

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, July 12, 2012
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chamber

- | | | | |
|---------|----|--|---|
| 7:30 AM | 1. | CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS | Carlotta Collette, Chair |
| 7:32 AM | 2. | CITIZEN COMMUNICATIONS ON JPACT ITEMS | Carlotta Collette, Chair |
| 7:35 AM | 3. | UPDATES FROM THE CHAIR & COMMITTEE MEMBERS | Nina DeConcini, DEQ |
| | * | • Status Update on the Oregon Clean Fuels Program | |
| | * | • Status Update on the Climate Smart Communities Project | |
| | * | • Overview of New Authorization Bill | |
| | | CONSENT AGENDA | |
| 7:40AM | 4. | * • Consideration of the JPACT Minutes for June 14, 2012 | |
| | | • Amendments to the 2012-15 Metropolitan Transportation Improvement Program (MTIP) to Add: | |
| | * | ○ Resolution No. 12-4357: The Kellogg Lake Multi-Use Bridge Project; | |
| | * | ○ Resolution No. 12-4358: The Construction Phase of the I-84 Eastbound to I-205 Northbound Auxiliary Lane Project; and | |
| | * | ○ Resolution No. 12-4359: The Crescent Connection – Cedar Hills Boulevard to Denny Road Bicycle, Pedestrian and Transit Access Project. | |
| 7:45 AM | 5. | * Community Investment Initiative (CII) Strategic Plan – <u>INFORMATION / DISCUSSION</u> | Karen Williams, CII |
| 8:15 AM | 6. | * Comment Letter on Draft Oregon Statewide Transportation Strategy – <u>APPROVAL REQUESTED</u> | Mike Hoglund |
| 8:45 AM | 7. | * State Transportation Improvement Program (STIP) – <u>INFORMATION /DISCUSSION</u> | Jason Tell
Ted Leybold |
| | | • Overview of Proposed Revised Process | |
| | | • Discussion of JPACT Comments to OTC | |
| 9 AM | 8. | ADJOURN | Carlotta Collette, Chair |

* Material available electronically.

Material will be distributed at the meeting.

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

Materials following this page were distributed at the meeting.

2012 JPACT Work Program

7/5/12

<u>July 12, 2012 – Regular Meeting</u> <ul style="list-style-type: none">• Outreach for the Oregon Clean Fuels Program – Information• CII Leadership Council – Information• Amendments to the 2012-15 Metropolitan Transportation Improvement Program (MTIP) to Add:<ul style="list-style-type: none">○ Resolution No. 12-4357: The Kellogg Lake Multi-Use Bridge Project;○ Resolution No. 12-4358: The Construction Phase of the I-84 Eastbound to I-205 Northbound Auxiliary Lane Project; and○ Resolution No. 12-4359: The Crescent Connection – Cedar Hills Boulevard to Denny Road Bicycle, Pedestrian and Transit Access Project.• Oregon Sustainable Transportation Initiative (OSTI) - Information<ul style="list-style-type: none">○ Statewide Transportation Strategy (STS) – Approval of Comments• State Transportation Improvement Program (STIP)<ul style="list-style-type: none">○ Overview of Proposed Revised Process○ Discussion of JPACT Comments to OTC	<u>August 9, 2012 – Regular Meeting</u> <ul style="list-style-type: none">• East Metro Connections update – Action• STIP Update• Climate Smart Communities Scenarios Development – Discussion
<u>September 13, 2012 – Regular Meeting</u> <ul style="list-style-type: none">• Oregon Sustainable Transportation Initiative (OSTI) - LCDC Rulemaking on selection of preferred scenario – Informational• Climate Smart Communities Scenarios – Discussion	<u>October 11, 2012 – Regular Meeting</u> <ul style="list-style-type: none">• Oregon Sustainable Transportation Initiative (OSTI) - LCDC Rulemaking on selection of preferred scenario - Discussion
<u>November 8, 2012 – Regular Meeting</u> <ul style="list-style-type: none">• Climate Smart Communities Scenarios– Discussion	<u>December 13, 2012 – Regular Meeting</u> <ul style="list-style-type: none">• Climate Smart Communities Scenarios– Action• Active Transportation Plan Existing Conditions Findings/ Network Concepts – Information• Regional legislative priorities – Action

Parking Lot:

- Regional Indicators briefing
- Hole-in-the Air Rulemaking – Review Comment Letter
- Oregon Sustainable Transportation Initiative (OSTI) - Information
 - LCDC Rulemaking on selection of preferred scenario

Oregon Clean Fuels Program

July 2012 Update: Program Development and Rulemaking Process

Background

The 2009 Oregon Legislature authorized the Environmental Quality Commission to adopt a low carbon fuel standard, with the goal to reduce greenhouse gas emissions from Oregon's transportation fuels. DEQ worked with stakeholders to develop the framework to implement the standard. In April 2012, Governor Kitzhaber asked DEQ to begin the rulemaking process to adopt the Oregon Clean Fuels Program.

Why are the rules needed?

The Oregon Clean Fuels Program is a component for several important Oregon initiatives including Oregon's energy, transportation and climate protection action plans. Approximately one-third of Oregon's greenhouse gases come from transportation sources, and providing cleaner fuels will help reduce these emissions. Oregon's 10-Year Energy Action Plan, transportation planning strategy and the Global Warming Commission's Roadmap to 2020 all cite lower carbon transportation fuels as being a critical piece of Oregon's future.

What is the goal of this rulemaking?

The goal of this proposed rulemaking is to reduce the greenhouse gases emitted by transportation fuels through the adoption of the Oregon Clean Fuels Program rules for fuel suppliers and producers of low carbon fuels. The program will be proposed as a complete program, but implemented in two phases, a reporting phase beginning in 2013, and a later carbon reduction phase. The second phase would be deferred pending additional legislative and Oregon Environmental Quality Commission action.

Phase 1 is proposed to begin Jan. 1, 2013, and would require Oregon fuel producers and importers to register, keep records and report to DEQ the volumes and carbon intensities of the fuels they provide in Oregon. Phase 1 is intended to allow DEQ to gather valuable data about Oregon's transportation fuels that will help inform DEQ and decision makers about the feasibility of moving ahead with the next phase of the program.

Phase 2, if adopted, would require regulated parties to reduce the average carbon intensity of

gasoline and diesel fuel they provide in Oregon each year.

If DEQ recommends moving forward with Phase 2 of the program, the agency would first request that the Oregon Legislature remove the statutory 2015 sunset that currently applies. DEQ would initiate a new rulemaking process, including new advisory committees to gather input on the design of the Phase 2 rules and their fiscal impact, and then request that the Oregon Environmental Quality Commission adopt these rules to start Phase 2 of the program.

Who may be affected?

Regulated parties affected by these proposed rules are importers and Oregon producers of transportation fuels. In some cases, they may be large companies, like fuel terminal operators, or smaller companies, like fuel distributors and bulk plants. Fuel users might be indirectly impacted if the fuel suppliers pass along their compliance costs to consumers, but the impact should be less than 1/10th of a penny per gallon.

How was this proposal developed?

DEQ developed the proposed rules based on discussions and recommendations from a 29-member advisory committee that helped DEQ explore technical issues and policy choices for designing the Oregon Clean Fuels Program. The committee included representatives of many areas of expertise, including petroleum fuel, low carbon fuel, environment, labor, farm, construction, trucking and rail.

DEQ also convened an advisory committee to gather input on the fiscal impact of complying with the registration, recordkeeping and reporting requirements of the proposed rules. Eleven people from the business and environmental communities were invited to participate on the committee and, with members of the public, were given a week to comment on the draft Statement of Need and Fiscal Impact.

Copies of the documents relied upon in the development of this rulemaking proposal can be viewed at "Low Carbon Fuel Advisory Committee"
www.deq.state.or.us/aq/committees/advcomLowCarbonFuel.htm.



State of Oregon
Department of
Environmental
Quality

Air Quality Division

811 SW 6th Avenue
Portland, OR 97204
Phone: 503-229-5696
800-452-4011

Fax: 503-229-5675

Contact: Cory-Ann Wind

OregonCleanFuels@deq.state.or.us

www.oregon.gov/DEQ/



DEQ-DCI

How will rules be adopted?

Interested parties will have the opportunity to provide comments on the proposed rulemaking package later this summer. Comments may be submitted in writing via mail, fax or email. A public hearing will be hosted by the Oregon Environmental Quality Commission where the public can provide oral testimony. The DEQ website will be updated with the specific dates of the comment period and public hearing as they become available .

DEQ will prepare a response to all comments received during the public hearing and comment period and may modify the proposed rules. DEQ plans to recommend that the Oregon Environmental Quality Commission adopt the rules at its December 2012 meeting. DEQ will notify persons of the time and place for final EQC action if they submit comments during the hearing or comment period or request to be placed on DEQ's email list for this rulemaking.

Accessibility information

DEQ is committed to accommodating people with disabilities. Please notify DEQ of any special physical or language accommodations or if you need information in large print, Braille or another format. To make these arrangements, contact DEQ Communications and Outreach at 503-229-5696 or call toll-free in Oregon at 800-452-4011; fax to 503-229-6762; or email deqinfo@deq.state.or.us.

People with hearing impairments may call 711.



UNIQUE LOCAL APPROACHES, ONE COMMON GOAL – to make our region a great place to live in the years ahead

From downtown Gresham to Orenco Station to Oregon City, the region is rich with unique places to live where parks, schools and jobs are close by. As a result, we drive 20 percent fewer miles a day than most people in urban areas our size, so we spend less time in traffic and more time with our families and friends.



The things we have done to make this a great place are more important now than ever. The same efforts that helped protect farmland and revitalize downtowns and main streets over the last generation are essential to meeting statewide climate goals for the years ahead. Rising energy prices, a state mandate to reduce pollution and a growing eagerness to live in walkable neighborhoods make it essential for us to create places for people to work, shop and play – without having to drive far away. With federal and local resources lagging, we need to work together to make our visions a reality.

The Climate Smart Communities Scenarios Project will help the region's cities and counties define their goals for the next 20 years. It will show how those goals might help the region reduce carbon emissions. There are many ways we can reduce pollution, create healthy, more equitable communities and nurture the economy, too. Investing in main street businesses, expanding transit service, encouraging electric cars and providing safer routes for biking and walking can all help.

A one-size-fits-all approach won't meet the needs of our diverse communities. Instead, a combination of many local approaches, woven together, will create a diverse yet shared vision for how we can keep this a great place for years to come.

www.oregonmetro.gov/climatescenarios

Working together with city, county, state, business and community leaders, Metro is researching the most effective combinations of policies and strategies to help us meet Oregon's targets for reducing greenhouse gas emissions.

**MAKING A
GREAT
PLACE**



COMMUNITY BENEFITS, MANY OPTIONS EMERGE FROM EARLY RESEARCH

Metro staff researched land use and transportation strategies that are used to reduce emissions in communities across the nation and around the world. In December 2011, this work was summarized in a toolbox describing policies for community design, pricing, marketing and incentives, roads, fleet, and technology.

These strategies also provide many community benefits:

- Fewer emissions means less air pollution.
- Investment in main streets and downtowns can boost job growth, save public money and make it easier to get to work and entertainment.
- Safe places to walk can improve public health, increase transit use and lower obesity rates.
- Creating vibrant commercial areas combined with transportation options can increase dollars spent locally while taking cars off the road.

Working closely with cities and counties, Metro tested 144 combinations of strategies, called scenarios. No single strategy was enough to meet the state target, but more than 90 combined scenarios met or surpassed it.



Encouraging findings from early results

- Current local and regional plans provide a strong foundation for meeting our carbon emissions reduction target.
- The cities and counties in our region are already implementing most of the strategies under consideration to achieve other economic, social or environmental goals.
- If the state achieves its own expectations for vehicle fleet and fuel efficiency characteristics, the local plans and policies already adopted in our region will get us very close to our emissions reduction target.

STRATEGIES EVALUATED

	COMMUNITY DESIGN Walkable communities, vibrant downtowns, job centers, housing and transportation options, walk and bike-friendly facilities, frequent transit service, urban growth boundary
	PRICING Gas tax, fees and pay-as-you-drive insurance options
	MARKETING AND INCENTIVES Education and marketing programs that encourage efficient driving, car sharing and use of travel options
	ROADS Clearing breakdowns and crashes quickly, adding capacity and using ramp metering, traffic signal coordination and traveler information to help traffic move efficiently
	FLEET Replacing older cars with more efficient new ones; shifting from light trucks to cars
	TECHNOLOGY More fuel-efficient vehicles, cleaner fuels, use of hybrid and electric vehicles



LOCAL INGREDIENTS FOR A REGIONAL VISION

With many options available to the region, the natural next step is to test some potential future ways the region could grow and invest, called scenarios, to see what might work best. In building those alternatives in 2012, Metro will start local, gathering the most recently adopted community plans and visions to serve as the foundation of each scenario. Efforts such as the Beaverton Civic Plan, McLoughlin Area Plan, South Hillsboro Plan, AmberGlen Community Plan, Portland Plan, Gresham Downtown Plan and transportation system plans from across the region are the ingredients that will make up the alternatives we consider going forward. A work group of local planning staff continues to help guide the project.

Since community investment is such a powerful tool for helping grow jobs and protecting our clean air, the region will consider a range of investment levels - low, medium and high – to demonstrate what communities and the region can accomplish on our current path with existing resources and tools, and what could be accomplished with more. Current local plans will comprise the medium option. Each option will consider how we can stretch our dollars for the greatest impact on the things that will make the region a more prosperous, healthy and equitable place for all.

Through a series of case studies, community partner workshops and a regional summit, Metro and local elected officials will decide what should go into the three scenarios. All will be tested in 2013, so cities, counties and community partners can decide which elements of the three should go forward into one scenario for the region to adopt in 2014. As with the 2035 Regional Transportation Plan and the 2040 Growth Concept, the region's preferred scenario will vary from place to place within the metropolitan area, responding to local goals.

One scenario – many options for local communities.



Driving less, saving money

By driving just four fewer miles a day, the average car owner driving 10,000 miles a year can save \$1,126 a year, according to AAA.

WHAT'S NEXT?

- Start with common vision
- Evaluate scenarios
- Shape scenarios to test
- Engage public

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 providing services, operating venues and 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 Council

Shirley Craddock,
District 1

Carlotta Collette,
District 2

Carl Hosticka,
District 3

Kathryn Harrington,
District 4

Rex Burkholder,
District 5

Barbara Roberts,
District 6

Auditor

Suzanne Flynn



HELP SHAPE THE FUTURE OF YOUR COMMUNITY

Beginning summer 2012, city, county, community and business leaders will be asked to share their community visions. These visions will set the direction for regional scenario options to be tested.

In 2013-14, Metro will engage the public in evaluating the regional

STAY INFORMED:

www.oregonmetro.gov/climatescenarios

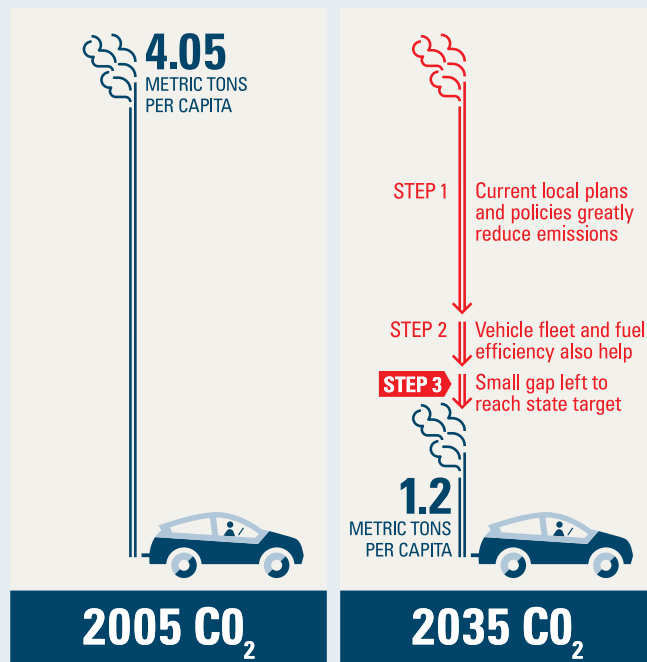
For email updates, send a message to climatescenarios@oregonmetro.gov

scenario options. Leaders from across the region will adopt a regionwide scenario in 2014.

OREGON'S EMISSIONS TARGET FOR 2035 FOR THE PORTLAND AREA

The Land Conservation and Development Commission established a 2005 baseline for the Portland area: 4.05 metric tons annual, per capita roadway greenhouse gas emissions. (One metric ton CO₂ equals 112 gallons of gasoline.)

The 2035 target calls for cutting emissions to 1.2 metric tons. Implementing our local plans and realizing advancements in cleaner fuels and more efficient vehicles reduce emissions to 1.3 metric tons. Additional policy actions will be needed to reach the target (Step 3, on right).



optin
ONLINE PANEL

STAY CONNECTED Sign up to receive periodic updates about the scenarios project at www.oregonmetro.gov/connect.






SHARE IDEAS Share ideas or suggestions with your local elected officials and your Metro Councilor.

OPT IN Voice your opinion by signing up for Metro's online opinion panel at www.optinpanel.org. Upcoming survey topics will include the scenarios project.





TIMELINE FOR ENGAGING CITIES, COUNTIES AND COMMUNITIES

Description	Participants	Time frame
 Technical work group – Meets regularly to review and provide input on analysis	City, county, TriMet, state and Metro planning staff, and community representatives	Ongoing throughout project (2011-2014)
 Accept Phase 1 Findings Report	Metro Policy Advisory Committee, Joint Policy Advisory Committee on Transportation, Metro Council	January 2012
 Discuss findings with local leaders – Presentations at city councils and county boards	Metro councilors and staff, and city and county elected officials	Spring-Summer 2012
 Envision Tomorrow introductory training – Learn how to use scenario planning software for regional and local applications	Planning staff from Beaverton, Gresham, Hillsboro, Oregon City, Portland, West Linn, Clackamas County, Washington County, Metro and TriMet	June 2012
 Scorecard workshops and focus groups – Identify evaluation criteria and outcomes to measure in scenario analysis	Leaders representing the public health, equity and environmental justice, environmental and business communities	March, July-August, 2012

Continued on reverse ...

Description	Participants	Time frame
 <p>Case studies – Analysis of five different types of community developments to illustrate community visions and the strategies needed to achieve them</p>	Five local communities TBD	Summer 2012
 <p>Community partner work sessions – Use Envision Tomorrow software to assess and affirm community visions for future development; results will inform scenarios options</p>	Elected officials and planning staff from communities around the region	Summer-Fall 2012
 <p>Southwest Corridor land use vision work sessions – Use Envision Tomorrow software to assess and affirm community visions for future development; results will inform Southwest Corridor and scenarios projects</p>	Elected officials and planning staff from SW Corridor partners	Summer 2012
 <p>Online engagement – Opt In survey tool for input on scenario options and how they will be evaluated</p>	General public	Fall 2012
 <p>Summit – Community leaders showcase local actions that are already reducing emissions and provide input on the three scenarios to test in 2013</p>	JPACT, MPAC, Metro Council, other elected officials and community leaders	Late fall 2012
 <p>Community partner workshops and online engagement – Discuss findings, benefits and tradeoffs of choices</p>	Public, elected officials and community leaders	2013 and 2014
 <p>MPAC, JPACT, Metro Council – Direct staff 2011, accept findings January 2012, agree on three scenarios to test December 2012, select a scenario in 2014</p>	MPAC, JPACT, Metro Council	2011-2014

STAY INFORMED

www.oregonmetro.gov/climatescenarios

For email updates, send a message to climatescenarios@oregonmetro.gov

Moving Ahead for Progress in the 21st Century (MAP-21)

Summary and Impact on Oregon

Duration of Authorization: MAP-21 reauthorizes federal highway, transit, and transportation safety programs for federal FY 2013 and 2014.

Highway Funding: Funding levels for the highway program are essentially flat: In FY 2013, \$40.4 billion in funding is provided from the Highway Trust Fund, growing to \$41 billion in FY 2014. Each state will continue to receive the same share of funding they received in formula apportionments and allocations in FY 2012. Oregon will receive a total of \$483.2 million in federal-aid highway apportionments in FY 2013 (the same as FY 2012) and \$487.4 million in FY 2014.

Highway Programs: MAP-21 significantly consolidates the highway program structure. Most set-asides, small formula programs and discretionary programs—including High Risk Rural Roads, Recreational Trails and Safe Routes to School—are eliminated as separate programs; however, these activities would generally be eligible under other programs. Funding would flow to states under six formula programs, with Oregon's FY 2013 funding:

- National Highway Performance Program: \$288 million
- Surface Transportation Program: \$132.5 million
- Highway Safety Improvement Program: \$31.6 million
- Congestion mitigation and Air Quality Improvement (CMAQ) Program: \$18.7 million
- Metropolitan Planning: \$3.4 million
- Transportation Alternatives (previously Transportation Enhancements): \$9 million

National Highway Performance Program (NHPP): The NHPP combines funding from the Interstate Maintenance, National Highway System, and Bridge programs to create a program focused on preservation and improvement of the National Highway System.

Surface Transportation Program (STP): STP funds could be used for highway, bicycle/pedestrian and transit projects. Funding would be suballocated to large MPOs and other areas of the state in a manner similar to current practice.

Bridges: Without a separate Bridge program, bridges on the National Highway System would be funded under the NHPP; bridges not on the NHS would be funded under STP. The 15 percent set-aside for bridges of the federal-aid highway system on low volume local roads is retained, as is the waiver that Oregon has used to ensure that local governments are not required to overinvest in these bridges on lower volume roads.

Transportation Alternatives: The Transportation Enhancements will become the Transportation Alternatives program, and 2 percent of funds would be set aside for TA. Eligibility is modified to remove activities like transportation museums and add environmental mitigation. States are required to suballocate funding to metropolitan planning organizations with populations larger than 200,000 and distribute the remainder of funding as a discretionary grant program. TA funding would have to be spent on Recreational Trails, unless the state opts out, and Safe Routes to School projects are eligible for funding.

Transit Funding: Transit would receive \$10.6 billion in FY 2013 and \$10.7 billion in FY 2014, which is similar to FY 2012 funding levels. Oregon would receive \$93.6 million in transit formula funding in FY 2013 and \$94.9 million in FY 2014.

Transit Programs: MAP-21 will provide assistance to transit providers under the following formula grant programs:

- Urbanized Areas
- Rural Areas
- Elderly and Disabled (which will include the former New Freedom Program)
- Bus and Bus Facilities (previously a discretionary grant program)
- State of Good Repair (formerly Fixed Guideway Modernization)
- High Density

The Job Access and Reverse Commute program is eliminated, but these activities would be funded under the urban and rural formula programs.

Transit Operations: MAP-21 will allow transit systems operating fewer than 100 buses in peak service to use a portion of their Urbanized Area funds for operating expenses.

Federal Lands: The Forest Highways Program becomes the Federal Lands Access Program, with the focus expanded from providing access to national forests to include all federal lands. Oregon would receive \$23.1 million under the program in both FY 2013 and FY 2014, slightly more than the state received under the Forest Highways Program in recent years.

County timber payments: MAP-21 includes nearly \$100 million for Oregon counties and schools under a one-year extension of the Secure Rural Schools timber payments.

Freight Policy: MAP-21 will establish a national freight policy, including the designation of a primary freight network and development of a national freight strategic plan. It also encourages states to develop state freight plans and to have a freight advisory committee; Oregon already has both.

Metropolitan Planning Organizations: The threshold for an urbanized area forming an MPO will remain at 50,000. Oregon's six MPOs—Portland, Salem, Eugene, Corvallis, Bend, and the Rogue Valley—will all remain in operation, and the Albany and Grants Pass areas that were recently designated as urbanized areas by the Census Bureau will become MPOs.

TIFIA: The Transportation Infrastructure Finance and Innovation Act (TIFIA) federal credit program is expanded to \$750 million in funding in FY 2013 and \$1 billion in FY 2014 (from \$122 million in FY 2012). This will increase the likelihood that the Columbia River Crossing (CRC) will receive a significant loan.

Projects of National and Regional Significance: The PNRS program is reauthorized, with \$500 million in funding authorized (but not provided out of the Highway Trust Fund). The CRC hopes to receive funding from PNRS for interchange improvements that will be made in the future.

Safety Programs: Most behavioral safety programs will be consolidated into a National Priority Safety Program that would set aside funding for priority activities and provide incentives to states that implement certain safety programs, including occupant protection, impaired driving, distracted driving, motorcyclist safety, and graduated driver licenses for teens.



Metro | *Making a great place*

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

June 14, 2012

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Rex Burkholder
Carlotta Collette, Chair
Shirley Craddick
Nina DeConcini
Donna Jordan
Ann Lininger
Neil McFarlane
Roy Rogers
Jason Tell
Don Wagner

AFFILIATION

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

MEMBERS EXCUSED

Sam Adams
Shane Bemis
Craig Dirksen
Deborah Kafoury
Steve Stuart
Bill Wyatt

AFFILIATION

City of Portland
City of Gresham, representing Cities of Multnomah Co.
City of Tigard, representing Cities of Washington Co.
Multnomah County
Clark County
Port of Portland

ALTERNATES PRESENT

Susie Lahsene
Lisa Barton Mullins

AFFILIATION

Port of Portland
City of Fairview, representing Cities of Multnomah Co.

STAFF: Andy Cotugno, Kim Ellis, Elissa Gertler, Tom Kloster, Dan Kaempff, Ted Leybold, Robin McArthur, Lake McTighe, Mike Hoglund, Josh Naramore, Anthony Butzek, Kelsey Newell, Ramona Perrault, Dylan Rivera, Randy Tucker, Josh Springer

1. CALL TO ORDER, DECLARATION OF A QUORUM AND INTRODUCTIONS

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

2. CITIZEN COMMUNICATIONS ON JPACT ITEMS

There were none.

3. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

Chair Collette provided an update on the Land Conservation and Development Commission (LCDC) hearings regarding Metro Urban Growth Boundary (UGB) and Capacity Ordinances. The Department of Land Conservation and Development (DLCD) recommended both ordinances be remanded, and that

Metro provide more technical analysis to support the 2011 decision to expand the UGB. Chair Collette noted that today, June 14, LCDC will continue to hear testimony on the matter, and that a resolution on Metro's compliance with statewide land use goals should be decided soon.

Chair Collette reported on the June 1 Oregon Metropolitan Planning Organization Consortium (OMPOC) meeting, during which, there was a presentation of Metro's Regional Transportation Safety Plan, a brief on the new Multi-Modal Mixed Use Area provisions in the Transportation Planning Rule and a walking tour of Salem's Riverfront Park. Chair Collette shared pictures from the walking tour, highlighting the Union Street Railroad Bridge, which was restored to become a bicycle and pedestrian bridge.

Chair Collette then recapped the opening celebrations of the Boring Station Trailhead in Gresham and the Trolley Trail in Oak Grove. The Boring Station Trailhead provides a new hub for outdoor recreational activity along the Springwater Corridor, while the Trolley Trail follows part of an old streetcar line that once carried passengers between Portland and Oregon City. Chair Collette mentioned that both trails developments received support from Metro's natural areas bond measure.

Ms. Kelly Brooks of ODOT provided a status report on the Connect Oregon (IV) project selection. Ms. Brooks explained that Connect Oregon had 40 million dollars to award to multimodal, non-roadway projects throughout the state. The application process, which began in the fall of 2011, is now nearing completion. Ms. Brooks noted that the Oregon Transportation Commission (OTC) will receive the final short list of projects to approve in August. Of the five regions in Oregon, each would receive at least ten percent of the overall funding. Region 1, which encompasses the Portland metropolitan region, finished with approximately 14 million dollars in funding and eight projects.

Ms. Gross then listed the successful projects:

- Air Trans Center Taxilane, Phase 3 – Port of Portland
- T-Pier – Teevin Bros Land & Timber Co., LLC
- Resource & Operation Center – Ride Connections
- Tarr Intermodal Liquid Bulk Facility – Tarr Acquisition LLC
- Terminal 6 Wharf Optimization – Port of Portland
- Mt. Hood RR Bridges Fortification – Mt. Hood Railroad
- T6 Berth 601 Auto Import Expansion – Port of Portland
- Portland & Western Rainer Siding Extension – Portland & Western Railroad, Inc.
- East 181st MAX Station Safety & Security – TriMet

Ms. Susie Lahsene of Port of Portland agreed that Region 1 projects competed well this year, and noted that there was little to no criticism about Region 1 receiving a portionally larger amount of awarded funding.

Mr. Jason Tell of ODOT discussed possible changes to the Statewide Transportation Improvement Program (STIP) funding allocation process. Mr. Tell explained that the OTC will review a more consolidated project categorization scheme, which stakeholders claim could defuse the current, cumbersome application process. Mr. Tell stated that proponents of reforming the process claim that changes would streamline the application process and broaden project eligibility. Mr. Tell clarified that more details on the changes will be determined after OTC meetings in June and July.

Chair Collette then asked Metro Councilor Rex Burkholder to explain the resolution of litigation on the Construction Excise Tax (CET) between Metro and the Home Builders Association (HBA). Councilor Burkholder explained that the Oregon Court of Appeals (OCA) ruled in favor of Metro regarding the agency's ability to levy the CET, and accordingly, disperse the funds. The OCA sided with Metro and agreed that the extension of the CET did not constitute a new tax.

Mr. Neil McFarlane of TriMet noted the public transit agency's record ridership in the month of May with 9.2 million riders. Mr. McFarlane also mentioned the finalization of the full funding grant agreement (FFGA) for the Portland Milwaukie Light Rail Transit Project on May 22. In reference to the front-page story in the Oregonian, Mr. McFarlane discussed the TriMet Board of Directors' approval of the budget. Mr. McFarlane explained that the approved budget reconciles the fiscal year shortfall, but does not account for ongoing arbitration with transit union's contract negotiation, which should conclude in late July. Mr. McFarlane overviewed changes to TriMet's operations, including minimal service reductions, the elimination of the Free Rail Zone and the simplification of the fare system. Additionally, the board approved a low income mitigation program aimed at providing discounts to social service agencies working with the counties and other regional stakeholders to support those affected by the increased fare.

Ms. Nina DeConcini of Oregon DEQ provided an update on the Portland Air Toxics Solution Project, which held meetings that addressed point sources and the process of evaluating toxics during permit renewals. Ms. DeConcini mentioned that during the week of June 18, DEQ's governing board, members of the public and the advisory committee are invited to speak at the DEQ Commission meeting. Recommendations will be considered and approved by the commission in October. Councilor Burkholder shared comments from the Metro Council Work Session during which councilors and staff discussed Metro's role addressing air toxics in climate and transportation planning.

4. CONSIDERATION OF THE JPACT MINUTES FOR MAY 10, 2012

MOTION: Councilor Donna Jordan moved, Mr. Neil McFarlane seconded, to approve the JPACT minutes for April 12, 2012.

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

5. INFORMATION/DISCUSSION ITEMS

5.1 Regional Transportation Safety Plan

Chair Collette introduced the Regional Transportation Safety Plan (RTSP) and asked Mr. Phil Ditzler of the Federal Highway Administration (FHWA) to offer his insight on collaborating with Metro to look at the role of safety and transportation. Mr. Ditzler emphasized the importance of a focused approach to analyzing safety data in the region in order to understand where investment can have the greatest impact and to identify priority areas. Chair Collette shared an article that makes the case that cities with more multi-modal commuters are healthier, which corresponds with the RTSP findings that multi-modal communities are safer as well.

Mr. Josh Naramore of Metro provided background on the RTSP, noting that the plan has been in the works for over two years with the support of federal and regional partners like FHWA and TriMet. FHWA recommended that Metro study and integrate safety into the transportation planning process, accounting for Metro's six desired outcomes and the goals in the Regional Transportation Plan (RTP). Mr. Naramore explained that the first task of the Regional Safety Workgroup, comprised of the region's cities and counties, Metro, TriMet, ODOT and PSU, was to develop the performance target for the 2035 RTP to reduce fatalities and severe injuries for pedestrians, bicyclists and motor vehicle occupants by 50%. Mr. Naramore noted that JPACT members will be asked to provide feedback on the RTSP's short term recommendations. Mr. Naramore pointed out that 93% of crashes on transportation system are behavioral, or because of the driver, which has prompted Metro to examine driving behaviors and education in addition to roadway design.

Mr. Anthony Butzek of Metro presented key findings from the State of Safety in the Region report, which uses local and national data to contextualize safety trends Portland region. State by state data indicates that rural areas where driving distances are greater experience higher fatality rates than dense communities where people do not have to drive as much. A major finding in the Portland region is that arterials are the main source of fatalities and severe injuries, accounting for 59% of such crashes. Additionally, Mr. Butzek pointed out that risky behaviors such as alcohol and drug consumption, excessive speeding and aggressive driving are contributing factors to serious and fatal crashes.

There was discussion about other contributing factors to serious crashes such as drivers distracted by mobile technology. Mr. Butzek acknowledged cell phone usage in the transportation system as a contributing factor to crashes, but noted that such distractions are under reported because they are difficult for the responding police officer to catch. Mr. Tell concurred that distracted driving is an emerging issue that ODOT and other statewide partners must address.

Mr. Butzek overviewed non-freeway system findings, which show that the number of lanes, congestion, street lighting and time of day all factor into crash data. Rear end collisions are most common but are the least fatal, with aggressive driving involved in 86% of serious rear end crashes. Crashes involving pedestrians are more common in the winter months likely due in part to more darkness, while those involving bicycles are more common in drier months because more people ride. Mr. Butzek then discussed the relationship between safety and land use. The findings from the State of Safety report indicate an inconclusive relationship between community design and crash data.

Mr. Naramore noted that the Regional Safety Workgroup provided short-term recommendations based on the findings from the RTSP. Among these recommendations were,

- To continue data collection and analysis of ODOT crash data to support regional and local planning efforts
- To develop an arterial safety program
- To focus on improved pedestrian crossings including lighting
- To focus on protected bicycle facilities along high-volume, high-speed roadways
- To develop strategies to reduce the prevalence of driving under the influence of alcohol and drugs, speeding and aggressive driving

Member discussion:

Mr. Tell expressed admiration for the work done analyzing ODOT crash data for the RTSP, noting the importance of looking at multi-modal transportation systems. Additionally, Mr. Tell agreed the focus should be placed onto the short term recommendations offered by the workgroup. There was discussion about the impact the aging population may have on crash data, to which Mr. Butzek responded that younger drivers are more often the cause, or involved in serious crashes. Councilor Burkholder discussed the significance of the cost of serious and fatal crashes, which equals almost a billion dollars a year including property damage, medical costs, and lost productivity.

There was discussion about focusing investments on tangible, pragmatic safety infrastructure such as sidewalks, crosswalks and street lighting, particularly in accordance with public transit. Mr. McFarlane agreed that transit and safety investment should be coordinated, and stated that TriMet is working to become more predictive and proactive regarding needed safety improvements. Mr. McFarlane also agreed that focus should be placed on the short term, cost effective solutions where the effects can be measured and demonstrated on the street level.

5.2 Oregon Sustainable Transportation Initiative (OSTI): Statewide Transportation Strategy (STS)

Ms. Barbara Fraser of ODOT provided an overview the Statewide Transportation Strategy by first presented background and then discussing next steps. In 2007, the Oregon State Legislature set a goal to reduce Greenhouse Gas (GHG) emissions by 75% below 1990 levels by 2050. In 2010, the legislature directed GHG emission reduction planning efforts to focus on transportation. Ms. Fraser discussed the challenges and scope of work needed to meet the statewide emission reduction goal. Ms. Fraser explained that the state is currently working to develop toolkits, target rules, public outreach and scenario planning guidelines for local jurisdictions.

Ms. Fraser then explained that the STS is not directive or regulatory, but instead, requires collaboration between public and private sectors. Moreover, STS does not establish a one-size-fits-all approach for the whole state. Ms. Fraser stated that different strategies work for rural and urban areas, and coordination on a federal, statewide, regional and local level will help determine the best site-specific strategies. STS will provide recommendations for each of the three travel markets; ground passenger and commercial services, freight and air passenger. Ms. Fraser noted that recommendations, many which are already underway, have beneficial outcomes in addition to GHG emission reductions.

Ms. Fraser acknowledged challenges STS will encounter with public acceptance considering some of the recommendations could be controversial. STS staff will continue to conduct public outreach through July 20, 2012 as part of phase 1 of the project. Phase 2 will involve developing an implementation plan, building on partnership opportunities and producing economic assessments of recommendations. Ms. Fraser ultimately asked for input from JPACT members on the strategic priorities in the plan. Due to time constraints, Chair Collette asked members to email Ms. Fraser with their comments.

6. ADJOURN

Chair Collette adjourned the meeting at 9:03 a.m.

Respectfully submitted,



Josh Springer
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JUNE 14, 2012

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

ITEM	Document type	Doc Date	Document Description	Document No.
3.0	Article	6/14/12	Analysis: Cities with More Walkers, Bike Commuters are Less Obese	61412j-01
3.0	PPT	6/14/12	Oregon MPO Consortium	61412j-02
3.0	Slides	6/14/12	Boring Station Trailhead Park & the Trolley Trail	61412j-03

5.1	PPT	6/14/12	Regional Transportation Safety Plan	61412j-04
5.2	PPT	6/14/12	Oregon's Statewide Transportation Strategy	61412j-05

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2012-15 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE KELLOGG LAKE MULTI-USE BRIDGE PROJECT)	RESOLUTION NO. 12-4357
)	
)	Introduced by Councilor Collette
)	
)	

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

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) the Metro Council approved the 2012-15 MTIP on March 15, 2012; and

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

WHEREAS, the Oregon Department of Transportation (ODOT) administers the Transportation Enhancement funding program of which some funds are recommended for allocation at the discretion of the ODOT Director, subject to approval by the Oregon Transportation Commission; and

WHEREAS, the City of Milwaukie requested discretionary Transportation Enhancement funding for the Kellogg Lake Multi-Use Bridge project and has received a recommendation from the ODOT Director to allocate \$1,000,000 to the project; and

WHEREAS, funding for the project needs to be secured by September 2012 to achieve cost savings provided by incorporating the project into the construction of the Portland to Milwaukie light rail bridge structure; and

WHEREAS, the project will provide a direct bicycle and pedestrian connection between the Milwaukie town center and its neighborhoods to the south; and

WHEREAS, federal rules exempt this type of project from needing to conduct an air quality conformity analysis to comply with the Clean Air Act; and

WHEREAS, funding for the Kellogg Lake Multi-Use Bridge project is available within existing revenues, consistent with the MTIP financial plan; and

WHEREAS, JPACT approved this resolution July 12, 2012; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to add the Kellogg Lake Multi-Use Bridge project to the 2012-15 MTIP, consistent with the programming illustrated in Exhibit A.

ADOPTED by the Metro Council this ____ day of July 2012.

Approved as to Form:

Tom Hughes, Council President

Alison Kean Campbell, Acting Metro Attorney

Exhibit A to Resolution No. 12-4357

2012-15 Metropolitan Transportation Improvement Plan Table 3.1.3 amendment

Action: Amend MTIP to add Kellogg Lake Multi-Use bridge project.

Existing programming:

None

Amended programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost *	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
Kellogg Lake Multi-Use Bridge (element of Portland-Milwaukie light rail transit project)	Add pedestrian and bicycle path to light rail bridge over Kellogg Lake (Milwaukie).	17519	TriMet	\$1,114,454	Cons	TE	2013	\$1,000,000	\$114,454	\$0	\$1,114,454

*Total cost of multi-use path element only. Project and project funding will be incorporated into the Portland to Milwaukie light rail project.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 12-4357, FOR THE PURPOSE OF AMENDING THE 2012-15 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE KELLOGG LAKE MULTI-USE BRIDGE PROJECT

Date: June 26, 2012

Prepared by: Ted Leybold, 503-797-1759

BACKGROUND

The Oregon Department of Transportation (ODOT) administers the Transportation Enhancement (TE) program that provides federal funds for projects that strengthen the cultural, aesthetic, or environmental value of our transportation system. TE funds are available for twelve Transportation Enhancement Activities approved by Congress. The Oregon Transportation Commission (OTC) approved \$2 million per year for a TE Discretionary Account starting in 2006. This allows ODOT to apply funds to qualified projects as needs become known, separate from the statewide competitive process. Use of the Discretionary Account is guided by a general policy adopted by the OTC in 2003 and implementing procedures adopted by the TE Advisory Committee. Projects are subject to the same eligibility criteria and selection priorities used in the competitive process.

The City of Milwaukie has long sought to re-establish a direct bicycle and pedestrian connection between its downtown and neighborhoods to the south that are separated by Highway 99E, an undeveloped park, and Kellogg Lake. Upcoming construction of the PMLR light-rail bridge over Kellogg Lake presents a short-lived opportunity to cost-effectively restore the bike/ped connection by constructing it on a lower deck of the bridge that has been designed concurrently with the light-rail project. City of Milwaukie and TriMet jointly applied for the TE funds. They need a funding commitment by September 1, 2012 to coordinate fitting the bicycle and pedestrian bridge into the schedule for the light-rail project.

The requested TE funds will cover the added expense of constructing the bike/ped bridge as part of the light-rail bridge, and if funding allows—completing the path connection southward through Kronberg Park to Highway 99E and the Trolley Trail at the existing River Road signal. Without TE funds, the bike/ped bridge deck will not be included in the light-rail bridge contract and will not be built in the foreseeable future.

The TE Advisory Committee determined the project is eligible to be considered for TE Discretionary funds, and that it meets the project selection criteria with a score comparable to those for TE projects awarded in the 2010-2011 selection cycle. FHWA confirmed the requested activity is eligible under TE Activity #1 (facilities for pedestrians and bicyclists). With OTC approval, ODOT staff will work with TriMet and City of Milwaukie to promptly amend the existing agreements and funding documents for the PMLR project, as needed to meet the construction schedule for Kellogg Lake Bridge.

Federal rules exempt this type of project from needing to conduct an air quality conformity analysis to comply with the Clean Air Act. These project elements were included in all National Environmental Protection Act compliance work conducted by TriMet for the overall Portland to Milwaukie light rail project.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the MTIP. This amendment will add TE funding for a bicycle and pedestrian bridge element as a part of the Portland to Milwaukie bridge structure over Kellogg Lake.

ANALYSIS/INFORMATION

1. Known Opposition None known at this time.

2. **Legal Antecedents** Amends the 2012-15 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 12-4332 on March 15, 2012 (For the Purpose of Approving the 2012-15 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects** Allows project to be eligible for transportation funding.
4. **Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 12-4357.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2012-15 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE CONSTRUCTION PHASE OF THE I-84 EASTBOUND TO I-205 NORTHBOUND AUXILIARY LANE PROJECT)	RESOLUTION NO. 12-4358
)	
)	Introduced by Councilor Craddick
)	
)	

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

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) the Metro Council approved the 2012-15 MTIP on March 15, 2012; and

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

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council has previously approved the development of this project by approving a corridor operations analysis for the Interstate 84 corridor in the 2009-10 Unified Planning Work Program and preliminary engineering for the I-84 Eastbound to I-205 Northbound Auxiliary Lane project in the 2010-13 MTIP; and

WHEREAS, the Oregon Department of Transportation (ODOT) has conducted the corridor operations analysis for the Interstate 84 corridor and preliminary engineering for the I-84 Eastbound to I-205 Northbound Auxiliary Lane project; and

WHEREAS, cost savings from other projects within the state have been identified and must be reprogrammed and obligated to other projects to avoid potential rescission of federal transportation funds; and

WHEREAS, ODOT has proposed a priority improvement that would extend an auxiliary lane between the Halsey Street exit and the I-205 Northbound exit to reduce crash incidents and reduce vehicle delay; and

WHEREAS, as a result of the work completed on this project, it is uniquely ready to obligate the available funds in a timely manner; and

WHEREAS, by proceeding at this time, the project will realize cost savings due to the sharing of construction staging and traffic management work with a pavement preservation project in the same vicinity; and

WHEREAS, the Clean Air Act requires that federally funded transit and highway projects demonstrate conformity with the state's air quality goals; and

WHEREAS, the I-84 Eastbound to I-205 Northbound Auxiliary Lane project was included in the Regional Transportation Plan financially constrained system, which plan has demonstrated conformity; and

WHEREAS, funding for the I-84 Eastbound to I-205 Northbound Auxiliary Lane project is available within existing revenues, consistent with the MTIP financial plan; and

WHEREAS, JPACT approved this resolution July 12, 2012; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to add the construction phase of the I-84 Eastbound to I-205 Northbound Auxiliary Lane project to the 2012-15 MTIP, consistent with the programming illustrated in Exhibit A.

ADOPTED by the Metro Council this ____ day of July 2012.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Acting Metro Attorney

Exhibit A to Resolution No. 12-4358**2012-15 Metropolitan Transportation Improvement Plan Table 3.1.4 amendment****Action:** Amend MTIP to add construction phase to ODOT project.

Existing programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
I-84 Eastbound to I-205 Northbound Auxiliary Lane	Extend auxiliary vehicle travel lane on I-84 EB from Halsey Street exit ramp to I-205 NB exit ramp	70393	ODOT	\$6,000,000	PE	STP	2010	\$897,300	\$102,700	\$0	\$1,000,000

Amended programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
I-84 Eastbound to I-205 Northbound Auxiliary Lane	Extend auxiliary vehicle travel lane on I-84 EB from Halsey Street exit ramp to I-205 NB exit ramp	70393	ODOT	\$6,000,000	PE	STP	2011	\$897,300	\$102,700	\$0	\$1,000,000
					Cons	STP	2013	\$4,383,800	\$616,200	\$0	\$5,000,000

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 12-4358, FOR THE PURPOSE OF AMENDING THE 2012-15 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE CONSTRUCTION PHASE OF THE I-84 EASTBOUND TO I-205 NORTHBOUND AUXILIARY LANE PROJECT

Date: June 26, 2012

Prepared by: Ted Leybold, 503-797-1759

BACKGROUND

The Oregon Department of Transportation (ODOT) has performed operations analysis of the Interstate freeway system and has identified potential operational projects to reduce vehicle crashes and increase vehicle flow to reduce congestion. A priority project emerging from this analysis is to extend the auxiliary travel lane on eastbound I-84 from the Halsey Street exit to the I-205 northbound exit. The Preliminary Engineering phase of this project was approved as a part of the 2010-13 MTIP and is now nearing completion.

The configuration of existing and proposed lanes is shown in Attachment 1.

By extending an auxiliary lane between the Halsey Street and I-205 Northbound exits, vehicle queuing on the left most lane of I-84 from the I-205 on ramps will be reduced. This will reduce crash incidents and delay for eastbound vehicles on I-84.

ODOT has identified financial capacity to fund this project from savings to existing projects from across the state. These funds will be programmed on the project to ensure timely obligation of federal funds and avoid the potential for a rescission of federal funds allocated to the state.

This project was modeled as a part of the air quality conformity of the 2035 Regional Transportation Plan. This project was a part of the financially constrained system and modeled with an increase in vehicle capacity for this section of freeway. The forecasted timing of the modeled increase in capacity (by year 2017) is consistent with the proposed programming of funds for construction of this project.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the MTIP. This amendment will add a construction phase the I-84 Eastbound to I-205 Northbound Auxiliary Lane project to the 2012-15 MTIP with programming as shown in Exhibit A to Resolution No. 12-4358.

ANALYSIS/INFORMATION

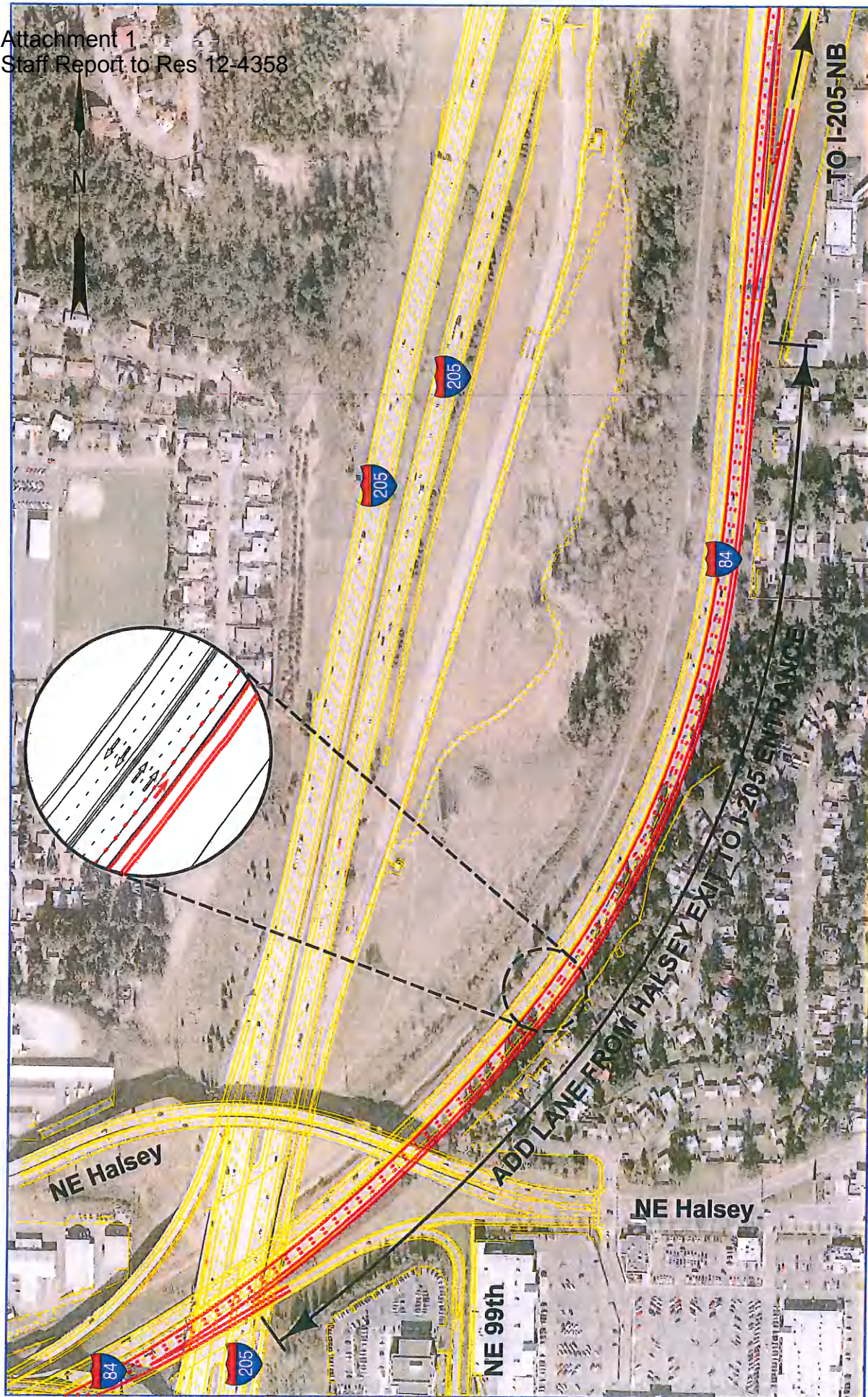
1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Amends the 2012-15 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 12-4332 on March 15, 2012 (For the Purpose of Approving the 2012-15 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects** Allows project to be eligible for transportation funding.
4. **Budget Impacts** None.

RECOMMENDED ACTION

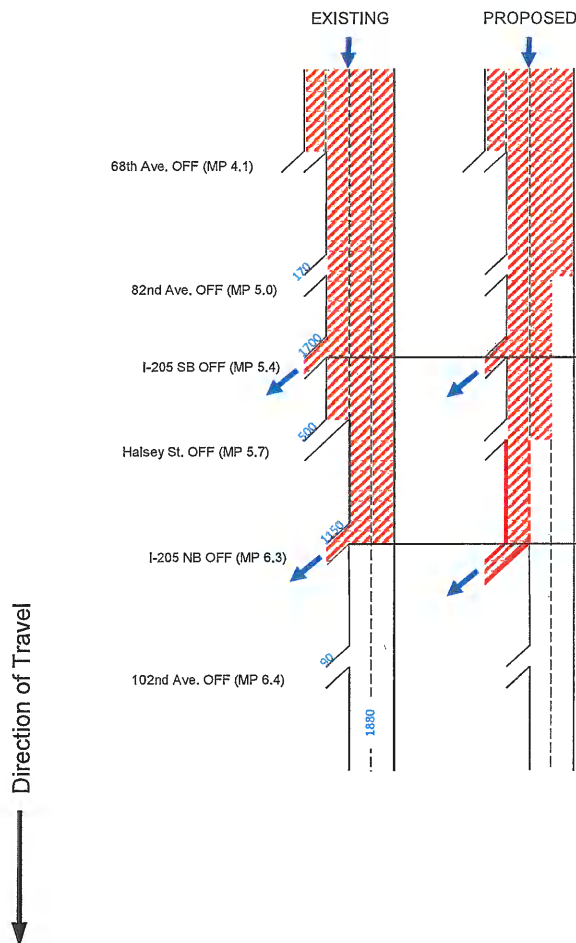
Metro staff recommends the approval of Resolution No. 12-4358.

I-84 EB: Extend Halsey St. Lane Drop as Aux Lane to NB I-205

Attachment 1
Staff Report to Res 12-4358



I-84 Eastbound - Halsey Street Lane Extension

**Existing**

Queue: For the I-205 SB OFF ramp the queue builds in the right-most lane with some more aggressive drivers sneaking up to this exit in the middle lane looking for gaps provided by trucks (and others). The middle and left-most lanes serve through traffic and those destined for exits further east, including the I-205 NB OFF Ramp. As the afternoon peak continues the I-205 SB OFF Ramp gaps become fewer (for the sneaking vehicles) resulting in the middle-lane experiencing higher densities (slower speeds). Downstream the I-205 NB OFF Ramp also has a high exiting volume, most of which align in the middle lane (through the I-205 SB and Halsey St. OFF Ramps) to avoid congestion in the right lane. Congestion in the middle lane, from the I-205 SB OFF Ramp "sneakers", pushes some of the vehicles destined for I-205 NB OFF Ramp (that would otherwise use the middle lane) to the left-most lane (and direct competition with through trips) in order to by-pass the I-205 SB OFF Ramp queue. Once past the exit to the I-205 NB OFF Ramp speeds increase (density and v/c ratios decrease).

Duration: The duration of the queue along I-84 between the I-205 SB & NB OFF Ramps is assumed to be equivalent to the congestion duration documented along I-205 (and connecting ramps to I-84), approximately 3.5 hrs (3:00-6:30PM during the workweek). -Source: I-205 Bottleneck graphics, bottlenecks #3 and #8.

Proposed

Description: Currently the right-most lane of the 3 lane cross-section ends at the Halsey St. OFF Ramp. The proposed improvement would extend this lane east to the I-205 NB OFF Ramp.

Benefits:

Queue: The proposed project will allow better lane alignment for the major eastbound movements (I-205 SB OFF, I-205 NB OFF, and through traffic). The 3-lane section in the vicinity of the I-205 SB OFF Ramp is anticipated to operate similar to the current conditions in the right lane with "sneaker" vehicles using the middle lane. The proposed project would provide the greatest benefit to the one mile segment between the I-205 SB and NB OFF ramps. The additional lane in this section is expected to allow for I-205 NB OFF Ramp traffic to queue in the right-most lane south of the Halsey St. OFF Ramp, with some spillover into the middle lane beginning west of Halsey St. The left-lane queue is anticipated to shrink to around the 82nd Ave OFF Ramp, thus providing a less constricted route for through vehicles east of 82nd Ave compared to current conditions.

Duration: It is anticipated that the queue along I-84 in the right-most lanes will be constant in duration (3.5 hrs) because the source of the queue is not on I-84, rather I-205. The queue/delay for through trips is anticipated to noticeably decrease.

Speed: Speeds in the two right-most lanes are expected to be relatively similar due to spillback from I-205, however, the speed for through trips will increase approximately 5 MPH.

Density: HCS traffic modeling supports these benefits showing an improvement in density (36 pc/h/ln to 22 pc/h/ln) at the Halsey St. OFF ramp over a section of 1500 feet in length. The density leading into the segment between Halsey St. OFF Ramp and the I-205 NB OFF Ramp also shows an improvement in density (22.0 pc/h/ln to 14.6 pc/h/ln).

Volume: Traffic volumes are not anticipated to change with the proposed project. Ramp demand volumes are shown on the left side of the queuing figures.

Project Impacts Summary:

Queue: The queue is reduced by over a mile in the left lane, up to a half-mile in the center lane, and no change in the right lane.

Duration: The duration of queuing for through trips (left and center lanes) is anticipated to noticeably decrease, while the queuing for the right lane remains constant (3.5 hours).

Speed: Speeds in the left lane is expected to increase approximately 5 MPH, while the right and center lanes are relatively similar to existing conditions.

LEGEND

Travel speeds less than 35 MPH

170

OFF Ramp/Mainline demand volume (2008 ODOT Flow Maps)



Influenced by a bottleneck outside of this study area

DRAFT**FIGURE 2**I-84 Eastbound (Halsey St. OFF Ramp)
Extension of 3rd Eastbound lane

Source: HCS analysis



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2012-15 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE CRESCENT CONNECTION: CEDAR HILLS BOULEVARD TO DENNEY ROAD BICYCLE, PEDESTRIAN, AND TRANSIT ACCESS PROJECT)	RESOLUTION NO. 12-4359
)	
)	Introduced by Councilor Harrington
)	
)	
)	
)	

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

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) the Metro Council approved the 2012-15 MTIP on March 15, 2012; and

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

WHEREAS, the Oregon Department of Transportation (ODOT) administers the State Flexible Funding program for transit, transportation demand management, bicycle and pedestrian projects; and

WHEREAS, the City of Beaverton was awarded funding for preliminary engineering and right-of-way acquisition for the Crescent Connection project that will provide pedestrian, bicycle, and transit stop improvements between the Cedar Creek Boulevard at the Beaverton Central transit station, the Beaverton Transit Center, and the Fanno Creek trail at Denney Road; and

WHEREAS, federal rules exempt this type of project from needing to conduct an air quality conformity analysis to comply with the Clean Air Act; and

WHEREAS, funding for the Crescent Connection project is available within existing revenues, consistent with the MTIP financial plan; and

WHEREAS, JPACT approved this resolution July 12, 2012; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to add the Crescent Connection: Cedar Hills Boulevard to Denney Road project to the 2012-15 MTIP, consistent with the programming illustrated in Exhibit A.

ADOPTED by the Metro Council this ____ day of July 2012.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Acting Metro Attorney

Exhibit A to Resolution No. 12-4359

2012-15 Metropolitan Transportation Improvement Plan Table 3.1.3 amendment

Action: Amend MTIP to add Crescent Connection: Cedar Hills Blvd to Denney Rd project.

Existing programming:

None

Amended programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
Crescent Connection: Cedar Hills Blvd to Denney Rd	Multi-use path and on-street pedestrian, bicycle and transit access facilities (Beaverton).	TBD	City of Beaverton	\$4,231,099	PE	S-STP	2012	\$350,000	\$40,059	\$86,941	\$477,000
					ROW	S-STP	2013	\$850,000	\$97,286	\$0	\$947,286
					Con	Other	2014			\$2,806,813	\$2,806,813
					Subtotal			\$1,200,000	\$137,345	\$86,941	\$1,424,286

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 12-4359, FOR THE PURPOSE OF AMENDING THE 2012-15 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE CRESCENT CONNECTION: CEDAR HILLS BOULEVARD TO DENNEY ROAD BICYCLE, PEDESTRIAN, AND TRANSIT ACCESS PROJECT

Date: June 26, 2012

Prepared by: Ted Leybold, 503-797-1759

BACKGROUND

The Oregon Department of Transportation (ODOT) administers a statewide allocation process known the state Flexible Funds program. The Flexible Funds Program funds Bicycle, Pedestrian, Transit and Transportation Demand Management (TDM) projects, plans, programs and services through a competitive process. The Oregon Transportation Commission (OTC) held a public hearing at their February 15, 2012 meeting and on March 21, 2012 approved its list of project allocations, including one to the City of Beaverton for preliminary engineering and right-of-way for bicycle, pedestrian, and transit access improvements between Cedar Hills Boulevard and Denney Road.

The project will complete preliminary engineering and right-of-way phases for a shared use path on the north side of Denney Road from King Boulevard to the Fanno Creek Trail, and for the Beaverton Creek Trail from Cedar Hills Boulevard to the Beaverton Transit Center. It includes safe street crossings and 16 transit stop improvements along the Crescent Connection route, primarily along Lombard Avenue. The project is illustrated in Attachment 1.

Federal rules exempt this project from having to perform air quality conformity analysis. The project is included in the financially constrained 2035 Regional Transportation Plan.

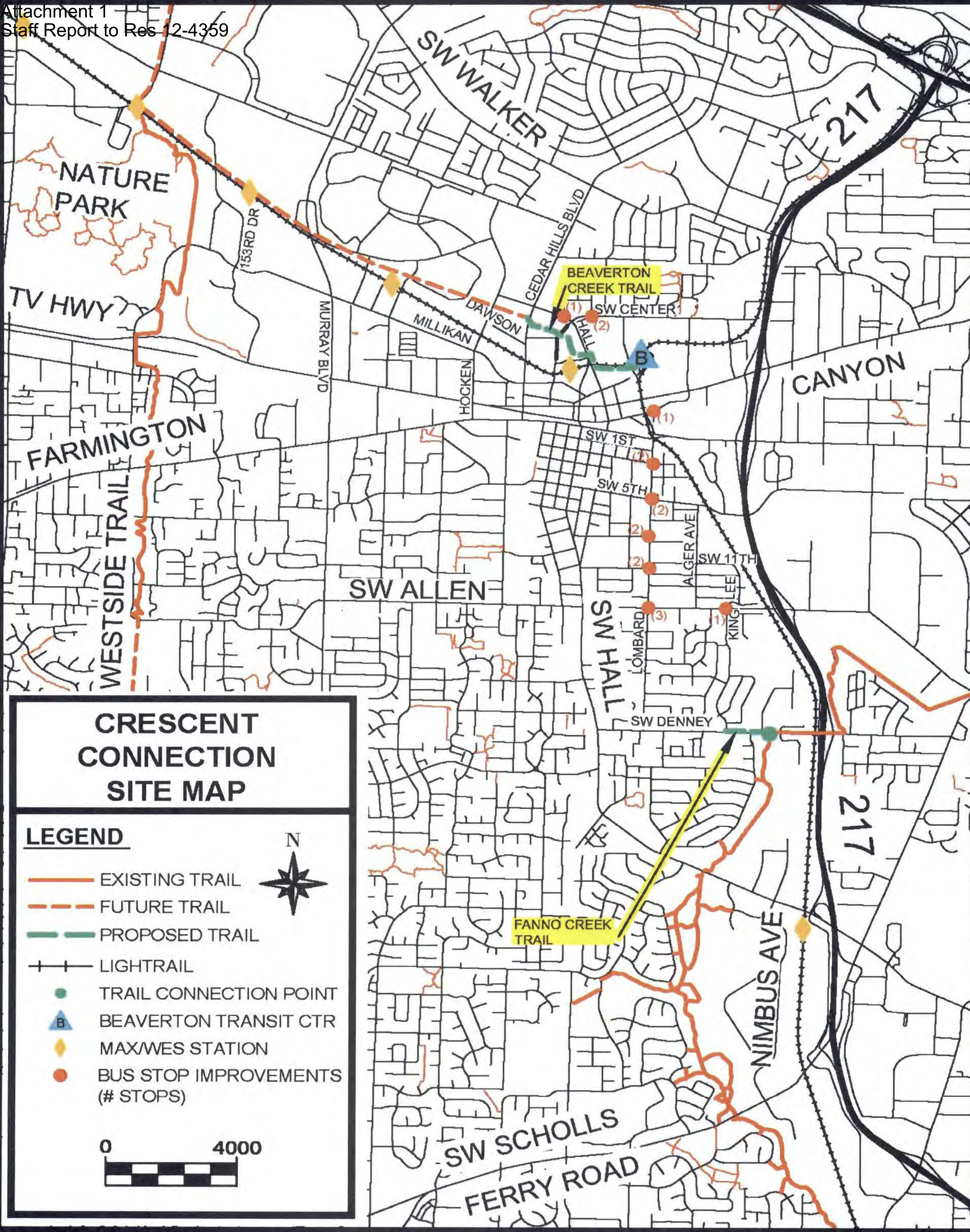
The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the MTIP. This amendment will add the Crescent Connection: Cedar Hills Boulevard to Denney Road project to the 2012-15 MTIP with programming as shown in Exhibit A to Resolution No. 12-4359.

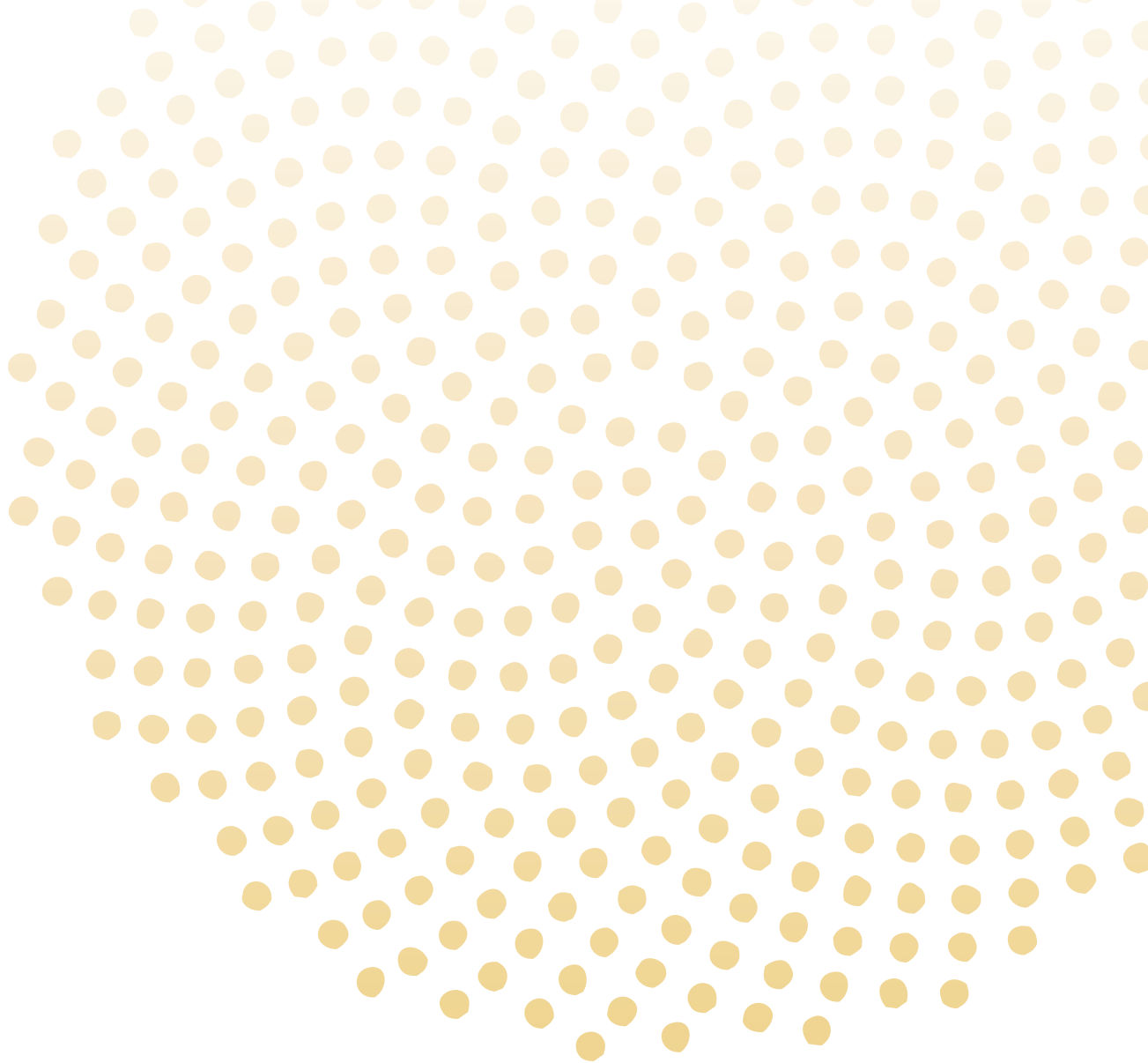
ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Amends the 2012-15 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 12-4332 on March 15, 2012 (For the Purpose of Approving the 2012-15 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
- 3. Anticipated Effects** Allows project to be eligible for transportation funding.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 12-4359.





COMMUNITY INVESTMENT
initiative

Strategic plan

EXECUTIVE SUMMARY
June 2012

Leadership Council

Craig Boretz
Con-way, Inc.

Tom Brian
Former Washington County Chair

Fred Bruning
CenterCal Properties, LLC.

John Carter*
Schnitzer Steel Industries, Inc.

Gale Castillo
Hispanic Chamber

Steve Clark
Oregon State University

Angus Duncan
Bonneville Environmental Foundation

Charlie Hales
HDR Engineering, Inc.

Tom Imeson
Port of Portland

Nolan Lienhart
ZGF Architects, LLP.

Randy Miller*
Produce Row Property Management Co.

John Mohlis
Construction Trades Council

Marcus Mundy
Mundy Consulting, LLC

Jerralynn Ness
Community Action

Alice Norris
Former Mayor of Oregon City

Deanna Palm
Hillsboro Chamber of Commerce

Harvey Platt
Platt Electric Supply

Joe Rodriguez*
Former Superintendant
Hillsboro Public Schools

Carl Talton*
Portland Family of Funds

Joanne Truesdell
Clackamas Community College

Wally Van Valkenburg
Stoel Rives, LLP.

Peter Watts
Jordan Ramis PC

Burton Weast, CII Co-Chair *
Former Clackamas County Business Alliance

Wim Wiewel
Portland State University

Karen Williams, CII Co-Chair*
Carroll Community Investments, LLC.

Bill Wyatt
Port of Portland

Justin Yuen
FMYI, Inc.

*Steering Committee members

Community Investment Initiative strategic plan | Executive summary

Where we are today

The Community Investment Initiative brings together a group of more than two dozen leaders from the Portland metropolitan area's business, community and public sectors that are committed to building the region's economy by investing in infrastructure to create and sustain living-wage jobs.

Working with policymakers from Multnomah, Clackamas and Washington counties, the Leadership Council of the Community Investment Initiative developed a comprehensive regional strategy that lays the foundation for a resilient economy by investing in four priority areas:

- Infrastructure such as roads, highways, and water and sewer networks
- Development and redevelopment of available land
- Efficient movement of people and goods across the region
- Twenty-first century school facilities

While the Leadership Council has no official authority as a group, it leverages the power of an extensive regional network of professional relationships to problem-solve issues that hold the region back.

Our shared challenge

Over the last two decades, the quality of life that attracts people and business to the Portland metropolitan region has been slowly declining from lack of investment. As the 2008 *Regional Infrastructure Analysis* report makes clear, the metropolitan region has insufficient resources to maintain and repair our existing infrastructure and fund new development necessary to support our growing population.

Funds needed just to repair and rebuild the infrastructure that supports our communities are dwindling and inadequate to meet the \$10 billion cost. As our region welcomes an anticipated 625,000 new residents over the next 20 years to Multnomah, Clackamas and Washington counties (within the urban growth boundary), those costs are projected to escalate to \$27 to 41 billion. Traditional funding sources are expected to cover only about half of that amount.

Overcoming this challenge requires innovative tools and a collaborative approach where regional, local and state elected officials work more closely with the private sector and community-based organizations to achieve our vision for a prosperous regional economy. With support from Metro, the Leadership Council of the Community Investment Initiative has been able to come together and identify where our efforts can make a difference.

A regional investment approach

Through a regional approach, we can integrate previously separate efforts on infrastructure investment, jobs, development, transportation and equity into a coordinated strategy, allowing us to focus and prioritize our investments using the following guidelines:

Invest in regional outcomes

The Community Investment Initiative's strategic plan is the result of a focused exploration of the challenges to the region's economy and an assessment of the investments most likely to deliver the greatest benefits regionwide. The resulting four strategies offer an integrated investment approach that makes the most of existing and future public resources while achieving the best economic, environmental and social return for the region.

Prioritize investments

Integral to the mission of the Community Investment Initiative is the recognition that the more equitable our region, the stronger its economic performance. This means developing strategies that advance access for residents in all our communities to the social, economic, geographic and educational opportunities the metropolitan region provides. The strategic plan calls for prioritizing community investments that reduce disparities, generate jobs and promote opportunities.

Support capital investment

The initial focus of the Community Investment Initiative is twofold: to create a regional investment entity, the Regional Infrastructure Enterprise, to help maintain existing and support new infrastructure, and foster development ready communities to make the most of our existing urban land.

Focus on unmet needs

Central to our success is the collaboration and partnership with elected officials, policymakers and community leaders in the development and implementation of the work plans. The intent of the Leadership Council is to support and complement local efforts and advocate for regional outcomes that support the infrastructure needs our local communities are not able to address.

Promote innovation

The Community Investment Initiative seeks to make a difference by bringing new tools to infrastructure investment. The Regional Infrastructure Enterprise, as envisioned in this strategic plan, can help facilitate and incent the development of a broad range of projects that can't be delivered with traditional financing. Innovation ensures they will be delivered in a smarter and more efficient way.

What guides us

Mission

The mission of the Community Investment Initiative is to build the region's economy by investing in infrastructure to support the creation of living-wage jobs.

Vision

The Community Investment Initiative envisions a future where:

- a living-wage job and meaningful opportunities for advancement are available for every member of our labor force
- our regional economy is stable, robust and resilient
- our natural and built environments are cared for and accessible to all
- all community members have opportunities for civic engagement
- our innovative approach to investing in infrastructure, transportation systems, twenty-first century school facilities and development ready communities positions our region as a global competitor.

Role of the Leadership Council

The role of the Leadership Council is to guide and implement the work of the Community Investment Initiative through public-private partnerships to:

- address our region's challenges to economic growth
- convene regional leaders to tap collective experience, knowledge and networks
- develop strategies for addressing deteriorating infrastructure and dwindling resources
- advocate for regional outcomes that support the needs that local communities are not able to address
- support the region's vision for making the most of urban land
- educate our residents on the imperative to invest for our needs today and those of future generations.

How we measure success

What will success look like?

To be successful, the Community Investment Initiative must connect the outcomes of its investment actions directly to the vision we seek to achieve. To be accountable in realizing those outcomes, we must track our progress in meeting the milestones identified in our work plans (see Appendix A: Work plan map).

Success cont'd.

- Each work plan will use the Equity Framework to ensure that our strategies remain attentive to existing social, economic, political, and geographic disparities.
- The Community Investment Initiative will measure the impact of direct investments on reducing disparities through job creation and economic development at the community and regional levels.
- The economic indicators outlined by the Greater Portland Pulse will be used to guide the work of the strategic plan, with a particular focus on increasing the percentage of households meeting the standard for self-sufficiency.
- The Leadership Council will track progress toward achieving the milestones of the strategic plan with quarterly reports.

How we'll get there

Strategies for a prosperous region

Four strategies support the Community Investment Initiative's mission.

1. Invest in the roads, highways, water and sewer networks, and other infrastructure our communities need to prosper.
2. Foster conditions that support development ready communities.
3. Ensure the reliable and efficient movement of goods and people across the region.
4. Protect and enhance our communities' investments in school facilities and properties, now and in the future.

STRATEGY ONE | Invest in the roads, highways, water and sewer networks and other infrastructure our communities need to prosper

Action

Establish the Regional Infrastructure Enterprise to make and facilitate investments in the Portland metropolitan region and partner with stakeholders to develop a system that optimizes the region's ability to deliver infrastructure projects.

Objectives

- By June 2012, develop a proposal for the Regional Infrastructure Enterprise based on stakeholder input and other planning efforts in the state, such as the West Coast Infrastructure Exchange.
- By November 2012, work with stakeholders to identify criteria and an initial list of projects in which the Regional Infrastructure Enterprise should invest.
- By February 2013, team with local stakeholders to gain agreement on the functions of the Regional Infrastructure Enterprise as well as governance and structure.
- By February 2013, work with stakeholders to finalize the initial project list for investment through the Regional Infrastructure Enterprise.
- By June 2013, collaborate with elected officials and stakeholders to evaluate and pursue funding sources.
- By June 2014, establish the Regional Infrastructure Enterprise to implement the initial projects list.
- By June 2014, partner with other stakeholders, including the state, to develop statewide legislation or partnerships.

Leadership Council role

The Leadership Council will convene critical stakeholders to assess interest, opportunities and barriers for investing in infrastructure. We will act as a sponsor, or the lead voice, in the development of the Regional Infrastructure Enterprise and serve as a partner in efforts at the state level to establish supporting legislation as appropriate. In addition, we'll play an active role in developing associated policies, authorizing legislation, and funding criteria. Finally, we'll take the lead in developing a business plan for the growth of the resources and partnerships, particularly with local governments, needed to support the Regional Infrastructure Enterprise.

Key partners and authorizing bodies

- Metro Council
- Local communities

Key partners cont'd.

- Private developers and contractors
- Offices of the governor and treasurer
- Economic development groups and urban renewal agencies
- Utilities and other special service districts
- Private financial institutions and nonprofits
- Port of Portland and other regional service providers
- Foundations, community development financial institutions, community development corporations, community banks

STRATEGY TWO | Foster conditions that support development ready communities

Action

Create a model program that builds capacity within cities and counties to increase investments that result in living wage jobs.

Objectives

- By October 2012, identify barriers to development in partnership with local communities and developers, and establish partnerships to support a development ready communities pilot program to address and reduce these barriers.
- By January 2013, design a development ready communities pilot program that will address local needs and reduce barriers.
- By January 2014, complete the implementation of the pilot program with local communities.
- By June 2014, evaluate the pilot program and develop a business plan to implement regionwide, if appropriate.

Leadership Council role

The Leadership Council will explore regional interest in and need for the program while educating others about successful models that exist in Oregon and throughout the nation. We will advocate for resources to develop and implement the pilot program, and provide business-planning support. If proven successful, we'll advocate for regionwide implementation of the program.

Key partners and authorizing bodies

- Local communities
- Metro Council
- Greater Portland, Inc.
- Public/private trade groups like the Urban Land Institute and development associations
- Chambers of Commerce
- Oregon Economic Development Department
- Regional Solutions

STRATEGY THREE | Ensure the reliable and efficient movement of goods and people across the region

Action

Partner with state and regional stakeholders to explore additional revenue for transportation infrastructure and advocate for a series of strategic investments that meet the economic needs of the Portland metropolitan region.

Objectives

- By June 2013, partner with stakeholders to support the successful passage of a state transportation package that leverages existing revenue sources to improve freight mobility, increase safety, support access to jobs, and reduce congestion and greenhouse gas emissions.
- By June 2013, explore with regional partners potential avenues for improved funding for local and regional connectivity, maintenance and other system needs.
- Continually and publicly support TriMet's efforts to gain control of its long-term finances to restore and expand transit service.

Leadership Council role

The Leadership Council will explore the potential for a strategic investment fund by engaging stakeholders to assess interest and political will. We will convene key partners and technical experts to develop policy, potentially participating in the drafting of legislation or ballot measures. Additionally, we will advocate for the transportation investment fund by partnering with stakeholders for program passage and engaging news media through op-eds and editorial boards to garner public support for the measures.

Key partners and authorizing bodies

- Governor's office
- Oregon Department of Transportation
- Oregon Transportation Commission
- Joint Policy Advisory Committee on Transportation
- Metro Council
- Local communities
- Port of Portland
- American Automobile Association
- Oregon Trucking Associations, Inc.
- Fuel distributors
- Transit/environmental justice advocates

Action

Support the state in designing and implementing a regional voluntary Vehicle Miles Traveled pilot program.

Objectives

- By September 2012, participate in the design of a Vehicle Miles Traveled pilot program for the Portland metropolitan region.
- By May 2013, support ODOT and other partners in securing authorization and money for the program through legislative and/or administrative means.
- By January 2015, work with partners to evaluate the success of the Vehicle Miles Traveled pilot program and the feasibility of broader use.

Leadership Council role

The Leadership Council will partner with the state to explore the feasibility of a VMT pilot program by engaging with stakeholders and convening technical experts to assess interest and political will. We will advocate for the program by partnering with stakeholders to push for pilot implementation, and educate the public through op-eds and other media outlets.

Key partners and authorizing bodies

- Metro Council
- Local communities
- Joint Policy Advisory Committee on Transportation
- Oregon Department of Transportation
- Oregon Department of Environmental Quality
- Oregon Transportation Research and Education Consortium
- Governor's office
- Road User Fee Task Force

STRATEGY FOUR | Protect and enhance our communities' investments in school facilities and properties, now and in the future

Action

Support school districts in the development of a strategy to make the most of existing facilities and plan for new infrastructure investments.

Objectives

- By December 2012, work with three to five school districts to develop a framework for regional long range facility planning.
- By July 2013, evaluate pilot projects and develop strategies to support regionwide school facility planning with key partners.
- By June 2014, work with partners to implement policies that support regionwide school facility planning and prioritize investments in communities most in need.

Leadership Council role

The Leadership Council will participate in an exploratory analysis of school facilities with staff and partners and share findings with regional stakeholders. We will act as a convener by bringing together regional school district leadership and Education Service Districts to form a consortium for enrollment projections and to identify future facility investments.

Key partners and authorizing bodies

- School districts
- Center for Innovative School Facilities
- Education Service Districts
- Portland State University
- Portland STEM Center and Portland Metro STEM Partnership
- Metro Council
- Community colleges

Action

Advocate for regional financial support of public post-secondary education in the Portland metropolitan region.

Objectives

- By January 2013, Portland State University and other partners engage public and key decision-makers in a dialogue about the value of and challenges for public higher education.
- By June 2013, Portland State University and other partners identify potential options to address funding challenges.
- By January 2014, Portland State University and other partners secure support from the general public, businesses, and local government for funding proposal.

Leadership Council role

The Leadership Council will support Portland State University in exploring the opportunities for a funding strategy by acting as a sounding board to test new ideas. We may use our connections to advocate for funding and write supportive op-eds and letters.

Key partners and authorizing bodies

- Community leaders
- University of Oregon
- Oregon Chief Education Officer
- Oregon Health Sciences University
- CEOs
- The Oregon Idea
- Alumni of Oregon's community colleges and universities
- Community colleges
- Metro Council

How we're organized

Governance and membership

Action

Implement the Community Investment Initiative strategic plan.

Objectives

- By September 2012, confirm Leadership Council members and partners committed to implementing the strategic plan.
- On a monthly basis, steering committee members will meet to guide the allocation of resources, address challenges, and oversee the implementation of the strategic plan.
- On alternate months, Leadership Council members will meet as a group to carry out the business of the Community Investment Initiative.
- As needed, Leadership Council members will act as project liaisons and participate in work groups.
- Through June 2013, Metro will support the work plan deliverables and project resources.

Fiduciary management

Action

Maintain a strong partnership with the Metro Council and establish new partnerships to support implementation of the strategic plan.

Objectives

- By August 2012, host an event with key project sponsors and partners to build relationships and support for the strategic plan.
- By November 2012, identify potential funding and staffing needs and resources to support ongoing implementation of the strategic plan.
- By July 2013, secure funding and staff resources to continue implementing the strategic plan.

Appendix A | Work plan map

DRAFT





Metro | Memo

Date: June 21, 2012
To: JPACT and interested parties
From: Mike Hoglund, Research Director
Kim Ellis, Principal Transportation Planner
Re: ODOT Draft Oregon Statewide Transportation Strategy – Recommendation to OTC

Action requested

Metro staff are seeking final input on the attached draft letter commenting on the draft Oregon Statewide Transportation Strategy (STS) vision and next steps. A recommendation to the OTC is requested.

Background and Purpose

The Oregon Transportation Commission is seeking public comment on the attached draft Oregon Statewide Transportation Strategy by July 20, 2012. On June 14, JPACT received a presentation on the draft STS vision and requested an opportunity for more discussion at their July 12 meeting. The strategy was presented and discussed on June 18 at a special TPAC and MTAC meeting and again at TPAC on June 29.

The attached draft comment letter reflects input provided to date. MPAC approved the comment letter on June 27.

Oregon Statewide Transportation Strategy

The Oregon Statewide Transportation Strategy (STS) is part of a larger effort known as the Oregon Sustainable Transportation Initiative (OSTI), resulting from two bills passed by the Oregon Legislature to help the state meet its 2050 goal of reducing transportation-related greenhouse gas (GHG) emissions.

The STS identifies the most effective GHG emissions reduction strategies in transportation systems, vehicle and fuel technologies, and urban land use patterns in three key travel markets: ground passenger and commercial services, freight, and air passenger. The strategies serve as the best tools available to help meet the state's goals while supporting other community goals such as clean air, safe and healthy neighborhoods, economic vitality and jobs close to home.

The STS was developed over 18 months through extensive research and analysis as well as policy direction and technical input from state agencies, local governments, industry representatives, metropolitan planning organizations, and others. Metro Councilors Collette and Burkholder have each served on the Policy Advisory Committee. The STS is not regulatory and does not assign responsibility for implementation, but rather points to promising approaches to be further considered by policymakers at the state, regional, and local levels.

- Materials are posted on ODOT's web site: <http://www.oregon.gov/ODOT/TD/OSTI/STS.shtml>
- Links to the draft documents are:
 - <http://www.oregon.gov/ODOT/TD/OSTI/docs/sts/executivesum.pdf>
 - <http://www.oregon.gov/ODOT/TD/OSTI/docs/sts/strategy.pdf>
 - <http://www.oregon.gov/ODOT/TD/OSTI/docs/sts/appendices.pdf>

Attachment

Date (DRAFT – 7/3/12)

Pat Egan, Chair
Oregon Transportation Commission
c/o Oregon Dept. of Transportation
Planning Unit, Attn: Kristina Evanoff
555 13th Street NE, Suite 2
Salem, OR 97301

Subject: MPAC/JPACT Comments on the Draft Statewide Transportation Strategy

Dear Chair Egan and Members of the Oregon Transportation Commission:

On behalf of the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT), thank you for the opportunity to comment on the May 2012 draft of the Statewide Transportation Strategy (STS) for greenhouse gas emissions. We appreciate the hard work of the Oregon Department of Transportation staff, the consultant team, and the STS Policy Committee in compiling this forward looking and innovative document.

We feel the document compliments the Portland metropolitan region's Climate Smart Communities (CSC) effort underway that responds to HB 2001 requirements to reduce light-duty vehicle emissions by the year 2035. The draft STS is particularly important for our region as it closes an important gap in the transportation sector GHG reduction strategy by addressing freight and statewide ground transportation and air travel-related emissions. The statewide strategies will be key to the Metro region's ability to meet our targets for light-duty vehicles and to begin to address all aspects of GHG emissions.

Following are the Metro region's key STS recommendations and suggested guidelines we feel should be considered for future STS phases. We also identify areas for ongoing collaboration.

Recommendations

The Metro region recommends:

1. OTC approval of the *Oregon Statewide Transportation Strategy, A 2050 Vision for Greenhouse Gas Emissions Reduction*.
2. **That Phase II of the STS effort commence immediately** and that the OTC, ODOT, and state agencies work with their regional and local partners and other stakeholders to develop an implementation framework and timeline for the most promising strategies.
3. That common lessons and themes (identified below) between the State's STS work and the region's Climate Smart Communities work be carried into the Phase II STS work plan.

Recommended Guidelines for Coordinated STS and Metro CSC Planning

Similar to the work the Metro region is undertaking to address light-duty vehicle GHG emission reduction targets, there are a number of emerging themes developing to address the statewide responsibilities defined in the STS. **We recommend these themes be guidelines for Phase II STS work:**

1. Build on existing plans at the state, regional, local levels. Aspirations and strategies in existing plans are most feasible and analysis-to-date shows they provide a strong baseline for progress in reducing GHG emissions.
2. A multi-faceted approach is necessary to reach targets and state goals. While technology improvements will move us in the right direction, particularly for ground transportation, no single strategy will meet Metro GHG emission reduction targets or the state goals. A comprehensive, multi-faceted strategy is necessary, one that includes implementing land use visions, building walkable, transit/bike friendly communities, sharpening our system and demand management efforts, and developing the infrastructure to accommodate clean vehicles.
3. Partnerships and collaboration work best. A multi-faceted approach to meeting our climate targets and goals will also require collaboration with our current partners at the local, regional, state, and federal levels; and with new partners including utilities, the private sector, and new partners in government and non-government sectors.
4. Any GHG reduction approach should be “outcomes based.” The Metro region has adopted six key outcomes as critical to successful long-range planning efforts and making a great place: Vibrant Communities; Equity; Economic Prosperity; Safe and Reliable Transportation Choices; Clean Air & Water; and Climate Leadership. Future STS planning must recognize the need to optimize a wide variety of outcomes and measures to meet state and community objectives.

State/Metro Region Collaboration

Both the STS and Metro’s Climate Smart Communities projects are multi-phased efforts continuing into 2013 and 2014. To the degree possible and appropriate, **project schedules and timelines should continue to be aligned and managed to ensure maximum efficiencies in the following areas:**

- Policy Development. Metro has established working relationships with ODOT, DLCD, the Oregon Global Warming Commission, other state agencies and Oregon Metropolitan Planning Organizations, and others on a number of policy fronts to discuss alternative strategies to best meet GHG targets and goals. This work should continue, particularly in the areas of implementation and evaluation.
- Implementation. The Draft STS provides a significant step forward to better understand the full range of options and the most promising actions that can both result in reductions in the transportation sector GHG emissions and begin to address other statewide and community needs.

However, significantly more needs to be done to turn the STS into a reality, including the development of an implementation plan for the STS that further evaluates the available options and results in a broad range of actions that are necessary to meet state GHG goals. The state and MPOs cannot be responsible for all aspects of implementation. Existing and new partners (federal governments, port and transit districts, private industry, health providers, universities, non-profits, and private industry) will be required to provide expertise for many aspects of a comprehensive, multi-faceted emission reduction approach.

An implementation plan must include: 1) establishing priorities, processes, and timelines/next steps for moving forward on the most promising initiatives. This would include identifying key actions (e.g., legislation), needs, and deliverables to move on a priority recommendation; and 2) identifying and acting quickly on policies and actions that have multiple positive outcomes for the state, regions, and local communities. We appreciate that ODOT has begun evaluating actions for their full costs (direct and indirect) and benefits, and would suggest moving quickly on those actions with net societal and economic benefits in addition to their GHG emission reduction potential.

It is also critical for the implementation phase to include further discussion and evaluation of strategies to understand how they will support increased fuel and energy efficiency to reduce dependence on foreign oil and reduce fuel price risk and the potential impacts to the state economy.

- Aligning Plans, Policies, and Programs/Transportation Finance. The Metro region supports the Phase II STS recommendation to evaluate and revise, where appropriate, current plans, policies and programs that may inhibit successful implementation of STS strategies. In particular, we support efforts to move toward a transportation finance approach that best allows the State and its regions and communities to best meet desired outcomes, including those for greenhouse gas goals and targets.
- Public Outreach and Education. As the OTC is aware, climate change is a complex, often controversial, subject. We feel the topic is best approached both through the global benefits of meeting climate goals and as it relates to community and individual benefits. Many climate reduction strategies will result in a reduction in dependence on foreign oil, walkable, mixed-use places that mix shopping and work within or near residential areas; and are desirable to local residents.
- Monitoring Results. The implementation plan should include a program to evaluate and monitor performance and to keep current the assumptions around the ability to deliver on actions or key necessary investments. Such monitoring can provide a basis for ongoing review and revision of the STS, as necessary.
- Other Emission Sectors. As part of the Metro region CSC work on light-duty vehicles, the issues surrounding other GHG emission sectors has arisen (buildings, energy, etc.). We suggest that the timeframe to develop a coordinated, integrated approach across emission sectors (transportation, buildings, energy production, etc.) is likely sooner,

than later. Such an integration strategy should be given consideration in the next phase of the STS.

- Research, Analysis, and Technical Tools. The STS analytical tools (e.g., GreenSTEP) have allowed for advancements in scenario planning and allowed for greater planning efficiencies while allowing for broader evaluation of alternatives. We support continued advancement of such tools and research that enhances our ability to make sound policy decisions.

We appreciate the work of ODOT and the STS Policy Committee on the development of the STS recommendations, and we look forward to further collaboration as the effort moves into the implementation phase.

Sincerely,

Jerry Willey, Chair

MPAC

Carlotta Collette, Chair

JPACT



Changing ODOT's Funding Allocation & Project Selection Processes

DRAFT
Recommended Scenarios

June 2012 OTC Meeting

Introduction

This document continues the ongoing conversation on the development of new funding allocation and project selection processes at ODOT. At prior meetings the OTC has given direction in the development of scenarios for funding, Fix-It and Enhance Category parameters, and supporting assumptions. The enclosed materials address the next steps in this evolving process.

Included in this packet you will find:

- A recommended funding level (range) to be used as a baseline scenario.
- Recommended funding approaches for three funding levels.
- A recommended funding 'split' for the Enhance and Fix-It Categories.
- A recommended funding 'split' within the Enhance Category to allocate funding to the ODOT Regions and a set-aside for the OTC to address state priorities or unintended gaps left in the implementation of this new process.
- Listings of project types eligible for the Enhance and Fix-It Categories.
- A listing of descriptions and assumptions pertaining to the recommendations.
- An allocation worksheet that shows total projected funding for the three funding levels and the resulting dollar allocations from the recommendations.
- Several spreadsheets with supporting details of the: a) STIP allocations (blue), b) Enhance and Fix-It Category allocations (orange), and c) the region and state level allocations of the Enhance funds.

Reminders:

- Project selection and prioritization for the Enhance funding will be conducted by the ACTs.
- Project selection for the Fix-It funding will be done via ODOT management systems and staff in alignment with the Guiding Principles developed for that purpose. A subsequent report will be developed showing results of the project selection and impacts on system condition and service delivery.

Direction sought from the OTC at its June meeting

Does the information that is provided in this packet provide the OTC with the necessary information to make a decision in July regarding the following:

- Enhance and Fix-It Category allocations at the three funding levels
- Funding splits between the Enhance and Fix-It Categories, using the baseline funding scenario
- Potential range for baseline funding recommendation
- Funding splits for Regions and a portion set aside for OTC allocation
- Confirm decisions from the April OTC meeting regarding TGM and IOF, which were to maintain their existing budgets and program responsibilities.
- Confirm decision from the April OTC meeting regarding CMAQ, which was to have this program continue as it currently exists for this STIP update, and have a further discussion on this program and these funds prior to future funding allocation decision making.
- Acknowledge that there may be a decision needed regarding recreation trails / Oregon Parks and Recreation Department

Direction and decisions sought from the OTC at its July meeting:

Approval of funding allocation packet.

Approval of application and criteria.

Recommended Scenarios for OTC Consideration and Input

At the April 2012 OTC meeting, several high level scenarios were reviewed. Those scenarios were based on two variables: 1) Funding Levels and 2) Allocations to the Enhance and Fix-It Categories

I. Funding Levels

A. Background

The three funding levels used are based on estimated likelihoods of actions taken by federal government. The three assumptions for federal funding are as follows.

Funding Level 1:

This level is based on a Congressional Budget Office estimate assuming potential Congressional actions adding \$10B-\$15B annually to the Federal Highway Trust Fund to preserve current funding levels.

Funding Level 2:

This level is the midpoint between Levels 1 and 3 and also represents a general continuation of the 2012-15 STIP funding levels extended to 2015-18.

Funding Level 3:

This level assumes Congress does not provide additional revenues for the Federal Highway Trust Fund, requiring deep cuts.

B. Staff Recommendation

Use Funding Level 2 as the baseline funding level scenario given the rationale below:

- conservative and reasonable
- high likelihood that funding will not fall short of this level
- should additional funding become available it is a relatively simply process to move additional Fix-It projects forward

			Funding Level 1
Recommended Baseline			Funding Level 2
			Funding Level 3

This baseline funding level scenario assumes that funding available for Enhance and Fix-It 'Orange' project types will be approximately \$1,352M. That figure, as stated above for Funding Level 2, is a projection between the Congressional Budget Office estimate assuming Congressional actions to add to the Federal Highway Trust Fund and an estimate that assumes no additional revenue to the Federal Highway Trust Fund.

For comparison purposes, this number for the 2012-15 STIP would be approximately \$1,316. For additional detail, see page 9.

C. OTC Direction Sought

Is there concurrence that this level of funding seems reasonable as the baseline assumption? If not, what are the concerns or questions?

II. Category Allocations

A. Background

In the previous discussions, category allocations for Fix-It and Enhance have been percentage-based. The three allocation assumptions used in the April scenarios were as follows:

Category Allocation A:

10% increase in the amount allocated to Fix-It compared to the current allocation percentage.

Category Allocation B:

An extension of the current allocation percentages to both Fix-It and Enhance.

Category Allocation C:

10% increase in the amount allocated to Enhance compared to the current allocation percentage.

Category Allocations			
(A) 10% Additional to Fix-It	(B) Current ratio (20%, 80%)	(C) 10% Additional to Enhance	
X			Funding Level 1 Additional \$
		Rec'd Baseline	Funding Level 2
	X		Funding Level 3 Reduced \$

B. Staff Recommendation

The recommendation brought forward here is a hybrid of the original allocation options. It is recommended that initially there is an approximate 10% increase in funds to Enhance as compared to the 2012-15 percentage allocation to those types of projects. The guidance this would give to the Agency, assuming a baseline funding level of \$1,352M available to Enhance and Fix-It (orange funding), would be:

1. If funding available is within a 10% range either direction of \$1,352M, the percentage allocated to Enhance would be 24% and 76% to Fix-It. That range translates to \$1,217 to \$1,487.
2. Should additional funding become available between the assumed baseline scenario range, above, and the assumed Funding Level 1 amount of \$1,587M, those additional funds would go to Fix-It.
3. Should less funding become available between the assumed baseline range in 1 (above) and the assumed Funding Level 3 amount of \$1,117M, reductions will be made to Categories to move toward the central 2012-15 allocation percentages of 20% to Enhance and 80% to Fix-It.

Baseline Recommendation for State Funds: Assume state funding will continue to provide funds equivalent to the 2012-15 levels for: Bike/Ped, IOF, Rail-Highway Crossings and Site Mitigation, totaling \$47M over four years.

C. OTC Direction Sought

Agreement to hybrid approach of funding allocations to Enhance and Fix-It.

III. Project Types Eligible for Enhance Category Funds

A. This recommendation on project types eligible for Enhance Category Funds is consistent with earlier discussions. Projects proposed via the application process with the ACTs do not need to self-identify as any specific project type. The list below is simply for illustration and clarification. A proposed project might include elements from several of the above project types.

- Bicycle and/or Pedestrian facilities on or off the highway right of way
- DSTIP projects – development work for projects that exceed the 4 year window of the STIP
- Flex Funds
- Modernization
- Protective Right of Way purchases
- Public Transportation (capital projects only, not for ongoing operations)
- Recreational Trails
- Safe Routes to Schools
- Scenic Byways
- Transportation Enhancement
- Transportation Demand Management

B. OTC Direction Sought

Agreement as to project types eligible for Enhance Category funds

IV. Enhance Category Funding Splits to Regions and Statewide Priorities

A. The staff recommendation on allocating Enhance Category Funds, totaling \$324M using the baseline scenario of Funding level 2 and Category Allocation C as described on previous pages, is as follows:

- 20% of the funds are set aside for OTC obligation to state priorities.
- 80% of the funds will be allocated to the 5 ODOT Regions using the “modernization split” formula.
- Using the funding assumptions from the recommended scenario, the funding allocations would be:
 - 20% to state priorities = approximately \$64.8M for the 2015-2018 timeframe
 - 80% to regions using the ‘modernization split’ formula = approximately \$259.2M
 - Region 1 = 38% approximately \$98.5M
 - Region 2 = 29% approximately \$75.2M
 - Region 3 = 15% approximately \$38.9M
 - Region 4 = 10% approximately \$25.9M
 - Region 5 = 8% approximately \$20.7M

See the spreadsheet on page 10 for more detail.

B. OTC Direction Sought

Level of support for the concept of an OTC set-aside amount

Level of support for the 80% / 20% split for Regions / OTC

Level of support for using the Modernization Equity Split formula for determining Region allocations

V. Project Types Eligible for Fix-It Category Funds

A. This recommendation on project types eligible for Fix-It Category Funds is consistent with earlier discussions.

- Bridges – state
- Culverts
- High Risk Rural Roads
- Illumination, signs and signals
- Landslides and Rockfalls
- Operations (includes ITS)
- Pavement Preservation
- Rail-Highway Crossings
- Safety
- Salmon (Fish Passage)
- Site Mitigation and Repair
- Stormwater Retrofit
- TDM – to Regions (part of Ops)
- Workzone Safety (project specific)

B. OTC Direction Sought

Agreement as to project types eligible for Fix-It Category Funds

VI. Fix-It Category Funding Allocations

A. Funding allocations for project types eligible for the Fix-It Category funding will be determined via ODOT management systems and staff in alignment with the Guiding Principles developed for that purpose. A subsequent report will be developed showing results of the funding allocation and project selection and resulting impacts on system condition and service delivery.

Enhance and Fix-It Funding Allocation Process for 2015-18

Staff Recommended Scenario

6/5/2012 Draft - for discussion purposes only

Descriptions

- 1) Dollar amounts are in millions and are the four year totals for the 2015-2018 STIP timeframe, unless noted otherwise.
- 2) Program allocation amounts that are federal dollars do not include the state match. There will be approximately 10% state match on top of this.
- 3) Programs and funding not included: OTIA, ARRA, JTA, *Connect* Oregon, nor earmarks.
- 4) **Blue highlighting** = Programs included in the STIP, but **not** included in the 2015-18 Enhance & Fix-It Project Selection process.
- 5) **Orange highlighting** = Programs included in the STIP and **are** included in the 2015-18 Enhance & Fix-It Project Selection process.
- 6) Directed Minimums (DM): directed minimum allocations per federal or state regulations or legislation; OTC direction; or in-place agreements.

Assumptions

- a) Federal plus state funding level assumption: Baseline amount available for orange highlighted programs in Enhance & Fix-It = \$1,352M
- b) State funding level assumption: The amount of state funds in the 2012-15 STIP available for the Bike/Ped, IOF, Rail-Highway Crossings and Site Mitigation programs was \$47M. The recommended scenarios assume that level will be held constant.
- c) For planning/project selection purposes, the funding levels of the scenario approved by the OTC at its July meeting will remain in place until the 2017-2020 STIP update.
- d) There will, at minimum, be an annual internal review of the projected funding as compared to actuals/revised projections to validate allocations or bring recommendations to the OTC.

Enhance and Fix-It Funding Allocation Process for 2015-2018

Staff Recommended Scenario

June 5, 2012 Draft - for discussion purposes only

Blue highlighting: Programs included in the STIP, but are **not** included in the 2015-18 Enhance & Fix-It Project Selection process

Rec'd: The recommended funding assumption - based on federal funding projections and static state funding.

Directed Minimums (DM): directed minimum allocations per federal or state regulations or legislation; OTC direction; or in-place agreements.

* indicates a funding decision subject to OTC direction for 2015-18

Outside of Enhance / Fix-It Categorization (for the 2015-2018 project selection process)

MPO Planning	\$18
SPR (State Planning & Research)	\$40

Enhance = Enhancing, expanding or improving the System

Enhance	Rec'd	Notes
CMAQ	\$82.4	DM = OTC direction to fund this program. (2012-2015=\$63.2)
IOF *	\$14.0	IOF funding is being kept separate from the funds to be allocated from the Enhance Category per discussion at April 2012 OTC meeting. State funds only. Recommendation is to continue recent funding level of \$3.5/year.
Rec Trails *	n/a	It is unlikely that the next Federal Authorization will include this program. These type of projects could be eligible for Enhance category funding. Historically these program funds have been passed through to the Oregon Parks & Recreation Department. (2012-2015=\$5.6)
Public Transit	\$42.0	DM = State Legislative direction regarding allocation of federal funds for Elderly & Disabled (2012-2015=\$42.0)
TGM *	\$17.1	TGM funding is being kept separate from the funds to be allocated from the Enhance Category per discussion at April 2012 OTC meeting. Funds are allocated by biennium; project selection is done annually. This figure includes all of TGM (grants, code assistance, quick response, outreach and staff). Recommendation is to continue recent funding level of \$17.1 over four years.
TMA's -pass throughs, in MTIPs	\$134.1	TMA funds may, but do not have to be, spent on the state system. Direct pass through of federal dollars. (2012-2015=\$102.8)

Fix-It = Fixing or preserving the System

Fix It	Rec'd	Notes
Bridge - local	\$87.4	DM = amount of allocation increases or decreases in relation to total allocation to state. Per 2006 agreement with AOC/LOC. (2012-2015=\$77.7)
Public Transit - FTA	n/a	Funding amounts determined by Federal Transit Administration. (2012-2015=\$56.2)
Rail-Highway crossings-state funds	\$2.8	DM = ORS 824.018. State Funds. (2012-2015=\$2.8)
Rail-Highway crossings-federal funds	n/a	It is unlikely that the next Federal Authorization will include this program. These type of projects could be eligible for Fix-It category funding.
Safety (Sec. 164)	n/a	DM = per federal legislation. Amount is set based on a % of allocation (2012-2015=\$27.3)
STP Allocation to Cities/Counties	\$92.8	DM = amount of allocation increases or decreases in relation to total allocation to state. Per 2006 agreement with AOC/LOC. (2012-2015=\$89.2)
Total Blue Funds	\$531	

Enhance and Fix-It Funding Allocation Process for 2015-2018

Staff Recommended Scenario

June 5, 2012 Draft - for discussion purposes only

Orange highlighting = Programs included in the STIP and **are** included in the 2015-18 Enhance & Fix-It Funding Allocation process

Directed Minimums (DM): directed minimum allocations per federal or state regulations or legislation; OTC direction; or in-place agreements.

Enhance = Enhancing, expanding or improving the System

	Enhance	Rec'd	Notes
Project selection by ACTs and OTC	Bike/Ped-\$29M includes \$15M SWIP		DM = 1% of ODOT's share of the State Highway Fund. (2012-2015=\$29) State Funds only. SWIP=Sidewalk Improvement Program.
	Flex Funds		
	Modernization		
	DSTIP	\$324	
	Protective ROW purchases		
	Recreational Trails (<i>non Parks Dept</i>)		It is unlikely that the next Federal Authorization will include this program. These type of projects could be eligible for Enhance category funding.
	Safe Routes to Schools		It is unlikely that the next Federal Authorization will include this program. These type of projects could be eligible for Enhance category funding.
	Scenic Byways		It is unlikely that the next Federal Authorization will include this program. These types of projects could be eligible for Enhance category funding. This program is not funded beyond 2012.
	TE-Transportation Enhancement		
	TDM - to Public Transit Division		
		24%	Percentage of total "orange" funds for Enhance & Fix-It that would be allocated to Enhance Category.

Fix-It = Fixing or preserving the System

	Fix It	Rec'd	Notes
Project selection by management systems and staff	Bridge - state		
	Culverts		
	High Risk Rural Roads		It is unlikely that the next Federal Authorization will include this program. These type of projects could be eligible for Fix-It category funding.
	Illumination, signs and signals		
	Landslides and rockfalls		
	Operations (includes ITS)		
	Pavement Preservation	\$1,028	
	Rail-Highway Crossings		
	Safety		
	Salmon (Fish Passage)		DM = 1997 Commitment between ODOT and Governor's office re: Oregon Plan for Salmon and Watersheds. (2012-2015=\$11.5)
	Site Mitigation and Repair		State funds only.
	Stormwater Retrofit		DM = Requirement ends at the end of 2014. (2012-2015=\$6.3) Funds were from Fish Passage program.
	TDM - to Regions (part of Ops)		
	Workzone Safety (project specific)		
		76%	Percentage of the total "orange" funds for Enhance & Fix-It that would be allocated to Fix-It Category.
	Total Orange Funds	\$1,352	

Enhance and Fix-It Funding Allocation Process for 2015-2018

Staff Recommended Scenario

June 5, 2012 Draft - for discussion purposes only

Funding Allocation Worksheet for June 2012 OTC Meeting

	Level 1 (increased federal funds)	Baseline Scenario = Level 2	Level 3 (reduced federal funds)
Federal Funds	\$2,071	\$1,836	\$1,601
Plus State program funds ⁽¹⁾	\$47	\$47	\$47
Total Fed & State	\$2,118	\$1,883	\$1,648
Less Total Blue	\$531	\$531	\$531
Available for Orange (for comparison purposes, this number for the 2012-15 STIP would be approximately \$1,316)	\$1,587	\$1,352	\$1,117
Because revenues vary on a frequent basis, a range of 10% on either side of the baseline line funding available for 'orange' funds to allow for smaller fluctuations. The alternate recommended scenarios for increased/decreased funding would 'kick in' when revenues fall outside of that range. That range for the Baseline Scenario funding of \$1,352 is \$1,217 to \$1,487.			

Recommended/Baseline Assumption:

Total Orange for Enhance @ 24%	\$324
Total Orange for Fix-It @ 76%	\$1,028

Increased federal funds assumption:	For illustration purposes, using \$1,587
Total Enhance held at baseline	\$324
Total Fix-It = balance	\$1,263

Reduced federal funds assumption:	For illustration purposes, using \$1,117
Total Orange for Enhance @ 20%	\$223
Total Orange for Fix-It @ 80%	\$894

\$ are in millions

⁽¹⁾ Baseline for State Funds: Assume state funding will continue to provide funds equivalent to the 2012-15 levels for: Bike/Ped, IOF, Rail-Highway Crossings and Site Mitigation, totaling \$47M. State funds for matching federal dollars are not included.

Enhance and Fix-It Funding Allocation Process for 2015-2018

Staff Recommended Scenario

June 5, 2012 Draft - for discussion purposes only

Recommended Allocation to Regions and State - Using Baseline Funding Scenario

Each Region determines the process for funding with their ACTs.

Enhance = Enhancing, expanding or improving the System

	Enhance	Rec'd	Notes
Project selection by ACTs and OTC	Bike/Ped-\$29M includes \$15M SWIP	\$324	
	Flex Funds		\$64.8 20% for OTC allocation to state priorities
	Modernization		
	DSTIP		\$259.2 80% to Regions using 2012-15 Mod Split formula:
	Protective ROW purchases		Region 1 = 38% \$98.5
	Recreational Trails (<i>non Parks Dept</i>)		Region 2 = 29% \$75.2
	Safe Routes to Schools		Region 3 = 15% \$38.9
	Scenic Byways		Region 4 = 10% \$25.9
	TE-Transportation Enhancement		Region 5 = 8% \$20.7
	TDM - to Public Transit Division		

Fix-It = Fixing or preserving the System

	Fix It	Rec'd
Project selection by management systems and staff	Bridge - state	\$1,028
	Culverts	
	High Risk Rural Roads	
	Illumination, signs and signals	
	Landslides and rockfalls	
	Operations (includes ITS)	
	Pavement Preservation	
	Rail-Highway Crossings	
	Safety	
	Salmon (Fish Passage)	
	Site Mitigation and Repair	
	Stormwater Retrofit	
	TDM - to Regions (part of Ops)	
	Workzone Safety (project specific)	

Total Orange Funds	\$1,352
--------------------	----------------

Orange highlighting = Programs included in the STIP and **are** included in the 2015-18 Enhance & Fix-It Funding Allocation process

Directed Minimums (DM): directed minimum allocations per federal or state regulations or legislation; OTC direction; or in-place agreements.

Enhance = Enhancing, expanding or improving the System			
Enhance		Rec'd	Notes
Project selection by ACTs and OTC	Bike/Ped-\$29M includes \$15M SWIP	\$324	DM = 1% of ODOT's share of the State Highway Fund. (2012-2015=\$29) State Funds only. SWIP=Sidewalk Improvement Program.
	Flex Funds		
	Modernization		
	DSTIP		
	Protective ROW purchases		
	Recreational Trails (<i>non Parks Dept</i>)		It is unlikely that the next Federal Authorization will include this program. These type of projects could be eligible for Enhance category funding.
	Safe Routes to Schools		It is unlikely that the next Federal Authorization will include this program. These type of projects could be eligible for Enhance category funding.
	Scenic Byways		It is unlikely that the next Federal Authorization will include this program. These types of projects could be eligible for Enhance category funding. This program is not funded beyond 2012.
	TE-Transportation Enhancement		
	TDM - to Public Transit Division		
		24%	Percentage of total "orange" funds for Enhance & Fix-It that would be allocated to Enhance Category.

Fix-It = Fixing or preserving the System			
Fix It		Rec'd	Notes
Project selection by management systems and staff	Bridge - state	\$1,028	
	Culverts		
	High Risk Rural Roads		It is unlikely that the next Federal Authorization will include this program. These type of projects could be eligible for Fix-It category funding.
	Illumination, signs and signals		
	Landslides and rockfalls		
	Operations (includes ITS)		
	Pavement Preservation		
	Rail-Highway Crossings		
	Safety		
	Salmon (Fish Passage)		DM = 1997 Commitment between ODOT and Governor's office re: Oregon Plan for Salmon and Watersheds. (2012-2015=\$11.5)
	Site Mitigation and Repair		State funds only.
	Stormwater Retrofit		DM = Requirement ends at the end of 2014. (2012-2015=\$6.3) Funds were from Fish Passage program.
	TDM - to Regions (part of Ops)		
	Workzone Safety (project specific)		
		76%	Percentage of the total "orange" funds for Enhance & Fix-It that would be allocated to Fix-It Category.
Total Orange Funds		\$1,352	

Blue highlighting: Programs included in the STIP, but are **not** included in the 2015-18 Enhance & Fix-It Project Selection process

Rec'd: The recommended funding assumption - based on federal funding projections and static state funding.

Directed Minimums (DM): directed minimum allocations per federal or state regulations or legislation; OTC direction; or in-place agreements.

* indicates a funding decision subject to OTC direction for 2015-18

Outside of Enhance / Fix-It Categorization (for the 2015-2018 project selection process)

MPO Planning	\$18
SPR (State Planning & Research)	\$40

Enhance = Enhancing, expanding or improving the System

Enhance	Rec'd	Notes
CMAQ	\$82.4	DM = OTC direction to fund this program. (2012-2015=\$63.2)
IOF *	\$14.0	IOF funding is being kept separate from the funds to be allocated from the Enhance Category per discussion at April 2012 OTC meeting. State funds only. Recommendation is to continue recent funding level of \$3.5/year.
Rec Trails (<i>Parks Department</i>) *	n/a	It is unlikely that the next Federal Authorization will include this program. These type of projects could be eligible for Enhance category funding. Historically these program funds have been passed through to the Oregon Parks & Recreation Department. (2012-2015=\$5.6)
Public Transit	\$42.0	DM = State Legislative direction regarding allocation of federal funds for Elderly & Disabled (2012-2015=\$42.0)
TGM *	\$17.1	TGM funding is being kept separate from the funds to be allocated from the Enhance Category per discussion at April 2012 OTC meeting. Funds are allocated by biennium; project selection is done annually. This figure includes all of TGM (grants, code assistance, quick response, outreach and staff). Recommendation is to continue recent funding level of \$17.1 over four years.
TMA's -pass throughs, in MTIPs	\$134.1	TMA funds may, but do not have to be, spent on the state system. Direct pass through of federal dollars. (2012-2015=\$102.8)

Fix-It = Fixing or preserving the System

Fix It	Rec'd	Notes
Bridge - local	\$87.4	DM = amount of allocation increases or decreases in relation to total allocation to state. Per 2006 agreement with AOC/LOC. (2012-2015=\$77.7)
Public Transit - FTA	n/a	Funding amounts determined by Federal Transit Administration. (2012-2015=\$56.2)
Rail-Highway crossings-state funds	\$2.8	DM = ORS 824.018. State Funds. (2012-2015=\$2.8)
Rail-Highway crossings-federal funds	n/a	It is unlikely that the next Federal Authorization will include this program. These type of projects could be eligible for Fix-It category funding.
Safety (Sec. 164)	n/a	DM = per federal legislation. Amount is set based on a % of allocation (2012-2015=\$27.3)
STP Allocation to Cities/Counties	\$92.8	DM = amount of allocation increases or decreases in relation to total allocation to state. Per 2006 agreement with AOC/LOC. (2012-2015=\$89.2)

Total Blue Funds	\$531
------------------	-------

NEW FUNDING ALLOCATION AND PROJECT SELECTION TIMELINE FOR 2015-2018 - DRAFT

Discussions with ACTs on expanded roles		2012	Jan 2012	CALENDAR YEAR	FEDERAL FISCAL YEAR	STATE FISCAL YEAR	Final Approved 2010-2013 STIP in place
	Regions can be scoping projects as warranted through the end of June 2013.		Feb				
	April 26. Letter from Chair Egan to ACT chairs sent.		Mar				
	OTC reviews draft app/criteria. Concurrently, the draft goes thru ODOT forms review and QA/QC.		Apr				
	OTC reviews recommended scenario.		May				
	July 18. OTC sets category allocations: Enhance; Fix-It; Statewide priority set-aside. Approves Enhance application/criteria.		June				
	July 20. Assuming OTC approval on July 18, release application to potential project eligible entities.		July				
	Enhance/ACT application process.		Aug				
			Sept				
	October 1. Applications due to ODOT Regions. Set 150% target (Regions? ACTS?) (Who? How?)		Oct				
	October 10. Applications sent to the appropriate ACTs. October 16. OTC meeting with ACT chairs.		Nov				
	Regions begin scoping Fix-It projects. Fix-It project information to the ACTs.		Dec				
	January 10. ACTs submit (prioritized?) 150% Enhance list to Region for scoping by Region Tech Center.	2013 LEGISLATIVE SESSION	Jan 2013	2013	2013	2013	Final Approved 2012-2015 STIP in place
			Feb				
			Mar				
	April 15. Region Tech Centers complete project scoping for both categories (Fix-It and Enhance). Results for Enhance category forwarded to Area Manager and ACT Chair		Apr				
			May				
	June 30. ACTs complete 100% list project selection and prioritization process. Getting to the Region 100% list may involve 'super act' or equivalent Region process.		June				
	July 1. ACTs are 'done' until review of public comments in December.		July				
	July 31. Deadline for Region STIP Coordinators to complete upload of project list into PCSX or new system application.		Aug				
	August 1. Salem staff begins compilation of info from PCSX into the Draft STIP document.		Sept				
	OTC Approves Draft STIP for public review		Oct				
	Public Review process complete.		Nov				
	Public comments reviewed by OTC, ACTs, MPOs, regions, programs, planning		Dec				
Air quality conformity and modeling	Adjust as necessary based on OTC direction		Jan 2014	2014	2014	2014	Final Approved 2012-2015 STIP in place
	Air quality conformity determinations and modeling begins (entire draft STIP packet needed to do the modeling)	2014	Feb				
			Mar				
			Apr				
			May				
	Final STIP prepared for review.		June				
	Final STIP reviewed with ACTs, MPOs, other stakeholders.		July				
			Aug				
			Sept				
	OTC Review and Approval of Final STIP.		Oct				
			Nov				
			Dec				

STIP = Statewide Transportation Improvement Program ACT = Area Commission on Transportation MTIP = Metropolitan Transportation Improvement Program MPO = Metropolitan Planning Organization
 OTC = Oregon Transportation Commission ODOT = Oregon Department of Transportation DOT = Department of Transportation PCSX = Project Control System Data Entry Screen



Date: July 3, 2012
To: Joint Policy Advisory Committee on Transportation (JPACT)
From: Ted Leybold, MTIP Manager
Subject: Proposed changes to STIP process

The Oregon Department of Transportation has issued a proposal to the Oregon Transportation Commission (OTC) for updating the funding allocation and project selection process for funding programs led by the DOT. The attached proposal would consolidate several separate funding programs into two funding categories: "Fix-It", concentrating on maintaining existing assets, and "Enhance" to expand or modernize transportation facilities.

TPAC reviewed the proposal at its June meeting and recommended JPACT review and consider comments on three policy issues regarding the ODOT proposal. In addition to technical comments to ODOT staff, TPAC recommended communication to ODOT and the OTC regarding the following policy issues:

1. **Review and accept input on the proposed funding allocation and project selection process.** The draft proposal provides a good start at a statewide policy framework for ODOT's funding allocation and project selection process. However, we encourage the OTC to slow down the adoption process to allow better review and input to this statewide framework and that you ensure the 2015-18 schedule provides adequate time to create the local processes that will implement the framework.
2. **Work with local stakeholders to develop prioritization criteria for projects.** Prioritization criteria that reflect statewide and local policy objectives did not appear to be developed as a part of the proposal. Those criteria and how they will be used by project development and selection processes will be critical to successful implementation of the proposal.
3. **Role of JPACT and the ACTs:** The proposed process relies heavily on ACTs to prioritize projects. Region 1 does not have an ACT for the metropolitan area and rural Clackamas and Hood River County areas. The Joint Policy Advisory Committee on Transportation (JPACT), however, has considerable experience in multi-modal project selection. Please clarify that JPACT would be entity responsible for project selection within its boundaries

A draft letter for your consideration and approval will be distributed as a supplemental mailing in advance of the meeting.

Since the TPAC meeting, a federal authorization bill has emerged from the joint House/Senate Congressional committee. If signed into law as expected, the bill will have major implications on the Metropolitan and State Transportation Improvement Programs. Metro staff will provide a summary of the bills probable impacts to funding levels and potential for coordination with the ODOT led selection process.

Materials following this page were distributed at the meeting.

Dr. Manuel Pastor

Looking Forward: Linking prosperity, inclusion
and sustainability in metropolitan America

5 to 6:30 p.m. MONDAY, JULY 30, 2012

Join Dr. Manuel Pastor as he shares both national and Portland metropolitan region-specific data on demographic change, and intersects this with emerging evidence and national case studies that tell the story of a new – and more inclusive – model for prosperity.

Beyond the known factors that support a strong economy are issues of equity and changing demographics that play a dynamic role in ensuring a stable, resilient economy.

Learn from examples that show the more equitable a community, the more sustainable and resilient the region.

Hear about successful partnerships between public, private and community leaders that generate the equity strategies that drive economic prosperity in their communities.

SPONSORS

*African American Chamber of Commerce of Oregon
Beaverton Area Chamber of Commerce
Coalition for a Livable Future
Coalition of Communities of Color
Greater Hillsboro Area Chamber of Commerce
Gresham Area Chamber of Commerce
Hispanic Chamber
Metro
National Alliance of Minority Chambers
Wilsonville Area Chamber of Commerce*



Metro Regional Center

Council chamber
600 NE Grand Ave., Portland

TriMet bus and MAX light rail Northeast Seventh Avenue stop. Covered bicycle parking is available near the main entrance.

For more information, email
peggy.morell@oregonmetro.gov.

TriMet bus and MAX light rail Oregon Convention Center stop. Covered bicycle parking by main entrance.



Metro | *Making a great place*

Portland Region Policy Positions	MAP-21 Results
1. The Congress of the United States should invest in America's prosperity through infrastructure.	Partially successful – A status quo funding level was approved
2. Congress should end the indecision on transportation authorization legislation in recognition of the need for long lead times for transportation operation, rehabilitation and improvements.	Partially successful – An authorization Bill was adopted but for only two more years (FFY 2013 and 2014)
3. The long standing commitment to a funding split between transit and highways should be maintained.	Successful – The 80/20 split between transit and highways was maintained and retained in the Trust Fund.
4. The collaborative decision-making of the metropolitan planning organizations should be maintained.	Successful
5. The program structure should support the region's planning for desired outcomes through a program structure that reinforces flexibility with accountability.	Successful – Flexibility by combining funding categories while maintaining eligibility was maintained; accountability provided through establishment of performance measures with targets to be set by FHWA and the states. Tracking against Performance Standards will be required for both RTP and TIP.
6. The federal program should be designed to support discretionary programs to allow for the construction of major transportation projects.	Successful – New Starts/Small Starts retained at status quo funding levels; TIFIA expanded six to eight-fold; Projects of National and Regional Significance retained at a modest level.
7. The federal program should support incremental upgrading of intercity passenger rail service.	Unsuccessful
8. Project streamlining should be pursued while preserving the integrity of NEPA.	Successful. Greater definition of projects excluded and time limits on federal review.
	Sub-allocation of STP funds continued and increased 7%.
	No dedicated funds for bridge repair; folded into NHS and STP programs.
	Federal-aid, non-NHS bridges (i.e. arterials and collectors) are not eligible for NHS funds putting pressure on STP funds.
	Transportation Enhancement, Safe Routes to Schools and Recreational Trails combined into new Transportation Alternatives program and reduced 38%; 50% sub-allocated.
	Substantial expansion of the Safety Program.
	New freight policy requirements but no new freight funding category.
	CMAQ reduced by 5% and expanded to include diesel particulates and allow projects serving single-occupant vehicles. No sub-allocation provided.
	Authorizes 35 competitive grants for University Transportation Centers.

Estimated Oregon Apportionments

SAFETEA-LU

Program	FY 2012
Interstate Maintenance	89,911,651
National Highway System	114,363,741
Highway Bridge	102,871,241
Surface Transportation Program	112,361,067
Portland MPO	23,510,864
Eugene	4,056,054
Salem	3,751,555
Transportation Enhancements	11,011,385
Recreational Trails	1,503,164
Safe Routes to Schools	1,832,661
CMAQ	19,624,711
Subject to Suballocation	
Portland MPO	14,487,747
Highway Safety Improvement Program	19,397,040
High Risk Rural Roads (FY 2011 share)	1,369,826
Rail-Highway Crossings	2,885,993
Metropolitan Planning - Statewide	2,785,143
Equity Bonus	15,689,976
Total	483,226,388
Total United States	37,476,819,674

Miscellaneous	FY 2012
Off-System Bridge (15%)	15,122,073
(amount subject to waiver)	

MAP-21

Program	FY 2013	FY 2014
National Highway Performance Program	288,011,418	290,451,367
Surface Transportation Program	132,476,209	133,598,510
Portland MPO	25,252,107	25,466,036
Eugene	4,192,277	4,227,793
Salem	4,009,469	4,043,436
Transportation Alternatives	8,966,950	9,090,462
Portland MPO	1,744,128	1,768,152
Eugene	289,555	293,543
Salem	276,929	280,743
CMAQ	18,673,150	18,831,344
Subject to Suballocation for PM2.5	(Klamath Falls and Oakridge)	
Highway Safety Improvement Program	28,763,614	29,007,291.00
Rail-Highway Crossings	2,885,993	2,910,442
Metropolitan Planning - Statewide	3,449,054	3,478,274
Total	483,226,388	487,367,689
Total United States	37,476,819,674	

	FY 2013	FY 2014
Off-System Bridge (15% FY 2009)	12,700,124	12,700,124
(amount subject to waiver)		

SOURCE: Conference Committee Funding Charts , ODOT estimates

Joint Policy Advisory Committee on Transportation

July 12, 2012



Who we are

A volunteer coalition of private and community leaders committed to building the region's economy by **investing in infrastructure** to create living-wage jobs

It's about finding the ways we
can make a difference together



Our strategies

- Increase resources for transportation investments
- Establish an infrastructure investment vehicle for the region
- Create a 'development-ready' pilot program for local communities
- Support infrastructure planning for school districts

We can't do this without you

- What do you see as key opportunities and threats to implementation of these strategies?
- What advice can you give us moving forward?





Oregon

John A. Kitzhaber, MD, Governor

Department of Transportation

Office of the Director
1158 Chemeketa St. NE
Salem, OR 97301-2528

DATE: July 5, 2012

TO: Oregon Transportation Commission

FROM: Matthew L. Garrett
Director

SUBJECT: **Agenda H** - 2015-2018 Statewide Transportation Improvement Program (STIP)
Funding Allocation and Project Selection Process: Approval of Application and
Determination of Funding Percentages for "Fix-It" and "Enhance"

Requested Actions:

Request to receive public comment and approve the 2015-2018 Statewide Transportation Improvement Program (STIP) Funding Allocation and Project Selection process under development and review updated materials from the June 2012 Oregon Transportation Commission (OTC) meeting.

The department seeks Commission decisions on:

1. Approve the application form for the 2015-2018 "Enhance" category project solicitation.
2. Set the percentage allocations to the "Fix-It" category and the "Enhance" category to determine the allocation of available funds for the years 2016-2018.
3. Determine the percentage of "Enhance" category funds to be set aside for OTC obligation to state or region priorities.
4. Determine the percentage splits of "Enhance" funds to the five ODOT Regions.

Background:

As discussed at the April, May and June OTC meetings, the "Enhance" category includes projects and programs that focus on enhancing or expanding Oregon's transportation infrastructure and services. The "Fix-It" category includes projects and programs that focus on fixing or preserving the system.

The decisions sought today will allow the new funding allocation and project selection process under development to move forward and the application solicitation period to begin.

Attachments:

- Draft Recommended Scenario
- Draft Recommendation for allocating "Enhance" funds to Regions
- Draft Application
- Public Comments

Copies (w/attachments) to:

Jerri Bohard Dale Hormann
Paul Mather Betsy Imholt

Patrick Cooney
Division Managers

Clyde Saiki
Region Managers





Changing ODOT's Funding Allocation and Project Selection Processes

DRAFT

Recommended Process and Funding Scenarios

July 2012

Oregon Transportation Commission Meeting

Introduction

This document continues the ongoing conversation on the development of new funding allocation and project selection processes at ODOT. The OTC gave direction in the development of scenarios for funding, Fix-It and Enhance category parameters, and supporting assumptions. This packet contains updated financial assumptions based on the new Federal Authorization Bill, which the president signed on July 6.

Included in this packet:

Item I: Recommendation on funding level to be used as a baseline scenario	Page 2
Item II: Recommendation on “blue” and “orange” Fix-It and Enhance category allocations	Page 3
Item III: Recommendation on project types eligible for Enhance funds	Page 4
Item IV: A recommended funding “split” within the Enhance category to allocate funding to the ODOT regions and a set-aside percentage for the OTC to address state priorities or unintended gaps in the implementation of this new process	Page 4
Item V: Recommendation on project types eligible for Fix-It funds	Page 5
Item VI: Recommendation for Fix-It project selection	Page 5
Item VII: Recommended application for Enhance project proposals	Page 5
A spreadsheet showing details of: assumed available funding, Statewide Transportation Improvement Program (STIP) allocations, and Enhance and Fix-It category allocations	Page 6
A spreadsheet showing the recommended allocations of Enhance funds	Page 7
Draft application	Attachment

Reminders:

The Area Commissions on Transportation (ACT)s will conduct project selection and prioritization for the Enhance funding.
ODOT management systems and established program processes, and staff, in alignment with the guiding principles developed for that purpose, will select projects for Fit-it funding. A subsequent report will show results of the project selection and impacts on system condition and service delivery.

Decisions sought from the OTC at this meeting

Approval of funding allocation recommendations: items I – IV.

Decide on Recreation Trails funds historically transferred to Oregon Parks and Recreation Department

Confirm decisions from the April OTC meeting:

- o Transportation and Growth Management (TGM) and Immediate Opportunity Fund (IOF) to maintain their existing budgets and program responsibilities.
- o Congestion Mitigation and Air Quality (CMAQ) to continue as it currently exists for this STIP update, and have a further discussion on this program and these funds before future funding allocation decision making.

Approval of Enhance and Fix-It process recommendations: items V – VI.

General approval of the draft Enhance project application, with particular attention to the “Project Benefit Information” section: item VII.

Recommendations for OTC Consideration and Approval

In previous OTC meeting packets the funding level assumptions were based on 2012-2015 STIP funding levels and projections by the Congressional Budget Office as well as potential congressional action. On July 6, 2012, the president signed the new federal authorization bill into law. Moving Ahead for Progress in the 21st Century Act (MAP-21) addresses transportation funding through FFY 2014. Although this bill does not set funding for the 2015-2018 STIP timeframe, it does provide more current information on which to base the funding level assumptions.

At the April and June 2012 OTC meetings, staff reviewed several high-level scenarios. Those scenarios were based on two variables: (1) funding levels and (2) allocations to the Enhance and Fix-It categories. ODOT staff has updated the following recommendations to reflect both MAP-21 and three-year figures for 2016-2018.¹ In previous materials, staff used four-year numbers to provide comparisons between the 2012-2015 STIP and the 2015-2018 STIP. At this point in the process staff advises to review and approve the three years of funding being allocated. Funding for 2015 is not included because those allocations were made in the 2012-2015 STIP process.

I. Funding Levels

A. Background

Staff explored three funding levels based on estimated likelihoods of actions taken by the federal government. The previous staff recommendation for an assumed baseline is adjusted downward based on MAP-21.

B. Staff Recommendation

Use Funding Level 2 as the baseline funding level scenario given the rationale:

- conservative and reasonable
- high likelihood that funding will not fall short of this level
- should additional funding become available, it is a relatively simple process to move additional Fix-It projects forward

This baseline funding level scenario assumes that funding available for Enhance and Fix-It “orange” project types, including both federal and state funds, will be approximately \$1,336M. That figure, as stated previously, is a midpoint projection between the Congressional Budget Office estimate assuming congressional actions to *add* to the Federal Highway Trust Fund and an estimate that assumes *no additional* revenue to the Federal Highway Trust Fund.

The Baseline Recommendation for State Funds: Assume state funding will continue to provide funds equivalent to the 2012-15 levels for: Bike/Ped, Immediate Opportunity Fund, Rail-Highway Crossings and Site Mitigation, totaling \$35.25M over three years.

(For additional detail, see page 6.)

C. OTC Approval Sought

Allocations for the 2016-2018 timeframe of the 2015-2018 STIP are based on an estimated baseline amount of \$1,336.3M for the three years.

¹ In this packet where percentages do not add up to exactly 100 percent it is due to the truncation of numbers to show only one or two decimal places. Where dollar figures do not exactly add up to a reflected total, it is due to rounding of the more precise numbers in order to show dollar figures in millions.

II. Category Allocations

A. Background

The June OTC meeting materials contained category allocations based on earlier assumptions and did not reflect the funding level changes covered in item I. Therefore, staff provides a revised recommendation below.

B. July Staff Recommendation

There are two aspects to the category allocations.

1. The first is the allocations to the “blue category” of funding or programs. This category includes programs and funding that go into the STIP, but are proposed to not be included in the new Enhance and Fix-It project selection process for 2016-2018. The listing of the blue category is on page 6. OTC decisions regarding the blue category of funds determines how much will be available to Fix-It and Enhance in the 2016-2018 process.

Staff recommends that the Commission approve funds at a total amount of \$376.7M for the three years 2016-2018. That makes \$959.6M available for “orange category” programs, both Fix-It and Enhance.

2. The second aspect of the allocation decision is to determine the funding split between Enhance and Fix-It in the “orange category.” This category includes programs and funding that go into the STIP and are included in the new funding allocation and project selection processes for 2016-2018.

Staff recommends that initially there is an approximate 10 percent increase in funds to Enhance as compared to the 2012-15 percentage allocation to those types of projects. Assuming a baseline level of \$959.6M available to “orange” funding for both Enhance and Fix-It:

- A. funding allocated to the Enhance category will be 24 percent of the funds available to “orange” project types and programs. That means that 76 percent of the funds available to “orange” will be allocated to Fix-It.
- B. should additional funding become available above the assumed baseline of \$959.6M, those additional funds would go to Fix-It.
- C. should less funding become available, the allocation percentages to the categories will adjust to 20 percent to Enhance, and 80 percent to Fix-It. Staff recommends this to prevent any more severe reductions to system condition than the baseline funding recommendation already proposes.

C. OTC Approval Sought

1. Approval of funding levels to “blue category” programs as shown on page 6.
 - a. Make a decision regarding Recreation Trails funds historically transferred to Oregon Parks and Recreation Department
 - b. Confirm decisions from the April OTC meeting:
 - i. To maintain Transportation and Growth Management and Immediate Opportunity Fund, at their existing budgets and program responsibilities.
 - ii. Have the Congestion Mitigation and Air Quality program continue as it currently exists for this STIP update, and have a further discussion on this program and these funds prior to future funding allocation decision making.
2. Approval of the percentage allocations of “orange funds” to the Enhance and Fix-It categories in accordance with the July staff recommendation and shown on page 6.

III. Project Types Eligible for Enhance Category Funds

- A. This recommendation on project types eligible for Enhance category funds is consistent with earlier discussions. ACT proposed projects through the application process do not need to identify any specific project type. The list below is simply for illustration and clarification. A proposed project might include elements from several of these project types.

Bicycle and/or pedestrian facilities on or off the highway right-of-way
Development Statewide Transportation Improvement Program (D-STIP) projects – development work for projects that exceed the four-year window of the STIP
Projects eligible for flex funds
Modernization
Protective right-of-way purchases
Public Transportation (capital projects only, not for ongoing operations)
Recreational Trails
Safe Routes to Schools
Scenic Byways
Transportation Enhancement
Transportation Demand Management

B. OTC Approval Sought

Agreement on project types eligible for Enhance category funds

IV. Enhance Category Funding Splits to Regions and Statewide Priorities

- A. The staff recommendation to allocate Enhance category funds, totaling \$230.3M using the baseline scenario of Funding Level 2 and category allocations is as follows:

20 percent of the funds to be set aside for OTC obligation to state priorities or to fill unintended gaps in the project selection process.

80 percent of the funds will be allocated to the five ODOT regions using the “modernization split” formula. The percentages are updated based on 2011 data and to reflect boundary changes made between Region 1 and Region 2.

Using the assumptions from the recommended scenario, the funding allocations would be:

20 percent to state priorities = approximately \$46.1M for the 2016-2018 timeframe
80 percent to regions using the “modernization split” formula = approximately \$184.2M

Region 1 = 35.60 percent	approximately \$65.6M
Region 2 = 30.91 percent	approximately \$57.0M
Region 3 = 14.77 percent	approximately \$27.2M
Region 4 = 10.36 percent	approximately \$19.1M
Region 5 = 8.35 percent	approximately \$15.4M

(See the spreadsheet on page 7 for more detail.)

B. OTC Approval Sought

Approve or modify the 80 percent / 20 percent split of Enhance funds for regions / OTC.
Approve using the Modernization Equity Split formula to determine region allocations.

V. Project Types Eligible for Fix-It Category Funds

- A. This recommendation on project types eligible for Fix-It Category Funds is consistent with earlier discussions.

Bridges – state

Culverts

High-Risk Rural Roads

Illumination, signs and signals

Landslides and rockfalls

Operations (includes Intelligent Transportation Systems (ITS))

Pavement Preservation

Rail-Highway Crossings

Safety

Safety (Federal legislation, title 23, chapter 1, section 164 -minimum penalty for repeat offenders for DUII)

Salmon (fish passage)

Site Mitigation and Repair

Stormwater Retrofit

Transportation Demand Management (TDM) – to regions (part of Operations)

Workzone Safety (project specific)

- B. OTC Approval Sought

Agreement as to project types eligible for Fix-It category funds

VI. Fix-It Category Project Selection

- A. ODOT management systems, established program processes, and staff, in alignment with the guiding principles developed for that purpose will determine Fix-it category projects. A subsequent report will show results of the project selection and impacts on system condition and service delivery.

- B. OTC Approval Sought

Approve Fix-It category project selection methodology.

VII. Enhance Category Application Form

- A. Background

Historically, the Area Commissions on Transportation have used a variety of practices to identify and evaluate projects submitted for consideration under the modernization program. With the expansion of ACTs involvement beyond modernization to include all projects proposed under the Enhance category, staff recommends the approval of a standardized application.

The draft application in this packet is an updated version of the earlier drafts provided to the OTC at its April and May 2012 meetings. Once finalized, the intent is that any agency (state or local) proposing an Enhance category project for consideration will complete an application.

- B. OTC Approval Sought

General approval of the draft application, with particular attention to the “Project Benefit Information” section on pages 5-11 in the attachment.

\$: Dollar amounts are in millions

Three-Year figures: All recommended dollar amounts are the three-year total allocations for 2016-18.

Green highlighting: Assumed available funding

Blue highlighting: Programs included in the STIP, but are **not** included in the 2015-18 Enhance and Fix-It Project Selection process

Orange highlighting = Programs included in the STIP and **are** included in the 2015-18 Enhance and Fix-It Funding Allocation process **Rec'd:** The recommended funding assumption - based on federal funding projections and static state funding.

Directed Minimums (DM): directed minimum allocations per federal or state regulations or legislation; OTC direction; or in-place agreements.

*: Indicates a funding decision subject to OTC direction for 2015-18

Federal and State Funds Available for all Enhance & Fix-It Categories	\$1,336.3	This is the assumed level of federal highway funding for the baseline recommendation, based on MAP-21, and an assumed state funding level of \$11.75M annually.
---	-----------	---

Outside of Enhance / Fix-It Categorization for the 2016-2018 timeframe

MPO Planning	\$12.1	
SPR (State Planning and Research)	\$28.1	
Public Transit - Federal Transit Administration (FTA) funds	n/a	Funding amounts determined by the FTA (2012-2015=\$56.2). This information is shown simply to provide information on funding going to the system.

Enhance = Enhancing, expanding or improving the System

Enhance	Rec'd	Notes
CMAQ	\$52.6	DM: OTC direction to fund this program.
IOF *	\$10.5	IOF funding is being kept separate from the funds to be allocated from the Enhance category per discussion at April 2012 OTC meeting. State funds only. Recommendation is to continue recent funding level of \$3.5/year.
Rec Trails *	\$4.2	In MAP-21 this program no longer exists and these projects are in a new federal enhancement category. Historically these program funds have been passed through to the Oregon Parks & Recreation Department at \$1.4M per year. It is recommended that those funds (\$4.2M for the 3 years) be moved into the orange Enhance funding and made available to the new project selection process.
Public Transit	\$29.2	DM: State Legislative direction regarding allocation of federal funds for Elderly & Disabled
TGM *	\$12.8	TGM funding is being kept separate from the funds to be allocated from the Enhance Category per discussion at April 2012 OTC meeting. Funds are allocated by biennium; project selection is done annually. This figure includes all of TGM (grants, code assistance, quick response, outreach and staff). Recommendation is to continue recent funding level of \$17.1 over four years.
TMA's -pass throughs, in MTIPs	\$94.2	TMA funds may, but do not have to be, spent on the state system. Direct pass through of federal dollars.

Fix-It = Fixing or preserving the System

Fix It	Rec'd	Notes
Bridge - local	\$60.7	DM: Amount of allocation increases or decreases in relation to the total allocation to the state. Per 2006 agreement with AOC/LOC.
Rail-Highway crossings-state funds	\$2.1	DM: ORS 824.018. State Funds.
STP Allocation to Cities/Counties	\$70.2	DM: Amount of allocation increases or decreases in relation to total allocation to state. Per 2006 agreement with AOC/LOC.

Total Blue Funds	\$376.7
------------------	---------

Total Available for Orange Funding	\$959.6
------------------------------------	---------

Enhance = Enhancing, expanding or improving the System

	Enhance	Rec'd	Notes
Project selection by ACTs and OTC	Bike/Ped		DM: 1 percent of ODOT's share of the State Highway Fund. (2012-2015=\$29, including \$15M to SWIP) State Funds only. SWIP=Sidewalk Improvement Program.
	Flex Funds		
	Modernization		
	DSTIP		
	Protective ROW purchases	\$230.3	
	Recreational Trails		
	Safe Routes to Schools		MAP-21 does not include this program. These types of projects could be eligible for Enhance category funding.
	Scenic Byways		MAO-21 does not include this program. These types of projects could be eligible for Enhance category funding. This program is not funded beyond 2012.
	TE-Transportation Enhancement		
	TDM - to Public Transit Division		
		24%	Percentage of total "orange" funds for Enhance and Fix-It that would be allocated to Enhance Category.

Fix-It = Fixing or preserving the System

	Fix It	Rec'd	Notes
Project selection by management systems and staff	Bridge - state		
	Culverts		
	High-Risk Rural Roads		It is unlikely that the next federal authorization will include this program. These types of projects could be eligible for Fix-It category funding.
	Illumination, signs and signals		
	Landslides and rockfalls		
	Operations (includes ITS)		
	Pavement Preservation	\$729.3	
	Rail-Highway Crossings-federal funds		The 2012 Federal Authorization does include this program. These types of projects are eligible for Fix-It category funding.
	Safety		
	Safety (Sec. 164)		DM: Federal legislation - minimum penalty for repeat offenders for DUII. Amount is set based on a percent of allocation. Project selection is done by Highway
	Salmon (fish passage)		DM: 1997 Commitment between ODOT and Governor's office regarding the Oregon Plan for Salmon and Watersheds.
	Site Mitigation and Repair		State funds only.
	Stormwater Retrofit		DM: Requirement of \$2.1/year ends in 2014. Funds were from Fish Passage program.
	TDM - to regions (part of Ops)		
	Workzone Safety (project specific)		
		76%	Percentage of the total "orange" funds for Enhance and Fix-It that would be allocated to Fix-It category.

Total Orange Funds	\$959.6
--------------------	---------

Total "Blue" and "Orange" Funds	\$1,336.3
---------------------------------	-----------

Enhance and Fix-It Funding Allocation Process for the 2015-2018 STIP

Staff Recommended Scenario

July 8, 2012 Draft

Recommended Allocation to Regions and State - Using Baseline Funding Scenario

Each Region determines the process for funding with its ACTs.

Enhance = Enhancing, expanding or improving the System

	Enhance	Recommendation	Notes
Project selection by ACTs and OTC	Bike/Ped		
	Flex Funds		
	Modernization		
	DSTIP		
	Protective ROW purchases		
	Recreational trails (<i>non Parks Dept</i>)		
	Safe Routes to Schools		
	Scenic Byways		
	TE-Transportation Enhancement		
	TDM - to Public Transit Division		
		\$230.3	<div> <div>\$46.1</div> <div>20 percent for OTC allocation to state priorities</div> </div> <div> <div>\$184.2</div> <div>80 percent to Regions using 2015-18 Mod Split formula:*</div> <div> <div>Region 1 = 35.60 percent</div> <div>\$65.6</div> </div> <div> <div>Region 2 = 30.91 percent</div> <div>\$57.0</div> </div> <div> <div>Region 3 = 14.77 percent</div> <div>\$27.2</div> </div> <div> <div>Region 4 = 10.36 percent</div> <div>\$19.1</div> </div> <div> <div>Region 5 = 8.35 percent</div> <div>\$15.4</div> </div> </div>

Fix-It = Fixing or preserving the System

	Fix It	Rec'd
Project selection by management systems and staff	Bridge - state	
	Culverts	
	High-Risk Rural Roads	
	Illumination, signs and signals	
	Landslides and rockfalls	
	Operations (includes ITS)	
	Pavement Preservation	
	Rail-Highway Crossings	
	Safety	
	Salmon (fish passage)	
	Site Mitigation and Repair	
	Stormwater Retrofit	
	TDM - to regions (part of Ops)	
	Workzone Safety (project specific)	
		\$729.3

* The percentages above do not total 100 percent due to truncating to 2 decimal places.

Total "Orange" Funds	\$959.6
----------------------	----------------

DRAFT MULTIMODAL TRANSPORTATION PROGRAM/PROJECT APPLICATION

Page 1 of 11

Transportation Project Sponsors

1. Project Sponsor - (must be a public agency)

Organization Name:			
Contact Person Name:		Title:	
Street Address:		Phone:	
City, State Zip:			
E-mail:			

2. Co- Sponsor

Organization Name:	
--------------------	--

Transportation Project Information

3. Project Name

Project Name:	
---------------	--

4. Project Budget Summary - This table will automatically fill in.

	Project Funds	% of Project Costs
Total Costs		
Non-Eligible Costs		
Total Transportation Project Cost	\$0	0%
Matching Funds	\$0	
Requested Funds	\$0	0%

5. Provide a brief summary of the project (max 800 characters):

--

6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) Project?

☐ Yes ☐ No

If yes, describe the status of the previous STIP project.

--

DRAFT MULTIMODAL TRANSPORTATION PROGRAM/PROJECT APPLICATION

Page 2 of 11

7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?

☐ Yes ☐ No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

--

8. Project Problem Statement

Provide a paragraph explaining the problem or transportation need the project will address:

--

9. Transportation Project Location

City:	<table border="1"><tr><td></td></tr></table>		County:	<table border="1"><tr><td></td></tr></table>	
MPO:	<table border="1"><tr><td></td></tr></table>		Special District:	<table border="1"><tr><td></td></tr></table>	

Project Location Detail: (include as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail)

--

10. Maps and Plans (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)

<input type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
<input type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)

DRAFT MULTIMODAL TRANSPORTATION PROGRAM/PROJECT APPLICATION

Page 3 of 11

11. Project Description

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether Practical Design considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

--

12. Primary Project Mode(s)

<input type="checkbox"/> Passenger Rail	<input type="checkbox"/> Light Rail	<input type="checkbox"/> Bus/Transit
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Bike	<input type="checkbox"/> Highway/Road
<input type="checkbox"/> Other:		

13. Project Activities

<input type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Education or Information Delivery (e.g. Transportation Demand Management)	<input type="checkbox"/> Other

Timetable and Readiness Information

14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year.

Anticipated Dates	Activity
	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
	Bid Let Date
	Construction Contract Award
	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
	Project Completion/End of Activities funded through this request - REQUIRED

DRAFT MULTIMODAL TRANSPORTATION PROGRAM/PROJECT APPLICATION

Page 4 of 11

15. Project can demonstrate support from (as applicable):

<input type="checkbox"/> Metropolitan Planning Organization	<input type="checkbox"/> City
<input type="checkbox"/> Other Public Agencies	<input type="checkbox"/> County
<input type="checkbox"/> Stakeholder groups	<input type="checkbox"/> Affected Railroads
<input type="checkbox"/> Public, Customer or Client	<input type="checkbox"/> ODOT Rail Division
<input type="checkbox"/> Native American tribes	<input type="checkbox"/> Elected Officials
<input type="checkbox"/> ODOT Region Manager (for projects in ODOT Right-of-way)	<input type="checkbox"/> Other: Use boxes below to list other groups
<div></div>	<div></div>

16. Describe the community outreach for all proposed activities.

Describe outreach completed and outreach efforts still needed and their expected completion date. Explain how any known community concerns will be addressed.

17. Are all needed land use approvals obtained, where applicable?

☐ Yes ☐ No ☐ Not Applicable ☐ Unknown

If no, list what approvals are needed and when they are expected to be obtained.

18. Are necessary environmental documents complete and a Record or Decision or a Finding of No Significant Impact been issued, where applicable?

☐ Yes ☐ No ☐ Not Applicable ☐ Unknown

If no, list what approvals are needed and when they are expected to be obtained.

19. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)

☐ Yes ☐ No

Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

DRAFT MULTIMODAL TRANSPORTATION PROGRAM/PROJECT APPLICATION

Page 5 of 11

20. Is the proposed Transportation Project consistent with Major Improvement Policies including OTP Strategy 1.1.4 and OHP Action 1G.1?

☐ Yes ☐ No

Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

Project Benefit Information

Questions 21 through 30: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.

21. Benefits to State-Owned Facilities

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

Example considerations: Will the solution -

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?

DRAFT MULTIMODAL TRANSPORTATION PROGRAM/PROJECT APPLICATION

Page 6 of 11

22. Mobility

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost-effective and integrated multimodal transportation system.

Example considerations: Will the solution -

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

23. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

Example considerations: Will the solution -

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve access to employers, businesses, labor sources, goods or services?

24. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

Example considerations: Will the solution -

- Facilitate retention or creation of long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?

DRAFT MULTIMODAL TRANSPORTATION PROGRAM/PROJECT APPLICATION

Page 7 of 11

25. Environmental Stewardship

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources.

Example considerations: Will the solution -

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?

26. Land Use and Growth Management

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible.

Example considerations: Will the solution -

- Encourage efficient development and use of land as designated by comprehensive or other land use plans?
- Encourage community revitalization including downtowns, economic centers and main streets?
- Encourage compact urban development and mixed land uses?

27. Livability

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources.

Example considerations: Will the solution -

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

DRAFT MULTIMODAL TRANSPORTATION PROGRAM/PROJECT APPLICATION

Page 8 of 11

28. Safety and Security

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users.

Example considerations: Will the solution -

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

29. Equity

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians.

Example considerations: Will the solution -

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?

30. Funding and Finance

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible.

Example considerations: Will the solution -

- Does the solution have ongoing funding available for operations and maintenance?
- Will the solution support the continued use of prior investments or reduce the need for future investments?

DRAFT MULTIMODAL TRANSPORTATION PROGRAM/PROJECT APPLICATION

Page 9 of 11

Budget Information

31. Estimated Project Costs

List estimated costs for the various activities listed below, as applicable to proposed project. Shaded fields are automatically calculated.

	Enter Values in this Column	Total Column
Project Administration		
Staff Costs (for Service/Educational Projects)		
Project development and PE		
Environmental Work		
Coordination and Outreach		
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment		
Non-Construction Project Costs Total		
Utility Relocation		
Construction		
Construction Project Costs Total		
Total Eligible Project Cost		
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)		

DRAFT MULTIMODAL TRANSPORTATION PROGRAM/PROJECT APPLICATION

Page 10 of 11

32. Project Participants and Contributions

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during application review.

Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor			
Co-Sponsor			
Participant			
Participant			
Total		\$0	0%

33. Is the Project Sponsor's contribution to the project allocated in the Sponsor's adopted budget?

☐ Yes ☐ No

If no, provide details regarding when funds will be approved.

--

34. Are the contributions of all other project participants allocated in their adopted budgets?

☐ Yes ☐ No ☐ Not Applicable

If no, provide details regarding when approval is expected and the timing of those contributions.

--

DRAFT MULTIMODAL TRANSPORTATION PROGRAM/PROJECT APPLICATION

Page 11 of 11

Submittal Approval

35. Project Sponsor Signature Authority Information

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors other than the Oregon Department of Transportation will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name:

Authorizing Authority Title:

☐ Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature: Date:

36. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

Authorizing Authority Name:

Authorizing Authority Title:

Signature: Date:

☐ Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.



BOARD OF COUNTY COMMISSIONERS

June 28, 2012

PUBLIC SERVICES BUILDING
2051 KAEN ROAD | OREGON CITY, OR 97045

Pat Egan, Chair
Oregon Transportation Commission
Communications Division
1158 Chemeketa St. NE
Salem, Oregon 97301

Subject: Proposal to Change ODOT's Funding Allocation & Project Selection Process

Dear Chair Egan and Members of the Oregon Transportation Commission:

Thank you for the opportunity to comment on the proposal to change the funding allocation and project selection process for the 2015-2018 Statewide Transportation Improvement Program (STIP). The Commission has been working diligently to address the anticipated changes in funding due to the decisions being made at the federal level. We appreciate the openness of the discussion regarding the funding allocations to the "Fix it" and "Enhance" categories. In addition, we applaud the focus on broad stakeholder involvement in the prioritization process of these funds through the local Area Commission on Transportations (ACTs).

Unfortunately, rural Clackamas County is one of the few areas in the State that does not have an ACT. It is important that the citizens and other stakeholders in rural Clackamas County have an opportunity to be involved in the project selection and prioritization process.

In June 2011 ODOT Region 1 provided an overview to the OTC of the effort to form an ACT for rural Clackamas County and Hood River County. At the time there was not complete agreement by the stakeholders that the ACT should move forward. The OTC recommended continued work and effort toward the formation of an ACT. In light of the emphasis by the OTC to use ACTs to gather stakeholder input in general and specifically on 2015-2018 STIP funds, we ask that ODOT Region 1 reengage the stakeholders to develop an Area Commission on Transportation that includes representation for rural Clackamas County. If not through an ACT, please inform us how rural Clackamas County will be afforded the same voice as the ACTs when it comes to project selection and prioritization for the 2015-2018 STIP.

Thank you for your consideration.

Sincerely,

Charlotte Lehan, Chair
Clackamas County Board of Commissioners

CL/kb

July 3, 2012

Pat Egan, Chair
Oregon Transportation Commission
1158 Chemeketa St. NE
Salem, Oregon 97301

Subject: Proposal to Change ODOT's Funding Allocation & Project Selection Process

Dear Chair Egan and Members of the Commission:

As an elected representative of one of Clackamas County's hamlets and villages, I thank you for the opportunity to comment on the proposal to change the funding allocation and project selection process for the 2015-2018 Statewide Transportation Improvement Program (STIP). Hamlets and villages are voluntary organizations designed to give Clackamas County residents in unincorporated areas an increased level of local expression, control, and self-governance.

We applaud the proposal's use of local Area Commissions on Transportation (ACTs) to obtain broad stakeholder involvement in project selection and prioritization. Unfortunately, rural Clackamas County is one of the few areas in the State not represented by an ACT or Metropolitan Planning Organization (MPO). It is important that residents and other stakeholders in rural Clackamas County have an opportunity to be involved in the project selection and prioritization process.

In June 2011, ODOT Region 1 provided an overview to OTC on the effort to form an ACT for rural Clackamas County and Hood River County. At that time there was not complete agreement by stakeholders that the ACT should move forward, and OTC recommended continued work and effort toward the formation of an ACT. In light of the emphasis by OTC to use ACTs to gather input on the allocation of 2015-18 STIP funds, we ask that ODOT Region 1 reengage stakeholders to develop an ACT that includes representation for rural Clackamas County. If not through an ACT, please inform us how rural Clackamas County will be afforded the same voice as ACTs when it comes to project selection and prioritization for the 2015-2018 STIP.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Merchant", with a stylized flourish at the end.

Bill Merchant, Vice-Chair
Hamlet of Beavercreek



"Preserving Our Rural Lifestyle"

The Hamlet of Mulino

July 2, 2012

Pat Egan, Chair
Oregon Transportation Commission
1158 Chemeketa St. NE
Salem, Oregon 97301

Subject: Proposal to Change ODOT's Funding Allocation & Project Selection Process

Dear Chair Egan and Members of the Commission:

As elected representatives of Clackamas County's Hamlets and Villages, we thank you for the opportunity to comment on the proposal to change the funding allocation and project selection process for the 2015-2018 Statewide Transportation Improvement Program (STIP). Hamlets and Villages are voluntary organizations designed to give Clackamas County residents in unincorporated areas an increased level of local expression, control and self-governance.

We applaud the proposal to use local Area Commissions on Transportation (ACTs) to obtain broad stakeholder involvement in project selection and prioritization. Unfortunately, rural Clackamas County is one of the few areas in the State not represented by an ACT or Metropolitan Planning Organization (MPO). It is essential that the 90,000 unrepresented residents and other stakeholders in rural Clackamas County have an opportunity to be involved in, and form an ACT and participate in the project selection and prioritization process.

During 2010-11 ODOT Salem facilitated a series of meetings for the formation of an ACT for rural Clackamas and Hood River Counties. In June 2011, ODOT Region 1 provided an overview to OTC on the effort to form an ACT for these Counties. Hood River did not agree with an ACT. In light of the emphasis by OTC to use ACT's to gather input on the allocation of 2015-18 STIP funds, we ask that ODOT continue to work with rural Clackamas County Hamlets and Villages and others to complete the formation the ACT. Rural Clackamas has completed its ACT bylaws and is ready to move forward. These bylaws provide that Hood River and East Multnomah Counties can petition to be added later, if they so desire. Should OTC not proceed with this ACT, please inform us how rural Clackamas County will be afforded the same voice as the other Oregon ACT's, when it comes to project selection and prioritization for the 2015-2018 STIP.

Thank you for your consideration.

Sincerely,

M. J. Wagner

Michael J. Wagner, Chair

Warren L. Jones

Warren L. Jones, Co-Chair

Post Office Box 853

Mulino OR 97042

Michael J. Wagner, Chair

Warren L. Jones, -Co-Chair

Laurel Roses, Secretary/Treasurer

Michael Raub, Board Member

Doug Hill, Board Member

Christine Roth, Clackamas County Staff
Liaison



The Hamlet of Molalla Prairie



PO Box 1416 Molalla Oregon 97038

July 2, 2012

Pat Egan, Chair
Oregon Transportation Commission
1158 Chemeketa St. NE
Salem, Oregon 97301

RECEIVED

JUL 05 2012

ODOT
HEADQUARTERS

Subject: Proposal to Change ODOT's Funding Allocation & Project Selection Process

Dear Chair Egan and Members of the Commission:

As Chair of the Hamlet of the Molalla Prairie, I thank you for the opportunity to comment on the proposal to change the funding allocation and project selection process for the 2015-2018 Statewide Transportation Improvement Program (STIP). The Molalla Hamlet is part of Clackamas County's hamlets and villages system, which is a network of voluntary organizations designed to give county residents in unincorporated areas an increased level of local expression, control and self-governance.

The Molalla Hamlet applauds the proposal's use of local Area Commissions on Transportation (ACTs) to obtain broad stakeholder involvement in the creation of the 2015-18 STIP. Unfortunately, rural Clackamas County is one of the few areas in the State not represented by an ACT. It is important that residents and other stakeholders in rural Clackamas County have an opportunity to be involved in the project selection and prioritization process.

In June 2011 ODOT Region 1 provided an overview to the OTC on the effort to form an ACT for rural Clackamas County and Hood River County. At that time there was not complete agreement by stakeholders that the ACT should move forward. The OTC recommended continued work and effort toward the formation of an ACT. In light of the recommendation that ACTs select and prioritize projects to be included in the STIP, we ask that ODOT Region 1 reengage stakeholders to develop an ACT that includes representation for rural Clackamas County. If not through an ACT, please inform us how rural Clackamas County will be afforded the same voice as ACTs when it comes to project selection and prioritization for the 2015-2018 STIP.

Thank you for your consideration.

Sincerely,

Pamela Lucht, Chair
Hamlet of the Molalla Prairie
PO Box 1416
Molalla, OR 97038
503-209-6538, cell



June 24, 2012

Commissioner Pat Egan, Chair
Commissioner Dave Lohman
Commissioner Mary Olson
Commissioner Mark Frohnmayer
Commissioner Tammy Baney
Oregon Transportation Commission
1158 Chemeketa Street
Salem, Oregon 97301

Re: Fix-It and Enhance Funding Allocation and Project
Selection Process.

On behalf of the Oregon Trucking Associations' members, I would like to provide the following comments regarding the proposed Fix-It and Enhance funding allocation and project selection process.

On June 11, 2012 we received an email from the Department regarding the new proposal for STIP funding allocation and project selection. The next day, we attended the STIP Stakeholders Committee meeting in Salem. Although not on the agenda for this meeting, a copy of the proposed project selection criteria was passed out and the proposed process was briefly discussed. At that time, we were told that if we wanted to provide oral testimony to the Commission we could attend the Commission meeting on June 21 in Coos Bay. We were also informed that it was the Commission's intention to consider this new proposal for final adoption during their July meeting.

A representative of the Oregon Trucking Associations has participated on the STIP Stakeholders Committee for over a decade. This committee includes a diverse, comprehensive group of transportation stakeholders whose primary purpose has been to develop the project selection criteria for each STIP. Most recently, this committee has worked on the development of the least cost planning approach for project selection. Over the years, this committee has spent countless hours in an open, public process assisting the Department in the development of the project selection criteria and methodology.

Given this long running standard of transparency, we are disturbed by this latest proposal for funding allocation and project selection that has been developed almost exclusively within the Department. Such an approach lacks the traditional and significant external review from the members of the committee.

On June 21, 2012, the same day that the Commission was meeting in Coos Bay, Eric Havig presented the proposed funding allocation and project selection process at a meeting of the Motor Carrier Transportation Advisory Committee. At that meeting, Mr. Havig was asked if ORS 184.611 was considered in the development of the new proposal? His response was that he did not know. This statute was enacted in 2003 and has been included in the STIP project selection

criteria for many years. We are astounded that it may have been entirely overlooked. The statute is provided below for your reference.

184.611 Freight mobility projects; priority. (1) As used in this section, "freight mobility project" means a project that supports the safe, reliable and efficient movement of goods between and among local, national and international markets.

(2) The Legislative Assembly finds that investment in freight mobility projects will yield a return on the state's investment in terms of improved economic opportunity and safety.

(3) In developing the STIP, the Department of Transportation shall give priority to freight mobility projects that:

(a) Are located on identified freight routes of statewide or regional significance;

(b) Remove identified barriers to the safe, reliable and efficient movement of goods; and

(c) Facilitate public and private investment that creates or sustains jobs. [2003 c.618 §37]

The Department's two-year budget for 2011-2013 is approximately \$3.8 billion exclusive of transfers to cities, counties and other agencies. The new proposal covers four years, 2015-2018. During this period the total amount that would be allocated to the Area Commissions on Transportation for projects that they would select is \$259.2 million. Assuming that the Department's budget remains flat into 2015-2018, which is unlikely, this represents approximately 3.4% of the total budget. The reality is that the vast majority of the Department's available revenues are not subject to the open public process employed by the Area Commissions on Transportation. This in itself is less than transparent.

We also want to draw your attention to the fact that the Portland metro region is the only region that does not have an Area Commission on Transportation. In his address to you, Governor Kitzhaber, laid out a number of principles to employ as you conduct your work. As you are aware, the first principle is, "Do we have the right group of individuals at the table at the beginning of the process to define the problem and solution together?" In response to the Governor's direction, you are currently reviewing the membership of the Area Commissions on Transportation to ensure that they are representative. While we commend you for this effort, we strongly believe that this principle should apply to the Portland metro area as well.

Thank you for the opportunity to comment on the proposed funding allocation and project selection process. We respectfully ask that you provide measures for more extensive public scrutiny and input before you consider it for final adoption.

Sincerely,



Debra Dunn,
President/CEO

Cc: Lynn Peterson



**CITY OF
SANDY**

39250 PIONEER BOULEVARD • SANDY, OR 97055

PHONE (503) 668-5533

FAX (503) 668-8714

Gateway to Mt. Hood

July 5, 2012

Pat Egan, Chair
Oregon Transportation Commission
Communications Division
1158 Chemeketa St. NE
Salem, Oregon 97301

Subject: Proposal to Change ODOT's Funding Allocation & Project Selection Process

Dear Chair Egan and Members of the Oregon Transportation Commission:

On behalf of the City of Sandy, we support Clackamas County Chair Charlotte Lehan's letter of June 28.

Sincerely,

William King
MAYOR

Brightwood
Wemme
Welches
Zigzag
Rhododendron



July 9, 2012

Pat Egan, Chair
Oregon Transportation Commission
1158 Chemeketa St. NE
Salem, Oregon 97301

Subject: Proposal to Change ODOT's Funding Allocation & Project Selection Process

Dear Chair Egan and Members of the Commission:

As Chair of the Villages at Mt. Hood, I thank you for the opportunity to comment on the proposal to change the funding allocation and project selection process for the 2015-2018 Statewide Transportation Improvement Program (STIP). The Villages at Mt. Hood is part of Clackamas County's hamlets and villages system, which is a network of voluntary organizations designed to give county residents in unincorporated areas an increased level of local expression, control and self-governance.

The Villages at Mt. Hood applauds the proposal's use of local Area Commissions on Transportation (ACTs) to obtain broad stakeholder involvement in the creation of the 2015-18 STIP. Unfortunately, rural Clackamas County is one of the few areas in the State not represented by an ACT. It is important that residents and other stakeholders in rural Clackamas County have an opportunity to be involved in the project selection and prioritization process.

In June 2011 ODOT Region 1 provided an overview to the OTC on the effort to form an ACT for rural Clackamas County and Hood River County. At that time there was not complete agreement by stakeholders that the ACT should move forward. The OTC recommended continued work and effort toward the formation of an ACT. In light of the recommendation that ACTs select and prioritize projects to be included in the STIP, we ask that ODOT Region 1 reengage stakeholders to develop an ACT that includes representation for rural Clackamas County. If not through an ACT, please inform us how rural Clackamas County will be afforded the same voice as ACTs when it comes to project selection and prioritization for the 2015-2018 STIP.

Thank you for your consideration.

Sincerely,

Bob Reeves, Chair
Villages at Mt. Hood Board of Directors
PO Box 142
Welches, OR 97067
(503) 622-3816

From: Adams Family [aadamfam4@gmail.com]
Sent: Monday, July 09, 2012 12:00 PM
To: CARLISLE Jacque L
Subject: ACT. FOR RURAL CLACKAMAS COUNTY

Pat Egan, Chair
Oregon Transportation Commission
1158 Chemeketa St. NE
Salem, Oregon 97301

Subject: Proposal to Change ODOT's Funding Allocation & Project Selection Process

Dear Chair Egan and Members of the Commission:

As Chair of the **Stafford Hamlet**, I thank you for the opportunity to comment on the proposal to change the funding allocation and project selection process for the 2015-2018 Statewide Transportation Improvement Program (STIP). The **Stafford Hamlet** is part of Clackamas County's hamlets and villages system, which is a network of voluntary organizations designed to give county residents in unincorporated areas an increased level of local expression, control and self-governance.

The **Stafford Hamlet** applauds the proposal's use of local Area Commissions on Transportation (ACTs) to obtain broad stakeholder involvement in the creation of the 2015-18 STIP. Unfortunately, rural Clackamas County is one of the few areas in the State not represented by an ACT. It is important that residents and other stakeholders in rural Clackamas County have an opportunity to be involved in the project selection and prioritization process.

In June 2011 ODOT Region 1 provided an overview to the OTC on the effort to form an ACT for rural Clackamas County and Hood River County. At that time there was not complete agreement by stakeholders that the ACT should move forward. The OTC recommended continued work and effort toward the formation of an ACT. In light of the recommendation that ACTs select and prioritize projects to be included in the STIP, we ask that ODOT Region 1 reengage stakeholders to develop an ACT that includes representation for rural Clackamas County. If not through an ACT, please inform us how rural Clackamas County will be afforded the same voice as ACTs when it comes to project selection and prioritization for the 2015-2018 STIP.

Thank you for your consideration.

Sincerely,

David T Adams,
Chair **Stafford Hamlet**
19621 s Hazelhurst Lane
Stafford Hamlet Oregon 97068
503-636-7503

7/9/2012

Metro comments on STIP Allocation Process Proposal – 2015-2018

1. **The proposal is a good policy direction but the process should continue to develop details based upon feedback from outside stakeholders:**
The draft proposal by ODOT staff is a promising start to implement the Governor's objectives. The details of how it would be implemented, however, could benefit from input from stakeholders for clarity and refinement. What follows are initial comments from Metro staff. However, time to work through the proposal with additional stakeholders from the regions, modal committees and the STIP Stakeholder Committee would identify additional comments that could improve the program direction and execution of the Governor's direction for state transportation investments. Recognize that this is a work in progress and review prior to the next STIP update will be informed by this experience and take into account actions by the Oregon Legislature and US Congress.
2. **Allocate 2016-2018 funds, not 2015:** 2015 funding allocation is already committed through the 2012-2015 STIP. Funding targets for the Enhance and Fix-it categories through this process should be clarified as the 3-year amounts associated with 2016-2018.
3. **Review and refine funding split between "Fix-It" and "Enhance" programs:** The proposal recommends a 76% split to the "Fix-It" category given a conservative revenue estimate. It further recommends that if revenues are lower than estimated, the funding split for Enhance projects be reduced and that if revenues are higher than estimated, that additional revenues be added to the Fix-It category (the rationale being that there would be many shovel-ready Fix-It projects). We would recommend that regions be directed to prepare additional Enhance projects as shovel ready so that if funding is higher than estimated, revenues could also be applied to additional Enhance projects. The policy framework should be if there is less funds, emphasis on Fix-it is imperative. If there are more funds, then funding capacity for more Enhance projects is available.
4. **Set highway and non-highway minimums within the Enhance category:** the proposed Enhance category is created based upon the premise that there is sufficient flexibility to select projects without regard to "color of money." However, there are real limitations and past policy decisions to set-aside funds for certain purposes. For example, TE funds are restricted to certain eligible purposes and cannot be flexed to highways; highway trust fund dollars have constitutional restrictions and cannot be flexed to

transit; past decisions have been made to “flex” a portion of the state’s federal funds and that policy commitment should be maintained. Consider setting a minimum highway and minimum non-highway amount based upon these restrictions with the remainder being flexible either way (Note: this builds upon the “Directed Minimum” information in the staff proposal).

5. Update the sub-allocation formula of Enhance funds to the ODOT

Regions: a new policy objective is to support a multi-modal transportation system. The needs factors should be reviewed and updated to include multi-modal factors that determine how much Enhance funding each ODOT Region is allocated.

6. Statewide Enhance allocation direction: The 20% statewide Enhance funding should be used to supplement projects selected in the ODOT regions or to fund the next best unfunded projects from the regions, rather than be used for a separate statewide competitive process. Connect Oregon provides a good model whereby regional priorities and modal priorities feed up to statewide priorities that are selected with the minimum regional allocations in mind.

7. Regional collaboration on selection of Safety and Management projects and programs: ODOT staff has participated in the development of local Safety, System Management and Demand Management plans in the Metro region. These inherently involve the whole transportation system, not just the state highways. As such, STIP funding for these projects and activities needs a higher degree of collaboration than is currently described as a part of the Fix-It category.

8. Clarify collaboration expectations for Fix-It category: Getting the most value out of STIP investments requires strong collaboration with local transportation agencies. Ability to leverage Enhance category funds or local funding should be a prioritization factor in selecting among eligible Fix-It category project options. This requires guidelines for early consultation with local agency partners. Furthermore, the guidelines should be clarified to reflect that management systems are tools that inform decision makers who prioritize projects, not decision-making tools in themselves. Professional review of data outputs, project scope definition to address the identified needs, and other prioritization factors such as leverage and project readiness are also used in defining and prioritizing projects in the Fix-It category.

9. **Setting direction for future CMAQ policy discussions:** The proposal should state that future discussions about CMAQ funding should recognize federal CMAQ funding is based on reducing exposure to ozone, carbon monoxide and small particulate matter pollutants and must be spent in geographic areas designated as eligible for funding. As such, these factors do not follow the Enhance “Mod splits” and should therefore be allocated accordingly. It is also important to recognize that the Portland metro area has bonded debt (GARVEE bonds) against future CMAQ revenues through 2027, an innovative finance practice that has been used to help fund the Metro region’s passenger rail system. Revenues pledged to retire debt should not be subject to this process (similar to the set-aside of debt payments in ODOT’s financial plan).
10. **Role of ACTs:** The proposed process relies heavily on ACTs to prioritize projects. Region 1 does not have an ACT for the metropolitan area and rural Clackamas and Hood River County areas. The Joint Policy Advisory Committee on Transportation (JPACT), however, has considerable experience in multi-modal project selection. Please clarify that JPACT would be entity responsible for project selection within its boundaries.

BEND METROPOLITAN PLANNING ORGANIZATION

575 NE 15th Street, Bend, OR 97701

www.bendmpo.org

July 9, 2012

Chair Pat Egan
Oregon Transportation Commission
Oregon Department of Transportation
1158 Chemeketa Street NE
Salem, OR 97301

MARK CAPELL, CHAIR
City of Bend Council

ANTHONY DEBONE, VICE-CHAIR
Deschutes County Commission

KATHIE ECKMAN
City of Bend Council

TOM GREENE
City of Bend Council

ROBERT BRYANT
ODOT Region 4

TYLER DEKE
Manager

JOVI ANDERSON
Program Technician

RE: ODOT Funding Allocation & Project Selection Processes – Draft
Recommended Scenarios

Dear Chair Egan,

Thank you for providing an opportunity to comment on the draft Funding Allocation and Project Selection Processes scenarios. The draft proposal represents good policy direction but the scenarios should continue to be refined using input from stakeholders from each region, the modal committees and the STIP Stakeholder Committee. Below are specific comments from Bend MPO staff.

Allocate 2016-2018 funds, not 2015 funds. The 2015 funding allocation is already committed through the 2012-2015 STIP. Funding targets for the Enhance and Fix-it categories through this initial process should be established for the 3-year amounts associated with 2016-2018.

Refine the funding split between the “Fix-It” and “Enhance” programs. The proposal recommends a 76% split to the “Fix-It” category. The proposal also recommends that if revenues are lower than estimated, the funding split for Enhance projects be reduced and that if revenues are higher than estimated, that additional revenues be added to the Fix-It category. While we understand the rationale that there would be more shovel-ready Fix-It projects, we recommend that the ACTs be directed to develop additional shovel-ready Enhance projects. If revenues are higher than estimated, additional Enhance projects could advance. We support the overall policy framework to focus funding on Fix-it projects. If more funding is available, however, we believe the ACTs should have the ability to direct some of the increased funding capacity toward additional Enhance projects.

Establish minimums for highway and non-highway expenditures within the Enhance category. The Enhance category is based upon the assumptions that there is sufficient flexibility to select projects regardless of funding source. There are, however, real limitations and past policy decisions to allocate funds for specific purposes. For example, state highway trust fund dollars have constitutional restrictions and cannot be flexed to transit. In the past, the OTC has flexed a percentage of the state's federal funds. That policy commitment

should be maintained. We recommend the OTC consider setting minimum highway and non-highway amounts based upon existing restrictions with the remainder of funding being flexible for use either way.

Statewide Enhance funding allocation. The 20% statewide Enhance funding should be used to supplement projects selected for funding by the ACTs or to fund the next best unfunded projects from the ACTs, rather than be used for a separate statewide competitive process.

System management projects and programs. ODOT staff participated in development of the Deschutes County ITS Plan and ODOT Region 4 10-Year Phased ITS and Communications Plan. These plans identify projects on the entire transportation system, not just the state highway system. STIP funding for these projects and activities requires a higher degree of collaboration than is currently described in the Fix-It category.

Clarify collaboration expectations for Fix-It category. Getting the most value from STIP investments requires strong collaboration with local transportation agencies. The ability to leverage Enhance category funds or local funding should be a prioritization factor in selecting among eligible Fix-It category project proposals. To maximize leverage, guidelines for early consultation with local agency partners should be developed.

Role of ACTs. The proposed process relies on ACTs to prioritize Enhance projects. To help facilitate these local decision making processes, ODOT should develop non-prescriptive guidance. The guidance could help local decision makers prioritize projects while providing flexibility to consider the unique needs of each ACT.

Future project selection using inputs from MOSAIC. ODOT is nearing completion of Phase 2 of the Least Cost Planning Process (MOSAIC). The tool is currently being developed to assess packages or bundles of projects at the plan level. With some work, however, the tool could potentially be used to compare projects and assist decision makers in selecting the best actions and investments. Future iterations of the funding allocation process should consider use of the MOSAIC tool to inform local decision making processes.

Thank you again for providing an opportunity to provide comment on these important changes. Please contact me if you have any questions.

Sincerely,



Tyler Deke
Manager

c: BMPO Policy Board, BMPO Technical Advisory Committee



Cascades West Area Commission on Transportation

1400 Queen Ave. SE Suite 205A • Albany, OR 97322
(541) 967-8551 • FAX (541) 967-4651 TTY/TTD (541) 924-8402

July 9, 2012

Members of the Oregon Transportation Commission

The Cascades West Area Commission on Transportation (CWACT), representing the residents of Linn, Lincoln and Benton Counties, appreciates the opportunity to review and to comment on the draft Funding Allocation and Project Selection Process.

CWACT members appreciated the opportunity to discuss this with Transportation Development Division staff at the June 28 CWACT meeting. With far more questions than answers at the meeting, there are too many unknowns in the current draft for CWACT to take a specific position.

Additional information and far more discussion are required before proceeding with such an important action. For example:

- The timing of the development of project selection criteria is unclear. Although the report indicates statewide multi-modal committees will set policies and selection criteria apparently most of the committees have not yet reviewed the proposal or discussed criteria. CWACT members have asked how local agencies will be able to submit multi-modal project applications by October 1 when the criteria have not yet been established. In the past, criteria for programs including Connect Oregon, Transportation Enhancement, Transportation Growth Management and Safe-Routes-to-School have always been established prior the submittal of applications.
- Another area of uncertainty is the role of statewide committees. Staff reports indicate statewide committees will set policies and selection criteria with ACTs selecting projects. But the May report to the OTC indicates statewide advisory committees may be involved in reviewing applications to make project recommendations.
- The role of ACTs and the flexibility of determining the highest priority projects in their area are unclear at this time. This includes questions regarding the development of criteria and is particularly important for Regions with several ACTs.
- Since the majority of the 2015-2018 funds, according to the ODOT report, will be federal money it is not currently clear to CWACT members how the implementation of MAP-21, with its significant changes to funding silos, will be coordinated with the proposed allocation process (including what ODOT staff described as “moving broad silo funds around to fund the highest priority projects”).

- The allocation formula to Regions appears to be a “work in progress”. Although population and road mileage were used in the past to allocate highway funds to Regions, should there be a different formula given the multi-modal nature of the combined “enhancement” funds?

CWACT members applaud your current efforts and your commitment to addressing transportation investments in a manner that reflects our limited revenue streams and our complex transportation needs. It may seem a little unusual but, in this matter, we think ODOT is moving a little too far, a little too fast. We suggest postponing a decision until the OTC can meet ACTs, statewide advisory committees and other transportation stakeholders and can more fully address a long list of questions.

Sincerely,

A handwritten signature in dark ink, appearing to read "Roger Nyquist", written in a cursive style.

Roger Nyquist

Chair, Cascades West Area Commission on Transportation/
Linn County Commissioner