

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, Sept. 13, 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 | |
| | * | <ul style="list-style-type: none">• Updated Climate Smart Communities Scenarios Factsheet with Revised Timeline | |
| 7:40 AM | 4. | CONSENT AGENDA | |
| | 4.1 | * <ul style="list-style-type: none">• Consideration of the Minutes for August 9, 2012 | |
| | 4.2 | * <ul style="list-style-type: none">• Amend the 2012-13 Unified Planning Work Program (UPWP) to Add the OR8/OR47 Intersection Improvement Project: Resolution No. 12-4366 – <u>ACTION REQUESTED</u> | |
| | | <u>INFORMATION/DISCUSSION/DIRECTION ITEMS</u> | |
| 7:45 AM | 5. | Status Update on the Columbia River Crossing Conditions – <u>INFORMATION/DISCUSSION</u> | Heather Wills, CRC |
| 8 AM | 6. | Update on the Statewide Transportation Improvement Program (STIP) Stakeholder Committee: Member Appointment Process and Project Selection Criteria – <u>INFORMATION/DISCUSSION</u> | Jason Tell, ODOT |
| 8:20 AM | 7. | * Proposed 2015-18 Metropolitan Transportation Improvement Program: Policy Direction, Process and Schedule – <u>INFORMATION / DIRECTION TO STAFF</u> | Ted Leybold
Josh Naramore |
| 9 AM | 8. | ADJOURN | Carlotta Collette, Chair |

* Material available electronically.

Material will be sent in a supplemental mailing.

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.

2012 JPACT Work Program

9/5/12

<p><u>September 13, 2012 – Regular Meeting</u></p> <ul style="list-style-type: none">• CRC update on conditions – Information• STIP Stakeholder committee update – Information• Proposed 2015-18 MTIP Process and Schedule – Discussion• 12-13 UPWP Amendment to Add OR 8/47 Intersection project – Action	<p><u>October 11, 2012 – Regular Meeting</u></p> <ul style="list-style-type: none">• Population & Employment Forecast Distribution – Information• Climate Smart Communities Scenarios – Information• Proposed 2015-18 TIP process and schedule – Discussion• Regional Travel Options Grant Criteria and Process – Discussion• 2012-15 MTIP amendments to Transportation System Management and Operations (TSMO) fund – Action• Regional Travel Options Recommendation and Grant Criteria – Discussion• Update on State Transportation Strategy Vision – Comments from the chair
<p><u>November 8, 2012 – Regular Meeting</u></p> <ul style="list-style-type: none">• Climate Smart Communities Scenarios– Discussion• Proposed 2015-18 TIP process and schedule – Action	<p><u>December 13, 2012 – Regular Meeting</u></p> <ul style="list-style-type: none">• Climate Smart Communities Scenarios– Discussion• 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



The region's six desired outcomes – endorsed by city and county elected officials and adopted by the Metro Council in December 2010

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



Climate Smart Communities Scenarios Project

Background

In 2007, the Oregon Legislature established statewide goals to reduce carbon emissions – calling for a halt to rising emissions by 2010, a 10 percent reduction below 1990 levels by 2020, and a 75 percent reduction below 1990 levels by 2050. The goals apply to all sectors, including energy production, buildings, solid waste and transportation.

In 2009, the Legislature passed House Bill 2001, directing the Portland metropolitan region to “develop two or more alternative land use and transportation scenarios” by January 2012 that are designed to reduce carbon emissions from cars, light duty trucks and SUVs. The law also mandates adoption of a preferred scenario after public review and consultation with local governments, and local government implementation through comprehensive plans and land use regulations that are consistent with the adopted regional scenario. The Climate Smart Communities Scenarios Project responds to these mandates.

For years, the region has followed the 2040 Growth Concept to grow the kind of vibrant communities where transit, jobs and services are close to neighborhoods. The policies and initiatives that have protected farmland also reduced driving and the growth of carbon emissions. Together, these policies and actions provide the foundation for better integrating land use decisions with transportation investments to create prosperous and sustainable communities and to meet state climate goals.

State response

Oregon Sustainable Transportation Initiative
The Oregon Department of Transportation and the Department of Land Conservation and Development are leading the state response through the Oregon Sustainable Transportation Initiative. An integrated effort to reduce carbon emissions from transportation, the initiative will result in a statewide transportation strategy, toolkits and specific performance targets for the region to achieve.

Regional response

Climate Smart Communities Scenarios Project

The Climate Smart Communities Scenarios Project builds on state efforts and existing plans underway in the Portland metropolitan area. The project presents an opportunity to work together to learn what will be required to meet the state carbon goals and how well the strategies support the region's desired outcomes.

A goal of this effort is to further advance implementation of the 2040 Growth Concept, local plans and the public and private investments needed to create jobs, build great communities and meet state climate goals. Addressing the climate change challenge will take collaboration, partnerships and focused policy and investment decisions by elected leaders, stakeholders and the public to identify equitable and effective solutions through strategies that create livable, prosperous and healthy communities.

Metro's policy and technical advisory committees will guide the project, leading to Metro Council adoption of a “preferred” land use and transportation strategy in December 2014.

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.

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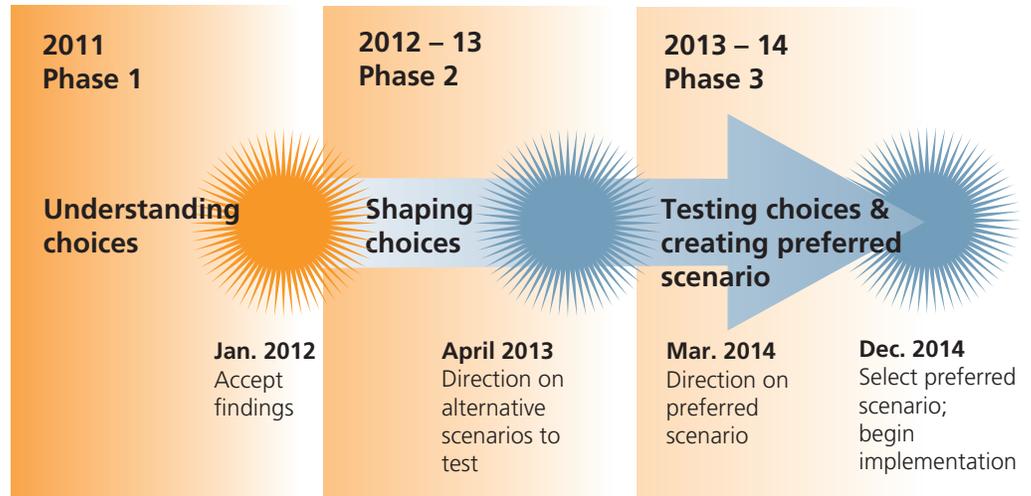
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Climate smart communities scenarios project timeline



Phase 1

Understanding the choices

Working closely with cities and counties, Metro studied regionwide combinations of strategies, called scenarios, in 2011. The work focused on learning what combinations of land use and transportation strategies could potentially meet the region's emissions target. Strategies included transportation operational efficiencies that can ensure faster, more dependable business deliveries; more sidewalks and bicycle facilities; more mixed use and public transit-supportive development in centers and transit corridors; more public transit service; incentives to walk, bike and use public transit; and user-based fees.

Regional policy advisory committees reviewed findings and recommendations from the analysis in fall 2011 before accepting them for submittal to the Legislature in January 2012.

Phase 2

Shaping the direction

In 2012-13, the region is designing more customized alternative scenarios that apply the lessons learned from Phase 1. This phase provides an opportunity to incorporate strategies and new policies that reflect community aspirations identified through local and regional planning efforts already underway (e.g., SW Corridor Plan, East Metro Connections

Plan, Portland Plan, and other local land use and transportation plan updates).

This work will involve leaders from local governments as well as businesses, equity and environmental justice, and environmental leaders. By April 2013, Metro's policy committees will be asked to provide direction on three scenarios to be tested later that year. Testing will help cities, counties and community partners decide which elements in the three options should go forward into one scenario for the region to adopt in 2014.

Phase 3

Building the strategy and implementation

The final project phase during 2013 and 2014 will lead to adoption of a "preferred" land use and transportation strategy. The analysis in this phase will be conducted using the region's most robust analytic tools and methods – Metropolitan GreenSTEP, the regional travel demand model, MetroScope and the regional emissions model, MOVES.

This phase will identify needed changes to regional policies and functional plans, and include updates to the Regional Transportation Plan and the region's growth management strategy. Implementation of approved changes to policies, investments and other actions would begin in 2014 at the regional and local levels.



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.

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

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



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

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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

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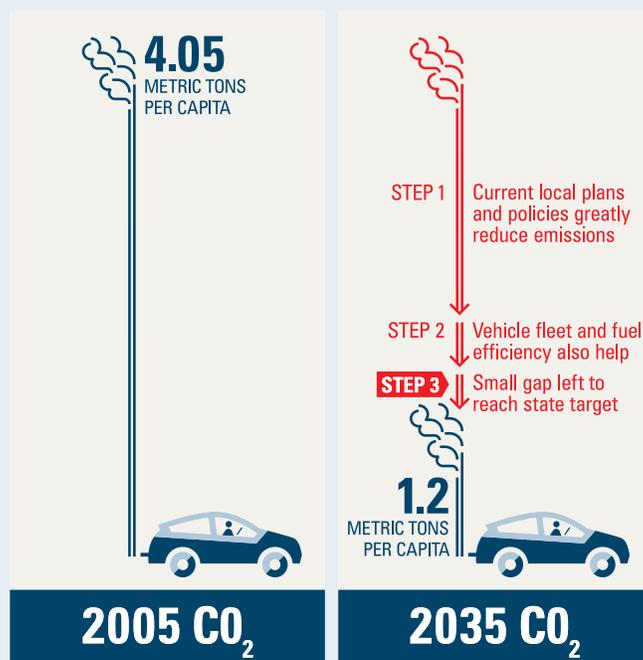
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scenario options. Leaders from across the region will adopt a regionwide scenario in 2014.

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

Description	Participants	Time frame
 <p>Case studies – Analysis of five different investment and policy tools to illustrate community visions and the strategies needed to achieve them</p>	Five local communities TBD	2012 - 2013
 <p>Community partner work sessions – Use Envision Tomorrow software to affirm community visions for future development; results will inform scenarios options</p>	Elected officials and planning staff from communities around the region	Fall 2012
 <p>Southwest Corridor land use vision work sessions – Use Envision Tomorrow software to affirm community visions for future development; results will inform Southwest Corridor and scenarios projects</p>	Elected officials and planning staff from SW Corridor partners	Fall 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	Spring 2013
 <p>Community partner workshops and online engagement – Discuss findings, benefits and tradeoffs of choices; provide input on preferred scenario elements and implementation plan</p>	Public, elected officials and community leaders	2013 and 2014
 <p>MPAC, JPACT, Metro Council – Direct staff in 2011, accept findings in January 2012, agree on three scenarios to test in April 2013, select a scenario in 2014</p>	MPAC, JPACT, Metro Council	2011-2014

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What is the Climate Smart Communities Scenarios Project all about?

Working together with city, county, state, business and community leaders, Metro is researching the most effective combinations of land use and transportation policies and strategies to help us create great communities and meet Oregon’s targets for reducing greenhouse gas emissions. Adopted in 2009, House Bill 2001 requires the Portland metropolitan region to develop a land use and transportation plan that will reduce greenhouse gas emissions from cars and light duty trucks (excluding freight vehicles) to help meet state goals for a healthy environment.

Policies that for years have protected farm and forestland and preserved air quality have also reduced how much we drive, resulting in lower emissions compared with other regions. Through December 2014, Metro and local partners will study scenarios that represent what the area could look like in 2035 if various transportation and land use strategies are pursued. In the largest sense, the project is as much about where we invest to keep this region a great place to live, work and prosper as it is about reducing greenhouse gas emissions.

Why is this important?

Local community aspirations, advances in technology (cleaner fuels and more fuel efficient vehicle and engine designs), and investments in infrastructure and public awareness programs will not only create great local communities, they will create good jobs and help the region meet state carbon emissions reduction targets.

Why should I care about greenhouse gas emissions?

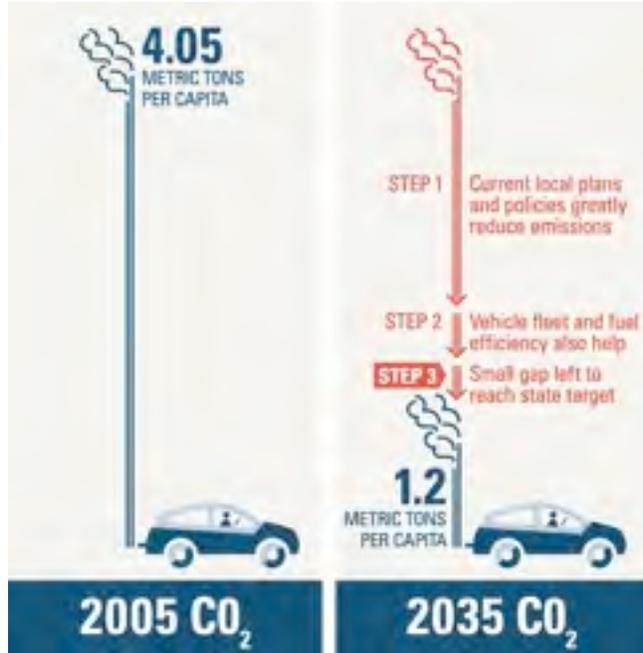
Greenhouse gas (GHG) emissions reductions are part of the state’s plan to protect public health, lower energy consumption and reduce the need for driving. Carbon emissions affect the air we breathe and the state has initiated a number of actions to respond to this public health challenge. In 2007, the Oregon Legislature adopted House Bill 3543, setting statewide greenhouse gas reduction goals that apply to all sectors — energy production, buildings, solid waste and transportation.

The first state laws to implement carbon emissions reduction goals focused on the transportation sector, which accounts for approximately 25 percent of the overall emissions in Oregon. Adopted in 2009, House Bill 2001 requires the Portland metropolitan region to develop and adopt a land use and transportation plan that will reduce greenhouse gas emissions from cars and light duty trucks (excluding freight vehicles) to meet these goals.

How much do we have to reduce emissions, and by when?

HB 2001 directs Metro to develop combined land use and transportation plans, called scenarios, that show what policies and investments are needed to accommodate growth while reducing emissions. The law requires the region to adopt a preferred scenario after public review and consultation with local governments, and local governments are required to implement the scenario through their plans. In

2011, the state land use agency - the Land Conservation and Development Commission - adopted greenhouse gas emissions reduction targets for the year 2035 for each of Oregon's six metropolitan areas. The target for the Portland metropolitan region calls for cutting roadway tailpipe emissions to 1.2 metric tons per person by 2035.



The good news is that implementing current local plans and realizing advancements in cleaner fuels and more efficient vehicles (Steps 1 and 2) are expected to reduce emissions to 1.3 metric tons per person by 2035. Metro and local communities will need to continue working together to make those current plans a reality, and additional investment and policy action will be needed to meet the region's target. In November 2012, the state agency is scheduled to adopt rules that provide more details as the region selects a scenario to meet the state target by December 31, 2014.

The Climate Smart Communities Scenarios Project will demonstrate to Oregonians and the nation that carbon reduction targets set by the state can be achieved while producing outcomes of equal importance to residents: clean air and water, vibrant communities, transportation choices, equity, and economic prosperity.

Why is it a *regional* target as opposed to a target for every city and town in the region?

Vehicle travel in the region includes a combination of local travel (trips that begin and end within the region) plus trips that pass through the region, or that begin or end outside the region. In addition, residents of one community often work, shop or go to school in another city or county. That's why the Land Conservation and Development Commission, the state agency responsible for setting the Portland area's carbon reduction target, set the goal at a regional level rather than community by community.

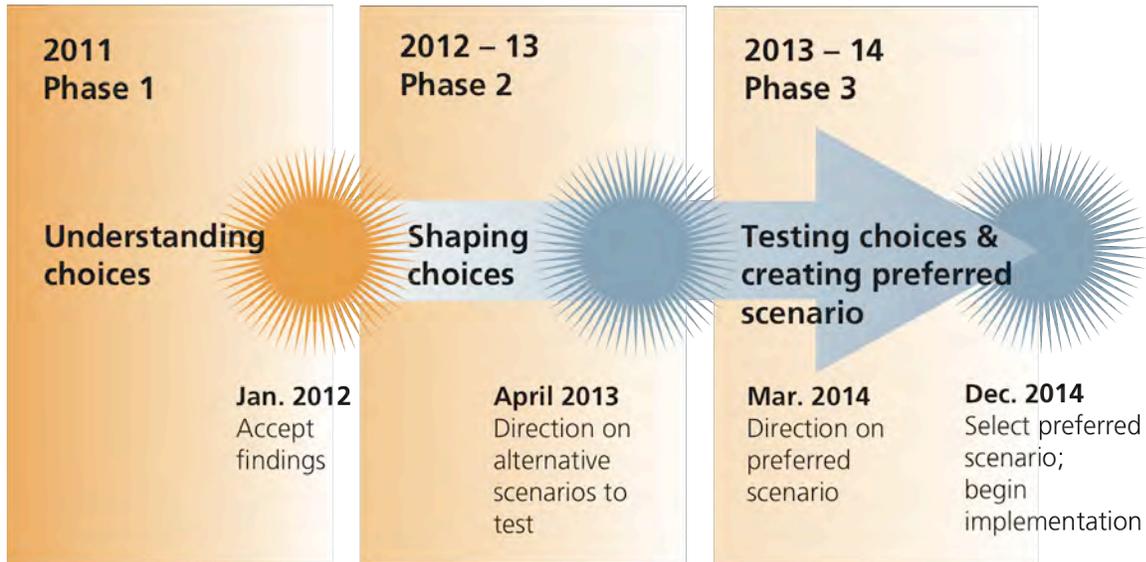
Does that mean that Metro is going to create one solution for the whole region?

There is no single solution to meet the state's greenhouse gas reduction goals. Communities will each have a role to play and a way to reduce emissions their own way. Different policies, actions, investments

and technology improvements will combine to form a solution that will be implemented at state, regional and local levels. Local solutions will vary community by community.

Where are we in the project?

The project has three phases. Phase 1 focused on understanding choices. In this phase, all policy options that help reach the targets were open for consideration.



In Phase 2 the climate scenarios project team integrates community input from local government officials, community and business leaders, and the Metro Council to define the alternatives and strategies to be further evaluated. 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.

Phase 3 is about building the strategy and defining how best to implement it. Metro, in partnership with local community and business leaders, will develop and recommend the preferred land use and transportation scenario and strategies needed to support implementation. In 2014, the region must adopt a scenario that supports local goals but also meets the emissions reduction target adopted for the region.

What do you mean by policies and strategies?

During Phase 1 analysis the team evaluated six categories of policies that could be evaluated using a new modeling tool called GreenSTEP, as seen below:



With as many as five different strategies in each of six categories, and including up to three levels of ambition in each category, the team analyzed 144 different combinations, called scenarios.

What is GreenSTEP?

GreenSTEP is an innovative modeling tool that supports scenario planning at the state and metropolitan area levels. It was developed at the request of the Oregon Global Warming Commission. Standard urban travel models are concerned only with forecasting traffic volumes on specific roadways in urban areas. GreenSTEP models account for household vehicle travel, energy consumption and greenhouse gas emissions regardless of where the travel occurs. But GreenSTEP can also calculate household vehicle travel, household walk and bicycle trips, amounts of money households spend on vehicle travel, and more.

Because it is a new type of model, GreenSTEP has been and continues to be peer-reviewed by state, national and international modeling experts. It is recognized by the U.S. Department of Transportation and by the American Association of State Highway and Transportation Officials.

ODOT and Metro worked together to develop a metropolitan area version of GreenSTEP used to support Phase 1 of the climate scenarios project. This version allows planners to evaluate prospective policies at a much finer level of geographic detail than is possible with the state level version.

What has been learned so far?

The Phase 1 findings are summarized below:

1. Current local and regional plans and policies are ambitious and provide a strong foundation for meeting the region’s greenhouse gas target.
2. The reduction target is achievable but will take additional effort and new strategic actions.
3. Most of the strategies under consideration are already being implemented to varying degrees in the region to achieve the 2040 Growth Concept vision and other important economic, social and environmental goals.
4. A range of policy choices exists to reduce greenhouse gas emissions; the best approach is a mix of strategies.
5. Community design and pricing play a key role in how much and how far people drive each day and provide significant greenhouse gas emissions reductions.
6. Fleet, technology and pricing strategies provide similar significant greenhouse gas emissions reductions but no single strategy is enough to meet the region’s target.
7. Road management and marketing strategies improve system and vehicle efficiency and reduce vehicle travel to provide similar, but modest greenhouse gas emissions reductions.

You can download a pdf of the complete Phase 1 Findings Report at

<http://www.oregonmetro.gov/climatescenarios>

How will social equity and environmental justice be considered and achieved? Will Metro make sure that the region’s most vulnerable populations – low-income households, communities of color, older adults and children, people with disabilities and households with limited English proficiency - benefit from the climate scenarios project?

We all want a region that provides good jobs, safe and reliable transportation, livable neighborhoods, and access to the opportunities that create the quality of life for which our region is known – for everyone. As part of the project, Metro is creating a “scorecard” to measure how well the chosen scenarios work to advance environmental justice and equity along with other desired outcomes. The scorecard will include a set of environmental justice and equity outcomes that the region desires, along with ways to measure each outcome. A variety of evaluation measures will be used to assess the scenario options, including housing and transportation costs, access to jobs and affordable housing and transportation choices, air quality, implementation costs, vehicle miles traveled, freight costs, and so on. Housing and transportation costs in particular will help determine the effect of certain policy actions on vulnerable communities.

Phase 2 outreach includes discussions with organizations working to advance equity and environmental justice in the region to provide guidance to this aspect of the process. Project outreach will also include

opportunities for community leaders to help identify what strategies should be included in the preferred scenario and how best to implement the strategies being considered to ensure the preferred scenario advances equity and environmental justice in the region.

What about the business community? How will business and economic interests be considered? Will Metro make sure that the region's preferred approach creates jobs and supports the area's economic competitiveness?

The community engagement strategy described for equity and environmental justice will also involve business leaders and business associations. Project outreach will include meetings with representatives from business sectors such as freight and building industries, shippers, ports, commercial and residential developers, small business owners, as well as the region's largest employers and business associations. Project outreach will also include opportunities for business leaders to help identify what strategies should be included in the preferred scenario and how best to implement the strategies being considered to ensure the preferred scenario advances job creation and economic prosperity in the region.

How much is all this going to cost and who's going to pay for it?

Cost will be one of many evaluation criteria used to guide the region's final selection and adoption of a preferred scenario in 2014. It will be a critical dimension in any discussion of implementation.

Phase 1 was intended to study a range of options to meet the target. With a variety of options still under consideration, it is not possible to estimate costs until a more specific direction is agreed upon.

Evaluation of costs as well as potential cost savings will occur in Phase 3. After Phase 3, the preferred scenario will be implemented through policies, actions and investments at the state, regional and local levels. An important outcome of the project will be documenting the investments and policies necessary to achieve local plans and visions, working together to realize those visions and finding ways to leverage or seek additional state and regional investment.

As the scenarios planning continues to be refined, policies and actions already being implemented as part of a community's planning process will likely become important building blocks in the final scenario's recommendation. The project is as much about investing in smart growth, healthy communities and a wonderful place to live and work as it is about reducing carbon emissions.

How can I stay involved?

There are many ways to stay involved in the development of the preferred scenario. Sign up to receive updates via e-mail about additional public events, forums, and web surveys at the project website at www.oregonmetro.gov/climatescenarios or by calling 503.797.1551.



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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

August 9, 2012

Metro Regional Center, Council Chamber

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Shirley Craddick
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Craig Dirksen
Donna Jordan
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Roy Rogers
Jason Tell
Don Wagner

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City of Lake Oswego, representing Cities of Clackamas Co.
TriMet
Washington County
Oregon Department of Transportation, Region 1
Washington State Department of Transportation

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Sam Adams
Shane Bemis
Jack Burkman
Deborah Kafoury
Ann Lininger
Steve Stuart
Bill Wyatt

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City of Vancouver
Multnomah County
Clackamas County
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ALTERNATES PRESENT

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Dean Lookingbill
Diane McKeel
Lisa Barton Mullins

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Clackamas County
City of Vancouver
Multnomah County
City of Fairview, representing Cities of Multnomah Co.

STAFF: Andy Cotugno, Kim Ellis, Elissa Gertler, Tom Kloster, Ted Leybold, Robin McArthur, Lake McTighe, Brian Monberg, Kelsey Newell, Joshua Naramore, Ramona Perrault, Katie Shriver, Ken Ray, Dylan Rivera, Randy Tucker, Marc Week.

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

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:32 a.m. Chair Collette recognized JPACT alternate members Commissioner Jim Bernard, Mr. Dean Lookingbill and Commissioner Diane Mckeel.

2. CITIZEN COMMUNICATIONS ON JPACT ITEMS

There were none.

3. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

Chair Collette provided an update on the Climate Smart Communities project. Metro has held two Scorecards meetings over the past month, first with environmental community, the second with communities of color. Metro also intends to hold a focus group with the business community in September. The main takeaway was implementation. The deadline for the three scenarios has moved from this fall to early next spring due to elected official turnover on January 1.

Chair Collette noted that Metro is forming a public engagement review committee and are looking for members. Metro is looking for at least three at-large members from the public with demonstrated public involvement experience, along with three representatives from community organizations in the region, and three public involvement staff members – one each from Clackamas, Multnomah and Washington county jurisdictions. Chair Collette asked the JPACT members to submit recommendations of people who could be a part of the committee. Application are due August 24th.

Chair Collette provided an update on the Convention Center Hotel. The idea is to bring larger conventions to the Oregon Convention Center (OCC). The goal is to have 500 rooms close to the OCC. Two proposals have have been submitted and there is a committee that has been formed consisting of public and private stakeholders to review the two proposals. The Committee will make a decision by September.

Chair Collette stated that at the next meeting Mr. Jason Tell would schedule a report on the CRC response to conditions raised when it was approved last year. Of particular interests is the Community Enhancement Fund.

4. CONSIDERATION OF THE JPACT MINUTES FOR JULY 12, 2012

MOTION: Mayor Dirksen moved, Mr. McFarlane seconded, to approve the JPACT minutes of July 12, 2012.

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

5. ENDORSEMENT OF THE EAST METRO CONNECTION PLAN (RESOLUTION NO. 12-4362)

Chair Collette introduced Resolution No. 12-4362. Resolution No. 12-4362 if adopted would endorse the East Metro Connection Plan (EMCP). With the adoption of the 2035 Regional Transportation Plan, the region directed investments oriented to Six Desired Outcomes. The EMCP was the first Corridor Study to emerge from the new outcomes based approach. The EMCP is an integrated approach resulting in locally driven agreements that point to a shared vision for the future of East Multnomah County. The effort is a partnership among Metro, the cities of Gresham, Fairview, Troutdale, Wood Village and Multnomah County, as well as other local and regional partners, such as TriMet, Clackamas County and the Port of Portland. The 2-year effort relied on coordination across jurisdictional boundaries to advocate for results that ensure prosperity of the East Metro area. As a result, the action plan provides both local and regional opportunities to leverage transportation investments for economic and community development. Councilor Shirley Craddick, Metro's liaison for the project, stated that diminishing federal funds for transportation make it necessary for jurisdictions to work together to bring projects of regional significance forward. Councilor Craddick noted that the four cities and Multnomah County endorsed the plan unanimously.

Mr. Brian Monberg of Metro presented an overview of the action plan. It identifies transportation and other investments that provide better access and mobility, increase safety, activate employment areas and

help people find their way through and to key destinations in the East Metro area. Following the local actions and the Metro Council Resolution endorsing East Metro Connections Plan, Metro will initiate the Regional Transportation Plan amendment process, scheduled for late 2012 or early 2013.

The committee discussed the following items:

- Committee members complimented the EMCP steering committee members, staff and jurisdictions who worked together to move the project forward.
- Members emphasized that the important next step is implementing the projects identified in the plan. Members recommended using the stakeholders and leadership from the EMCP to help with implementation.
- Members expressed concern that the resolution may have implications to the prioritization of other regional projects. Staff assured the committee that prioritization would occur within the sub-region of East Metro.
- Members suggested using a process similar to Washington Counties Major Streets Transportation Improvement Program (MSTIP) to identify and implement funding prioritization.

MOTION: Councilor Craddick moved, Councilor Jordan seconded, to approve the Resolution No. 12-4362

ACTION TAKEN: With all in favor the motion passed.

6. DISCUSS THE OREGON TRANSPORTATION COMMISSION'S CONCEPT FOR STATE TRANSPORTATION IMPROVEMENT PROGRAM PROJECT SELECTION BY ACTS

Mr. Tell gave an overview of the Oregon Transportation Commission's (OTC) Concept plan for the State Transportation Improvement Program (STIP) program project selection by Area Commissions on Transportation (ACTs). Members held a special JPACT meeting on August 7 with Mr. Pat Egan, Chair of the OTC, to discuss the proposed changes. The commission has been impressed with the work of ACTs statewide. The OTC is considering an ACT for ODOT Region I that would include Clackamas, Multnomah, Washington and Hood River County. In the meantime, the OTC will create an Ad Hoc Committee to play the role of an ACT for the 2015-2018 STIP. The expectation of the Oregon Department of Transportation (ODOT) is to identify and fund the best multimodal transportation project solution to address a problem. The STIP will no longer be developed as a collection of programs tied to specific pools of funding dedicated to specific transportation modes or specialty programs. Beginning in the summer of 2012, the STIP will be divided into two broad categories: *Fix-It* and *Enhance*.

Chair Collette noted that Metro has proposed, to the committee for endorsement, a comment letter that recommends that all four counties and Metro be given the ability to appoint four representatives each on the Ad Hoc Committee. Chair Collette explained that the four Metro seats would allow to have better city representation on the Ad Hoc Committee and use Metro's Appointments for non-elected stakeholders.

The committee discussed the following items:

- Members expressed concern that four Metro representatives would give the City of Portland too much representation. Other members stated that Metro had only two councilors who live in the City of Portland and that added members would be stakeholder representatives of the region, not elected officials.
- Members expressed concern about the geographic make up of Region I and about adding four appointments from Hood River County the same as Multnomah county with much less population.

- Members stated that both big and small business needed represented.
- The committee discussed coordination of the discussion on representation to include non-elected representation.
- Members asked when technical input to the process would be provided. Mr. Tell responded there would be a Scoping Process, which would be a technical review of the projects conducted by ODOT staff.
- Members stated the importance of having broad representation on an ACT and not have a large proportion of elected officials. Members also stated that there should be specific positions for non-elected representation.
- Committee members suggested that representatives could be multi-issue stakeholders.

Judging lack of committee support, Chair Collette withdrew the comment letter from consideration and stated that Metro may send in a comment letter on its own. The OTC is meeting in Baker city on August 15 and 16.

7. LAND CONSERVATION AND DEVELOPMENT COMMISSION PROPOSED RULES FOR PORTLAND METRO AREA SCENARIO PLANNING

Mr. Tom Kloster of Metro briefly overviewed the Land Conservation and Development Commission proposed rules for Portland metro area scenario planning. TPAC will review the rules in August. There will be a hearing at the Metro Regional Center September 19 with one of the LCDC members and September 20 in Salem with the full commission. The public comment period ends on September 20 as well.

7. ADJOURN

Chair Collette adjourned the meeting at 9:00 a.m.

Respectfully submitted,



Marc Week
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR AUGUST 9, 2012

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

ITEM	Document type	Doc Date	Document Description	Document No.
3	Minutes	8/9/2012	71212 JPACT Minutes	080912j-01
5	PPT	8/9/2012	East Metro Connections Plan	080912j-02
6	Letter	4/26/2012	Pat Egan on to Mayor Kalkhoven STIP	080912j-03
6	Handout	8/06/2012	Introduction to Enhance and Fix-It for the 2015-2018 STIP	080912j-04

6	Handout	08/03/12	STIP Enhance Project Application/Selection Process Draft Timeframes	080912j-05
6	Handout	08/06/12	Multimodal Transportation Program/Project Application Information and Instructions	080912j-06
6	Handout	07/30/12	Draft Multimodal Transportation Program/Project Application	080912j-07
6	Memo	8/12	Pat Egan Letter to Chair Collette and Members of the JPACT Finance Subcommittee	080912j-08
6	Memo	8/12	Letter to pat Egan	080912j-09

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY) RESOLUTION NO. 12-4366
2012-13 UNIFIED PLANNING WORK)
PROGRAM (UPWP) TO ADD FUNDING FOR) Introduced by Chief Operating Officer Martha
THE OR 8/47 INTERSECTION IMPROVEMENT) Bennett with the concurrence of Council
PROJECT) President Tom Hughes

WHEREAS, the Unified Planning Work Program (UPWP) describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2012-13; and

WHEREAS, the FY 2012-13 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, TriMet, Oregon Department of Transportation and other local jurisdictions; and

WHEREAS, approval of the budget elements of the FY 2012-13 UPWP is required to receive federal transportation planning funds; and

WHEREAS, regional flexible transportation funds (Urban – Surface Transportation Funding) were awarded by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council to the City of Forest Grove; and

WHEREAS, those funds were adopted by JPACT and the Metro Council as a part of the 2012-15 Metropolitan Transportation Improvement Program (MTIP) to be available to Metro in fiscal year 2013; and

WHEREAS, a planning phase for this project has recently been identified and therefore the OR 8/47 intersection improvement project was not included in the adopted FY 2012-13 UPWP;

WHEREAS, all Federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2012-13 UPWP; now therefore

BE IT RESOLVED that the Metro Council hereby amends the FY 2012-13 UPWP to add the OR 8/47 intersection improvement project as shown in the attached Exhibit A.

ADOPTED by the Metro Council this [insert date] day of [insert month], 2012

Tom Hughes, Metro Council President

Approved as to Form:

Alison Kean Campbell, Metro Attorney

OR 8/47 Intersection Improvement Project**Description:**

There is a need for improving safety, operations, and capacity where the intersection of Regional Freight Corridors 23 (Hwy 47 or Quince St.) and Regional Freight Corridor 24 (Hwy 8 or Pacific Ave) come together. This intersection is not only significant because of its close proximity to the City Industrial Park, but because it is the primary through-route for freight traveling to and from Highway 26, the Oregon Coast, and areas south of Forest Grove. This improvement project meets the highest level criteria of reducing freight vehicle delay by addressing a bottleneck at an intersection of two freight routes. Additionally, the project will add a new pedestrian crossing where currently none exist.

Objectives:

The first phase (i.e. development phase) of the project has three main objectives: research/analysis, development of key design elements, and completion of a project prospectus. The first phase includes a 30% design of the improvements and the second phase of the project will be final design and construction.

Previous Work:

No formal work has occurred on this project yet. Some preliminary planning, traffic count collection, and cost estimating was completed during the development of application for funding.

Methodology:

A consultant with experience in traffic planning, design, and engineering will be hired for the project. The initial project phase entails completing a planning phase including 30% design for intersection Improvements. The initial project phase includes data collection and analysis, design element development, and preparation of project prospectus. Later phase includes final design and construction.

Tangible Products Expected in FY 2012-13:

- Research/Analysis
- Design Element Development
- Project Prospectus

Entity/ies Responsible for Activity:

City of Forest Grove – Lead Agency

Metro – Cooperate/Collaborate

Oregon Department of Transportation – Cooperate/Collaborate

Schedule for Completing Activities:

Development Phase Tasks		Begin	Complete	Comments
1	Project Management and Coordination			Complete Project Charter. Project management and coordination ongoing throughout project duration.
2	Data Collection and Analysis			Complete Survey of Existing Conditions, Utilities Memorandum, Traffic Analysis Report and Access Management Strategy
3	Design Element Development			Complete Land Use and Environmental Narrative Reports, Concept Drawings and Total Project Cost Estimates
4	Project Prospectus			Complete Project Prospectus, Parts 1, 2 and 3

Notes: Schedule dates to be included once consultant has been selected.

FY 2012-13 Costs and Funding Sources:

Requirements:		Resources:	
Personal Services			
Interfund Transfers			
Materials & Services			
TOTAL	\$ 175,000	TOTAL	\$ 175,000
Full-Time Equivalent Staffing			
Regular Full-Time FTE			
TOTAL			

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 12-4366, FOR THE PURPOSE OF AMENDING THE FY 2012-13 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD FUNDING FOR THE OR 8/47 INTERSECTION IMPROVEMENT PROJECT

Date: August 20, 2012

Prepared by: Josh Naramore
(503) 797-1825

BACKGROUND

On April 19, 2012, the Metro Council adopted the FY 2012-13 Unified Planning Work Program (“UPWP”) via Resolution No. 12-4335 (“FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2012-13 UNIFIED PLANNING WORK PROGRAM”). This resolution is an amendment to the FY 2012-13 UPWP to add the OR 8/47 intersection improvement project. This project was awarded regional flexible funds by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council and was adopted as part of the 2012-15 Metropolitan Transportation Improvement Program (MTIP) by Resolution 12-4332.

Funds were originally programmed in fiscal year 2012-13 that runs from October 1, 2012 – September 30, 2013 to begin preliminary engineering. However, it was recently determined that a planning phase is needed to better develop more preliminary design details, further refine cost estimates, and allow more time to secure additional matching funds. The planning phase cost is estimated to be \$175,000. The funds for the planning phase will come from originally programmed preliminary engineering phase for this project. Funds were programmed for preliminary engineering in the amount of \$265,104. Per federal requirements, all transportation planning projects that are federally funded are required to be included in the UPWP. The proposed UPWP narrative for the OR 8/47 intersection improvement project is included in Exhibit A.

ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition
2. **Legal Antecedents**

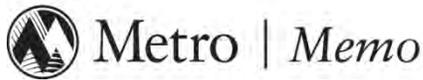
Metro Council Resolution No. 12-4335: FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2012-13 UNIFIED PLANNING WORK PROGRAM, adopted by the Metro Council on April 19, 2012.

Metro Council Resolution No. 12-4332: FOR THE PURPOSE OF APPROVING THE 2012-2015 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA, adopted by the Metro Council March 15, 2012.

3. **Anticipated Effects** – Approval will mean that grants can be submitted and contracts executed so work can commence work on this project between now and June 30, 2013, in accordance with established Metro priorities.
4. **Budget Impacts** – None anticipated.

RECOMMENDED ACTION

Approve Resolution No. 12-4366 and amend the FY 2012-13 UPWP.



Date: September 5, 2012
To: JPACT members and alternates
From: Josh Naramore, Senior Transportation Planner
Subject: Direction on the 2015-18 Metropolitan Transportation Improvement Program (MTIP)

The Portland metropolitan region is preparing to prioritize transportation projects and program activities in developing the 2015-18 Metropolitan Transportation Improvement Program (MTIP). The Regional Flexible Funds Allocation (RFFA) process is the Metro and JPACT administered allocation conducted as part of the development of the MTIP. Recent changes to the ODOT Statewide Transportation Improvement Program (STIP) have accelerated the Metro process for developing the next MTIP and RFFA. Metro staff is seeking policy direction from the Joint Policy Advisory Committee on Transportation (JPACT) at their September meeting on the development of the MTIP, allocation of the regional flexible funds and direction on coordinating with the STIP process. At the September 13 meeting JPACT will be asked to provide:

1. Input on a proposed schedule to align the 2015-18 MTIP and STIP.
2. Direction on a preferred option on allocating 2016-18 regional flexible funds. Metro staff and TPAC will refine the policy direction for JPACT and Metro Council discussion in October and action in November.

Background

The allocation process for 2014-15 funds represented a significant change to the regional process. The project proposals for new focus areas were developed through a collaborative process involving impacted stakeholders. A joint task force was created to advise JPACT and TPAC on project focus area needs, priorities and project prioritization factors during the stakeholder engagement process. The development of projects within the project focus areas began with stakeholder outreach to the populations, agencies, organizations, and businesses that made up the communities affected by and involved with each project focus area. In order to further the consideration of Environmental Justice (EJ) and underserved populations, a working group was convened to provide input on the needs of minority, low income, elderly and disabled populations and help evaluate projects from an equity perspective and how projects may or may not meet the needs of these populations.

The Oregon Transportation Commission's (OTC) and ODOT have made recent changes to the STIP process with the expectation to identify the best multimodal transportation project to address a problem while maintaining and preserving existing transportation assets. The STIP is being streamlined from a collection of programs tied to specific pools of funding dedicated to specific modes or specialty programs and divided into two broad categories, Fix-It and Enhance and a single application process. The changes are intended to identify the most effective projects based on community and state values. With revenue for maintenance and improvement of the transportation system limited, the STIP changes favor investments that effectively address a wide range of issues such as safety, mobility, accessibility, economic development, sustainability,

energy, health, and community livability. The ODOT allocation process is part of both the development of the 2015-18 MTIP and STIP.

STIP Coordination Process

With the recent changes to the STIP process, Metro and ODOT staff have been working to coordinate the MTIP and STIP calendars. Additionally, there has been recent OTC direction on creation of an entity much like an Area Commission on Transportation (ACT) for the Portland metropolitan region for this STIP cycle. This new entity will be referred to as the Region 1 STIP Committee. JPACT, as the federal metropolitan planning organization (MPO) for the region has an opportunity to provide policy direction in the coordinated development of the STIP projects. At their August 31 meeting, TPAC recommended that Metro staff propose a joint MTIP/STIP calendar. The joint TIP calendar highlights the potential opportunities for JPACT to influence both the development of the STIP and MTIP. Metro staff is seeking JPACT input on the following:

- 1) Is the draft Metro 2015-18 TIP schedule in **Attachment 1** the right approach to align the STIP and MTIP processes?
 - In December 2012, ODOT Region 1 would distribute STIP projects to JPACT.
 - In February 2013, JPACT would provide input on the 150 percent STIP projects to the Region 1 STIP Committee.
 - In June 2013, Metro would conduct a 30-day public comment period on proposed RFFA projects and the STIP 150 percent projects
 - In August 2013, JPACT would input on the STIP projects to the Region 1 STIP Committee.

2016-18 RFFA Policy Direction

Past RFFA processes allocated two years of funding. However, both the STIP and MTIP will be allocating three years of funding for fiscal years 2015-16, 2016-17, and 2017-18. As a result of an additional year of funding and with changes from the recently adopted MAP-21 federal legislation more funds will be available for the 2016-18 RFFA. At their August 31 meeting, TPAC discussed options for JPACT direction on how to allocate the 2016-18 regional funds. Based on the RFFA funding summary from **Attachment 3**, JPACT will have \$98.56 million to allocate as part of the 2016-18 RFFA and using the 2014-15 RFFA process as a baseline the 2016-18 RFFA process will have an additional \$37.78 million to allocate¹. TPAC recommended using the policy direction from the 2014-15 RFFA as a starting place and developed the following options for JPACT to allocate the additional \$37.78 million of 2016-18 regional flexible funds.

Option 1 – Maintain the existing policies and funding levels from the 2014-15 RFFA

- For the additional \$37.78 million, maintain the 25% - 75% split between Green Economy/Freight Initiatives and Active Transportation/Complete Streets categories.
 - Green Economy/Freight Initiatives – Increase from \$5.5 million to \$14.945 million
 - Active Transportation/Complete Streets – Increase from \$16.5 million to \$44.835 million

¹ This assumes maintaining the funding levels for both the Step 1 region wide programs and Step 2 categories of Active Transportation/Complete Streets and Green Economy/Freight Initiatives, accounting for the third year of funding in the 2016-18 allocation and uses a 3 percent inflationary rate.

Option 2 – Redistribute the funding levels under new policy direction

- For the additional \$37.78 million, revisit the funding split between Green Economy/Freight Initiatives and Active Transportation/Complete Streets categories and redistribute to both categories based on a newly devised percentage.

Option 3 – Add new project policy categories

- For the additional \$37.78 million, allocate funds to a combination of Green Economy/Freight Initiatives and Active Transportation/Complete Streets as well as newly identified project categories. TPAC identified the following potential new project categories:
 - Corridor plan implementation
 - Safety
 - Industrial land access
 - Jurisdictional transfers
 - TIGER IV projects

2) Of these three options, which would JPACT select as a preferred option for Metro staff and TPAC to refine for further discussion at the October and November JPACT meetings?

- TPAC provided input on an overview and lessons learned from the 2014-15 RFFA in **Attachment 2.**

At the September 13 JPACT meeting Metro staff will be presenting background information on the 2015-18 MTIP and STIP. To guide the discussion Metro staff has included the following information materials:

- Attachment 1 – Proposed 2015-18 TIP Schedule – MTIP and STIP
- Attachment 2 – Overview of the 2014-15 RFFA and Lessons Learned
- Attachment 3 – Available Funding for the 2015-18 MTIP and STIP

To submit questions, comments, or request any additional information, contact Josh Naramore at 503-797-1825 or joshua.naramore@oregonmetro.gov.



PROPOSED 2015-18 TIP Schedule

2015-18 MTIP and STIP Development

2012

Fall

- September 13 – JPACT direction on joint MTIP/STIP calendar and preferred option for 2016-18 RFFA
 - September 20 – STIP Enhance application process begins
 - October 11 – JPACT refine preferred option for allocating 2016-18 regional flexible funds
 - October 16 – OTC meeting with ACT chairs to discuss STIP process
 - November 8 – JPACT and Metro Council action on policy direction for 2016-18 RFFA
 - November 27 – STIP enhance applications due to Region 1
-

Winter

- Review of existing performance measurement data (part of federal Congestion Management Process)

December - Release 2016-18 RFFA solicitation packet

December 6 – STIP project applications distributed to JPACT and Region 1 STIP Committee*

2013

Winter/Spring

- Review region-wide programs (TOD, RTO, TSMO, Corridor Development, TriMet & SMART 5307)
- Review TriMet 5-year Transit Investment Plan

February 14 – JPACT provides input on the 150 percent STIP projects to the Region 1 STIP Committee*

February 15 – RFFA applications due and begin evaluation of projects

March 15 – Region 1 STIP Committee submit 150 percent recommendations to ODOT Region 1
(March – July – ODOT Region 1 scopes the 150 percent list of STIP projects)

March 21 – ODOT Region 1 provide the 150 percent STIP projects to TDD for distribution to OTC, OFAC and Joint TE-OBPAC Committee

Summer/Fall

June 1 – June 30 – Metro conduct joint public comment period on RFFA projects and ODOT Region 1 STIP 150 percent list*

June 19 – OTC, OFAC and Joint TE-OBPAC Committee provide input on 150 percent list

July 22 – ODOT Region 1 provides STIP project scoping information to Area Managers and Region 1 STIP Committee chair. STIP Committee and Region 1 begin developing project recommendation lists.

July and August – Narrow RFFA projects.

August 8 – JPACT provides input to the Region 1 STIP Committee on the STIP projects.*

August 23 – TPAC recommendation to JPACT for adoption of 2016-18 RFFA projects and 2015-18 MTIP.

September 12 – JPACT and Metro Council adopt 2016-18 RFFA projects and 2015-18 MTIP.

Fall/Winter

Submit proposed MTIP to ODOT for inclusion in Draft STIP by Oct 1
Region STIP Coordinators upload project list into PCSX by Oct 31

October 4 – ODOT regions provide STIP project recommendations to TDD for compilation and OTC consideration.

October 7 – November 13 – OTC review of STIP project recommendations and allocation of discretionary 20 percent.

November/December – Draft STIP prepared for public review process

2014

Jan

OTC & JPACT release STIP & MTIP for public review

March 1

Public review of Draft TIPs complete

March - June

JPACT/Council act on any adjustments based on public comments (March TPAC, April JPACT)
Air quality conformity analysis and determination process

June – July

Final STIP prepared and reviewed with ACTs, MPOs, other stakeholders

August

OTC review and approve Final 2015-18 STIP

September

FHWA/FTA approval of STIP and air quality conformity of MTIP

****Bold and italicized items are the proposed points for coordinating the STIP and MTIP process***

2014-15 RFFA Process: Overview and Lessons Learned

The following reflects the policy direction that was adopted by JPACT and Metro Council for 2014-15 regional flexible funds allocation (RFFA) process and summarizes the two-step process:

Step 1: Region wide Programs

Support of an initial funding target for existing region wide programs, but with direction to develop a process for JPACT review of these programs prior to the final allocation of funding in the spring of 2011.

- a) *High capacity transit (HCT) bond - \$26 million*
- b) *Region wide Programs: \$20.733 million*
 - Transit Oriented Development – \$5.95 million
 - HCT development - \$4 million (One-time set aside for Southwest Corridor)
 - TSMO/ITS - \$3 million
 - Regional Travel Options - \$4.539 million
 - Regional Planning - \$2.244 million
 - Corridor & Systems Planning - \$1 million
- c) *Established funding for Metropolitan Mobility Preparedness: \$1 million*
 - This allocation was to develop projects in preparation for the 2010 proposed changes to the federal transportation authorization bill. The recently adopted MAP-21 did not

include the 2010 proposed creation of a federal Metropolitan Mobility Program for which this set aside was intended to develop projects.

Step 2 – Community Investment Funds

- d) *Vehicle electrification: \$500,000*
 - One time set aside of \$500,000 for electric vehicle acquisition and infrastructure development. This project focus area supports the use of electric vehicles in the region.
- e) *Green Economy/Freight Initiatives target: 25 % (\$5.5 million)*
 - This project focus area supports the development of the region's economy through investment in green infrastructure and key freight projects or programs.
- f) *Active Transportation/Complete Streets target: 75% (\$16.5 million)*
 - This project focus area prioritizes infrastructure support for non-auto trips and ensuring safe streets that are designed for all users. Examples of project types include, but are not limited to:

2014-15 RFFA Lessons Learned

The following are some lessons learned and recommendations based on feedback received by Metro staff from stakeholders about the 2014-15 RFFA process, as well as the August 31, 2012 TPAC meeting.

RFFA Findings:

- a. The local project nomination and narrowing process requirements were too minimal to ensure that all processes conducted at the local level met expectations.
- b. Some of the RFF task force criteria were difficult to meet through project design.
- c. Local processes for public engagement did not yield a lot of participation.

- d.** While the joint RFF task force enabled discussion between two groups that have few opportunities to reach understanding, it diluted the specific expertise in developing criteria for each focus area.
- e.** Insufficient funding to execute comprehensive projects.
- f.** Not able to implement corridor study priorities.
- g.** Projects eligible for funds from different policies were disadvantaged. Need to ensure that joint projects can apply to meet multiple project categories.
- h.** The Regional Freight Committee and Active Transportation Advisory Committee should be able to comment on projects, but not nominate projects.

RFFA recommendations:

- a.** Further develop guidelines for local process for nominating and narrowing projects. (An example is to ensure that all processes include technical presentations to decision makers prior to the narrowing process.)
- b.** Allow staff refinement of criteria while it is being developed or existing criteria if used again next cycle.
- c.** Establish additional guidelines to be met during local engagement processes. Perhaps the addition of local open houses and web tools in addition to public meetings would improve performance.
- d.** If a task force is to be convened in the next cycle, it is recommended that the original conception of two task forces (or a task force/working group per focus area) be explored to improve the development of criteria and project priorities.
- e.** Update project criteria based on new work and changing priorities.
- f.** Process needs to allow all stakeholders to be aware of all nominated projects to allow better coordination.
- g.** Need to build on past regional conversations and planning efforts.
- h.** Consider CMAQ eligibility for projects and the new performance based requirements from MAP-21.
- i.** Allow coordination with large private investments.

Funding Decisions and Available Funds 2015-18 MTIP and STIP

Table 1 – Overview of 2015-18 MTIP and STIP Funds

Fund Type	Current JPACT/Council Role *	2016-18 Funding Amount	Administering agency
Programmatic Funding			
Regional Flexible Funds	Final decision on allocation	\$98.5 million	Metro/JPACT
Tri Met 5307 and 5307 Enhancements	Consulted on TriMet Transit Improvement Program. Approve spending in TIP	\$105 million + \$1 million	TriMet
SMART 5307 and 5307 Enhancements	Approve spending in TIP	\$1.4 million + \$20,000	SMART
Special Needs Transportation	Approve awards for inclusion in TIP	Changes from MAP-21	TriMet (STFAC)
ODOT Region 1 Enhance	Identify priorities from applications to inform Area Committee	\$65.6 million	ODOT
ODOT Additional Statewide Enhance	Identify priorities from applications to inform Area Committee	\$46.1 million	ODOT
ODOT Statewide Fix-It (need Region 1 break-out)	Briefed on project list. Approve allocations for inclusion in TIP	\$729.3 million	ODOT
Discretionary Funding			
New Starts	Approve HCT System Plan prioritizing project development in the planned HCT corridors, any RFFA funding for project development or construction, UPWP (work plan & budget for priority corridor).	\$300.0 million	FTA award (TriMet is local lead agency)
FHWA TIGER	Identified JPACT priorities from applications	\$0 to \$50 million	FHWA award
FHWA TCSP	Approve awards for inclusion in TIP	\$0 to \$3 million	FHWA award

* In addition to developing and approving the Regional Transportation Plan which provides overall policy direction and the eligible list of projects to receive funding.

Funding Decisions and Available Funds 2015-18 MTIP and STIP

Table 2 – Breakdown of Available 2016-18 Regional Flexible Funds

1. CMAQ and STP-U for the Portland Metropolitan region for 2016-18	TOTAL
	\$146.56 million
2. Continuing Funding for 2014-15 policies for 2016-18	\$108.78 million
a) HCT System Construction Commitment for 2016-18	\$48 million
b) Region wide programs for 2016-18	\$26.01 million
c) Active Transportation/Complete Streets for 2016-18	\$26.07 million
d) Green Economy/Freight Initiatives for 2016-18	\$8.7 million
3. Remaining funding for 2016-18 RFFA allocation	\$37.78 million

Materials following this page were distributed at the meeting.

Street Smart Communities

Managing great places to live, work and travel

8:30 a.m. to 9:30 a.m. Thursday, Sept. 20th

(Coffee and refreshments served starting at 8 a.m.)

Join **Steve Lockwood**, transportation policy expert with **Parsons Brinckerhoff**, as he shares innovative approaches to improving transportation operations. Learn how these strategies support our region's efforts to create great places to live, work and travel for everyone.

Great communities make the most of their transportation investments. Learn how smart management of our transportation system provides community benefits:

- Helps make travel safer and more efficient for people and goods.
- Reduces fuel consumption which means cost savings for households and businesses.
- Reduces air pollution and helps us meet Oregon's targets for reducing greenhouse gas emissions.

RSVP to Susan Patterson-Sale at susan.patterson-sale@oregonmetro.gov

Sponsored by FHWA, ODOT and Metro



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. Vehicle garage parking is \$6 for the day or in metered spaces on street.

For more information, contact Deena Platman at deena.platman@oregonmetro.gov



Metro | *Making a great place*



Save the Date: Thursday Sept. 27th 2015-18 Enhance Application Workshop

Local agency and other technical staff are invited to learn about the Statewide Transportation Plan Enhance application process at a workshop on September 27th, 2012. The purpose of the workshop is to review the application and instructions as well as answer your questions. To help us tailor the presentation to your needs, please send question ideas or topic suggestions to Jeff Flowers at the email listed below.

Date:

Thursday, Sept. 27th

Location:

ODOT Region 1
123 NW Flanders, Room A/B
Portland, OR 97209

Time:

8:30 AM to 11:00 AM

*Detailed agenda to follow soon.

RSVP to:

Jeffrey.A.Flowers@odot.state.or.us

For more information on the new project selection process visit:

http://cms.oregon.gov/ODOT/TD/TP/pages/stip_guide.aspx



OFFICE OF MAYOR SAM ADAMS
CITY OF PORTLAND

September 11, 2012

Carlotta Collette
Chair, Metro Joint Policy Advisory Committee on Transportation

Dear Chair Collette:

On behalf of the City of Portland, I am writing to share my comments about item 6 on the agenda for the JPACT meeting on Thursday, September 13, 2012 – *Update on the Statewide Transportation Improvement Program (STIP) Stakeholder Committee*.

The City of Portland appreciates the effort ODOT has put into restructuring the STIP allocation process, and we understand that the Oregon Transportation Commission is on track for final approval of the process in September. As we move toward that approval, I believe JPACT should communicate two important points to the OTC:

- To ensure a transparent, multi-modal STIP process, ODOT and the OTC should adopt project selection criteria for use by the interim STIP Stakeholder Committee. Without clearly understood and agreed-upon criteria, it will be difficult to ensure a defensible selection process. ODOT and the OTC should work with stakeholders to develop and agree on these criteria before the project selection process begins.
- It should be clearly understood by all stakeholders that the interim STIP Stakeholder Committee is not presumed to become the Area Commission on Transportation for Region 1. Discussions about creating a Region 1 ACT must be more deliberative and more inclusive than they have been to date. JPACT members and other stakeholders should have a meaningful opportunity to evaluate the results of the STIP project selection process. That evaluation should inform decisions about the structure of a future ACT and how it will coordinate with JPACT planning and funding activities.

I apologize that I am unable to attend the September 13 JPACT meeting, and I respectfully request that these concerns be shared with the Committee.

Sincerely,

Sam Adams
Mayor, City of Portland

2015-18 Metropolitan Transportation Improvement Program (MTIP)



September 13, 2012 JPACT
 Josh Naramore

What is the MTIP?

The process of establishing project priorities within the limits of available funds to accomplish the goals of the state and metropolitan transportation plan.



- Implements 2035 RTP and OTP
- Fiscally constrained
- Region's CIP

Who develops the MTIP?



- The MPO (Metro)
- Developed in cooperation with state DOT and Public Transportation Service providers.
- Part of the STIP

What is required in developing the MTIP?

- Implement Public Involvement Policy
- Reflect priorities of the 2035 RTP
- Utilize the Congestion Management Process
- Coordination with ODOT, TriMet & SMART
- Selection of performance targets (new from MAP-21)
- Burdens and benefits analysis to Environmental Justice populations
- Air quality conformity
- Demonstration of fiscal constraint

Funding Sources programmed in the MTIP

- ODOT Administered Funds
- Regional Flexible Funds
- Transit Funding
- Local Funding



5

ODOT Administered Funds

- Fix-It
- Region 1 Enhance
- Statewide Enhance
- Immediate Opportunity Fund



6

Regional Flexible Funds

- Region wide programs
 - Transit Oriented Development
 - System Management & Operations
 - Travel Options (demand management)
 - Corridor Planning
 - In lieu of dues MPO support
- Community Investment categories
 - Freight & Green Economy
 - Active Transportation & Complete Streets

7

Transit Funding

- Urbanized Area Transit (5307)
- Fixed-guideway Transit (5309)
- Enhanced Mobility (5310)



8

Local Funding

- Match to federal funding
- Locally funded projects
 - Regionally significant
 - Informational purposes only



9

Discussion

1. Input on the proposed schedule to align the 2015-18 STIP and MTIP processes.
2. Direction on a preferred option on allocating 2016-18 regional flexible funds. (Action in November)

10



OFFICE OF MAYOR SAM ADAMS
CITY OF PORTLAND

Date: September 13, 2012

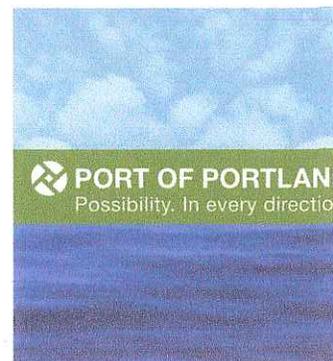
To: JPACT Members

From: Sam Adams, Mayor, City of Portland 

RE: Proposed 2015-18 MTIP Policy Direction

Given the flexibility of its available funds, the Metropolitan Transportation Improvement Program (MTIP) is one of the most important sources of multi-modal funding for the Portland metro area despite the fact that the actual dollar amount is relatively small. The City of Portland appreciates Metro's work in 2011 to restructure the Regional Flexible Funding allocation process, and we have recently finalized the allocation of 2012-15 funds. While the direct allocation of funding to coordinating committees seemed to work well, it is too early to judge the impact of the new policy direction on our region's transportation system. As such, the City of Portland is wary of developing a new process for the Regional Flexible Funds Allocation (RFFA) at this time. We believe the existing process and funding allocation should remain in place until their impacts and results can be more clearly evaluated.

After reviewing the options for RFFA Policy Direction provided by Metro in the staff report for JPACT, the City of Portland prefers Option 1 - *Maintain the existing policies and funding levels from the 2014-2015 RFFA*. While we do not support the addition of new project policy categories outlines in Option 3, some or all of the potential categories identified by TPAC could appropriately serve as guiding criteria for the allocation of funding.



September 12, 2012

Carlotta Collette, Chair
Joint Policy Advisory Committee on Transportation
600 NE Grand Avenue
Portland, Oregon 97232

Dear Carlotta,

Metro has identified \$37.78M in additional funding for the Regional Flexible Fund program by allocating three years of funds instead of two. Rather than \$60.78M, available for allocation, the new amount will be \$98.56M for allocation. In these times, this represents a substantial funding source for transportation. Because of that I propose we select Option 3 and take this opportunity to consider new project funding categories for the additional increment of \$37.78M. Since the last allocation process, a number of issues have come to light that would support a new allocation.

The regional economy has not recovered and we still face unemployment levels in excess of 8.1 %. Investments in transportation are an immediate way to create jobs and retain the engineering and construction capability we have created in the region from our past transportation investments. In the past, JPACT has made this point specifically to our congressional delegation and argued that one of the best ways to put folks back to work is through investments in our critical infrastructure.

The private sector, with support from regional staff, has developed the Community Investment Initiative with the intent of focusing on projects that will attract private sector capital. Public/private initiatives still require some investment from the public sector. These additional funds could be used to support potential PPI's in this region, leveraging both state resources as well as those of the private sector.

In early 2012, the region went through a process to identify its highest priority projects for Tiger funding; all of those projects provide critical access to industrial land, yet not one received funds. In addition, the region had completed an industrial land analysis—showing that the single most critical issue for creating market-ready land for job growth is the lack of infrastructure, specifically transportation. Further, the region is embarking on the Metropolitan Export Initiative—which will require investment in key transportation corridors to ensure products can move efficiently from manufacturing locales to market.

I appreciate your consideration of our proposal. I apologize for not being able to attend in person. Susie Lahsene will represent the Port's interests during this discussion.

Sincerely,

A handwritten signature in black ink that reads 'Bill Wyatt'.

Bill Wyatt
Executive Director