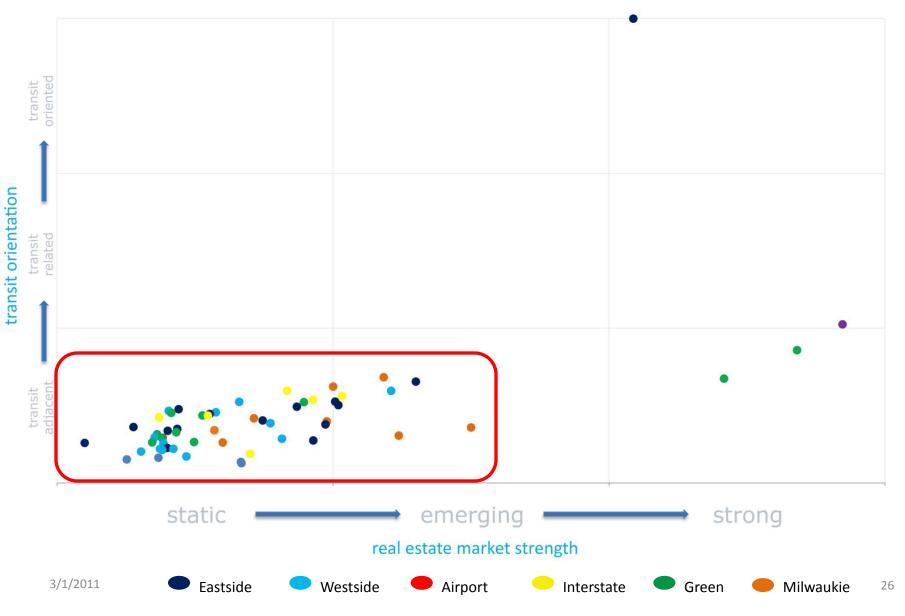
Clackamas





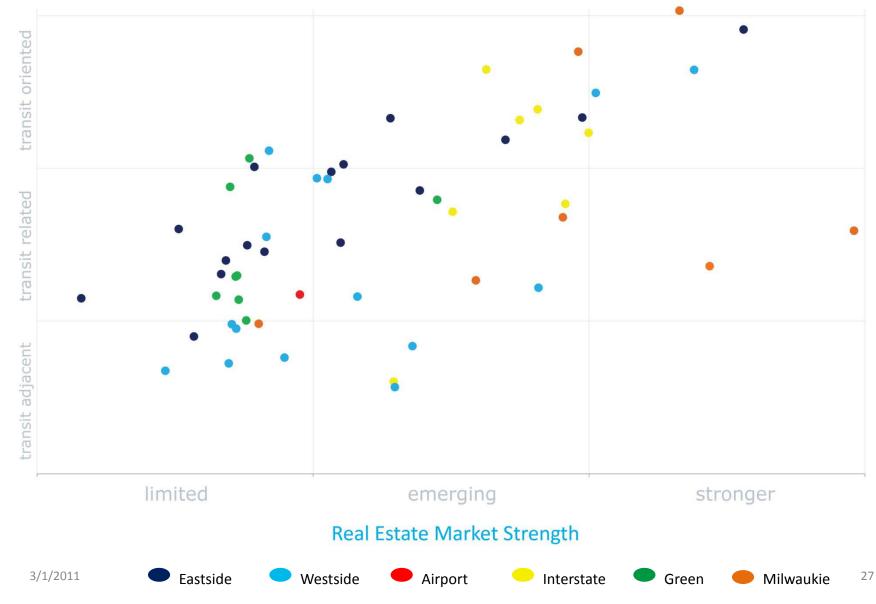


Typology (market + TOD Score)



Station Community Typology

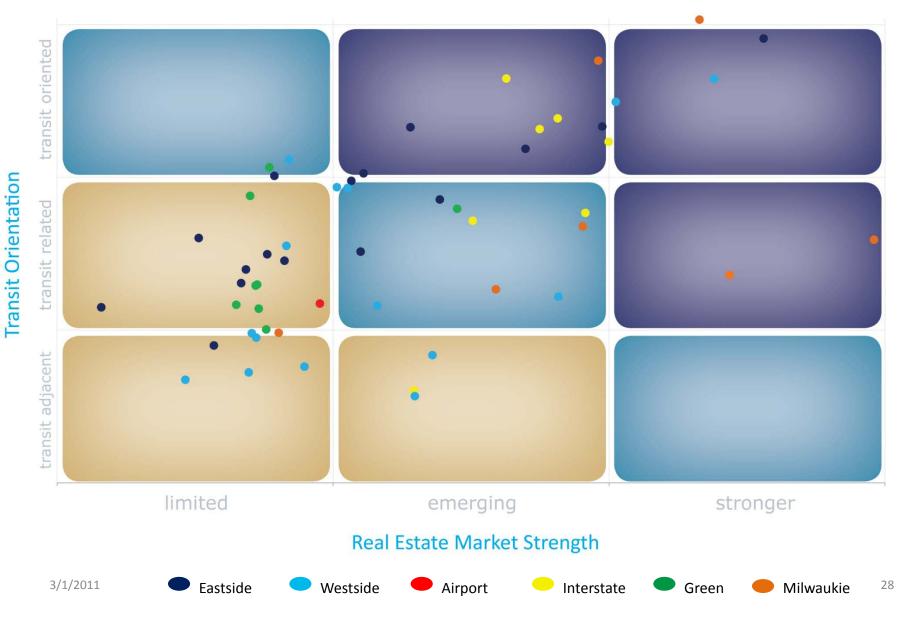
(market + TOD Score)



Transit Orientation

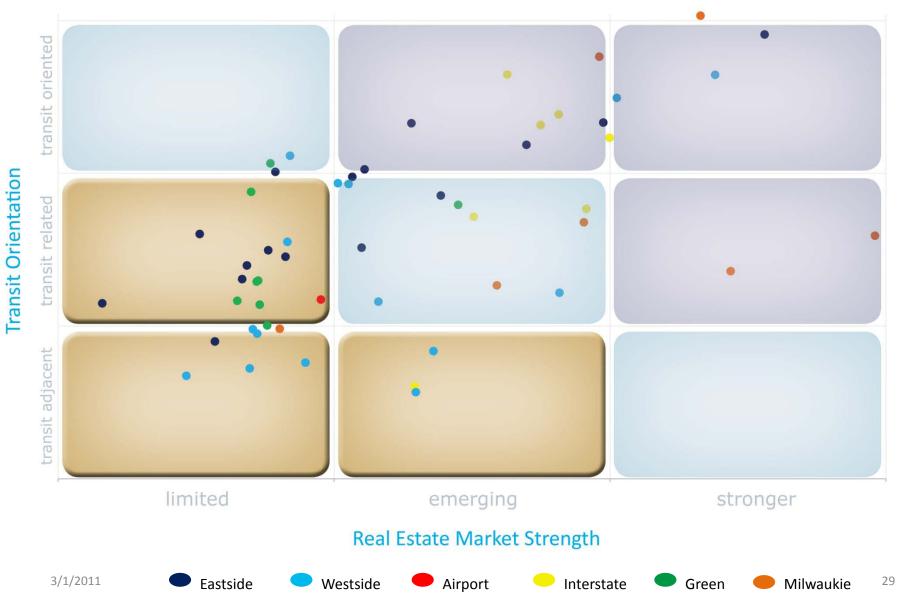
Station Community Typology

(market + TOD Score)



Plan + Partner

(longer term station areas)



Plan + Partner

(longer term station areas)

- Static/emerging markets
- Lower activity levels + densities

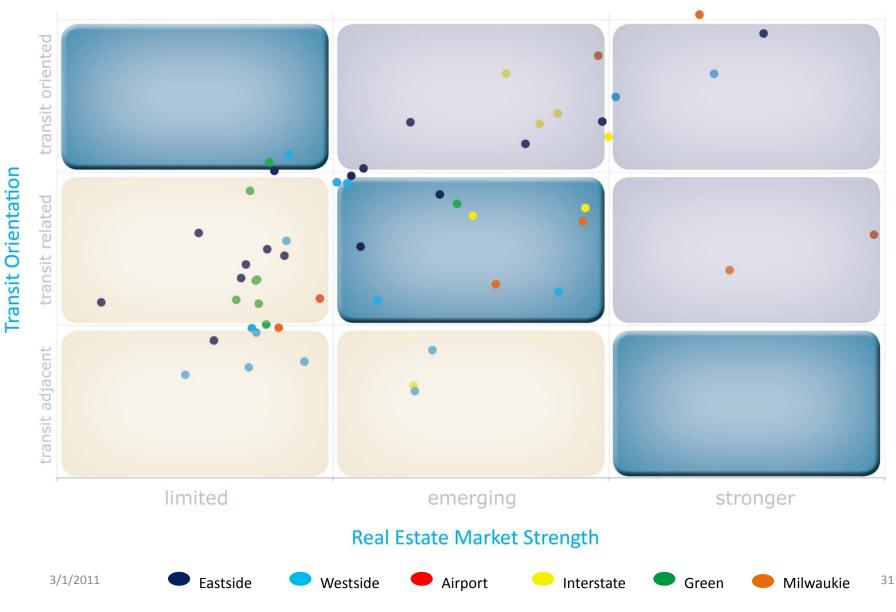
- Project types:

- Technical planning assistance
- Foster partnerships with local jurisdictions and private sector
- Identify other funding opportunities (TGM, MTIP)



Catalyze + Connect

(emerging station areas)



Catalyze + Connect

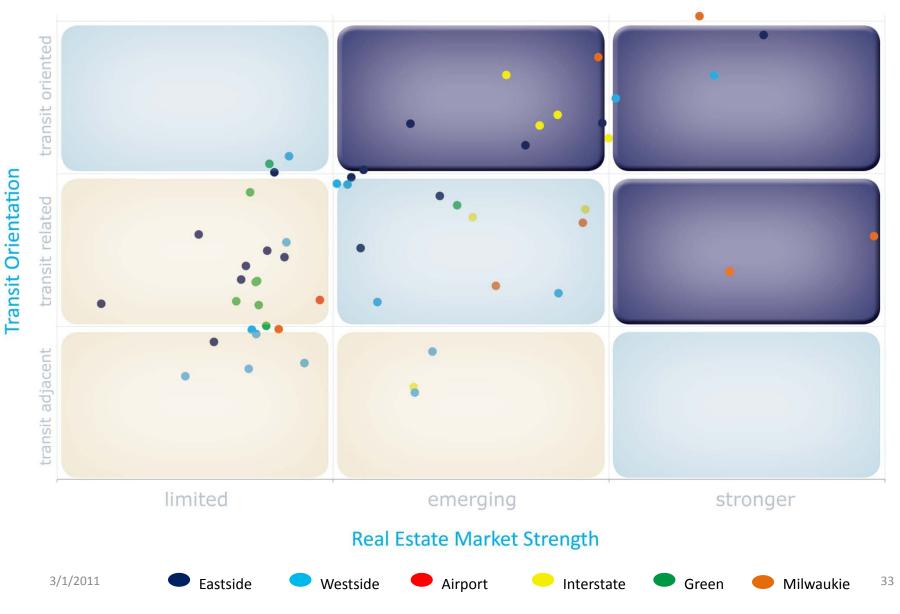
(emerging station areas)

- -Emerging markets
- Blend of people, places, transit, block pattern
- Project examples:
 - Catalyze the market with traditional TOD projects
 - Work with local partners to address station area planning, zoning, missing connections



Infill + Enhance

(near term station areas)



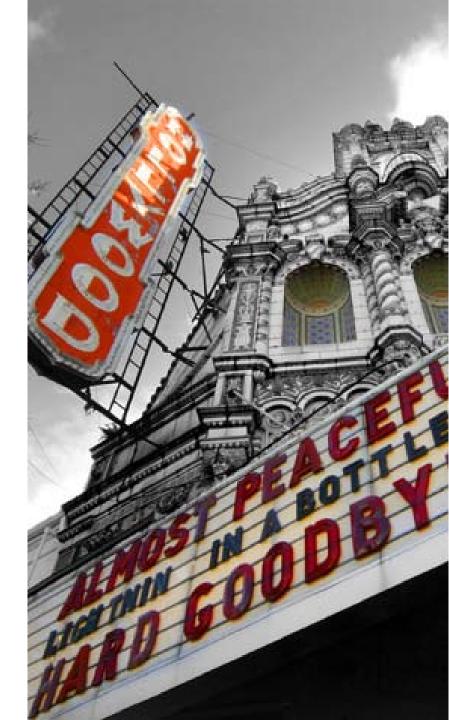
Infill + Enhance (near term station areas)

-Strong/emerging markets

Urban blend of people,
 places, transit, block pattern

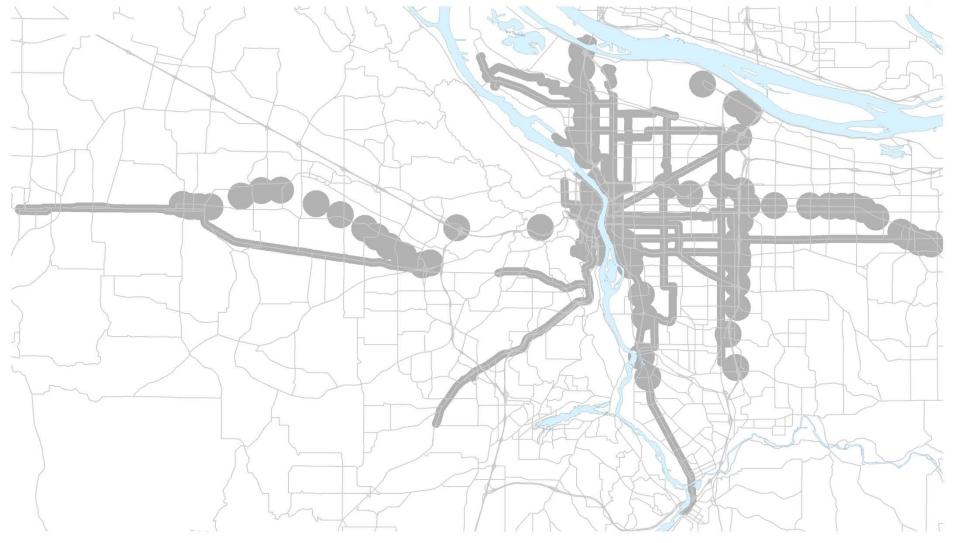
-Project Types:

- "Aggressive" TOD or prototypical building types
- Workforce/Affordable housing



TOD Typology Clusters

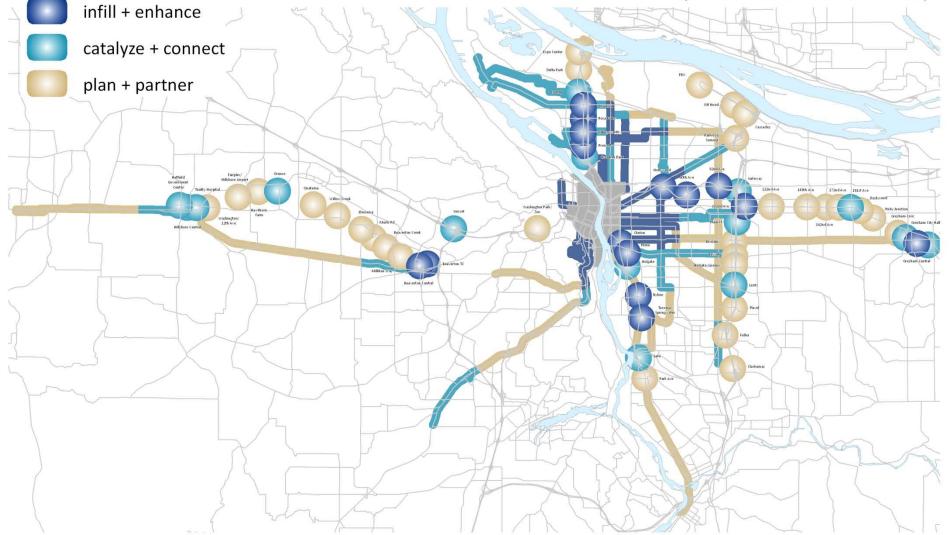
(market + urban form readiness)

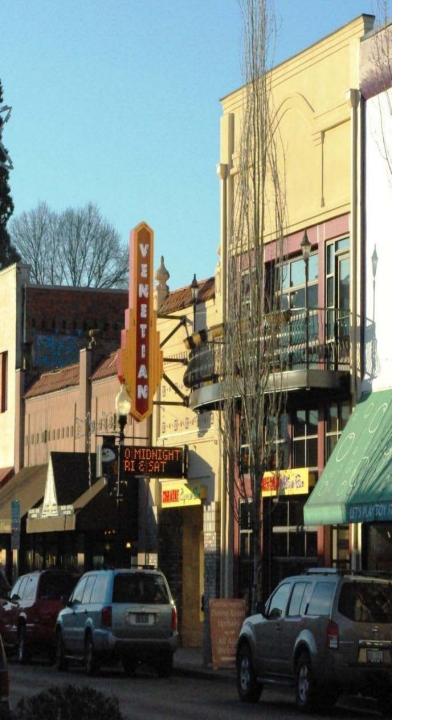


Clusters

TOD Typology Clusters

(market + urban form readiness)





Recommendations

- More targeted catalytic
 - investment in TOD and
 - urban amenities
- Promote predevelopment/
 - implementation planning
- Better leverage local funds with investments

0210115-07

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

🔊 Metro | Memo

Date:	Monday, February 7, 2011
То:	JPACT
From:	Amy Rose & Ted Leybold
Subject:	JPACT consideration of 2014-15 Regional Flexible Fund Allocation:
	Regional Flexible Fund Task Force recommendations and 2014-15 allocation procedures

Requested JPACT Action

JPACT is being asked to provide direction on the 2014-15 regional flexible fund allocation process by:

- 1. Accepting the recommendations of the Regional Flexible Fund Task Force by recommending adoption of Resolution No. 11-4231.
- 2. Providing any additional direction on the approach and criteria for developing and assessing projects beyond the recommendations of the Task Force.
- 3. Providing direction on the procedures to be utilized for the allocation of 2014-15 regional flexible funds by recommending adoption of Resolution No. 11-4232.

Background

In July 2010, JPACT provided a new framework for the allocation of 2014-15 regional flexible funds and to further develop this new process:

• requested Chair Carlotta Collette appoint a task force to provide more specific policy direction for the allocation of funds within the new project focus areas of Active Transportation & Complete Streets and Green Economy & Freight Initiatives.

• directed technical staff to develop a collaborative project nomination process for these project focus areas.

The task force was charged with identifying transportation needs within the focus areas, priorities for meeting regional needs with funds available, strategies that should be employed to further development of these focus areas, and potential opportunities for collaboration between the two focus areas. The task force met five times to develop policy recommendations for coordinating and maximizing the impact of these funds. Staff used a series of identification and prioritization exercises to gather input from the task force and form a recommendation. The task force considered amendments to the draft report at its final meeting and then adopted the report. The task force report is presented for JPACT consideration as Resolution No. 11-4231.

TPAC Comments & Recommendation

Task Force recommendations (Resolution No. 11-4231)

The Transportation Policy Alternatives Committee (TPAC) reviewed the Task Force report at its January 28th meeting. TPAC discussed the report and identified the following Task Force recommendations as warranting further JPACT consideration:

- 1. Elevating "Ability to leverage funds" to a higher priority criterion than "Low"
- 2. In the Green Economy & Freight Initiatives category, whether the criteria for improving safety be broadly defined and not focused narrowly on removing conflicts with active transportation.
- 3. In the Active Transportation & Complete Streets category, clarify that "separating" pedestrian/bike traffic from freight and/or vehicular conflicts to improve safety can include many types and designs of facilities (cycle-tracks or bike lanes), not just new facilities on separate right-of-way.
- 4. Whether utilizing funding in the Green Economy & Freight Initiatives category for regional strategy and policy development is an appropriate use of these funds.

Allocation procedures (Resolution No. 11-4232)

TPAC then recommended procedures to nominate and assess projects consistent with the task force recommendations and with prior JPACT and Metro Council direction (as defined in Resolution No. 10-4160). These procedures are presented for JPACT consideration as Resolution No. 11-4232.



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